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Branchline

CANADA'S RAIL NEWS MAGAZINE



Go West Young Man • A Hard Day's Night • CPR Assignments - June 1953

Branchline

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

The next meeting will be on **May 1** - Helmut Ostermann will take us on a photographic journey entitled "Whatever Happened to St. Thomas, Ontario." Refreshments will be available at a small fee. Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

An **informal slide, DVD and video** night is held on the third Tuesday of each month except July and August, at the Canada Science and Technology Museum. The next informal slide, DVD and video night will be **May 15** at 19:30.

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

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

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

Correction: The photo of the combined VIA #15 and #17 on the back cover of the March edition was taken at Beloeil, not at St-Bruno.

Ten Years Ago in Branchline:

* CN will launch a legal challenge to a Canadian Transportation Agency decision to hear an amended running rights application by Ferroequus Railway Company. CN said "FE is a 'virtual railway' with no network, no employees, no locomotives and no rolling stock. Its running rights application is an attempt to enter the rail business, not by investing in its own network, but by 'cherry-picking' CN traffic through regulatory means."

* VIA Rail will spend \$1.2 million on a new station in Barrhaven, in the south-west end of Ottawa, that will cut travel time to Toronto for west-end residents.

* VIA Rail is set to begin service with the new Renaissance equipment between Montreal and Toronto on the overnight *Enterprise*.

* Emergency funding from Transport Canada will allow the E&N Railway to continue service to Vancouver Island for at least one more month. RailAmerica planned to shut the railway down on March 15, 2002.

Twenty Years Ago in Branchline:

* CN has awarded a \$15 million contract to Lovat Tunnel Equipment of Toronto for the design and construction of a giant "mole" which will be used in the construction of the new Sarnia Tunnel. Delivery is scheduled for early 1993.

* Opposition MPs and the mayor of London, Ontario, denounced the federal government for allowing Crown-owned CN Rail to award a \$40 million contract to General Electric to build 25 Dash 8-40CM locomotives at the Erie, Pennsylvania, plant over a General Motors plant in London, Ontario.

* At 23:59 on April 3, 1992, the Goderich-Exeter Railway Company, owned by RailTex Inc., took over operation of CN's Goderich and Exeter Subdivisions.

Press date for this issue was April 9
Deadline for the June issue is May 14

Cover Photo: CP D49 4-6-0 424 pauses at the CN Diamond at St. Johns, Quebec, with a six-car wooden consist for a Canadian Railroad Historical Association excursion from Montreal to St-Guillaume, Quebec, on October 3, 1959. Photo BRS Collection.

Go West Young Man

by Raymond Farand

What would you think if your boss in Ottawa approached you on a Friday and asked if you had any plans for the following week? Some people might get a bit concerned and break into a cold sweat, as they considered the possibility of receiving their walking papers. Faced with that very question back in 1989, my curiosity turned to surprise, when informed that I was needed in Vancouver the following Tuesday to meet with one of Transport Canada's Regional Superintendents. By coincidence, TC had an aircraft going to the west coast that very day to check out Instrument Landing Systems at Nanaimo and Pemberton, and I was to accompany the crew to Vancouver, with our return home planned for later that week, on Friday.

To comprehend my surprise you must realize that in approximately 17 years with Energy Mines and Resources, this was my first offer of travel that I had received, but boy was it a dandy! The thought of visiting "California North" in the middle of February was too tempting to refuse and I quickly accepted. Thus began an adventure that would take me across the country in a De Havilland Turbo Prop Dash 8 aircraft with brief stops at Winnipeg on the way out, and Prince George, Edmonton, Lloydminster and North Bay on our return leg. This wouldn't be the quick flight you might expect in a commercial jetliner. Dash 8s do not fly that fast, with average enroute ground speed in the neighbourhood of 225 statute miles an hour, after refueling and headwinds are considered. Ultimately the 5,000 plus miles that I would log during the week would chew up over 20 hours in the air. My friends, that's a long time to be away from terra firma. Fortunately there were plenty of distractions to keep me busy and the time passed too quickly.

My affirmative response to the idea of such long distance travel really had my boss puzzled to the extent that he made comment that the wife and kids must really be getting to me. In actual fact he couldn't have been further from the truth. You see, even as he spoke, visions of BC Rail, the Burlington Northern, the Southern Railway of British Columbia (commonly referred to as the "Hydro railway"), CP Rail's Port Coquitlam and CN's Thornton yards, Roberts Bank and VIA Rail's new Vancouver Maintenance Centre all passed before my eyes. My biggest problem would be time. How could I possibly squeeze all that sightseeing into just two or three nights, taking into account fatigue due to time zone changes, delays getting around town, and finally the need for me to be up early and at the office looking sharp during the day? Well as incredible as it might seem, good planning, a rented car (personally paid for!), and a little luck, I was pretty much able to do all of the above. Well, enough stage setting, let's get on with the trip.

Tuesday, February 14, 1989

I'll begin my narrative high above Algonquin Park aboard Transport 300 (our radio call identity) at 14,000 feet above sea level (ASL) after a successful departure from Ottawa International Airport at 09:00 Eastern Standard Time (EST). The heavy cloud that had obscured my view of the ground since leaving Ottawa finally began to dissipate. Using one of the many aeronautical charts I had brought along to track our progress across the country it wasn't long before I was able to identify CN's Beachburg Subdivision as it snaked its way along the north shore of the Petawawa River near Lake Traverse. Soon we passed over Brent, the St. Lawrence Region/Great Lakes Region crew change point, and continued west towards North Bay where I saw the first of many trains, the southbound ore train leaving the CN transfer yard at 09:50. Near Sturgeon Falls we met an eastbound CP freight as it approached the Lake Nipissing shore. Our course took us in the vicinity of Capreol, Chappleau, Wawa and then out over open water along the north shore of Lake Superior. By 11:50 we were over land again, crossing CP's Nipigon and CN's Kinghorn Subdivisions at Red Rock, along the edge of a very frozen Nipigon Bay. We had now been in the air just under three hours. With Thunder Bay in the distance to

our left, we continued to a point near Dryden and then on towards Minaki where we overtook a CN westbound as it weaved its way around the numerous lakes that frame the Redditt Subdivision. By 12:30 (13:30 EST) we were about 50 miles east of Winnipeg (Manitoba) and starting to descend for a landing to refuel our plane. As we passed north of Ste. Anne I could see a CN grain or potash drag just east of Dufresne on the Sprague Subdivision headed most likely for Thunder Bay.

My visit to Winnipeg was short, just long enough to take on fuel, and by 13:25 (14:25 EST) we were again climbing into a clear and sun-filled prairie sky. As we gained altitude, CP's massive yard operation appeared briefly to my right, but unfortunately the airport is located at the western extent of the plant making a good view virtually impossible. From Winnipeg our course took us within camera range of the cities of Portage La Prairie and Brandon in Manitoba, and Regina, Moose Jaw and Swift Current in Saskatchewan. By the time we passed over Medicine Hat (Alberta) and then Lethbridge around 15:00 (17:00 EST), southern Alberta was hidden by a thick layer of cloud associated with a foothills snowstorm. This prevented me from getting a picture of the famous viaduct on CP's Crowsnest Subdivision. At Coleman the skies cleared and the majestic snow-capped Rockies began to unfold in waves as we crossed each successive mountain range. Between the peaks were valleys thickly carpeted with evergreen forest. Awesome is the only word to describe the winterscape that lay below me. After passing Cranbrook (British Columbia) we flew over CP's Nelson Subdivision at Proctor, mileage 117.8, next to a sparkling blue and unfrozen Kootenay Lake. Shortly after, the Slocan Subdivision came into view as it wound its way up to the lake for which it is named. Lower Arrow Lake came next and at 15:25 (18:25 EST) we passed just south of Penticton at the end of Okanagan Lake. We were now only about half an hour from arrival at Vancouver. Slowly we started to descend from 18,000 feet. With Princeton behind us we took aim at BC's lower mainland and flew towards the Fraser River delta. Soon the mountains gave way to rich fertile farmland and we arrived at Vancouver International Airport at 16:00 (19:00 EST), ten hours after leaving Ottawa.

The first thing on my list was to pick up the car. Everything went smoothly and soon I was on my way downtown to the hotel. With just enough light remaining in the evening sky, I decided to detour over to the CN (VIA) station east of False Creek for pictures of VIA No. 4 - "The Super" - as it prepared to depart for points east with F40PH-2 6410 and F9Bs 6631 and 6603 gracing the headend. A couple of tracks over, VIA No. 3's equipment sat idling with CN SD40 5092 and VIA F9B 6604 resting against the bumper post. After a quick look inside the open door of VIA's new maintenance facility, a modest structure in comparison to the sprawling Montreal complex, I proceeded to check in at my motel.

The hour was getting late by the time I had finished supper, jumped in the car and proceeded over the Lion's Gate Bridge to North Vancouver and the BCR. The temperature hovered near freezing with the dampness making it feel somewhat colder. Thankfully the warm greeting that was extended to me by the personnel in the yard office took the chill out of the air. The necessary formalities were dispensed with quickly, allowing me to spend the next couple of hours taking night shots in the well-lit area around the diesel shop and car department. On hand that night were a pair of RS-18s, each with former RS-3 slugs in tow, an M-420B, four M-630s and three SD40-2s, one of which (No. 743) was set up as a remote control unit. Budd-built passenger equipment was very much in evidence with seven of the company's nine RDCs on hand for overnight servicing. Only RDC-1 BC-22 and RDC-3 BC-31 were missing. In addition to the above, I was able to locate business cars "Northern Summit" and "Caribou", sleeper "McPherson", and a host of BC Government-owned passenger cars. Not bad for one



BC Rail's North Vancouver facility hosted a variety of equipment on February 14, 1989. From left to right are RDC-1s BC-12 and BC-21, RS-18s 605 and 601, SD40-2 754 and M-630(W) 730. Photo by Raymond Farand.

night's work. After expressing my thanks to the staff I returned to my hotel around midnight local time, one very tired but happy easterner.

Wednesday, February 15, 1989

The next morning dawned overcast and cold by Vancouver standards, about -5C. It wasn't much of a concern though, because I had work to do at TC's downtown office that would keep me occupied until early afternoon when I would get the opportunity to flight check one of our air charts in the Fraser River delta area south of the airport. This would be done in a single engine Beaver aircraft circa 1947, equipped with floats. At 13:30, I rejoined my contact from the regional office, and together we met our veteran pilot of over 40 years. The take-off (my first on water) wasn't overly rough, but when we were finally airborne the pilot asked if the choppy conditions had been bothersome? I was tempted to tell him that I had received my pre-flight training riding CP's Waltham Subdivision on the north shore of the Ottawa River, but in the end I simply smiled and complimented him on his airmanship.

Prior to departure, I had indicated that if we could work a flypast of Roberts Bank into the itinerary it would be a real treat. This didn't present a problem and thus became the first item on the agenda. We flew by the giant coal loading facility at approximately 1,000 feet, providing me with an excellent view. Four unit trains were occupying the nearly three mile long causeway that juts out into the Strait of Georgia. One, a CP drag, was unloading at the tandem car dumper located on the exterior loop track. The second, a BN coal train up from Washington state, and likely carrying coal from Wyoming's Powder River Basin, was preparing to unload on the interior loop at the single car dumper. The third and fourth trains, both CP, were waiting on the approach tracks east of the terminal area.

We continued south around Point Roberts and then flew across Boundary Bay to Colebrook, where BN's 9th Subdivision crosses the BCR's Port Subdivision to Roberts Bank. This is Centralized Traffic Control (CTC) territory with signals and switches controlled by the BCR dispatcher in North Vancouver. We proceeded north to

a point along the Fraser River just east of CN's Thornton Yard where we made a left turn and followed the river bank to the airport. In the process I managed to get a look at the big CN facility, along with the "Hydro" operation located near the Queensborough Bridge. This was as close as I would get to either location during my whirlwind visit.

By 15:15 I was on the ground again making a dash down East Marine Drive to New Westminster intent on getting pictures of VIA No. 2 - "Canadian" - near Lake City on BN's double track mainline. My efforts were assisted by a CN transfer drag running ahead of the transcontinental as both trains proceeded east out of the downtown area. The freight, a solid block of covered hoppers in potash service, was destined for interchange with CP Rail at the Cape Horn Exchange yard located next to the Fraser Mills industrial area, just east of New Westminster. VIA's trains enter

the Westminister Subdivision just west of the yard before proceeding over to Port Coquitlam. The continuing delay permitted me to get around No. 2 for a second photo of the train at Mayfair, not far from Coquitlam. It was here that I was given a strange look by a private security guard as he passed in his car and proceeded up a lane off the Lougheed Highway. Moments later, as I finished making some notes and prepared to drive away, I noticed a sign which read "Forensic Psychiatric Institute". Let me tell you I didn't waste any time getting out of there. I drove over to Port Coquitlam and waited for VIA No. 4 near the small passenger shelter that's located at the west end of the bypass track that loops south of CP's sprawling freight terminal. It was almost dark when the eastbound "Super" made its appearance with CN SD40 5092 leading the way.

A short time later, after getting a bite to eat, I arrived at the entrance to Port Coquitlam Yard. I drove up to the yard office and secured permission to take pictures around the main shop. As you would expect, a continuous stream of power was cycling in for servicing between assignments. Most units were SD40-2s (DRF-30s), however, a number of GP9u's (8200s) and a few GP35s were also present. Unique GP30 5001 made an appearance along with 6701, one of only six SW8s remaining on the roster. In all I saw about 50 units during my two hour visit. As I headed for the gate, after expressing my thanks to all concerned, I noticed the auxiliary, 250-ton crane 414651, ex-TH&B No. X-766, barely visible in the shadows. It was a long way from home too.

Returning to New Westminster around 21:00, I pulled up at the Burlington Northern station off Brunette Avenue. To the left of the station sat a pair of SW1000s, Nos. 390 and 391. The plan initially was to go in and ask the operator for permission to photograph the power, then proceed over to the "Hydro" to finish the evening at their shop before it closed at 24:00. So much for plans. Two and a half hours later, I was still talking with a very congenial BN dispatcher. The former operator positions had been upgraded at some point prior to my visit, with the Canadian office at New Westminster run as a satellite operation of the main dispatching centre in Seattle.

That portion of the 9th Subdivision between the north switch at

Blaine, Washington, and the end of track at Vancouver, is under the jurisdiction of the train dispatcher in New Westminster. This includes Absolute Block Signal (ABS) territory between Blaine, milepost (MP) 119.4, and Brownsville, MP 139.5, except for the trackage at Colebrook, the CTC territory between Brownsville and Willingdon Jct., MP 151.8; ABS territory between Willingdon Jct. and CN Jct., MP 155.3; and the remainder of the subdivision falling within yard limits between CN Jct. and the end of track at MP 156.0 in Vancouver.

Traffic on the BN line was always heavy, especially on the mostly double-tracked portion between CN Jct. which connects to CN's waterfront yard located next to the Centennial Pier on Burrard Inlet, and Fraser River Jct. MP 141.3, where CN's mainline turns east towards Thornton Yard. Included within this area are connections to the BCR at Willingdon Jct., and CP Rail at CP Jct. just east of the station at New Westminster. All of these gateways add up to a considerable number of movements each day. For example, on February 15, the day of my visit, the register indicated that 35 CN freights, 4 BN freights and 4 VIA trains, along with an assortment of switching moves, had operated over BN-controlled trackage on or before 23:00.

Tonnage between Vancouver and Seattle is sufficient enough to require the operation of two daily through freights in each direction, along with a local between Bellingham and New Westminster. These trains can be supplemented on occasion, as was the case this day, with coal trains to Roberts Bank. It was most enjoyable to watch BN train 112 northbound from Seattle, and No. 111, the southbound equivalent, advance across the CTC panel, activating lights and audible tones as they entered each successive control block. By coincidence, the two trains passed within minutes of each other in front of the station. Pairs of SD40-2s, Nos. 8152 and 8146, and Nos. 8144 and 8145, provided the power for the northbound and southbound trains respectively. To top things off, I even had the opportunity of seeing the dispatcher hoop up the paperwork to the crew of the southbound. Now how often do you see a dispatcher doing that particular task?

The hour was late as I said goodbye to my host and pointed the car towards the hotel. The "Hydro" railway would have to wait for another day. On the way back I decided to make one more stop, at the VIA station downtown. The passenger terminal area was totally deserted as I set up my tripod on the platform next to the classic Budd stainless steel cars behind the station. Seeing that there wasn't any motive power around I decided to give the maintenance centre a try and was greeted at the door by a very authoritative security guard. His response was, in so many words, that a request for an unofficial tour of the premises was moot inappropriate, and absolutely refused me entry to the building. The fact that it was after 01:00 probably had something to do with his decision. I turned around and headed for the car as my mental stability was being openly questioned behind me. You may be sure I didn't dare tell him that I had been outside the gate of the Psychiatric Institute earlier in the evening.

Thursday, February 16, 1989

I didn't get much sleep the remainder of the night because I had to be up early and at the airport by 07:45. I rejoined the crew and we took off for Prince George to perform another airport landing system inspection. Our departure from Vancouver was made into an overcast sky at 09:30, with a hint of snow visible in the air. It wasn't until we were over Williams Lake that the sky began to clear, allowing me the opportunity to see a number of huge trestles that punctuate the BCR mainlines through the province's interior region. At Quesnel, mileage 384.8, we passed over a northbound freight with four big road units on the headend. I wondered if it was the same power observed leaving North Vancouver some 36 hours earlier? After arriving in a very cold Prince George (almost -45 C with the wind chill), I spent the next hour and a half on the plane as we did circuits around the airport. This gave me the opportunity to see both the BCR and CN yards located nearby in

town. On a couple of occasions, as we approached the runway, eastbound CN freights passed directly beneath us hauling mostly forest products destined for eastern markets. By noon we were facing the Rockies and headed for Edmonton. The scenery proved to be every bit as spectacular as that experienced in the lower part of the province. Towering snow-capped peaks glittered in the afternoon sun. Our flight took us directly from Prince George to a point north of Hinton of CN's Edson Subdivision. From then on I was able to keep the mostly double-tracked mainline in view all the way to Edmonton.

The plan called for us to land at Edmonton's Municipal Airport, located north of the downtown core. As we approached the city we circled over the South Saskatchewan River near CP's South Edmonton yard. From there it was a quick descent over the numerous office towers in the business district, with touchdown at 16:35. By the time we made our way to the hotel and had supper, it was dark. Discouraged by the cold, I decided to leave any forays to CN's Calder Yard for another time.

Friday, February 17, 1989

Friday dawned clear and cold. As we arrived at the TC hangar around 08:00, an ice fog was beginning to accumulate over the city. Departure was an hour later (11:00 EST), and as we climbed away from the airport I was treated to a spectacular view of the downtown skyscrapers piercing through a shimmering haze. It was a short hop over to Lloydminster for more work and by noon (14:00 EST) we were on our way home. Our eastward course took us near Saskatoon and later over the southern tip of Lake Manitoba to a point just north of Winnipeg. From there, we basically retraced the route taken earlier in the week. The remainder of the trip was largely uneventful from a railfan perspective, except for a period of time when we passed over CP's Ignace Subdivision between Minnitaki, mileage 75.3, and Ignace. The parade began with VIA No. 1 westbound near Minnitaki (about an hour off the advertised), followed by a westbound freight passing through Dryden, then an eastbound at Dymont, mileage 34, and finally two freights, one in each direction, moving in the yard at Ignace. All five trains were observed in the space of 20 minutes.

Darkness began to settle in as we flew over Sudbury and started to make a slow descent into North Bay for fuel. Time wasn't wasted and by 19:20 we were on our way with only 40 minutes separating us from Ottawa. For the final leg of the trip I was given the opportunity of sitting up on the flight deck, to appreciate the view from the headend. As we levelled off at 13,000 feet I was treated to one of the prettiest sights I've ever had the experience of witnessing. Under a full moon, in a cloudless night sky, a snow covered Ottawa Valley began to unfold below me. In the calm night air the communities of Petawawa, Pembroke, Eganville, Renfrew and Arnprior slipped by our wing tips, glowing from the reflection of urban lights on the surrounding white landscape. Between the pockets of brightness could be seen strings of vehicle headlights as they traced their way along local highways. In the plane before me was an ink-black instrumentation panel filled with buttons and gauges, all illuminated by soft white and green indirect lighting. The entire display came alive, as soft red LEDs associated with the instrument navigation equipment flickered relentlessly in recognition of our everchanging location. On my headset could be heard the continuous chatter of air traffic controllers working out of the Ottawa Terminal Control Centre.

As we flew down the Ottawa River over Lake Deschene, the glowing lights of the city (first visible when we were over Algonquin Park) began to silently wrap around us. We were cleared to 5,000 feet and told to contact the Ottawa control tower for further instructions. Descending to 3,000 feet we passed over the centre of the city and proceeded to make a sweeping circle to the southeast over Carlsbad Springs and Leitrim. Shortly thereafter we were cleared to land. Transport 300 was home with touchdown a little after 20:00, right on VIA No. 2's time. WOW! now that's a cab ride. ■

A Hard Day's Night

By Duncan duFresne

More than 50 years have passed since I was at home one cold winter evening, minding my own business, when I was called "as soon as possible" by CP to go out as the fireman with the auxiliary (crane), the "big hook".

Living close to the Ottawa West shop (roundhouse) on Pinhey Street, between Armstrong and Ladouceur (not the high rent district), it didn't take me too long to walk down there. No lunch pail packing was necessary as meals were provided by the company in the "cook-diner" which always accompanied the "hook".

On reaching the shop, I found out the engineer was my friend Albert "Sab" Sabourin, who had been pulled off a yard engine he was firing to act as engineer in this somewhat urgent situation. The engine we got was one of CP's ubiquitous D10 class 4-6-0s. What else?

Sab and I left the shop track late in the evening, went down to the rip track to get the hook, boom car, wheel car, cook-diner, van, etc., and got out of town.

The reason for all this late night activity was a minor wreck at a highway crossing near Plaisance, Quebec, mile 83.9 on the North Shore or Lachute Sub, 34 miles east of Hull. Seems the crew of an eastbound freight train had, for reasons I no longer recall, left their train and were backing their light engine across Highway 8 (now 148) when they struck a tractor trailer rig. Again, I no longer recall why the transport didn't stop at the crossing, which was protected by automatic electric warning lights, but he didn't. Perhaps it was because no locomotive headlight was seen by the trucker, the tender of the D10 being only equipped with a relatively dim backup light.

In any case the rear of the tender struck the trailer section - a low bed float loaded with heavy construction equipment including a large capacity air compressor. On impact, the air compressor took off and landed across the right of way fence, smashed to smithereens. Other smaller pieces were similarly scattered and broken up. The float itself was tossed around to a position nearly parallel to the track. The draft gear on the rear of the tender got somewhat mangled, and rendered unuseable. The rear tender truck received substantial damage and its centre pin got sheared off. The truck was driven forward into the back of its mate at the front, shearing off the brake cylinder and rigging in the process. Luckily, no one on the engine or in the truck was hurt.

By the time we arrived on the scene, ran around the crane to get it on the "nose" of our engine and sized up the situation, it didn't look as though we'd be there very long clearing up the mess.

I got off and walked over to look at the damage to the highway float, which was now parked near the north side of the crossing. I had trouble finding any evidence of damage that would indicate that it had been in a collision with anything bigger than a baby buggy. The tractor, similarly, was totally undamaged. The driver was sitting in his cab with the heater on, - as warm as toast.

Sab and I got the canvas curtains on the sides of the D10's cab closed as tightly as possible to keep out the winter draughts and settled ourselves down while the car shop boys went to work on the tender with their 75-ton auxiliary. Every once in a while, they'd want us to move the crane ahead or back six inches or so, but other than that Sab and I had only to sit and wait. We took turns at staying awake, one of us would catch some shut-eye while the other looked after the fire, kept water in the boiler, and made the occasional move for the crane men. We took turns at going back to the diner for a breakfast of bacon, eggs, toast, jam and coffee, and then lunch, and then dinner, and then supper, and then

breakfast, etc.

In front of our D10, the boys worked on in the snow and cold. Sab and I asked ourselves several times, "what the hell is taking so long?"

Apparently not too much was going right up there and they weren't having a good time of it. When the disabled D10's washout plugs were removed from just above the mud ring (long after the fire had been dumped), the (still) very hot water did a real number on washing out good-sized chunks of frozen ballast on either side of the track, just to add to the problems.

The main thrust of the work was, essentially, very simple: lift the rear of the tender; yank out the damaged truck; cut off the damaged brake parts; put a spare truck underneath; and rig up some sort of heavy chain so that we could pull the disabled engine back to Ottawa.

So much for good planning. Nothing was going right and it turned out to be one of those jobs that's easier said than done.

Once daybreak came along it brought new problems with it. In those years, the North Shore was a busy place. Passenger trains 422, 421, 424, and 423 had to get by us. We also had to deal with freight trains 85, 86, 54, and the daily way freight. I don't remember if any extras ran or not, but they were commonplace during this period. Other activity involved train 70 and its westbound extra, running between Ottawa West and Buckingham Junction and trains 72 and 74 and their westbound extras running between Ottawa West and Gatineau. We didn't have the railroad to ourselves by any means. Having to clear and meet all these trains only compounded the problem and added greatly to the time as we limped back to Ottawa West. Fortunately, we did manage to get the disabled train into the clear at the Plaisance siding which was close to the site of the accident before the parade of daily movements began. I shudder at the consequences had we continued to tie up the main line.

More problems. We were running low on water as the damned boiler had a leaking mud ring (foundation ring) and had been pissing water on the ground since we had left Ottawa West. This situation soon became critical and it was evident that if we didn't get a tank full of water soon, we'd also be dumping our fire.

We did the only thing we could do. We left everything at Plaisance and made a run for water back to Buckingham Junction (Masson) with the light engine, tender first.

As we were approaching Thurso, Sab and I figured that we'd better have another look at what water was left in the tank. Another problem. We didn't have enough water left to run the last few miles over to "Buck". What to do?

We looked over into Singer's (later MacLaren's) yard at Thurso. They had fire hydrants all over the place in there near the TNVR (Thurso and Nation Valley Railway) tracks.

We checked in at the security gate guardhouse, told them of our problem, and rolled into the mill yard with the D10. A Singer employee got one of the long firehoses out of its wooden shack enclosure, passed it up to me, and turned on the tap.

Saved by Singer and the TNVR! I have often wondered how many, if any, other CP steam locomotives ever went in there on the TNVR trackage. We didn't even have running rights. Come to think of it I'm probably one of the few people still alive who have been on a steam engine on the TNVR!



CP D10 Class 4-6-0 994, sister to the D10s in this story, on the service track at Trois-Rivières, Québec, on June 25, 1959. CP rostered 502 of the ubiquitous D10s that saw service from Nova Scotia to Vancouver Island. No. 994 met the cutter's torch in September 1960, however, seven D10s were saved (894 in Kitchener, Ontario; 926 in Ottawa, Ontario; 972 in Strasburg, Pennsylvania; 999 in Saint-Constant, Quebec; 1057 in Tottenham, Ontario; 1095 in Kingston, Ontario; and 1098 in Jim Thorpe, Pennsylvania). Photo by Dick George, Paterson-George Collection.

Getting water from one of those small diameter fire hoses takes a while, even when you're only filling a 5000 gallon tank. Luckily we were no longer in any hurry.

That's right, no hurry.

Why no hurry? Easy, we'd long since gone on overtime (18 and three quarters MPH) and after the usual quiet fall season, and sparse pay cheques, we were going to stay out on this job just as long as we could make it last.

When we finally got our water and could move east again, we returned to Plaisance. We'd been away for quite a few hours and the equipment we left behind was now beginning to get snowed in with the moderate winds which had come up. We had to get everything freed up and moving again before the carmen could begin the task of getting a husky logging chain onto the damaged ends of the tender end frame.

On the first pull we broke the chain. The carmen then went about working on that problem. I no longer remember when we finally got away from Plaisance but the day had long since passed into night. We eventually got everything in motion and ever so slowly headed back to Ottawa West.

When we reached "Buck", we had to take water (again) and turn our engine on the wye. Finally, ready to go, we broke the chain a couple of more times just trying to get the train started. Our D10 had a throttle that would either admit enough steam into the steam chests to move her either an inch or 20 feet, but nothing in between. Chains apparently don't like jerks of several hundred tons.

To shorten up a story that went on and on in this manner - and it did - we eventually got back to Ottawa West. It was a slow process and getting into the yard there with an engine on a chain didn't speed it up, to say the least. When Sab and I completed our trip tickets at the shop, we'd made a bundle and we had been on duty for approximately 38 hours.

It has been a very long time since this incident happened and while it was happening I didn't realize that someday the editor of "Branchline" might want an accurate account of the events. Had I known this I might have kept a log with a blow by blow description of the events as they occurred. No doubt I've left out some of the details and got others out of their proper chronological order, but it is a true story. If there is one thing I've learned as life goes on, events that are as clear as a bell in memory today become more and more fuzzy with the passage of time. So, please excuse the lapses of memory.

Incidents such as this were (are?) all too common, certainly much more common than most of us would care to see. They cost railway companies lots of money and grief. Wages to people like Sab and I are only a small part of it. However, when you're earning wages as a result of situations such as this you find yourself not in sympathy with management's point of view of trying to clear up the mess as quickly (and cheaply) as possible. This is especially true if you're on the spare list and you haven't made a trip in a week. Your point of view becomes one of "let's make hay while the sun shines", for who knows when it may shine again. Sound counterproductive? Perhaps, maybe it all depends upon where you fit into the great scheme of things and how you're personally affected.

The reasons I remember this trip at all are twofold, the first pure selfishness:

1) it was the longest single "day" I ever made on the railroad, with the greatest "mileage" I ever put in on a trip ticket.

2) it was the only time I ever saw a CPR steam engine in the mill yard at Thurso taking water.

May I close by saying what I keep repeating. "I never found anything romantic or nostalgic about railroading." It was a very interesting but not lucrative way to earn a living and the memories of trips such as this with my old chum Sab linger on. Neither of us wanted another trip like this and neither of us got one. With Sab now passed on, the D10s gone to glory, the North Shore now operated by the Quebec-Gatineau Railway, all anyone will ever know about what went on one cold winter night/day/night "way back when" will be from sketchy accounts such as this.

Anyone want to bring back the steam engine? ■

A Missourian in the Land of the Maple Leaf and Hospitality

By Norbert Shacklette

In a two-room country grade school in Missouri about 1953 our teacher gave us an assignment in geography class, to write various railroads in St. Louis and ask for passenger timetables. I was hooked.

I went to work on the Missouri Pacific Railroad as a telegrapher in April 1960 and retired as a conductor in March 2002. The first CNR public timetable that I saw was Folder B#162 of 25 October 1959. It pictured a CN passenger train with Mount Robson in the background. The hook went in a little deeper.

I had also started a hobby of collecting Canadian RPO Cancels. About this time, I became acquainted with Iven Rowell, CN engineer from Sarnia, Ontario. At this time Mr. Rowell was working as an engineer on passenger trains between Sarnia and Toronto. This resulted in a long friendship that lasted until his passing on 28 January 1989. This friendship resulted in a great memory for me.

In March of 1968 I rode the head end of Train 150 from Sarnia to Toronto on a foggy morning with two GP9 units on the head end with the long nose forward. The only thing I distinctly saw in the fog was the CPR crossing west of Komoka.

From Toronto I travelled on to Newfoundland for my second complete trip on the Newfie Bullet. (I think it was the greatest train riding experience in North America). I scheduled my return through Toronto so that I could ride the head end on Train 153 with Iven back to Sarnia.

Train 153 consisted of two units with FP9 6534 in the lead followed by four cars and two Rail Diesel Cars. The two RDCs were cut off at a location, which fails me as I write this, but I think it may have been Georgetown as I remember the station was on the south side of the train. The two RDCs were bound for Kincardine and Owen Sound.

I do remember catching orders on the fly at West Toronto. We had lost a little time by the time we left Stratford, on the Thorndale Subdivision. I do remember Iven saying: "This is where we make up time." I walked over behind him and looked at the Barco Speed Recorder. It was sitting on 94 MPH, and all I could think about was, I hope all the facing point switches were lined for the main line, since this was non-signalized territory. They were, and I'm here to write about it.

Before retiring from CN, Iven took a yard switching engine at Sarnia Yard but I always remember my round trip with him. In talking with him years later he told me that he had started as a fireman in the late-1920s and when the great depression came along he was cut off from work on the railroad from 1930 to 1940. Iven also told me that he had worked both routes to Toronto, Bayview to Niagara Falls, Brantford to Niagara Falls and from Sarnia to St. Mary's Junction.

Iven and another friend, now retired from VIA, inspired my interest in Canada and opened a lot of doors for this Missourian. ■

CN Engineer Iven Rowell



GTW Train 155, powered by a CN FP9-F9B-FP9, passes through the complex trackwork at Fort Wayne Jct. in Chicago, Illinois, in 1969. Photo taken by RPO Clerk Andrew Koval from the Railway Post Office car.



Looking to the rear of GTW Train 155 from the RPO in 1969. Photo by Andrew Koval.



\$12.1M SOUGHT FOR ON RAIL LINE: CN has notified area communities it wants \$12.1 million for the defunct CASO rail line that it stopped using last summer. Area municipalities got a letter last month from CN stating that it could now sell the rail line to area governments. An unidentified organization had expressed interest in buying the rail line last October and keeping trains on the tracks. No purchase deal was completed, so by law CN can now offer to sell the rail line to area governments. The towns of Essex, Tecumseh, Lakeshore and Chatham-Kent, ON, have until May 11 to respond to the sale offer. Essex Region Conservation Authority general manager Richard Wyma said he was following up with CN to better understand its offer. If the rail line were purchased with the tracks, the sale of ballast stones, rails and other components could lower the cost of acquisition, he said. In its letter, CN said its asking price did not exceed the salvage value of the rail line. (*Windsor Star*, Mar 12)

CANADIAN NATIONAL RESPONDS TO AMTRAK CLAIM THAT IT SHUNS PASSENGER TRAINS: Insisting that Amtrak "has an exaggerated view of its right to preference" over freight trains, Canadian National responded to a Surface Transportation Board petition that the passenger carrier filed in January. In that petition, Amtrak charged CN with violating terms of the Passenger Rail Investment and Improvement Act of 2008. The railroad asserted that the Amtrak filing "seems to confuse 'preference' with an absolute guarantee of unimpeded passage on a host railroad's mainline." Further, CN suggested that the law's metrics upon which Amtrak based its complaint are flawed and inappropriate. It argued that the joint Amtrak-CN operating agreement, which is the basis for incentive payments when trains exceed 80 percent on-time performance and penalties when trains achieve less than 70 percent, provides a better measure. CN claimed that delays out of the host railroad's control were accounted for in the operating agreement results, but not taken into account in the measures Amtrak used in its filing.

The answer also challenged Amtrak's assertion that CN was being uncooperative, citing an August 2011, meeting in which the CN presented nine different proposals for infrastructure improvements (presumably to be paid for by Amtrak) that would help mitigate delays. CN spokesman Patrick Waldron notes that the response shows "Amtrak's performance consistently fails to meet the metrics and standards on most routes nationwide, including routes that do not involve CN." The document urges the Surface Transportation Board to take on a mediation role. In doing so, CN urges, "improvements are much more likely to emerge from such an approach than from an adversarial proceeding." Waldron added that "CN is committed to helping improve Amtrak performance over its lines and believes that can be accomplished by increased collaboration between Amtrak and CN so as to communicate effectively and candidly on delays and other performance issues, secure the infrastructure and equipment investments required for increased performance, and reach agreement on adjustments to passenger train schedules and tolerances for delays." The 159-page response is available at the following link: [http://www.stb.dot.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/921b0309f3b0746f852579bc007c1883/\\$FILE/232010.pdf](http://www.stb.dot.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/921b0309f3b0746f852579bc007c1883/$FILE/232010.pdf) (*Trains.com*, Mar 13)

CN MOVING FORWARD ON NEW CHICAGO CONNECTION: Canadian National has filed to apply for a permit with the U.S. Army Corps of Engineers to construct a new connection between the former Elgin Joliet & Eastern and Canadian National's Chicago to Iowa mainline at Munger in suburban Chicago. The period of public comments on the project began yesterday and closes on April 11. The connection will be built in the southwest quadrant of the crossing, allowing trains to and from Illinois and Iowa to swing south onto the former Elgin Joliet & Eastern to bypass downtown Chicago. Plans to build the connection have been in the works since the takeover of the EJ&E was announced, but they were placed on hold when the DuPage County Forest Preserve, the organization that

owns the land needed for the connection, denied CN's offer to purchase the property. According to Pat Waldron, CN Manager of Public Affairs, the connection was redesigned after to meet the preserve's desire not to sell. The new connection will be built entirely on current CN property. Waldron said the Corps of Engineers permit is for the mitigation of the impacted wetland as a result of the construction. He was unable to provide a timeline for the completion of the new connection. (*Trains.com*, Mar 13)

CN TO ACQUIRE 161 LOCOMOTIVES: CN announced a major locomotive acquisition program to accommodate anticipated traffic growth and to improve operational efficiency, enabling the railway to better serve its customers. CN will acquire 65 new high-horsepower locomotives as well as 96 second-hand high-horsepower locomotives that will be upgraded. Keith Creel, executive vice-president and chief operating officer, said: "CN's locomotive acquisition program represents a balanced, capital-effective approach to handle expected volume growth over the next two to five years and to meet the locomotive requirements resulting from customer focussed service plans. "The new and used motive power will enhance operational efficiency and reduce fuel consumption by permitting the retirement of older, high-maintenance locomotives and the cascading of less fuel-efficient main-line units into less-demanding yard and local switching operations, while providing additional locomotives to accommodate increased traffic."

CN will take delivery in 2013-14 of 35 new ES44AC locomotives from GE Transportation (GE), and 30 new SD70ACe locomotives from Electro-Motive Diesel (EMD), all with distributed power technology (DP). The GE units have 4,400 and the SD70ACe units 4,300 horsepower. Creel added: "The program includes the acquisition of alternating-current locomotives (AC), which will represent a first for CN. Our current fleet of approximately 1,900 locomotives employs direct-current (DC) traction technology, which has served us well because of the overall favourable grades of our network. "We will harness the key advantage of AC traction - much higher adhesion or train-pulling ability at low speeds - in assigning the new AC units to heavy-haul coal service in northern British Columbia and Alberta, where steep grades and sharp rail curvature make heavy demands on our locomotives."

CN will purchase this year 42 second-hand GE Dash 8-40C locomotives, 11 leased GE Dash 8-40CW locomotives, and 43 second-hand EMD SD60 locomotives. The Dash 8 units have 4,000 and the SD60s 3,800 horsepower. These direct-current technology locomotives will be upgraded to CN specifications. The company expects that 50 per cent of its high-horsepower locomotive fleet will have DP by the end of 2013. DP technology permits remote control of a locomotive or locomotives throughout a train from the lead control unit and provides faster, smoother train starts, improved braking and lower pulling forces at the head-end and within a train, contributing significantly to improved safety. With more optimum matching of motive power to train weight, DP locomotives also allow CN to reduce fuel consumption and reduce emissions.

Meanwhile, union leaders in London, where only weeks ago London's Electro-Motive plant was closed, are not happy. Bob Scott, plant chairperson for the Canadian Auto Workers union, Local 27, said "It is very frustrating to hear a Canadian operation would go to Cat for that purchase. Caterpillar is ruthless, the way they treat their workers. I am surprised companies are still buying from them."

"We have two locomotive suppliers in North America and this was a business decision," said Mark Hallman, CN spokesperson. "We are aware of the issues at the EMD plant, but we have a business to run." CN has been supportive of Electro-Motive workers in London in other ways, offering them work in engine repair and maintenance and on rail lines across the country, said Scott. Of the 465 unionized workers who lost their jobs, about 35 have so far found other work, added Scott. (*CNW*, Mar 22; *London Free Press*, Mar 27)

NEW RAILFAN PARK TO BE CONSTRUCTED IN CHICAGO SUBURB: A new railfan park is scheduled to open along the Canadian National in Park Forest this summer, the *Chicago Sun-Times* has reported. The park, at Homan Avenue and North Street, will feature a 35-foot high

platform that will look out over the junction of the CN's former Illinois Central main line, CN's ex-Elgin, Joliet & Eastern line, and the Metra Electric commuter line. A 500-foot long, wheelchair-accessible ramp will lead up to the platform, and CN will donate a caboose for display. Park Forest village parks Supt. Rob Gunther said. A trail from the ramp will connect to nearby Holden Park and to the Old Plank Road Trail. Signs and displays in the park will explain the role of railroads in the development of the Chicago area and tell the story behind the trail and the rail junction. The site will also feature a large mural and plants that would have been seen by people travelling through the area by rail during the 1890s, officials said. The land for the park was donated by CN as part of a \$7.3 million settlement with Park Forest when the railroad bought the EJ&E in 2009. Money from the settlement will help pay for the park. (Trains.com, Mar 26)

CN SELLS GREATER TORONTO AREA RAIL LINES TO METROLINX FOR GO TRANSIT SERVICES: CN has sold two rail line segments in the Greater Toronto Area to Metrolinx for \$310.5 million. GO Transit's Richmond Hill commuter rail service operates over a portion of CN's Bala Subdivision. Metrolinx is acquiring a segment of the subdivision from approximately Rosedale Valley Road north through the Don Valley to CN's main east-west freight line north of Steeles Avenue near the Toronto-York Region border (ed. Doncaster). Metrolinx is also acquiring a segment of CN's Oakville Subdivision from a point near 30th Street in the Etobicoke area of Toronto (ed. CANPA) and terminating just west of the Fourth Line in Oakville, Ontario. Luc Jobin, CN executive vice-president and chief financial officer, said: "We are pleased to transfer ownership of these important commuter rail lines to Metrolinx to further its future service objectives, while protecting CN's operating rights to ensure continued service to its freight customers. CN has a strong partnership with Metrolinx and we will continue to support commuter rail as a sustainable mode of transport in the Greater Toronto Area." GO Transit, a division of Metrolinx, is Ontario's inter-regional public transit system linking Toronto with the surrounding regions of the Greater Toronto and Hamilton Area. GO carries more than 57 million passengers a year in an extensive network of train and bus services that spans over 10,000 square kilometres. (CNW, Mar 27)

CN OFFERS NEW STEEL-WHEEL-INTERCHANGE SERVICE WITH CSX IN CHICAGO: CN announced a new steel-wheel-interchange service with CSXT Transportation (CSX) in Chicago. The service gives container imports moving over CN's network from the ports of Vancouver and Prince Rupert, BC, efficient access to key Ohio Valley markets. Jean-Jacques Ruest, CN executive vice-president and chief marketing officer, said: "Our new interchange service will give CN's customers efficient and cost-effective access to CSX's new Northwest Ohio Terminal and to the important markets of Cleveland, Columbus, and Cincinnati, Ohio, and Louisville, KY."

Prior to this agreement, CN and CSX exchanged container traffic in Chicago by truck, instead of directly between railroads. "Together, our interchange agreements with CSX and Norfolk Southern Corporation (NS) for container traffic moving over the Chicago gateway to northeast U.S. markets underscore CN's commitment to improving the efficiency of its customers' supply chains, with the goal of making them more competitive in their end markets," Ruest said. CSX and NS are the major rail carriers in the eastern United States. (CNW, Apr 2)



**CANADIAN
PACIFIC
RAILWAY**

WORKING ON THE RAILWAY: PHASE TWO: The Canadian Pacific Railway has entered year two of a three-year plan to remove and recycle the material from its discontinued line that runs from Smiths Falls to Mattawa. Employees working for the Manitoba company, Cando Ltd., worked well into last fall salvaging equipment from Canadian Pacific line. Much of the sorting of smaller equipment took place at a feverish place in downtown Renfrew. A&K Railroad Materials, though its Canadian subsidiary of Canadian Rail Track Material, won the salvage contract for the rail line that runs about 185 miles, or nearly 300 kilometres, between Smiths Falls and Mattawa. A&K, in turn, subcontracts out the dismantling and salvaging of the railway equipment. According to Canadian Pacific

spokesman Kevin Hrysak in Calgary, the focus this year is on removing railway equipment between Renfrew and Smiths Falls. Phase three is scheduled to start in late-2012 and finish in 2013, with a focus on completing salvage of the railway lines between Renfrew and Mattawa, said Hrysak. "We'll continue until later this year," said Hrysak. "That's the plan, subject to change, with plans to finish by the end of 2013." It's definitely a large-scale contract, said Hrysak. He said a lot of the salvaged ties, rails, spikes and tie plates will be recycled within Canadian Pacific's network, more likely on secondary branch lines.

The first 40 kilometres (25 miles), between Renfrew and Cobden, was salvaged last fall. Now the work continues north of Cobden, with some engines and crew remaining in downtown Renfrew to transport equipment from the area. According to details from Canadian Pacific last fall, some of that equipment will also be sold. Some of the youngest Renfrew County tracks were only laid in 2006, meaning they have a long shelf life remaining. The salvage process involves three major types of equipment — for wedging and lifting of the actual rails; for prying of the railway spikes; and for collection of the spikes, plates and anchors. The latter is commonly referred to as ATM, or Other Track Material.

Canadian Pacific's notice of discontinuance of the railway between Smiths Falls and Mattawa was filed May 30, 2011. Just before 2 p.m. on Sept. 17, 2011, the last train crossed Renfrew's iron bridge on the Bonnechere River. After the crossing, the tracks were pulled up and loaded onto cars pulled by the same engine, driven by retired railway engineer Bob Emond of Renfrew. After the CP bed is abandoned, possibly in late 2013, the property will be transferred to Canadian Pacific's real estate division. Buyers at that time, it is expected, will include the County of Renfrew. Local snowmobile association members have already told the county the railway bed would be a windfall for snowmobile travel in the region. Meanwhile, Hrysak says CP is in conversation "with one party" about the railway bed's future. That multi-county group includes Renfrew County Warden Bob Sweet, who has been providing county council with only generalities about the preliminary discussions. (YourOttawaRegion.com, Mar 30)

BATTLE FOR CP IN SHAREHOLDERS' HANDS AS PERSHING FILES LIST OF BOARD NOMINEES: The U.S. hedge fund that's trying to unseat the current leaders of Canadian Pacific Railway Ltd., took another step forward by officially inviting CP shareholders to vote for an alternative slate of directors. In a letter to investors released along with a proxy circular filed with regulators, Pershing Square chief executive officer Bill Ackman outlined his view of CP - which he called the worst-performing top tier railway in North America. Ackman put the blame on the company's board and its current chief executive, Fred Green, who he said have poorly managed the company's operations. "It's time for a change," Ackman wrote, a message the hedge fund manager has been delivering for months with increasing intensity. "With a revitalized board and a new CEO, we are convinced CP will return to its position as a leader among (the Top Six) North American railroads."

Pershing Square holds a 14.2 per cent interest in Canadian Pacific, making it the company's biggest single shareholder but not big enough to impose its will without support from other investors. It has nominated a slate of seven prospective directors, including Ackman, for election to CP's 15-member board at the company's annual meeting in May. Among Ackman's top goals is the replacement of Green with Hunter Harrison, a retired former CEO of rival Canadian National. Canadian Pacific chairman John Cleghorn, speaking on behalf of the board, has repeatedly insisted Green is a better choice than Harrison. Cleghorn has countered Ackman's criticisms by saying the current CP leaders have already embarked on a multi-year plan that will bring the Calgary-based railway's performance up to speed faster than Harrison could. "Pershing Square continues its pattern of making misleading and inaccurate statements about CP and fails to present any plan or even concrete suggestions to achieve its previously stated target of a 65 per cent operating ratio by 2015," Cleghorn said in a statement responding to the proxy circular. "A number of CP customers have expressed concerns about the risk and disruption that would occur should Hunter Harrison be installed as CEO of CP. We have received strong customer support for our progress, and we expect further growth as we continue to deliver strong service execution."

The hedge fund, which bought most of its stake in Canadian Pacific last fall in a series of transactions totalling more than US\$1

billion, and other investors have long been frustrated with CP's share price performance versus its peers. Ackman said CP's total return to shareholders has been negative 18 per cent since Green took the reins at the company, compared to a positive return ranging from 22 per cent to 93 per cent for other top-tier railways. "Together, we can reverse nearly six years of value destruction, and put CP back on track to achieve its great potential," Ackman said. "We believe only CEO change, a major board restructuring and a cultural 'reboot' will enable CP to recover."

Pershing added former Norfolk Southern vice-chairman Stephen Tobias to the list of nominees it hopes to elect to CP's railway's board. Norfolk Southern is a Tier 1 railway that operates in 22 states and the District of Columbia and connects with every major container port in the eastern United States. Pershing Square's nominees also include Ackman, Gary Colter, Paul Haggis, Paul Hilal, Rebecca MacDonald, and Anthony Melman. CP's own list of board nominees also includes Ackman, and it has said that it is confident he will endorse the company's existing approach to operations, once he's on the board. CP shareholders will vote at the railway's annual meeting on May 17 in Calgary. (*The Canadian Press*, Apr 5)

CANADIAN PACIFIC AND UNIMIN CORPORATION ANNOUNCE NEW LONG-TERM AGREEMENT: Canadian Pacific announced a multi-year agreement with Unimin Corporation of New Canaan, Connecticut, for the movement of frac sand from Unimin's facility in Wisconsin. Unimin Corporation is North America's leading producer of industrial minerals. The facility, the Company's newest and most productive, will open in 2013 in Tunnel City, Wisconsin and will produce two million tons of frac sand annually for energy markets in North Dakota, Texas, Colorado and elsewhere. Under the agreement CP will become the exclusive rail service provider at this facility for the movement of frac sand to Unimin Corporation's destination markets. "We have a long relationship with CP at many of our plants in North America and we are delighted to expand this longstanding partnership," said Kevin F. Crawford, President and Chief Executive Officer at Unimin. "Rail is an effective way to move our products and CP is a reliable partner that will enable us to continue to deliver products to critical energy markets."

"Canadian Pacific has been serving Unimin, one of our largest Industrial Products customers, for more than three decades and we are pleased to continue to grow this partnership through service at its new facility," said Jane O'Hagan, Canadian Pacific's Chief Marketing Officer and EVP Marketing & Sales. "Canadian Pacific's scheduled railway will ensure we efficiently manage their increasing volumes with reliable service."

"This agreement showcases the strength of CP's network through Wisconsin with service to key energy regions throughout North America. CP has proven performance in our ability to move energy-related products and materials, such as frac sand, to important oil and gas producing formations," said O'Hagan. "Canadian Pacific has extended our energy franchise with ongoing capital investments on our U.S. Midwest network and is moving forward with our 2012 accelerated capital plan which includes investments that support our energy growth strategy. We are pleased to be in a position to provide the capacity to our customers to respond to the strong growth in the energy-related markets."

Canadian Pacific is the only North American railroad to serve the Bakken Formation, the Alberta Industrial Heartland, and the Marcellus Shale. In addition, CP is the only Class I railway to connect the energy hubs of the U.S. Midwest, Alberta and Saskatchewan to the Northeast U.S. Through its network to the Northeast U.S. and through the Kansas City gateway to the U.S. Gulf Coast, CP is able to partner with the energy industry to facilitate growth in moving oil and energy-related materials. Each year, CP moves hundreds of thousands of carloads of energy-related products, including crude oil, sulphur, fuels, diluents and materials key to the energy industry, such as pipe and frac sand. (*CNW*, Apr 5)

CP'S GREEN SHOWS CRITICS HE CAN TALK TOUGH TOO: Canadian Pacific Railway Ltd, battling a fierce challenge from its largest shareholder, is setting performance records this year, Chief Executive Fred Green said on Tuesday in an unusually blunt response to his critics. Hitting back at U.S. activist investor William Ackman, who wants him replaced by former Canadian National Railway CEO Hunter Harrison, Green said CP's improvement looks set to continue while Harrison would drive customers away. Green, who was speaking at a three-hour investor meeting in Toronto, was

uncharacteristically direct at times in criticizing Harrison, a marked departure from his usual "nice guy" demeanor and CP's traditional low-key approach. Despite the tougher talk, analysts said there was little new information presented at the meeting, which was attended by about 150 people and held at a conference center north of Toronto's financial district. "I am not sure it is going to necessarily change people's opinions," said National Bank Financial analyst Cameron Doerksen. Shippers' experience under Harrison - a tough, no-nonsense CEO who introduced tight railroading schedules, slashed costs and fined customers if they held onto cars longer than agreed - was "not pleasant," Green said. CN's current management and CEO, Claude Mongeau - who replaced Harrison when he retired in 2009 - are doing all they can to "de-Hunter CN," he said. "Shippers get to vote too. They vote with their market share, and Claude Mongeau and CN have open arms to those customers as they transform CN to a very different model than of its last leader," Green said.

To be sure, Green's arguments didn't convince everyone, least of all Ackman. "The facts speak for themselves: under Hunter's leadership, CN had a better service record than CP. Under Fred Green's leadership, CP lost market share to CN. As Mr. Green reminds us, customers vote with their feet," he said in an emailed statement. Much of the battle between CP and Ackman's Pershing Square Capital Management, which has a 14.2% stake in CP, centres on the railroad's operating ratio, which is the weakest in North America and weakened under Green's watch. CN's is the strongest, a feat achieved during Harrison's tenure.

CP's investor day meeting comes seven weeks after Ackman held a similar, but larger, event in the heart of Toronto's financial center to lay out his reasons for wanting Green out. Paul Hilal, one of the six nominees on Ackman's slate of directors for nomination at CP's annual meeting on May 17, was in the audience at the CP event. Green said CP's most recent operating numbers show CP is becoming far more productive and efficient and doesn't need any repairs from a new CEO. In the first two months of this year CP's train speed was up 15% and its yard dwell down 29%, compared with the average of the past three years. "This is not about a soft winter and easy year-over-year comparisons," Green said. "We are setting new records." Green said that some of Pershing's analysis of CP's operating metrics is "flawed." It is wrong about CP's pricing and service quality as well as its railcar and locomotive utilization, he said. "I don't mind criticism but I do think it's reasonable to ask that it be based on facts," he added.

Earlier in the day, Green told Reuters in an interview that CP's shareholders are pleased with the direction the company is taking and with the improvement in its operations. "What we've found is that there's an awful lot of change that is occurring in the company and people are just delighted with the amount of change that's happening and how it's manifesting itself in superb operating metrics," Green said. (*TorontoSun.com*, Mar 27)



VIA TRAINS MOVE TO NEW STATION IN BELLEVILLE: VIA Rail trains will begin stopping at a new station in Belleville, ON, starting next Tuesday, March 20, 2012. The new station is located at 250 Station Street, just to the east of the current station. This move to the new station building marks the end of the initial phase of construction. The project is expected to be fully completed later this year, but for several months, all trains will arrive at and depart from a new island platform, accessible by an overhead walkway. During this time, VIA will be rebuilding the main station platform and completing other work on the surrounding tracks in order to improve train movements and enhance capacity. Some of the design highlights are:

- A fully accessible and welcoming environment with comfortable, relaxing waiting areas.
- Large, ample windows to allow plenty of light and views outside, including views of train arrivals and departures.
- Wider boarding platforms.
- Parking and drop-off facilities, designed for the convenience of customers.
- Landscaping that preserves and reinforces the natural environment. (*CNW*, Mar 16)

VIA RAIL OPENS NEW PREMIUM LOUNGE IN TORONTO: VIA has unveiled a premium-passenger lounge at Toronto's Union Station. The 6,200-square-foot Panorama Lounge, located on the ground floor near the main station entrance on Front Street West, is 2.5 times larger than its relatively cramped, darker, subterranean predecessor. The lounge can accommodate up to 200 Business- and Sleeper-class passengers. According to VIA officials, preservation was of high importance when constructing the space. For example, the lounge's terrazzo and marble floors were carefully restored or replaced to match original materials. Dark-coloured woodwork matches original oak panels and cabinets. The Panorama Lounge also incorporates decidedly 21st century touches, such as free Wifi connectivity and a business center outfitted with computer stations, printers and meeting space. A selection of artwork is commissioned from Canadian notables such as Mary Filer, Kenojuak Ashevak and Liz Magor. VIA officials describe the Panorama Lounge as "a vital component" to the rail network. It was designed to ease connections for intercity travellers and for passengers riding the *Canadian*, VIA Rail's transcontinental touring train. The circa-1927 Union Station is in the midst of a massive overhaul that is part of VIA Rail's \$930 million capital investment project, which began in 2007. Overseen by the city of Toronto in partnership with VIA Rail, the Union Station revitalization will also upgrade baggage areas and install new display boards by October. (*Travel Weekly*, Mar 22)

VIA DESTINATIONS MAGAZINE GETS A MAKEOVER! VIA Destinations has a new look. In addition to new columns and new, seasoned collaborators, the magazine set about redesigning its graphics grid. "By putting young singer Cœur de pirate on the cover, we wanted to portray this breath of fresh air flooding over the magazine", explains Editor Luc Boulanger. "We have reworked the graphics grid under the direction of Benoit Martin, so as to allocate more space for graphic elements, which gives the publication a far more compelling personality. We've also streamlined the information management to make the magazine more enjoyable to read", concluded Boulanger.

In the April 2012 issue, VIA Destinations presents a Women's Issue. The editors have selected 10 Canadian women who are models in their professional field. VIA Destinations Magazine is a bilingual magazine published six times a year. The magazine offers reading that is leisurely, entertaining and informative on board VIA trains, as well as on VIA's website at viarail.ca. (*CNW*, Mar 22)

BUDGET 2012: VIA WINS, LOSES: At VIA Rail, annual expenditures will be cut by \$19.6 million; savings will come thanks to reduced maintenance costs and energy consumption. To support VIA's operations and investments in track signalling systems, track components, station repairs and information technology projects, Economic Action Plan 2012 proposes \$105 million in 2012-13 on a cash basis for VIA Rail Inc. These investments will enhance the safety and efficiency of VIA Rail Canada's operations. (*MontrealGazette.com*, Mar 29; *ActionPlan.gc.ca*)

OTHER PASSENGER

QUEBEC TO IMPROVE WEST ISLAND COMMUTER RAIL: Quebec will spend \$19.2 million improving infrastructure on a West Island commuter rail line, but it's unclear if and when those upgrades will result in more trains for riders. Commuters have long complained about a dearth of trains on the Vaudreuil-Hudson line, which offers 27 daily departures, mostly at rush hour. The funding announcement was made by Paul Côté, the new interim president of the Agence métropolitaine de transport (AMT), accompanied by a cabinet minister and three Liberal MNAs representing ridings served by Vaudreuil-Hudson.

The improvements involve upgrading the signal system and switches between Montreal West and Dorion. They're the second phase of work that began last year with improvements between Montreal West and downtown. Work on the latest phase will start in April and be completed in 2013, according to the AMT, a provincial agency that runs Montreal's five commuter train lines. Then, late in 2013 and in 2014, the AMT moves to Phase 3, adding new tracks between Dorval and Pine Beach stations. The cost of that phase was not disclosed.

Vaudreuil-Hudson shares tracks with Canadian Pacific freight trains. The improvements will speed up commuter trains, reduce commuter delays and make it easier for commuter trains to bypass

freight traffic, Côté said.

After the upgrades, the line will be able to accommodate six more trains per day and, in the medium term, carry up to 45 per cent more passengers on the line, Côté added. But the money required to add more daily train departures is not in place yet. "Those are questions for 2014," Geoff Kelley, native affairs minister and a West Island MNA, told reporters when asked when commuters can expect more trains. "That will be a challenge for us. The friends of public transit and the caucus in Quebec City (will have) to put pressure on the government" to fund more trains, he said. Increasing service could be part of mitigation measures put in place to relieve traffic caused by construction of the new Turcot Interchange, to be done between 2012 and 2018, Kelley said. Adding six trains may not sound like a lot, but Pointe Claire Mayor Bill McMurchie said "you have to look at it in terms of the number of trains we have at the present time. Six represents a fairly substantial increase." McMurchie said the announcement "is a step leading up to what we look forward to and that's the Train de l'Ouest." He was referring to a proposal Quebec is studying that could triple the number of trains on Vaudreuil-Hudson by about 2016. That upgrade – which could cost up to \$1 billion – would involve adding tracks dedicated exclusively to commuter trains. Côté said results of studies on the Train de l'Ouest are expected at the end of 2012 after which the province will decide whether to proceed.

Vaudreuil-Hudson is the Montreal's second busiest commuter train line. In 2011, it was used for 17,000 trips daily – an 11-per-cent jump from the previous year, the AMT said. Côté took over as head of the AMT four weeks ago after his predecessor, Joël Gauthier, left amid controversy over several projects, including delays and cost overruns on a new train line between Mascouche and Montreal. (*The Gazette*, Mar 15)

REGIONAL / SHORTLINE NEWS

ONTARIO NORTHLAND - UP FOR SALE: The future is unclear for more than 950 employees at Ontario Northland Transportation Commission after the province announced it will sell the Crown corporation. Most of the ONTC divisions – rail freight, rail refurbishment and Ontera telecommunications – will be sold. The *Northlander* train service that runs between Toronto and Cochrane will be cancelled and replaced with bus service. The *Polar Bear Express* from Cochrane to Moosonee is one service that will remain operational. The news was delivered by ONTC chairman Ted Hargreaves and Minister of Northern Development and Mines Rick Bartolucci in Sudbury. Bartolucci said he suspects there will be plenty of interest in the divisions, but wouldn't comment on specific deals. It's unclear what that might mean for the North Bay workforce. "It's too early in the process to determine how many jobs will be lost or gained," Bartolucci said.

Bartolucci, who joined staff and supporters in North Bay in 2004 to launch the Liberal plan to revitalize the ONTC, defended his decision to deliver the news from Sudbury by saying North Bay isn't the only city affected by the news. He said 11 communities will be impacted. He also defended his party's support of the Crown corporation. "No government has tried harder than ours to support the ONTC. We have given \$439 million to ONTC since 2003," Bartolucci said. He said the government was looking at privatizing the ONTC a few months before the Drummond report was released in February, which listed 362 recommendations as a way for the government to get back on financial track. One of the recommendations suggested ONTC's services could be provided more effectively with private-sector involvement. A number of reasons were given for the cancellation of the *Northlander*: the current subsidy is \$400 per passenger, and is no longer affordable; Government funding has increased from \$28 million annually in 2003-04 to \$103 million this year, ridership has remained stagnant at about 320,000 rides a year, and sales revenues have declined from \$140 million in 2005 to just over \$100 million this year.

Bartolucci said the loss of a more than \$120-million GO Transit refurbishment contract to Canada Allied Diesel Railway Industries in Quebec last summer didn't affect the decision to sell to a Crown corporation. "But we have a responsibility to find a new solution that both protects essential passenger services and ensures Northerners are getting full value for taxpayer money. Our priority is to invest in areas that matter most to Northerners, such as health care, education, Northern highways and the Northern Ontario Heritage Fund," he said. Bartolucci also announced the ONTC board has been

dissolved and new appointments were made to execute the divestment process. Hargreaves will chair the interim board comprised of Philip Howell, chief executive officer of the Financial Services Commission of Ontario; Mahmood Nanji, assistant deputy minister of the Ministry of Economic Development and Innovation; Johnathan Weisstub, head of new partnerships of Infrastructure Ontario; and Greg Percy, vice-president of operations at Metrolinx. "Divestment isn't foreclosure. It's business as usual," said Hargreaves. The commission will look for organization that can deliver the same sorts of services in the North, he said. Asked specifically about a union/management proposal, Hargreaves said everything will be on the table.

Nipissing MPP Vic Fedeli said McGuinty lied to the people of Ontario again. Fedeli said he started ringing the alarm bells when he was mayor and noticed the ONTC was not mentioned in the province's Northern Growth Plan. "Part of my job is to fight for North Bay, so I'm eager to meet with Bartolucci," said Fedeli, who wants further details on the Liberal plan for divestment. Timmins NDP MPP Gilles Bisson said he predicted a sale was coming. "The government is trying to figure how to balance the budget by selling off its Crown jewels, but what I don't understand is why sell off the strong parts of an organization and end up with a shell of a company or no company at all."

Brian Kelly is chairman of the General Chairpersons' Association representing all unions at the ONTC. He said the unions feel betrayed after promises from the province of aid for the ONTC following the loss last year of a lucrative five-year contract for the refurbishment 127 GO Transit coaches. "Dalton McGuinty signed a promise that he would not sell the ONTC if he was premier. He just did," said Kelly, referring to a media event prior to the 2002 byelection in which McGuinty made the pledge. A social media campaign has commenced with a Facebook page called "Ontario Northland...Not For Sale" with 14,000 members in the first 72 hours. (**BayToday.ca**, Mar 23; **North Nay Nugget**, Mar 24; **CNW**, Mar 26)

WESTERN CANADIAN SHORTLINE RAILWAYS LOOKING AHEAD TO NEW REALITY: The looming end of the Canadian Wheat Board single desk for marketing in western Canada on August 1, 2012, may lead to changes to the shortline railways in the region. The shortlines predominately move CWB grains, but industry participants expressed confidence in their viability and the continued use of producer railcars along those lines. Many of the 14 western shortline railways primarily deal with moving producer railcars, which are loaded by farmers marketing grain through the CWB. In 2010/11 farmers loaded 12,784 producer cars, according to CWB data. Of that total, about 97% of the cars were filled with CWB grain. Most of the loading facilities and connecting shortline railroads are owned by farmers in cooperatives or joint ventures.

"There will be some bumps in the road, but we're excited," said Conrad Johnson, chair of the Great Western Railway board, and the president of the Saskatchewan Shortline Association. "We're seeing an extreme amount of interest from smaller companies, some we've never heard of, who would like to source specific qualities of grain from specific areas along our line," he added. For people who like the old system of selling producer cars through the board, that system will still be there. Johnson said the only difference will be that now each car will be going to a specific sale, rather than the general pool. That means farmers will need to show more discipline in loading what they want.

With CWB wheat and durum accounting for most of the grain moving on the shortlines, it remains to be seen whether or not farmers will want to continue dealing with the new voluntary CWB, said Matt Enright, grains manager with Battle River Railway. "If they are, we'll continue to move quite a bit of Wheat Board grain," said Enright. His railway is also working on partnering up with other grain companies to move non-board grains, and have moved small amounts of canola in the past. "The key driver of whether or not producer cars will continue to be used is whether or not they pencil out for farmers," said Enright. Currently, a farmer could ship all their canola through producer cars, but it doesn't make sense from a financial standpoint. "We're constantly working to find alternatives for guys to ship producer cars," said Enright, noting that all options are on the table going forward, including becoming a grain company of their own, building facilities, or partnering with a grain company. (**Commodity News Service Canada**, Mar 14)

NO E&N RAIL FUNDING IN 2012 FEDERAL BUDGET: Canadian Finance Minister Jim Flaherty has handed down the 2012 Federal

Budget, telling the House of Commons it's one for the next generation. "We're moving forward with responsible resource development, trade expansion and getting Canadians into high-quality jobs," said North Island MP John Duncan. There are no special projects for the Comox Valley or Campbell River. In fact, the only specific funding for Vancouver Island goes toward dock upgrades in Esquimalt. Duncan admits there is no specific funding to get the E&N Railway back on track. "There is money for VIA [Rail] in the [budget] document, but money for VIA does not necessarily allocate to Vancouver Island. I've still got to sleuth that out," said Duncan. The Federal Government has been under pressure to match \$7.5 million dollars invested by the Province of BC, to pay for major upgrades to the rail line that links Courtenay with Victoria, which is currently out of service. "We're disappointed to learn that the E&N funds were not in this budget and we're obviously hoping that the Minister will continue to work on that for the Valley," said Comox Valley Chamber of Commerce chair, Bob Scales. (**HQComoxValley.com**, Mar 29)

OTHER

NS CELEBRATES COLOURFUL HERITAGE WITH HISTORIC PAINT SCHEMES: Norfolk Southern is honouring its predecessor railroads during 2012, its 30th anniversary year, by painting 18 new locomotives in commemorative schemes that reflect the heritage of those predecessors. The heritage locomotives will represent most of the predecessor railroads that played significant roles in NS's history. The first units will be delivered in March, and all units are expected to be riding the rails by June 1, NS's 30th anniversary date. "The heritage locomotives reflect the pride we take in our long and colourful history," said NS CEO Wick Moorman. "As they travel through our system, these state-of-the-art units in vintage livery will serve as reminders to our customers, employees, and communities that the modern rail network that keeps America competitive today and into the future has deep roots in the nation's past."

Each paint scheme will be modified to fit contemporary locomotives while staying as true as possible to the original designs. The heritage locomotives will be used to haul freight across NS's network. The predecessor companies to be represented include: Central of Georgia Railway; Central Railroad of New Jersey; Conrail; Delaware, Lackawanna and Western; Erie Railroad; Illinois Terminal Railroad; Interstate Railroad; Lehigh Valley Railroad; Lehigh Valley Railroad; New York Central Railroad; New York, Chicago and St. Louis Railroad; NS Railway; Norfolk & Western Railway; Pennsylvania Railroad; Reading Company; Savannah & Atlanta Railway; Southern Railway; Virginian Railway; and Wabash Railroad. (**PR Newswire**, Mar 1)

INDUSTRIAL RAIL LAYS OFF 85 PEOPLE: Industrial Rail Services Inc. in Moncton, New Brunswick, has laid off 85 employees, after engineers found a problem with the frame of LRC cars the company had been contracted to rebuild for VIA Rail. The project is also well behind schedule. IRS officials said that the 85 layoffs are indefinite while they try to figure out how to solve the framing problem in the rail cars it's refurbishing. The affected employees range from skilled labourers to administrative staff, officials said. Another 87 employees are working on other projects with the company, according to officials.

VIA was unaware of the layoffs, according to chief operating officer John Marginson. "We said to them, 'Look, don't worry about the seat attachment issue. We'll look after it. We don't want you to disrupt or delay production coming out of your facility and you should continue on with the regular scope of work that you have to do,'" he said. Marginson said he believed the problem had been resolved. VIA officials will now have to meet to discuss how to proceed, he said, expressing concern about the effect on IRS employees. "With the ongoing uncertainty here, once employees have left — and even the employees that haven't left — they could start looking elsewhere for them and their families," he said.

Marginson had previously expressed frustration about IRS lagging behind on the \$109-million contract to refurbish 98 VIA Rail LRC coaches. As of March 2, only 10 had been completed, he had said. He was expecting at least 27. Industrial president Richard Carpenter said at the time that issues had cropped up during the process of fixing up the 35-year-old cars. It's unclear how many of the cars have the problem. (**CBC News**, Mar 13)

RAILCAR PLAN HITS SNAG: Plans to relocate Orillia's Ossawippi Express railcars could be derailed for a second time. Skyline

International Development and the City of Orillia have entered into memorandum of agreement for the removal of the railcars, which will see them become part of a proposed \$1.7-billion redevelopment project in Port McNicoll. Skyline paid Orillia a non-refundable deposit of \$25,000 to defray any costs to the city associated with the transfer of all eight railcars. The problem is Tay Township has a bylaw that prohibits locating and restoring any unused railcars within the township. "If they're not being used as part of a railway, they need a zoning amendment to allow for their use," Mara Burton, the township's director of planning and development said. The bylaw, in place since 2000, puts the same restrictions on trucks, buses and coaches. Tay residents will have their say on Skyline's proposal, as the application must go through a public-meeting process. "That's a risk that Skyline, I guess, is willing to take," Burton said. The cars fell into Orillia's hands after the Ossawippi Express restaurant — which was housed in the antique cars on leased city land — went out of business in April 2010.

This is the second time city politicians believed they found the railcars a home. In December, the City of Kawartha Lakes dropped funding that would have seen the railcars moved to Lindsay. Orillia council has authorized Priestly Demolition Inc., of Kettleby, to remove and demolish the railcars if the deal falls through. Skyline plans on constructing a replica of Port McNicoll's original train station to join the railcars. The company's architects are redesigning the yacht club portion of Skyline's development to take into account the railcars and SS *Keewatin*. One of the most luxurious in Canadian Pacific Railway's once-mighty Great Lakes steamship fleet, the 350-foot ship is expected to return to Port McNicoll's shores from Michigan in June. (**The Packet & Times**, Mar 16)

FATE OF ILLINOIS EMD PLANT UNCERTAIN: Workers at the Electro-Motive Diesel plant in La Grange, Illinois, narrowly rejected a contract offer from parent company Caterpillar, raising fears the plant could suffer the same fate as London's. The contract offer fell by a 316-298 vote Sunday, according to a worker with knowledge of the situation. The union had recommended members approve the offer. The employee, who wishes to remain anonymous, said there's suspicion among the rank and file that the plant there could be closed with operations moving to the growing Muncie, Ind., plant.

Electro-Motive announced Feb. 3 its locomotive plant in London, Ontario, would close after workers rejected an offer that included massive wage and benefits cuts. It's believed at least some of the jobs from that plant are moving south to Caterpillar's Progress Rail facility in Muncie. "We have no idea what's going to happen now, tomorrow will be very interesting," the La Grange worker said after the results were known. "To be honest with you, it was a (terrible) offer. For every step we take forward, we take three backwards. By the end of the contract this union would've been busted and employees would be bringing home even less with the amount of insurance they expect the membership to pay. Holidays have been taken away, and who knows what else is included in the fine print?"

CAW Local 27 president Tim Carrie, who represented Electro-Motive workers in London, was surprised to hear the contract offer had been turned down, especially in light of the union's recommendation to embrace it. He urged workers there to fight what he described as Caterpillar's ruthless style of bargaining. "The only advice I'd give the workers is to stay strong and stick to their principles. You don't need a union to take you backwards." A spokesperson for Caterpillar said the company and its subsidiaries Progress Rail and Electro-Motive Diesel wouldn't comment on the vote. Executives for the United Auto Workers union that represents the La Grange workers couldn't be reached for comment. (**The London Free Press**, Mar 13)

EMD TO FINISH LOCOMOTIVE ASSEMBLY IN CANADA: Electro-Motive Diesel has worked out an arrangement with its former workers and the local union to complete assembly of the remaining locomotives at its former London, Ontario, plant before permanently shuttering it. Canadian Auto Workers union and EMD have agreed to a plan in which employees will return to London and finish assembly of three outstanding orders between now and September. Other work such as traction motor assembly is believed to be included with the deal. EMD shut down the Canadian plant at the end of 2011 after opening a new plant in Muncie, Ind. Left to finish is a portion of Union Pacific 2012 order for 73 SD70ACe's, 60 of which are being assembled at Bombardier Transportation's Sahagun, Mexico, plant. The remaining 13 units numbered will be constructed and delivered from London. The other two orders are for the

EMD/Progress lease fleet and are two orders for SD70ACe's. The first order is Nos. 2100-2109 while the second is 2110-2114. The latter order will include cab signals and more ballast, making them compatible with CSX's current specifications for new power. (**Trains.com**, Mar 13)

RED RIVER COLLEGE PROGRAM PUTS GRADS INTO TOUGH, LUCRATIVE RAIL JOBS: Hundreds of tonnes of rolling steel rumble down the track as a student jogs alongside and grabs for the ladder to hoist himself aboard an enormous boxcar - what a cool classroom. And also incredibly dangerous and unbelievably strenuous. It's a classroom with immense responsibility, demands and risks, a classroom in which the student dares not, must not, let his attention wander for even a split second. And for those who make it, a starting salary of \$65,000 a year, which can quickly double in two or three years.

Way out on Pandora Avenue East, past the Transcona Rail Yards, Red River College has its own sections of track and boxcars and a leased locomotive, where three dozen students undergo intense daily training to see if they can cut it as railway conductors. No, not conductors checking tickets on a warm and cosy passenger train. Conductors are the crews working the frenetically sprawling rail yards in brutal cold and overbearing heat and bugs, ensuring freight cars are connected or decoupled properly, seeing to it boxcars being assembled into mile-long units are in the right order and their brake hoses hooked up and working properly, overseeing the moving of freight cars from track to siding to other tracks and other trains. They're called the 'running trades.' "It's anyone associated with moving trains," summed up Joe Carey, RRC's program manager for the Trades, Transportation, Industrial and Environment School of Continuing and Distance Education.

It's Perry Marquis's classroom, and he's a tough taskmaster. He has to be, because his grads are responsible for their own and others' lives, not to mention millions of dollars worth of equipment and cargo. Marquis is the lead instructor in the training program Red River College began in 2009, which has grown to three classes a year, three dozen students at a time starting a 15-week course in January, May, or September. RRC's program is housed in a dormant CN training centre in the far east end of Transcona. "They've allocated several tracks," Carey explained. "They've given us eight to 10 boxcars. We've leased a locomotive." It's not cheap - tuition is \$9,900 - and the students have to buy their own safety boots and other gear. "It's very safety-sensitive," Carey said. On the first day of training, "We take them to the Symington yards to see if they freak out." Students have their rail-yard practical training to pass, their classroom work and require a perfect mark on the signals test. When RRC says a graduated student is ready to work the railroad, the railways know they've got a keeper who already knows how to work the yards and knows what something as mysterious as 'kicking a car' means, Marquis said. "It's a language - the vocabulary is so different," Marquis said. "We don't just teach the curriculum and the practicum, we teach a culture." (**Winnipeg Free Press**, Mar 13)

RECENT THEFTS DAMAGE HERITAGE RAILCARS: A recent series of break-ins and thefts of copper cable at the West Coast Railway Heritage Park in Squamish, BC, is prompting park officials to upgrade park security while seeking some donations to repair heritage train cars damaged in the incidents. The incidents, the most recent of which was reported on Feb. 28, resulted in the removal of copper cables from four heritage passenger cars used in excursions. Park officials are facing a repair bill of around \$20,000, with the work needing to be done in time for the next excursions in June. "Our volunteers at the West Coast Railway Heritage Park work hard to restore this heritage equipment so that families can enjoy our many great events, such as Day Out With Thomas and Polar Express," Don Evans, WCRA president and CEO, said in a statement. "Stealing from a charitable organization and the people who donate their time and expertise is about as low as anyone could go." Evans told **The Chief** that during the recent incidents, thieves entered the 12-acre park by cutting through a back fence, then likely used the same cutting equipment to remove the cables, which connect the cars to the train's engine, allowing the passenger cars to have lights, heat and air exchange. Four of the six heritage passenger cars have been damaged; the two remaining cars were inside the shop undergoing upgrades at the time of the break-ins, Evans said. "They just cut the fence to bits — they have heavy cutters of some sort, because they were able to cut out these copper cables fairly easily," he said. The total replacement value of the stolen cables is around \$10,000, and

an additional \$10,000 worth of repair work is needed, Evans said. The West Coast Railway Heritage Society is a volunteer-driven, non-profit group that relies on park admissions, facility rentals and donations. (SquamishChief.com, Mar 19)

JANUARY CARLOADINGS UP 7.3%: Canadian railways carried 24.9 million tonnes of freight in January, up 7.3% from January 2011. The gain was the result of increases in both domestic and international cargo loadings. On the domestic front, the railway industry's core transportation systems, non-intermodal and intermodal, saw their combined freight loadings rise 5.2% to 21.9 million tonnes over the same 12-month period. Non-intermodal cargo loadings, which are typically carried in bulk or loaded in box cars, advanced 4.9% to 19.6 million tonnes. The gain was the result of increased traffic in more than half of the commodity classifications carried by the railways. The commodity groups with the largest increases in tonnage were coal, wheat and colza seeds (canola). Intermodal freight loadings of containers and trailers loaded onto flat cars grew 8.0% to 2.2 million tonnes. The increase occurred solely on the strength of containerized cargo shipments as trailers loaded onto flat cars declined. Internationally, total rail freight traffic received from the United States experienced a 25.4% gain to reach 3.0 million tonnes. The increase was driven by both non-intermodal and intermodal traffic. From a geographic perspective, 60.6% of the freight traffic originating in Canada was in the Western Division of Canada, with the remainder loaded in the Eastern Division. For statistical purposes, the Eastern and Western Divisions are separated by an imaginary line running from Thunder Bay to Armstrong, Ontario. Freight loaded at Thunder Bay is included in the Western Division while loadings at Armstrong are reported in the Eastern Division. (StatCan.gc.ca, Mar 29)

RAIL FATALITIES IN CANADA REACHED FIVE-YEAR LOW, SAFETY BOARD SAYS: Transportation accident rates in Canada are trending downward, Transportation Safety Board of Canada (TSB) officials said in a statement, citing preliminary 2011 safety statistics. The preliminary summary of air, marine, pipeline and rail accidents and incidents that occurred last year shows 7.9 occurrences were reported to the TSB daily, down from 8.4 in 2010. A transportation occurrence is any accident or incident associated with the operation of a ship, pipeline, railroad rolling stock or aircraft. Of the 2,882 total occurrences reported in 2011, 121 caused fatalities.

An encouraging trend in the rail sector continued last year, when fatalities reached a five-year low of 71 versus 81 in 2010, TSB officials said, adding that "notable strides" were made in the number of crossing accidents and non-mainline derailments. Overall, 1,023 rail accidents were reported, down 5 percent compared with 2010's 1,076. In addition, the accident rate per million train miles dropped from 2010's 12.8 to 12. But the number of trespasser-related occurrences remained high last year, accounting for 63 percent of all rail fatalities, TSB officials said. "We will continue to call upon industry and government to make the meaningful changes needed to ensure our pipelines, our railways, our waters and our skies will be safer for Canadians," said TSB Chair Wendy Tadros. (CNW, Apr 4)

CARLOADS UP IN MARCH: AAR: Canadian railroads (including their U.S. operations) originated 310,471 carloads in March 2012, up 2.2% (6,768 carloads) over March 2011. Canadian intermodal volume in March 2012 was 199,935 containers and trailers, an average of 49,984 per week, up 9.4% over March 2011, and the highest ever for a March in history.

In the first quarter, Canadian carloads were up 5.4% (50,706 carloads) and intermodal volume was up 6.9% (41,126 units). 14 of the 20 carload commodity categories tracked by the AAR saw increases on Canadian railroads in March. Commodities with increases included petroleum and petroleum products (up 4,608 carloads, or 27.8%); motor vehicles and parts (up 2,305 carloads, or 10.3%) and farm products excluding grain (up 1,838 carloads, or 17.1%). Commodities seeing declines in March included chemicals (down 7,051 carloads, or 14.0%) and coal (down 2,105 carloads, or 6.2%). Seasonally adjusted Canadian rail carloads in March 2012 were down 1.9% from February 2012, while seasonally adjusted intermodal volumes in March 2012 were up 1.5% over February 2012. (AAR.org, Apr 6)

Thanks this month to Kenneth Shannon, Norbert Shacklette, CanadianRailwayObservations.com and John Thompson. ■

Coming Events

OTTAWA, ONTARIO: Ottawa Train Expo will be held on **May 5** (10:00 to 16:30) and **May 6** (10:00 to 16:00) at the Carleton University Fieldhouse, 1125 Colonel By Drive. 48,000 sq. ft. of layouts in all scales, displays, clinics, manufacturers, vendors and raffles. Thirteen and older \$8; 12 and under free with adult accompaniment. Information: www.ottawatraineexpo.com

BRANTFORD, ONTARIO: The Brantford Model Train Shop will be held on **June 3** (10:00 to 15:00) at the Best Western Brant Park Inn, 19 Holiday Drive. Model trains, train sets, locomotives, track, rolling stock, structures, photos, DVDs, railroad memorabilia and operating layouts. Adults \$5; children under 12 free when accompanied by an adult. Information from Ian at 519-426-8875; e-mail: toyshow@kwic.com or www.brantfordtrainshow.blogspot.com

STRATFORD, ONTARIO: The 11th Annual Railway Show will be held on **June 3** (10:00 to 15:00) at the Wm. Allman Arena, Lakeside Drive. Free parking. Adults \$3; children under 12 free. Heritage displays, model layouts, exhibits, vintage photos, guest speakers and vendors.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its Railway Nostalgia Weekend on **June 23 and 24** at 225 Wellington Street. Thomas the Tank Engine is coming back - "Day Out With Thomas" will be held on **July 13-15** and **July 20-22** at the St. Thomas Elgin Memorial Centre. Information: www.ecrm5700.org

FIELD, BRITISH COLUMBIA: Join the Friends of Yoho on **August 25 and 26**. On the first day listen to the fascinating lore of the Canadian Pacific Railway, in particular the story of the Big Hill, spiral tunnels and the locomotives and trains which traversed it. One the second day you will visit the Big Hill starting at Lake Louise and working your way back to Field through a series of points of interest (be sure to bring sturdy footwear and clothing). Participants are responsible for their own accommodations and meals. Seating and accommodation are very limited so register and reserve early. Please visit "The Friends of Yoho" website (www.friendsofyoho.ca/cp.htm) for more information on how to register. Minimum registration for the course is six people. Please contact 250-343-6393.

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CPR Locomotive Allocations and Assignments - June 1953

by Keith Fawcett

Keith has compiled allocation and assignment locomotive lists for the CPR as of June 1953 in BC from Field to Vancouver and around Penticton (Midway and West). Allocations and assignments as of June 1952 appeared in the July-August 2011 "Branchline".

Vancouver (Vancouver Division) - Drake Street, 40 locomotives (11 diesel, 29 steam)

Type	Total	Numbers
DS4-4-1000	9	7065, 7067, 7069-7075
S-3	2	6510, 6511
2-8-0 M4	3	3443, 3448, 3487
2-8-0 N2	3	3611, 3671, 3731
2-8-2 P1	4	5211, 5212, 5221, 5241
2-8-2 P2	2	5327, 5337
2-10-2 R3	1	5761
4-6-0 D10	2	909, 922
4-6-2 G4	2	2703, 2707
4-6-2 G3	7	2373, 2382, 2383, 2387-2390
4-6-4 H1	5	2860-2864

Assignments	Loco. Req'd.	Class Allocated
Vancouver-Kamloops Passenger	10+	H1, G3, G4
Vancouver-Penticton Passenger (45 and 46)	2	P1
Vancouver-Medicine Hat Passenger (11 and 12)	*	*
Vancouver-Coquitlam Transfer Freight	2	P2, R3
Vancouver-Huntingdon Mixed	1	N2
Vancouver-Mission City Way Freight	1	P1, N2
Vancouver-Coquitlam Industrial Switching	2	N2, D10, M4
Vancouver Switching and North Vancouver Transfer Freight	11	S-3, DS4-4-1000, M4

- The mainline passenger trains were 1 & 2, transcontinental locals - G3; 3 & 4 ("The Dominion" from/to Toronto) - H1; 7 & 8 ("The Dominion" from/to Montreal) H1; 5 & 6 the transcontinental express, mail, baggage and deadhead equipment trains - G3 or G4 [not advertised in the public timetables]; 13 & 14 ("The Mountaineer" from/to St. Paul) - G3; plus additional sections of the Dominions and military trains, thus the 10+ locomotives. Occasionally if "The Mountaineer" was especially heavy (usually with Pullman cars bound for/from Banff or the U.S.) an H1 would work "The Mountaineer", leaving #8 with a G3 locomotive. At this time, all regular mainline passenger trains usually only had steam as far as Kamloops. Calgary-based diesels handled Kamloops to Calgary.

* The Kettle Valley line passenger trains were a) 11 & 12, the Kettle Valley and Kootenay expresses, Vancouver to/from Medicine Hat. These trains were dieselized in mid-June 1953, using pairs of FM C-Liner units based in Nelson and running through from Nelson to Vancouver. I believe they remained steam powered east of Nelson until MLW passenger units (4082, 4083, 4463 and 4464) arrived in Nelson at the end of the summer; b) 45 & 46, the daily summertime trains mainly for the southern Okanagan fruit traffic - they ran overnight from Vancouver to Penticton and carried a coach and sleeper.

- Classes M4 and P2 engines burned coal. All other were oil burners.

Coquitlam (Vancouver Division) - 23 locomotives (2 diesel, 21 steam)

Type	Total	Numbers
DS-4-4-1000	1	7066
DRS4-4-1000	1	8008
2-8-0 M4	3	3400, 3401, 3460
2-8-0 N2	1	3678
2-8-2 P1	3	5121, 5258, 5263
2-8-2 P2	1	5314
2-10-0 R3	4	5765, 5770, 5771, 5785
4-6-0 D9	1	573
4-6-0 D10	1	914
4-6-2 G4	7	2701, 2702, 2704, 2705, 2709, 2715, 2717

Assignments	Loco. Req'd.	Class Allocated
Coquitlam-North Bend Freight and Vancouver-Coquitlam Transfer	8-9	G4, P2, P1, N2/R3
Coquitlam-New Westminster Freight and Mixed	2	DRS4-4-1000, M4, N2
Coquitlam-Ruby Creek Way Freight	1	D10, D9
Coquitlam Switching	4	DS4-4-1000, R3, M4
Work Train (when required)	(1)	D9, M4

- Classes M4, P2 and G4 2715 burned coal. All others were oil burners.

Kamloops - 22 steam locomotives serviced at Kamloops or North Bend

Type	Total	Numbers
2-8-2 P1	1	5256
2-8-2 P2	18	5310, 5315, 5316, 5322, 5324, 5326, 5331, 5336, 5342, 5343, 5345, 5349, 5350, 5358, 5360, 5366, 5387, 5392
2-10-0 R3	2	5775, 5779
4-6-0 D9	1	575

Assignments	Loco. Req'd.	Class Allocated
Kamloops-North Bend Freight	8	P2
North Bend-Ruby Creek Freight and North Bend-Spences Bridge (or Wallachin) Freight	4	P2
Kamloops-North Bend Way Freight	1	P1, D9
Kamloops Switching	1	R3
Work Train (when required)	(1)	R3, P2, D9

- At this time, all regular passenger trains changed from steam to diesel in Kamloops - the steam locomotives were based in Vancouver and the diesel locomotives at Alyth (Calgary). Occasional diesel failures or shortages resulted in steam locomotives working from Kamloops to Revelstoke on passenger trains.

- North Bend to Ruby Creek and to Spences Bridge or Wallachin freight runs were to move overflow traffic over the grades in both directions between Ruby Creek and Wallachin. This was especially a problem in the westbound direction since there was more tonnage westbound than eastbound.

- All P2s were coal burning. Others were oil burning.

Revelstoke Division - Approximately 39 steam locomotives serviced at Revelstoke, Golden, Sicamous, Notch Hill and Vernon

Type	Total	Numbers
2-8-0 N2	3	3604, 3650, 3661
2-8-0 P1	1	5249
2-8-2 P2	8	5462-5469
2-10-0 R3	7	5758, 5760, 5762, 5776-5778, 5786
2-10-2 S2	6	5800, 5801, 5804, 5805, 5807, 5808
2-10-4 T1	6	5901, 5902, 5908, 5915, 5917, 5920
4-6-0 D9	1	590
4-6-0 D10	6	918, 923, 962, 969, 983, 985
4-6-2 G4	1	2706

Also 78 to 85 diesel locomotives assigned to Alyth (Calgary):

FP7	30	4028-4041, 4058-4063, 4066-4075
F7B	29	4424-4448, 4459-4462
GP7	13	8409-8411 and ten of 8412-8425
C-Liner (A units) *	4	Four of 4052-4057, 4064, 4065, 4076-4081
C-Liner (B units) *	3	Three of 4449-4458
SW9 *	6	7400-7405

* I am not sure about the C-Liner units - I believe at least 17 of the 24 units were assigned to Nelson at this time. Any C-Liner units still at Alyth were used in Calgary-Revelstoke freight service. Four GP7 units were also assigned to Nelson. The six SW9 switchers were also used at Field for switching and on the Laggan (Calgary-Field) subdivision (one or two of the SW9 units were likely used in yard service at Alyth as well).

Assignments	Loco. Req'd.	Class Allocated
Calgary-Kamloops Passenger (1, 2, 3, 4, 5, 6, 7, 8, 13, 14)	26	FP7, F7B
Revelstoke-Calgary Freight	40	FP7, F7B, GP7, C-Liner A&B?
Revelstoke-Field Way Freight	1	GP7
Revelstoke East, Passenger and/or Helper service	(2)	T1
Revelstoke-Kamloops Freight	8	P2, G4, P1, R3
Revelstoke-Taft Helpers	3	T1, S2
Notch Hill Helpers	4	S2, R3
Revelstoke-Kamloops Way Freight	1	P1, R3
Revelstoke-Kelowna Freight	2	N2
Revelstoke-Arrowhead Mixed	1	D9, D10
Sicamous-Kelowna Mixed	1	D10
Sicamous-Kelowna Way Freight	1-2	D10
Revelstoke Switching	2	SW9, R3
Vernon Switching	1	D10
Work Trains (if required)	(2-3)	SW9, T1, S2, R3, D9
Stored (Revelstoke)	(1)	R3

- By June 1953 all regular traffic east of Revelstoke was dieselized. The diesel locomotives on the passenger trains normally ran through from Calgary to Kamloops where they were exchanged for steam locomotives on to Vancouver. It is probable that occasional use of diesel locomotives on Revelstoke-Kamloops freight runs would have occurred (especially on weekends). When trains 13 and 14 came off at the end of August, more freight runs west of Revelstoke were likely powered by diesel locomotives.

- A couple of T1 locomotives were retained at Revelstoke for occasional passenger or helper service to the East in the event of extra traffic (additional sections of regular passenger trains, military trains) or diesel failures. In addition, the T1 locomotives were used regularly on helper service west of Revelstoke as far as Taft.

- By this time, the servicing facility at Golden was used only by the Kootenay Division D10s working in from Cranbrook. No helpers were based here.

- By mid-summer, fruit traffic from the Okanagan branch would have required daily way freights (2 locomotives) from Sicamous to Kelowna (or Vernon). In addition, extra freights may have been run (R3, N2 or D10 from Kelowna or Vernon to Sicamous or Revelstoke).

Penticton Division - Approximately 28 steam locomotives serviced at Penticton, Brookmere, Princeton and Midway

Type	Total	Numbers
0-8-0 V4	1	6940
2-8-0 N2	16	3601, 3602, 3609, 3628-3630, 3639, 3647, 3657, 3688, 3706, 3721, 3729, 3734, 3742, 3747
2-8-2 P1	6	5101, 5120, 5155, 5244, 5261, 5264
2-10-0 R3	4	5757, 5783, 5787, 5788
4-6-0 D10	1	925

Also approximately 30 diesel locomotive assigned to Nelson.

C-Line (A units)	10	Ten of 4052-4057, 4064, 4065, 4076-4081
C-Line (B units)	7	Seven of 4449-4458
GP7	4	Four of 8412-8425
S-4	10	7109-7118 (three or four may have been assigned to the Alberta Division at this time)

Both steam and diesel totals are approximate since advancing dieselization meant changes in assignments on a day-to-day basis.

Assignments	Loco. Req'd.	Class Allocated
Penticton-Midway Freight	3-4	P1, N2
Penticton-Brookmere Freight	3-5	N2, P1
Brookmere-Ruby Creek Freight	2	N2
Penticton-Brookmere Way Freight	1	N2, D10
Princeton-Copper Mountain Freight and Jura Helper	1	N2
Brookmere-Spences Bridge Mixed	1	N2
Penticton-Osoyoos Freight	1	S-4, D10
Penticton Switching	1	S-4, V4, N2
Penticton and Ruby Creek-Brookmere Helpers	3-4	R3, N2
Work train (if required)	(1)	N2, D10

- At this time, the Kootenay-Kettle Valley Divisions were in the early stages of dieselization. The through passenger trains (Kootenay and Kettle Valley expresses) had been dieselized between Nelson and Vancouver in mid-June using C-Liner A and B units in pairs. These passenger trains did not affect the Penticton steam allocation since they were previously covered by P1s from either Nelson or Vancouver. However, it is probable that Penticton had one or two S-4 switchers by this stage which would likely have been used on the switching at Penticton and on the Osoyoos way freight. It is also possible that some of the through freight between Midway and Penticton would have used diesel locomotives though complete dieselization of these services and of the through freight services west of Penticton would not have taken place until the arrival of MLW FA-2 and FB-2 units in late-summer/early-fall.

Keith Fawcett is very interested to receive comments and/or corrections, c/o Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9. ■

Selected Stories

Another tale about CN's 5700s by Doug Hatelly

The two articles about CN 5700s in April "Branchline" reminded me of another tale about one of these famous engines.

In 1989 I was fortunate to be accepted into a General Motors apprenticeship for Industrial Mechanic (millwright). One of our instructors, Ed Dwyer, served his apprenticeship in CN's Stratford shops. He was invited to ride a break-in trip with a 5700 from Stratford to Goderich and back. The outbound trip speed was slow to be sure no bearings overheated. The return trip, however, allowed the Hudson to "stretch her legs". The speed was fast enough to impress and scare Ed out of further break-in runs on these engines.

He told me about his first day at Stratford when he was given the task of taking a booster engine apart. The engine had been removed from the trailing truck and the parts needed to be spread out on the floor in an orderly fashion. The tradesman made sure Ed had the necessary tools and left him to the job. By the middle of the afternoon Ed had the booster engine in pieces and the tradesman came by. His first comment to Ed was "You are never going to make it on the railway". While Ed was wondering what he had done wrong, the fellow added "Slow down, son. You just did two days work in six hours".

It was a pleasure to learn from Ed Dwyer as he taught the only way to do a job was the right way. His first concern was always that a job be done safely.

Excessive speed derails CN 5702



In one of CN's more spectacular derailments, 4-6-4 5702 on the advance section of passenger train No. 15 overturned at Kingston's Outer Station on August 10, 1947, skidding to a stop outside the operator's bay window and filling the station with steam and water. Excessive speed into the sharp curve on which the station was located was deemed the cause of the incident. Photo by Spence McKendry, details courtesy Don McQueen.

A runaway box car on CN's Massena Sub. by J. Guy Hamel

On Saturday, February 25, 1956, I was working as a CN train dispatcher and having lunch about 6:30 pm. The Bell telephone in my office rang and agent Fournier at Howick, Quebec, reported that an empty wooden box car, 405576, that had been standing in the siding had left, pushed by the wind, and was travelling eastward. With nobody on duty, I called the section foreman at Ste. Martine and told him about the runaway box car, instructed him to be safe and to open the switch to derail the car, and call me back.

Shortly he called saying he missed it, and the last resort was the Laprairie switcher still on duty and waiting to exchange cars with CP at Delson, a dozen miles to the east. Knowing the crew, and it being 6:30 pm, I figured they must be having lunch at the local hotel, so I dialled the hotel. A man answered who I assumed was the waiter at the bar, so I asked about the CN crew. Naturally he told me he had not seen them in a long time, so I told him if he ever saw them, to tell the conductor that I had a handful of cheques with various initials and I needed help, and have him call me.

With the assistant superintendent pacing the floor of the hallway and biting his nails, my telephone rang. The conductor of the Laprairie switcher was on the line. I told him about the runaway box car, and to do anything he could to safely derail the car, and to call me back.

At the time there were two passenger trains, the "Montrealer" and the "Washingtonian" due at Brossard, so the car was derailed at Laprairie before reaching the vulnerable location a couple of miles away. The conductor said the car had been derailed along with two coal cars, there were no injuries to his crew, and the big hook would be required.

News released by CN stated that the box car had been lined safely without incident into the Brossard siding. A few weeks later the switcher crew of five was awarded with five merit marks for causing an authorized derailment in a safe manner beyond the call of duty.

As there was no radio communication at the time a mystery existed - questions were asked by the Chief Dispatcher as to how the communication was established between the dispatcher and the switcher conductor. Years later, at a retirement banquet, it was still bugging him. I presume he was thinking of a Rule G violation.

The conductor later advised that he had placed two coal cars on the mainline with the handbrakes tied down. Fire broke out in the wooden box car and the local fire fighters were called.

A Learning Experience by Bert Titcomb

I worked one summer in the early-fifties for Canadian National Railways at their head office at 360 McGill Street in Montreal. I recall arriving for work on my first day and being ushered into the office of the Office Engineer for my initial interview. He commenced by asking what previous work experience I had. When he heard that I had worked five summers for a large contractor, he said, "You know the ropes", and terminated the interview! I was then escorted up a steep flights of stairs to a large office on the south-east corner of the building. There was an excellent view towards the St. Lawrence River and the Montreal Harbour.

I was introduced to my supervisor, an individual whose real loyalties belonged to an amazing network of extra-curricular activities including dealing in used clothing, selling used cars after hours and on the weekends, assisting his co-workers in avoiding traffic tickets for being parked too long at nearby Place d'Youville, and spending long hours pouring over the latest racing forms.

The work consisted of examining freight train car reports to determine how many L.C.L. (less than carload) freight shipments had been transported over the entire CNR system during a specified time period. These reports had been filled out by the train conductor and contained each car number, where it had been picked up, its destination, and a brief description of its contents. Obviously, on a long train, these car reports represented a considerable amount of paperwork. My geography of Canada improved very quickly. I had never heard of division points like Biggar and Wainwright to name two that come to mind.

Two other events stick in my mind. One involved the job itself, the other concerns one of our favourite pastimes during the lunch hour.

On the July 4th weekend, someone in the Head Office decided he wanted to know how many vehicles would use Victoria Bridge over the long weekend. As volunteers, we were requested to work a four-hour shift to record the number of vehicles going in both directions across the bridge. We sat beside a small shack at the north end of the bridge with a pad of paper and pencils. Four parallel vertical lines and a single horizontal line through them represented five cars. We were surprised that an organization like the CNR could not afford some kind of mechanical counter to record this vital information. I believe that the shack has since disappeared -perhaps a victim of the freight which derailed at this point several years ago.

In the early-fifties, St. James Street, now St-Jacques, was often referred to as the "Wall Street of Montreal". All the banks had their head offices in this area of Old Montreal. Streetcars were the main form of transportation. At lunchtime, we would frequently stroll along St. James Street to view the many attractions. Montreal females in their summer frocks were the main attraction - particularly if there were a few gusts of wind on any street corner. Any unsuspecting female stepping off a streetcar on such a corner could come to a few seconds of grief if she was wearing a flared skirt or dress. BRS members may now understand the real reason why that small group within the Society still rave about streetcars!

The number of anecdotes about that summer are endless. Suffice it to say that by the time I returned to university in the fall, I could look back on my summer job with the CNR as truly a learning experience.

Thank the Lord for Head End Power by Andy Cassidy

Unlike the trains of today with Head End Power (HEP), before that era trains had to keep moving, to keep moving, as it were. With HEP, as long as there's diesel fuel in the tank and the head end generator running, everybody on the train is waiting in comfort till things get back on track. Pre HEP, heat was provided by Steam Generators, but the electricity that ran all the Lighting and Air Conditioning was supplied by batteries and generators on each coach. The generators were driven by one wheelset on each coach and provided the power to run the cars' equipment and also charged the batteries. The batteries could sustain power for a short station stop without too much difficulty, but if it was hot out and the AC was running, the batteries would soon drop to a point they couldn't sustain the power requirements. This was especially true on the Diners with all the Fridge and Freezer compressors running. Some relief could be obtained by connecting the Train Line Jumpers from one car to another. However, that benefit was usually short lived.

We had VIA #2 ("Canadian") pull into Coquitlam, BC, one afternoon and the Chief called and said they had some electrical issue I can't recall now, and that the crew wanted it looked at. So I headed over to the station on this stinking hot August day to see what was up. By the time I got there the Diner power had dropped off. The crew were getting panicky. I figured out the initial problem, but then the conductor wouldn't go until the Diner was running so I plugged in the trainline jumpers. Well that just dragged the other cars down, and in the end the whole train was dead. Everybody was freaking out. I told the conductor to get going,

because when the train got moving the generators would kick in and everything would be fine. All the passengers were cooking hot with all the blinds down and bitching like crazy. Finally, they got moving and within a few minutes normalcy returned.

Slowing the "Central" and getting away with it by Ron Ritchie

This story involves a late friend of mine, Walter Doran, a trainman on CPR's Laurentian Division. He was a colourful individual and the bane of all division officers.

Walter was the flagman on the commuter train between Montreal and Ste-Thérèse at the time I used to board that train each morning to travel the 4.7 miles to Windsor Station. Naturally, I would remain at the rear to talk to Walter. Scheduled to follow our train by a few minutes was the New York Central commuter train from Valleyfield, Quebec, the engineer of which was a man of many parts, or perhaps I should say, hats.

Each morning, he would pull into the station at the throttle of one of the NYC Pacifics, wearing a hat of a different style. One morning it was a bowler, the next was a straw boater. We never knew whether this was indicative of anything, such as insanity, but this man had some very bad habits insofar as train operation was concerned.

One of these habits involved following other trains. When following another movement, he would run dangerously close to the rear of the preceding train. As our train was pulling out of Westmount, for example, I had often seen him, having stopped at a signal a short distance to the west, proceeding at a length of about two car lengths, or 150 feet, behind our train and gaining on us. Had we gone into emergency for any reason, he would have been through two or three of our wooden, pintsch gas-equipped cars before he got stopped.

Walter frequently complained to the officers about this but nothing effective had been done.

Finally, one June morning, it was so foggy that you could only see about 100 feet, and as I got on the train, Walter said to me, "Finally, I am going to get this guy. There on Track 1 was the NYC.

Walter delved into the cupboard at the rear of the coach and came out with a box of red fusees. As we pulled out of the station he lit one and dropped it. Then he turned to me and said, "Can you still see it?"

"No", said I, whereupon he lit another and dropped it. In short, he lit 112 fusees between Montreal West and Montreal.

Now, in those days, the rules required that a train encountering a red fusee must stop and extinguish it before proceeding. One hour and 14 minutes later, the NYC arrived at Windsor Station with all the rest of the commuter rush behind it.

At 10 that morning, Walter got a call at home from the Assistant Superintendent, telling him to report to his office the next morning. Walter asked what the subject was and he was told that it was to investigate his antics of that morning.

Walter said, "I'll be there but I must warn you that I will have a ticket for 100 miles to be signed for wasting my time. In doing what I did, I was only abiding by the rules. Rule 99 says that a train moving in circumstances where it may be overtaken by another train must drop off lighted fusees and take such other action as may be necessary to afford full protection. It goes on to say that in foggy or stormy weather, extra precaution must be taken. Further, Rule 109 stipulates that in case of doubt or uncertainty, the safe course must be taken."

"Go to hell" said the Assistant Superintendent. But from that day forward, the NYC never closed up again. ■

Twenty-four Treasures From the Canada Science and Technology Museum

The CN Images of Canada Collection at the Canada Science and Technology Museum (CSTM) in Ottawa contains more 200,000 photographs related to Canadian National Railways and its predecessor railways. There are thousands of pictures of historic stations, bridges, yards and equipment in the collection. CSTM Archives presents the 14th of a selection of 24 special photographs.

Two pioneers at Montreal's Central Station in the 1940s. (CN Photo CN002775)



An electric unit heads up a train facing south at Central Station in Montreal, while a diesel-electric unit lines up a cut of passenger cars on an adjacent track. It looks like a typical railway scene in the 1940s in Montreal. But the locomotives in the composition are anything but typical.

One the right is No. 7700, the first internal combustion switcher built in Canada, and the first in North America to feature a "visibility cab." The unit was built by Canadian Locomotive Company, Canadian Westinghouse, and the William Beardmore Company of Scotland and delivered to Canadian National Railways in 1930. She was mostly assigned to Montreal's Turcot Yard, served in Toronto between 1948 and 1958 (renumbered 77 in 1950), later served as a backup unit for the three-mile Thousand Islands Railway in Gananoque, Ontario, and finished her career leased to Canada Starch Company in Cardinal, Ontario. In 1968 she was donated to the Canadian Railroad Historical Association in Saint-Constant, Quebec.

On the left is 9103, one of six General Electric eighty-ton 2400-volt boxcab electric locomotives acquired by the Canadian Northern Railway between 1914 and 1917 for service from Tunnel Station through the newly-built Mount Royal Tunnel. Originally numbered CNoR 603, she became CN 9103 in 1919, then CN 103 in 1949, and CN 6713 in 1969. After 77 years of service, 6713 and her five sisters were retired in 1995 when the Mount Royal line was upgraded to 25 kV. Five of the six GE boxcab electrics were saved for preservation, with 6713 (9103) the one scrapped. No. 6710 is displayed at Deux-Montages, Quebec; 6711 is at Exporail in Saint-Constant, Quebec, 6714 is at East Windsor, Connecticut, and 6715 is at the Canada Science & Technology Museum in Ottawa, Ontario. No. 6712 was saved by the Town of Mount Royal, however, it was scrapped in 2011.

A correction re the high speed run of CN 4-6-4 5703 from Toronto to London (April issue, Page 17). It was Wes. Dengate (not Don Dengate) of London, Ontario, who remembered the trip his father Richard Dengate made as the fireman.

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

FROM THE CAMERA OF PETER COX

Canadian National RDC-3 D-350, operating as Train No. 635, passes the interlocking tower at North Edmonton, Alberta, on September 5, 1963. No. D-350 was built by Budd in 1955 as CN D-101 (first), was renumbered D-350 in 1956 and to 6350 in 1969. She was sold to VIA Rail in 1978 and in 1982 was converted to a RDC-1 and renumbered 6144.



The London & Port Stanley Railway commenced operations between London and Port Stanley, Ontario, in 1856. In 1914 it was converted to a high speed electric operation. The City of London purchased the railway in 1950 and in 1955 acquired its first diesel, G12 No. L4, followed by sister L5 in 1957. The railway was acquired by Canadian National in 1966 and L4 and L5 were renumbered CN 991 and 992. L4 is seen at London, Ontario, on September 19, 1963.

GO GP40TC 602 leads six Hawker Siddeley coaches eastbound at Roncesvalles Avenue en route to Toronto Union Station on October 26, 1967. GO Transit began as a three-year commuter experiment between Oakville and Pickering on May 23, 1967, with limited rush hour service to Hamilton, utilizing eight GP40TC units (600-607), 40 single level coaches and 9 diesel multiple units. Today operations out of Toronto have been extended to Niagara Falls, Oshawa, Kitchener, Richmond Hill, Stouffville, Barrie and Milton, utilizing 65 diesel locomotives and over 500 bi-level coaches. The eight GP40TC units were sold to Amtrak in 1988.



More Images From the Addison Schwalm Collection

One picture is supposed to be worth a thousand words but in many cases, particularly with railway photography, a few words are often required to identify a scene and date. The rest of the story can usually be seen in the photograph.

The late Addison (Addy) Schwalm, an active railfan in his day in the Ottawa area, took many pictures during the late-1940s and early-1950s. He was an active member of the Bytown Railway Society and his extensive collection of negatives has been preserved by several members of the BRS. Addy also traded with other rail photographers of his generation and some negatives in his collection are from these photographers. Unlike Addy's images that are marked as to location, these photographs are not identified.

This month we present two more images from the collection. The first may be easy to identify with background structures that can provide necessary clues. The second may not be so easy but has a story to tell, albeit with several possible scenarios. If any reader can identify the locations or other details, please let our editor know (e-mail at: earl.roberts@sympatico.ca or send to our mailing address).



CP 874 was a D10g Class 4-6-0 built by Canadian Pacific in 1910 as No. 2674. She pauses at what looks like the edge of a yard in a populated area considering the old house next to the tracks and the tower behind the cab. When photographed, No. 874 was assigned to Winnipeg, Manitoba she may well have been photographed in Winnipeg. She was scrapped in 1955.



CP 2213 was a G1s Class 4-6-2 built by Canadian Pacific in 1907 as No. 1013. At the time of the photograph she was assigned to Lambton Roundhouse in Toronto. She has stopped on a busy route if in the Toronto area, likely the open country is now filled with warehouses or homes. One dark flag (green?) is mounted in the left bracket, and a crew member is carrying a second flag. Is he about to remove the other flag or is he about to cross over and install the second flag? Depending on which, 2213 may just have been or will be a helper engine. No. 2213 was scrapped in 1956.

LOCATION DETERMINED: Bill Linley had advised that CP 2-8-2 5163 shown on Page 18 of the April 2012 "Branchline" is facing west at Bayshore, New Brunswick, just west of the roundhouse that shows in the right rear of the photograph.



PHOTO CORNER

Top: A busy time at Ottawa Union Station. In August 1958, CP E8A 1800 is about to depart for Montreal, a CN MLW switcher shuffles cars (CN handled the switching for CN and CP passenger cars) and baggage and express is being loaded/unloaded from CN's "Super Continental" on the right. The station was closed in July 1966 with the opening of a new station just east of Alta Vista Drive, and today the old station, across the street from the Chateau Laurier Hotel, serves as a government conference centre. Each winter the adjacent Rideau Canal hosts thousands of skaters on the world's longest skateway. Photo by Ian Taylor.



Middle: Toronto Transit Commission Sand Car W-26 was rebuilt in 1949 from Differential Dump Motor W-12 (built in 1921) for replenishing sand boxes at terminal loops. W-26 is photographed at Hillcrest Yard on September 9, 1961. She was scrapped in 1967. Photo by John D. Knowles.



Bottom: It is late afternoon in February 1986 as Ontario Northland SD40-2 1732 and two sisters arrive in Englehart, Ontario, as Train 210 from Adams Mine with about 30 car loads of taconite bound for Dominion Steel Foundries in Hamilton. Photo by Bram Bailey.



Top right: Amtrak F59PHI 468 leads the Talgo equipment of Train 510 northbound along the Fraser River at Surrey, BC, on its way to Vancouver's Pacific Central station on June 5, 2011. Photo by Corwin Doeksen.



Page 24 top: VIA has been running "Park" Dome-Sleeper-Observation cars on the "Ocean" during the Christmas holidays for the past few years, as well as during the summer season. With Budd stainless steel cars being used on one of the three trainsets during the winter, one train has the "traditional" two-dome consist for a brief period. On December 30, 2010, a late-running train 614, with "Tweedsmuir Park" displaying the markers, was about to take the siding to meet 615 at the west end of Amherst, NS. The westward train had Skyline dome 8516 and "Strathcona Park" in its consist. Each train was hauled by a pair of rebuilt F40PH-3 units. Photo by Geoff Doane.



Middle right: Loram rail grinder RG404 lays over in CP's yard at Smiths Falls, Ontario, on November 13, 2011. The rail grinding train includes a Control Cab/Propulsion Unit, a Water Tank Car, four Grinder Cars, a Power Unit, two Water Tank Cars, two Accommodation Cars, trailed by a Control Car/Power Car. Photo by Bob Heathorn.

Page 24 bottom: CP AC4400CW 8510 and SD90MAC 9107 power Train 348 at the west switch at Raith, Ontario (55 miles north-west of Thunder Bay), in December 2010. Photo by Bryan Martyniuk.



Bottom right: A westbound CP intermodal train has exited the Spiral Tunnels and has just about completed the descent of Kicking Horse Pass as ES44AC 8756 and AC4400CW 9720 roll into Field, BC, on October 3, 2011. After a crew change the train will be off to Golden. Photo by Ian Lothian.

A SELECTION OF PASSENGER CONSISTS

9 March 2012 VIA #1 - "Canadian" at Edmonton, Alberta	18 March 2012 VIA #1 - "Canadian" at Edmonton, Alberta	19 March 2012 VIA #15 - "Ocean" at Truro, Nova Scotia	3 April 2012 VIA #97/AMTK #64 - "Maple Leaf" at Toronto, Ontario	5 April 2012 GO #801 at Bradford, Ontario
F40PH-3 6425 F40PH-3 6419 Coach 8103 (d/h) Sleeper 8339 - <i>Sherwood Manor</i> (d/h) Baggage 8613 Coach 8125 Coach 8143 Skyline 8500 Dining Car 8413 - <i>Louise</i> Sleeper 8307 - <i>Blair Manor</i> Sleeper 8332 - <i>Laird Manor</i> Sleeper 8342 - <i>Wolfe Manor</i> Dome-Sleeper-Observation 8714 - <i>Strathcona Park</i> -----	F40PH-3 6425 RMRX Dome Coach 9521 (d/h) RMRX Dome Coach 9506 (d/h) F40PH-2 6419 Baggage 8615 Baggage 8605 Coach 8104 Coach 8138 Skyline 8502 Sleeper 8341 - <i>Thompson Manor</i> Sleeper 8329 - <i>Hearne Manor</i> Sleeper 8337 - <i>Osler Manor</i> Skyline 8500 Dining Car 8413 - <i>Louise</i> Sleeper 8340 - <i>Stuart Manor</i> Sleeper 8338 - <i>Rogers Manor</i> Sleeper 8316 - <i>Christie Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i> -----	F40PH-3 6448 F40PH-2 6427 Baggage 8621 Coach 8139 Coach 8137 Skyline 8501 Dining Car 8401 - <i>Acadian</i> Sleeper 8222 - <i>Chateau Richelieu</i> Sleeper 8218 - <i>Chateau Marquette</i> Sleeper 8214 - <i>Chateau Laval</i> Sleeper 8225 - <i>Chateau Rouville</i> -----	AMTK P42DC 144 AMTK Amfleet II Coaches 25417, 25111, 25000 AMTK Amfleet I Coach 82764 AMTK Amfleet I Café 48180 -----	F59PH 558 Bi-Level Cab-Coach 222 Bi-Level Coaches 2615, 2438, 2637, 2743, 2544, 2651, 2203, 2418, 2054 F59PH 562 -----
16 March 2012 ONT #698 - "Northlander" at Toronto, Ontario	27 March 2012 VIA #57 at Cobourg, Ontario	3 April 2012 VIA #2 - "Canadian" at Sudbury, Ontario	1 April 2012 VIA #1 - "Canadian" at Edmonton, Alberta	2 October 1965 CP #2 - "The Canadian" at Ottawa, Ontario
GP38-2 1809 Auxiliary Power Unit 205 Coach 614 Coach 609 Coach 601 Snack Car 703	F40PH-2 6440 Baggage 8619 Club Cars 4001, 4008 Coaches 4112, 4109, 4107	F40PH-3 6402 F40PH-3 6419 Baggage 8605 Coach 8135 Coach 8138 Skyline 8500 Dining Car 8413 - <i>Louise</i> Sleeper 8319 - <i>Dawson Manor</i> Sleeper 8315 - <i>Carleton Manor</i> Sleeper 8306 - <i>Bell Manor</i> Sleeper 8325 - <i>Elgin Manor</i> Dome-Sleeper-Observation 8704 - <i>Evangeline Park</i>	F40PH-3 6401 F40PH-3 6442 Dining Car 8414 - <i>Palliser</i> (d/h) Sleeper 8212 - <i>Chateau Latour</i> (d/h) Sleeper 8218 - <i>Chateau Marquette</i> (d/h) Baggage 8602 Coach 8104 Coach 8101 Skyline 8516 Dining Car 8402 - <i>Alexandra</i> Sleeper 8310 - <i>Brock Manor</i> Sleeper 8339 - <i>Sherwood Manor</i> Sleeper 8332 - <i>Laird Manor</i> Sleeper 8342 - <i>Wolfe Manor</i> Dome-Sleeper-Observation 8714 - <i>Strathcona Park</i>	FP7 1431 F7B 1917 Box Car 280753 Baggage-Dormitory 3002 Baggage-Dormitory 3010 Dining Car 16501 - <i>Acadian</i> (d/h) Coach 2239 Sleeper <i>Unity</i> Skyline 515 Coach 111 Sleeper 14220 - <i>Chateau Papineau</i> Sleeper 14310 - <i>Brock Manor</i> Dining Car 16513 - <i>Louise</i> Sleeper 14224 - <i>Chateau Roberval</i> Sleeper 14312 - <i>Butler Manor</i> Dome-Sleeper-Observation 15412 - <i>Riding Mountain Park</i>

(Thanks to Bruce Chapman, Harm Landsman, Keenan Menard and John Soehner)

SAMPLES OF DIESEL UNIT CONSISTS

Mar 10 - CP northbound (coal loads) at Environ, BC: CP ES44AC 8946, with CP AC4400CW 8574 mid train and CP ES44AC 8728 on the rear.	Mar 11 - CN 396 at Paris, ON: CN SD75I 5691, CN GP9RM 7274 and CN GP9-Slug 243.	Mar 12 - CN 111 at Breville Jct., AB: CN ES44DC 2300, with CN SD70M-2 8834 mid train and CN ES44DC 2265 on the rear.	Mar 13 - Big Sky Rail at mile 72, Conquest Sub., SK: MGLX SD40-2 6901 with 13 hopper cars of red lentils.	Mar 13 - UP MRVET11 at Seattle, WA: UP SD90MAC 8307, CP ES44DC 8934 and UP SD90MAC 8288.	Mar 15 - UP MPSPD15 at Vancouver, WA: UP ES44AC 7740 and CN Dash 8-40CW 2179.	Mar 16 - Last Mountain Railway southbound on CN at Kenaston, SK: MGLX SD40-3s 6935, 3147 and 6901.	Mar 17 - CN 120 at Truro, NS: CN SD75I 5740, CN SD70M-2 8839, CN SD75I 5758 and CN SD70M-2 8906, with Vale Mining (Brazil) SD80ACe's 104 and 105 dead-in-tow and sisters 102, 106 and 107 on flatcars.	Mar 17 - CN 369 at Brighton, ON: CN SD70M-2 8891, CN SD75I 5694 and CN GP9RM 7029.	Mar 17 - CN 401 at Saskatoon, SK: CN SD70M-2 8910, IC SD70 1038 and CN SD38-2 1653.
Mar 20 - CP northbound (coal loads) at Environ, BC: CP ES44ACs 8892 and 8895, with CP ES44AC 8894 mid train and CP ES44AC 8896 on the rear.	Mar 20 - CN 'Scona Midnight' at Breville Jct., AB: WC GP40-2R 3027, CN GP9RM 7271 and 7261 and CN GMD1u 1402.	Mar 20 - CN 490 at Chicago, IL: CN Dash 8-40CW 2182 with CP GP38-2 3057 and SOO GP38-2s 4514, 4424, 4506 and 4427 dead-in-tow en route to overhaul at Progress Rail's facility in Mayfield, Kentucky.	Mar 22 - CP 422 at Welland, ON: CP ES44AC 9375, CP AC4400CWs 9631 and 8547, and brand-new CP ES44ACs 9377, 9379, 9368 and 9370.	Mar 24 - CN 114 at Strathcona, AB: CN SD70M-2 8809, CN SD75I 5662 and IC Dash 8-40CW 2458.	Mar 25 - CN 111 at Capreol, ON: CN ES44DC 2289 and CN Dash 9-44CW 2622, with IC Dash 9-44CW 2705 mid train and CN ES44DC 2312 on the rear.	Mar 25 - CN 512 at Scotford, AB: CN SD40-2(W)s 5320, 5323 and 5330.	Mar 27 - CP T08 at Peterborough, ON: CP GP38-2 3066, CP GP9u 8243 and CP GP38-2 3126.	Mar 28 - BNSF westbound (coal loads) at Roberts Bank, BC: BNSF ES44AC 5885, BNSF SD70ACe 9170, BNSF ES44AC 6412 and BNSF SD70MAC 9869.	Mar 28 - CP eastbound at Cranbrook, BC: CEFX AC4400CW 1035, CP ES44AC 8816, CP AC4400CW 9782 and UP SD90MAC 8277.
Mar 28 - CP westbound (coal loads) at Roberts Bank, BC: CP ES44ACs 8898, 8913 and 8893.	Mar 28 - CN 308 at Brighton, ON: IC Dash 9-44CW 2714, CN Dash 9-44CW 2543, and HLCX SD40-2s 8144 and 6315, with IC Dash 9-44CW 2713 mid train.	Mar 29 - Ontario Southland Railway eastbound at Ingersoll, ON: OSRX RS-18u 182 and OSRX RS-23 503.	Mar 30 - CP northbound at Environ, BC: CN SD40-2s 6053, 5999 and 6047.	Mar 31 - CN 121 at Truro, NS: CN Dash 9-44CWL 2506, CN Dash 8-40C 2122, IC SD70 1029 and CN SD75I 5687.	Mar 31 - CN 115 at Saskatoon, SK: CN SD75I 5641 and CN Dash 8-40CWs 2144 and 2155.	Mar 31 - CN 377 at Dorval, QC: BCOL Dash 9-44CW 4645 and IC SD70 1003, with IC Dash 9-44CW 2699 mid train.	Apr 1 - CN eastbound at Mount Pulaski, IL: CN Dash 9-44CWL 2506 and CN SD75I 5755.	Apr 2 - CN 396 at Sarnia, ON: CN Dash 8-40CW 2141, CN Dash 9-44CW 2582, and GTW SD40-3s 5945 and 5950.	Apr 3 - CN 111 at Saskatoon, SK: CN ES44DC 2261 and IC SD70 1037, with CN SD70M-2 8807 and CN SD75I 5685 mid train.
Apr 3 - CN 468 (detour) at Vancouver, BC: CP AC4400CWs 9784 and 9672, and UP SD90MAC 8291.	Apr 3 - CN 315 at Clover Bar, AB: BCOL Dash 8-40CMu 4609 and CN Dash 8-40CWs 2174 and 2142.	Apr 3 - CP 720 at East Edmonton, AB: CP ES44ACs 8828, 8712 and 8849.	Apr 3 - CSXT 724 at Wallaceburg, ON: CSXT GP38-2 2570.	Apr 5 - CP westbound at Longwoods, ON: CP ES44AC 8791, SOO SD60 6053 and SOO SD60M 6059.	Apr 5 - Ontario Southland Railway at Belmont, ON: OSRX S-13 502 and OSRX S-6 500.	Apr 5 - QGRY eastbound (grain) at Trois-Rivières, QC: QGRY SD40-3s 6920 and 6904, CEFX SD40-2 3151 and CP SD40-2 5642.	Apr 6 - CN 401 at Saskatoon, SK: CN SD60Fs 5545, 5542, 5533 and 5520.	Apr 6 - CP 114 at Roberts Bank, BC: CP AC4400CWs 8540, 9818 and 8621, and CP ES44AC 8938.	Apr 6 - CN 111 at Capreol, ON: CN ES44DC 2283 and CN Dash 8-40CW 2179, with CN ES44DC 2309 and IC SD70 1029 mid train.
Apr 8 - CN eastbound at Brighton, ON: CN Dash 8-40CMs 2430, 2421 and 2436.									

(Thanks to Chris Boon, Keith Bowler, Doug Cameron, Corwin Doeksen, Karen Ely, Peter Ely, Don Kew, John Kool, James Lalonde, Harm Landsman, Ken Lanovich, Roman Litarchuk, Jim Mason, Bill Rood, André St-Amant, Norbert Shacklette, Ken Storey and Doug Thorne)

LEGEND: (d/h) = deadhead; **AMTK** = Amtrak; **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CEFX/CITX** = The CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **DH** = Delaware & Hudson (CP); **DME** = Dakota, Minnesota & Eastern (CP); **EJE** = Elgin Joliet & Eastern (CN); **GO** = GO Transit; **GTW** = Grand Trunk Western (CN); **HCRY** = Huron Central; **HLCX** = Helm Leasing; **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern (CP); **MGLX** = Mobile Grain; **ONT** = Ontario Northland; **OSRX** = Ontario Southland; **QGRY** = Quebec-Gatineau; **RMRX** = Rocky Mountaineer Railtours; **SOO** = SOO Line (CP); **STLH** = St. Lawrence & Hudson (CP); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



RETIRED:

- CN Dash 9-44CW 2683.
- CN SD751 5637 (hit by runaway coal cars on the Grande Cache Sub. in Alberta, on January 18, 2012).

NEW ORDERS: CN has ordered 35 ES44AC units from General Electric and 30 SD70ACe units from Electro-Motive Diesel, for delivery in 2013-14.

USED UNITS TO BE ACQUIRED IN 2012: (see also Page 9)

- 42 GMTX SD60 units (built in 1986 as Oakway Inc. 9000-9099 group).
- 43 Citicorp Railmark Dash 8-40C units (CREX 9023-9064, ex-UP 9023-9064, built in 1990 as CNW 8501-8542).
- 11 long-term leased Dash 8-40CW units, stencilled IC 2455-2463, 2465 and 2466, built in 1994 as LMSX 728-736, 738 and 739.

REACTIVATED: GTW SD40-3 5938, 5941, 5945, 5947-5955, long term leased and off CN's roster in 2011, are being returned to service.



**CANADIAN
PACIFIC
RAILWAY**

NEW ARRIVALS: Further to the April issue, the last nine of the order for 30 CP ES44AC units (9350-9379) were delivered by General Electric on the following dates (all assigned to St. Paul, Minnesota):

9368 - Mar 22	9370 - Mar 22	9371 - Mar 27	9373 - Mar 25
9375 - Mar 14	9376 - Mar 27	9377 - Mar 22	9378 - Mar 24
9379 - Mar 22			

OVERHAULED, REPAINTED AND RESTENCILLED:

- SOO SD60 6045 to CP 6245 effective March 6 (date correction).
- SOO SD60 6054 to CP 6254 effective March 29.

TRANSFERRED:

- From Calgary to Moose Jaw: CP GP9u 1521.
- From Moose Jaw to Toronto: CP GP38-2 3048.
- From Montreal to Toronto: CP AC4400CW 9530-9599, 9615-9629, 9631-9683, 9700-9702, 9704-9714.

STORED SERVICEABLE: (* added since last issue)

- SOO SD40-2 769.
- STLH SW1200-Slug 1001.
- CP SW8-Slug 1010.
- CP SW900-Slug 1016.
- CP SW9-Slug 1020.
- CP SW1200RS-Slug 1021*, 1022, 1023.
- CP Control Cab 'Daughter' 1126*.
- CP Control Cab 1153, 1154, 1155, 1157, 1158, 1160.
- CP SW1200RSu 1271.
- CP MP15AC 1422*, 1428, 1445.
- STLH GP7u 1502.
- CP GP7u 1508.
- CP GP9u 1522*, 1523*, 1529*, 1538, 1540*, 1574, 1575, 1582, 1585*, 1587*, 1607, 1609, 1610, 1618, 1624, 1628*, 1634, 1691, 1694*.
- SOO MP15AC 1535*, 1544*, 1546*, 1550.
- STLH GP9u 1625.
- CP GP7u 1685*.
- SOO GP40 2064*
- CP GP38-2 3026*
- ICE GP40-2 4205*.
- SOO GP38-2 4418*, 4436*.
- CP SD40M-2 5490, 5492.
- CP SD40-2 6073*.
- CP GP9u 8227*.
- CP GP9 8263*.
- CP SD90MAC 9100, 9102-9104, 9106, 9109, 9111, 9113, 9116, 9118, 9121, 9123-9126, 9128, 9130, 9132, 9135, 9136, 9139-9141, 9143, 9144, 9147, 9149, 9151, 9152, 9154, 9156, 9159.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW1200RSu 1210, 1244*, 1245, 1249, 1251.
- CP GP9u 1530*, 1573, 1614, 1636, 1647, 1652.
- CP 4-6-4 (steam) 2816.
- CP GP38AC 3006.
- CP GP38-2 3033, 3057, 3062, 3103*, 3127, 3129, 3134.
- DME GP40Q 4000*.
- SOO GP38-2 4424, 4426*, 4427, 4448, 4506, 4514*.
- CP GP40-2 4654, 4655.
- CP SD40-2 5583*, 5648, 5717*, 5787, 5795, 5844, 5902, 5913, 5924, 5930, 5931, 5940, 5944, 5947, 5948, 5967, 5972*, 5992, 5997, 5998, 6006.
- SOO SD60 6023*, 6029, 6034*, 6043, 6052*, 6055, 6057*.
- DME SD40-3 6082.
- DME SD40-2 6369.
- ICE SD40-2 6413*, 6459.
- CP SW1200RS 8111.
- CP GP9u 8237*, 8247*.
- CP AC4400CW 8561, 8563, 8579.
- CP ES44AC 8890.

- CP SD40-2F 9000, 9002, 9005, 9010, 9015, 9016, 9018, 9019, 9022, 9024.
- CP SD90MAC 9114, 9115, 9122, 9127, 9142, 9145, 9148, 9155, 9157, 9158.
- CP AC4400CW 9503*, 9512, 9754.

FOR ECO PACKAGE: Twenty CP SD40-2 units are at Progress Rail/EMD in Mayfield, Kentucky, for conversion to SD30C-ECO units: 5415, 5672, 5691, 5728, 5734, 5735, 5745, 5789, 5869, 5918, 5933, 5934, 5950, 5971, 5980, 5983, 6027, 6039, 6056, 6606.

LEASED UNITS IN SERVICE:

- CEFX AC4400CW 1002, 1006, 1007, 1014, 1018-1020, 1023, 1024, 1026-1059.
- CITX SD40-2 2785, 2796, 3008, 3036, 3054, 3057, 3072, 3081, 3086, 3088, 3089, 3091, 3092, 3095, 3097, 3102, 3170.
- CEFX GP38-2 3805, 3807, 3811.



F40PH-3 REBUILD PROGRAM: F40PH-3 6428, 6413 and 6421 were released from a rebuild at CAD Railway Services in Lachine (Montreal), Quebec, in February, March and March respectively (42 of the remaining 53 F40PH-2 units have been rebuilt. Undergoing rebuild are 6408, 6414, 6415, 6420, 6424, 6435, 6445 and 6451. Unrebuilt 6427, 6440 and 6453 remain in service.

HEAVILY DAMAGED: F40PH-3 6444 derailed at Burlington, Ontario, on February 26, 2012, and rolled onto its right side and hit a concrete building.

LEASED: RB Railway Group F59PH 18520-18522 (nee GO 520-522) are leased for service from Montreal to Jonquière and Senneterre.

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

PASSENGER CAR REBUILD PROGRAMS:

- LRC Coaches 3310, 3326, 3330, 3332, 3345 and 3362 and others, and Club Car 3601 are undergoing rebuild at Industrial Rail Services in Moncton, NB.
- Twelve cars are being rebuilt and reconfigured at Avalon Rail in Milwaukee, Wisconsin: Sleepers 8204 - *Chateau Cadillac*, 8206 - *Chateau Denonville*, 8207 - *Chateau Dollard*, 8210 - *Chateau Jolliet*, 8213 - *Chateau Lauzon*, 8217 - *Chateau Maisonneuve*, 8226 - *Chateau Salaberry* and 8227 - *Chateau Varennes*; plus Dome-Sleeper Observations 8706 - *Glacier Park*, 8708 - *Kootenay Park*, 8709 - *Laurentide Park*, and 8710 - *Prince Albert Park*.

ON THE REGIONAL SCENE

NEW BRUNSWICK SOUTHERN RAILWAY: Leased HLCX SD40-2 6315 (nee CP SD40 5522) and HLCX SD40-2 8144 (nee BN 8144) were delivered in late-March. Leased GMTX MP15DC 203 and 204 (ex-Alaska Railroad 1551 and 1552, nee Lake Erie, Franklin & Clarion 25 and 26) were pending delivery at press time.

ON THE TOURIST SCENE

ORFORD EXPRESS: The Orford Express in Sherbrooke, Quebec, has acquired FL9 484 (stencilled FLNX) as a replacement for M-420TR #26. The unit was built in 1957 as New Haven 2029, and was later Penn Central 5029, Amtrak 242, 491 and 484, and Morristown & Erie 484.

ON THE INDUSTRIAL SCENE

LEASED: J&L Consulting's GP35 547 (ex-NMOT 2918, exx-NS 2918, exxx-NW 2918, exxxx-NW 3547, nee Wabash 547) has been leased to Watco Transload & Intermodal Services in Bienfait, Saskatchewan.

NEW HOME: Quebec Iron & Titanium (Tracy/Sorel, Quebec) GE 45-ton 5124, GE 50-ton 5140 and GE 44-ton 5162 have been sold to Don Tatro and relocated to a siding at the former Nestle Foods factory at 6850 Base Line in Wallaceburg, Ontario. Their cabs were removed for the journey by highway floats.

ELECTRO-MOTIVE CANADA COMPANY - LONDON, ONTARIO

PLANT TO BE CLOSED: Owner Caterpillar locked out 460 production workers on January 1, 2012, after their union refused to accept substantial pay and benefit cuts, many up to 50%. The company announced on February 3 that it will start the process of conducting an orderly closure of the London production operations, including the transfer of locomotive assembly operations to its competitive facilities in North and South America. Arrangements have been made with former workers and the local union to complete assembly of the remaining locomotives at the plant before permanently closing it. Fifteen SD70ACe units are being built for the EMD/Progress Rail lease fleet - ten will be numbered 2100-2109, and five are numbered EMDX 2110-2114 (order 20116528 - these five have been sighted around the plant and include cab signals and more ballast making them compatible with CSX's current specifications for new power). As well, London will complete 13 (8764-8776) of the order for 73 SD70ACe units for Union Pacific (order 20116557 - numbered 8711-8783). No. 8764 was delivered in March. See also Page 14.

Thanks to John Crozier, Marc Giard, Don McQueen, "NY 4", and "Engine 4466". ■




CP's almost new ES44AC 9358 leads Ethanol train #642 at St-Edouard, Québec (Lacolle Sub.) en route to Albany, New York, on March 12, 2012. Photo by François Jolin.

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