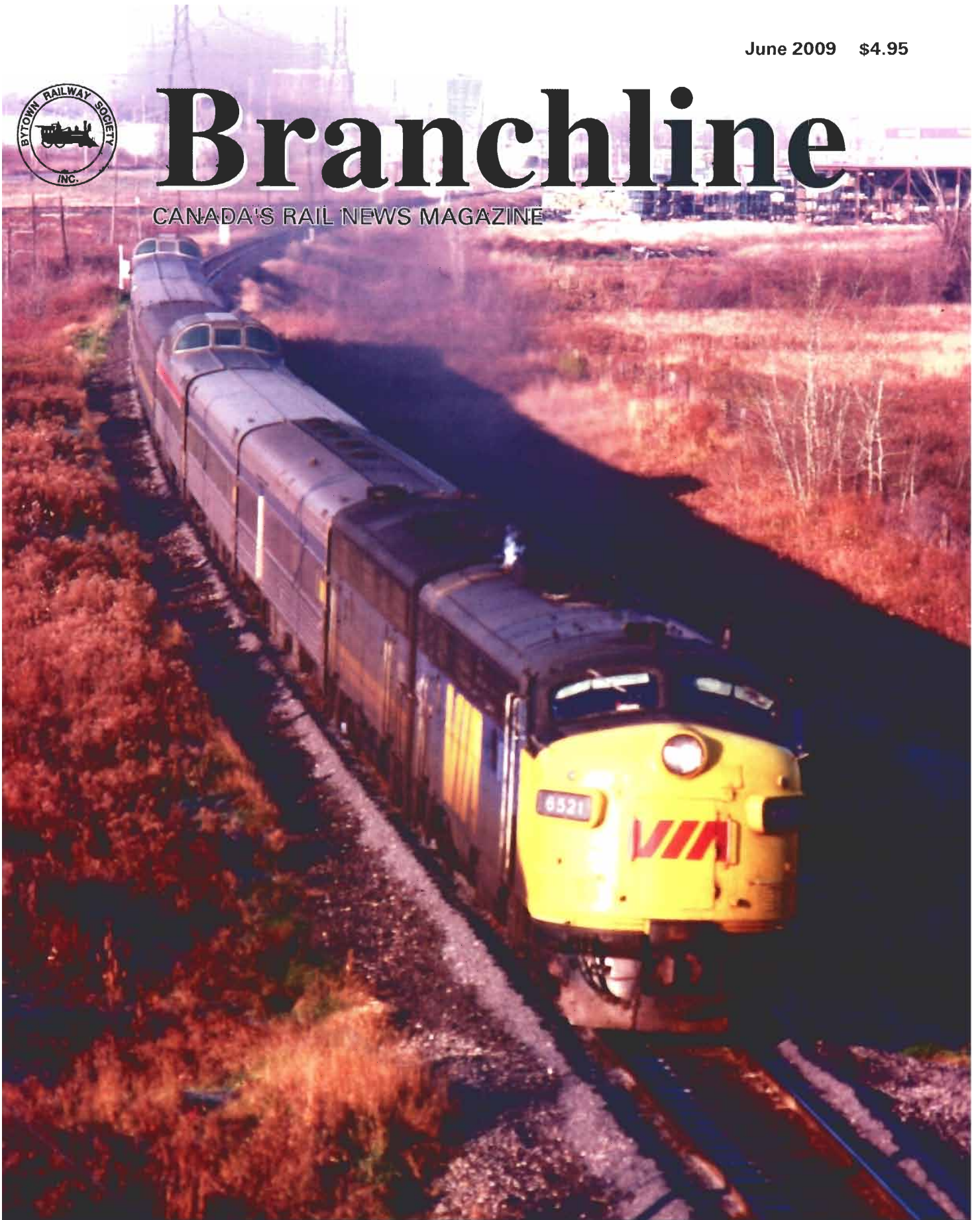


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Branchline

CANADA'S RAIL NEWS MAGAZINE



Working on the "Canadian" • The Electric Street Railway in Ottawa

Branchline

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

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We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3 1/2" disk or CD (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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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 **June 2** meeting, Ron Ritchie will give us a presentation on some of his memorable railfan experiences. Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

A special meeting will be held on **June 16** at the Canada Science and Technology Museum at 19:30 when Steve Barry, Editor of **Railfan & Railroad**, will entertain us with three presentations:

- 1) "The Road and the Radio: Reasons We Go Railfanning" -- This program attempts to explain why railfans do what they do, looking at five good reasons to get trackside.
- 2) "The Heart of Canadian Pacific" -- A look at CPR in British Columbia, Alberta and Saskatchewan.
- 3) "You Can (Almost) Go Home Again" -- This show looks at recreating the steam era through photo charters. Featured operations include the Wiscasset, Waterville & Farmington in Maine; the Heber Valley in Utah; Soo Line 2-8-2 1003 in Wisconsin; Canadian National freights on the Strasburg Rail Road in Pennsylvania; and Pere Marquette 2-8-4 1225 in Michigan.

An **informal slide and video night** is held on the third Tuesday of each month except July and August, at the Canada Science and Technology Museum. The next informal slide and video night is **September 15**.

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

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

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.

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

Ten Years Ago in Branchline:

- * CN will add 400 new centrebeam flat cars to its lumber car fleet at a cost of \$35 million.
- * Declining exports of grain and coal, coupled with the recent acquisition of 350 new high-horsepower locomotives, will result in extension of the normal one month summer closure of CPR's Ogden Shops in Calgary to a six-month shutdown.
- * CPR continues to test a unit coal train which is equipped with "Electronic Controlled Pneumatics" (ECP). The locomotives on this train are equipped with "PowerLink", a wireless distributed power control system.
- * ALSTOM has won a \$300M order to supply First Union Rail Corporation, the freight leasing arm of First Union National Bank, with 3,100 freight cars. The cars will be built at ALSTOM's plant in Montreal (former CN Pointe St. Charles Shop).

Cover Photo: VIA FP9 6521 leads the eastbound "Canadian" at M&O Junction in east-end Ottawa, Ontario, on October 31, 1981, just two weeks before the cancellation of the "Canadian" between Montreal and Sudbury. Photo by Earl Roberts

Press date for this issue was May 18
Deadline for the July-August issue is July 6

Working on the "Canadian"

Article and Photographs by John Cowan

As stated in some of my previous articles for **Branchline**, I had spent many of my earlier years with CP as a trainman working on the "Canadian". Anyone from the running trades from any railway who has spent time working on passenger trains can tell you that there are both positive and negative aspects with this kind of service. Dealing with the public can be a challenge at the best of times, but it can be very rewarding as well. One old timer I worked with in passenger service told me many times, "At least on freight, the boxcars don't argue back."

Having spent the better part of a third of my career working on CP's "The Canadian" and VIA's "Canadian", I could easily sit down and publish a book upon my retirement about my many years aboard Canada's premier, deluxe passenger train. You can be assured that I have had my share of both good and bad experiences while working on this train, but far too many to write about in **Branchline**. I do want to share some of my more memorable experiences during those years. I do consider myself extremely fortunate looking back as a railfan and being able to say, "I worked on the Canadian".

My first opportunity arose not long after my working as a trainman began in Revelstoke in June, 1978. The train was still purely CPR at that time, although her days were numbered as the move to VIA Rail was only months away. The job was deemed to be undesirable over the Revelstoke Division as it was an overnight run between Kamloops and Field. While I certainly did not have the seniority to hold a job on her that summer, I was able to hold some week long vacancies. It was extremely fortunate for me that there were a lot of men who simply did not like dealing with people so that helped me to hold down this job for many years.

Being able to work the train in 1978 gave me my only opportunity to work on a passenger train owned and operated by a railway and not a government corporation. Even though the interiors of the cars were well worn, I was amazed at how Canadian Pacific kept up a high level of food service in the dining cars right up to the day they gladly turned the service over to VIA Rail in September 1978. I managed to have several meals in the dining car utilizing my half price privilege granted to train crews while on duty. I was also able to work on 2200 series coaches that were used regularly during the summer months.

While the overnight shift was tiring, I was overwhelmed by the magnificent rocky mountain scenery I was working in at the time. Field, BC, while not having a lot to offer during our daytime layover, was still a beautiful place as we were tucked right in between the Rockies. We would change off with Calgary engineers and Medicine Hat train crews. One senior engineer and fellow railfan was the late Floyd Yeats. Floyd was a very nice fellow who made the trip through the Spiral Tunnels memorable for many passengers with cab rides during his many years of working on "The Canadian". One morning with a movie camera in my possession, upon our 08:15 arrival in Field from Kamloops, I walked up to the locomotive to ride to Lake Louise, Alberta, with Floyd on the head end. Floyd told me on many occasions that I was welcome to do so any time I wanted. So this day, I had a camera and was ready for "the ride" and what a ride it was indeed in an FP unit through some of the most spectacular scenery and most interesting trackage on the North American continent.

One thing I didn't think about until I was well on my way to Lake Louise was how I was going to get back to Field. I learned many years ago that where there was a will, there was a way. As I didn't have time to go to the bunkhouse to change, I was still wearing my uniform. I thought the only conceivable way to get back would be to hitchhike. Once we arrived in Lake Louise, I took some movie footage of the "Canadian's" departure, and then walked over to the Trans Canada Highway. The first car that came along stopped and picked me up. I asked the fellow who graciously dropped me off at Field why he picked me up not knowing me, and his reply was to the effect, "Anyone who would dress that neatly surely must have really needed a ride." Luck was on my side that day.

Calling all hands

The last Sunday morning in October of 1978, after departing Golden, there was a lot of snow along the right of way and surrounding mountains. As we were winding our way into the

Kicking Horse Canyon, we received a call over the radio from the patrolman who regularly checked the canyon area for rocks and slides telling our engineers that there was a huge rock on the track near his tool shed. We stopped short of the location where the rock was reported to be. From the open dutch door of the "Park Car", I could see the rock ahead of us on top of the snow. The engineers called the operator at the Golden station to report our predicament. After about a 30 minute wait, the operator called back and indicated that none of the maintenance of way forces could be reached by telephone. The conductor then decided to take the matter into his own hands.

Using the public address system that CP had on the train prior to the advent of VIA and the pooling of CN cars among the CP Budd equipment making the PA inoperable, the conductor informed the passengers of the problem and asked for any volunteers who would assist us in taking the rock off the track. Approximately a dozen male passengers and a large farm girl from Saskatchewan came forward. In one way, this was not a good idea with any liability issues that could have arisen from any injuries the passengers may have sustained while off of the train but, on the other hand, there was some of the old school common sense approach being used which is almost null and void on the railway today. The patrol man provided the necessary tools including a huge metal bar to try to jack and heave the rock off the track. All of the men attempted to get the rock off, but it wasn't until the girl from Saskatchewan assisted with that final 'heave ho' that we managed to get the rock off of the right of way. As I had my camera with me, I took a group photo of these passengers. They all gave me their names and addresses and asked me to forward them a copy of the picture. Of course, I gladly obliged. Arrangements were also made with the dining car steward to give them free coffee and a snack after we resumed our trip.



Passengers and Conductor Len Timpany line up for a group photo on October 30, 1978, after they were able to remove a large rock from the track.

My move to the west coast

With the exception of New Years Day, I never worked on the "Canadian" at all in 1979. As per my article entitled "Okanagan Railroading" in the June 2006 issue of **Branchline**, I opted to take as many vacancies as I could on Trains 90 and 91 that operated between Revelstoke and Kelowna instead. In October 1979, in conjunction with the fall "change of card", I transferred from Revelstoke to Vancouver. At that particular time, the "Canadian" was a very senior job between Vancouver and Kamloops for the trainmen and conductors. VIA Rail had taken over the service from CP by this time and had, up until the weekend I moved to the west coast, operated the train out of CP's downtown station. That weekend, VIA transferred the train to CN's Main Street station. This transfer became possible after negotiations took place with CN, CP and the Burlington Northern Railroad, as well as the United Transportation Union and Brotherhood of Locomotive Engineers to



CP's eastbound "The Canadian" crosses the Stoney Creek Bridge, located high on the east slopes of Mount Shaughnessy, in July 1978. The train included two CP business cars marshalled immediately behind the units, as well as a 2200-series coach which frequently saw service during the busy summer months.

implement one "VIA route" out of Vancouver. This route entailed rerouting the "Canadian" over CP's Westminster Subdivision from Port Coquitlam to Sapperton, then through an interchange track using the BN's main line from New Westminster to Vancouver. The "Super Continental" was also routed this way to utilize the station stop at Port Coquitlam rather than in New Westminster, then travel CP's Cascade Subdivision to Mission, then cross back over to the CN mainline via CP's Mission Sub.

The unions in conjunction with the management of the railways involved granted CP crews running rights over the BN mainline and CN trackage into CN's station and the CN crews the same privilege over the CP from Sapperton to Mission/Matsqui. The "Canadian" departed Vancouver at 13:00, arriving in Kamloops around 21:00. If the westbound train was on time, the crew would be departing Kamloops around 06:00. Upon their return to Vancouver, each crew had 48 hours off before making the trip again. Even though I could not even come close to holding the job with this schedule, I did manage to snag quite a few spare trips during my short tenure on the Coquitlam spareboard.

As hard as this may seem to believe, there were actually some guys on the spareboard that would phone the crew clerks and ask what vacancies were available. If the crew clerk indicated that there was a "hole" (vacancy) for the passenger train that day, their next question would be, "Where is Cowan on the board?" If I was ahead of them, they wouldn't worry when their phone would ring at 10:00 for a two hour call in case CP was ordering a freight train for about the same time. If I was behind them on the board, they would not answer their phones. Back in those days, the company was a lot more lenient about missing calls than they are today.

In September 1980, VIA changed the schedules for both of the transcontinental trains; the new departure times had the "Super Continental" departing Vancouver at 20:00 and the "Canadian" at 21:45. The new schedule meant a 16 hour layover in Kamloops and an overnight run in each direction. Half of the senior men bailed as they were not interested in working nights at that stage of their career. A few did stay, but there were a

lot of men in the terminal who did not like dealing with passengers as I mentioned before so it gave me an opportunity to work a job for which I had a huge passion. Though barely hanging on for the better part of 10 years, I did manage to work the train for most of the decade from 1980 to 1990. The only exceptions were in 1982, when I briefly got bumped due to the longshoremen's strike we had as mentioned in my article about Okanagan Railroad; for six weeks in 1984 when I elected to go to work out of Penticton on the remaining portion of the Kettle Valley Railway, and during a couple of winters when I was bumped for a month or two at a time.

Working the "Canadian" to Kamloops was a long trip, being gone at least 32 hours per trip, although we did get two days off in between. Train crews on passenger trains in those days often worked over two subdivisions while the engineers were only able to work over one subdivision. It had been negotiated many years ago by the union representing the conductors and trainmen in the pre- UTU days that all passenger work between Vancouver and Kamloops would be manned out of Vancouver. Between North Bend and Kamloops, we worked with Kamloops engineers. I worked all of the jobs on the train, including many spare trips as a conductor, though mainly the flagman's position on the tail end. I also worked the

baggage car a lot. You actually did do a lot of physical work on this job. This was the only job (other than the engineers) where a uniform was not required. It was nice when I would leave the car to go back and visit with the crew, walking through the day coaches and not being bombarded with questions from the passengers as they had no idea I was a crew member.

When we had three or more day coaches (during the summer months and over Christmas), our collective agreement called for an extra trainman. This meant that during these times, if you included the engineers, we would have six crew members on the train. VIA was quite vocal in 1978 that they would have two operating crew members on the train one day, both up in the locomotive cab. Of course, we all laughed at them given the contractual agreements they inherited from the railways. If only we knew then the reality of what the future would bring. With up to three day coaches and two Daynitters on the train, we would be



VIA FP9 1407 (still in CP livery) and FP7 1404 lead the westbound "Canadian" at North Bend, BC, in April 1980.

quite busy with the collection of tickets and hat checks sometimes beyond Port Coquitlam. VIA always blocked four seats for the train crew in Line car Nos. 105/205 which were usually former CN day coaches, so we could sit with a portable desk and do our paperwork.

There were a lot of politics on the train in those days which the public never saw. With the advent of VIA, unlike the operating train and engine crews who remained under the employ of their perspective railway (CN or CP) similar to Amtrak in its infancy, the On Board Services employees from both railways became full-fledged VIA Rail employees and, as a result, had their seniority dovetailed into one list. This meant both former CN and CP employees were running on trains and lines that they had never been on in the past. We had a lot of former CN employees from both Winnipeg and Vancouver working on the "Canadian" as well as some former CP employees. This disruption in their earned seniority did cause some dissension amongst their ranks. Fortunately, we were not part of it.

VIA also introduced the position of Service Manager to replace the traditional Sleeping Car Conductor position. When Sleeping car conductors were on the trains, it was always understood that the sleeping car conductor was in charge of all aspects of the sleeping cars, and his authority ended over the drawbar of the first sleeping car on the consist. The conductor was in charge of the business at hand in the day coaches and the baggage car as well as the safe operation of the entire train. However, VIA took all of the new recruits from the OBS ranks who wanted to become Service Managers to Cornwall, Ontario, for a week of training deemed by many of us to be brainwashing. They came aboard thinking that they were in charge of the operation of the train. It didn't take long for the old time conductors to set them straight.

The conductor is in charge of the operation of the train

One old time conductor I often worked with was Al (Curley) Clifford. Curley hired on with CP in 1939, and had continuous service until he retired in May 1983 other than a brief leave of absence during the Second World War. Curley was definitely old school and ran a very tight ship. He was a CPR man right up to the day that he retired. He had a hard time accepting VIA and their practices which differed from CP's. He was a challenge to work with until I got to know him. He didn't like too many of the younger guys, but as he got to know me, I became one of his four "golden boys" from the new generation of railroaders that could do no wrong. We butted heads a lot at first when I would challenge his being vocal about VIA, but another old timer told me much later that Curley respected me for standing up to him and because I knew what I was doing. Curley had many years of passenger train experience having worked CP's "The Canadian" on and off since her inception in 1955; "The Dominion"; the summer time



VIA FP7u 6569 (nee CP 4069) leads the eastbound "Canadian" at Kamloops, BC, at 06:25 in May 1983. In 1995, No. 6569 was acquired by the West Coast Railway Association. She was later returned to her original tuscany and grey livery and her original number, and sees periodic service out of her Squamish, BC, base.

"Mountaineer"; the Kettle Valley passenger train between Vancouver and Penticton and a short stint in passenger service on Vancouver Island in the '50s. He taught me a lot and instilled in me that one day I would be a conductor and when a problem or emergency aboard the train would occur, it would be me that would have to make all of the decisions. His advice was true as I have been faced with these challenges on many occasions. Ironically, it was Curley who made the comment about the boxcars not arguing back. By the way, Curley is still active - at the ripe age of 91!



Trainman John Cowan and Conductor Al (Curley) Clifford pose beside the "Canadian" in May 1983.

Case in point, one summer morning in 1983 I was the conductor on #2. I had a fairly junior trainman on the tail end. He called me up as we passed through Basque on the Thompson Sub. around 04:30 to tell me there was a fire in the Park Car and that the lights were flashing on and off. As we were getting close to Ashcroft, I thought to myself, what should I do? Stop the train right away out in the middle of nowhere or hope that we can make it to Ashcroft where I can get some help. I asked the trainman what he saw and he said only some smoke. I called the engineers right away and asked them to get the dispatcher to call the fire department in Ashcroft. A fire truck was dispatched from Cache Creek. As soon as we arrived, my other trainmen and I went back to the Park Car. We woke up all of the passengers in the Park Car as well as in the sleeping car ahead. Most of them were Japanese tourists who didn't speak English. There was a lot of holding the nose signs to indicate there was a fire at hand and they would have to evacuate. It turned out to be an electrical fire inside the car. The fire department was able to put it out. After inspecting the Park Car

outside, I determined it was safe for the car to continue. However, the fire damaged the air conditioning and lighting, so it was most regrettable that it would be an uncomfortable trip for the passengers in that car until at least Calgary. It could have been a much more stressful situation for me had we not been near any roads or communities at the time.



Recently-remanufactured VIA FP9 6310 (nee CN 6532) pauses with the eastbound "Canadian" upon our 06:00 arrival at Kamloops, BC, in May 1985.

Working with these old timers was a great asset for me at that time. I was shown how to deal with and rectify some mechanical problems that would arise from time to time with the cars. One example would be losing power in a car. To rectify this problem, we would "trainline" it with the next car. This meant hooking up a jumper cable from one car to the next between the vestibules of the two cars. You had to know what you were doing or you could give yourself an electrical shock. Another problem which arose from time to time was an air blockage problem in a car, usually a dining car. This was a separate system from the train line. This air system was in place for the dining car crews to be able to use their water taps in the kitchen. Every so often, a cut out valve would be in the "up" position rather than the down "position" (sometimes left that way by those who watered the car previously) which if that were the case would shut off the air pressure for their water. The dining car crews would often think their car was out of water. I knew how to rectify this problem thanks to learning from one old timer, the late Russ Pickell who knew these cars inside out and had showed me their mysteries when I was working with him. Hence, one night in the early-'80s while I was working as a conductor on #1, about 30 minutes after our departure from Kamloops, I was up at my "office" going through the tickets and doing the required paper work, the Service Manager came up to inform me that there was no water in the dining car. While I was concerned that the crew would be in a predicament if they didn't have water to wash the dishes and clean up for the night, I was able to talk the Service Manager into waiting until Ashcroft where we had to make a stop to disembark some passengers and I would have a look at the car which happened to be a former CN 1300 series dining car. Though this problem was infrequent, it seemed to be more prevalent with the former CN equipment rather than the CP Budd equipment. I asked him to arrange to be in the vestibule of the sleeping car just ahead of the dining car upon our arrival in Ashcroft. As soon as I detrained a handful of passengers from the day coach and had my trainman secure the vestibule door, I remained on the station platform and had the engineers pull the train forward and spotted the dining car in front of me. With a flashlight and a pair of gloves, I climbed underneath the car, and sure enough this small valve was in the "up" position. I pulled it down into the down position and hollered up to the Service Manager to ask him if they now had

access to water. I was sure relieved to hear that they did as I did not want to have to spend time at North Bend watering the car. As I climbed aboard the sleeping car, there was an old time black porter there, originally from the CN, who said to me "You sure do a great job; I hope you make Superintendent someday." Suffice to say, I never followed his advice, but I did appreciate his compliment.

Curley was like a lot of the old timers from that generation. They expected you to be on the ball and do your job. Sleeping on the job with this overnight shift was not condoned by some of the old timers I worked with. With Curley, if he didn't like a younger guy that was not doing his job and was caught sleeping, they would hear about it. In my case, because I was one of Curley's "pets", things were different. One day during our layover in Kamloops, I became quite ill and told Curley I would probably have to book sick and go home whenever I felt better. Curley wouldn't hear of that. My throat was very sore, I had a high fever and I had lost my voice. Curley went to a nearby drug store and bought me all kinds of remedies. But he kept telling me "don't book sick." I told him I would never make it through the night. He kept saying, "I will take care of you." When #1 arrived that night, the station platform was the last place I wanted to be. After we departed Kamloops, I was sitting with Curley while he was going through the tickets secretly cursing him to myself for talking me into working home. The Service Manager came up from the tail end to converse with Curley about the passenger loads on board and upcoming station stops. Curley asked the Service Manager if he had any spare roomettes in the crew car. The Service Manager said Roomette #1 was open. Curley informed the Service Manager that he was going to put me to bed up there as I was sick. The SM could see that I was not well and had no qualm in helping out. So off I went to Roomette 1 in the Crew car, often being a former CN "I" series sleeping car, which at that time VIA had marshaled between the baggage car and the first day coach. I slept all the way from Tranquille, which was about 20 minutes out of Kamloops, until Mission the following morning. Curley had done me a huge favour for which I am still grateful to this day.

One of my worst trips

In February 1982, I had one of the worst trips of my railway career, not on a freight train but on the "Canadian". We had left Kamloops on time on a Saturday at 22:45. I was tired when we left as I not had a good sleep that day. I could not hold a regular spot on Curley's crew at that time, just holiday vacancies. The conductor I was working with would not allow sleeping on the job. It made it tough when you were tired. Everything was going smoothly until we were about 30 minutes from North Bend on the Thompson Subdivision. We had received word that an eastbound freight train had just derailed some cars on the Cascade Subdivision, just north of Yale. The line was blocked. We carried on into North Bend not having a clue what was going to happen next. We sat at North Bend for about two hours while the powers to be in both Vancouver and Montreal were deciding what to do with us. Those powers to be in Montreal wanted us to uncouple our A and B units and run around the train and haul it back to Lytton, run around the train again and couple up to the proper end again and proceed to Cisco and go up a steep interchange track to detour on the CN to Matsqui. My conductor would not go along with this time consuming chore. It would have been a pain having to unhook all of the steam hoses, something we seldom ever did. He argued with everyone on the phone. They gave in to his suggestion of calling the first out Kamloops freight crew at North Bend, ASAP, and having them uncouple two SD40s which were sitting on a stored eastbound freight train in the North Bend yard and pull us back to Cisco. It made far more sense and I was extremely relieved that management finally concurred with the conductor. We arrived at Cisco at about 07:00, the time we should have been pulling into the CN station in Vancouver. I was really tired by now. It seemed like

we had waited an eternity for our CN pilots. When we finally were able to go, the CN dispatcher had us wait for at least two of their eastbound freight trains. After we left Cisco, the dispatcher had us visit every siding en route to Boston Bar in favour of their trains. The dining car crew informed us that they had no water. In this case, they actually were out of water. So we filled up the dining car with water at Boston Bar which was now around 11:00, almost eight hours after being just across the Fraser River at North Bend on the same train. We arrived in Vancouver around 15:00, being on duty some 16 hours and 30 minutes. This was prior to the mandatory 12 hour rule which was implemented after the Hinton, Alberta, disaster in 1986.

I arrived home at about 15:45, dead tired. Within five minutes of walking in the door, my phone was ringing. It was Curley phoning me to ask me how my trip was. He often did this as our rotation worked out that the morning I would come in on #1, Curley would go out on #2 that night. He often phoned me around 08:00, when he knew I should be at home if #1 was on time to ask me about my trip. He couldn't understand why I didn't answer my phone that day. I told him I just got home and I was far too tired to talk. He told me his crew had booked off for their trip that night and that after speaking to the crew clerks to see who the replacements might be, he was told that there was a shortage of men and if they got anyone at all, they would not be too desirable by Curley's standards. He asked me if I would double out on #2 that night with him. I told him not a chance as I was far too tired and wanted my time off at home to recover. He said like before, "I will take care of you; I don't want any of these other yahoos coming with me." He said, "Go to bed and set your alarm clock for 18:50, get up and phone the crew clerk so he can give you a two hour call at 19:00 for 21:00." Curley would not take "No" for an answer. So I did everything he asked me. The crew clerk was waiting for my call, after being alerted by Curley, and called me for #2. I drove down to the CN station dead tired and went to work. After Curley and I did all the work up until our last regular station stop at Agassiz, Curley spoke to the Service Manager to ask him about a room for me. I was given another roomette somewhere on the train that night. Curley sent me off to bed and woke me up in the morning somewhere along Kamloops Lake.

A comical incident

Another night while heading westbound on #1, an unusual but very comical incident occurred. When #1 arrived at Kamloops and we were changing off with the Revelstoke crew, they were informing us what we had for "shorts" (passengers detraining at intermediate stations). When a crew member told me we had a passenger for Spences Bridge, I asked him how that could be as we don't stop there. He said, "Well you do tonight." After we left Kamloops, I told my conductor Ted Kennet about this situation. I went through the tickets and found one ticket printed from Winnipeg to Ashcroft. Somebody had taken a pen, drew a line through Ashcroft and hand printed Spences Bridge on the top of the ticket. Unlike local VIA runs where there was usually only one crew involved, on the transcontinental passenger trains where many crews were involved it was imperative that during the collecting of tickets that the conductor always printed both the seat and car number the passenger was sitting in at the time of collection. We would then print the destinations on cardboard seat charts provided by VIA. Ted asked me if I would go and talk to this passenger to find out what was going on. When I arrived at the seat which was written on the ticket, there was a middle aged lady sitting there looking out into the dark of night. I asked her where she was getting off. She said, "Spences Bridge." I told her that we didn't stop there. She said to me in a very defensive manner, "You have to stop there and let me off as my husband will be there to meet me. They told me I could get off there." I asked her who told her that she could get off at Spences Bridge and she replied, "VIA in Winnipeg." I told her that they should not have told her so. Even though the station and platform were still in place, there were no lights there and CP had discontinued the stopping of mainline passenger trains at Spences Bridge when the Kettle Valley passenger train (by then, a lonely, single RDC) was discontinued in January 1964. There could have been a liability issue at hand as well by letting her off there if she were to get injured while detraining. I went back to tell the conductor and he said, "Whatever; they can do what they want, I don't care." So

he radioed the engineers to tell them that we would have a stop there that night. I think they were a little shocked when they got the call.

This all took place before Ashcroft. We stopped there first to detain a few passengers. Sometime after departing, I took a stroll through the three day coaches to make sure everything was in order. This lady stopped me to ask me how long until Spences Bridge. I said it would be the next stop in about 40 minutes or so. After about 20 minutes, we went by a hot box detector and were told we had a hot box. With the equipment still being steam heated at that time, we often got false readings. Any steam leaks or dripping hot water would make the HBD think we had a hot box. It was most annoying, but we still had to stop the train and check for any problems in case there actually was a hot box. I went outside in the dark with my flashlight checking around the rails for any rattlesnakes that might be around and checked the wheels and bearings. After ascertaining that there was not a problem, I told the engineer to highball. We had gone about 20 car lengths or so when the train went into emergency. I asked the engineers what happened thinking that maybe there was something on the track such as a rock. They said they did not put the train into emergency. The conductor heard this conversation and instructed me to walk towards the tail end and he would check the front end of the train thinking maybe we had a mechanical problem. I had only walked about two car lengths when the conductor told me he found the problem and told me to return to where I got off. As I was closing the vestibule door between the Skyline car and a CN day coach, I could see the conductor walking through the coach towards me. I asked him what the problem was and he said, "It was that damn woman getting off in Spences Bridge. Some moron told her it would be the next stop after Ashcroft, so when we stopped for the HBD, she thought we were at Spences Bridge and pulled the air (the emergency cord) as we started to move thinking we had forgotten about her." I said to Ted, "That moron was me." In any case, the woman was most upset at Ted after he chewed her out that I doubt she would ever ride VIA again. We brought this matter up with VIA to make sure it would never happen again.

One morning, just prior to arriving in Agassiz while I was working as a conductor, I was getting the Agassiz passengers ready to disembark. I came across a young lady sprawled out over two seats. The hat check above indicated there should be two passengers detraining. After I woke her up and ascertained she was getting off at Agassiz, I asked her if she had somebody travelling with her. She told me she had her sister with her and asked me if I knew where she was. I said to her, "How would I know, I have never met your sister." She looked frantically in every washroom and luggage rack in the three day coaches for her sister. She wanted to check the entire train and I told her that would not be possible. I radioed the tail end brakeman to ask if there was a female passenger sitting back there and he said there was nobody. I apologized to her that there was nothing more I could do. I felt bad for her as she honestly did not know where her sister was. They were both from Quebec so were a long way from home. She detrained by herself.

Just after we left Port Coquitlam, a girl came running up frantically from the tail end, and said, "Are you the conductor?" I told her that I was. She said that she was supposed to get off in Agassiz. I looked at her and asked her if she was travelling with a sister. She said that she was. I told her that her sister was looking all over for her. I asked her where she had been all night. She told me she had met a guy in the bar car the previous night and he had invited her back to his room for a drink and that she had fallen asleep. I told her she should have told her sister what she was doing. She told me that I had to get her back to Agassiz and I told her I did not have to do any such thing. She was in a place she was not supposed to be and that I could charge her a one way fare from Agassiz to Vancouver if I chose to, although I didn't. I told her to go to the Greyhound bus terminal and she could take a bus to Agassiz.

A lonely Christmas

During my 32 years with the railway, I have only had to work on Christmas Day on two occasions; both while being assigned to the "Canadian". The railways prior to my hiring on began the practice of shutting down operations between Christmas Eve and Boxing Day to allow the employees to be with their families. However, most passenger trains ran during this period. If you were in assigned passenger service, you could expect to work on Christmas Day unless your job happened to be off that day or you

were on annual vacation. On December 23, 1983, I was the conductor on #2 out of Vancouver as the rest of my crew had booked off. I had two fairly junior trainmen with me. Our trip to Kamloops was uneventful. After getting up on the afternoon of December 24th, the reality of the situation was setting in that this was going to be a very lonely Christmas Eve for me. To make matters worse, #1 was running about five hours late due to cold weather on the prairies.

I was kicking myself for not booking off with the rest of my crew. While down in the station in the late afternoon, I was chatting with office employees rushing to finish up and go home and the last of the freight crews coming in and going home before the start of the Christmas shutdown. In short order, there was literally nobody in or around the station. My two trainmen were nowhere to be found. I had the entire bunkhouse to myself. I had an exceptionally good daytime sleep so knew that going back to bed would probably mean a lot of tossing and turning. I did a lot of that until the crew clerk, who was not too happy about having to come down to the station around 02:00 to give us a short call for #1 for about 03:00, showed up.

The train arrived with about 50 passengers on board. I don't normally remember car numbers, but do recall my "office" being in former CN, nee GTW Coach 4884 that day - this coach was unique in having a vestibule on both ends. We arrived in Vancouver around noon on Christmas Day. While walking through the concourse of the CN station from the ticket office to the operator's office to book in, a CN constable stopped me to shake my hand and wish me a Merry Christmas. He wanted to chat but I told him I had to cut it short as I was so tired.

VIA had removed the coach seats from one end of the Skyline cars when they inherited them from CP and replaced them with tables and chairs. This area was normally used for Bar Service, but during the summer months, the car was placed into dining car service between Calgary and Vancouver to help supplement the service in the dining car situated back amongst the sleeping cars. After the crews in the Skyline Car were finished with meal service and were all but cleaned up, we would usually take our radios and sit in that car for the better part of the night so we wouldn't disturb the passengers around our "office" in the day coach. While the dining car crew in the regular dining car was Winnipeg-based, the crew on this seasonal dining car service in the Skyline cars was Vancouver-based. One dining car steward in particular was very easy going. We got along very well. I volunteered out of the blue one night to set their tables up for he and his crew for the breakfast service the following morning which they gladly allowed me to do. I didn't mind doing this at all as it gave me something to do. To show his gratitude, he always left our crew and I an endless supply of coffee and a couple of pies for us. This particular crew loved this arrangement which went on every time we had them aboard as it gave them an extra 45 minutes in bed.

Special guests

We had a few important, high profile passengers on the train as well. One night in the summer of 1982, we had the German chancellor at the time, Helmut Schmidt, on the train travelling in the Governor Generals cars which were marshaled behind the baggage car. Security was very tight that night. We had police both on the train, and almost every crossing en route had security/police forces on hand as we passed. This was the longest consist I had worked on being five F units and 22 cars in total. I would have had the former Prime Minister Pierre Trudeau as a passenger on August 6, 1982, also travelling in the Governor Generals cars, but I took that trip off to get married. This was the trip when he made his infamous one finger salute while the "Canadian" was stopped in Salmon Arm, B.C.

I also had friends and acquaintances from Eastern Canada over the years aboard including some BRS members. Even though I don't



Governor General Cars 1 and 2 were often marshalled at the head end of the "Canadian". In July 1982, Nos. 1 and 2, hosting German Chancellor Helmut Schmidt, were part of a 22-car eastbound "Canadian" at Campbell Creek, BC.

personally recall the encounter, I had a passenger aboard the eastbound "Canadian", Mr. John Hardy, on May 9, 1983, who subsequently published a very good book entitled "Canadian Rail Travel" which is part of my huge railway book collection. On Page 110 of his book, he states: "During the stop in Kamloops, I was talking with a trainman originally from Ottawa. He gave me the name of a contact within the Bytown Railway Society." You just never know who you are going to meet. I also met and had a long chat with movie actor and fellow railfan Michael Gross who was traveling to Banff for his honeymoon.

Equipment variety

During the early years of VIA, while not being able to compete with Amtrak with their "rainbow" fleeted years, there was still a rainbow of colour on the transcontinental trains. It was quite common to have both former CN cars still painted in the black and light grey scheme with the red CN noodle and some stainless cars still in the CP Rail action red paint scheme. Mixing these two schemes with blue and yellow ex-CN Canadian Car and Foundry Cars and ex-CP Budd equipment in the new VIA paint scheme, it did make for some colourful consists. Until approximately 1984, only former CP FP7 and FP9 A and B units in both CP and VIA Rail colours were



VIA FP9 1407 and leased CP GP9s 8513 and 8503, and CP RS-10s 8579 await departure at the Canadian National station in Vancouver in August 1981.

used on the "Canadian" due to, if I recall, the lack of dynamic brakes on the former CN FP9s. During this period, I also had two MLW RS-10s on the head end, CP 8576 (still in the old CP grey and maroon paint scheme) and CP 8579, on separate occasions. It was around this time that the spectra radios were introduced which made it possible for locomotives to operate on foreign railways with all of the necessary channels equipped. Former CN FP9 and F9B units were now regularly assigned on the "Canadian" over the entire CP route. While the mix of former CN and CP cars was usually fairly evened out, there were many days when you would either have more CP cars than CN or vice versa.

One night in 1984, I was working #1 from Kamloops to Vancouver. The train arrived with former CN power, and a consist of mostly former CN equipment. I don't think there were more than two or three former CP stainless steel cars on this particular train. It was the only time I recall the train being "domeless". A former CN 750 series "Cafe Lounge" car was running in place of a Skyline dome car and a "Cape" car was our tail end car in place of a "Park Car". This was a very nice car with single swivel seats. I enjoyed this car for a change. However, I'm sure there were a lot of disgruntled passengers who felt slighted by the lack of dome cars for the trip from Calgary to Vancouver. Our train looked more like the "Super Continental".

This overnight shift to Kamloops remained in effect until June 1, 1985. VIA decided to revamp the schedules again having the "Canadian" leaving Vancouver at 14:00. The "Super Continental" had fallen victim to some train cuts in 1981, but was reinstated in conjunction with the revamping of the "Canadian's" schedule with a 12:45 departure from Vancouver. With this new schedule in place, if we were to continue working through to Kamloops, we were going to be faced with a 27 hour layover in Kamloops. The local CP management knew that the newer breed of railroaders would not condone this kind of a schedule and that there might be a serious problem trying to man the job. With their concern, they approached the UTU and BLE and sat down with them to negotiate a local agreement to split the work with Kamloops which would enable the trainman and conductors from both terminals to work one subdivision and lay over and turn at North Bend. Kamloops gained some jobs whereas we lost being down to two passenger crews out of Vancouver, but it was going to make for a much better job.

From June 1, 1985, until the infamous cuts of January 15, 1990 which I'll discuss later, we would leave Vancouver in the late afternoon (between 14:00 and 16:00) and arrive in North Bend between 18:30 and 20:00, overnight there and return departing North Bend between 05:00 and 06:00, if #1 was on time, arriving in Vancouver between 09:30 and 11:00. Unlike the overnight schedule which remained virtually untouched for almost five years, VIA kept altering this schedule by an hour here and there. I never thought I would hold the job with this schedule, but indeed I did, but being the junior man for most of those years. While this schedule afforded being in bed every night, you were only in your own bed every second night and you worked part of every day. A lot of the men in the terminal figured there would be a big pay cut only working over one subdivision but how wrong they were which helped me. We were paid a guarantee to make up part of the difference and with a few other little "unofficial" perks we were getting, my conductor, John Blaquiere, figured out on paper that we were only losing about \$118 a month by not going to Kamloops. He looked at me after figuring this out and said, "you had better keep this a secret or you will be gone". I certainly enjoyed this schedule a lot more. Feeling more rested, I had the opportunity to meet a lot more tourists than on the overnight schedule. Working as a tail end trainman in the Park Car was a real thrill for me. I met a lot of passengers, some of which I took an instant liking to and took them for tours around Vancouver if they were on #1. Some have become life long friends. In fact four of them (a couple from Edmonds, Washington, and a couple from El Paso, Texas) travelled to Vancouver when I remarried in 2004 to attend our wedding. Working on passenger trains can be rewarding.

"These Canadians are sure friendly"

While working in the Park Car with this new schedule, I became an unofficial "tour guide". I would point out historical and scenic highlights found along the Fraser Canyon and give advance notice for superb photo opportunities. To make this tour guide job more interesting, a few stunts would be pulled on the passengers without

their knowledge. Case in point, during the summer of 1987, a 10 MPH speed restriction was placed on a bridge at Mile 17 of the Cascade Subdivision for maintenance purposes. This bridge crossed over a river and a very scenic mini canyon. At 25 MPH the passengers would only get a quick glimpse. But at 10 MPH, they could see it long enough for a photo. Rather than tell the passengers sitting up in the dome that we were slowing down because CP had a slow order to which we had to adhere, I made them think I was arranging to slow the train down with the engineers on their behalf. It would be the same ritual every morning I was on #1. I would tell them to get their cameras ready as I was going to fix them up with a great photo. Then I would take as many as 20 people out to the vestibules between the Park Car and the car ahead of it. I would open up the four top dutch doors. When they would ask me what they were going to get for a picture, I would tell them I was going to radio the engineer to slow down for a picture for the passengers. I would hold the radio as if I were speaking but would keep my hand off the button that would enable anyone to hear me and say, "Calling the head end of #1, could I get you to slow the train down at mile 17 so some nice passengers back here could get a photo". I would then push up the squelch button up a little to make the passengers assume the engineers were responding when in fact they never heard a thing. Some passengers would doubt the validity of my request until the engineers were actually slowing down the train to abide by the slow order. Then I would hear comments to the effect: "He is actually slowing down the train. They would never do this on Amtrak. These Canadians are sure friendly." As we would approach the bridge, I would get them all psyched up for their photo. I would ask them just before the engineers would resume track speed if they all got a picture, then pretend I was telling the engineers to highball as they all got their photos. I would then get comments to the effect: "you are the nicest conductor we have had since Toronto". Some would even try to tip me.

The summer of 1986 was a very enjoyable time for me during my tenure on the "Canadian". The Expo 86 World's Fair was in progress. Having a season's pass, often upon our arrival at the CN station, I changed in our locker room and walked across the street to the Expo grounds and spent the day at my leisure going through all of the pavilions.

Unusual incidents

Three incidents which all took place in either 1986 or 1987 are worth mentioning. One day after departing Mission on #2, a young boy came up from the sleeping cars and told me that a passenger was dying. I went back to check it out. In Bedroom A of the first sleeping car, a man was sitting in a chair having cardiac arrest. I called the conductor, John Blaquiere on the radio, and we got the VIA staff to get an oxygen tank. The conductor radioed for the engineers to get the train dispatcher to get an ambulance. We stopped the train just east of the Highway 7 crossing at Deroche. The ambulance arrived and the paramedics then took the man off in a stretcher. I had no idea if he was dead or not, but I was glad that they did not declare him dead at the time or we would have had a long wait for a coroner to arrive. This man had three extremely heavy suitcases in his bedroom which the conductor and I had to haul off the train and up a small hill to the ambulance. When we got the third bag off of the train, I was so mad by the weight of each bag that I kicked the bag and said, "What does this guy have in here?" When we arrived at North Bend that night, a couple of members of the Boston Bar RCMP detachment were waiting for our arrival as they wanted to speak to the conductor and me about this incident. They only seemed to be interested in those three heavy suitcases and how much we thought that they weighed. John asked them why so much was being focused on those suitcases. One constable replied, "You can fish all you want, but we can't tell you." The next morning when we arrived in Vancouver, while talking to the station staff, we learned that this guy, who by the way did die, had refused to have these suitcases placed in the baggage car as he said there was video equipment which he did not want to get damaged. So VIA was forced to use an electric wheelchair ramp to get these suitcases onto the car and into Bedroom A. A lot of rumors started circulating as to what actually may have been in those bags. It wasn't until about three weeks later that a newspaper article mentioned that this guy was carrying three million dollars U.S. in three suitcases, headed to Montreal and died on a VIA Rail train. I had all of this money in my hands and did not know it. John said to me afterwards, "You should have kicked that bag harder and we

might have seen what was in there." I replied, "yes, but you chewed me out for it". He then joked and said, "Yes I did, but I would have chewed you out for not kicking it if I thought there might have been that much money in there." It was reported in the news many years later that the people this guy was hauling the money for were not nice people, so it was just as well we didn't know the contents of those three suitcases.

Another day, a young female stripper en route to Calgary with a long haired male companion boarded #2 in Vancouver. Unbeknownst to me until after we left was that this girl had a live four foot boa constrictor snake in her bag. She took the snake out of the bag after the conductor and I had passed through the coach to collect the tickets. Several passengers came back to where we were sitting to complain. As I was following the conductor up the aisle of the coach, through the doors into the next coach, I spotted this snake slithering around the shoulders and neck of this girl. A shiver went up my spine due to my fear of snakes. I didn't want her or her male companion to know I had this fear, but it did make me uneasy. To make a long story short, as they did not have a proper cage for the snake to be placed in the baggage car, we had them removed from the train at Port Coquitlam.

One Sunday afternoon in February 1986, we had just departed Port Coquitlam around 16:45 when we had a call from our train dispatcher to go to a different channel for a private security message. Apparently, somebody had phoned VIA in Winnipeg and said there was a bomb on our train set to go off anytime between the time of the phone call and midnight. We were told by the dispatcher to stop the train and back up to Port Coquitlam and calmly evacuate the train. The RCMP and CP Police and many police dogs were on hand. After all of the passengers had detrained and were crammed into the small Port Coquitlam station, the engineers were instructed to take the train eastward about a mile. We stayed behind at the station. After a two to three hour search, there was nothing found and it was all a hoax. It was very stressful at the time to think there might actually be a bomb on the train and that we could all have been instantly wiped out.

I vividly recall one sad occasion related to this hoax. There was a nice young couple aboard who had just been married the day before. They were off to Banff for their honeymoon. I recall the girl phoning her parents to tell them everything was alright in case they heard about it on T.V. or the radio. The media was out in full force at the station that afternoon. Her parents did not want to take a chance of losing their daughter. So they talked her into cashing in their train tickets and they would pay for her and her husband to fly to Calgary and take a bus to Banff. A very sad outcome because of some sick mind somewhere else.

Talking about VIPs on the train again, sometime in the late '80s

we had Queen Beatrice from Holland aboard the westbound "Canadian" in the Governor Generals Cars. While there was not the same level of media attention and hype as there would be if we had Queen Elizabeth aboard, it was still indeed an honour to have her as a passenger and to be able to rub shoulders with her upon our arrival in Vancouver.

It was very rewarding for me when I was able to arrange two grand "Last Runs" for two of our senior engineers on their last run, the late Bill Player and Gerry Kilpatrick on the "Canadian". This entailed home made banners thanks to an artistic VIA red cap, Greg Menard, being placed on the lead locomotive at North Bend, and being greeted by a high school band upon our arrival at the CN station followed by a luncheon in the CN Pensioners meeting room in the station with their families, friends and co-workers there. Yes, even at least one CP company officer was on hand to make a presentation on behalf of the corporation for their many years of dedicated service. It should be noted these two individuals retired a year apart.

It's a small world

Back when I was an operator with CP in 1977 and early 1978, while working in Montreal and living in Ottawa, I would commute back and forth any way that I could. One night in July 1977, I opted to go back to Ottawa on the "Super Continental". I ended up sitting next to a young lady who was around my age. I made it a point to engage in some conversation with her. Her name was Carolyn Sbrega from Capreol, Ontario. She told me her dad Hank was a CN conductor there. Carolyn was living in Montreal, but was going home for a visit. I invited her to play bingo, a service CN had on some of their trains. I thought she was quite nice and I enjoyed my time on the train with her. I asked her when she was returning and she said the following Monday morning. As I was in Ottawa and off that day, I got up early and took two OC Transpo buses to the Ottawa station to see Carolyn while the eastbound "Super Continental" was making its station stop. I pursued her after that and we briefly dated before she told me I wasn't her type. It was tough at the time, but I did get over it.

While working at the "CD" operator's job at the Ottawa station manned by CP operators after the relocation of Ottawa's Union station from downtown and the creation of the Ottawa Terminal Railway, I got to know a lot of CN engine and train crews from Belleville, Capreol, Ottawa and Montreal. I befriended a conductor and trainman from Capreol that regularly ran to Ottawa on the "Super Continental", Reg Kennedy and Ray Hampel.

Remember, this all took place between 1977 and just prior to my transfer to B.C. in June, 1978. Let's fast forward to either the summer of 1986 or 1987. While I was working as a trainman on #1 one day, I was walking from the tail end up to converse with the rest of the crew. As I was passing through the vestibule between a Dayniter and a sleeping car, there was an older man standing in the vestibule with the top half of the dutch door open. We had just passed through the Haig tunnels and were directly across the Fraser River from Hope, B.C. At first, I think he thought I was going to kick him out of the vestibule. I engaged in conversation with him with my usual line, "Where are you from?" He said Ontario and I asked him where as I was also from there as well. He told me he was from Capreol. I asked him what he did for a living and he told me he was a retired CN conductor. I told him I used to be an operator with CP in Ottawa and that I knew some CN guys from Capreol. He asked me who I knew and I told him I knew Reg Kennedy and Ray Hampel. I then asked him if he knew Hank Sbrega. He looked at me as if he had seen a ghost and just as I was about to ask him what was wrong he said, "I'm Hank Sbrega". I couldn't believe it. I was quite embarrassed. I said, "I guess you are wondering how I would ask about you when we have never met." He said "I guess you could say that." I said "I dated your daughter Carolyn several years ago." "You're kidding, you know Carolyn, what is your name?" "John Cowan." I replied.



A banner recognizing the last run of CP engineman Bill Player after 44 years of service was created by VIA Red Cap Greg Menard.

"I don't recall her ever mentioning you." "Well in some ways, I'm not surprised." I replied. He said, "Well come and meet my wife. We are in a berth in Car 130". We walked back to his berth and he said to his wife this young man knows our Carolyn." She looks at me and says, "You do? Have a seat. You could have been our son-in-law." I replied, "Yes, I guess I could have, but Carolyn didn't see it that way." I spent the rest of that trip to Vancouver when my other duties permitted sitting with the Sbregas. They were making an annual trip to see relatives who resided in Surrey, B.C. While I never saw them again after that day, due to my telling them that I collect railway artifacts, a year later, while we were stopped at Port Coquitlam on #2, I was standing on the platform near the Park Car. As I looked towards the station, I could see the VIA ticket agent waving at me. She told me to come inside as she had a package for me. I asked her who it was from and she said, "A passenger was on #3, (the westbound "Super Continental") this morning and he asked me if I would get this to you." I had no idea who it was from or what was inside until the package had been opened. It was from Hank Sbrega. He had loaded up all of his CN belongings such as rule books, badges and timetables and brought them all the way from Capreol for me. I thought that was so nice.

In early 1987, VIA introduced GM-built F40PH-2 units to their locomotive fleet. I worked #1 from North Bend to Vancouver when the first F40PH-2, 6401, made its way to the west coast. F40PH-2s became regulars on the "Canadian" either in pairs or in the company of FP9 or F9B units. As the train was still steam heated, the F40PH-2s could not utilize their HEP (Hotel) power for which they were designed. So they were not that noisy to be around. I was surprised and disappointed that VIA did not order K5 whistles for these locomotives as we have all become accustomed to on all locomotives on Amtrak; GO Transit, and West Coast Express. It is nice to see VIA's P42DC units in the corridor have them.

The "Canadian" a victim of the January 1990 cuts

During the summer of 1989, there were a lot of rumours circulating that there might be some train cuts forthcoming similar to what was experienced in 1981. I will never forget the day in mid-October 1989 while back in Ontario on vacation while driving between Ottawa and Peterborough hearing on the car radio which passenger trains the federal government was going to cut. I was horrified to hear the "Canadian" over the CP route was going to be one of the casualties. It put a damper on the rest of my vacation. When I returned to B.C. and work a week later, the mood on the train was sombre. Many VIA employees did not know what their fate was going to be. The government had given 90 days notice with the cuts taking effect on January 15, 1990. The "Canadian" was going to be removed from the scenic, heavily populated CP route and the "Super Continental" was going to be reduced to thrice weekly. To add insult to injury, the "Super Continental's" name was also going into the history books. The revamped service on the CN was now going to be called the "Canadian" and all of the former CP Budd equipment was going to be utilized on the CN route. The VIA employees were hit very hard by all of these cuts. Approximately 3,000 VIA employees across the country were victims and lost their jobs altogether. I felt like I was a victim as well, but at least I still had a job although it was going to be on CP freight trains.

I was scheduled to be on the last #2 out of Vancouver



Between November 1986 and January 1987, VIA took delivery of F40PH-2 6400-6419 from General Motors in London, Ontario. In February 1987, No. 6401 was the first of the 20 to make her way to the west coast. She is heading up the eastbound "Canadian" at Vancouver, accompanied by two F9B units. Of note is that 6401 had yet to have her class (GPA-30a) stencilled on the cab.

on January 14th and the last #1 arriving on January 17th. However, I received a phone call from my UTU Local Chairman during the first week of January asking me if I would voluntarily remove myself from the job with my last trip being on January 8th and 9th. The reason I was asked to leave was that the UTU had successfully negotiated six buyout packages for six UTU members on the Vancouver Division with VIA due to the removal of the train and the loss of six jobs. I did not meet the criteria for a buyout as I was certainly not old enough nor did I have enough years of service to qualify.

The UTU had to have CP place six of its members on the job for the last week that could qualify. I could have said no to the Local Chairman, but it was in my best interest to co-operate. But my doing so only added to the pain the removal of the one job on the railway I truly loved and for which I had a strong passion. When we arrived on January 9th on #1 in the late afternoon running about six hours late, I walked over to my car, backed out of the parking lot, drove towards the station, stopped and got quite emotional. I realized this was it; I would never work in or out of this station on a passenger train again. I did ride #2 as a passenger on January 14th from Vancouver to Port Coquitlam to say my good byes to all of the VIA employees on board. It was a very sad day for a lot of people. It was also a day I will never forget. Only by coincidence, CP removed the cabooses from all mainline freight trains on the Cascade Subdivision that day as well.

Since that fateful day in 1990, my dealings with VIA as a CP employee have been limited to 1994 and 1995 when I went over to Vancouver Island, exercising my B.C. seniority to take relief work on VIA's "Malahat" RDCs between Victoria and Courtenay, and between 1995 and 2008 on and off work as a conductor on the West Coast Express dealing with VIA's maintenance staff who maintain and service the WCE commuter trains and with deadhead runs to and from the VIA Vancouver Maintenance Centre over by the former CN station for maintenance.

It took me a long time to get over losing this train. I will forever cherish all of the wonderful experiences I did have during those years. They really do help to overshadow and make you forget about the bad experiences. Even though I felt like a loser in early 1990, looking back, I feel like I truly am a winner as I did work on the "Canadian". ▀



THE MAN WHO PUT CN BACK ON TRACK DECIDES TO STEP ASIDE: Hunter Harrison's retirement on January 1, 2010 as CEO of North America's most successful railway became official at the annual meeting in Calgary of Canadian National Railway Co. It should have been a moment fraught with concern. Harrison had just capped off a remarkable five-year CEO stint by reporting first-quarter profits unchanged from a more buoyant 2008 – making CN alone among the six top-tier North American railways not to report a sharp drop in profits. Yet Harrison, 64, was effusive in praising his successor, Claude Mongeau, 47. "I'm a little bit more of a gunslinger (than Mongeau), rock 'em, sock 'em, risk-oriented," said Harrison, a railroader for more than four decades who started out as a carman/oiler in a Frisco Railroad yard while still in high school. But Mongeau, he said, "is a qualified conductor, soon to be a qualified engineer. There's no CFO in North America who can make that claim." During his 15-year tenure at CN, the last decade spent as chief financial officer, Mongeau did find time to earn his conductor's credentials. And the CFO who was key negotiator in a CN acquisition strategy that has made CN the only truly North American railway – with a route network traversing the breadth of Canada and stretching south from Chicago to the Gulf of Mexico – is planning to spend a summer riding the system in railway gear labelled "Railroader in Training" to get a more intimate feel for CN's more than 30,000 kilometres of track.

Harrison will be a tough act to follow. With his strategy of "Precision Railroad" – matching equipment and personnel with customer demand so acutely that CN assets are rarely idle, failing to generate cash flow – Harrison was able to make CN the industry's most efficient operator. The key measure is the operating ratio (the portion of revenues consumed by costs), which was a dreadful 89% when CN was privatized in 1995 and 65.9% last year. The team of Harrison and Mongeau also snapped up four railways, including BC Rail, which raised CN's lumber-haulage volume; and last year, the Elgin, Joliet and Eastern, in suburban Chicago, that eases a bottleneck in America's busiest rail hub.

Yet career dealmaker Mongeau will be hard-pressed to resist the mega-merger urge while stock in the likes of BNSF and Union Pacific Corp. is trading at a 43% and 45% discount, respectively, to their peaks. If the industry's anaemic condition persists for another year or so, there might of necessity be another round of consolidation, Harrison predicted. "Mergers and consolidations come out of weakness and not strength," he noted. (*TheStar.com*, Apr 26)

CN LAUNCHES TARGET ZERO CAMPAIGN: During this year's Rail Safety Week, from April 27 to May 3, CN will launch its Target Zero public awareness campaign, aimed at ultimately reducing the numbers of trespassing and railroad crossing accidents to zero. Throughout the week, CN Police will be out in full force, conducting safety blitz operations at about 180 highway/railroad crossings and commuter rail stations across the US and Canada. They will be sending clear messages to motorists and commuters about the importance of safety at crossings as well as the deadly risks of trespassing on railroad tracks and property. The numbers of deaths and injuries from crossing accidents and from people trespassing on railroad property remain unacceptably high. CN will continue to work aggressively to bring down those numbers – through education, prevention and enforcement – with the ultimate goal of Zero accidents, Zero injuries and Zero fatalities. (*PR Newswire*, Apr. 22)

CN APPEALS REVENUE CAP: CN is challenging the calculation of the 2007-08 revenue cap in Federal Court of Appeal. The company has been granted leave to appeal the December 30, 2008, revenue cap decision released by the Canadian Transportation Agency. (*The Western Producer*, May 7)

CN PROFIT CLIMBS ON SALE OF RAILWAY CORRIDOR: The sale of a railway corridor in Toronto was the main factor in the higher profit at CN in the first quarter. Profit for the three months ended

March 31 was \$424 million, compared with \$311 million a year earlier. The 2009 figure includes a \$135 million gain from the sale of a railway corridor to GO Transit in Toronto, a \$28-million charge related to CN's purchase of the principal lines of the U.S. Elgin, Joliet and Eastern Railway Co., and a \$15 million tax recovery. After deducting those items, profit was \$302 million, slightly above adjusted first-quarter 2008 profit of \$300 million.

CN said revenue fell 4% to \$1.86 billion, compared with \$1.93 billion. Carloadings fell 16% to 954,000 from 1.13 million last year. "Our traffic declined sharply as production cuts and reduced imports and exports coursed through the North American and global economies," president and CEO E. Hunter Harrison said. But the weakening of the Canadian dollar vis a vis the U.S. dollar was a "shock absorber," he said. (*CBC News*, Apr. 20)



**CANADIAN
PACIFIC
RAILWAY**

CANADIAN PACIFIC TRAFFIC, PROFIT FALLS: CPR reported a 31% decline in first-quarter profit as the global economic downturn badly hurt freight traffic volume, and said it plans to cut 2009 capital spending by close to 10%. Faced with an unprecedented fall in train traffic for such goods as potash, coal and cars, the carrier said it has laid off more than 2,400 employees to date as part of a cost-cutting drive. CP said earnings fell to \$62.5 million, from \$90.7 million a year earlier. The company, which operates in both Canada and the northern United States, said revenue declined to \$1.07 billion from \$1.15 billion. Freight revenue slumped 13% to \$1.05 billion on weaker demand for bulk commodities and merchandise freight. Operating expenses were reduced to \$931 million from \$948.9 in the same period last year. CP said its operating ratio – a transportation industry measure of efficiency – was 87%, comparing unfavorably with 82.7%.

Calgary-based CP said it will reduce its capital spending program in 2009 to a range of \$720 million to \$740 million, below its November forecast of \$800 million to \$820 million. "As we experienced rapidly declining volumes in the quarter, we successfully reduced variable expenses," Chief Executive Fred Green said in a statement. "The unprecedented temporary decline in traffic in some of our key markets, as measured by carloads ... has resulted in more than 2,400 employee layoffs to date." Traffic volumes for potash were down 70% from the year-earlier period, the company said, Canadian coal dropped 30% and automotive traffic fell 43%. (*Reuters*, Apr. 23)

APPEAL COURT REDUCES CP REVENUE CAP PENALTY: The Canadian Federal Court of Appeal has reduced the penalty levied against CP for exceeding its 2006-2007 revenue cap. The decision means the Western Grains Research Foundation is required to repay \$415,550 to CP, the WGRF says in a release. Under the Canadian Transport Agency's original determination, CP exceeded its revenue cap by \$3,760,353 for the crop year 2006-2007 and paid the WGRF the amount of excess plus a 5% penalty. But the appeal court ruled the amounts collected by CP from the failure of shippers to meet the 24-hour unloading condition under its Multi-Car Block Incentive program are not to be included in CP's revenue under the Revenue Cap Program for crop year 2006-2007 reducing the initial excess amount from \$3,760,353 to \$3,364,591. Consequently, WGRF is required to return the amount of \$415,550 to CP. This amount is broken down as \$395,762 for the reduced revenue cap overage and \$19,788 reimbursement from the 5% penalty initially collected. (*Manitoba Co-operator*, *Reuters*, Apr. 23)

CP EYES LINK TO ACCESS US SOUTH: CP is discussing a new partnership with Kansas City Southern (KCS) aimed at granting the railways access to each other's lines. For CP, this would create a more direct route to the Gulf of Mexico in exchange for greater access to Chicago along its own network. Management teams from both railways are set to discuss the possibility of a deal in Calgary, a source briefed on the talks said. Such an arrangement was made possible by CP's recent acquisition of Dakota, Minnesota & Eastern, which links the two railways in Kansas City, Missouri. "The CP

acquisition of DM&E presents new opportunities for KCS and CP to work together over Kansas City and we are exploring those opportunities," said Doniele Kane, KCS spokeswoman. In fact, the DM&E lines have the ability to connect to all seven of the top-tier North American railways, and growing its long-haul business through this new "Kansas City Gateway" has become a priority for CP's management, they said on a conference call. Carrying freight over longer distances is typically more profitable, and CP's long-haul business has been hurt by declining potash and coal shipments. "We looked at ... what point in time can we start the process of extending our hauls to reflect the new franchise that we have, and those discussions are underway with the various connecting carriers," said Brock Winter, CP's VP of operations. The railway is looking to move even more goods through this gateway when DM&E's current contracts expire, Winter said.

The talks between CP and KCS are centred on reaching some sort of operational routing agreement, and industry observers say a so-called "coproduction agreement" would be a logical outcome. Such agreements are essentially alliances between the railways allowing each to run freight up each others lines, while preserving the shippers' competitive options. They have become a popular alternative to mergers and acquisitions in the heavily regulated rail sector. "The agreements are driven by the railroad operations departments [not marketing] and are designed to be 'market neutral' for the customer - meaning there is no change in pricing or competition," said Walter Spracklin, RBC Capital Markets analyst. "At the end of the day, the agreements make sense and we would expect to see an increasing number of these partnerships. The savings are real and the benefits are significant and immediate." Typically, these alliances are not defined by rates, Spracklin noted, but rather involve an equitable split of the savings realized. Both partners typically benefit through economies of scale, more efficient routing, quicker turnaround and lower fuel burn. (National Post, Apr. 30)

BMWED MEMBERS RATIFY SOO LINE PACT: The Brotherhood of Maintenance of Way Employees Divisions Midwest System Federation has ratified an agreement with CP's Soo Line Railroad. Eighty-four percent of the federation members who returned ballots approved the contract, the BMWED said. The union had reached a tentative agreement with the Soo Line in March. The contract resolves a round of collective bargaining that began on January 1, 2005. About 500 Soo Line employees are represented by the BMWED federation. (Progressive Railroading, Apr. 30)

CP SEEKS FUNDING FOR DETROIT RIVER TUNNEL: Canadian Pacific Railway is seeking funding from the federal government to build a new tunnel under the Detroit River that can accommodate taller trains. The \$400-million border-crossing tunnel would run parallel to the current one. Christopher Jones, CP's manager of infrastructure, says, "We need government support through the (Ontario-Quebec Continental) Gateway initiative to make it happen". The current tunnel can't accommodate the tallest double-stacked rail cars coming from the Port of Montreal. It is also too low for the largest containers used by auto manufacturers like Honda. The larger railway cars coming from Honda's Alliston plant have to be routed through Buffalo and containers from Montreal can't be stacked, making transport less efficient, Jones said. "We're optimistic this project will get the public support it will need," he said. But federal Transportation Minister John Baird said it is not on his priority list. CP is in discussions with the government over how much it might contribute to build the proposed new tunnel, but CP was told the earliest funds will be granted through the gateway initiative is 2010. If CP gets the federal support it is seeking it will still have to conduct an environmental assessment before construction could begin.

In April, CP reduced its ownership of the current tunnel to 16.5%. The remainder is owned by the investment arm of the Ontario Municipal Employees Retirement System pension fund. CP maintains the exclusive right to operate and maintain the tunnel. That ownership structure would remain in place if the new tunnel is built, Jones said. Baird did announce that the federal government and CP have spent \$8 million to secure a 7.5-kilometre stretch of track that leads from a rail car scanning machine off Walker Road to the entrance of the current tunnel. The added protection is to comply with U.S. Homeland Security rules and includes state-of-the-art surveillance technology, lighting and fencing. The money was also used to move tracks and signalling equipment. (Windsor Star, May 6)



RESIDENTS RESIGNED TO RAILWAY FENCE: Hundreds of residents who have occupied railway property for decades with their sheds, boats and vehicles don't like it, but VIA Rail's new safety fence for its high-speed passenger trains is going up. And so far, it's going up exactly where the railway wants it - at least 25 feet out from the tracks on both sides. Last year VIA asked about 1,000 Lakeshore residents to move sheds, garages, playground equipment, gardens, vehicles and boats off its property. VIA plans to spend \$11 million on the safety fence and other improvements to its passenger rail tracks between Chatham and Windsor.

The purpose of the fence is to keep residents and their children away from high-speed trains and give crews a clear view of the tracks ahead. The poor views have required VIA to slow its 95 mph trains down to a quarter of that speed at several locations in the western corner of Lakeshore. The railway claims to own up to 50 feet of land on either side of the tracks, but residents have used much of the land for many decades in narrow subdivisions crammed between the tracks and the Lake St. Clair shoreline. Mayor Tom Bain met last week with VIA officials and doesn't see much room for compromise on the fence's location. Councillor Francis Kennette said most residents near the tracks appeared resigned to the fence's location. "Nobody's happy, but they're accepting it," he said. One of the spin-off benefits is that the erection of the fence has forced the cleanup of properties that had become eyesores, Kennette said. (Windsor Star, Apr. 22)

CANADIAN FORCES AND VETERANS HONOURED WITH FREE VIA RAIL TRAVEL: Again this year Canadian Forces personnel and veterans will be able to get free, unlimited rail travel during the month of July. Each active or retired Canadian Forces member or veteran may bring up to five immediate family members with them, at a 50% discount off the applicable Comfort class fare. In addition this year, VIA is offering a 50% discount to all personnel and their family members off the regular adult fare in Business, Sleeper and Touring classes. In 2008, some 60,000 current or retired Canadian Forces personnel took advantage of VIA's initiative to honour them with a special fare. (Canada Newswire, Apr. 22)

VIA AND CN SIGN NEW 10-YEAR AGREEMENT: VIA and CN signed a new Train Service Agreement on February 27 which establishes the basis for a new long-term operating relationship between them. Among the highlights of the agreement is a new way to measure on-time performance (OTP), which is being evaluated on a trial basis in 2009. CN and VIA have agreed to measure OTP from the passengers' perspective without regard to fault. Under previous agreements, VIA measured OTP based on destination arrival time regardless of who or what caused any delays arising, whereas CN calculated OTP according to elements only within its direct control. Under the new agreement, both CN and VIA will be working from the same criteria - the time at which the train arrives at its destination regardless of what or who may have caused the delay. This approach will be tested over the next several months, after which VIA and CN will set a target for on-time performance. This represents a significant change in the relationship between CN and VIA and "should allow us to simplify our daily exchanges. Now the emphasis is going to be on the problems, rather than looking for who's to blame," say Chief Strategy Office Christena Keon Sirsly. (Vialogue, Spring 2009)

ROLLING STOCK RENEWAL: As a result of customer dissatisfaction with the comfort of the beds on the Renaissance cars, VIA will be trying out new types of beds offering more padding and better comfort. Also, individual trays in LRC coaches will be changed to match the larger size and stability of those in the Renaissance cars, and will be attached to the seat back in front of the passenger. (Vialogue, Spring 2009)

YTD RESULTS DROP: Reflecting the economic conditions, as of March 2009, revenue and ridership are down. After three months, total revenues are \$7.9M (11.8%) below budget. On-time performance has improved to 76%, but below target of 86%, and operating expense are very close to budgeted levels. (Vialogue, Spring 2009)

GOVERNMENT OF CANADA AND VIA AWARD ROLLING STOCK OVERHAUL AND ACCESSIBILITY UPGRADING CONTRACTS:

Industrial Rail Services Inc., in Moncton, New Brunswick, has been awarded contracts for the overhaul of VIA Rail Canada's 98 LRC coaches and accessibility improvements to 21 Renaissance cars. The \$98.9 million contract for the LRC fleet (nearly one-quarter of VIA's passenger car fleet) will renew them for up to 20 additional years of fast, comfortable and reliable service. A key objective of the LRC overhaul project will be an increase of at least 20% in energy efficiency through reduced electrical requirements. This will be done with smaller and more energy-efficient wiring, LED lighting, nickel cadmium batteries, advanced microprocessor controls, the elimination of obsolete and inefficient relays and switches, high-efficiency linear motors for automatic door operation and the installation of a state-of-the-art "smart" heating and air conditioning (HVAC) system. An environmentally-friendly, water-based cleaning system will flush the air conditioning condensers in the maintenance facilities during servicing to keep them operating at peak efficiency. The new HVAC system divides the cars into four separately-controlled zones. Sensors and microprocessors will automatically reduce the overall interior temperature in the winter or increase it in the summer if the cars have not moved, or there has been no interior movement for a certain number of minutes, or when they are receiving external power in stations or yards. Removal of the banking system will reduce maintenance costs without affecting top speed or passenger comfort, as well as cut the LRC's weight by two tonnes per car and reduce fuel consumption.

The seats will be reupholstered, with leather in the 26 business class cars. Twenty-six of the LRC coaches will be provided with larger, fully-accessible washrooms. Ten percent of the seats in each of these accessible cars – one for each LRC train consist – will have flip-up armrests to provide easier access and a generous amount of space for passengers with special needs travelling with a service animal or care provider. In addition, tactile markers will indicate seat numbers for the visually-impaired. The final touch in the overhaul of VIA's LRC fleet will be the application of a new green, silver and gold exterior paint scheme. Service testing will follow. The first better-than-new LRC cars will arrive in May 2010. Cars will be delivered at the rate of two per month until all 98 cars are in service by December 2013 at the latest.

The \$5.8 million Renaissance rolling stock contract will upgrade 21 cars in the 106-car fleet to offer new levels of accessibility for travellers with special requirements on many trains in the Quebec-Toronto segment of VIA's main corridor and on its overnight Montreal-Halifax *Ocean*. Nine economy class cars – one for each daytime train used in the Quebec-Windsor Corridor service – will have seven seats removed to create a larger washroom. As well, seats in these new accessible coaches will be equipped with flip-up armrests to provide easier access and additional room. Nine baggage cars will get larger mid-car doors for more efficient luggage handling. Three Renaissance sleeping cars assigned to each of the trains on the overnight Montreal-Halifax *Ocean* will be modified and improved for operation adjacent to each of the service cars. Two cabins at one end of these sleepers will be combined and re-oriented to provide straight-in access – eliminating the negotiation of a 90-degree turn – from the extra-wide vestibules of the service cars. These new accessible cabins will also contain spacious, fully-accessible washroom facilities. The modified coaches will be returned to VIA Rail between December 2009 and December 2011.

"I want to thank the Government of Canada for its recognition of the potential of passenger rail through these substantial and cost-effective investments in VIA's fleet," said VIA President and CEO Paul Côté. The two contracts awarded to IRSI will create 135 new jobs and 613,000 person hours of employment at IRSI, as well as 50 additional jobs at associated companies and suppliers. Richard Carpenter, President of IRSI, said, "I can think of no better way for us to be celebrating the 10th anniversary of our company and our long association with VIA. The people of Moncton and all of our highly-skilled employees will take great pride in contributing to the physical renewal of a form of travel that is obviously the smart, safe and sustainable alternative today." (*Canada News-Wire*, May 4; *RailwayGazette.com*, May 12)

VIA RELEASES 2008 ANNUAL REPORT: According to VIA's Annual Report for 2008, the company carried 4.6 million passengers last year, 10% more than in the previous year, and increased passenger revenues by more than \$14 million. VIA's performance in 2008 reflects a clear trend for Canadian passenger

rail over the past five years. Annual ridership has increased by almost 800,000 passengers since 2004, and annual revenues are up by more than \$40M over the same period. VIA President and CEO Paul Côté attributed the growth to VIA's customer-focused business strategy. "Train travel is the most dependable, environmentally sustainable, all-weather mode of transportation available," Côté said. "We offer good value, stress-free transportation with a high level of comfort, and we focus everything we do on delivering the kind of customer service that sets us apart in the marketplace."

VIA's customer focus helped the corporation earn widespread recognition in 2008, including the Agents' Choice award from travel agents, two awards from the Railway Association of Canada, recognition from the Society of International Railway Travelers, and awards for innovation in product design and marketing. The annual report also notes a significant jump in VIA's standing in both national and regional corporate reputation surveys. Commenting on VIA's future outlook, Côté said that all transportation companies are facing serious challenges in the current marketplace. "While 2009 will not be a growth year like 2008 was, passenger rail is nonetheless in a strong position to meet these challenges," he added. "It is the right service for the times, a competitive, attractive service offering good value to customers, with advantages that cannot be duplicated by other modes of transportation. We are confident that our focus on excellent customer service, along with products and pricing strategies geared to the market, will continue to attract new customers to the train."

Meanwhile, the Office of the Auditor General of Canada recently submitted to the Board of Directors of VIA Rail a Special Examination Report, which was accepted by the board on March 23. The report cited improvements since the previous report by the OAG in 2003, notably that VIA's Board continues to improve its governance practices and that VIA has successfully transformed the Human Resources function. The report finds that the management of the Corporation's financial, human and material resources is economic and efficient, and VIA's activities are carried out effectively. VIA agrees with the OAG regarding the risk to VIA's investment plan inherent in the Corporation's negotiations to improve access to the freight infrastructure for increased passenger train frequencies. VIA has since assessed the impact on funding requirements of not increasing frequency in the Quebec City-Windsor Corridor. Furthermore, VIA has developed an alternative plan. Discussions are well advanced with the operating railways regarding improvements and enhanced access for VIA that would allow for both better trip times and additional frequencies. (*Canada NewsWire*, May 5)

OTHER PASSENGER

ALL ABOARD! Dedicated members of the Kamloops Heritage Railway Society (KHRS) have been putting in full-time hours since January 15 to ensure Engine (2-8-0) 2141 ran like new April 18. And it did, thanks to the "extraordinary effort" of the volunteers, who work on the 1912 steam locomotive just "for the love of it," said society president Glen Wideman. "It keeps us alive," added Eugene Davis, who, at 79, is about middle-aged in this aged crowd of energetic enthusiasts. "Some of us have been here all day, all week, since January," said the locomotive foreman. The members of the KHRS have a love for the big engine that rivals the best marriages. So when a large brass bearing kept wearing out on the massive rods driving the big steel wheels, they opted not for a repair but an upgrade. That included having the rods remachined, balanced and bored and reassembled the only way railway engineers can do it: with "a surprising amount of engineering precision," said Wideman. In other words, no tolerances. Engine 2141 has been upgraded with "modifications to heritage status," Wideman said, all overseen and approved by Mr. Steam himself, Al Broadfoot. The society hired the certified steam-locomotive consultant from Calgary back in January. Broadfoot spent 34 years with BC Rail, and 27 years looking after the Royal Hudson out of Vancouver. In Calgary, he has been working on CPR's 2816, all the while gaining significant credentials. As Wideman explained, with Davis nodding in agreement, Broadfoot is "a North America-renowned inspector and consultant." "We do everything he tells us," said Davis. That has proven wise and justifies the cash outlay to get the engine to its remarkably smooth-running state. "We spent a lot of money to get it in shape," he added. "It cost us \$70,000." The money comes from a city grant, plus ticket sales and charters. (*Kamloops Daily News*, Apr. 20)

LRT GROWS: Edmonton's LRT grew by almost 20% in the first small step towards a system that could someday take passengers from Spruce Grove to the Industrial Heartland. The 2.3-kilometre extension from Health Sciences to stations at McKernan/Belgravia and South Campus, is the result of planning that began in the early 1980s when the city started serious study on how to push LRT service south. The scheme touched off major battles with residents in neighbourhoods along 114th Street. Although they lost a bid to build the tracks underground, they successfully fought a proposal to widen the traffic artery to three lanes from two in each direction. Most of that animosity is long gone, although there are still a few concerns about traffic and bus service, but mostly residents are happy the construction is finally over. About 45 homes were demolished for the project. Work started in August 2005, after the former Liberal government made money available by sharing the federal fuel tax with municipalities. The new stations are expected to boost daily LRT ridership to 65,000 people from 50,000. (Edmonton Journal, Apr. 25)

LRT TO TAKE NORTHEAST EXTENSION: Edmonton's LRT is being expanded from Clareview to the proposed Gorman Towne Centre in the first northeastern extension of the system since it was built more than 30 years ago. The project was announced as part of \$300-million worth of "shovel ready" LRT upgrades being funded by the city, provincial and federal governments to improve infrastructure and stimulate the economy. "It's a big step forward towards a greener Edmonton and a greener Alberta," Premier Ed Stelmach said. Construction could start within a few months and should be completed by early 2012 at the latest, transportation GM Bob Boutillier said. The line will mainly follow the CN rail right-of-way leading to the station and parking lot near 153rd Avenue and Victoria Trail. The project, with a total cost of \$210M, is a good opportunity to reach commuters in Fort Saskatchewan and other outlying areas as part of a regional transit plan, he said. While the potential boost in ridership from opening Gorman station hasn't been studied, it's needed to help develop public transit, Boutillier said. The top LRT priority remains the \$800M line from downtown to NAIT, for which land is already being purchased and a tunnel is being put under the new Epcor Tower. Boutillier still expects it will receive funding from the provincial Green Trip program. (Edmonton Journal, May 1)

NO TOKENS FOR STREETCARS: Toronto's plan to spend \$1.22 billion on Bombardier streetcars is "not something that we've budgeted for," Premier Dalton McGuinty says. McGuinty said the province has already come through with \$9B for Metrolinx's transit plan, which includes most of the TTC's Transit City proposal, and now Toronto wants the province to pick up one-third of the cost of new streetcars. "Is something going to have to give?" McGuinty asked. "Is there some way for us, working with the feds, to do it all?" The province may not be able to proceed as quickly as planned with other transit priorities if it has to fund the streetcars, especially if there's no agreement from the feds to pay their one-third share, he said. McGuinty was echoing comments made by Ontario Infrastructure Minister George Smitherman, who urged the city to sort out its transit priorities. Smitherman said Mayor David Miller made no mention of streetcars when they met last February. Instead, Miller talked to him about his plans for Union Station and a Sheppard Avenue LRT. Smitherman said he was surprised the TTC would announce a contract with Bombardier without ensuring it has a commitment from the two other levels of government that would have to provide funding. (Toronto Sun, Apr. 30, thanks to John Thompson)

TTC GETS FEDERAL FUNDING FOR LRT; RIDERSHIP UP: It's not the funding for new streetcars that Toronto's looking for, but the city is getting almost \$1 billion in federal and provincial money to build a new light rail transit line. Prime Minister Stephen Harper and Premier Dalton McGuinty announced the approval of the Sheppard East LRT line. Ontario will provide two-thirds of the estimated \$950 million cost of the project, and the federal government will cover the remaining one-third. The TTC had been looking for funding for a \$1.2B plan to replace its aging fleet of streetcars, but so far Ottawa and the province have refused to commit to that project. Construction on the Sheppard East LRT project is expected to start later this year, and will generate about 9,500 construction jobs before it's completed in 2013. The new LRT will run from the Don Mills subway station to Meadowvale Road, and will connect with the Finch West LRT, the Sheppard subway.

Meanwhile, TTC officials don't know exactly why, but despite the bad economy, Metropass sales continue to grow and ridership is still climbing. Historically, when unemployment figures rise, TTC ridership dips. But that hasn't been the case this year. Sales of monthly adult Metropasses have increased 6.5% this year over last year. Even in April, when the TTC eliminated free parking for Metropass users, sales climbed 4.4%, although use of TTC lots has dropped by about one-third. The system has also seen a 3.8% increase in ridership this year over last, with Metropass users taking 6.7% more trips. The TTC collects about \$900M in fares annually. TTC chair Adam Giambone admits officials don't know exactly why the system hasn't seen the kind of decline observed in previous economic downturns. It could be a combination of factors, including the TTC's decision to phase out tickets in February which may have prodded some customers into buying passes. Adult ticket and token sales are down about 6%, with cash fare payments up about the same amount. (Canadian Press, Toronto Star, May 15)

ALSTOM LANDS CBTC CONTRACT: Toronto Transit Commission has awarded Alstom Transport a \$50M contract for an overlay communications-based train control system with automatic train control on the 19-mile Yonge University Spadina Subway Line. The line runs from Finch to Downsview, and includes yards at Wilson and Downsview. The contract, plus options and alternatives, includes the design and supply of equipment for the train control upgrade of the existing system. Alstom will provide its Urbalis train control and telecommunications technology. The new ATC system is scheduled to start revenue service in 2012. Service will not be interrupted during the upgrade of the system. (Railway Age, May 5)

AIRPORT RAIL SHUTTLE ROUTE SHUNTED TO FALL: The June target for deciding which route a rail shuttle linking Pierre Trudeau International Airport to downtown Montreal has again been pushed back, this time to the fall, said Aéroports de Montréal chairman Pierre Martin. "It's better to take a few extra weeks so that we address better the needs of (future) users and of citizens," said Martin after ADM's annual meeting. "That's just common sense." Martin said there never was a firm date, but that the previous general target of June mentioned last month by Joël Gauthier, CEO of the Agence métropolitaine de transport, and James Cherry, president of ADM, was a bit optimistic, he noted. The engineering work and other decisions on which route to take - the CN or CP route - will not be finalized until the fall, Martin said. The process is not a stand-alone decision, but is intertwined with a planned increase and upgrade of services on commuter train lines to the West Island in general, Cherry said. (Montreal Gazette, May 8)

PRAIRIE DOG STEAMS AGAIN: With white clouds of steam billowing against a clear blue sky, North America's oldest operating steam train was back on track. It was full steam ahead for the Prairie Dog Central Railway's Locomotive No. 3, which had been out of commission for seven years. It made its first Sunday run of the season with a sell-out crowd of 300 passengers aboard for Mother's Day. The coal-burning steam engine, built in Scotland in 1882, underwent a \$500,000 overhaul that included repairs and upgrades to make sure the locomotive meets current regulations. "Fifty-thousand man hours went into it," said Doug Dillon, GM of the non-profit, volunteer-run Vintage Locomotive Society, which operates the railway that runs from Inkster Junction Station to Grosse Isle, Manitoba. Twenty volunteers have been working on the locomotive year-round to get it back on track running visitors to Grosse Isle and back, Dillon said. With the return of old engine No. 3, the Prairie Dog is trying something new. "For the first time in 40 years of operating, it's not just a train ride," marketing manager Murray Brown said. The railway, which relies on ticket sales, has magicians, fireworks and prizes planned for the season ahead, he said. "Every single time the train goes out, there's going to be something more." For information, go to pdcrailway.com or call (204) 832-5259. (Winnipeg Free Press, May 11)

ALL ABOARD THE REFURBISHED TOUR TRAINS: The Sault Ste. Marie Economic Development Corp., Canadian National and the Ontario government have partnered together to purchase new rail cars that will help revitalize the Agawa Canyon Tour Train. A new fleet of locomotives and passenger cars, valued at \$10 million, will be repatriated to Ontario in the coming weeks. CN and the Northern Ontario Heritage Fund Corp., are equally funding the \$10-million fleet renewal projects. CN will own the fleet under the agreement and take ownership of 26 obsolete passenger cars it

leases for tour train service and dispose of them, using the proceeds to market or enhance the Agawa Tour Train facilities and services. The Sault EDC will manage the food and beverage concession on the train and use revenues to enhance on-board customer service, including technological entertainment and hospitality. The deal will see the fleet, currently on its way to the Sault from Anasco Investment Company, of Denver Colo., launch this year's tourist season in mid-June and be refurbished in stages throughout the tourism season.

The fleet includes three F40PHR locomotives, eight coaches, two cafe/lounge cars, three club cars and a presentation coach. CN's two dome cars will also be part of the refurbishing efforts. The new fleet will mean the re-equipped train will be able to accommodate up to 900 people and have accessibility features including on-board washroom facilities. The fleet was originally owned by CN and used for passenger rail service in southwestern Ontario. The cars, produced by Hawker Siddeley in Thunder Bay, were also used on the Ski Train between Denver's Union Station and Winter Park. "This is truly a community partnership," said MPP David Oraziotti. "The Agawa Canyon Tour Train is the cornerstone of our tourism economy." Mayor John Rowsell said it's the Sault's responsibility now to lure U.S. tourists back to the premiere tourism attraction in the North's beautiful wilderness. "This project was driven by the tourism industry who drove this initiative," he said. "The Agawa Canyon Tour Train needs to be brought back to the full capacity it once was. Anyone who says the Agawa Train is an economic driver for this area is right," he said. "It's known around the world and any investment to upgrade the ride is good news." In peak years, the tour train drew more than 80,000 visitors annually to the area and generated more than \$35 million in the local economy. More recently, the train has been unable to draw half those numbers. (SaultStar.com, May 16)

ALL ABOARD POLITICIANS, STAKEHOLDERS HOPE WEEKEND GO TRAIN SERVICE TO NIAGARA WILL BOOST TOURISM: Politicians and stakeholders hope GO Train service to Niagara will put the region on the right track for this summer's tourism season. GO Transit's train service will expand to make two stops in Niagara - one in St. Catharines and the other in Niagara Falls - starting in late June. Trains will run from Union Station in Toronto to the Niagara Falls VIA Rail station, with four trips in each direction. Other stops include Port Credit, Oakville and Burlington. For now, the rail service will only run on weekends. Weekday GO bus service to Niagara hits the road in the fall. "This is a great boost to the region's tourism and hospitality industry," St. Catharines MPP and Tourism Minister Jim Bradley said during a press conference at the VIA station on Bridge Street in Niagara Falls on May 14. Bradley said GO service will hopefully reduce congestion on the QEW, particularly in St. Catharines where construction is ongoing, and "will continue through the busy tourism season". "Now is the time to provide better public transit," he said.

Calling the new transit service "Niagara on the GO," MPP Kim Craitor said the initiative is sure to boost the local economy. Bradley said a feasibility study is underway to determine the possibility of expanding the service to seven days a week. A fee structure and linking GO service with municipal transit are still being worked out. Right now, GO fees will be \$15.90 each way for an adult and families who purchase two adult fares can bring up to three children for free. An adult VIA ticket to Toronto from Niagara Falls is \$37.80 on the weekend, and a similar Coach Canada bus ticket is \$26.41, those companies' web-sites indicate. In 2008-09, the province committed about \$750 million to cover GO's capital and operating costs. GO currently serves an 8,000 square kilometre area, which will expand to include the Niagara area and other regions outside the GTA and Hamilton. (NiagaraThisWeek.com, May 14; NiagaraFallsReview.ca, May 15)

REGIONAL / SHORTLINE NEWS

HURON CENTRAL TO VANISH WITHOUT FUNDS: If Ontario doesn't invest in short-line rail between the Sault and Sudbury, a decision to close the line will be made by year end, said the president of Huron Central Railway. Mario Brault said the need for infrastructure dollars has been requested since 2006 and the condition of the line is deteriorating a little more each year. The issue is one that will be discussed between rail officials, federal and provincial government representatives, mayors, reeves and other stakeholders in Spanish. Sault MP Tony Martin hopes that a strong coordinated voice will emerge from the meeting to lobby the

provincial government that the infrastructure investment must be made. "This is a project that is shovel ready and will contribute to the profitability of rolling stock operators in our area," Martin said. "If we lose Huron Central, then we lose the potential for passenger service to be there and it will have a detrimental impact on our Northern Ontario industries." The federal government has said it will contribute its share of infrastructure funding if the province matches the funding. To date, that commitment hasn't been made by the province, Brault said.

"Huron Central is just one of the many short lines that will disappear if infrastructure investment isn't made very, very soon," Brault said. The Sault Ste. Marie-Sudbury improvements are expected to cost about \$33 million. A complete overhaul of the short line system throughout Ontario will cost about \$90M. Brault said that a similar situation occurred in Quebec and last year an agreement was reached where the federal and provincial governments invested \$75M to improve their short line rail system. The investments are resulting in major infrastructure upgrades that meet new North American load standards and ensure linkage and efficiency to the larger CP lines. (Sault Star, Apr.16)

OVR CUTTING 30 POSITIONS: Ottawa Valley Railway issued layoff notices to 30 staff following a decision from CP to reroute its trains. CP will reroute its freight trains to its own system between Sudbury and Montreal. The rerouted trains account for about 85% of OVR's overall traffic. The remaining business represents shipments of paper from Tembec and other local businesses. According to a media release issued by OVR, the change could last through 2009. Most of the cuts will be made to OVR's transportation department affecting train dispatchers, locomotive engineers and conductors. Ottawa Valley Railway is a short-line railroad that operates 550 kilometres of track between Coniston and Smiths Falls with CP interchanges at Sudbury and Smiths Falls. OVR has been moving 60,000 carloads of cargo, including forest products and chemicals, per year. (North Bay Nugget, Apr.28)

NEW IRON ORE MINE ALREADY NEAR TARGET: A \$664-million iron-ore mine is starting up in northern Quebec this year and will swiftly hit the annual output target of 8 million tonnes destined for Chinese and other Asian steel mills on long-term contract. Consolidated Thompson Iron Mines passed a milestone when it completed a \$92M financing via a public issue of 35.65 million common shares. The new money will be used for the massive Bloom Lake iron ore project in northern Quebec, near the Labrador border. In March, Consolidated Thompson signed a deal with Chinese steelmaker Wuhan Iron and Steel. The Chinese firm will invest US\$240M for a 19.9% stake in Consolidated Thompson and take 25% or more of its output. Bloom Lake's environmental assessment filings were accepted last autumn. The mine is located 400 kilometres north of Sept Îles and eight kilometres north of the Mount Wright iron mines of Arcelor Mittal Mines Canada. Construction of the \$486M open-pit mine and processing plant is well advanced, together with work on a rail spur to join the Quebec North Shore and Labrador Railway terminus at Labrador City - a \$178M investment. The ore will move south to Sept Îles via the QNS&L, along with shipments from the Iron Ore Co. of Canada and Wabush Mines. Mittal shipments move by another railway to Port Cartier, just west of Sept Îles, for international shipment. (Montreal Gazette, Apr. 28)

FARMERS JUMP ON-BOARD TO INVEST IN SHORT-LINE: A newly formed company, led by farmers, is getting into the railway business in southern Manitoba, a move it expects will save grain growers about \$1,600 in shipping and handling charges on every rail car they load. The Boundary Trail Railway is days away from closing a deal to buy a 37-kilometre stretch of abandoned CP track between Morden and Binney, just west of Manitou. The price was not disclosed. Kevin Friesen, a Manitou producer who heads the BTRC, said about 80 area farmers have invested \$1.25 million in the company. The province, the RM of Pembina and a Winnipeg-based grain company, Mission Terminal, which assists farmers who want to load their own rail cars, have also put in money. Agriculture Minister Rosann Wowchuk announced the province would provide \$615,000 to the company in the form of a forgivable loan. "I really do believe that maintaining this section of railway will be a positive move for the region and that local ownership can make short lines like these a viable alternative (to) trucking," Wowchuk told a news conference. She said if farmers living near the rail line no longer have to truck their grain great

distances to market, it will save wear and tear on provincial roads. And since rail hauling is more fuel efficient than truck hauling, the short-line railway will also be good for the environment. One rail car holds as much grain as three semi-trailer trucks. Boundary Trail expects that up to 100 rail cars will move on its line by the end of July and at least 250 by the end of the calendar year. Friesen said the first grain cars will be shipped from the newly acquired rail line within weeks. Once that happens, he said, he expects more farmers will invest in the company. Boundary Trail has signed a three-year deal with the Central Canadian Railway to perform track maintenance and to pull rail cars along the line to and from Morden, the point at which they hook up with the CP system. CP will also provide the rail cars. Groups of farmers are now planning to build grain-storage facilities at Binney, Manitou and Darlingford. (Winnipeg Free Press, May 7, thanks to Jim Lewis; Manitoba Cooperator, May 6)

OTHER INDUSTRY NEWS

\$40,000 BRINGING #3 TO FDC: After 14 years away, the BC Forest Discovery Centre will soon have the Mayo Lumber Company Shay #3 locomotive back among its collection of vintage steam locomotives thanks to a \$40,000 provincial grant from Tourism, Culture and the Arts. "We are excited to once again have the BC Forest Discovery Centre's collection of steam locomotives complete," said Roger Stanyer, president of the BC Forest Museum Society. "The Mayo company operated mainly in the Cowichan area and the locomotive was donated by the Mayo family who still reside in the valley. Having this significant steam engine back after nearly 14 years has been an eagerly awaited occasion that could not have happened without this funding." Built in 1924 the Mayo Lumber Company Shay #3 locomotive spent its entire life working near Paldi. The 50-tonne unit was retired in 1952 and restored and given to the FDC in 1967. Some 20 years later the massive piece of machinery was given a facelift and later restored to working condition. The engine was originally a wood burner and was the first Shay in the province to use super-heated steam.

The Mayo Lumber Company Shay #3 locomotive has been on loan to the Kettle Valley Steam Railway, located in Summerland, since 1995. Following its return, the centre has plans to include the Mayo Lumber Company Shay #3 locomotive in a major exhibit taking place later this year. "The Mayo Lumber Company Shay #3 locomotive represents B.C.'s early days of discovery, exploration and progress in the forest industry," said Bennett. "The locomotive is a treasured feature of the centre which is the largest tourist attraction in the Cowichan region." The engine is a good fit for the collection at the FDC. A museum of forest history with artifacts and interactive exhibits that spotlight the achievements of B.C.'s loggers in the early 1900s, the FDC has a collection of seven steam locomotives, including three that are fully operational. (Canwest News Service, Apr. 10, thanks to Elizabeth Davidge)

FEATURE FILM TO USE STEAM RAILWAY: The Kettle Valley Steam Railway will be featured in the upcoming film "Gunless", which is being shot in the South Okanagan in the coming month. Brightlight Pictures and Rhombus Media production team members were taken to sites on the railway in early April as producers were in need of a historic rail bed for filming. "We toured some of the rail line on foot and then took them out in our steam locomotive 3716 to several of the sites that weren't as easily accessible," explained KVSR general manager Ron Restrict. "We look forward to having the film crew here for about three days - sometime in June and we extend our thanks to the Okanagan Film Commission for bringing them to the KVSR so they could see what we have to offer. (Penticton Western, Apr. 14)

RAIL CAR APPEAL HITS END OF LINE: The Supreme Court of Canada has declined to hear an appeal by the two national railways against the calculation of the 2007-08 revenue cap. The Supreme Court dismissed appeals by CN and CP of last year's ruling by the Canadian Transportation Agency which reduced the grain-freight revenue cap by \$72 million because the railways were overcharging for hopper-car maintenance. Prairie producers in the Farmer Rail Car Coalition had brought the original complaint to the CTA. The CWB and farm groups continue to call for a rail costing review on grain freight to further ensure that the revenue cap is set at an appropriate level. (Canadian Wheat Board, Apr. 27)

KIDS WEBSITE IS LAUNCHED: Operation Lifesaver has launched a new website for children to help reduce crossing and trespassing

incidents around trains. The site is accessible in English at www.olkids.ca or French at www.ogjeunes.ca. Dan Di Tota, national director of Operation Lifesaver, said it includes stories, games, audio and video clips, posters and safety tips. The website launch is part of Operation Lifesaver's Rail Safety Week that is underway and involves more than 200 municipalities across Canada. The site features Rover, the Railway Safety Rabbit, and the Train Your Brain activity book. The Rail Safety Week also includes mock collisions, driver education classes for new motorists, safety blitzes and trespass enforcement initiatives at several locations across the country. Operation Lifesaver promotes safe decisions around highway-railway crossings and freight and passenger train operations. It is sponsored by Transport Canada, the nation's railways and their partners. (Canada NewsWire, May 1)

RJ CORMAN TO PURCHASE RAILPOWER'S ASSETS: Railpower Technologies and RJ Corman have entered into a binding agreement providing for the sale of all of the assets of Railpower and its US subsidiary, except cash on hand and on deposit in financial institutions, the land and property located in St Jean sur Richelieu, Quebec, and two road switching locomotives, to RJ Corman. It is not anticipated that this offer will provide any value to the shareholders of Railpower. Closing of the transaction, which is conditional upon obtaining Court approval in both Canada and the US, is expected to occur no later than May 20, 2009, being the expiry of Railpower's Court protection under the Companies' Creditors Arrangement Act, unless further extended by the Court. RJ Corman has confirmed that it is their intention to hire approximately 75% of Railpower's current workforce, and enter into employment agreements with such individuals no later than the closing date. (MarketWire, Canadian Press, May 1)

RAIL FREIGHT TRAFFIC DOWN IN APRIL: Canadian rail freight traffic was down sharply during April 2009 in comparison with April 2008. Rail carload traffic fell 26.4% (106,705 carloads) in April 2009 to 296,721 carloads, while intermodal traffic fell 44,846 units (18.2%) to 201,418 trailers and containers. Carload declines in April 2009 were led by chemicals (down 32.7%, or 25,464 carloads); metallic ores (down 21,207 carloads, or 32.7%); and coal (down 15,813 carloads, or 37.1%). "Unfortunately, it's hard to find much in rail traffic data in April to support the idea that the economy is starting to see 'green shoots' - it may still just be weeds," said AAR SVP John Gray. For the first four months of 2009, carload traffic was down 22.2% (297,603 carloads) on Canadian railroads; intermodal traffic was down 14.0% (112,651 units) on Canadian railroads. (AAR, May 7)

TRAIN STATION DESIGNATED: The Warton, Ontario, railway station - thought to be one of six remaining stations in the country with original vaulted and geometrically patterned ceilings - has been designated for its architectural and cultural significance under the Ontario Heritage Act. Built in 1904 by the Grand Trunk Railway, the station is considered to be an "exquisite" example of Queen Anne/Chateau style architecture. Bruce Peninsula councillors voted in favour of designating the station, now in Bluewater Park, under the provisions of Part IV, Section 29 of the provincial act. The station's value to the community takes many forms. Among them is the 1939 visit by King George, Queen Elizabeth and the Queen mum. It is also where Bruce Battalion soldiers said their goodbyes while departing for duty during the First World War. Built using locally milled pine, white cedar and hemlock, the station incorporates many romantic Queen Anne design features such as towers, elaborate trim and a round wing. Inside it has retained its original coffered (vaulted tongue and groove) ceiling in the main exhibit hall and a geometrically-patterned tongue and groove ceiling in the "round room." Most of the stations built at the turn of the 20th century across Canada had similar interior designs, but most have had their ceilings torn out or rebuilt. The Ontario Heritage Act designation means the building is protected by the province and the municipality from having any major changes made to it. The location at Bluewater Park is not part of the designation; the station was moved there in the early-1970s. During the last year the heritage committee, in conjunction with the train station subcommittee, has spent upward of \$25,000 (largely through grant money) to restore, maintain and preserve the historical integrity of the building. The under-structure of the floors was rebuilt, the floors were redone and a water-damaged east wall was replaced. The station houses the South Bruce Peninsula tourism information centre and a small gift shop. (Owen Sound Times, May 12, thanks to Kevin Argue) ■

The Electric Street Railway in Ottawa Its Birth and Demise

by Bruce Dudley

At 3:25 a.m. on the morning of 1 May 1959, electric street railway service in Ottawa took its dying breath when Ottawa Transportation Commission (OTC) car 831, operating on the Britannia line, completed its last run to downtown from Britannia Park and backed into Cobourg barn. A parade - some called it a funeral procession - incorporating 17 mostly electric-operated vehicles was held the next day.

Take note of a few dates of interest that resulted from this event:

- When the trolley pole of 831 was pulled from the wire, 68 years of electric street railway operation ended in Ottawa, Ontario, terminating a service that began in the spring of 1891 just before similar service started up in Toronto and in Montreal, as I understand it.

- After 51 years of service, Cobourg barn - first built in 1908 - had received its last revenue-run streetcar.

- The Britannia line was shut down after 59 years of service. The first regular streetcar run on this line was made on 21 May 1900. The last run occurred when Operator Omer Seguin slipped car 859 out of the parade when it reached Holland Ave. Junction and made the Britannia trip one last time.

- Finally, as car 831 was parked in Cobourg barn it brought to a close 34½ years of service by the 800 class cars which began revenue runs on 3 November 1924. Car 831 was built by Ottawa Car Company in 1926 and provided 33 years of service, mostly on the Somerset line but finishing out its last year or so on Britannia.

The Ottawa Electric Street Railway was formed by Thomas Ahearn and Warren Soper and began operations on 29 July 1891. In this first year, four streetcar lines came into regular service with open and closed wooden cars built by Patterson & Corbin of St. Catharines, Ontario. Open P&C cars were 26 feet in length and 22 or 24 feet long if closed.

The year 1892 saw the arrival of 16 new 28-foot cars closed cars from W.W. Wylie Carriage and Wagon Works of Ottawa, Ontario. Thereafter, all new streetcars for the OESR and the Ottawa Electric Railway, which was formed on 13 August 1893 by the amalgamation of the horse-drawn Ottawa City Passenger Railway and the OESR, would come from the Ottawa Car Manufacturing Company and, post WW II, from Ottawa Car and Aircraft. The exceptions: one 28-foot car (No. 24) purchased from Brill in 1892 and two 30-foot units purchased in 1908 from the Preston Car and Coach Company of Preston, Ontario.

Somewhere in the early years of operation the company decided to omit the numeral '7' from all revenue cars. A reason for this has never been discovered although several theories have been tossed about. It could have simply been that '7' was not attractive on the cars insofar as Mr. Ahearn was concerned. In any event, the policy stayed in place until the company was sold to the City of Ottawa in 1948.

The site of the streetcar building companies in Ottawa was the same for all; the centretown block of property defined by Albert Street on the north side, Slater Street on the south side, Lyon on the west and Kent on the east. This was the location of the W.W. Wylie Carriage and Wagon Works, known as the Ottawa Car Company after Ahearn and Soper purchased a share of the Wylie works in 1893. The company name was changed in 1913 to the Ottawa Car Manufacturing Company Limited. This name, with its distinctive herald, was applied to the centre of the two transverse, lacquered bulkheads of all 600, 800 and 900 class cars built between 1913 and 1935. The final name change to the company was Ottawa Car and Aircraft as a result of WW II production of aircraft parts. It was under this name that the last four streetcars were built for the OER in 1947.

Wooden, single truck, double-ended and single-ended two-man cars for the OER, in open and closed configurations, continued to roll out the door of Ottawa Car from 1894 to 1908. Most of these cars had a maximum length of 28, 30 or 31 feet. In the 1920s the best

of these cars were salvaged in re-building programs. As an example, 14 cars of the 500 class (500-515) had been built in 1908 as 31-foot, single truck, single end, two-man cars and were 31 feet long, Pay-As-You-Enter (PAYE) units. In 1926, these cars were all re-built in the Pay-As-You-Leave (PAYL) configuration and lengthened to 33 feet, 8 inches. All of these cars, together with many other units, were destroyed in the Rockcliffe barn fire of 1937. An earlier fire at the same location in 1927 had destroyed most of the wooden-bench seat open cars built in the late-1800s and early-1900s.

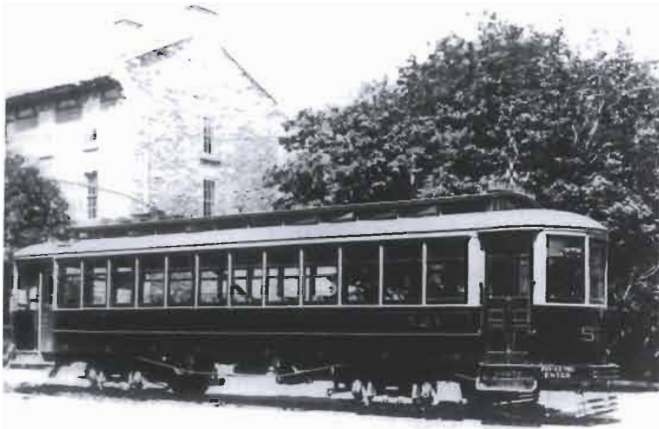
By the turn of the century the OER had grown substantially with an electrified line to Rockcliffe (1895); a Chaudière line to Hull, Quebec (1896); the Exhibition loop on the Bank Street line on Holmwood Avenue, Monk Street and Wilton Crescent to Bank Street (1897); and the Britannia line which opened in the spring of 1900 and ran from Holland Avenue west to Britannia on Lake Deschenes - a distance of approximately four miles. Work began in early September 1899 and regular service to Britannia-on-the-Bay started on 21 May 1900.

Up to this point the OER had been, with a few exceptions, a street railway of single-truck cars. The Britannia line, however, with its promising park at the Bay, called for something bigger. The first double-truck car was 202 built in 1897 as a combined passenger and baggage compartment car for interchanging revenue with Quebec's Hull Electric Railway. The car was rebuilt in 1899 as a full-passenger car and assigned to service on the Britannia line. Two other 50-foot double-truck cars, 203 and 204, were constructed in 1900, the latter being luxuriously customized and named the "Duchess of Cornwall and York" for the Royal tour of 1901.

Cars 202, 203 and 204 were joined on Britannia service by four 300-class double-truck cars, 312-315, all of which started out in 1900 as open trailers for summer service and were eventually rebuilt in 1909 as closed cars and were converted to PAYE in 1916. Of these early double-truck cars, number 202 caught fire and burned while unattended at Holland Avenue Junction in 1908; 203, 204 and 315 were destroyed in the Rockcliffe barn fire of 1937 and 312, 313 and 314 were retired in 1934.

The early years of the new century, prior to the beginning of the Great War in 1914, were a time of route expansion and the addition of more double-truck cars to the operating fleet. Following the opening of the Britannia line, the Cloverdale loop was built in Rockcliffe (1901); Bell Street trackage was opened from Gladstone Avenue to the railway tracks (1902); Elgin Street was double-tracked to Argyle, (1904); and in 1906 the Bank Street underpass or 'subway' beneath the centretown railway tracks was opened. 1907 saw Gladstone Avenue double-tracked and the opening of the George Street Loop from Sussex, George, and Mosgrove to Rideau. The Holland line into the Experimental Farm opened in the fall of 1908 while the Pretoria Bridge was built with double tracks in 1910. In 1912 and 1913 the Bank Street Bridge over the Rideau Canal and the Ottawa south extension were completed and the Preston Street line commenced service. 1913 also brought double tracks on Queen Street. Service on Crichton Street was double-tracked with a multi-block loop comprising Charles Street, John Street, Sussex and Alexander Streets.

In 1910 the OER ordered 18 double-truck, single-end cars from Ottawa Car and they came into service in 1911, numbered 520-539. These units were of wood construction, designed for two-man operation - and were the first Ottawa streetcars to have an overall length, as new, of 45 feet, three inches. This dimension was to apply to all new streetcar construction thereafter until the 1000 class cars of 1947 which were three inches longer. The cars of the 520 class were the first Ottawa streetcars to use Brill 27-FE-1 trucks and the class also ushered in the use of the stationary cabinet type of fare box in a PAYE car.



OER 524, built in 1910, has a wooden body, double trucks, rear entrance double doors and a single exit front door. (NAC PA-143141)

Numbers 520 through to 539 (no 7s of course) were fine-looking products in green with cream trim and were the last wood construction cars ordered for the OER. Sadly, none have survived. Number 520 was rebuilt in 1924; 12 were scrapped in 1933 and 1934 and five were burned in Rockcliffe barn in June 1937.

In 1913 the OER ordered the first of its steel-bodied 600-class cars from Ottawa Car. These 20 units were numbered 600-621. In 1915 another 10 cars of this class (622-632) came into service; the last three cars, 633, 634 and 635 were delivered in 1917. Like the 520s the 600 class cars were 45 feet three inches long and ran on Brill 27-FE-1 trucks. They were built for two-man operation with double doors for entrance at the rear of the car and a single, manually operated front exit door. The 600-class cars had steel frames, body side and end panels, steel uprights between the windows and steel transverse members in support of a wooden roof. The 600s would prove to be the OER's longest serving revenue cars, most of them running into the early-1950s.

The Ottawa Electric Railway had its busiest, and probably its best years ever from the early-1920s to 1930. A new franchise for streetcar operation was signed with the City of Ottawa in 1924 giving the company a green light for a broad modernization program. In trackage, the Ottawa east extension was laid to Clegg Street and a loop was installed at Clegg and Main; the Civic Hospital loop was opened in September along with the Bronson Avenue line and the Hull loop - all in 1924; and the Lindenlea line opened in the fall of 1925. Champagne Barn was opened in 1925 and its large storage and shop facilities were needed for the rebuilding program of the 520- and 600-class cars that started in 1924 and for storing and maintaining the new cars of the 800 class coming into service in 1925.

The first two cars numbered 800 and 801 were steel, single-truck 30-foot, Birney 'Safety' cars built by Ottawa Car in 1924, probably under license from Stone and Webster Corporation which first introduced the Birney car in the U.S. This design was a small trolley, 28-30 passenger capacity. Its claim to fame was air-operated doors and steps and brakes. The air system also incorporated a 'dead-man' control circuit that activated full emergency braking if the operator should collapse or die. These features were capped off by one-man operation, a big saving in running costs. Although the safety aspects of the Birney design were no doubt appreciated, it was a slow car in service, did not ride well and their wooden seats didn't win any votes on comfort. These two cars were quickly renumbered 580 and 581 and remained on the roster until 1945.

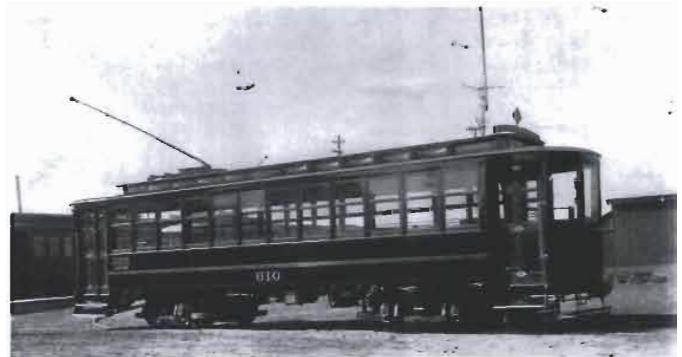
The new 800 class streetcars were the best ever constructed for the OER. They were double-truck, steel and designed for one or two-man operation. They had all the air-operated safety features of the Birney and in a longer body of the now familiar length of 45 feet, three inches. They were noticeably lower than the 520 and 600 class cars as their Brill 77E trucks built by Canadian Car and foundry had 26-inch diameter wheels in place of the 33-inch wheels

on the 27-FE-1 trucks used on the 520 and 600 cars. This translated into one step less for passengers boarding or leaving the cars and speeded up service. As delivered, all the cars of the 800 class were front-entrance, two-man operation. Passengers paid at the Conductors station as they went by to the rear of the car, or to leave via the rear doors.

The 800s were designed by Frank Beattie of Ottawa Car and they were delivered in bright red body paint with cream trim on the window uprights and a mahogany brown on the doors and window sashes. The first six cars of the class went into service in early-November 1924; the remainder of the first order of 20 cars were delivered in 1925. The cars of that initial order were numbered 800-821.

1924 saw the start of a rebuilding program when cars 520 and 600, the first of each class, went in for modernizing. 520 (renumbered 650) had its wood sides covered with steel panels, its vestibule lengthened and the safety air system installed. The results of these expensive modifications were disappointing and the other cars of the 520 group received fewer, less expensive changes and were not renumbered.

Car 600, however, and eventually all other cars of that class through to 635, received substantial changes in the years 1925 through 1927, including lengthened bodies to (49 feet, six inches) to accommodate a bigger front vestibule and double front entrance doors; new rear areas that had double rear exit doors; new air systems for operation of the doors, steps, brakes and dead-man control. The cars of this class, 600-635, were then renumbered 651-696 and they came out of the shops painted in the bright red with cream trim to match the new 800s. Most of the 600s ran into the early-1950s, a few continuing until 1957-58. This made them the longest serving streetcars in the Ottawa system.



OER 610 as new in 1913. Note the double-door rear entrance and single-door exit at the front. These doors were manually operated. This car was rebuilt in 1925-26 and renumbered 661. It was the author's first regular car on the McKellar-George loop run in 1950. (Photo source unknown)

While the 600s were being modified, the new 800s continued to roll out from Ottawa Car. The 20 cars of the second order, 822-843, were built in 1926 and were essentially unchanged from cars 800-821 of the first order. The last 20-car order of this class, 850-881, were built in 1927. The only difference in these cars from those in the first orders was the use of brass rather than wood in the window frames and sashes.

1925 marked the time of maximum trackage of the OER, a little over 58 miles (93 kms) with the installation of the Lindenlea extension or loop. But within a year or two it would start to diminish.

One-man car operation started on two routes, as an experiment, on a Sunday in April 1925 and grew from there, but it was not implemented on all cars on all routes until August 1933. From that date forward the 'operator' was in charge of the car and functioned as a combined motorman and conductor, those titles being dropped from use.

The Great Depression hit in 1930 and Canada, like the U.S., was on

the road to rock bottom. While the dirty thirties were hard on the OER and its employees, starting with a second fire at Rockcliffe barn in 1932 (just five years after the first), the company tightened its belt by combining the conductor and motormen seniority lists into a single seniority line of operators as one-man car operation was fully implemented in 1933. In 1923 there had been 230 motormen and 222 conductors on the lists; obviously, many had to be laid off including some with 10 years service with the company.

In 1931 large, route-sign light boxes were installed on all cars of the 600 and 800 classes. The boxes were located on the front right corner of each car's roof and angled somewhat to the right of the line of travel so as to be clearly visible to passengers standing at a car stop. The boxes were illuminated at night and had a removable letter plate on the front surface. The letters were 'A' for the Britannia-line; 'B' for Bank-Rideau; 'S' for the Somerset line (Holland-Laurier); 'E' for Elgin-Bronson; 'M' for McKellar-George loop; and 'R' for Preston-Rockcliffe. The Hull-St. Patrick cars featured an 'H' as of 1933 when the new 900 class cars came into service on that line.

In the early-1930s the OER ordered 22 new one-man streetcars from Ottawa Car and the first ten, 900-910, were built in 1933, the order being completed in 1934 with the delivery of the last 12, 911-923. They looked very similar to the 800s but, in fact, from the waist down were actually a little higher (or deeper if you will) as they rode on the Brill 27-FE-1 trucks with 33 inch wheels taken from the 520 series cars that were scrapped at this time. Thus the 900s, while being of the same length as the 800s, were between the 800s and the 600s in overall height.



A 900-class car on Wellington Street at Bank in the early-1930s. It is riding on the large-wheeled trucks as built in 1933. In the 1940s it was retrofitted with small-wheeled trucks obtained from the Third Avenue Railway in New York City. (Photo source unknown).

The size of the street railway in Ottawa started to shrink in the 1930. Service on the Rockcliffe line was cut back from Cloverdale towards the end of 1931 and, as a replacement, the Buena Vista loop was installed by the spring of 1932. Rails between Nicholas and Elgin over the Laurier Avenue Bridge and on the Experimental Farm line south of the Civic Hospital loop were lifted in 1932; service having ceased on the latter in December 1929. But the biggest pre-war change to trackage was the cutting of streetcar service on the Elgin-Ottawa east portion of the Bronson-Elgin line in the early spring of 1939 prior to the Royal visit in May. Thereafter, Bronson line cars looped at the Plaza (east on Sparks then west on Queen) and buses served Elgin and Ottawa east on the new Riverdale line.

In 1937, two years before the start of the Second World War, the third and last fire at Rockcliffe barn took out the remaining cars of the 520 class. Becoming thin on reserve rolling stock as wartime traffic and ridership steadily increased, in 1942 the OER bought 10 old wooden double-truck cars of 1913 vintage from the TTC in Toronto (where they were being replaced by new PCC cars). These

units were numbered 950-960. After slugging away as extras during the war and for several years thereafter, two were scrapped in 1949, two in 1951 and the rest in 1952.

Improvements to the system came in 1946 with Brill 77-E trucks, purchased from Third Avenue Railway in New York City, replacing the large-wheeled 27 FE-1s on all the 900 class cars. Concurrently, the 60 cars of the 800 class had their gearing replaced with quieter units also purchased from Third Avenue Railway where streetcars were being taken out of service. These changes provided much quieter running for both these classes of cars.

In 1947 the last new streetcars for the OER were built and delivered by Ottawa Car. There were four cars only, 1000-1003. They were three inches longer than the 800s at 45 feet, six inches, had accordion-type doors and second-hand air brake systems first used on Hull Electric Railway cars.



OTC 1003, the last new streetcar built for the street railway in Ottawa, as seen in the early-1950s. (NAC Merrilees Collection, PA-173499).

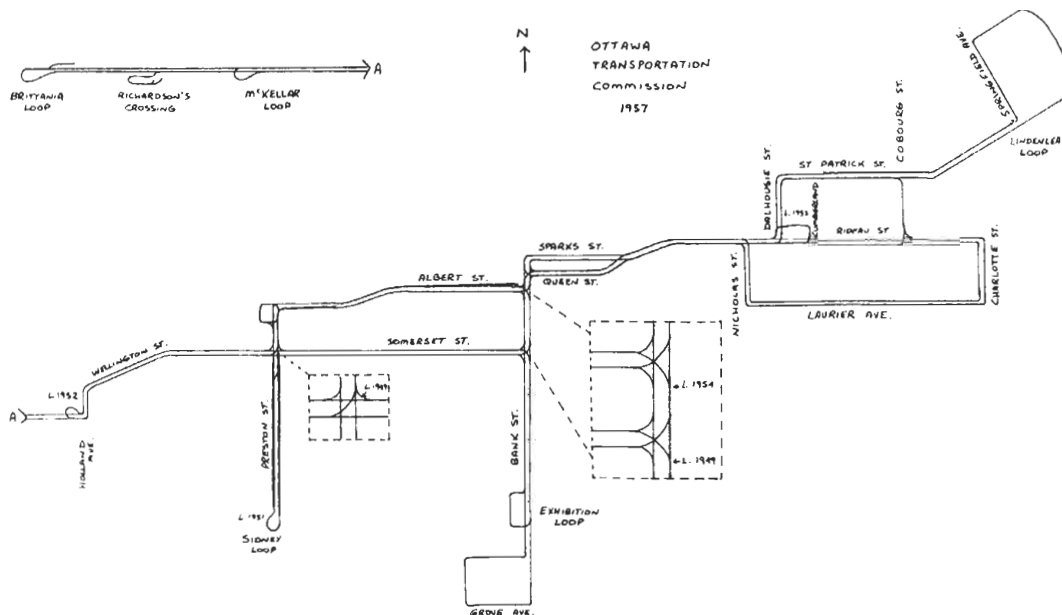
Between 1948 and 1950 the last modifications were carried out on the 600, 800 and 900 class cars with the addition of hand-straps for standee passengers and by the addition of 'eyebrow' light hoods on the left and right front panels of the cars. These made the cars more visible on the city streets at night.

The Ottawa Electric Railway Company was sold to the City of Ottawa on 13 August 1948 when a city official handed the OER Director a cheque for \$6,300,685.15. The company's new title was the Ottawa Transportation Commission - OTC for short.

In a sign of things to come, the City of Ottawa annexed parts of Nepean and Gloucester Townships on 1 January 1950 and in order for the OTC to be the only public transit provider in the expanded capital, they were obligated to buy the smaller bus lines in the region: Eastview Bus Lines, Nepean Bus Lines, Uplands Bus Lines Ltd. and Cyrville Bus Lines.

Meanwhile, the street railway continued to shrink. In December, 1951 the Bronson streetcar line was abandoned and service was replaced with 10 trolley buses. This released a sufficient number of 800-class cars into the fleet to allow pulling the 600-class cars from regular service on the Britannia, McKellar-George loop line. From then to final retirement, the big 600s were used as extras only.

With the decision to widen Carling Avenue to four lanes, the Preston loop was removed from Adeline, Norfolk and Carling and a new loop was built at Preston and Sidney Streets. A turning loop was built at Holland Avenue junction and this became the western end of the line for Somerset cars beginning 22 April 1956 (streetcar service from the junction to the Civic Hospital loop was discontinued the previous day). January 1954 brought the end of rail service from Rideau Street to Sussex and John Streets and the last OTC streetcar on the Hull-St. Patrick line pulled out of the Hull



OTC 656 at the Britannia loop in September 1951. Originally 605 (identical to 610 on Page 19), she reflects the appearance of the rebuilt 600s as one-man cars with double front entrance or exit doors, and a single exit only at the rear (note the single step). (William H. Bailey).

loop on the morning of 27 November 1954.

These line abandonments, including Sussex Street, necessitated the building of a new George Street loop which went in off Dalhousie to George to Cumberland to Rideau. Changes were also made to the downtown destinations of the Bank Street cars from 'Rideau' to 'St. Patrick' and 'Lindenlea' and of the Preston cars to 'Rideau'. Counting in the Somerset and Britannia lines, the electric railway system was down to four routes.

In July 1957 buses replaced streetcars on Sunday service for the remaining lines except Britannia but then it was dropped on Saturday and Sunday together with the other streetcar routes beginning that fall. The final calls came in the winter and spring of 1959. The last run on the Bank Street line was by car 816 on 12 January and on the Holland-Laurier Somerset line on 16 February. Car 854 was the last on the Preston run on 6 April. To bring the story full loop, Gordon Anderson left Britannia at 3:00 am and backed 831 into Cobourg Barn at 3:25 on Friday, 1 May 1959, fifty years ago.



OTC 814 at the Buena Vista loop in Rockcliffe in 1951 illustrates an 800-class car in its final form with the 'eyebrow' light-hoods on the front body panels. (William H. Bailey).

P.S. Eleven pieces of OTC equipment escaped being scrapped:

Car 825 was recovered from a scrap yard and trucked to the Seashore Trolley Museum in Kennebunkport, Maine, in 1988.

Car 829 languished in a scrap yard for many years before being trucked to Toronto to form part of Applebee's Restaurant at McCaul Loop.

Car 854 went to the Canadian Railway Museum in St-Constant, Quebec, in 1959 and was returned to Ottawa in 1971 and is stored at the Canada Science & Technology Museum.

Car 859 resides at Exporail in St-Constant, Quebec. Also at Exporail are Grinder No. 6, Sweeper A-2 and Sand Car No. 423.

Sweeper B-2 was purchased by the Cornwall Street Railway in 1959, and went to the Seashore Trolley Museum in 1972.

Tower Car 25 frequently sees service at the Shore Line Trolley Museum in East Haven, Connecticut.

Car 696 (nee 633) went to the Canadian Railway Museum in 1958, was repatriated to Ottawa in 1989 and is undergoing extensive rebuilding at an OC Transpo facility next to the St. Laurent Bus Garage.

The body of Car 905, which was utilized as a cottage from 1959 to 2004, now resides outside the building in which 696 is being rebuilt. ■

Down by the Shop by Paul Bown

It has been a busy winter in restoration for the Bytown Railway Society "Dirty Hands Club" with two major projects on the go at the shop at the Canada Science & Technology Museum, along with several minor (but not that minor) projects as well. In mid-October we started with restoration teams twice a week rather than just once a week and at the same time the size of the teams has increased quite a bit. We now normally have 10 members working on Wednesdays and 20 on Saturdays. With teams of this size a lot has been accomplished. For major projects we have been working on the frame of ex-TNVR Business Car 27 and the restoration of ex-CV tender 4264.

Car 27 was approached one end at a time. The car was jacked up using two 50-ton air jacks and two 50-ton hand operated hydraulic jacks. The stairs and piping were then removed, the truck rolled out and serviced and then the frame strengthened. The goal was to get a noticeable sag out of both ends of the car. The observation end was done first and when this end was completed the kitchen end was tackled. There was more of a problem at that end as the frame required strengthening in two places. This work is now virtually complete with only a bit of carpet and floor repair to be done in the kitchen and steward's room. The car will be fit for service when the Shay operation commences in July and with most of the sag gone. The car does take a bit of a beating as it carries over 5,000 passengers as part of the Museum's Shay demonstration activities. This repair work was long overdue.

The other major winter job has been the rebuild of the tank from the ex-CV tender. Over the past few years we completed the rebuild of the tender frame. Now we were set to attack the tank. The tank had rotted steel baffles removed and new steel baffles fabricated along with a new set of support stays. Ropey sections of the floor were cut out and new sections fabricated. These will be welded in after the tank has been internally sand blasted and coated. This blasting and coating task will probably be farmed out to a contractor. There is quite a bit more work still to do but we expect to finish this project by the end of the summer.

In minor projects a rotted post on ex-CP Jordan Spreader 402818 was replaced. The post is 8" by 10" by 12 feet long so the replacement was a challenging task. The new post was temporarily inserted in mid-December so that the spreader could be operational. As you have seen by the cover of the February 2009 issue of **Branchline** the spreader was used for the first time in many years to clear the snow from the yard trackage at the museum. Final installation of the new post was completed in April.

The engine and transmission were removed from our 1958 Pontiac Hy-Rail for rebuild. The transmission and drive shaft have been completed and we hope to have the engine back by the late-summer. The radiator still needs to be rebuilt and we are searching for a spare rear axle. The current axle has had weld repairs completed twice so a spare would be nice.

If you want to get a detailed description of what we are doing in the shop, visit our Blog at "www.bytownrailwaysociety.blogspot.com". We post a report here twice a week of work accomplished and what is available in the job jar. There are a couple of links to photos of the shop work as well. If you want to get your hands dirty there are always plenty of jobs available.

Letter to the Editor

James Brown is uncertain about the use of CN Ten-Wheeler 1135 in Ontario (April 2009 **Branchline**, Page 9). In the early-1940s the duties of 1135 and 1136 included the Tues. Thurs. Sat. Lindsay-Howland-Bancroft mixed trains 323-390 and counterpart 391-324. The two trains met at Howland where the two crews exchanged trains and returned to their point of origin. The locomotives, freight cars, baggage-express cars and coaches worked through, but the mail-passenger combine 7416 was dropped from the rear of 323

and taken back to Lindsay on 324. The locomotives of this class were then also used on Coboconk and Haliburton runs.

In the 1930s, the Howland-Bancroft line (ex-Canadian Northern), had been worked with ex-CNOR Ten Wheelers such as 1214 and 1223, while Lindsay-Howland-Haliburton (ex-Grand Trunk Line) was powered by ex-GT E-6-a and E-7-a Moguls. The foregoing necessitated an engine swap at Howland for Lindsay-Bancroft trains.

Whenever train 323 stalled on the Victoria Ave. grade leaving Lindsay, it blew five for Lindsay 0-6-0 switcher 7171 to come and push on the rear.

A postwar upgrade of the Haliburton line permitted use of ex-GT N-4-a Consolidations such as 2516 and 2619. Pacifics could be used on the summer weekend HIGHLANDER vacationers' train. Ex-GT E-10-a class Moguls appeared on the Howland-Bancroft towards the end. RSC-13 1705 made a test trip between Lindsay and Bancroft on September 8, 1956, although area branchline dieselization was later done with GM SW1200RS units.

Trains 323 and 324 had access to a modern steel water tower at Kinmount, fed from the Burnt River. It had been built after the previous wooden tank was involved in a major fire which devastated the main street of Kinmount in April 1942. Trains 390 and 391 used a siphon to draw water from the Irondale River at Gooderham. Train passengers retired to the station for a meal while the siphon filled the tender.

A twister hit train 390 on the Saturday of Labour Day weekend in 1946 while it was standing at Gooderham station. The windstorm derailed everything except the locomotive which finished the trip by running light to Bancroft. The station building was largely demolished by the storm, but was rebuilt as a much smaller structure. [John D. Knowles, Toronto, Ontario]

(Ed note: Martin Boston reports that Ten Wheeler 1135 was assigned to branchlines on Cape Breton in the 1950s).

Coming Events

ORANGEDALE, NOVA SCOTIA: The Orangedale Station Show & Sale will be held on **June 20** (11:00 to 16:00). Layouts, vendors, exhibits and a barbeque. \$3 admission. Take Exit 4 off the Trans Canada Highway, Route 105. Details from Martin Boston at 902-756-2539 or from orangedale.station@gmail.com.

KOMOKA, ONTARIO: The Komoka Live Steam and Hobby Fair will be held on **June 28** (10:00 to 16:00) at 133 Queen Street. Live steam locomotives, hobby show and sale, museum tours, lots for the kids. Admission \$3, supervised children 12 and under free. Information from 519-657-1912; e-mail: station-master@komokarailmuseum.ca; www.komokarailmuseum.ca

GANANOQUE, ONTARIO: The Thousand Islands Model Railroaders will present their 12th Annual Model Railroad Show on **July 25 and 26** (10:00 to 16:00) at the Gananoque Recreation Centre, 600 King Street East. Admission \$3, children under 13 free. Operating layouts, variety of children's activities, vendors offering new and used model railway equipment. Information from Mike Shaw at 613-382-3117 or e-mail: TIMRailRoaders@sympatico.ca

WINNIPEG, MANITOBA: The Winnipeg Railway Museum will be hosting Railway Days 2009, their annual Open House on **September 12 and 13** (10:00 to 17:00). The event will feature industry, travel, hobby and rail heritage displays and will be located on Tracks 1 and 2 of Winnipeg's Union Station. Admission by donation. Additional information from Doug Bell, (204) 261-5581; website: www.wpgrailwaymuseum.com or e-mail: wprgrail@mts.net.

HOLLAND CENTRE, ONTARIO: The Grey Central Railway Club will hold its 4th Annual Open House & Train Show on **September 19** (10:00 to 16:00) at Participation Lodge, 5 minutes east of Holland Centre on Side Road #30. Clinic, Vendors, Distributors. Admission \$5. Information from Paul at 519-538-5904.

A SELECTION OF PASSENGER CONSISTS

19 April 2009
VIA #186 - "Lake Superior"
at Sudbury, Ontario

RDC-2 6205
RDC-4 6250

20 April 2009
VIA #2 - "Canadian"
at Kamloops, British Columbia

F40PH-2 6431
F40PH-2 6438
Sleeper 8335 - *Mackenzie Manor* *
Sleeper 8307 - *Blair Manor* *
Sleeper 8333 - *Lorne Manor* *
Sleeper 8339 - *Sherwood Manor* *
Sleeper 8310 - *Brock Manor* *
Sleeper 8325 - *Elgin Manor* *
Baggage 8616
Coach 8143
Coach 8101
Skyline 8500
Dining Car 8407 - *Emerald*
Sleeper 8337 - *Osler Manor*
Sleeper 8336 - *Monck Manor*
Sleeper 8324 - *Dunsmuir Manor*
Done-Sleeper-Observation
8710 - *Prince Albert Park*
(* Deadhead to Toronto)

1 May 2009
VIA #5 - "Skeena"
at Jasper, Alberta

F40PH-2 6432
Coach 8116
Dome-Sleeper-Observation
8702 - *Assiniboine Park*

9 April 2009
VIA #1 - "Canadian"
at Winnipeg, Manitoba

F40PH-2 6418
F40PH-2 6432
Baggage 8612
Coach 8103
Coach 8132
Skyline 8501
Dining Car 8414 - *Palliser*
Sleeper 8339 - *Sherwood Manor*
Sleeper 8341 - *Thompson Manor*
Sleeper 8302 - *Allan Manor*
Sleeper 8308 - *Bliss Manor*
("Park" car removed at Winnipeg
due to flat wheels)

12 May 2009
RMV "Whistler Mountaineer"
at North Vancouver, BC

WCXX 4-6-4 2860
WCXX FP7u 4069
RMRX GP40-2 8019
RMRX GP40-2 8018
RMRX Generator 9488
RMRX Coach 5715
RMRX Glass-Roofed Coach 2001
RMRX Glass-Roofed Coach 2002
WCXX Open Observation 598 -
Henry Pickering
RMRX Coaches 5487, 5532, 5718
WCXX Coach 5652 - *Capilano*
WCXX Coach 5596 - *Paul D. Roy*
WCXX Baggage/Generator 9622 -
MacDonald Creek

17 April 2009
VIA #43 at Smiths Falls, Ont.

F40PH-2 6427
LRC Club 3455
LRC Coaches 3321, 3364,
3345, 3366

21 April 2009
ONT #698 - "Northlander"
at North Bay, Ontario

GP38-2 1800
Electric Generator Unit 202
Coach 604
Coach 612
Snack Car 700

11 May 2009
RMV #610 - "Rocky Mount-
aineer" at Jasper, Alberta

GP40-2L(W) 8012
GP40-2(W) 8014*
GP40-2 8017*
Generator 9490*
Coaches 5713*, 5707*,
5716*, 5558*
Dome-Coach 9501*
Generator 9272
Café-Coaches 3251, 3252
Coaches 5702, 5449
Dome-Coaches 9509,
9504, 9525
[* Equipment for "Fraser
Discovery" (Jasper-Whistler)]

25 April 2009
VIA #14 - "Ocean"
at Truro, Nova Scotia

F40PH-2 6449
F40PH-2 6420
Renaissance Baggage 7009
Ren. Coaches 7220, 7108
Ren. Service Car 7316
Ren. Dining Car 7402
Ren. Service Car 7308
Ren. Sleepers 7518, 7517,
7509, 7512, 7516

25 April 2009
VIA #671 at Brantford, Ontario

F40PH-2 6405
Club 4005
Coach 4115.

25 April 2009
Guelph Historical Railway Assn.
special at Moffat, Ontario

OSR RS-18u 182
OSR RS-23 506
Destiny Tours Cab-Coach 106
Destiny Tours Coach 102
Destiny Tours Cab-Coach 101
Privately-owned ex-CP
Business Car 24

29 April 2009
VIA #16:14 - "Chaleur-Ocean"
at Saint-Lambert, Québec

F40PH-2 6401 (Spiderman 2)
F40PH-2 6414 (Loto-Québec)
F40PH-2 6411 (Life Saver)
Baggage 8609
Coach 8124
Skyline 8507
Sleeper 8202 - *Chateau Bienville*
Sleeper 8221 - *Chateau Radisson*
Renaissance Baggage 7003
Ren. Coaches 7223, 7226, 7217
Ren. Service Car 7315
Ren. Dining Car 7401
Ren. Service Car 7314
Ren. Sleepers 7500, 7520,
7507, 7502, 7513

10 May 2009
VIA #14 - "Ocean"
at Halifax, Nova Scotia

F40PH-2 6404
F40PH-2 6414 (Loto-Québec)
Renaissance Baggage 7003
Ren. Coaches 7223, 7217
Ren. Service Car 7315
Ren. Dining Car 7401
Ren. Service Car 7314
Ren. Sleepers 7500, 7520,
7507, 7502, 7513, 7524

(Thanks to Rick Bennett, Doug Cameron, Deanne Durant, John Godfrey, Tom Higgins, Barry MacKinnon, Tim Mayhew, Keenan Menard, Jakob Mueller and Tim Stevens)

SAMPLES OF DIESEL UNIT CONSISTS

Apr 1 - CN westbound at Edmonton, AB: CN SD70M-2 8820, BCOL Dash 9-44CWL 4644, CN GP40-2L(W) 9576 and CN SD40-2(W) 5272.
Apr 6 - CP westbound at Brooks, AB: CP ES44AC 8848, CEFX AC4400CW 1028, CP ES44AC 8886 and CP SD40-2F 9013.
Apr 11 - CN eastbound at Lynden, ON: CN Dash 9-44CW 2686, BCOL Dash 8-40CMu 4619 and CN GP9RM 7212.
Apr 12 - CN 442 at North Edmonton, AB: CN Dash 9-44CW 2558, CN SD751 5704, CN SD60F 5524 and IC SD70 1035.
Apr 13 - CN eastbound at Ingersoll, ON: CN ES44DC 2268, IC SD70 1012, CN ES44DC 2294 and CN GP38-2(W) 4775.
Apr 15 - BNSF southbound (empty coal) at Roberts Bank, BC: BNSF SD70ACe 9285 and BNSF SD70MAC 9741, with BNSF SD70MACs 8952 and 9461 operating on the rear.
Apr 17 - CP 454 at Saskatoon, SK: CP SD40-2Fs 9020, 9005 and 9001, and CP GP38-2 3133.
Apr 19 - CN 312 at Saskatoon, SK: CN ES44DC 2292 and CN SD70M-2 8869, with RIMX (ex-Savage Alberta) B23-7s 1010 and 1009 dead-in-tow.
Apr 19 - CN 571 at North Vancouver, BC: BCOL Dash 8-40CMu 4603, IC SD70 1027 and BCOL Dash 8-40CMu 4621.
Apr 21 - CN 422 at Burlington, ON: CN SD751 5722 and CN SD40-2(W) 5244, with eight units dead-in-tow (AMT F40PH 270, AMT F40PHR 293, and GO F59PHs 521, 533, 524, 522, 529 and 534, all en route to Montreal).

Apr 21 - CP northbound (coal) at Environ, BC: CP ES44AC 8879, with CP ES44AC 8769 operating mid-train and CP ES44AC 8703 operating on the rear.
Apr 21 - ONT 214 at North Bay, ON: ONT SD751s 2103 and 2104, and ONT SD40-2 1735.
Apr 22 - CN 313 at Clover Bar, AB: CN SD751 5747 and CN SD60F 5543, with RSSX GG10B 106 dead-in-tow en route to Provident Energy in Redwater, Alberta.
Apr 22 - BNSF southbound at Colebrook, BC: BNSF C44-9W 4185 and BNSF GP38-2 2263.
Apr 22 - CN 102 at Jasper, AB: CN ES44DC 2251, BCOL Dash 8-40CMu 4614 and CN SD751 5671.
Apr 23 - CP (Ottawa Valley) 225 at Almonte, ON: CP GP40-2 4652, CP GP9u 8215 and CP SD40-2 5790. (Last westbound scheduled train over embargoed Chalk River Sub. and the portion of the North Bay Sub. between Chalk River and Mattawa).
Apr 23 - CN eastbound at Grimsby, AB: CN SD40u 6010 and CN SD40-2(W) 5322.
Apr 24 - CP (Ottawa Valley) 108 at Almonte, ON: CP AC4400CWs 8537 with CP AC4400CW 9546 operating on the rear. (Last eastbound scheduled train over embargoed Chalk River Sub. and the portion of the North Bay Sub. between Chalk River and Mattawa).
Apr 24 - QGRY 729 at Trois-Rivières, QC: QGRY GP40-2L(W) 3014, HCRY GP40-2L(W) 3011. QGRY GP35 2502 and GMTX GP38-2 2646.
Apr 25 - ONT 214 at Widdifield, ON: ONT SD751s 2105 and 2103, ONT GP38-2 1801, and ONT SD40-2s 1737 and 1734.

Apr 25 - CP T56 at Toronto, ON: CP GP9u's 8200, 8243 and 8233, CP GP38-2 3105, CP 3GS21B-DE 2100, CP SD40-2 6601, CP 3GS21B-DE 2101 and CP GP9u 8222
Apr 25 - CN 107 at Toronto, ON: CN ES44DC 2272, CN Dash 8-40CM 2422, CN SD70M-2 8806, CN SD751 5664, IC SD70 1020, BCOL B39-8E 3905, and CN SD40-2(W) 5357.
Apr 25 - Ottawa Valley "Tembec Turn" at Carleton Place, ON: OVR GP38 2002 and LLPX GP38-2 2241 picking up stored cars re the embargoing of OVR trackage from Scott (Smiths Falls) and Mattawa, Ontario
Apr 26 - CN 106 at Capreol, ON: CN SD60F 5501, BCOL Dash 8-40CMu 4622 and IC Dash 9-44CW 2701.
Apr 26 - CN eastbound at Brighton, ON: CN Dash 9-44CWs 2618, 2625 and 2649, with ex-GO F59PHs 522 and 524 dead-in-transit.
Apr 29 - CN 450 at Washago, ON: CN Dash 9-44CW 2665, IC SD70 1012 and BCOL Dash 8-40CMu 4612.
Apr 29 - CP westbound at Cranbrook, BC: CP SD40-2s 6019, 6077, 5764 and 5908, and CP GP38-2 3021.
Apr 30 - CN 305 at Brighton, ON: IC Dash 9-44CW 2701, BCOL Dash 8-40CMu 4622, CN SD70M-2 8871 and IC SD70 1027.
May 1 - CN 304 at Jasper, AB: CN SD70M-2 8804, BCOL Dash 9-44CWL 4644 and BCOL Dash 8-40CMu 4613.
May 2 - CN 402 at Saskatoon, SK: CN SD751 5734 and IC SD40-2 6104.

May 2 - CP 111 at Rosseau Road, ON: CP ES44ACs 8792, 8884 and 8883, with CP ES44AC 8740 operating mid-train.
May 2 - CN 442 at Hay Lakes, AB: CN SD70M-2 8815 and BCOL Dash 8-40CMu 4617.
May 3 - CN empty coal at Prince George, BC: CN Dash 9-44CW 2595, CN SD70M-2 8851, CN ES44DC 2299 and BCOL Dash 9-44CW 4651.
May 4 - CP 110 at Thunder Bay, ON: CP ES44AC 8876, CP SD40-2 5987, CP SD40-2F 9019 and CP GP38-2 3119, with CP ES44AC 8701 operating on the rear.
May 9 - CP 233 at Dorval, QC: CP GP9u 8233, STLH SD40-2 5651, and CP GP38-2s 3043 and 3105.
May 9 - CP 403 at Sunaita, AB: CP ES44DC 8884, CN SD60F 5552 and CN Dash 9-44CW 2604, with retired CP DRS4-4-1000 8000 dead-in-transit to Squamish, BC.
May 9 - CN 101 at Roberts Bank, BC: CN SD70M-2 8841 and BCOL Dash 8-40CMu 4612.
May 15 - CP eastbound at Woodstock, ON: CP AC4400CWs 9827, 9529, 9664 and 8635, and CP GP9u 8201.
May 15 - CN 546 at West Vancouver, BC: CN ES44DC 2229 and BCOL Dash 8-40CMu 4606, with retired CP DRS4-4-1000 8000 dead-in-transit to West Coast Railway Heritage Park in Squamish, BC.

(Thanks to Doug Cameron, Fred Clark, Corwin Doeksen, Deanne Durant, Torben Hawksbridge, Jason Jongen, John Kool, James Lalande, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, Jim Mason, Tim Mayhew, Ed Mello, Bill Rood, André St-Amant, Stan Smith, Dave Stalford, Tim Stevens, Doug Thorne and Paul von Huene)

LEGEND: AMT = Agence métropolitaine de transport; BCOL = BC Rail (CN); BNSF = Burlington Northern Santa Fe; CEFX/CITX = The CIT Group; CN = Canadian National; CP = Canadian Pacific; GMTX = GATX Rail Locomotive Group; GO = GO Transit; GTW = Grand Trunk Western (CN); HCRY = Huron Central; IC = Illinois Central (CN); LLPX = GATX Rail Locomotive Group; ONT = Ontario Northland; OSR = Ontario Southland; OVR = Ottawa Valley; QGRY = Quebec-Gatineau; RIMX = Rail and Motor International; RMRX/RMV = Great Canadian Railroad; RSSX = Railserve; SOO = SOO Line (CP); STLH = St. Lawrence and Hudson (CP); VIA = VIA Rail; WC = Wisconsin Central (CN); WCXX = West Coast Railway Association. ■

PHOTO CORNER



Top Left: Canadian National Consolidation 2619 heading Lindsay-Howland mixed train 391 is leaving Kinnmount, Ontario, northbound approaching the Highway 121 grade crossing on July 14, 1951. No. 2619 was built by Alco in 1907 as Grand Trunk Railway 770 and was scrapped in February 1959. Sister 2616 is displayed in Haliburton, Ontario. Photo by John D. Knowles. See John's Letter to the Editor on Page 19.



Top Right: The West Coast Railway Association's ex-CP 4-6-4 2860 and ex-CP FP7u 4069 await the loading of passengers along Front Street in New Westminster for a WCRA excursion over Southern Railway of British Columbia trackage to Cloverdale, BC, on May 2, 2009. The same trip was repeated the next day with both trips sold out. On May 12, the 2860 and 4069 returned to their home at the West Coast Railway Heritage Park in Squamish on the point of Rocky Mountaineer Vacations' "Whistler Mountaineer". Photo by Chris Wasney.

Middle Left: CP "Royal Hudson" 2857 is at Sunnyside on the Toronto lakeshore heading to Toronto Union Station with an overnight train from New York early on a Sunday morning in November 1959 (note the lack of road traffic). No. 2857 succumbed to the scrapper's torch in April 1961. Photo by David Page.



Bottom Right: On April 22, 2009, CP GP40-2 4652, GP9u 8215 and SD40-2 5790 power the last westbound scheduled train over Ottawa Valley Railway's embargoed Chalk River Sub. (Smiths Falls to Chalk River) and the portion of the North Bay Sub. between Chalk River and Mattawa. The train is seen at Almonte, Ontario. With traffic levels reduced because of the economic downturn, traffic between Smiths Falls and Sudbury now travels on CP lines via Toronto. The Ottawa Valley Railway continues to operate between Sudbury and Mattawa, and north to Temiscaming, Quebec. Photo by Raymond Farand.

Bottom Left: CP AC4400CW 9715 leads Train 102 upgrade through Mackenzie, Ontario (MP 114, Nipigon Sub.) on March 28, 2009. Photo by Tim Gobeil.



The Motive Power and Equipment Scene



RETIRED: BCOL SD40-2 767 was retired on April 15 - the last of 15 BCOL SD40-2s acquired by CN in 2004.

SOLD:

- Savage Alberta/Alberta Railnet B23-7 1009 and 1010, retired by CN in 2007, have been acquired by Rail & Motor International (RIMX) and moved from Edmonton to Regina, Saskatchewan.
- WC GP40 3025 (nee WP 3543), retired in 2/2008, has been sold to Rail & Motor International (RIMX).
- CN SD50F 5406, 5417, 5424 and 5443, retired in 2008, have been sold to Helm Financial (HLCX).
- CN SD50F 5408 and 5439, retired in 2008, have been sold to the Dakota, Missouri Valley and Western Railroad (DMVW).

RELOCATED: NBEC RS-18u 1858, retired in 2004, was moved from Campbellton, New Brunswick, to Woodcrest, Illinois for storage in early-May.

STORED (partial list; * added since last issue):

- CN GP9-Slug 225*, 231*, 242*, 244*, 247*, 249*, 257*.
- DMIR SD40-3 406.
- CN HBU-4 505*, 521*.
- CN YBU-4m 524*.
- BLE SD40T-3 900, 902, 904, 905, 909, 910.
- CN Dash 8-40CM 2407*, 2412*, 2427*, 2439*, 2442*, 2454*.
- WC GP40 3002, 3006, 3009, 3011, 3012, 3014, 3021, 3023.
- WC GP40u 3026, 3027.
- IC GP40R 3101, 3115, 3137.
- IC GP50m 3140.
- CN GP9RM 4108*, 4111*.
- CN GP38-2 4702*, 4703*, 4718*.
- CN GP38-2(W) 4797*.
- CN SD40-2(W) 5242*, 5246, 5248, 5249*, 5250, 5252, 5254, 5260*, 5261*, 5262-5264, 5265*, 5273, 5274, 5277*, 5279-5281, 5283*, 5284, 5287, 5288, 5289*, 5291, 5295*, 5296*, 5301, 5303, 5304, 5305*, 5315, 5317, 5319*, 5321, 5324, 5325-5328*, 5330, 5331, 5334*, 5336, 5337, 5339-5341, 5343*, 5345*, 5348, 5349*, 5350*, 5351*, 5352, 5353, 5356*, 5358*, 5359*, 5361-5363.
- CN SD40-2 5366-5369, 5373*, 5381, 5384*, 5385*, 5386*.
- CN SD60F 5502*, 5503*, 5505*, 5508*, 5515*, 5516*, 5519*, 5527*, 5533*, 5536*, 5540*, 5541*, 5546*, 5547*, 5549*, 5550*, 5553-5555*, 5557*, 5558*, 5561*.
- GTW SD40-2 5930-5934, 5936, 5937.
- GTW SD40-3 5938-5956.
- CN SD40u 6001*, 6007*, 6020*, 6024*.
- IC SD40-2R 6004.
- WC SD40-2 6004, 6005.
- IC SD40A-2R 6006-6008, 6011, 6013, 6015-6018.
- IC SD40-2 6030, 6032.
- IC SD40-2R 6050, 6054, 6056, 6058, 6059, 6063, 6064, 6066, 6068.
- IC SD40-2 6072, 6101-6103, 6105, 6106, 6107*, 6108, 6109, 6111-6114, 6117-6125, 6126*, 6127-6130, 6132, 6134-6137, 6139-6142.
- IC SD40-3 6250-6252, 6253*, 6255, 6256, 6257*, 6259*, 6262, 6263*, 6264, 6265*.
- CN GP9RM 7053*, 7200*, 7201*, 7248*.
- CN GP38-2 7504*, 7506*, 7520*, 7524*.
- CN GP40-2L(W) 9410*, 9433*, 9455*, 9461, 9482*, 9513, 9525*, 9530*, 9541*, 9544*, 9584*, 9591*, 9618*.
- CN GP40-2(W) 9666.

PURCHASED: On April 22, the owner of the Denver Ski Train, announced the sale of the Ski Train equipment to CN subsidiary Algoma Central Railway to re-equip the Agawa Canyon Tour Train out of Sault Ste. Marie, Ontario. The sale ends 69 years of ski train service between Denver and Winter Park, Colorado. Included are 14 Tempo cars built by Hawker Siddeley in 1968 for CN for south-western Ontario service - they were acquired by VIA in 1978, and moved to Colorado in 1987. The cars have been renumbered from SKTX 2-15 to AC 5700-5713 and include 8 coaches, 2 café-lounges, 3 club cars and 1 presentation coach. The sale also included Ski Train F40PHR 242, 283 and 289 (nee Amtrak 242, 283 and 289). The equipment is expected to enter Agawa Canyon Tour Train service in mid-June 2009.



**CANADIAN
PACIFIC
RAILWAY**

DECLARED SURPLUS ON APRIL 22:

- CP GP9u 1520, 1576, 1595, 1695, 8235.
- CP SD40-2 5643, 5684, 5714.

RELETTERED: SOO GP38-2 4433 was relettered CP 4433 on April 3.

STORED SERVICEABLE: (* added since last issue)

- CP SD40-2 762.
- SOO SD40-2 769.

- CP SW1200-Slug 1000, 1002*.
- CP SW900-Slug 1015, 1016.
- CP SW1200RS-Slug 1022.
- CP GP9-Slug 1025*.
- CP Control Cab 'Daughter' 1125.
- CP Control Cab 1153, 1155, 1157, 1158, 1160.
- CP SW1200RSu 1210, 1237, 1239, 1244, 1245*.
- CP FP9 1401.
- CP GP7u 1505, 1508, 1511, 1684*.
- CP GP9u 1512, 1513, 1518, 1519, 1522, 1526, 1538, 1540*, 1550*, 1569*, 1575, 1587*, 1602, 1612, 1615, 1618, 1639, 1640, 1649*, 1650*, 1691, 1692.
- CP F9B 1900.
- CP 4-6-4 (steam) 2816.
- CP GP38-2 3035.
- CP FP9u 4106, 4107.
- CP SD40M-2 5490.
- CP SD40-2 5612*, 5723, 5725, 5734, 5766, 5775*, 5798, 5813, 5865, 5869, 5872, 5874, 5877, 5878, 5902, 5904, 5905, 5907, 5909, 5910, 5917, 5924, 5929, 5933, 5936*, 5945, 5948, 5951, 5952, 5954, 5956, 5958, 5961, 5964, 5965, 5966, 5968, 5970, 5978, 5982, 5988, 5995, 5996, 5997, 6002, 6003, 6004, 6005, 6007, 6009, 6013, 6016*, 6017, 6020, 6021, 6024, 6027, 6028, 6036, 6039*, 6043*, 6052, 6058, 6076.
- SOO SD60 6022*, 6023*, 6025-6028*, 6030*, 6033-6035*, 6037-6039*, 6042-6057*.
- SOO SD60M 6058-6062*.
- CP SW1200RS 8111.
- CP GP9u 8205, 8240.
- CP GP9 8275.
- CP AC4400CW 8501, 8503, 8510, 8515, 8516, 8518, 8532, 8544, 8547, 8550-8552, 8554, 8557, 8560, 8562, 8566, 8567, 8578.
- CP ES44AC 8707, 8711*, 8712, 8713*, 8714, 8715*, 8718*, 8719, 8723-8726, 8729, 8730*, 8732, 8733, 8734*, 8741*, 8743, 8744*, 8749, 8750*, 8754.
- CP SD90MAC 9100-9105, 9107, 9109, 9111-9149, 9151-9156, 9158-9160.
- CP AC4400CW 9531*, 9532-9534, 9535*, 9541, 9542*, 9548*, 9551*, 9555*, 9557, 9558*, 9563*, 9564*, 9566, 9567*, 9568-9576*, 9577, 9578*, 9579, 9580*, 9581, 9582*, 9583, 9588*, 9600, 9625, 9627, 9629, 9635*, 9639, 9646, 9647, 9649, 9650, 9653, 9654, 9662, 9667, 9678, 9715-9722, 9726, 9729, 9730*, 9731, 9732, 9734*, 9735*, 9737, 9740, 9803, 9808, 9813*, 9821*, 9823, 9839.

STORED UNSERVICEABLE: (* added since last issue)

- CP SD40-2 778*, 779.
- CP SW1200RSu 1238.
- CP FP7u 1400.
- CP MP15AC 1428, 1447
- CP GP7u 1503, 1510.
- CP GP9u 1539*, 1543, 1567, 1576, 1577*, 1583, 1609*, 1617, 1638*, 1644, 1649, 1689.
- SOO MP15AC 1550.
- SOO GP9 2403.
- CP GP38-2 3039.
- SOO GP38-2 4423.
- CP GP40-2 4655.
- CP SD40M-2 5492.
- CP SD40-2 5415, 5573*, 5697, 5728, 5739, 5772, 5778, 5789, 5793, 5824*, 5926, 5931, 5934, 5940, 5950, 5967, 5992, 5998, 6006, 6057, 6606.
- SOO SD60 6029*, 6036*, 6041*.
- CP GP9u 8204, 8229, 8234, 8249.
- CP GP9 8264, 8270.
- CP ES44AC 8756.
- CP SD40-2F 9016.
- CP SD90MAC 9106, 9108, 9110, 9150, 9157.
- CP AC4400CW 9554, 9728, 9733.

LEASED UNITS IN SERVICE: CEFX AC4400CW 1026-1059.

SOLD UNITS RESOLD: CP SD40-2 5591, 5616, 5673 and 5676, sold to Larry's Truck Electric in 2008, have been reconditioned and sold to the Ohio Central Railroad.



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

FOR REBUILDING: On April 26-27, nine LRC cars were moved from Montreal to Moncton, New Brunswick, on the rear of Train 14 - "Ocean". The nine cars (3315, 3317, 3319, 3328, 3339, 3346, 3348, 3362 and 3601) were delivered to Industrial Rail Services, the first of 98 LRC cars for rebuilding.

ON THE INDUSTRIAL SCENE

NEW HOME: Railserve GG10B ("Green Goat") 106 was moved to Provident Energy (previously Williams Energy Services) in Redwater, Alberta, in late-April. She was built in May 2005 on the frame of Railserve GP9 106 which was built as Southern Pacific 5654 in 1956.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

OKANAGAN VALLEY RAILWAY: GP20 2506, still stencilled Central Kansas, was moved to the Hudson Bay Railway in mid-May.

GREAT SANDHILLS RAILWAY: Leased NREX B23-7 4221, 4227 and 4253 were delivered in mid-May to replace two leased CP GP38-2 units. The units are formerly BNSF 4221, 4227 and 4253; nee ATSF 6364, 6370, 6396). As well, the GSR has purchased CP Caboose 434630.

CENTRAL MANITOBA RAILWAY: GP9 4081 (nee GT 4446) was scrapped at Railside Locomotive Services in Winnipeg in April.

GODERICH-EXETER RAILWAY: GEXR GP40 4019 was reassigned to the Ottawa Valley Railway in mid-May.

GO TRANSIT: In addition to F59PH 520, 523, 531 and 535 shipped to CAD Railway Industries in Lachine, Quebec, in March (May Branchline), sisters 521, 522, 524, 529, 533 and 534 have also been purchased by RB Leasing and were moved to Lachine in late-April.

AGENCE METROPOLITAINE DE TRANSPORT: Leased Titan Transit F40PH 270 (nee Amtrak 270) and F40PHR 293 (nee Amtrak 293) were delivered to Montreal in early-May.

QUEBEC-GATINEAU RAILWAY: Huron Central GP40-3M 'mother' 3802 and RM-1 (Slug) 802 returned to the Huron Central Railway in early-May after a lengthy stint on the Quebec-Gatineau Railway.

ON THE PRESERVED SCENE

BACK HOME: Fifty years after leaving the Vancouver area, former British Columbia Electric Railway Interurban 1304 returned to the BC Lower Mainland on April 25. The 98-year old car was moved by flatbed truck from the Oregon Electric Railway Museum in Glenwood, Oregon, to the Fraser Valley Heritage Railway Society's car barn in Surrey, BC, for restoration.

DONATED: CP DRS4-4-1000 8000, built by Baldwin Locomotive Works/Canadian Locomotive Company in December 1948, was retired in June 1975 and set aside for CP's Historical Collection. In 2007, No. 8000 was donated to the West Coast Railway Heritage Park in Squamish, BC, and was delivered to the Park on May 15, 2009.

NEW OWNER: Central Western Railway GP9 7438 (nee NYC 6038) has been acquired by Alberta Prairie Railway Excursions in Stettler, Alberta.

NEW HOME: Newfoundland Hardwoods (Clareville, NL) Plymouth MLB-2 30-ton #31 and Flat Car #7 were moved to the Clareville Heritage Society in Clareville in late-April.

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

ORDER COMPLETED: Delivery of the order for nine SD70ACe units for Broken Hill Proprietary - Australia (order 20088019 - numbered 4347-4355) was completed in May. The nine units were moved to the Toronto harbour for loading onto the ship *Jumbo Vision*. The units are heading to the BHP Billiton Iron Ore Railway running from Port Hedland 426-kilometres to Newman in north-west Australia.

ORDERS IN PROGRESS:

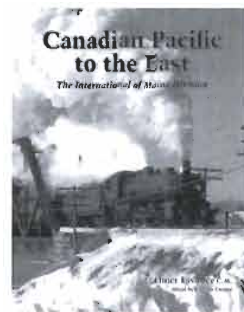
- The seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (order 20078968 - temporarily numbered 96801-96807) are pending final fitting.
- Work continues on the last 16 (77045-77060) of the order for 60 JT42CWRM units for English Welsh & Scottish/Deutsche Bahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail). Nos. 77001-77044 were previously shipped.
- Fifteen (2124-2133, 2135, 2136, 2139-2141) of the order for 40 JT42CWR-T1 units for Egypt (order 20078963 - numbered 2124-2163), were shipped from the plant on February 22 for overseas delivery from Halifax, NS. (2134, 2137, 2138 and 2142-2163 to follow)
- Construction is underway on the order for three JT42CWRM units for Veolia Transport (order 20078941 - to be numbered 77501-77503).
- Construction is underway on the order for four JT42CWRM units for Dillen & LeJeune Cargo/CrossRail Benelux (order 20088076 - to be numbered 076-1 to 076-4).
- Work continues on some of KCS GP40-3 2810, 2818, 2820, 2824, 2840, 2842, 2843, 2852 and 3151, and TFM SDP40 1319 and 1320, to be rebuilt into GP22ECO and SD22ECO units with a 2200 hp Tier 2 8-cylinder 710 engine and related upgrades.

NEW ORDER: Quebec North Shore & Labrador Railway has ordered seven SD70ACe units.

Thanks to Patrick Hind, Ken Lanovich, Wendell Lemon, Don McQueen, Glenn Migneault, Jeff Simpson, Jim Spurway, Cor van Steenis, Ian Webb, "NY 4" and "Engine 4466". ■

Canadian Pacific to the East - The International of Maine Division

by Omer Lavallée, C.M.
Edited by Charles Cooper



Omer Lavallée, CPR Archivist, Canadian railway historian, and a member of the Order of Canada died suddenly in 1992 after completing the manuscript for his book on the "International of Maine".

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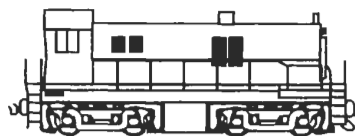
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Canadian Pacific E8As 1800, 1801 and 1802, built by EMD in 1949 for Montreal-Boston service, were bumped by Rail Diesel Cars in 1959 and were reassigned to southern Ontario service. By the early-1960s they were reassigned to Montreal for Montreal-Ottawa and Montreal-Quebec City trains. Nos. 1801 and 1802 lay over at Ottawa West, Ontario, on August 3, 1962, awaiting return to Montreal. Nos. 1800 and 1802 were sold to VIA Rail in 1978 and renumbered 1898 and 1899; No. 1801 was retired in 1969 after an accident. Photo by James A. Brown.

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