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Branchline

CANADA'S RAIL NEWS MAGAZINE



It Seems Like Only Yesterday • Engineer For a Day • Mountain Railroading

Branchline

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

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

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **March 6** meeting David Knowles will provide an illustrated talk on the Ottawa Car Company. Coffee and donuts will be available for a small fee.

An **informal slide night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide night will be **March 20**.

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

Excursion Planned: Set aside Sunday, July 8 to Tuesday, July 10 for a special excursion while Ontario Northland is still Ontario Northland. The Society is organizing a trip by highway coach from Ottawa to Cochrane, then to Moosonee and return on ONT's "Little Bear" and "Polar Bear Express". Estimated cost, including bus, trains and two nights in Cochrane, should be under \$350. Information from Bob Meldrum at (613) 565-6123 or rmeldrum@cyberus.ca

MAGAZINES - MAGAZINES - MAGAZINES

The response has been tremendous with more than 1,200 magazines sold, but there is still a sizable selection left. Proceeds from the sales of these items are used to rationalize and improve your Archive Collection. These duplicates are made available at the bargain price of only fifty cents each. We have **Trains** from 1961 to 1998 (including full years 1966 through 1975 in **Trains Binders** for \$10.00); **Model Railroader** from 1968 through 1999; **Railroad Model Craftsman** from 1981 through 1996; and **Railfan/Railfan & Railroad** from 1975 through 1997. Many issues are one of a kind but here is a good chance to fill holes in your collection at a bargain price and support the Society as well. Write for a free list or **very carefully** e-mail "paul.bown@sympatico.ca" for an electronic copy. Quite a few have e-mailed to the wrong person. There is no "r" in my name - it is "**BOWN**". If you do not get a reply from me within 48 hours I would suspect you have incorrectly e-mailed to a Paul Brown. Feel free to send your want lists in as well, but if e-mailed do so carefully.

Corrections re February 2001 issue: Re the back cover photograph, Goderich-Exeter's snowplow is former CN 55413, not 55613. Re the middle photograph on Page 25, Vancouver Wharves GE 80Ton 25 was ex-CN 74, not 25.

On the Cover: Canadian National M-420(W) 3546, SD40 5085 and a 7000-series GP9RM haul Train 317 through Newtonville, Ontario, on June 9, 1997. Tucked in the train is a GO Transit bi-level coach returning from refurbishing at Alstom in Montreal. Photo by Ron Lipsett.

Press date for this issue was February 12
Deadline for the April issue is March 12

It Seems Like Only Yesterday

by J. Norman Lowe

It seems like only yesterday when a number of Canadian railways capitalized on any rational reason to display historical and the latest rolling stock together almost anywhere on their systems. A few roads even went further and welcomed researchers to examine not only their photographic files, but plans, erection drawings, (historical) libraries, etc. Some even made available for their own and charter use a number of reactivated steam locomotives following complete dieselization for special excursions. Today, other than the Canadian Pacific (CP) maintaining a superb, but closed to the public, archives the door to 'in house' researching has, for the most part, not only been shut but the contents dispersed or transferred to distant locations. Material at one railway languishes in an attic. Blame it on budget cuts, re-assignment or release of staff or management attitude.

There was, however, one railway that did exemplify its past over several decades and that was the Canadian National Railways (CN). To illustrate. During the late-1940s, headquarters at Montreal was facing a dilemma regarding the increasing amount of artifacts, records¹ documents and dead files surfacing within its dusty archives, some of which entrusted to the railway by not only various departments throughout the system but retired employees and even the public. Keep in mind CN then was some 25 years old having absorbed the last of its acquisitions in 1923 in the form of the Grand Trunk Railway Company of Canada (GTR).

While various suggestions began to float during that time as to what to do with some of it, it wasn't until 1951 that a proposal to assemble a display train jelled, especially since management realized that a number of centennials would be marked within the decade, the first being the 100th anniversary of the Ontario, Simcoe and Huron Railway in 1953. Following still more discussions the concept of a Museum Train evolved. The

plan was that it would tour the system over a number of years highlighting what the Company and its predecessor companies and services contributed to the development of the country. Once the proposal cleared the office of the chairman and president and placed under the then department of public relations (now public affairs) various departments, Point St. Charles main shops, pensioners and historians gave it the deserved momentum.

Train Consist and Tours

Consisting of three CN numbered locomotives and six passenger cars, the Train was first displayed for six days at Montreal during May, 1953. Various stations in Ontario followed, then the Eastern Townships of Quebec, Portland, Maine, the Canadian National Exhibition (CNE) at Toronto and Buffalo, N. Y. The tours extended to the Maritime provinces in 1956 and British Columbia in 1957. Between intervals various centennaries were also marked.

Rolling Stock History

Heading the Train and supplying power was 2-6-0 Mogul Type locomotive No. 674 built by the GTR at its Montreal Point St. Charles shops in 1899 as No. 1391. At the time of assignment the Central Region engine was the oldest operating power in use.

Next in line was No. 40, an "American" 4-4-0 product of the Portland Locomotive Works of Portland, Maine. It is understood the 1872 engine, which carried GTR Nos. 362 and 40, was the first built for the railway for passenger use following track conversion between 1872-74 to standard gauge of 4' 8½" from Provincial gauge of 5' 6". The locomotive is the last of its builder in existence. During use its 66" drivers were replaced by those of 68" and later to 60" enabling operation in passenger and freight service.

In 1903, the GTR sold No. 40 to the Breakey family² and by 1949 ownership was taken over by the CN. The owners of the 4-4-0 had a great time deciding fuel consumption. Built as a coal burner it was converted to wood, then to coal and finally to wood.

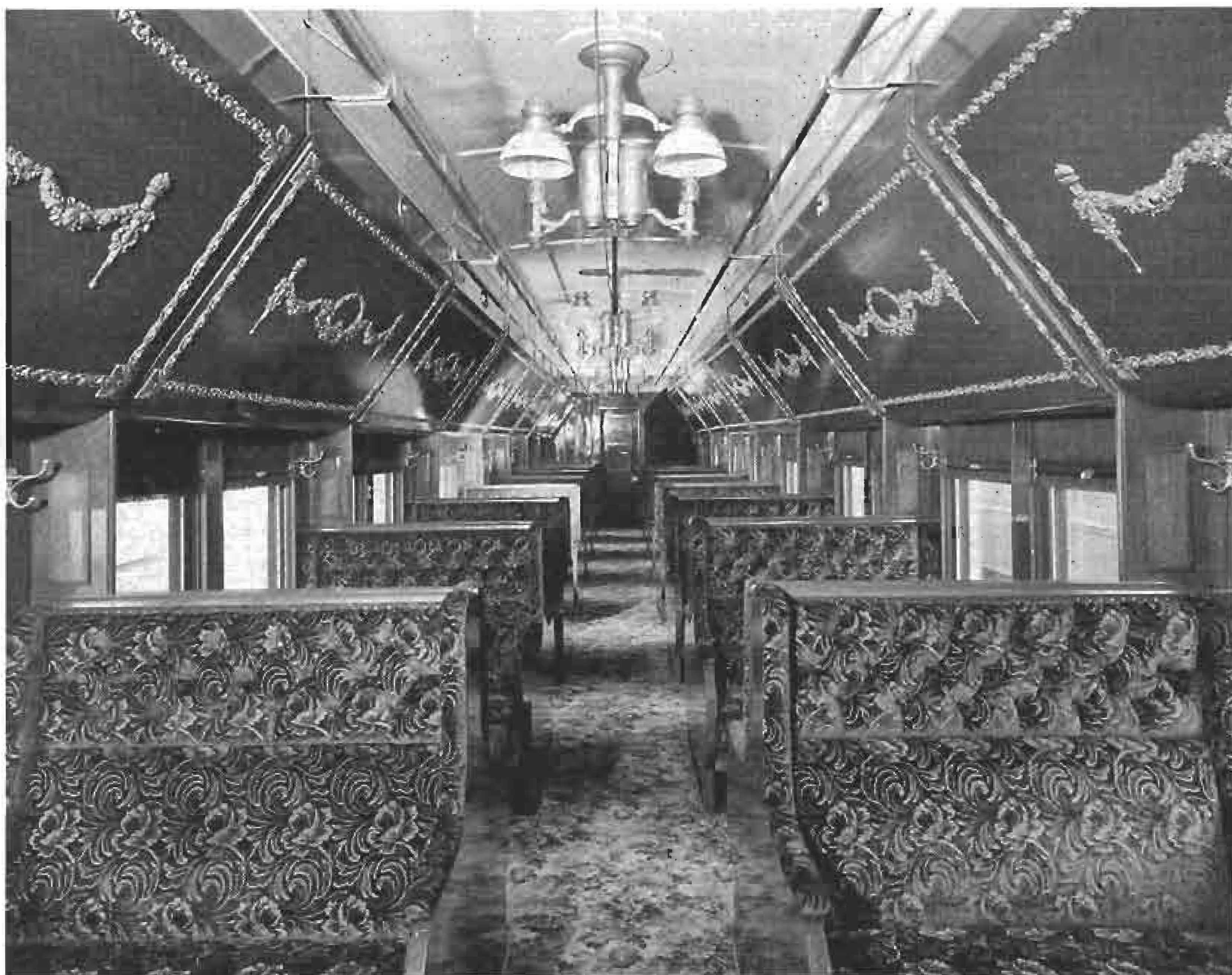
The last locomotive was No. 247, an 0-6-0 saddle tank switcher constructed in 1894 by the GTR and assigned during its lifetime Nos. 247, 662, 57, 2598 and CN Nos. 7105 and 247. Records show that its last use was at Belleville, Ontario. Located following retirement partially buried in a sand pit, the engine was loaded onto a flat car and brought to the Point St. Charles shops where it received a complete face lift.

In 1959 No. 674 was scrapped. Replacement was another GTR Mogul, No. 713, outshopped by the railway as No. 922 in 1900 and renumbered 1396 in 1910. Prior to Museum Train use the engine was assigned to Turcot roundhouse at Montreal.

The six passenger cars were gems of craftsmanship and innovation of the period. Painted yellow with "Museum Train" lettering and numbering in gold on



Canadian National's Museum Train consisting of 2-6-0 674, 4-4-0 40, 0-6-0ST 247 and six vintage passenger cars are at Montreal in 1953 ready for exhibition across much of the Canadian National system. Photo by Canadian National, collection of J. Norman Lowe.



The interior of CN Museum Train sleeper 2541, built in 1904. In 1995, the sleeper was added to the Canadian Railway Museum collection at St-Constant, Quebec, and has been returned to her original ICR No. 531. CN photo, collection of J. Norman Lowe.



CN Museum Train Diner 4006, built in 1899, is complete with table settings from the five major railways that made up the Canadian National Railways. No. 4006 is one of two of the CN Museum Train cars stored at the Canada Science & Technology Museum in Ottawa. Canadian National photo, collection of J. Norman Lowe.

the side, the consist was made up of a coach, dining car, sleeper, and three 19th century wooden baggage cars altered to accommodate various displays. (While yellow was correct and in use between 1856 to just after the turn of the century, so were other passenger colours in vogue on the GTR. They were maroon, old rose, sepia brown and brick red. Roofs were painted mauve or purple. Baggage cars had a cream colour.)

The coach, No. 59262, was built by the GTR in 1859 at the Point St. Charles shops. Converted by 1900 to boarding car No. 94091 it took its last number in 1924 when assigned to the Portland, Maine, auxiliary. As part of the Museum Train the car was complete with a wood burning stove, shutters on the windows and a Bible in a special wrought iron rack. (The Bible was required reading on the part of the conductor to passengers when travelling on Sundays, especially in the State of Vermont. The rack was located in an old Central Vermont Railway subsidiary coach.)

The second car, No. 7108, a passenger and baggage car, was built in 1866 by the Nova Scotia Railway at Richmond (Halifax). By 1901 it became part of the Intercolonial Railway (ICR) as a second class passenger and baggage car and was numbered 495 and later 414. Under the Canadian Government Railway (CGR) it was again renumbered, to 2039 and later to 2098 and upgraded to a first class car for use, by 1919, in western Canada. During its service there Transcona shops at Winnipeg gave it its last number. The car was in mixed train service in Alberta prior to forming part of the Museum Train. It housed exhibits.

The dining car, No. 4006, was a former Wagner Palace Car product built in 1899 for the ICR as No. 95. Listed on the CGR roster in 1916 as No. 264 it took on CN markings in 1920 at the Moncton shops as number 4006. In addition to service in the Maritime provinces the diner was used in southern Ontario and on the Levis, (Quebec) District. The interior portrayed exactly the period intended complete with plush drapes over the windows and doors and an outstanding selection of silver, china and glassware of five railways and the CN.

The newest car in the consist was sleeper No. 2541. Built in 1904 as a colonist car for the ICR, it was rebuilt in 1910 as No. 531. On the CGR roster by 1916 as No. 1531, CN assigned it No. 2541

three years later. The sleeper saw service on the prairies.

The last two cars, Nos. 8108 and 8029, also housed exhibits and were built by the J. Harris Car Company of Saint John, N. B. as coaches. No. 8108 went through the shop in 1875 and the 8029 in 1877. Under original ownership of the ICR, the railway converted them to baggage cars during the 1890s and were numbered 713 and 736. In 1916 when taken over by the CGR renumbering again took place as 2713 and 2736 which were retained until 1920 when CN gave them their final numbers. Prior to Museum Train service the 8029 was used between Moncton and Pt. du Chene, N.B., and the 8108 ex Halifax.

Items on Display

The display cars contained a wide variety of items ranging from an oil burning locomotive headlight to telegraph keys, tickets, rail of every description, advertisements, royal train documents, some dating back to 1861, timetables and a 15 foot long family tree showing Company growth from Canada's first public railway of 1836. There were numerous photographs from the CN's outstanding and massive collection - now controlled and located at the National Archives of Canada and the Canada Science and Technology Museum at Ottawa - depicting the Company from its beginning to some of the 700 - give or take a few - varied properties that comprise the System. Also on display was the Beardmore four cylinder engine that powered famed self-propelled car No. 15820 on its historic run in 1925 to Vancouver from Montreal in 67 hours. Next to the display was the bell from the car.

Storage of the Train

Following System tours the decision had to be made as to where to safely store the rolling stock. But where? During layover periods the locomotives were kept at Turcot roundhouse in Montreal and the cars at the Point St. Charles coach yard. Both locations were under the scrutiny of shop and car department employees. Since it was planned to close the Turcot facility June 4, 1961, near the time the then Montreal Hump Yard and diesel shop were officially opened, the view was that Turcot would be an ideal location to store all of the Train under one roof and provide protection from the elements. Good intentions didn't quite work out that way. With CN Police providing minimum shop protection unofficial wreckers took advantage of the situation and played havoc on both the building and some of the Train. To prevent further damage to the consist temporary refuge was found at Quebec roundhouses at Richmond and finally at Charny, near Joffre yard, eight miles west of Levis. There the Train was protected behind specially built walls complete with locked doors.

Special Exhibits and Ottawa Handover

Due to their uniqueness, it is not surprising that locomotive Nos. 40 and 247 were displayed at special events. Among them, the last run of Northern Type No. 6153 September 4, 1960, at the Turcot roundhouse following its return from Ottawa. Crowds were attracted to the 4-4-0 at St. Albans, Vermont, May 17, 1963, and the following day, despite heavy rain, at Essex Jct., Vermont, during a freight and passenger car display highlighting National Transportation Week. Three months later the engine returned to St. Albans for photographic purposes marking the demolition days later of the 351-foot long station trainshed. (A number of bricks from the 97-year old structure were sent to the National Museum of Science and Technology at Ottawa as well as the Smithsonian Institution at Washington, D.C.). Again that year, during October 18-20, the 129 year old 'American' was part of a display at Dorval, Quebec, exhibiting CN renovated transcontinental passenger equipment. The 4-4-0, along with No. 247, were front and centre of a six locomotive display at Belleville, Ontario, during 'Railway Week' June 24-28, 1964.³

In a June 16, 1967, ceremony a selection of the Museum Train was pulled by Northern Type No. 6218 to a reception stand where, in grand manner, it was handed over to the then National Museum of Science and Technology at Ottawa by pro-history



Two charming CN representatives welcome visitors to view 4-4-0 No. 40 at St. Albans, Vermont, on May 17, 1963. In the background is 6-year-old Central Vermont GP9 4925. The following day the engines were moved to Essex Jct., Vermont, where 4925 was part of a six-car special passenger train offering return free rides to nearby Burlington during National Transportation Week. Photo by J. Norman Lowe.

chairman and president Norman J. MacMillan (1967-1974). Accepting it was Judy LaMarsh, Secretary of State and Jack Pickersgill, Minister of Transport attired, as were the other vip's, in railway garb complete with stripped hats, bandanas, jackets and gloves. During the event the band of HMCS Carleton serenaded the assembled crowd.



End of the line as most of CN's Museum Train is officially handed over to the then National Museum of Science and Technology in Ottawa on June 16, 1967. Powering the train was CN 4-8-4 6218 which operated in excursion service from 1964 to 1971. National Museum of Canada negative No. J-19344-11, collection of J. Norman Lowe.

Partial Breakup and Fini

Since the 1967 handover of the Train some of the rolling stock has been relegated to other locations of the country. While locomotives 40, 247, coach 59262 and dining car 4006 are still at the Museum in Ottawa, but in storage, No. 713 was moved to the Canadian Railway Museum at St-Constant (near Montreal) in 1989 as were combine 7108 and colonist car 2541 in 1995. Baggage car No. 8108 was given to the Scotia Railway Society

near Halifax in 1968. It has since been scrapped. The other baggage car, No. 8029, was relocated in 1969 to the Alberta Pioneer Railway Association at Edmonton and is now owned by the Canadian Museum of Rail Travel, Cranbrook, B. C.

[Some photographs show the Museum Train with a seventh car, namely baggage car 8400, built in 1912 as GTR 766. No. 8400 was also presented to the National Museum of Science and Technology in 1967 and was moved to the Canadian Railway Museum in 1995. Can any reader clarify its use and where and when it was part of the Museum Train?]

* * * *

This review represents but a fraction of the exhibitions of one form of another hosted by the railways over past decades. It is hoped that in the future the concept will be revived in which an example of railway heritage - obsolete but revered - and the latest from the builder are combined again for that purpose. The substantial public relations generated from such shows can't be overlooked. Besides, with the "museum pieces" subject to deterioration they shouldn't be taken for granted.

Endnotes:

1. Donald Gordon, chairman and president of the CN between 1950 and 1966, was concerned about the accumulation of records and their increasing inaccessibility. To ease the situation he entered into an agreement January 28, 1963, with the Public Archives of Canada - now the National Archives of Canada - whereby the flow of this information would be transferred to Ottawa on a regular basis with the Company having right to recall and the public access."

2. The Chaudiere Valley Railway, which dates back to the 1890s, was owned by the firm of John Breakey Limited. It operated timber limits on the upper Chaudiere River near the United States boundary. Logs from there were floated down the river to Breakeyville mills - about 15 miles from Levis - where they were barked and then shipped for the manufacture of wood pulp by the railway to a yard near the Chaudiere basin - within excellent view of the famed Quebec Bridge. To gain access to the yard the railway crossed the Diamond and Drummondville Subs. (of the CN) as well as long ago dismantled National Transcontinental Railway and Quebec Bridge connections. The Quebec Central Railway also provided a connection. The CVR locomotives had a variety of lettering ownership ranging for "John Breakey Ltd." on 4-4-0 No. 31 to "Chaudiere Valley Ry." on No. 40. It also sported "Chaudiere Valley" under the cab window.

3. The acquisition of new CN motive power - generally highlighted in advance by mats sent to weeklies and small city newspapers - included at times exhibitions at principal stations through which the new arrivals were to operate. This included not only steam locomotives but self-propelled oil electric passenger cars, Road-Rail bus types and North America's first road diesel. In 1922, a two year old Pacific Type 4-6-2 locomotive, No. 5304, was exhibited along with the latest in passenger cars at the CNE. Somewhat unusual about the display was that the engine carried a number plate similar in design to the Grand Trunk Western rather than the CN traditional. The engine was later fitted with a CN plate and operated for a while from Portland, Maine.

Not to be outdone by the CP exhibiting its semi-streamlined Jubilee Type 4-4-4 locomotive No. 3000 and four car consist at the Quebec City Palais Station coach yard during August, 1936, CN re-routed from the main line weeks later a new Northern Type 4-8-4, No. 6400, to the same location for exhibition. Not surprisingly both displays attracted large crowds of people but it was a tossup which power received the keener mechanical attention - the 3000 at the CP's Crown Street roundhouse or the 6400 during maintenance at the Limoilou shop prior to returning to Montreal. ■

From the New Executive

The Society elections were held January 2, 2001. Most of the portfolios stayed the same with Dave Stremes, Les Goodwin and Bert Titcomb as Vice-President, Treasurer and Secretary respectively. Paul Bown was elected President and Duncan du Fresne was elected as a Director joining Bob Cummins and Bruce Ballantyne. Duncan's role as liaison with the Canada Science and Technology Museum will remain.

The Executive would like to express its thanks to Jeff Parker who has stepped off the executive due to the extreme pressures of his "paying" job. Jeff organized the trip to the Timber Train in September 2000 which got us back into the excursion game after a 10 year absence. His input will be missed and hopefully he will be able to take on a more active role again in the future. Although the executive team was elected by acclamation, please rest assured that you have a group who all have a real interest in the continued success of the Society and who enjoy doing their jobs. We also have a number of members working in the background who also perform valuable jobs for the Society.

On the publishing front, 2001 marks the 20th edition of the **Canadian Trackside Guide**®. Congratulations are due to Earl Roberts and Dave Stremes whose hard work continues to make this publication a benchmark among Railfan works. Additionally we have a number of books approaching the printing stage and several in planning. If you have a work you are interested in getting published do not hesitate to approach us with a proposal. We strive to get information on Canadian Railway Heritage into print.

On the restoration front we are making great strides. On a normal Saturday we have at least 12 members working at the Canada Science and Technology Museum from a restoration crew of about 22. This is more bodies than we have had in years and much is due to the acquisition of former Thurso Railway 50-Ton diesel/electric #10 and the operation of the Museum's Shay locomotive. Along with #10 our caboose 436436 and business car 27 are currently in the museum shop receiving planned and preventative maintenance. The Society's ex-Central Vermont steam crane saw restoration work until late-November and will be a top priority as soon as the weather improves. It is our goal to steam the crane in 2001. Members are welcome to join the restoration crew any Saturday morning or to drop by to see how we are progressing - you might even get a coffee. What we are lacking is younger members. We have four teenagers that help from time to time. We must do our best to try and get younger people interested in the hobby. We hope to have a family day in the spring giving members an opportunity to ride in our equipment and show off the new locomotive and the work done over the winter. Watch **Branchline** for details.

Ray Farand, our membership chairman and responsible for **Branchline** distribution, has informed the executive that job pressures will force him to relinquish this job before the fall. We need a replacement and this should be a member in the Ottawa area. Much of the work can be done electronically, so some PC literacy is required, but Ray will train whoever volunteers. We would like to get someone nominated as soon as possible. If you are interested please contact either Dave Stremes or myself for more information. Perhaps two members could take over the role, one for membership and one for distribution.

If you plan on attending the Toronto Model Railway Show on March 17 and 18 drop by our booth and say hello. It will also be a chance to pick up the 2001 (our 20th year) edition of the **Canadian Trackside Guide**® at a special price.

Paul Bown
President

Engineer for a Day on the Roaring Camp and Big Trees Railroad

by John Stewart
(photographs by the author)

I feel very lucky to have been part of the 1201 excursions (ex-CP 4-6-2 1201) that the National Museum of Science and Technology in Ottawa and the Bytown Railway Society had run between 1976 and 1990; not only were these trips incredibly interesting, they also gave me the opportunity to work on other railways, slinging coal, twiddling oil valves, or just riding in the cab.

Shays (and other geared locomotives) were always found to be interesting, but I always seemed to miss them when in steam. The first operating Shay that I had laid eyes on was the Museum's 50-Ton No. 3, run by BRS crews. What a beautiful machine! Family matters now make it possible for me to make it to do restoration at the Museum on some Saturdays, and to help operate the Shay during the summer.

With the 1201 and other steam locomotive work under my belt, I thought that I was ready for anything. Boy, was I wrong! I had visited the Roaring Camp and Big Trees (RCBT) in Felton, California, twice before. I was amazed at the grades and track that their Shay locomotive (always No. 1, the Dixiana, a 42 ton Shay) would negotiate. This past September I was in California once again for work, and this time I took my wife, Deb, along for a bit of a pre-work vacation. I had e-mailed and called the RCBT the month previously, wondering if I could ride in the cab, just to see what a Shay on the grade was like to ride. I did receive an answer, and was told to call the Engine House, which I did, but never reached anyone.

We arrived mid-week in San Francisco, and drove south for a planned couple of days of vacation in Monterey. On the drive down to Monterey I took the opportunity to drop in at the RCBT to check the schedule. Tucked in the schedule was a note about becoming an "Engineer for a day". Deb suggested that she sign me up for the upcoming Saturday. She called the next day and registered me, and paid the US \$95.00 fee.

Saturday, September 9th, saw us roll into the RCBT parking lot right on time; 8:30ish in the morning. We tried to find the main office as we were instructed, but it was closed. We walked back to the Engine Shed, and I introduced myself as the "Engineer for the day".

At the Engine Shed I was welcomed by one of the Engineers, Ken, and was told that I would find out all about steam locomotives that day, and that I would be getting dirty. Well, the steam locomotives I knew a bit about, but getting dirty? How dirty do we get on our Shay? I think that they were quite pleased to get an "Engineer" that knew which end was the front, as I was

asked twice during the day if I wanted to work as a fireman for them.

That day was to be a busy one on the RCBT; a local company had rented a train for their annual picnic, so two locomotives would need to be rostered. I was handed an Alemite gun, and told explicitly where to point it and the minimum number of pumps of the handle at each point. I greased the No. 1, "Dixiana", a two truck 42 ton Shay (Serial #2593) built in 1912, and the No. 7, "Sonora", a three truck 60 ton Shay (Lima Serial #2465) of 1902 vintage. I was also given a pot of the stickiest grease imaginable and greased the gears. Oiling about was to be handled at the stop at the top of their hill.

This gear grease was incredible; it had the consistency of warm toffee, and got everywhere, including a lot of it on me. It was so thick that it was not until greasing the second locomotive that I realized that the "forked grease application tool" was a branch cut from a tree! Needless to say, taking notes or photographs was not going to happen.

Some of the items that were rostered on the locomotive were, well, a bit different than we use on the Shay in Ottawa. Alemite guns had to be tucked under the cab floor, and that pot of grease had to be put in the cab. Batteries for the radio equipment had to be charged, and gas levels in the chainsaws checked. Yes, chainsaws are standard equipment on these locomotives.

The locomotives were started on natural gas, then when steam was raised, were moved over to oil. This makes for a very quiet firing; no noisy compressors, as the gas burns without atomizing. I am unsure as to whether there was a need for compressed air to operate the blower, or whether they just let natural draft take effect. Certainly there were no air hoses around, but by the time I had got there, pressure was coming up. I would think that they would use a little bit of compressed air - next time I'll have to get there earlier to see.

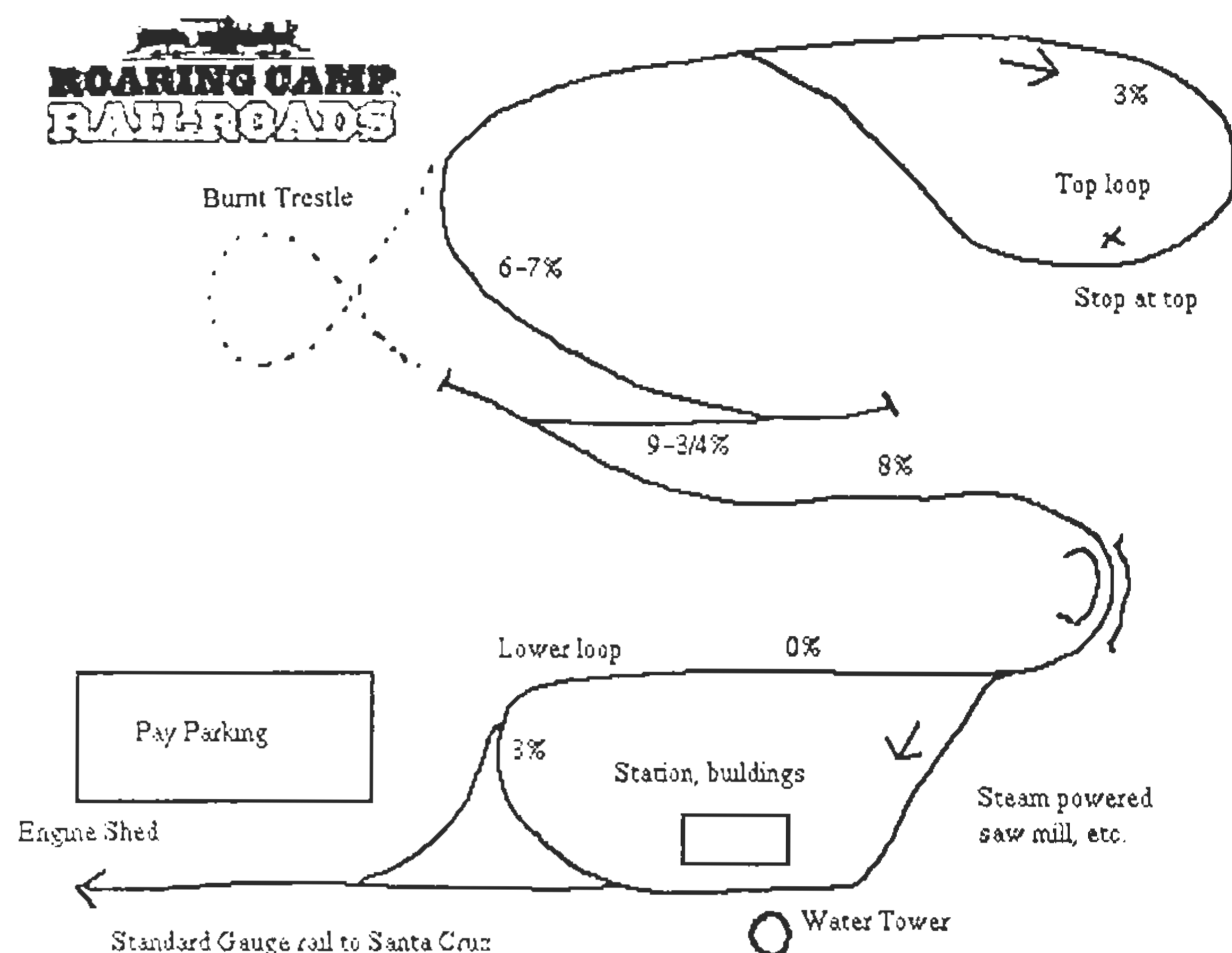
I got to fire No. 1 while in the yard; she fired just like 1201 and our Shay, with the only differences being a lack of pressure gauges, and a different damper arrangement. Ken instructed me that he wanted 160 lbs. and as much water as I could get; sounded okay, but I asked for a primer on how the injectors on that locomotive worked! They were simple, but you had to turn on a water valve, then swing a priming lever to the 'on' position, then add the steam. After the injector was working, the priming lever had to be turned off, and the water valve regulated to minimize the amount of water that went out the overflow.

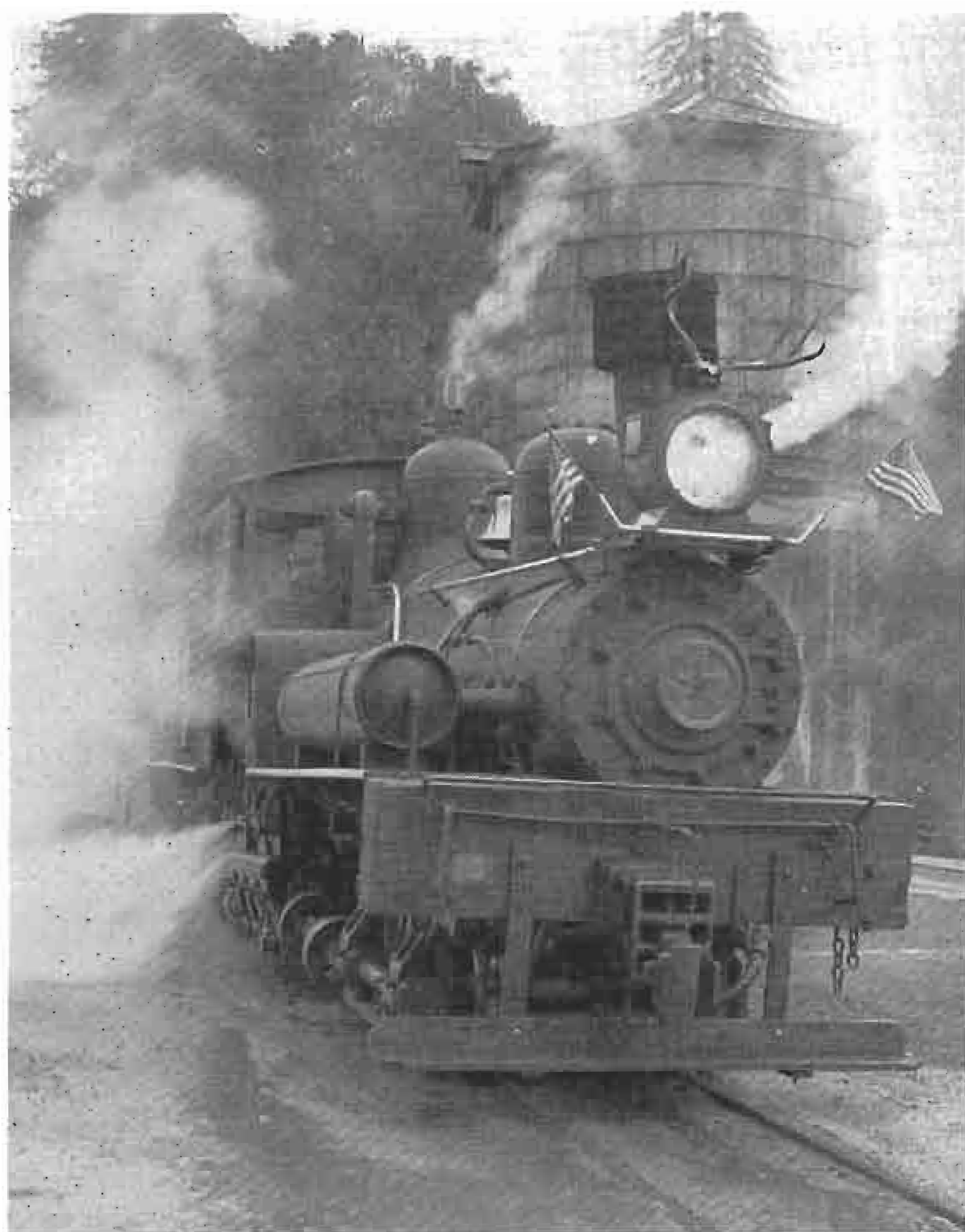
As the "Dixiana" had only been put back together the night before (new stays in the firebox behind the engine unit), it was suggested that I ride No. 7 to ensure that I at least got to the top of the hill.

With a little bit of regret, I stepped off No. 1, and wandered over to No. 7, and informed the crew that I would be riding with them, at least for the first run or two. Within the minute, we were backing the train to the station to pick up passengers for the first run of the day. When in the station area, I was taken into the general store, and was given the engineer's hat and bandana that was part of the "engineer for the day" package.

The line consists of two loops of track, one around the bottom of the hill, and one at the top. In between is a single line with a trestle, and switchback. The switchback was installed in the '70s to replace a beautiful curved trestle that was burnt by arsonists.

When I first hopped on to No. 7, I asked the engineer what he thought of running on the RCBT track. His answer was "it scares me". I was soon to see why. We left right on time with a full load of passengers in five cars; four open cars, and one enclosed. After rounding the loop and heading towards the grade, I was offered ear plugs, with the caveat "you'll need them". Sure enough, very soon the engine was labouring up grades approximately 8% steep, snaking around curves and cuttings. The noise was incredible, and No. 7 kept her feet. The fireman managed to keep the pressure up, and the water near the top of





RCBT 42-Ton Shay No. 1 - "Dixiana" in September 2000.

the glass, although the common complaint for the day was that, after a recent re-tubing, she did not fire well. Keeping both pressure and the water at the top nut of the water column was possible, but difficult.

The switchback was reached, and No. 7 was taken to the end of the track. Here we had a wait for a minute to build up pressure and water. Our full glass of water on the way up had turned into only half a glass when on the level. Sure enough, when we started backing up the 9 3/4 % grade of the switchback, the water level went to the bottom of the glass and disappeared. Too much water on the way up was bad, as then water would be carried over; too little water meant a long wait at the switchback.

No. 7 did well on the switchback grade; she tried to loose her feet, but the Engineer sanded enough to make it to the next switch. The fireman aligned the switch to allow No. 7 to continue forward in the climb to the top. I was then offered the throttle. Needless to say, I was surprised, but I accepted the invitation.

No. 7 was different to our Shay in many ways, and similar in others. I released the engine brake (a vertical lever which was full forward for release, and full reverse for full on) and opened the throttle. Dave Elliott at the Museum has done a good job taking out the play and making the throttle on "our" Shay feel like silk. No. 7's throttle had a lot of play, and was stiff! My start was a bit jerky, but at least we were going in the right direction. Soon we were climbing a grade that hovered between 6 and 7%, with curves and cuttings to worry about. The reversing lever was kept close to full cutoff; never full cutoff, but never far from it either. All too soon I was instructed to stop beside one specific young douglas fir.

On our Shay, running behind the Museum, we close the throttle and let her drift for, say, 5 or 6 engine lengths, with engine brake applications to help slow her

down. Stopping on a 3% uphill grade with a full train is different; when the throttle is closed, the whole train quickly stops! My first stop was about 8 feet short. Subsequent trips led me to realize that the throttle should be closed when the pilot had passed the tree; even leaving the throttle open until the tree was half way along the cab would probably have been fine! Of course, stopping on a 3% upgrade means that the brakes HAVE to be on when stopped, unlike our flat track, where forgetting to apply the brakes does not have immediate consequences. I never made it so that the tree was beside the cab; the train stopped that quickly.

At the top, passengers are allowed off to wander around the trees. The engine crew oils around, and sets retainers for the downhill portion of the trip. "Engineers for the day" are allowed to drive on the way up, but definitely not on the way down.

The RCBT consists of old logging equipment and an interesting line through virgin giant redwoods. The passenger cars are modified gondolas or passenger cars. Each train has a crew of three; engineer, fireman and conductor. The conductor gives a commentary on both the way up, and on the way back. Each car is equipped with speakers. One instruction that the conductor issues to passengers is that passengers MUST remain seated when the train is in motion.

On one trip, we were waiting for No. 1 to come down and so clear the line up the hill. I was surprised to see the No.1 roll past the switch and quickly come to a stop. It had experienced an accidental uncoupling between the engine and first car, putting the cars into emergency. A minute or two later, everything was back together. Because No. 1 has steam brakes, and the air compressor was an "add on", it did not go into emergency.

As "engineer for the day", I could have ridden all trains, even the evening trains. Unfortunately, we were headed up to San Francisco, so we had to depart before dinner time. It was a fantastic day; one that I wish to repeat the next time I am in the area.

The RCBT is open all year round, weekends during the off season, and 7 days per week from April 1 through to the end of November. They have a web site; <http://www.roaringcamp.com/>. They also have a standard gauge diesel hauled excursion from Felton to Santa Cruz. When I was there, their Heisler (Stearns Manufacturing #1041, 1899, 37 ton, 2 truck) had literally been put back into service, and had made some runs between the engine shed and the station. Beside the two operating Shays and the Heisler, they have recently restored an O-4-2T from Hawaii, and have some small diesel switchers. ■



Roaring Camp & Big Trees 60-Ton 3-Truck Shay No. 7 - "Sonora".

Mountain Railroading

When I first read Mr. Charles W. Parker's paper which he presented to the Institute of Mechanical Engineers (Railway Division) in 1972 I thought I had enough for a couple of Tid Bits, but alas, it has resulted in three. You will recall in the December 2000 and January 2001 issues of **Branchline** I presented two edited versions of "Winter Railroading". As promised, this final installment is titled "Mountain Railroading". Enjoy!

Adhesion and wheel slip

The earliest road diesel-electric units operated by CP Rail over its 2.2% grades in British Columbia were simple B-B units weighing 248,000 lbs. and developing 1500 HP for traction. The wheel slip control system was a simple arrangement which compared traction motor currents. If a wheelset slipped, the resulting drop in the motor current affected would be detected and the entire power plant output would be reduced. Automatic sanding would occur providing the engineman was not already operating the sanders manually. If repeated slipping occurred the engineman would have to reduce the throttle to a more acceptable setting. On the steep grades in British Columbia poor rail conditions are so prevalent, particularly in winter, that repeated wheel slippage caused so much operation at reduced throttle settings that many trains were forced to ascend the ruling grades at 5 and 6 miles per hour instead of the intended 12 MPH minimum. One of the worst grades is the Field Hill where excessive wheel slip has induced a corrugated rail surface requiring periodic grinding to restore a smooth surface.

After the introduction of 6 axle 3000 HP units in the mountain territory in 1966 it became evident that the basic wheel slip control system was not acceptable. The first such units were so prone to slip that the primary function of the maintenance base was the reprofiling of spalled and shelled wheels. These units, and all subsequent new motive power, now employ a rate-of-change wheel slip control system which detects the rate of change of speed of a given wheelset, compares it with the speed of the other wheelsets, and reduces excitation by a limited amount. Using solid-state devices instead of slower acting mechanical relays, the rate of change systems are able to detect slipping very early, to reduce excitation without delay, and to reapply power slowly enough to prevent a surge which would recreate a slipping situation. Testing is now in progress on CP Rail to determine if an increase above 18% adhesion level can be justified to increase current locomotive tonnage ratings.

A helpful feature on recent 6 axle locomotives from both Canadian manufacturers is the so-called high-adhesion truck in which the tractive force generated is transferred to the locomotive frame at the lowest possible location. The design incorporates a suspension system having soft primary springing and stiff secondary springing, usually rubber blocks.

Another useful arrangement for grade operation is a lead unit power reduction switch which enables the engineman to operate the leading unit one throttle position lower than the trailing units. Under poor rail conditions where the lead unit is the most prone to slip, this feature permits multi-unit consists to ascend a grade at a higher total power output than if all units were required to use the same throttle setting as the leading unit.

Overheated traction motors

The operation of diesel-electric locomotives at speeds below 10 MPH for the extended periods necessary to ascend the long grades in mountain territory results in severely overheating the traction motor armatures. During such operation the locomotive running gear may be enveloped in a haze of smoke, and in winter the heat radiated from the traction motors melts the snow on and beside

the track. The cost of repairing traction motors of the mountain locomotives was staggering and was not brought within reasonable bounds until more reasonable tonnage ratings were established. The introduction of wheel slip control devices and high-adhesion trucks, of course, has materially reduced the maintenance of traction motors on newer units.

Operation through tunnels

Of all the many tunnels on CP Rail's main line through its mountain territory only one, the 5 mile Connaught Tunnel, is equipped with fans to ventilate the tunnel bore. Even in the Connaught Tunnel engine crews have complained of the gas and noise and, as governmental health agencies are increasingly active in this quarter, it is likely that restrictive action will develop unless some improvements are instituted.

Operation through long tunnels on severe grades where engines must be run at full throttle has another drawback. Most CP locomotive consists in this territory employ four 6 axle units or five 4 axle units. The air temperature surrounding the locomotive increases progressively from the lead unit backward and may reach 140 degrees F at the intake filters of the rearmost unit. If operated for any considerable period under these conditions the rearmost unit may overheat and have to be shut down. In tunnels built on steep grades, such as the Spiral Tunnels, the train may have to be taken forward in two portions, when overheating causes the rearmost unit to be shut down.

Visitors to CP Rail's mountain operation often ask the reason for the hoop-like transverse steel bands rising over the roof of passenger diesel locomotives and a few box cars. They are icicle breakers designed to break the icicles that hang from the roof of some tunnels and the hoops on passenger locomotives are so constructed as to exceed the clearance outline of the multi-windowed domes on certain coaches. A box car, ballasted and similarly equipped, is marshalled ahead of loaded multi-level auto rack cars to protect the automobiles on the top deck from icicle damage.

Rail and flange wear on curves

Between Calgary and Revelstoke lie the two subdivisions containing all the 2.2% grades on the main line of CP Rail. As the entire route follows the river valleys the curvature is severe with 10 degree curves in abundance and even some 11 and 12 degree curves. An increasing proportion of the traffic, now in excess of 24 million gross tons yearly over the Mountain Subdivision, is carried in 100 ton cars grossing 263,000 lbs. at the rail. Most full tonnage trains in this territory are headed by four 6 axle units grossing 390,000 lbs. each and developing a total tractive force of 280,000 lbs. at 12 MPH.

With forces of this magnitude being exerted on the train the lateral forces developed between the wheels of the head-end cars and the gauge side of the rail on a 10 degree curve are far greater than those existing before dieselization occurred, yet the weight of rail used, 130 lbs. per yard, remains the same.

Even though track-mounted rail lubricators are used extensively in the mountain territory rail wear has become a sizable problem. Moreover, following the introduction of large numbers of 100 ton capacity cars corrugations are appearing on the rail head which require the periodic operation of a rail grinding train to grind off the corrugated surfaces.

Cars such as those composing the coal trains operating between southeastern British Columbia and the Pacific Coast have one-wear 36 inch steel wheels of the wide 3-flange variety which reach the condemning limit for worn flanges long before appreciable tread wear develops. When half the allowable has occurred the wheels of these cars are removed for reprofiling, in which considerable tread metal is turned off in restoring full flange contour. The wheels are then allowed to wear to the flange

condemning limit. Wheel life mileage in this service approximates 90,000 to 120,000 miles.

Current replacements of the coal car wheels are being made with 36 and one half inch 2 wear wheels which have one quarter inch thicker tread than the 36 inch one-wear wheels. It is expected that the 2-wear wheels will accommodate two reprofiling and that wheel life will be increased to about 150,000 miles. By contrast the same class of wheels under 100 ton cars on one of the iron ore railroads in northern Quebec, where grades and curvature are less severe, have a life expectancy upwards of 400,000 miles.

Braking on heavy grades

Before the introduction of the brake pipe pressure maintaining feature on diesel locomotive brake equipment the use of retainers on freight and passenger cars was necessary on any severe descending grade when the tonnage handled exceeded that which the locomotive could handle ascending the same grade. By retaining in the car brake cylinders a predetermined pressure after the brake system was placed in release position, the use of retaining valves permitted the engineman to release and recharge the train brake system as often as was required during the descent of any grade. This practice was not without its disadvantages and it was a great improvement when the introduction of the brake pipe pressure maintaining feature eliminated the use of retainers.

All CP road diesel units acquired since 1950 have been equipped with dynamic brake, a feature which contributes greatly to the flexibility of brake handling on descending grades. Although the dynamic brake on certain classes of earlier road units was relatively weak, the capacity of the dynamic brake on modern units has been much increased. The same four 6 axle units that can exert a tractive force of 280,000 lbs. at 12 MPH have a total dynamic brake restraining force reaching a peak of 240,000 lbs. at 24 MPH.

If a track disruption or other calamity requires a train to stop on a descending grade and remain stationary for a considerable period, the train air brake system cannot be expected to maintain its effectiveness indefinitely without eventually being released to recharge the reservoirs. This aspect highlights one of the disadvantages of the one-pipe system in North American use compared with the two-pipe system. On minor grades the independent brake on the locomotive will suffice to hold the average train during the period required for releasing and recharging the train brakes. On a 2.2% grade, however, a locomotive consisting of four 6 axle units cannot hold stationary a train in excess of about 6,600 tons, a figure which will vary depending on the average weight per car and the percentage of roller bearing equipped cars in the train. Heavier trains, therefore, will require the application of hand brakes on a number of cars to assist the locomotive independent brake to hold the train while the brake system is recharging.

In winter the depth of snow along the track often makes it virtually impossible for the train crew to make their way from car to car to apply the hand brakes. To make the use of hand brakes in such a situation unnecessary the 100 ton cars of CP Rail's coal unit trains are equipped with a second air pipe through which an independent brake application on the locomotive can be extended to a number of head end cars. As this is a straight-air type of braking operation the application and release are relatively slow if too many cars are connected with the holding brake feature and it is customary to couple into this auxiliary system only a many cars as are necessary to augment the locomotive brake capacity to the required level. On a 12,000 ton coal train the first 15 or 16 cars will be so connected.

Train capacity in mountain territory

Dieselization of CP rail lines in the mountainous area west of Calgary commenced in 1952 and resulted in the assignment of about 300 4 axle diesel units for the 600 miles of main line between Calgary and Vancouver and about the same mileage of secondary lines across the southern part of British Columbia (ed. the long abandoned Kettle Valley operation).

On a 2.2% grade the haulage capacity of the early 4 axle 1500 HP units was rated at 750 tons and as these units were coupled in 4 unit consists a 3,000 ton train became the standard consist for drag trains and the usual speed for the ascent of the ruling grades was 10 to 12 MPH depending on the existing adhesion.

The assignment of assisting units or "pushers" on numerous grades had disappeared with the steam locomotive but by 1960 diesel pushers were back in use on the Beaver Hill, a 14 mile grade of 2.2% on the east slope of the Selkirk Mountains. With a 3 unit pusher the eastbound tonnage was raised to 5,000 tons.

In 1966, 6 axle locomotive units were introduced in numbers. These 3000 HP units weighing 195 tons each were rated at 1,250 trailing tons each for 2.2% grade operation, or 5,000 tons for a 4 unit locomotive. With the volume of westbound traffic increasing every year, the single-tracked Mountain Subdivision which spans the Selkirk Mountains became a bottleneck which even the use of three 6 axle pusher units with a maximum train tonnage of 7,500 tons could not overcome. In 1969 new coal deposits were opened in southeastern British Columbia and the necessity for minimizing the freight rate for transporting this coal to the Pacific Coast required a further increase in the maximum tonnage per train handled westward over the Mountain Subdivision. It was considered impractical to assign additional manned pusher consists for the ascent of the Beaver Hill. Moreover, although a train of 10,000 tons had been handled down the west slope of the Selkirk Mountains by a single 4 unit locomotive, crew reaction did not favour making this standard practice.

Accordingly the use of remote radio-controlled locomotives located in the body of the train was instituted on the unit coal trains. Locally termed "slave locomotive" operation, the employment of these units in consists of up to 20 axles, together with the help of a 4 unit manned pusher consist on the Beaver Hill, resulted in raising the proven tonnage capacity as high as 14,000 tons per train. Depending on the total volume of coal moving over a given period the standard unit coal train, unchanged in consist over the 700 mile route from mine to port, may be an 89 car 12,000 ton train powered by a maximum of ten 3000 HP units or a 105 car 13,800 ton train powered by a maximum of twelve units. A train of 177 grain box cars handled during the early tests of remote unit operation is shown in the accompanying photograph.



A 177-car freight train is being tested in the Thompson River Valley in December 1967. Three 3,000-hp SD40 units, lead by 5553, are assisted by two remote radio-controlled units behind the 120th car. The CN line is on the right bank of the river. Photo courtesy of Canadian Pacific.

The volume of grain, potash and sulphur moving from the central prairies to the Pacific Coast has been increasing steadily throughout the past decade to the point that solid trains of each commodity are handled westward from Calgary. It is now proposed to acquire sufficient additional radio remote control

equipment to provide for slave operation of bulk trains from Calgary to the Pacific. This would increase the capacity of such trains to a standard of 10,000, 11,000 or 12,000 tons depending on the quantity of motive power assigned to each train and would further tend to overcome the bottleneck existing on the Mountain Subdivision.



Two remote-controlled (by radio signals) SD40 units, leading the rear third of the 177-car freight illustrated on Page 10, are leaving the Lower Spiral Tunnel while the rear end enters the tunnel. Robot 1 was built in 1927 to carry silk and later became baggage car 4465. Photo courtesy of Canadian Pacific.

Train dynamics in Mountain Operation

When the dynamic brake was introduced on North American diesel locomotives much stress was laid on the desirability of using the dynamic brake as much as possible and applying the train air brakes only for stopping and for supplying whatever retarding force might be required on steep grades over and above the maximum retardation available from the dynamic brake. Certainly the use of the dynamic brake extended the life of the train brake shoes; it is also suspected that the campaign favouring its use was encouraged by the locomotive builders.

Those who claimed that better control of train longitudinal forces could be achieved by using the train air brakes as the primary retarding force, and using the dynamic brake to satisfy only the peak retardation requirements above a given level, were in the minority. The issue mainly concerned the niceties of train handling and did not become critical until 6 axle diesel units with an improved dynamic brake appeared in the 1960s.

Derailments characterized by overturning of a rail, usually the outer rail on a curve, had occurred at infrequent intervals on most railroads with trains handled by multiple consists of 4 axle units, but not as often during the descent of grades as when backing a train up a grade or when backing into a train having its brakes not fully released. After the 6 axle units appeared in quantity, however, with the favourite consist being four such units in multiple, derailments featuring an overturned rail became numerous. CP Rail's Pacific Region experienced at least a dozen such derailments in the past five years in which the derailed equipment usually involved the two rearmost units and the first 20 to 30 cars. In most of these incidents the locomotive was exerting full dynamic brake at the time. The 6 axle units are equipped with a coupler alignment control feature, without which it might be expected that the incidence of derailments in mountain territory would be even greater.

In discussing derailments involving an overturned rail the phrase "L/V ratio" is invariably employed. Depending on the base and height dimension of the rail concerned, the hazard of overturning becomes critical when the lateral force of the wheels under one truck attains a value approximating 65 percent of the vertical force of those wheels against the rail. To investigate the lateral and vertical wheel/rail forces occurring in actual train

operations in territories where rail overturning had been experienced, General Motors' Electro-Motive Division had operated its excellently instrumented test car on the Chesapeake and Ohio, the Southern Railway, the Pennsylvania and the Southern Pacific before similar tests were made on CP Rail's Revelstoke Division in 1972. The results of the investigation were that the compressive or buff force in the couplers between the rearmost locomotive unit and the first car, as it is at this location that the maximum restraining force is applied to the train by the locomotive. If all cars near the head end are similarly constructed and loaded, the first car will be the most likely to derail in the event that an excessive buff force is generated. On the other hand, if there is a lightly loaded or empty car among the heavier cars at the head end of the train, this car will be the most likely to initiate a derailment when excessive buff forces develop because of the low "V" value of the light car.

The causes of excessive buff forces include the following:

- a) the use of maximum dynamic braking at or near the speed at which the retarding force due to the dynamic brake is at its peak;
- b) the too-rapid transition from motoring into dynamic braking without allowing the interval needed to dissipate the generator field;
- c) the release of a train brake application followed closely by the application of the dynamic brake or an increase in the level of dynamic braking;
- d) a favourable change of grade (as from downhill to level) in combination with one or more of the foregoing circumstances.

In issuing new train handling instructions founded on the knowledge described above, CP Rail has reduced the maximum allowable level of dynamic braking on consists of four 6 axle units from 700 to 500 amperes in the case of the GM SD40s and from 940 to 630 amperes on the MLW 630 and 636 units. More restrictive marshalling regulations have been introduced on the mountain territory aimed at marshalling the heaviest cars at the head end of a train and empty cars, particularly short empty cars, at the rear. Long freight cars 70 to 89 feet in length, such as multi-level auto rack cars which have a very long coupler, must not be handled near the locomotive unless no other types are included in the train consist. With these improvements it is encouraging to note that derailments involving overturned rail in this territory have been almost eliminated.

Conclusion

In operating over the 3,300 mile spread between the Atlantic and the Pacific Oceans through territory where temperatures vary from, -50°F in winter to 100°F in summer the two major Canadian railways encounter almost every conceivable problem found in railroading. Nowhere are the natural and technical difficulties more challenging than on CP Rail's Mountain Subdivision where, despite avalanches, rockfalls, mud slides, washouts, floods and grades of 2.2%, the railway carries in excess of 24,000,000 net tons of freight annually over a single-tracked line. Such an operation would not be possible without a preponderance of fully modern locomotives and rolling stock including a high percentage of 3000 and 3600 HP diesel locomotives and 100 ton cars, as well as a wide range of modern equipment for clearing slides, repairing washouts, replacing rail, and clearing wrecks. Carried on in the midst of some of the world's finest scenery the mountain operation taxes the ingenuity and challenges the resourcefulness of CP's railroaders who consider it the most stimulating railroad operation on the continent.

A note from the old Tid Bitter: I do hope that all readers of **Branchline** have enjoyed what Mr. Parker has had to say. Remember it is 1972 when you read this, there have been changes since then, lots of them, but I'm sure it has given many readers a great insight into railroading in difficult territory that many may not have known about. This is the final Tid Bit from Mr. Parker's excellent paper. ■

Information Line



CN EYES POSSIBLE CPR BID: CN would consider buying rival Canadian Pacific Railway, provided the proper regulatory framework is put in place to facilitate the deal, says Paul Tellier, president and chief executive of CN. Responding to comments about a potential spin-off of CPR last year by David O'Brien, the head of Canadian Pacific Ltd., Mr. Tellier confirmed CN could be a potential buyer. "Obviously, if at one point in time Mr. O'Brien was going to decide to sell his railroad we have the responsibility to make sure that if we were eventually a potential buyer that this is preceded by a good public-policy debate," Mr. Tellier told a media conference call in the strongest indication yet that CN could bid for CPR. Any merger would have to be good for customers, he said. Mr. Tellier's concern with public policy likely reflects the furor created by the merger of Air Canada and Canadian Airlines Ltd. in 1999, during which Ottawa appeared sometimes hesitant in the takeover fight and was forced to make policy on the fly. As the airline merger created a near-monopoly on air travel in Canada, a combination of CN and CPR would create a near monopoly on railways that would have an even more dominant market position. "When a transaction is not imminent -- and that's obvious -- the time is right to have a discussion about the pros and cons of a transaction," said Mr. Tellier.

In calling for a policy review, Mr. Tellier, the former top bureaucrat in Ottawa, is picking a good time. A special panel is reviewing the Canada Transportation Act and the chair of the panel said he wants to explore the issue of rail mergers. (**National Post**, January 24)

.... A merger of CN with CPR might be an investor's dream, but would certainly face huge hurdles, said industry watchers. "For the two corporations it would certainly be a marriage made in Heaven," said Harry Gow, president of Transport 2000, a passenger rail lobby group that also follows the freight industry. "A mixture of CPR and CN would solve CPR's problem of poor access in Eastern Canada. It would solve CN's problem of not having some of the really lucrative markets in the Southern West. CN doesn't serve Southern Alberta and Saskatchewan very well, and there's even a huge chunk of Southern B.C. they don't serve. These are very resource-rich areas with lots of tonnage."

The combination of CPR and CN would create a giant with \$2.5-billion annual operating income, 39,000 employees and 63,000 kilometres of track in the United States and Canada. It would also create a railway monopoly in Canada -- the only way a rail monopoly could be made acceptable is if CN agreed to open access. That would mean any third party could run on the tracks and that idea has always been vigorously resisted by CN and CPR, most recently with the ongoing review of the Canada Transportation Act.

David Collenette, the federal Minister of Transport, declined to comment on the idea of CN buying CPR. However, he agreed with Mr. Tellier that now is the time to ensure the proper public policy framework is put in place to deal with mergers. Among other things, he said the special panel reviewing the Transport Act will consider whether the Canadian Transportation Agency should have the power to review mergers with an eye to the interests of shippers, consumers and others. Shipper groups are already complaining loudly to the review panel there is virtually no competition in the industry, so it is difficult to imagine they would ever endorse a merger. "It's hard for us to visualize how the two of them merging into one and being able to squeeze the shipper even more could possibly be positive," said Justin Coleman, a spokesman for the Canadian Wheat Board, one of the biggest shippers in the country. Unions can also be expected to oppose such a deal. Unlike CN's merger with Illinois Central Corp., there would be substantial overlap between CN's and CPR's network likely requiring rationalization with job losses. A merger would also face tough regulatory scrutiny from the Competition Bureau in Ottawa, where an official said the test for a deal is whether it reduces or prevents competition. (**Financial Post**, January 25)

CN CHOPS 24 HOURS OFF CHICAGO-VANCOUVER INTERMODAL SERVICE: CN has announced another improvement in its intermodal schedules, reducing transit time for its Chicago-Vancouver service by one day. The new transborder intermodal service -- offering shippers fourth morning service Chicago/Vancouver and Vancouver/Chicago -- is one day faster than CN's previous schedule and beats the rail competition from Vancouver, Edmonton, Calgary, Winnipeg and Chicago by one to two days, according to CN. The new service, designed to be truck-competitive, will operate seven days a week, with evening cut offs and early morning availability of trailers and containers at destination. (CN Press Release, January 24)

CN BUYS WISCONSIN CENTRAL FOR \$1.2 BILLION US: CN has made another move into the U.S. railway market with the purchase of Wisconsin Central for \$1.2 billion US. The purchase of Wisconsin Central will not likely attract the same attention as the BNSF deal, as competition would not be materially lessened.

CNR will pay \$17.15 US for each of Wisconsin Central's 46.5 million shares. The stock closed at \$14.93 US on January 29. The deal also calls for CN to assume \$400 million US of Wisconsin debt. CN is Wisconsin Central's largest customer. With the acquisition of Wisconsin Central, CN says it will be able to offer more revenue growth and improved efficiencies, as well as better service through Chicago and beyond to Mexico.

CN chief executive Paul Tellier said the merger would "secure a link in CN's NAFTA network -- the mainline railroad connecting Chicago, Superior (Wisconsin) and CN's transcontinental network across Canada." CN's bottom line should get a modest but immediate boost once the deal closes -- a benefit the railway says will continue to grow year after year. Wisconsin Central also has a 42 per cent stake in English, Welsh and Scottish Railways. CN officials said that they would sell that stake once they take possession of Wisconsin Central.

CN's \$6.2 billion attempt to merge with Burlington Northern Santa Fe collapsed last summer after regulators imposed a moratorium on such mergers over competition concerns. That merger would have created the largest railway in North America. Tellier said he was not planning to re-submit a revised bid for Burlington Northern once the moratorium is lifted later this year. (CBC WebPosted January 30)

.... CN plans to purchase Wisconsin Central may hinge on whether U.S. regulators treat the transaction as "significant" or "minor." A minor transaction would normally get faster review by the U.S. Surface Transportation Board (STB). CN said it had reserved the right to terminate the purchase if it failed to have the deal treated as minor. STB attorney Nancy Beiter said the agency had some latitude in deciding the significance of the transaction. Federal regulations describe a "significant" transaction as one not involving the merger of two or more Class I railroads but with "regional or national transportation significance." Deals clearly without anticompetitive effects, or with anticompetitive effects outweighed by contributions to the public interest may be deemed not to be significant. "We have some wiggle room," Beiter said. The STB last March, concerned by industry concentration and service disruptions, ordered a 15-month moratorium on "major" mergers, involving two or more Class I railroads, those with operational revenues of over \$258 million a year. Canadian National abandoned plans to merge with Burlington Northern Santa Fe Corp. in July last year after losing an effort to overturn the STB's merger moratorium in court. (Reuters, January 30)

CN POSTS STRONG FULL-YEAR 2000 RESULTS: CN reported that net income for the year 2000 was \$879 million, excluding a one-time, \$58 million after-tax gain (28 cents per diluted share) related to the exchange of CN's minority equity investments for common shares in 360networks Inc. Including this item, net income for the year was \$937 million, up from \$751 million for 1999.

Operating income for 2000 rose 12% to \$1,648 million. CN's operating ratio for the year was 69.6%, an improvement of 2.4 points. Revenue for 2000 increased 4% to \$5,428 million,

with carloads also rising 4% to 3,796 thousand. Five business units recorded increased revenues: automotive (16%); intermodal (13%); grain and fertilizers (7%); petroleum and chemicals (2%); and forest products (1%). Revenues declined for coal (18%) and metals and minerals (2%).

Operating expenses for 2000 were essentially flat at \$3,780 million despite a 45% rise in fuel expense and seven per cent increase in depreciation and amortization expense. These increases were partially offset by reductions in all other expense categories. CN plans no significant downsizing this year to continue reining in costs, though the company may not fill some jobs that go vacant.

CN's ceo Paul Tellier said: "We met or exceeded our key objectives for 2000 - four per cent revenue growth, a 69.6 per cent operating ratio and \$386 million in free cash flow, excluding the effects of the Company's accounts receivable securitization program. In addition, we continued the flawless integration of CN and Illinois Central." (CN homepage, January 23)

OMNITRAX ACQUIRES BIRCH HILLS SUBDIVISION: OmniTRAX has formally announced the acquisition of 21.9 kilometres of track connecting the communities of Birch Hills and Prince Albert, Saskatchewan. The acquisition contributes to OmniTRAX's overall vision of the Western Canadian transportation system, one which emphasizes the continued operation of the branchlines as a crucial component of an efficient system. "This railway purchase will ensure that the east/west link will be maintained in Northern Saskatchewan to serve the industries of agriculture, forestry and mining, which are dependent on the availability of an integrated rail transportation system to North American markets and international points of departure," said Prince Albert Mayor Don Cody. (Kerrobert Citizen, January 12)

CN STRIKES DEAL TO PUT GRAIN RAIL IN 'NEEDY' HANDS: The Brotherhood of Maintenance of Way Employees has struck an agreement with CN to set up a non-profit group involving unions, farmers, communities and others, that would lease and operate under-used branch lines primarily in Saskatchewan, but also in Manitoba and Alberta. The BMWWE has signed a memorandum with CN that calls for the union to set up an entity by March 15 to take over the lines. CN would lease to the group on a long-term basis four specific branch line networks in Saskatchewan - the Mantario/Conquest lines in west-central Saskatchewan, the Robinhood/Turtleford lines in the northwest, the Tisdale/Turnberry lines in the northeast and the Cudworth line just east of Saskatoon.

The group will have until June 1 to negotiate a final agreement. The new organization would be involved in both the collection and transport of grain, serving farmers on an at-cost basis. "It's the answer to the problem of grain transportation that's going on in the Prairies," said Gary Housch, vp of the BMWWE. The CN rail lines under consideration are not slated for closure, but are lightly used. Housch said the union is hoping to negotiate a similar deal with CPR, which has said it wants to shed up to 3,200 kilometres of prairie grain lines. Ian La Couvée, a CPR spokesman, said the company is always willing to listen to new ideas. (National Post, January 27)

CN INTRODUCES NEW CONTROL UNITS FOR REMOTE CONTROL SYSTEM: CN has introduced a new generation of operator control units for the BELTPACK® locomotive remote control system it uses in Canada. Designed and manufactured by CN's CANAC subsidiary, the OCUIIle is significantly smaller, lighter and ergonomically improved over the previous unit. The OCUIIle weighs just 3.4 pounds, compared to 6.8 pounds for its predecessor. Implementation of the new operator control unit has commenced in Montreal's Taschereau Yard with delivery of the first 40 units that will account for the implementation on the Eastern Canada Division's Champlain Region. Implementation in all of CN's main yards, including Toronto, Winnipeg, Edmonton and Vancouver, will be completed during 2001. In all, 250 new OCUs will be delivered to CN. Currently, CN has over 125 yard locomotives equipped with the BELTPACK® locomotive remote control system, making it the largest user of locomotive remote control systems in North America. (PR Newswire, February 5)

CN LAUNCHES HISTORY OF ILLINOIS CENTRAL ON ITS WEB SITE: CN is launching a new section on its web site to mark the 150th anniversary of the Illinois Central Railroad (IC) on February

10. The History of the Illinois Central Railroad is located at http://www.cn.ca/companyinfo/history/en_AboutHistory.shtml.

During its long history, IC made its mark on the nation as a vital transportation route through the heartland of America - the "Main Line of Mid-America." The CN-IC Story section is an easy-to-read account of the history of IC. Illustrated with photos, this section also describes, with the click of a mouse, what was happening at CN during the same period. The Historical Highlights section provides a quick look at the most important events in IC's history. The IC Presidents section offers a brief, yet fascinating, biography and photo of each of the 24 men who once ran the railroad. Another section is the story about the Evolution of IC's Logo, from the first logo in 1851, that was simply a black diamond, to the "Big I" that first appeared in 1972. (Business Wire, February 9)



**CANADIAN
PACIFIC
RAILWAY**

CPR AND CLERICAL WORKERS REACH 3-YEAR LABOUR AGREEMENT: CPR has announced that it has ratified a three-year collective agreement with members of the United Steel Workers of America. The agreement extends through to the end of 2003 and provides for a 2% wage increase in each year, improvements to pensions and benefits, and an enhanced gainshare program. The USWA represents about 1,500 clerical workers at CPR, whose members ratified the agreement by a margin of 64 per cent. (CPR news release, January 16, National Post, January 17, and Transport News, January 18)

CP WANTS TO BE LEANER, MEANER: Canadian Pacific Ltd. is looking to divest at least one of its five core businesses this year, says David O'Brien, the company's chairman, president and chief executive. He says CP is determined to reduce the range of its businesses, but did not elaborate on how this would be done.

The rail unit, Canadian Pacific Railway Co., is valued at \$4-billion to \$5-billion by some analysts, leaving its extensive coal, hotel and shipping arm with negligible stock market value. Most analysts agree the railway is a likely candidate for divestiture because Mr. O'Brien himself has said it is too small to be a buyer in the expected coming consolidation of the railway industry in North America. On January 22, he quashed rumours that CP was contemplating a sale of the unit to CN. "We have not had any discussions with CN, are not having any discussions with respect to a merger or sale to CN, nor are we contemplating a sale to any other party," he said.

Seizing on comments made by Mr. O'Brien in the past that CP has a bias toward energy and hotels, many analysts expect shipping and the railway units will be put on the block. Mr. O'Brien cautioned against such speculation in November. However, he also conceded at the time that energy and hotels offer the best growth opportunities for the company. (National Post, January 23)

CPR REPORTS ANOTHER YEAR OF RECORD INCOME : CPR has announced record operating income of \$845 million for the year, an increase of \$83 million, or 11% compared to 1999, excluding last year's unusual charge. The operating ratio was 76.9%, an improvement of 1.3 percentage points. Net income increased \$164 million to \$532 million, reflecting increased operating income and the announced reduction in the Canadian Federal Income Tax rates.

Revenue for the year increased \$159 million, or 5% to \$3,655 million, compared to 1999. Bulk commodities saw revenue growth with increased grain production and exports. The most service-sensitive markets also showed strong revenue growth, with intermodal revenues increasing \$30 million and automotive revenues increasing \$27 million. Other commodity groups also reported revenue gains. Operating expenses for the year rose \$76 million or 3%, due mainly to higher fuel prices and increased volumes.

Also noted is the amalgamation of the StL&H with Canadian Pacific Railway Company, reflecting the strength of improved rail operations in the east. (CPR news release, January 22)

GRAIN TERMINAL SAVES THE OUTLOOK/MOOSE JAW RAIL LINE: A \$10 million concrete grain terminal under construction north of Moose Jaw, Saskatchewan, will save the Outlook/Moose Jaw branch rail line. Plans for a farmer-owned grain facility came about after CPR promised to maintain the line should a facility be built. By keeping the line, CPR competes with CN for grain from the lake and dam region. David Pederson, spokesman for Gardner Dam Terminals, doesn't know who will operate the rail line.

CPR had planned to lease or sell the line to a short-line, and showed the line to prospective bidders last year. (**Moose Jaw Herald**, January 25)

ALSTOM, CPR NEGOTIATING AGREEMENT FOR MANAGEMENT, OPERATION OF CALGARY SHOPS: CPR announced that it has reached agreement in principle and is now moving to the next phase of negotiation to transfer management and operations of its repair and maintenance facility in Calgary to ALSTOM.

The agreement in principle calls for ALSTOM to acquire the inventory and equipment at Ogden Shops, and to lease the buildings. Unionized shop workers would remain employees of CPR but would be managed by ALSTOM, while supervisory staff would be employees of ALSTOM. A final agreement should be reached by the beginning of April.

Currently, there are 540 unionized employees and 50 supervisors at Ogden Shops. There might be some job reductions in both areas when final agreement is reached. The extent of reductions will be known when a full assessment of staffing needs has been completed. ALSTOM plans to make Ogden Shops its Western Canadian base. From this new base, ALSTOM would gain access to new markets in the northwest region of North America. (CP news release, January 31)

TSB RELEASES REPORT ON REAR-END COLLISION BETWEEN TWO CPR FREIGHT TRAINS: According to a report released by the Transportation Safety Board of Canada (TSB) on its investigation into the rear-end collision between two CPR freight trains near Notch Hill, BC, on August 11, 1998, poor visibility on a curve and noisy conditions in the locomotive cab, making communications amongst crew members difficult, were two of the factors that led up to the accident. No one was injured in the accident, although there was some damage to both trains.

Since the accident, there has been an effort by both CPR and Transport Canada, to address the issue related to the communication of signals between crew members. As well, the TSB looks forward to the results of Transport Canada's review of the current state of compliance to Canadian Rail Operating Rules (CROR) Rule 34 (the identification and calling of the signals by the crew).

However, the Board is concerned that the effectiveness of the program will likely be both temporary and incomplete. The current practice suggests that many crews do not consider compliance with the current Rule 34 to be necessary for safe operation.

The report states that measures should be considered to address this safety deficiency. One option would involve a shift to a non-verbal electronic means of communicating signals which would also provide a record of crew actions thereby facilitating company or regulatory monitoring. An additional option would involve replacement of the current rule with another more suitable backup defence that could alert crew members if their actions are not consistent with the signal indication. (CCN Disclosure, February 6)

.... Commenting on the TSB's report (above), transport minister David Collenette said, "I would first like to recognize the TSB's thorough work in investigating the collision. Transport Canada takes the TSB recommendations very seriously, and is taking the necessary action to ensure that they are addressed." After reiterating the Board's two recommendations, Collenette added, "The TSB plays an important role in identifying areas where possible improvements can be made in our transportation system. Transport Canada is continually striving to improve the safety of Canada's railway system. For example, the Railway Safety Management Systems Regulations, which will come into effect in March 2001, will further improve railway safety by promoting a safety culture within the railway industry, enabling railways to demonstrate their commitment to safety and their compliance with regulatory requirements." (Transport Canada, February 6)



OTTAWA URGED TO RESTORE LINK: A petition calling on Ottawa to restore a VIA Rail link to Peterborough, Ontario, will be introduced in Parliament not once but several times, according to the Greater Peterborough Area Economic Development Corporation. The GPAEDC is circulating the petition at more than 20 locations in Peterborough and area, said GPAEDC president Susan Cudahy. 'We will keep submitting 50-name increments so that it can be introduced again and again as a reminder to Parliament,' she said. The GPAEDC has also been lobbying MPPs for support for the Peterborough VIA Rail link and prepared a business plan on the financial validity of a rail link. The GPAEDC has been in correspondence with VIA Rail for more than four months, providing information about the environmental and economic benefits a rail link would have for the area, Cudahy said. (**Peterborough Examiner**, January 30)

VIA UNVEILS DESIGN OF NEW LONDON STATION, BLOWS UP BUILDING CONTAINING OLD STATION: VIA Rail has unveiled design plans for its new train station in London, Ontario. The new station, to be located on York Street, is expected to be operational by this summer, in time for the Canada Summer Games. "I am delighted with the new drawings," said London Mayor Anne DeCicco. "VIA understood London's concerns and worked to ensure that the new design for the station suited both VIA's business objectives and London's unique history and culture. The new station will be another important step in our ongoing revitalization of Downtown London."

The City and VIA pledged mutual cooperation at a news conference in December 2000 to ensure that the design of the new station would reflect London's history and meet its needs for future growth. Last year, over 363,000 passengers travelled through London station, the railway's fourth busiest terminal. The \$6.4 million investment in the new station and upgrades to London area infrastructure is second only to the \$10 million investment dedicated to Toronto's Union Station, as part of VIA's national revitalization program.

The old VIA station, located in the CN Tower building on York Street, was imploded by demolition experts, Greenspoon Bros. at 09:15 on February 4. Ellis-Don will begin construction of the new station several weeks later, once debris from the implosion has been cleared. The actual demolition was the culmination of 'Project KaBOOM!', in which a lucky citizen was chosen to push the detonator button. (VIA Rail Press Release February 2, and various other sources)

FUNDING IN PLACE FOR 'INTERNATIONAL': The Michigan State Transportation Commission on January 17 approved a \$5.7-million operating contract between Amtrak and Michigan DOT for fiscal 2001 for the Toronto-Chicago "International". Some minor details remain to be worked out, but problems are not expected. The contract includes an agreement for the DOT and Amtrak to meet quarterly with freight railroads with the aim of improving on-time performance. (**National Association of Railroad Passengers #174**, January 19)

VIA REFUSES TO HOLD OFF RETROFITTING RAIL CARS: VIA has refused a request by federal regulators to hold off retrofitting its controversial new NightStar cars until it can be determined if they are suitable for disabled passengers. VIA said that the quasi-judicial Canadian Transportation Agency (CTA) has no power to interfere with its business plans by overseeing the process by which 139 British-built rail cars are brought into service.

The Council of Canadians with Disabilities is seeking to overturn the un-tendered purchase, saying the cars do not meet federal guidelines for accessibility or safety. It had asked the CTA to issue an injunction against VIA halting the work; the CTA instead asked for a voluntary commitment from VIA to delay any work until an investigation of the new trains could be done by the agency. (**Globe and Mail**, and **Kingston Whig-Standard**, February 2)

OTHER INDUSTRY NEWS

CANADIAN RAIL CARLOAD TRAFFIC DOWN 1.2% IN JANUARY:

As in the United States, carloadings were down in January 2001. Canadian carloadings of motor vehicles and equipment were down sharply (16.7 percent, or 6,724 carloads); chemical traffic was down 4.1 percent (2,887 carloads), and primary metal products were down 17.2 percent (1,899 carloads). Grain traffic was up 15.4 percent (6,515 carloads), farm products excluding grain was up 39.2 percent (3,119 carloads), coal was up 6.8 percent (2,914 carloads), and intermodal traffic was up 4.6 percent (7,351 units) in January 2001, all compared with January 2000. (Association of American Railroads, February 8)

OPERATION LIFESAVER NAMES PUBLIC SAFETY OFFICER:

A former locomotive engineer and manager of rail traffic control for CPR in Montreal, Dan Di Tota, is the new national director for Operation Lifesaver. Di Tota, who brings 23 years of railroading experience to the position, succeeds Ben Levesque, who is retiring. Operation Lifesaver is the national public safety program sponsored by Transport Canada and the Railway Association of Canada that works in partnership with provincial safety councils, police, unions and community groups to reduce crossing collisions and trespasser deaths and injuries. The program already has an excellent track record, and has helped reduce highway/railway crossing collisions by 60 per cent since its beginning 20 years ago. Through a special initiative, Direction 2006, it is working to reduce those statistics by another 50 per cent by the year 2006. (Canada Newswire, January 18)

EFFICIENT RAIL-CAR USE A LONG-TERM BENEFIT: Figuring out how to use rail cars more efficiently now could save farmers hundreds of millions of dollars in the future, says a senior official of CPR. Ray Foot, assistant vice-president for grain, says the aging fleet of 19,000 government-owned hopper cars will have to be replaced one day. Speaking to the annual meeting of the Saskatchewan Canola Growers Association, he estimated the cost of replacing those cars at \$1.3 billion. Based on current grain volumes, that works out to about \$4.57 a tonne. The replacement cost is not reflected in the rate structure, so it represents an additional cost that would be passed on to grain farmers.

In an interview later, Foot said there is no immediate crisis in terms of replacing the government hoppers. But if programs can be brought in to make the handling and transportation system more efficient, fewer new cars will be needed and replacement costs can be kept down. For example, Foot said the average time needed to move a rail car from the Prairies to port and back has been shaved to 15 days from 20 days in the last three years. The railway thinks the trip can be reduced to 10 days. "When you're talking about things like car cycle times and the opportunities that the efficiency of those high throughput elevators can create, don't forget about the car component because it's going to become more critical in the future as the cars become an issue." The future ownership of those cars remains in question, but Foot said the issue will have to be dealt with no matter who owns them. The government hoppers now in service have a loading capacity of 263,000 pounds. Newer cars have a capacity of 286,000 lb. They can carry almost 10 percent more grain. The new cars are also shorter, meaning today's 100-car train becomes tomorrow's 112-car unit, hauling 20 to 25 percent more grain per train. "That's a lot of additional tonnage in October, November and December," said Foot. (The Western Producer, January 18)

NO MORE STEEL FROM CAPE BRETON AS SYSCO CLOSES:

Despite efforts to prolong its life, the steel industry in Cape Breton is officially dead. The Nova Scotia government said there will be no more attempts to keep the steel mill operating. The provincial economic development minister met with about 300 steelworkers in a union hall in Sydney. Gordon Balser told them, "You should all be proud of your 100-year history but there comes a time when very difficult decisions have to be made." Those difficult decisions mean that about 800 people no longer have jobs. When Premier John Hamm showed up in town for a business luncheon, steelworkers booed and jeered him. The furnaces – and everything else – are up for sale. The United Steelworkers union called the closure "devastating." There have been several attempts to sell Sysco in the past 10 years, and the latest deal,

with Swiss-based company Duferco Group, fell apart mid-January. A year ago, an American consortium pulled out of its plans to buy the operation. Groups from China and the Netherlands also backed away. (CBC WebPosted, January 19)

CTA REVIEW CHAIRMAN RELEASES "ISSUES UNDER CONSIDERATION":

The Canada Transportation Act Review Panel has released its "Issues Under Consideration" document. This document outlines the main issues being considered by the Panel, based on the outcome of the Panel's consultations and the submissions received to date from providers and users of transportation services in Canada. The document will provide a focus for ongoing discussion with interested parties on issues such as: Emerging industry structure; Sustainability of capital investments; Preservation of urban corridors; and Transport in an era of e-business and global logistics. This document is available at the CTA Review website at www.reviewcta-examenlrc.gc.ca (Canada Newswire, January 19)

WISCONSIN CENTRAL QUADRUPLES FREIGHT FOR ALGOMA STEEL:

By convincing Algoma Steel to expand beyond winter-only rail shipments, Wisconsin Central, the parent company of Algoma Central Railway, has quadrupled its shipments of iron ore from Michigan's Upper Peninsula to the steel company. Wisconsin Central, which has been hauling an average of 300,000 gross tons of high grade taconite pellets by rail from Ishpeming, Michigan, to Algoma Steel the past four winters is expected to handle about 1.4 million tons of iron ore this year. 'We have been trying to convince them [Algoma] for the past several years to expand beyond winter-only rail shipments and now they are willing to accept year-round shipments on a trial basis,' said Bill Boukas, Wisconsin Central's director of marketing. 'Algoma Steel, all steelmakers for that matter, are looking to aggressively cut costs and we believe year-round shipping by rail is the most effective means of transporting ore,' said Boukas. (Sault Star, January 23)

AIRPORT RAIL LINK DEAL DUE IN SPRING:

Transport Minister David Collenette said that the federal government and a private sector partner will have an agreement on a high-speed rail link between Pearson airport and Toronto Union Station as early as this spring. According to Collenette, construction on the new line, which will cost hundreds of millions of dollars and handle about 10 million rides per year, could start as early as mid-2002. Collenette has been talking about the rail link for some time but said it's come to fruition now because of the city's recent purchase of Union Station from CN and CPR. The high-speed link would follow an upgraded existing CN rail line north through the western portion of the city up to Woodbine Raceway, where a new line would be built into the bowels of the new airport terminal. The service would be built and operated by a private sector company on a long-term lease. (Toronto Sun, January 20)

OTTAWA MOVING IN WRONG DIRECTION ON TRUCKERS' HOURS:

Brian Payne, president of the Communications, Energy and Paperworkers Union of Canada, argues that the federal government is proposing to increase the hours of work for truck drivers, contrary to expert advice on road safety. Payne claims that many studies have linked tiredness while driving to road accidents. According to Payne, a new study in the US states that lack of sleep is much like alcohol in its impact on alertness and reaction time. He notes that if these proposals are approved in June, the working conditions of a large group of workers will be sent in a time warp back to the 1800s, and highways will become more dangerous for everyone. (Globe & Mail, January 23)

2000 PRELIMINARY TRANSPORTATION OCCURRENCE STATISTICS:

The Transportation Safety Board of Canada (TSB) has released its preliminary 2000 transportation occurrence statistics. The statistics show that despite increased rail activity in 2000, fewer accidents occurred. In 2000, 1,062 rail accidents were reported to the TSB, representing a 6% decrease over 1999 and a 10% decrease over the 1995-1999 average. Rail activity increased by 3% over 1999, which resulted in a net decrease of 10% in the accident rate from 15.2 accidents per million train-miles in 1999 to 13.8 in 2000.

The number of main-track accidents which occurred in 2000 is comparable to the 1999 total. Non-main-track train collisions totalled 112 in 2000, an increase of 12% over 1999, but

comparable to the five-year average of 113.

There were 261 crossing accidents in 2000, down from 283 in 1999 and well below the five-year average of 321. Trespasser accidents totalled 79 in 2000, representing a 17% decrease over 1999. Together, crossing and trespasser accidents resulted in 86 fatalities in 2000, a reduction of 13% compared to 1999. In 2000, 329 rail incidents were reported which is comparable to the 1999 total of 333 but 25% lower than the five-year average of 436. However, there were 188 dangerous goods leakers in 2000, an increase of 13% compared to 1999 but well below the five-year average of 281. (CCN Disclosure, February 5)

A TICKET TO RIDE THE RAILS: The results of a 24-month, \$24-million project in Ottawa, to begin operating in August 2001, were to serve as the basis for deciding whether to make light rail service permanent, and whether to expand light-rail lines into other parts of the city. The former Ottawa-Carleton regional government has already negotiated a deal with the CPR to purchase the rail corridor for \$11 million if the short-haul service is a success. Now, however, Transport Minister David Collenette is encouraging Ottawa Mayor Bob Chiarelli to speed up plans for a permanent light-rail service, before the experimental one even hits the tracks.

The minister is to begin handing out public-transit grants to municipalities on April 1. He has hinted strongly that Ottawa will be eligible for 'all or part' of the estimated \$90-million cost of expanding the pilot project to reach Place du Portage in Hull, Sparks Street and the Ottawa airport. The project would also include redesigning and relocating the existing grade-level stretch of the transitway across LeBreton Flats.

The offer is timely and politically irresistible. As it stands, turning the experimental north-south line into a permanent service will cost the city \$35 million and attract an estimated 5,800 daily riders. Under the federal initiative, city officials calculate the same line can be transformed into a far more attractive and permanent commuting option that will attract at least 20,000 more commuters a day by offering direct service to Sparks Street and Hull, not to mention the airport. The additional cost to the city, if any, they say, would be \$5 million to \$10 million.

There are obvious benefits, too, for the federal government and its National Capital Commission. A light-rail line to Hull and Sparks Street would ease congestion on interprovincial bridges and complement the federal plan to revitalize Sparks. Extending the existing CPR line less than two kilometres to the airport would fit nicely into Collenette's priority to connect public transit to airports. And redesigning and realigning the LeBreton Flats transitway would remove an impediment to the NCC finally developing the area. (Ottawa Citizen, January 19)

[On February 4, the three new Bombardier BR643 Talent diesel-powered trainsets for the forthcoming OC Transpo light rail service arrived in Ottawa. The German-built equipment arrived in Montreal by boat on January 18. The equipment was moved by CN from Montreal to Coteau, Quebec, on February 3. Early on February 4, Ottawa Central RS-18u's 1838, 1842 and 1865 forwarded the equipment to their home base at Walkley Yard in Ottawa. After testing, acceptance, and training, service over a five mile route on CPR's Ellwood Sub. is scheduled to begin on August 5. (Pat Scrimgeour and Mark Walton)]

RAIL COMPETITION REVIEW PANEL 'MISSED THE BOAT': Liberal MPs, angry at what they see as a pro-railway bias in an interim report on rail competitiveness submitted to government, are organizing a political uprising to convince transport minister David Collenette that he should bring the transportation review panel to heel. Prince Edward Island Liberal Wayne Easter said "We were trying to have the panel look at issues of competition and how the railways are not really that competitive but it seems to have turned into a study of railway viability, which is the wrong approach. What we need to be concerned about is farmer viability." Winnipeg Liberal John Harvard said the panel "missed the boat" in veering away from an analysis of how to increase competition. "They seemed to have turned their mandate inside out," he said. That must not be allowed to happen. The government has set the transportation policy we want, and determined the wheat board should be involved somewhat for now and that we need more competition," said Easter. "That is the context within which this panel should be working. Maybe we need to remind them of that."

The Canada Transportation Act review panel, was asked to

study "competitive rail access" and whether common access to the rail lines by other railways would work. In late-December, the panel sent an interim report to Collenette asking for more time but arguing that railway viability must be a key consideration. It also ventured into the highly charged debate about the type of grain transportation system that should exist, praising the deregulation proposals of former Supreme Court justice Willard Estey last year. (The Western Producer, February 8)

PHOTOGRAPHER O.W. LINK DEAD AT 86: O. Winston Link, the man who chronicled railroad life in the 1950s and became not only an international name in photography, but also captured the last days of the American steam locomotive, died en route to hospital. He had been sick for some time when he drove himself to the hospital in Mount Kisco, N.Y., on January 30 and suffered a heart attack en route.

For many, Link not only captured the last days of the steam engine, but also froze an innocent time of the world in his camera lens. Besides the engines billowing steam, Link's photos showed such scenes as folks sitting around a wood stove sharing a story or a young boy waving to the engineers as a train chugged by. "He was trying to document an era," said longtime friend Joan Thomas, who markets videos for the British Broadcasting Corp. made about Link. "He knew that not only the steam engines were going but also a way a life."

An internationally known photographer, Link was featured in the January issue of **Vanity Fair**, which featured photographers of the 20th century. His photos would take days to construct sometimes, complete with numerous flashes and wires galore. Norfolk & Western would work with Link on his photos, manipulating the trains to his liking. "It was an impossibly beautiful relationship," Link said recently. Many people over the years have said how much Link's works contributed to the history of the American railroad. "It's a huge loss," Thomas said. (Roanoke Time, January 31)

GOVERNMENT OF CANADA TO HELP FUND CHAMPLAIN BRIDGE ICE CONTROL STRUCTURE LIGHT RAIL PROJECT STUDY: The Government of Canada, in conjunction with the Government of Quebec, will fund a preliminary design study for a light rail transit (LRT) system on the Champlain Bridge ice control structure.

The Government of Canada's contribution could be as much as \$7 million. "As announced in the 2001 Speech from the Throne, the Government of Canada will co-operate with provincial and municipal partners to help improve public transit infrastructure," said federal Transport minister Collenette. The preliminary design study will be used to further assess the light rail transit project for the Champlain Bridge ice control structure. Transport Canada and the Federal Bridge Corporation Limited, which owns, among other things, the Jacques Cartier and Champlain bridges and the ice control structure, will provide technical expertise to the preliminary design study project. The Champlain Bridge ice control structure was built in 1964-1965 to control ice and reduce erosion of the islands in the Montreal area, including the Expo 67 site.

The feasibility studies already completed put the cost of an LRT system on the Champlain Bridge ice control structure at between \$570 and \$800 million. (Transport Canada release, February 8)

REFLECTIVE TAPE PROPOSED FOR RAIL CROSSBUCKS: Harley Toupin, executive director of the Saskatchewan Safety Council said placing reflective tape on railway crossing signposts has the potential of reducing the number of night-time vehicle-train collisions at uncontrolled railway crossings. "Retroreflective materials installed on the far side of the tracks on the backs of the railway crossbucks and posts create a flicker-strobe effect when the train passes by, which will make night-time drivers more aware that a train is at the crossing," Toupin said. The Saskatchewan Safety Council along with the Saskatchewan Association of Rural Municipalities have stepped up their campaign to pressure Transport Canada into adopting this simple, inexpensive but effective safety measure. Both national rail companies have endorsed this measure, which has been in place in the United States since 1990, but are awaiting Transport Canada's approval of regulatory changes and national standards that would govern the placement, design and specifications of the reflective material on the railroad crossing signs, Toupin said. (Regina Leader-Post, January 20) ■

A SELECTION OF PASSENGER CONSISTS

16 January 2001
VIA #53 at Kingston, Ontario

F40PH-2 6428
Coach 4121
Sleeper *Chateau Radisson*
Dome-Observation-Sleeper
Yoho Park
(makeup train as a result of a
derailment at Mallorytown)

18 January 2001
AMT #172
at Montreal, Quebec

F59PHI 1320
Gallery Coaches 921, 924, 920,
922, 925, 923, 926
Gallery Cab-Coach 901
F59PHI 1321

20 January 2001
AMT #50
at Montreal, Quebec

AMTK F40PH 223
MDTX Gallery Coach 7880 *
MDTX Gallery Cab-Coach 8729 *
MDTX Gallery Cab-Coach 8704 *
MDTX Gallery Coach 7670 *
AMT FP7A 1305

* former Metra (Chicago) coaches leased from a dealer

20 January 2001
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6440
F40PH-2 6439
Baggage 8616
Coach 8118
Skyline 8517
Sleeper *Dawson Manor*
Diner *Imperial*
Sleeper *Amherst Manor*
Sleeper *Bayfield Manor*
Sleeper *Christie Manor*
Dome-Observation-Sleeper
Tremblant Manor

23 January 2001
VIA #50 - "Enterprise"
at Cobourg, Ontario

F40PH-2 6451
Coach 4115
Coach 4107
Coach 4110
F40PH-2 6400
FP9Au 6311
Coach 4116
Sleeper *Chateau Lauzon*
Dome-Observation-Sleeper
Banff Park

3 February 2001
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6439
F40PH-2 6440
Skyline 8509 (deadhead)
Baggage 8610
Coach 8102
Coach 8124
Skyline 8500
Diner *Alexandra*
Sleeper *Burton Manor*
Sleeper *Abbot Manor*
Sleeper *Carleton Manor*
Dome-Observation-Sleeper
Tremblant Manor

7 February 2001
CPR Business Car Special
at Banff, Alberta

FP7Au 1400
F9B 1900
FP9A 1401
Business Car *Assiniboine*
Business Car *Killarney*
Business Car *Van Horne*
Business Car *Royal Wentworth*
Business Car *Mount Stephen*

9 February 2001
VIA #72 at Aldershot
West, Ontario

F40PH-2 6424
LRC Club 3473
LRC Coaches 3345, 3307, 3371,
3322, 3356, 3357, 3364, 3355,
3324, 3348, 3360, 3308
LRC Club 3453
HEP-II Club 4009
F40PH-2 6415
F40PH-2 6406

11 February 2001
VIA #75 at Paris Jct., Ontario

F40PH-2 6444
F40PH-2 6453
Baggage 8622
HEP-II Club 4004
HEP-II Coaches 4120, 4112, 4105
HEP-I Coach 8141
HEP-II Coach 4116
HEP-I Coach 8135
HEP-II Club 4003, 4001

7 May 1991
VIA #2 - "Cnaadian"
at Edmonton, Alberta

F40PH-2 6456
F40PH-2 6453
Baggage 8604
Coach 8104
Coach 8106
Skyline 8515
Sleeper *Craig Manor*
Sleeper *Draper Manor*
Diner *Champlain*
Sleeper *Laird Manor*
Sleeper *Chateau Levis*
Dome-Observation-Sleeper
Tremblant Park

25 September 1989
VIA #665 at Toronto, Ont.

FP9A 6514
Coach 5385
Café-Coach 3244
Coach 5478
Club Galley *Mount Royal Club*

3 September 1976
CN #641 at Burlington, Ont.

RDC-3 6351
RDC-9 6002
RDC-1 6116 and 6120

(Thanks to Ron Barrett, John Eull, John Godfrey, James Gamble, Harm Landsman, Milne Hall, Steve Lucas and Gus Portelance)

SAMPLES OF DIESEL LASHUPS

Jan 13 - CN 302 at Pine Orchard, ON: CN SD40-2(W) 5280, LMSX C40-8W 735, and CN GP9RM 4136.
Jan 13 - CP 912 at Hamilton, ON: SD40-2s 5576 and 5798, and GP9u's 8203 and 8207.
Jan 18 - CDAC at Sortin Yard (Montreal), QC: BAR GP38-3 353, and CDAC GP35Es 514 and 517.
Jan 20 - CP 922 at Wolverton, ON: SD40-2s 5826, 6077 and 6036.
Jan 20 - CP 906 at Ile Perrot, QC: SD40-2 5425, SD40-2F 9022, and SD40A 6406.
Jan 20 - CN 111 at Edmonton, AB: SD75I 5776, SD50F 5448, and SD40-2 5371.
Jan 20 - CP Toronto Yard Hump: Hump Braking/Control Unit 1150, and SD40-2s 5476 and 5477.

Jan 20 - CN 514 at Edmonton, AB: SD40s 5229 and 5109.
Jan 22 - CN 392 at Toronto, ON: GP40-2L(W) 9549, SD75I 5792, Dash 9-44CWL 2637, and GP9RM 7257, hauling PNCX (Precision National) SD40s 3026, 3064 ad 3021 en route to Alstom in Montreal.
Jan 22 - CN 526 at North Edmonton, AB: SD40s 5000 and 5060.
Jan 24 - NBSR N903 at Saint John, NB: NBSR GP38-3s 9802 and 9803, CDAC GP40 40, HATX GP38 176; HATX GP40 420, and NBSR GP9E 3764.
Jan 24 - GEXR southbound at Hensall, ON: GEXR GP38 3821, GSWR GP7u 2127, and GEXR GP9 177.
Jan 25 - CP 121 (eXpressway) at Smiths Falls, ON: SD40-2Fs 9020 and 9009.
Jan 25 - CP 404 at Toronto, ON: CP AC4400CW 9572 and CEFX SD90MAC 121.

Jan 27 - CP eastbound at Calgary, AB: CP AC4400CW 8555, CP SD90MAC 9107, and SOO SD40-2 763.
Jan 28 - CN 814 at Edmonton, AB: SD50F 5401, SD40-2 5371, and SD40-2(W) 5248.
Jan 31 - CP eastbound at Calgary, AB: GP38-2 3034 and SD90MAC 9127.
Jan 31 - CP 471 at Petawawa, ON (on Ottawa Valley Railway): SD40-2F 9024, SD40-2s 5920, 5911 and 6006, SD40 5410, and SD40-2s 5997 and 5973.
Feb 1 - CP eastbound at Toronto, ON: SD40-2s 5643 and 5742 (on a flatcar was Indian Railways GT46PAC 20000)
Feb 2 - CN 321 at Dorval, QC: CN SD75I 5677, CSXT SD50 8664, GCFX SD40-3 6066, CANX SW1200RS 1391, CN GP9RM 7250, CANX SW1200RS 1353, CN GP9-Slug 259, CN GP9RM 4125 and CANX SW1200RS 1343. (CANX units en route to lease by Ottawa Central Railway)
Feb 2 - Lakeland & Waterways 579 at North Edmonton, AB: RLK GP9-4 4001, RLK GP10 1754, LLPX GP38-2 2228, RLK GP9 1759, and RLK GP35 5013.

Feb 3 - CN 480 at Moncton, NB: SD75I 5650 with GBRailfreight JT42CWRs 66706, 66705, 66704, 66703, 66702, 66701 and 66707 en route to Halifax for shipment to Great Britain.
Feb 3 - CN 451 at Richmond Hill, ON: CN SD75I 5677, CSXT SD50 8664, and ONT SD75I 2103.
Feb 3 - CN 528 at North Edmonton, AB: GP38-2(W)s 4761 and 4781, GMD1u 1409, HBU-4 517, and GP38-2m 7513.
Feb 3 - CN 545 at Maple, ON: GMD1u 1430 and GP9RM 7082.
Feb 4 - CN 397 at Toronto, ON: CN SD75Is 5782 and 5743, GP40-2L(W) 9527 and IC SD70 1016.
Feb 4 - CN 365 at Toronto, ON: Dash 9-44CWLs 2559, 2611 and 2638, GP38-2(W) 4772, and GP40-2L(W) 9489.
Feb 7 - CP 469 at Kamloops, BC: SD40-2s 6050 and 5956, and AC4400CW 8574

Feb 8 - CN 303 at Richmond Hill, ON: CN SD60F 5561, CN GP40-2L(W) 9525, and DM&IR SD38-2 210.
Feb 8 - CN 305 at Toronto, ON: CN SD40u 6015, CN SD40-2(W) 5249, and CBNS GP50 5007 (5007 en route to Indiana & Ohio Railway).
Feb 9 - NS 327 at Paris Jct., ON: SD70 2567 and GP59 4618.
Feb 10 - QGRY 505 at Montreal, QC: CP SD40-2 5998, CN GP40-2L(W) 9453, and CP SD40-2 5923.
Feb 10 - CP 512 at Toronto, ON: SOO SD60 6010, and HLCX GP60s 7700 and 7701 (both ex-Texas Mexican Railway, en route to the Vermont Railway).
Feb 11 - QGRY 85 at Montreal, QC: GP40 3102 and GP38 2009.
Feb 11 - CN 399 at Paris Jct., ON: SD40-2(W) 5248, Dash 8-40CM 2403, SD40u 6008, GP9RM 7277 and GP9-Slug 220.

(Thanks to Robert Archer, Bruce Blackadder, Paul Bloxham, Vern Drylie, John Eull, James Gamble, Marc Giard, Peter Hambleton, Paul Huene, Harm Landsman, David Othen, Mark Paterson, Peter Phillips, Bill Rood, Bill Sanderson and Edwin van Pelt)

Legend: **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **BAR** = Bangor & Aroostook; **CANX** = Canac Inc.; **CBNS** = Cape Breton & Central Nova Scotia; **CDAC** = Canadian American Railroad; **CEFX** = CIT Rail Resources; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **DM&IR** = Duluth Missabe & Iron Range; **GCFX** = Connell Finance (lettered GEC Alsthom); **GEXR** = Goderich-Exeter; **GSWR** = Georgia Southwestern; **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Financial; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **LMSX** = GE Leasing; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink (now RailAmerica); **SOO** = Soo Line; **SP** = Southern Pacific; **STLH** = St. Lawrence & Hudson; **UP** = Union Pacific; **VIA** = VIA Rail.

Canadian Council for Railway Heritage

("CCRH" or the "Council")

by James E. Lanigan

Abstract

The Canadian Council for Railway Heritage was formed in June of 1992 at a Calgary, Alberta meeting of interested railway history groups from the four western provinces. The Council's principal objective is to increase the professional credibility and further the collective objectives of organized railway heritage and preservation groups in Canada. Operating to date as the "Western Region Committee", the CCRH has been effective in serving as a medium of communication and cooperation among the stakeholders and participants within Western Canada's railway museum and historical societies community. It is hoped there will eventually be affiliated "Central Region" and "Atlantic Region" Committee counterparts which will, in turn, catalytically work together among the members of the three Regions.

Rationale of Organization and Objectives

The **first of two reasons** for forming the Council was to **improve communication** among diverse Canadian railway preservation interests. The Western Canadian railway heritage "movement" was fractionated - and fractious! - but contained great potential for mutually-reinforced achievement if its various factions and interests could be unified. (For whatever irrational reasons, members of certain groups did not like - and would not even talk to - members of other groups!) Inspired by David W. Monaghan's "Reflections on the Canadian Railway Preservation Movement"* in *Branchline's* February 1990 issue, Founding Chairman Jim Lanigan believed that if the various factions could meet and talk together, they would find that they not only shared many common interests but also experienced common problems. If they could just get talking together, they might find that they actually liked each other. Once they realized that they shared much in common, liked each other and could be friends, they would start to work together to achieve common objectives and/or assist each other in the achievement of their respective objectives. The net result was that member institutions started to meet twice each year at rotating venues. They are no longer adversely competitive against, but are now cooperative with and both complementary - and complimentary! - to each other.

* In this pivotal article Mr. Monaghan discussed the history of preservation of railway artifacts and equipment in Canada which dates, with few exceptions, only from the late-1950s. Public transit's transition from street railways to rubber-tired vehicles and the railways' changeover from steam to diesel-electric motive power provided the impetus for a literal "rescue mission" of historic equipment. Mr. Monaghan wrote: "Convinced of the worthiness of 'the cause' and fueled by a belief that resources would eventually become available, collections were amassed and stored under far from ideal conditions." Unfortunately, the resources' failure to materialize resulted in many collections deteriorating to the point of becoming major liabilities. Mr. Monaghan further lamented that had the failed Canadian Council on Railway Heritage's member societies in 1979 been "more willing to work constructively", perhaps some of the conflicts and shortcomings of the preservation movement could have been overcome and managed. However, this original lobby group "failed due to lack of coordination, a failure to pool resources and because of distrust".

Mr. Monaghan concluded with "The primary approach to present and future concerns should be through more concerted and collective actions between societies and institutions. Every attempt should be made to resuscitate the Canadian Council for Railway Heritage to provide a forum for expressing the concerns and obtain the required resources for its members. . . . Societies, particularly those with collections, should review their policies and produce clear terms of reference with which they may review existing and future holdings. In doing so, they must gauge their aspirations to their resources with a view toward excelling in their particular field of endeavour. . . . In short, railway historical societies must take a realistic approach to their activities and missions. . . . By expanding horizons, by seeking partnerships with other societies . . . , the preservation movement may obtain the resources upon which its survival depends."

The **second reason** for formation of the Council was to **increase cooperation** among Canadian railway heritage interests because too much retired equipment had been preserved, much of which should never have been preserved to begin with. As a result, collections tended to be too large for the resources available to manage them and, in some cases, they had fallen into a state of disrepair or physical deterioration. (Some of this surplus of equipment had survived simply because it was available, there seemed to be an inability to say "no" when it was offered, so it tended to be accepted without consideration for either its historical significance, technological merit or heritage value.) Much of the equipment had been preserved "in isolation" in certain collections; whereas, in certain other collections it would have provided a synergistic relationship with equipment already present and contributed to an overall theme and "story line".

The Council believed that it was necessary - indeed, compellingly imperative - to rationalize and upgrade the small "n" "national" collection (defined as "everything that has been preserved across Canada to date", because Canada does not have an official "National Collection" of heritage railway equipment). It was important that the individual collections made sense within the overall Canadian heritage preservation movement, and didn't just reflect the personal interests and agendas of certain individual organization members. This belief arose because of concern about the continued relevance of railway heritage, not only to today's generation (which hasn't been nurtured in a railway-dominated and dependent society) but particularly to future generations. Very clearly, only collections of high caliber, and with adequate resources for their management, will survive and continue to be relevant to posterity.

As a result of the foregoing, member institutions' collections have begun to be rationalized. This has involved trades or exchanges of equipment between institutions (sometimes on the basis of "future consideration" only); outright deaccessioning of equipment to other institutions and; in some cases, scrapping of equipment when the latter was either in an advanced state of deterioration, did not fit into either its existing collection or that of another institution, or which really had insufficient merit to warrant continued preservation.

Philosophy for Preservation of Historic Railway Equipment

As stated above, an important impetus leading to formation of the Council was a desire - if not a compelling imperative - to "upgrade and rationalize Canada's small 'n' national collection". The concern arose because, in the freight-only era of most regions of the Country where passenger and express service is no longer a necessity and has faded into memory, people are no longer dependent upon and tend to overlook the presence of railway operations. In an era when the average little boy no longer dreams of becoming a locomotive engineer and people no longer identify closely with railways, there just is not widespread public interest in railways, or their history and heritage. The challenge becomes one of making railway heritage relevant to a broad public in the "space age". In so doing, given a chronic lack of resources in the volunteer and hobby sector, again it is likely that only the highest-caliber museums and collections will survive.

Philosophically, the Council began from the premise that the last thing Canada needs is another railway museum, as far too much railway equipment has already been preserved and much of that has fallen into disrepair and sometimes disgraceful appearance. More cabooses have been preserved than anything else (several hundred, according to the *Canadian Tracksides Guide*), followed by numerous business cars and a reasonable number of locomotives. Preservation efforts to date have generally concentrated on the "head end" and the "tail end" of the train, but relatively little equipment has been retained from in between. (It is important to remember, however, that the regular daycoach, workaday express car, mundane boxcar, and lowly stock car, which actually performed the service and generated railway revenue, were what railroading was really all about.) The foregoing problem has been compounded by railway

enthusiasts' tendency to preserve that which was novel or unusual (because it was neat!), as opposed to what was typical or representative, and to never say "no" to an offer of a piece of equipment, simply because it was available and offered. A common argument has been that "if we don't save it, no one else will". Well, perhaps no one should, because you can't save everything and certain things just do not possess sufficient intrinsic heritage merit or value to warrant preservation.

It is critical to assess the motives of a preservation group's individual members and why they want to get involved in railway preservation, and it's always important to ask for whom they're saving these relics of times passed. All too often the justification (or rationalization) is that amateur groups are preserving for posterity when, in reality, they're preserving for themselves. Such acts serve to remind them of past (and perhaps happier) times or sometimes their activities are for certain ego gratification motives. Too seldom in the past has there been careful consideration of what's important and necessary to, or worthy of preservation for, well-considered and stated objectives. For that reason, throughout North America a number of ill-considered collections or derelict individual displays exist to haunt serious preservationists - and there is something to be learned therefrom. It is necessary to consider an artifact or collection's value not only in terms of what is important today, but also what will continue to be of importance in the future - and the objectivity to assess such matters is a rare talent relative to what is often a very subjective and emotional process.

Obviously the Council isn't actually opposed to more railway museums, but unless they are carefully planned and justified in the public interest, they will probably fail. (Remember the adage "If you fail to plan, you plan to fail".) The planning process has to start by deciding upon the **primary theme** (perhaps with **secondary themes**) to be depicted - and such themes should be of fairly **broad public interest and appeal** and ideally compressed into a **succinct mission statement**. The next step is to formulate a general **collection(s) policy** through which the theme(s) will be represented, followed by a specific **collection plan** through which the collection policy will be implemented and achieved. Adherence to the latter steps will greatly assist in achieving a meaningful and cohesive "collection of worthy artifacts" as opposed to a disjointed *ad hoc* "accumulation of (sometimes) peculiar *albeit* interesting objects".

The time has long-passed when a museum collection could be formed simply upon an eclectic, technological orientation because, on a continuing multi-visit basis, such institutions narrowly appeal at best only to the seriously interested or, at worst, the dreaded "rivet counters"! As such, it may be useful to consider the importance of a socio-cultural, politico-economic or perhaps a "lifestyle" emphasis to proposed themes (e.g., as at Cranbrook's Canadian Museum of Rail Travel), as they tend to have both broader public appeal and will probably achieve greater institutional longevity. Once the Collections(s) Policy and Collection Plan has been completed, it is important to prepare a comprehensive **business plan** to which all of the foregoing will form an integral part. A business plan structured on as long a time horizon as possible is critical (with "budget quality" financial projections for the first three years), as a museum may be taking on unrealistic risks if it aspires to - or acquires - a collection for which it cannot realistically expect to have the resources to manage.

Regardless, although **preservation is important**, once a decision has been made to preserve an artifact, it has to be recognized that **presentation and interpretation** of the object are **equally important**. Ultimately - particularly within the mandate of a public museum - you really can't have one without the others. Once an artifact has been preserved, it is desirable that it be presented in an appropriate environmental context to have visual appeal, and crucial that it be interpreted within an appropriate historical context to have meaning. The latter is particularly critical, because the visiting public has to be told what an object is, what it did or was for, and ultimately you have to publicly-justify why it was believed to be of sufficient interest and importance to be preserved, especially for future generations. Such reasons might include that it was very representative of an era, it was technologically precedent-setting or, for example, it may have been associated with an important historic event or social milestone in the history of the nation. If such objective justification is lacking, however, an artifact may not be worthy of preservation within the public domain. (Certain private preservation efforts reflecting the

personal interest(s) of - and with the costs borne by - individual hobbyists is a very different matter, of course, and some of the foregoing comments obviously should not apply thereto.)

Conclusion

The Canadian Council for Railway Heritage believes that the preservation of railway heritage in the public domain can be viable. However, the Council's founders perceived that, as a catalytic first step toward the increased professionalism and assured longevity of serious railway heritage preservation in Canada, certain well-planned and executed preconditions were necessary to achieve high-caliber collections. Regardless, effectively addressing the "ideals" of its stated objectives remains a daunting challenge, and will ultimately be achieved only through a national commitment by Canada's principal railway heritage stakeholders.

The Council currently operates as a Western Region Committee which includes 24 Institutional Members, but a meaningful national impact will only be achieved through the formation of effective Central Region and Atlantic Region Committee counterparts of the Western Committee. It is expected that the impetus thereto may be an outcome of a proposal to hold the Council's Autumn 2001 Meeting in Central Canada, possibly in Ottawa if interest warrants. A decision as to a meeting date and location will be made at the Western Region Committee's forthcoming Annual General Meeting in Winnipeg. Interested parties from other parts of Canada are encouraged and welcomed to attend at the Winnipeg Railway Museum on Saturday, April 28th, 2001. ■

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Along the Right of Way

DIMENSIONAL LOAD: Ontario Hydro's Schnabel Car HEPX 200, accompanied by rider caboose HEPX 79640 (nee CN 79640) moved a large transformer from the Port of Montreal to the Lennox Generating Station at Bath, Ontario from January 14-16. The movement operated as CN Train 423, hauled by GP40-2L(W) 9445, with five CN gondolas separating the locomotive from the Schnabel Car. The mainline movement was restricted to 25 mph. The last time the Schnabel Car traveled east of Pickering, Ontario, its home base, was in April 1999. (Eric Gagnon)

RAIL MUSEUM FOR SHARBOT LAKE: The Sharbot Lake Rail Museum Committee is looking for a number of rail artifacts to establish a museum in that former railway junction community. The artifacts include a: switch stand; crossing signal; express cart; baggage cart; switch lock and key; box phones; switch lamp; trainman lantern; oil can; motor cars; railway tools; timetables; hand drill; jigger; hand car; and "a whole lot more!"

There are plans to house the museum beside the old track bed at the site of the original Station House in the village of Sharbot Lake on Elizabeth Street. The site is being cleared with the help of local volunteers. Museum organizers are also looking for a caboose and yard engine. Already 500 feet of rail and ties have been donated for the placement of the rolling stock.

For further information, contact Gary Cooke at (613) 279-2409. Located about 45 miles west of Perth, Ontario, Sharbot Lake was the junction of the one-time Kingston and Pembroke and Ontario and Quebec Railways. Canadian Pacific abandoned the K&P in and around Sharbot Lake in the early 1960s while the O&Q (Havelock Subdivision) lasted until 1971. The rights of way are still accessible.

CRUCIAL YEAR AHEAD FOR SHORT-LINE RAILROAD: Saskatchewan's 11-year-old Southern Rails Co-op is losing all grain collecting elevators along the line to Moose Jaw. Hugh Tice, vp of Southern Rails says the Saskatchewan Wheat Pool, owner of the elevators, will sell them only with restrictions on use. There is a possibility the Wheat Pool will allow use of its facility for producer car loadings. That would require export facilities for the grain. Two years ago, the short-line took over the CN track from Avonlea to Moose Jaw, tripling the amount of grain it could haul from Avonlea and Briercrest. (Moose Jaw Herald, January 25)

CN READY TO GO WITH TERMINAL: CN will begin construction in April of its \$18-million intermodal terminal in northwest Edmonton, with completion slated for late fall. The new intermodal facility is designed to handle 150,000 intermodal cargo units a year and will replace the existing intermodal operation at Calder yards north of the City Centre airport. There will be improved truck access from the Yellowhead highway. (Edmonton Journal, February 6)

CPR LAUNCHES TOLL FREE 'COMMUNITY CONNECT LINE': CP Communications & Public Affairs, working in conjunction with the Customer Service Team, has established a toll-free "Community Connect" phone line 1-800-766-7912 covering the Soo Line and all points west of Cartier, Ontario. The objectives of the new line are:

1) to begin the phased transfer of public complaint calls from a large number of recipients throughout the company to a new single point of contact,

2) to provide a dedicated community resource that ensures prompt and consistent handling of public questions and complaints, and

3) to improve CPR's ability to identify and address emerging community relations issues that might affect the company's ability to operate. The aim is for the Community Relations team to resolve as many of the calls as possible without undue reliance on other departments or resources. As a result, other departments should see fewer such requests and now have a single point of contact to refer these calls. Calls related to the Eastern Network should be referred to its existing complaints number: 1-888-377-7547. (CPR press release, February 2)

BOMBARDIER GETS NEW ORDER; EXTENSION OF 2 OTHERS: Bombardier Inc. was awarded a \$56 million contract by Minneapolis Metropolitan Council to supply 18 low-floor light rail vehicles, with options for 24 more cars, which could bring the total order to \$112.4 million. The 20-km (12-mile) Hiawatha Corridor Light Rail connects downtown Minneapolis, Minnesota, the international airport and the Mall of America in Bloomington, Minnesota. Bombardier's transportation division will develop the design of the vehicles at its Light Rail Vehicle facility in Mexico, manufacture the shells in Sahagun, Mexico, while final assembly and static testing will take place in Barre, Vermont. Dynamic testing and commissioning will be done at the customer's facilities in Minneapolis.

Bombardier has landed more work for one of its biggest customers - the Metropolitan Transportation Authority in New York. The authority, which oversees the subway, bus and commuter-railroad system in the greater New York area, has ordered 100 cars for the Long Island Rail Road. The authority moves about 1.7 billion passengers every year and has been one of Bombardier's most lucrative clients since its first order for subway cars in the early 1980s.

The latest order stems from the exercise of an option included in a contract awarded in May 1999. The original contract for 192 cars, plus options exercised to date, is worth \$1 billion. Future options could boost the contract to 1,000 cars and \$2.7 billion. Some of the cars also will be used by the Metro-North Railroad on its tracks running northward into suburban New York and Connecticut. The shells of the stainless-steel cars will be built at Bombardier's plant in La Pocatière, Quebec. Additional manufacturing and assembly will be done at the company's Plattsburgh, N.Y., plant. Production at the plants is just starting, with delivery of the first cars starting in the spring of 2002 and extending to the end of 2003. The contract will ensure steady work for 1,500 at La Pocatière and almost 800 Plattsburgh workers, but will not lead to any new jobs.

The LIRR order comes on the heels of an announcement that the authority has ordered 350 more subway cars under an order Bombardier initially won in 1997. Total value of the subway contract to date is \$1.9 billion. (Reuters, January 23, and Montreal Gazette, January 26)

WATER TOWER DEMOLISHED: The former CPR 40,000-gallon cedar water tank at Binscarth, Manitoba, was demolished on January 25. The tank was constructed in 1920. (The Roblin Review, February 6, thanks to David Maier)

GARDINER WAS A BUSY SPOT: In "Name Trains to the North" (January 2000 Branchline) author Brian Kimmons notes, during a description of his return rail trip to Cochrane from Moosonee, Ontario, stated "... the Guide does not identify a station, signed Gardiner, at mile 19 ..."

Gardiner used to be the second section north of Cochrane on the Island Falls subdivision of the Temiskaming and Northern Ontario Railway (now Ontario Northland Railway). It was listed as station number 241 in employee timetables. Gardiner had the usual small station building, a section house, bunkhouse and toolshed. A lot of pulpwood and sawlogs were shipped by rail from Gardiner in the 1930s and 1940s and even into the 1960s. But decline set in, fueled by increased truck haulage of the wood harvest. By the 1970s, sections and stations were disappearing, to be replaced by work trains. Even the Gardiner passing track was downsized into a 12-car spurline, opening to the south.

But Gardiner remains known for another reason. It is the locale of one of the last cable-guided car ferries operated by the Ontario Ministry of Transportation. This four-vehicle ferry crosses the Abitibi River about two miles south of Gardiner, on Secondary Highway 579. The ferry is named Cassiopeia IV. It used to cross the Abitibi River east of Cochrane but when that crossing was bridged in the 1980s, the ferry was used to replace an older one at Gardiner. In winter, an ice road replaces ferry service. [Richard Cameron, Porcupine, Ontario] ■

CPR 4-6-4 2816's Boiler Returns to North Vancouver

by Ian Smith



The boiler of CPR Class H1b Hudson 2816 returned to Canada in style after rebuilding by Doyle McCormack's Daylight Locomotive & Machine Works in Portland, Oregon. A train headed by McCormack's own recently restored ex-Great Northern F7A 274 hauled two support cars and a CP bulkhead flat carrying the boiler north on BNSF's mainline on January 11, 2001. Co-operative dispatching enabled the special movement, operating as a work train, to cover the 335 miles between Portland and New Westminster, BC, in 13 3/4 hours, including passage through the bottleneck of Seattle and the border crossing.

The train is seen above on January 12 at BC Rail's North Vancouver yard where the boiler will be reunited with 2816's frame in BC Rail's steam shops. The smokebox is all new, having been fabricated at Burrard Mechanical in North Vancouver and shipped to

Portland in July 2000 to be joined with the boiler.

The F7A reminded Vancouver observers of the days when GN ran three round-trip Internationals daily between Vancouver and Seattle, resplendent in Omaha orange and Pullman green. Its official reporting mark is DLMX 274, but in GN days it was 274B, one of a two-unit set of F7As. Rounding out the consist were PNWC lounge-sleeper 600 - Mount Hood (built by Pullman Standard in 1950 as Spokane Portland & Seattle 600 - Mount Hood, now owned by the Pacific Northwest chapter, NRHS), Willamette & Pacific baggage car WPRR 262 in SP Daylight colours, and CP bulkhead flat 316219 carrying the boiler. The baggage car carried various parts, including superheater components. F7A hauled its support cars back to Portland on January 13.

Indications are that 2816 should be under steam by April 2001.

B.R.S. "Sales Desk Service"

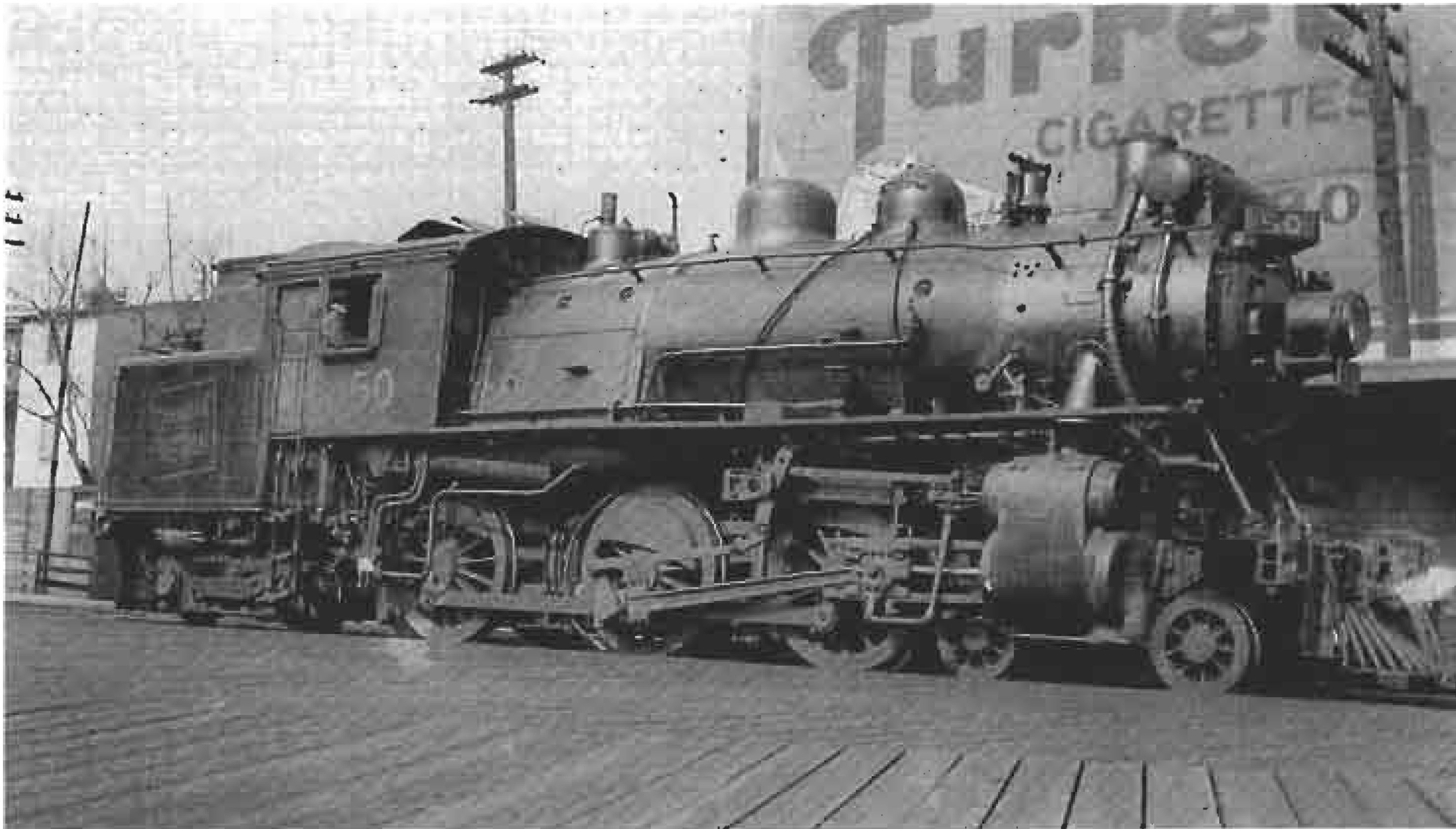
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Central Vermont in Color by George Melvin and Jeremy Plant. This Morning Sun Line book covers from the last days of steam to the final days of the railway. Most of the coverage is from the 1950s and includes many shots of CV's Consolidations and 2-10-4s. Also included are photos of CNR CLC C-liners, often teamed up with CV steam.	65.00	5.00
Passenger Alcos by Jim Boyd. This full colour Morning Sun Line book is the untold story of how ALCo got into the passenger diesel market in the 1940s. It covers the breakthrough that resulted in that famous first generation diesel, the ALCo "PA". Included are shots of the PAs demonstrating on the CNR, and in depth coverage of the PA on all owner lines. Hardbound, 128 pages.	65.00	5.00
Working No. 1 - the Rail Innovations team has gone behind the scenes at Toronto to show what it is like to get VIA's "Canadian" ready for a run. The video shows the overnight preparations required, including commissary, maintenance, baggage, dispatching on-board services, and more. The video also takes you on board for the initial part of the journey to Vancouver. Colour, sound, narration, 28 minutes.	19.95 *	5.00
Toronto Union Trains & Towers - the Rail Innovations team again goes behind the scenes to explore the fascinating world of interlocking towers and train movements. Visit the three towers of the Toronto Terminal Railway. View VIA, GO Transit, Amtrak and CN trains in the terminal. Colour, sound, narration, 51 minutes.	19.95 *	5.00
A Companion to Canadian National Railways: An Annotated Historical Roster of Passenger Equipment by Gay Lepkey. This companion to the original volume provides dispositions updated to December 1998, as well as additional information that has become available since the publication of the original volume. Included are 249 photographs and 297 car diagrams, along with cross references and a great deal of related material.. Hard cover, 336 8 1/2" x 11" pages.	64.95	6.00

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address except in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ The 15% HST applies to all items and associated shipping costs to an address in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ Items identified with an asterisk (*) are subject to 8% Ontario Retail Sales Tax when shipped to an Ontario address (the Ontario tax does not apply to shipping charges). ■ U.S. orders in U.S. funds, please, to cover higher shipping charges, however, please deduct 20%.

PHOTO CORNER



LEFT TOP: CN 4-6-4T No. 50, one of six (Nos. 45-50) suburban locomotives acquired from the Grand Trunk Railway (built by MLW as GTR 1540-1545) and utilized between Montreal and Vaudreuil, Quebec, pauses at St-Henri Station in Montreal in 1934. The 50-foot long locomotives operated bi-directionally, eliminating the need for turning trains at either terminus. Three of the six are preserved: 46 in Longueuil, Quebec, 47 at Steamtown National Historic Site, Scranton, Pennsylvania, and 49 at the Canadian Railway Museum, St-Constant, Quebec. Photo courtesy Paterson-George Collection.



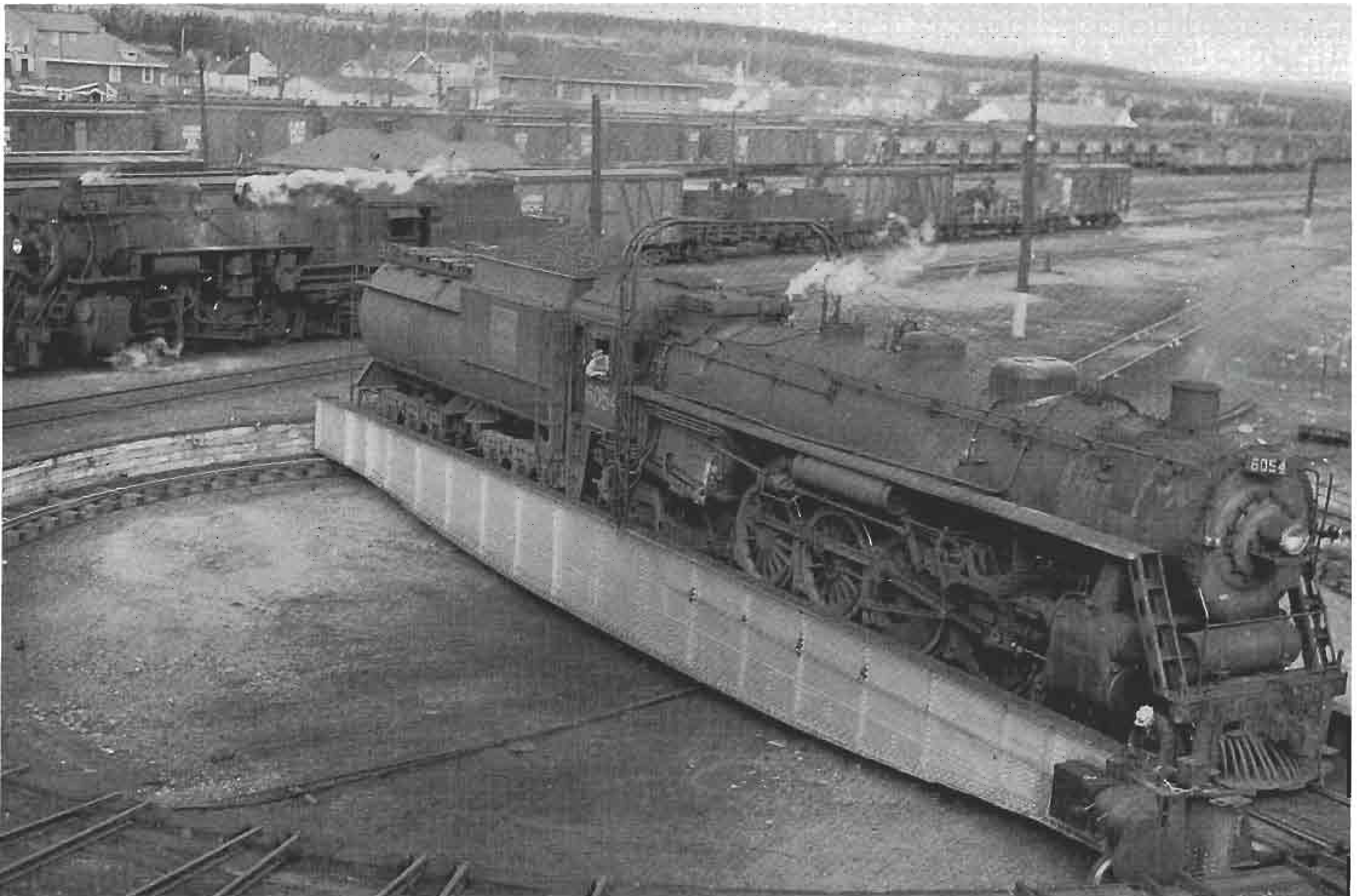
RIGHT TOP: CN Train 341, lead by almost new SD50AF 9902, is at the fuel stand at Gordon Yard in Moncton, New Brunswick, on May 6, 1986. No. 9902, and sisters 9900, 9901 and 9903, were renumbered 5500-5503 in 1988. Photo by Wendell Lemon.

LEFT MIDDLE: Toronto Transit Commission Class A6 PCC 4365 waits as the motorman of the 504-King car changes the destination sign in the summer of 1985. No. 4365 was one of 100 built by Canadian Car & Foundry/St. Louis Car in 1947-48 - several were in service until the early 1990s. Photo by Mike Shufelt.



RIGHT BOTTOM: Canadian National 4-8-2 6054 takes a ride on the turntable at Armstrong, Ontario, on October 23, 1955. Mikado 3419 awaits servicing in the background. No. 6054 was scrapped in April 1960 at age 30; No. 3419 was retired in November 1957 at age 44. Photo by Robert Wanner.

LEFT BOTTOM: Former Belt Railway of Chicago C-424 602, recently acquired by OmniTRAX's Carlton Trail Railway, is about to leave Prince Albert with Train 771 to Saskatoon, Saskatchewan, on January 29, 2001. No. 602 is spliced between GP10 1020 and M-420(W) 3532. Sisters 600, 601, and 603-605 are assigned to OmniTRAX's Hudson Bay Railway. Photo by George Gazuk.





RIGHT TOP: Trans Gabon Railway GP9RM BB 602 and BB 603 await shipment to Africa from Halifax, Nova Scotia, on January 11, 2001. The units were previously Canadian National 4137 and 4133. Photo by Bill Linley.



LEFT TOP: Grand Canyon Railway FPA-4 6773, FPB-4 6871 and FPA-4 6793 prepare to leave Williams, Arizona, for the Grand Canyon in May 2000. Behind the classic A-B-A former VIA/CN units is steam generator unit 460, ex-VIA/CN 15460. Photo by Tom Patterson.

RIGHT MIDDLE: CP AC4400CW 9538 and a sister lead Train 353 through the Dimensional Shipment Detector at Flat Creek, BC (east of Revelstoke) on January 28, 2001. The structure checks dimensions before trains enter tunnels and snowsheds. Photo by Luc Lanthier.



LEFT BOTTOM: On December 2, 2000, VIA Rail Canada operated a Santa Claus employee special from Toronto to Stratford, Ontario, where employees and their children celebrated with Santa on the second floor of the station. The 12-car special (6 LRC cars, 4 HEP-II cars, baggage 8613 and Dome-Observation-Sleeper Strathcona Park) was powered by F40PH-2s 6403 and 6434. Photo by Pierre Ozorák.

RIGHT BOTTOM: First Union Rail SD40-2 3051 (nee CP 5622) pauses on an eastbound CP freight at Smiths Falls, Ontario, on February 1, 2001. FURX 3050 (nee CP 5589) and 3052 (nee CP 5632) are also leased to CP. Photo by Bob Heathorn.



The Motive Power and Equipment Scene



TRANSFERRED:

- Toronto to Montreal: CN GP9RM 4134, 4135.
- Toronto to Winnipeg: CN GP9RM 7267.
- Edmonton to Winnipeg: CN GMD1u 1410.

UNITS LEASED OUT:

- To Mackenzie Northern Railway: CN GP38-2 4703, and GP38-2(W) 4780 and 4783.
- To Athabasca Northern Railway (Cando Contracting): CN GP38-2 4712 and 4718; and CN GP38-2m 7510.
- To Alberta Steel, East Edmonton, Alberta: SW1200RM 7306.
- To Railserve at Prentiss, Alberta: CN SW1200RS 1375.
- To Southern Ontario Railway: CN GP40-2L(W) 9440.
- To Trillium Rail: CN GP40-2L(W) 9508.
- To Quebec Gatineau Railway: CN GP40-2L(W) 9453 and 9580.
- To St. Lawrence & Atlantic Railroad: CN GP40-2L(W) 9524, and GP40-2(W) 9639.

UNITS STORED SERVICEABLE LONG TERM:

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4m 205.
- CN GP9-Slug 222.
- CN HBU-4 513.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177, 1179.
- CN SW1200RS 1339, 1355, 1357, 1363, 1371, 1385.
- CN GP38-2 4701, 4704, 4705.
- CN GP38-2(W) 4778.
- GTW (IC) GP38-2 4917.
- GTW (IC) GP40-2 6419, 6420.
- CN GP9RM 7000, 7001, 7003, 7005, 7007, 7008, 7010-7012.
- CN SW1200RM 7300, 7301, 7303, 7304, 7309, 7311, 7313, 7314.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 216, 246, 248.
- CN GMD1u 1404, 1406, 1417.
- CN GP9RM 4101.
- CN GP38-2 4706, 4714.
- CN GP38-2(W) 4780, 4783, 4785, 4806.
- CN SD40 5049.
- CN GP9RM 7063, 7202, 7221, 7224*, 7240.
- CN SW1200RM 7316.
- CN GP38-2m 7521.
- CN GP40-2L(W) 9409, 9469, 9558, 9630.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

UPGRADED UNIT RELEASED: LLPX GP38-3 2251, upgraded from Long Island GP38-2 250, was released from Transcona Shops in Winnipeg in mid-February.



**CANADIAN
PACIFIC
RAILWAY**

LEASED OUT:

- CP SW1200RSu 1241 to Inco in Sudbury, Ontario.
- CP SW1200RSu 1250 to Kimberly Clark in Terrace Bay, Ontario.
- CP GP9u 1566 to Abitibi in Kenora, Ontario.
- CP GP9u 1603 to Ottawa Valley Railway.
- CP GP38-2 3059 to Luscar in Coronach, Saskatchewan.
- CP GP38-2 3061 and 3076 to Westcan Rail (Great Western Railway) in Assiniboia, Saskatchewan.
- CP GP9 8263 and 8264 to Dakota, Missouri Valley and Western RR.

TRANSFERRED:

- St. Paul to Calgary: CP SD40 740, 741, 749, 752; CP SD40-2 760, 780, 5739, 5747; SOO SD40-2 765.
- Moose Jaw to Calgary: CP SD40-2 5719, 5731.

UNITS STORED SERVICEABLE: (* added since last issue)

- CP Control Cab 1116.
- CP GP9u 1522*, 1525, 1557.
- STLH GP9u 1594.
- CP SW1200RS 8132, 8133, 8167.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414 [both for sale].
- SOO SD10 532, 543 [both for sale].

- CP [SOO] SD10 534 [for sale].
- SOO SD40 739, 746, 747.
- CP SW1200RSu 1210, 1240*.
- UP SW10 1212, 1213, 1217, 1220, 1221, 1222, 1231, 1240 (to be renumbered CP 1280-1287 respectively; 1221 has been repainted and renumbered CP 1284 but remains as UP 1221 on the records).
- SOO SW1500 1400, 1401.
- CP GP9u 1531, 1536.
- SOO GP40 2015, 2035.
- CP GP38-2 3072*, 3100, 3104.
- SOO Fuel Tender 4001.
- STLH SD40-2 5448.
- CP SD40 5515#, 5538#, 5540, 5546#, 5553, 5564. (# for sale)
- CP SD40-2 5566, 5573, 5576, 5594, 5610, 5623, 5689*, 5705, 5848, 5921, 5932.
- CP SD40-3 5685 [for sale - accident at Savona, BC, on 20/08/95].
- SOO SD39 6240 [for sale].
- CP [SOO] SD40A 6408 [for sale].
- CP GP38-2 7310.
- CP SW1200RS 8134, 8139*, 8162.
- CP GP9u 8236.

UNITS LEASED:

- CEFX SD90MAC (4300 hp) 120-139.
- EMDX GP40 188 (nee MKT 188)
- EMDX GP40 200, 201, 203-205 (ex-GO 725, 726, 724, 720, 721; exx-CRI&P 3004, 3000, 3006, 3005, 3002; nee CRI&P 380, 381, 379, 374, 375)
- FURX SD40-2 3050-3052 (nee CP 5589, 5622, 5632).
- LLPX GP40 3202 (ex-CSX 6776; exx-SBD 6776; nee SCL 1622)
- LLPX GP40 4401 (ex-EMD/EML 206; exx-GO 722; exxx-CRI&P 3003; nee CRI&P 376)

SOLD: American 150-ton crane CP 414402 has been sold to Genesee Valley Transportation, and was shipped in early-February from Winnipeg to Taylor, Pennsylvania.

ALSTOM

RELEASED:

- CIT Rail Resources (CEFX) SD40-2 3121-3128, 3130-3134, 3136, 3138 and 3140 upgraded, overhauled and renumbered for lease to CSXT, from the following:
 - 3121-3125 (ex-SP SD45E 7479, 7511, 7524, 7516, 7409; nee SP SD45 9001, 8901, 9126, 8954, 8831).
 - 3126-3128, 3130 (ex-SP SD45E 7480, 7458, 7442, 7507; nee SP SD45 9006, 8821, 8875, 8810)
 - 3131-3134 (ex-SP SD45E 7453, 7469, 7434, 7503; nee SP SD45 8886, 8918, 8836, 8917)
 - 3136, 3138, 3140 (ex-SP SD45E 7416, 7487, 7446; nee SP SD45 8845, 9070, 8882)
- AMT former GO Transit coach 1094 (Montreal-Blainville service) and coach 1242 (ex-GO 1052 - Montreal-McMasterville service) from various repairs.
- Caltrain (California) Bi-Level coaches 3823 and 4000 from overhaul.
- GO Transit bi-level coach 2015 from repainting.

WORK IN PROGRESS:

- The following units are being remanufactured to SD40-2 specifications and supplied to CSXT in connection with a multi-year lease agreement between CSXT and CIT Rail Resources:
 - ex-MKM SD45 5348 (ATSF 5348, 5567, 1867); 5361 (ATSF 5361, 5511, 1811); 5365 (ATSF 5365, 5536, 1836); 5366 (ATSF 5366, 5532, 1832); 5369 (ATSF 5369, 5527, 1827); 5374 (ATSF 5374, 5620); 5375 (ATSF 5375, 5622).
 - ex-SP SD45E 7424 (SP 8863); 7428 (SP 8866); 7445 (SP 8881); 7455 (SP 8869); 7462 (SP 8848); 7472 (SP 8948); 7473 (SP 8929); 7485 (SP 9044); 7520 (SP 8907).
- The following former CN units are undergoing major overhaul, the addition of dynamic brakes and will be repainted in Rocky Mountaineer livery: GP40-2L(W) 9562, 9595 and 9621, and GP40-2(W) 9633 and 9635.
- Quebec-Gatineau GP35E 2500 for repairs.
- The following Agence métropolitaine de transport (AMT) former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service: ex-GO coach 1035, 1040, 1045, 1049, 1068, 1100 and 9971 - to be renumbered 1246, 1248, 1251, 1252, 1254, 1206 and 1255 respectively.
- AMT leased Metra (Chicago) gallery cab coaches 8706 and 8737 for

various repairs.

- Caltrain (California) Bi-Level coaches 3800, 3813 and 3820 for overhaul.

LOCOMOTIVES AWAITING REPAIR:

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



VIA Rail Canada

RECENT RETIREMENTS:

- FP9Au 6301 and 6309.
- F40PH-2 6422, 6430 and 6450 (all accident damaged).
- LRC-3 6926.

LRC RECAP: In service: 6903, 6905, 6907, 6909, 6917, 6919, 6921; Stored: 6900-6902, 6904, 6910-6916, 6918, 6922-6925, 6927-6930.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

TRANSLINK: No. 309, the last of nine additional bi-level Bombardier coaches for the Vancouver-Mission West Coast Express, was delivered in early-February. In late-January, it was announced that three West Coast Express coaches will be leased to GO Transit for two years commencing in April 2001.

MACKENZIE NORTHERN RAILWAY: GP38 2000 and GP38AC 2001 have been renumbered 3873 and 3874 respectively; a wreck on January 27 resulted in major damage to GP38 3810, SD18m 1802 and leased HLCX SD40 6314 and 6316 - none are expected to be repaired.

LAKELAND & WATERWAYS RAILWAY: RailAmerica FP9Au 1400 and 1401 (ex-VIA 6303 and 6312) have been transferred to the Mackenzie Northern Railway.

PORT COLBORNE HARBOUR RAILWAY: C-425 6101 has been reassigned to the New York & Lake Erie Railroad.

SOUTHERN ONTARIO RAILWAY: Former CP GP35 5005 was released from Lambton Diesel Supply in Sarnia, Ontario, in early-January repainted in RailAmerica livery, lettered Southern Ontario Railway 5005.

WATERLOO-ST. JACOBS RAILWAY COMPANY: Stored former Trains Touristiques du St-Laurent, exx-VIA Café-Bar Lounge 2510 has been sold via D.A. Walmsley (dealer) to the Georgetown Loop Railroad for service in the Royal Gorge in Colorado. The 2510 did not see service on the WSJR.

OTTAWA CENTRAL RAILWAY: OCRR has leased Canac's ex-CN SW1200RS 1343, 1353 and 1391 to supplement its roster of 6 RS-18 units and C-424 4204. The additional power is required with the takeover of RailAmerica's Ontario L'Original Railway. Ontario L'Original GP9 179 and 180 are expected to be reassigned to another RailAmerica railway.

AGENCE METROPOLITAINE DE TRANSPORT: FP7A 1304 was stored unserviceable on January 31, joining stored sisters 1300, 1303 and 1306. FP7A 1301, 1302 and 1305 remain in service.

CAPE BRETON & CENTRAL NOVA SCOTIA: In mid-January, CBNS took delivery of leased HATX SD45-2 907 and 914, followed by HATX SD45-2 910 and 912 in February. In early-February, CBNS GP50 5007 was reassigned to RailAmerica's Indiana & Ohio Railway.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: Vancouver Wharves SW1200 822 (nee SP 1615) was shipped to Joseph Transportation at Richland, Washington, as JTPX 822 in mid-January.

NEW HOME: In mid-January, Lake Ontario Steel in Nanticoke, Ontario, acquired Canac SW900 7212. The unit, previously Donohue Inc. OPC-1 and CN 7212, built as CN 8547 in 1954, has been equipped with remote control equipment and renumbered 458.

REPLACEMENT: In late-January, EMD-powered former Southern Railroad of New Jersey RS-3 1548 was shipped to Casco in Cardinal, Ontario, via A. Merrilees (dealer).

RARE UNIT GONE STATESIDE: In late-January, former Squaw Creek U33C 3809 was moved from the former CLN Industries in Capreol, Ontario, en route to David J. Joseph Co., Connersville, Indiana. Along with DJPX

5752 (also ex-Squaw Creek) stored in Capreol, these are believed to be the last U33C units in existence.

PORT OF MONTREAL: Correction - Port of Montreal GP9-Slug 2007 was produced by CLN Industries in Charny, Quebec, from GTW GP9 4434, not 4432 as previously reported..

ON THE PRESERVED SCENE:

NEW HOME: Former VIA FPA-4 6767, displayed in front of an industry in Benson, North Carolina, since 1992, has been sold to the Cuyahoga Valley Scenic Railroad in Independence, Ohio, where she joins sisters 6771 (now Cuyahoga 15), 6777 (now Cuyahoga 14) and leased 6780 (lettered 'B&O' 800).

Thanks to Bruce Chapman, John Cowan, Paul Crozier Smith, Doug Cummings, John Godfrey, Roland Legault and Drew Toner ■

Coming Events

TORONTO, ONTARIO: The Toronto & York Division, CRHA, will hold its 26th Annual Toronto Model Railway Show on **March 17** (11:00 to 18:00) and **March 18** (10:00 to 17:00) at the Toronto Congress Centre, 650 Dixon Road. Adults \$9; Seniors \$6; Children 6-14 \$4; Children 5 and under free. Operating layouts, live steam, demonstrations, vendors and more. Free parking, easily accessible by TTC bus. Information from Jack Bell at (416) 249-4563. *Please drop by the Bytown Railway Society table.*

NANAIMO, BRITISH COLUMBIA: The Vancouver Island Spring Model Railroad Show will be held on **March 25** (10:00 to 16:00) at the Beban Park Recreation Centre, 2300 Bowen Road. Family \$6; Adults \$3; NMRA Member \$2; Children 6-12 \$1. Information from Ken Rutherford a (250) 724-4698.

LINDSAY, ONTARIO: The Lindsay & District Model Engineers Show will be held on **April 7** (11:00 to 17:00) and **April 8** (10:00 to 16:30) at the Victoria Park Armoury, 210 Kent Street West. Adults \$4; Seniors and Students \$2; Children \$1. Information from Wayne Lamb (705) 324-5316, or Eric Potter (705) 328-3749, or mail to Box 452, Lindsay, ON K9V 4S5.

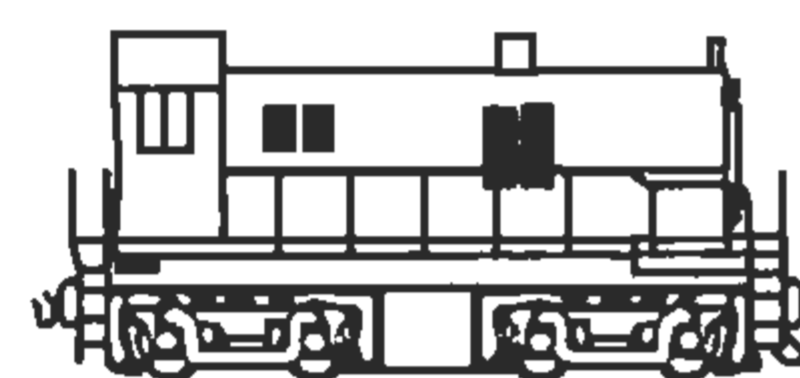
KINGSTON, ONTARIO: The Kingston Division of CRHA will present its 12th Rail-O-Rama Show on April 21 (11:00 to 17:00) and April 22 (10:00 to 16:00) at the Portsmouth Olympic Harbour, 53 Yonge Street. Model train layouts, railway displays, railway vendors, Meccano Society display, and live steam. Adults \$4; Seniors \$3; Children \$1. Free parking. Information from Gary Haggart, 109 Fairview Road, Kingston, ON K7M 3B2; (613) 548-3294 or e-mail: haggartg@kos.net

RIVERVIEW, NEW BRUNSWICK: The Moncton Model Railroad Society and Show will be held at the Coverdale Recreation Centre on **April 21** (0900 to 1600). Adults \$3; Under 12 \$1. All scalers, operating layouts, sales tables and dealers. Information from Mike Duncan at (506) 386-6453 or e-mail: duncanmj@trainweb.org or see our webpage at <http://trainweb.org/mrms>.

FIELD, BRITISH COLUMBIA: The Third Annual Spirals Conference will be held on **June 1** and **June 2** in the Field Community Centre. The theme of the Conference is Railroading in the Rocky Mountains. The Conference starts at 21:00 on June 1 with an informal slide show. The next day features formal presentations by Chris Davidson reviewing CP's operations in the last year; CP's Historian Jonathan Hanna with an update on what is new with CP; Paul Birkholz who will present "Once Around Colorado and Utah"; CP's Laggan Sub. Trainmaster Tom Price who will discuss operations and show slides of his territory; and a slide show of CP in the Rockies by David Spencer. Special awards for shots of former CP GP30 5000. Information from Dave Chornell at dave@spirals.org or (780) 486-0234.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are sponsoring two two-day classes to study CPR's Big Hill and Spiral Tunnels on the weekends of **June 23-24** and **August 25-26**. Led by Donald Bain, the first day will be spent in the Field Community Centre and consists of about six hours of talk, discussion and the viewing of about 300 slides. The second day starts at the Lake Louise Station and the group will work its way west stopping at various points of interest, including the Great Divide and Divide Creek and the Upper Spiral Tunnel. There is no strenuous walking involved. Plenty of guest houses available. Information from The Friends of Yoho, PO Box 100, Field, BC V0A 1G0, tel (250) 343-6393 or e-mail: deb_bancroft@pch.gc.ca

KELOWNA, BRITISH COLUMBIA: The PNR/NMRA Annual convention will be held from **August 7 to 12** at the Okanagan University College, North Campus, Highway 97. The meet features two major bus railfan trips covering CP, CN and BC Rail and two live steam events including ex-CN 2-8-0 2141. Visit our website at www.okanaganrailwaygroup.com for all details including accommodation.





AH ... SPRING!: A boater pauses to watch Canadian Pacific SD40-2 5567 and SD40 5550 westbound across the Trent-Severn system at Trenton, Ontario, on May 17, 1998. The Trent Canal links Lake Ontario at Trenton with Georgian Bay at Port Severn, a distance of 295 miles. Photo by Bill Kalkman.

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