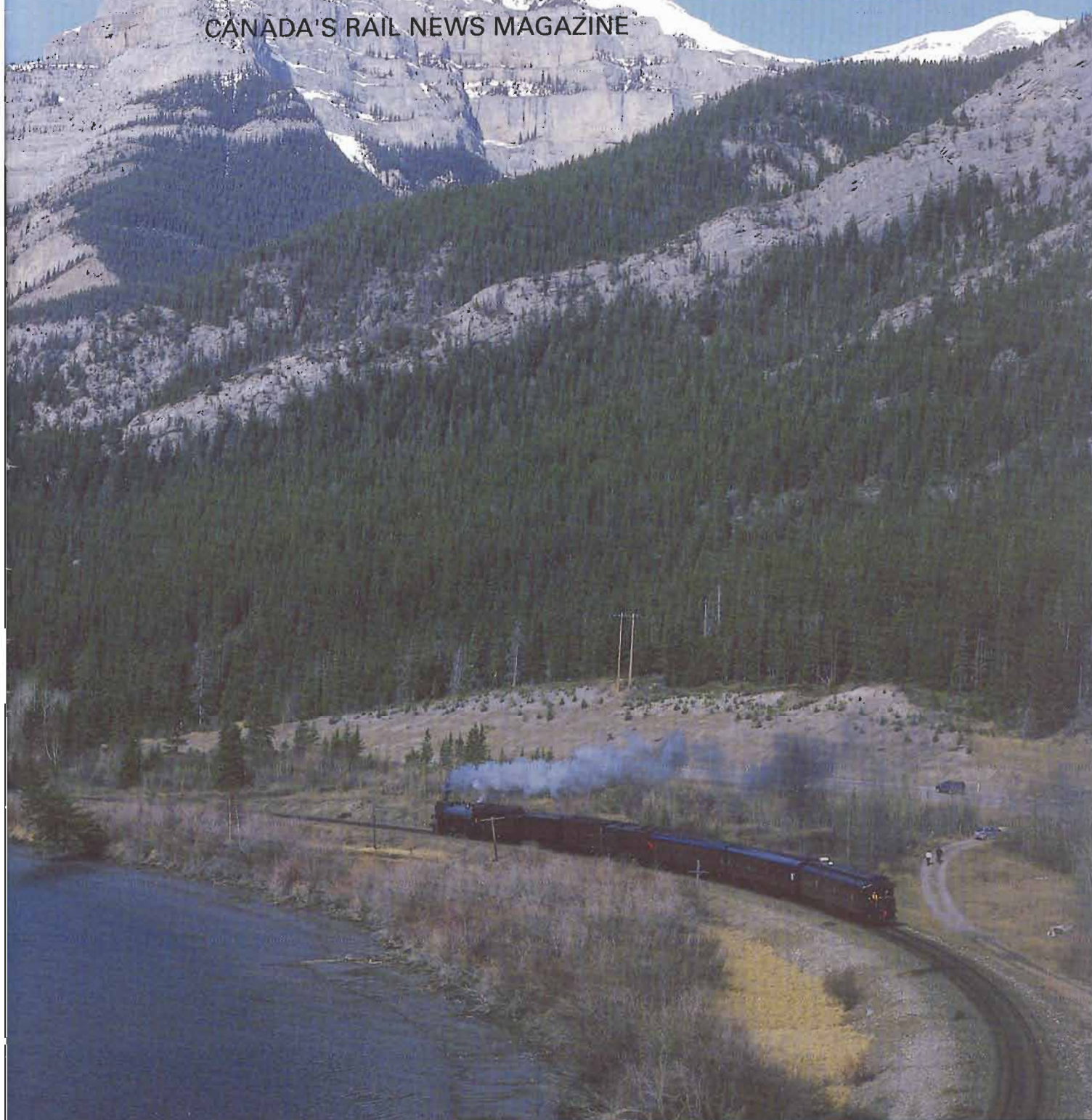


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Branchline

CANADA'S RAIL NEWS MAGAZINE



Cuba 2003 • Ontario Simcoe & Huron Anniversary • Sweet '16'

Branchline

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

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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. However, the regular **June 3** meeting has been cancelled as a result of the Museum's auditorium not being available and the planned speaker not being able to reschedule.

An **informal slide and video night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **June 17**.

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

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

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

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

Excursion from Ottawa: Join us on Saturday, September 27, for a bus trip from Ottawa to Uxbridge, Ontario, to ride the York-Durham Heritage Railway through the Moraine from Uxbridge to Stouffville and return. Departure from Ottawa (location to be announced) will be at 07:30 with return around midnight. Fares for bus and train, excluding meals, are Adults \$60, Seniors (60+) \$55, and Children (under 12) \$50.

Corrections re the May "Branchline":

*I noted an error on the nice photograph top right of Page 25. The train in the photo is actually of train No. 5 "The Expo Limited" between the switches at Cathedral, BC. "The Dominion" was discontinued in January 1966. The "Expo Limited" operated between April 30, 1967, and October 28, 1967, as 5/6 Montreal-Vancouver and 15/16 Toronto-Sudbury. The train carried a "Park" series car between Montreal and Vancouver and in addition a 500-series Skyline car between Winnipeg and Vancouver. There were no domes on the Toronto-Sudbury portion. Once or twice that summer the "Park" car was substituted by a "View" series observation-sleeping car (nee New York Central) on the rear end - a rare event indeed (one departed Montreal on July 10th).

The train usually departed Calgary at 08:50 and arrived at Field 13:03. If the photo was taken in the evening, then the train was probably running 4 or 5 hours late.

The August 12, 1967, 15-car consist of No. 6 "The Expo Limited" at Moose Jaw, Saskatchewan, which was a typical consist, included GP9 8506, RS-10 8476, Baggage 4740, Coaches 2249, 2292 and 2254, Skyline 507, Sleepers *Tupper*, *Saugeen*, *Travers*, *Smiths Falls*, *Riverton* and *Renfrew*, Diner *Amesbury*, Sleepers *Apple Grove* and *Olive Grove*, and Dome-Sleeper-Observation *Kokanee Park*. [Doug Phillips, Calgary Alberta]

* The trailing unit of the Ontario Northland freight at the bottom of Page 21 is a hi-nose GP9, not a GP38-2.

On the Cover: Canadian Pacific 4-6-4 2816 - *Empress* is westbound at Exshaw, Alberta, at 10:42 on April 19, 2003, with a short consist. Kodachrome slide by Fred Clark.

Press date for this issue was May 12
Deadline for the July-August issue is June 30

The Cuban Connection

Article and photographs by Robert Sandusky

Most visitors to Cuba are unlikely to venture onto its railway system. For any who do, however, it's probable that they would be hauled by or in some sort of former Canadian conveyance en route to their destination. In most cases it will take a railroader's eye to notice the fact. Readers of *Branchline* or the *Canadian Trackside Guide* will be aware of various ex-CNR GMD1s and ex-VIA RDCs that have been sold via Regor to start a new life with Ferrocarriles de Cuba within the past four years. Having made several visits there recently I was quite keen to discover what had become of these and hopefully spot one or two survivors (over and above the obvious other attractions such as sugar mill steam and interurbans).

This was my concept of the 'Cuban connection' until a chance Internet browse turned up a website for "The Tramways of Cuba" by Allen Morrison. Linked to the text were maps of the Cuban cities which had tram lines in the past. There, in the city of Camagüey, was a car line passing the main railway station on Calle Van Horne. Van Horne? Was it He? Indeed the Lonely Planet Guide confirmed that Sir William Van Horne built the Cuban Central Railway from Santiago de Cuba between 1900 and 1902. This seemed to be a forgotten chapter in a life so intimately linked to the Canadian Pacific Railway. Perusal of a recently acquired copy of *The Life and Work of Sir William Van Horne* revealed that on a business visit to Cuba in January 1900 he became attracted by the fertility and richness of the country. Thirsting for a new challenge Van Horne had the entire necessary capital stock raised within a single week from among his numerous personal acquaintances. That the 547 km line to Santa Clara was completed and opened by December 1902 is amazing. Furthermore it had been done without subsidy or having to buy anyone's influence. So great was the respect that Sir William earned in Cuba that when he died in September 1915, the church bells tolled throughout the country. It was said that "in little more than one year (he) had done greater work for Cuba than the Spanish government had accomplished in four hundred and fifty years". His legacy went beyond 'merely' building that line.

Given this much history it was no surprise to find that the Camagüey Electric Co. was registered in Halifax, Nova Scotia, in 1906. Its first six cars were likely from Eastern Canada. Sections of 1435 mm street trackage (with switches) are still quite visible in the streets of Camagüey today.

Moving on to more recent history, in 1975/76 a fleet of 50 model MX-624 locomotives was purchased from Montreal Locomotive



Ferrocarriles de Cuba GMD1m 51215 (ex-CN 1166) is the switcher for Havana Central Station on February 24, 2003, still in CN colours.

Works. These 112-ton machines have 12 cylinder 251F engines, advertised at 2400 hp on 6 axles. Their number series is 52401-52450 and builders' numbers run from M6090-01 to 30 and M6094-01 to 20. They were built during the period of Russian influence and took their place among heavier Russian locos of lesser horsepower, later augmented by models reaching 2500 hp and 120 tons. The MX-624s have survived well and 35 of the original 50 are still running (as are similar models in several other countries). They are all in heavy service and can be found on the daily Havana to Santiago de Cuba overnight train. They haul freight as well, though a series of about 20 GE C30-7s (in the 53000-series) began to arrive from Mexico last year to help ease the freight bottleneck. Freight trains had been running at 20 cars or less but one GE was seen with 40 assorted box, tank and aggregate dump cars, attesting to the latest increase in productivity.

Touring both the Casamayor locomotive shop in Havana and the one in Moron gave little evidence of Russian locos being overhauled. There was plenty going on with the MX-624s, GMD1s and the ever-present EMD G8s. The MX-624s are definitely the current queens of the fleet according to shop staff.

A total of five ex-VIA RDCs are in operation on FCC. They are numbered 2302-2306 and represent five different ownerships. Many RDCs survive in Cuba from pre-revolution ownership but those all appear to have been demotored, gutted, re-equipped with higher-capacity plastic seats and multipaned, operable windows for use as trailers or conventional coaches. The VIA Budds appear on the mainline as well as branches such as Cienfuegos and Moron and are still relatively intact, even to ditch lights and bilingual English-French decals beside the seats. Our run on the Havana to Santa Clara mainline (via Matanzas) saw speeds of up to 75-80 mph at times on reasonably good 112 lb. iron on concrete ties and with bolted, opposite rail joints. (Branch trackage, of course, is a different story. It can have gaps between concrete ties where the wooden one has mostly disappeared.) Luckily the air-conditioning usually works in the RDCs and they provide a pleasant ride. On one two-car run from Moron to Havana we came to a rapid halt at Colon station

FERROCARRILES DE CUBA - EX-CANADIAN LOCOMOTIVES AND RAILCARS

TYPE	FCC NUMBER	LAST CDN. NO.	EX.	EXX.	EXXX.	RETIRED/STORED
GMD1m	51201	CN 1106	1006			1997
GMD1m	51202	CN 1113*	1013*			1998
GMD1m	51203	CN 1115	1015			1997
GMD1m	51204	CN 1120	1020			1998
GMD1m	51205	CN 1123*	1023*			1998
GMD1m	51206	CN 1124	1024			1997
GMD1m	51207	CN 1130*	1030*			1998
GMD1m	51208	CN 1133	1033			1998
GMD1m	51209	CN 1134	1034			1998
GMD1m	51210	CN 1139*	1039*			1998
GMD1m	51211	CN 1140	1040			1998
GMD1m	51212	CN 1147	1047			1997
GMD1m	51213	CN 1150	1050			1999
GMD1m	51214	CN 1156	1056			1999
GMD1m	51215	CN 1166	1066			1999
GMD1m	51216	CN 1181	1081	NAR 304		1999
SW1200RS	61201	CN 1364*				1999
RDC-1	2302	VIA 6109*	CN 6109	CN D109	C&EI	1990
RDC-1	2303	VIA 6120*	CN 6120	CN 6352	CN D352	1991
RDC-1	2304	VIA 6124%	VIA 9049	CP 9049	DSS&A 500	1990
RDC-1	2305	VIA 6132%	VIA 9055	CP 9055		1990
RDC-1 (ex-2)	2306	VIA 6147%	CP 9307	CP 9100		1990

Symbols: * Personal observation

% FCC source

Remainder are by interpolation and subject to further verification.

where inspection revealed that the right front brake disk on RDC-1 2302 separated from its moorings and had become a doughnut jangling about on the axle. The car was uncoupled and side-tracked while everyone crowded into 2303 to complete the journey with little time lost. Most RDC maintenance is done in the Moron shop (where, interestingly, there is a round, Baldwin builder's plate on the building itself) and the yard there is scattered with RDC hulks. Most old equipment seems to get scrapped very quickly in Cuba but the RDCs linger on, which may say something about the durability of stainless steel equipment.

Moving on to the GMD1s is another adventure. They were still being shopped when I first saw them in early-2001. Several have been repainted in a two-tone blue colour scheme and renumbered into the 51201-51216 series. They were being processed through both the Moron shop and the J.R.Casamayor shop in Havana. A shop man complained that they had not received wiring diagrams for them and they were trying to decide whether to run them as B-B or A1A-A1A. It appears now that a compromise has been reached and most are configured as A1A-B with the B truck at the cab end. This seems to be a saw-off between adequate tractive effort and acceptable axle-loading. These locomotives now appear on both main and branch lines, powering lighter passenger trains. Many have yet to be repainted so the familiar (to us) CN black and red continues to flash across the Cuban countryside.

A final surprise on this year's visit was the sole SW1200RS in the country, ex-CN 1364, now numbered 61201. It was spotted at the engine shed near Havana Central Station, still in red and black, and again later switching an ex-NdeM passenger car at the F.V.Sanchez mainline coach repair shop a few kilometres down the line.

There seem to be few Canadian 'mementos' in the MINAZ (MINisterio de Azucar) organization as the steam power is mainly BLW, ALCO or Vulcan and the current diesel roster is all of Russian manufacture save for one 30" gauge, 35-ton diesel hydraulic from CLC in 1958.

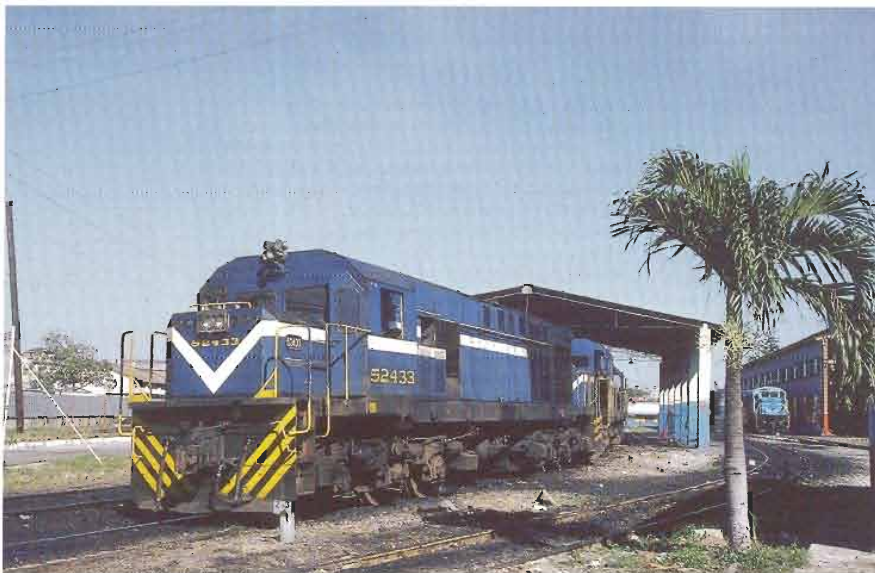
Finally, one or more CNR HK-series (97900s) longitudinal hoppers were imported in recent times. One was spotted beside the now closed Camilo Cienfuegos sugar mill at Hershey in 2001. Strangely, four large, window-like openings had been cut along the upper third of each side, leaving one to guess as to their purpose. ■

Photo Captions

Top: Ferrocarriles de Cuba MX-624 No. 52433, recently repainted in new colours at Havana Locomotive Shed serving Central Station. Note new GE C30-7 53017 from Mexico at the far right.

Middle: Ferrocarriles de Cuba SW1200RS 61201, nee CN 1364, switching a newly-acquired NdeM day coach at the Francisco Vega Sanchez main passenger stock works in Havana, by the line to Guines.

Bottom: FdeC RDC-1 2303, ex-VIA 6120, is westbound on the scenic back route from Moron to Santa Clara, at km 122 in the Sierra de Jatibonica on the former Northern Railway of Cuba.



Cuba 2003

Hello Budd Cars and GMD1s – Goodbye Steam

by Adolf Hungrywolf

The end of regularly working North American-style steam railroading has finally come. Cuba's rapidly declining sugar industry now rosters more diesels than it needs, thereby retiring the few steam locomotives that were working during the most recent sugar harvest. I spent March 2003 in Cuba, witnessing the last of this steam action while seeking out a few more special photo opportunities for my upcoming book about Cuba's trains and other vintage transportation.

As recently as 1996 my guidebook "Trains of Cuba" listed 331 steam locomotives at 63 sugar mills, with 76 of the locomotives being narrow gauge. Until just a couple of years ago one could still find 100 or more locomotives fired up and working most days of the four to five month sugar harvest. This year there were not even two dozen, with only one narrow gauge line in steam, that one being the only mill to rely 100% on steam power of two gauges.

What happened? The world price of sugar is extremely low, while the cost of fuel and locomotive parts is very high, making profit impossible for the antiquated sugar mill infrastructure. Virtually all the sugar factories and their railroads were built between 1910 and 1920, with little change since then. Almost half of the country's 150+ mills stayed closed this past season - presumably for good - with more closures coming this next year. About a dozen of the sugar railroads have been designated for preservation and tourist operation, mainly those close to large resort areas. Among them is my personal favourite, the mill and 30-inch gauge railroad of Central Rafael Freyre, where I lived and worked on several occasions running their seven classic Baldwin 2-8-0s (see September 2000 **TRAINS**).

Several mills have made a lucrative business running charter trains with their surviving steam locomotives, including trips over national railway lines to old stations and other tourist destinations. Most pre-1900 locomotives have been marked for preservation, with several already on display at the new national railway museum in downtown Havana.

Meanwhile, Cuban railroading in general continues to be very interesting and full of changes. For instance, the Hershey Electric division of the Union Ferrocarriles de Cuba (UFC) still runs interurban trains between Havana and Matanzas, though the electric power is unreliable and the 'new' second-hand electric sets from Spain are having problems with the rough track and poorly maintained overhead lines. Only four of the original Brill interurban cars remain in service for charter trips, and none of these can run on their own power.

Five former VIA Rail RDCs are now based at the classic roundhouse in Moron, on Cuba's north-central coast, along with the country's fleet of 1955 General Motors GM-900 diesels which still wear their original green and yellow livery. More recent additions to the Moron stable are light railbus sets from Germany, still lettered DB for Deutsche Bundesbahn, along with several modern Spanish-built railbuses that ran on Lithuania's broad gauge and are being rebuilt to Cuba's standard gauge, while mechanics try to figure out the onboard computer systems.



In March 2003, the roundhouse in Moron is home to an international mix, with Central Ciro Redondo's 1920 Baldwin 2-8-0 1829 riding the turntable. At left is the nose of a West German railbus (in two-tone green and white), then one of the modern Spanish-built railbuses from Lithuania, followed by two ex-VIA RDC-1s and then two US-built G8s. Photo by Adolf Hungrywolf.

Other rail visitors to Moron include former Canadian National GMD1s, which are mainly based at the UFC shops further west in Santa Clara. Mechanics say that high mileage on these units makes them less reliable than the older American GMs, though Cuba's favourite diesel continues to be the 50 MX-624s built by Montreal Locomotive Works in 1975 and 1976.



GMD1m 51213 (ex-CN 1150), sporting an A1A truck and a B truck, is at Caguey on March 15, 2003. Photo by Christoph Grimm.

For the past ten years I have used a pair of 35 mm Nikon cameras for all of my photo work, but I came back home from this trip without them. On my third-last day in Cuba I passed by the classic Central station in downtown Havana and noticed the evening's cross-country express to Santiago de Cuba was headed by one of the blue and white MX-624s. Knowing the train would soon pass Havana's wide harbourfront boulevard while rolling overhead on the railroad's unique mile-long viaduct, I rushed to the nearby home of a friend and asked him to pose his 1930 Ford Model B truck for an interesting picture. As luck would have it, we got set up near the viaduct only to learn that the MX-624 was having problems and that its train would be late. For a quick consolation, I decided to shoot the truck with one of the green and yellow GMs which happened to be switching freight cars in the small harbourfront yard nearby. By the time I got the truck and diesel together, one of the GMD1s showed up, followed by another blue MX-624. The three colourful diesels made a great shot with the truck.



A Canadian-built MX-624, running long hood forward, leaves Central Station on the curving viaduct with the 21 cars of Train #1, the overnight express to Santiago de Cuba, in March 2003. Many of the cars were recently acquired from Germany. Pushing on the rear is a former CN GMD1m. In the foreground is G8 50203. Photo by Adolf Hungrywolf.

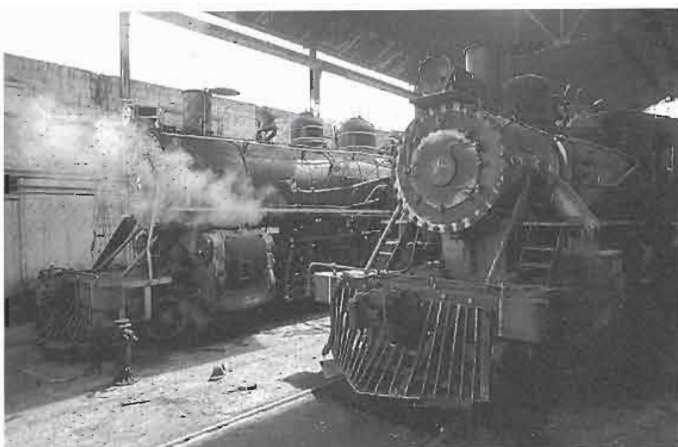


The quiet country village of Guanacanes comes alive whenever trains pass by, whether it be mainline expresses or a steam-powered sugar cane train from the nearby mill of Central Orlando Gonzalez Ramirez, one of the last in Cuba to use steam. Note the horse-drawn bread wagon waiting for the steam train to clear the crossing. This could have been Anywhere, North America, in 1920 or 1930. Photo by Adolph Hungrywolf.

I decided to compose the scene vertically, but needed the truck to back up a few feet to fit everything in. Carefully laying my cameras on the trunk of the rented car, I stepped away for a few seconds to give the truck driver my instructions. When I turned back both cameras were gone. My few moments of carelessness became a desperate Cuban's window of opportunity. A dangerous opportunity at that - if caught stealing from a tourist it's an automatic 20 years in prison without parole! But he got away into the crowds, and no, I didn't have the cameras insured. Ten years of travel and photography gave me my money's worth, so the loss of the cameras was not that big a deal. What I regretted most was the loss of the photo op, especially the shots that were already on the two rolls.

Actually, my biggest headache came with the realization that I now had no cameras to use on my final day in Cuba, having spent two weeks to arrange a very special photo with lots of steam and old transportation. But good luck always seems to follow my encounters with bad, this time in the form of a local village photographer and budding railfan whose cousin in Spain had just sent him a Nikon almost the same as one of mine, and he said he'd be honoured to let me use it.

I left my tourist hotel long before daylight on my final morning in



Central Orlando Gonzalez Ramirez has one of the last locomotive shops in the world where American-built steam locomotives were being serviced in 2003 for regular daily work. At left is the line's pride and joy, Ten-Wheeler 1732, built by the American Locomotive Company in 1916 for mainline passenger service on the Cuba Railroad. On the right is Mogul 1563, built by Baldwin in 1920, receiving minor repairs. The line also has an ALCO 2-8-0 that alternates with the Ten-Wheeler, in addition to a second 4-6-0 which has spent its recent years undergoing a complete overhaul. Photo by Adolf Hungrywolf.

Cuba for the lengthy drive to Central Gregorio Arlee Mamalich, a sugar mill near the small town of Melena del Sur, in Havana province. This was the country's last 100% steam sugar mill. About half of its 30 km of 30-inch gauge mainline was in operation, requiring two road engines to service three cane reload points, plus a switcher to work the millyard. In addition, standard gauge trackage was used to bring hopper cars filled with processed sugar to a nearby UFC connection at the quaint Melena station.

Five Baldwin 2-8-0s took turns working the narrow gauge mainline, while the yard switching was usually done by Cuba's last working narrow gauge 2-6-0. Baldwin Mogul 1402 did the standard gauge work, with a pair of 2-8-0s facing serious overhauls in the spacious dual gauge shops. Until recently the backup standard gauge switcher was the 1403, a rare Mogul built by Rogers in 1892, but it is now displayed on a pedestal just outside the mill.

By the time of my last sunrise in Cuba I had myself set up on the second-floor balcony of Central Mamalich's box-shaped traffic office. At the nearest diamond junction below was standard gauge Mogul 1402 nearly face-to-face with narrow gauge Consolidation 1308. On the lawn between the office and the diamond stood a pair of horse-drawn carriages (used as local taxis), a bicycle, a three-wheeled bicytaxi, a homemade motorcycle, a mounted cowboy with sombrero and a beige 1949 Dodge sedan in cherry condition. Finally a second 2-8-0 pulled in to fill up my scene.

Some of you will be familiar with illustrated articles my sons and I have done on our HOn3 Kootenay River Scenic Railway. They've shown my affinity for scenes that combine several steaming locomotives with lots of people, scenery and interesting details. This morning shot at Central Mamalich has to be the ultimate of such photos for me, shot in full scale, with the people able to move themselves around. I didn't have to wiggle or blow on little bits of cotton to simulate smoke and steam, nor did I have to imagine the sound of hissing steam ringing bells, whistles, even the whinnying of horses. On the other hand, with the model scenes I can tame my time, especially when a cloud hides the sun (as it did during some crucial moments that morning). Also, I don't have to worry about tying up three train crews during a busy can hauling season, nor using precious fuel on three locomotives. Furthermore, I had to think about that crown of folks below me, knowing they spend every day struggling to make ends meet in their impoverished lives. Of course, I shared what I had in my bags and pockets, to repay those who helped me to capture some photo scenes I'll treasure for the rest of my life. The result will be included in an upcoming book.

I figured that early morning photo session made a perfect grand finale to my ten years of documenting steam in Cuba. But that same afternoon, several hours before my night-time flight back to Canada, one of the narrow gauge crews invited me along on their mainline trip, then had me run 2-8-0 1351 as we brought empties to all three reload points and exchanged them for fresh loads of cane.

So it was that I spent my final afternoon in Cuba on the head end of a long cane train, my hand on the throttle of a 30-inch gauge 2-8-0, my smiling face outside the window, while the setting sun cast shadows across the undulating green cane fields, the sugar mill and its tall smoking stack beckoning to us from the distant horizon. There was no time to dwell on the fact that this kind of railroading was just about to become history



ACINOX Steel RSC-18 91401 (ex-CN 1786) is at Cotorro (close to Havana on the former Havana-Guines interurban line, now closed to passenger traffic due to poor track) on March 10, 2003. Photo by Christoph Grimm.

Ontario Simcoe and Huron Railway 150th Anniversary

by John D. Thompson

Friday, May 16, 2003, was a major milestone in the history of the Province of Ontario: the 150th anniversary of the first public operation of a train in the province.

On that faraway day in 1853, just 19 years after Toronto became a city, and 14 years before Confederation, a 4-4-0 locomotive, appropriately named TORONTO, led a train of three passenger cars and one freight car northward 29.7 miles to Machell's Corners (now Aurora). The engineer was Joe Lopez, the conductor, John Harvie. This single event would, ultimately, have an enormous impact on both the city and province, an effect that is still being felt today.

BACKGROUND

Railway building had a slow start in Canada, compared to the United States and Great Britain. Our first line was the Champlain and St. Lawrence Railroad, opened in 1836. This was a portage railway, south of Montreal, linking the St. Lawrence and Richelieu Rivers.

However, nothing followed for 17 years, due to poor economic and political conditions in England, the source of railway financing in those days. By 1849, though, the Province of Canada had passed the Railway Guarantee Act, which guaranteed the interest on loans for the construction of railways not less than 75 miles in length. It was this legislation that triggered the country's railway building boom.

This activity involved not only promoters and builders of major railway lines, but also of branch lines to stimulate local trade. Early leading players were the Great Western Railway, chartered in 1834, and the Grand Trunk Railway of Canada, incorporated in 1852. These companies, as the 19th century reached its halfway point, began building their lines from Hamilton to Windsor, and from Montreal to Sarnia, respectively. However, it was the little Ontario, Simcoe and Huron Union Railroad (OS&H) that was destined to go down in history as Ontario's first operational steam railway. The railway had originally been incorporated as the Toronto, Simcoe and Lake Huron Union Railroad Company in 1849; the name was changed in 1850.

The line, in common with the Champlain and St. Lawrence, was conceived as a portage railway, linking Lake Ontario with Lakes Simcoe and Huron. It had been discussed for 20 years before the first train finally ran.

At that time, much of the land north of Toronto was essentially uncleared forest; the railway's purpose was threefold: to carry passengers; to transship cargoes from lake boats; and to bring items such as lumber and firewood to Toronto.

Toronto architect and engineer Frederic Cumberland, Sandford Fleming (later Sir Sandford Fleming of standard time fame) and Alfred Brunel (brother of Isambard Kingdom Brunel, the celebrated British engineer), were instrumental in surveying the line, but by the time it opened, Cumberland, an extremely capable individual, returned to his private practice. As will be shown below, he was recalled in 1858 to become its General Manager, and then guided the line to a level of prosperity and respect unequalled by any other Ontario pioneer railway.

The OS&H, as previously mentioned, reached Aurora on May 16, 1853. Bradford, 11.5 miles further north, and Allandale, 21.5 miles, were achieved on June 13 and October 11, 1853. The rails were completed into Collingwood, 31.4 miles from Allandale, by January 2, 1855. A short branch was built from Lefroy to Belle Ewart, on Lake Simcoe, in 1854 to connect with steamboats.

The railway, incidentally, was built, as were the Great Western and the Grand Trunk, to the so-called Provincial Gauge of five feet, six inches, rather than the ultimate standard gauge, four feet, eight and one-half inches. Adoption of the broad gauge was a condition of receiving the financial benefits of the 1849 Railway Guarantee Act. This clause was repealed in 1870, and the railway companies undertook the expensive job of converting their broad gauge tracks to standard. The former OS&H and affiliated lines, by then the Northern and North Western Railway, were the last to do so, in 1881.

The bill incorporating the Toronto, Simcoe and Lake Huron Union Railroad had, as mentioned, been approved by the

Legislature of Canada in 1849. However, as it contained some rather unusual features, Lord Elgin, the Governor-General, referred it to the British Parliament for further study. The questionable items were the lack of a designated northern terminus, and the authorization of the directors to raise construction funds by means of a lottery. This was an ingenious if highly unorthodox way of raising money for railway building. In any event, little money was thus raised, and stock was sold in the normal manner to investors.

The leading promoter of the OS&H was Frederic Capreol. However, he was dismissed before the railway opened, due to major disagreements with the directors. The Canadian Northern Railway (not to be confused with the Northern Railway of Canada), some 50 years later, honoured Capreol by naming its division point near Sudbury after him.

A construction contract for the OS&H was awarded to M. C. Storey and Company, with work beginning on October 15, 1851. Lady Elgin turned the first sod, as part of a massive celebration commemorating the dawn of the railway era in Ontario. The Lake Huron town of Port Elgin, formerly on the Wellington Grey and Bruce Railway, was named in honour of her husband.

Work on the railway proceeded slowly. A roundabout route far to the west of Yonge Street was adapted, to obtain a reasonable grade up the Lake Iroquois escarpment that begins several miles north of Lake Ontario. It essentially followed an alignment between Dufferin and Keele Streets for much of its route out of Toronto, to the village of King. The line, for some unknown reason, bypassed Richmond Hill, leaving this town without steam railway service until the Canadian Northern arrived about half a century later.

A small locomotive, the LADY ELGIN, was ordered from the Portland Locomotive Company in Portland, Maine, for construction work. It was brought across from Oswego, New York by boat, set up on track on the foot of Bathurst Street and, on October 7, 1852, steamed up and down, becoming the first locomotive to run in Ontario.

Additional locomotives were ordered for delivery in 1853; two engines from the James Good Company of Toronto, and three from the Brandt Locomotive Works of New Jersey. OS&H's second engine, the TORONTO, was built by Good, as the first locomotive completed in Canada. The third locomotive, JOSEPHINE, was a fast passenger locomotive from Brandt.



Ontario, Simcoe & Huron 4-4-0 No. 2 - "TORONTO" was built by James Good Company of Toronto in 1853 and was the first steam locomotive built in Canada. Photo courtesy CN Photo Archives.

TORONTO was completed in Good's foundry and machine shop located on Queen Street just east of Yonge Street, in the heart of the downtown area. The locomotive was moved by means of temporary rails laid on Queen and York Streets to the OS&H tracks; this task consumed five days.

The first Toronto station was at Front and Bay Streets, but soon more commodious accommodation was arranged on Brock

Street (now Spadina Avenue), south of Front Street. The roundhouse, freight sheds, shops, yards and office occupied the area bounded by Brock, Front and Bathurst Streets, and Lake Ontario. The OS&H also owned several wharves with sidings, and a grain elevator (that burned in 1870).

The line was essentially completed from Toronto to Aurora by February 1853, and a limited train service was operated by the contractor before the official opening on May 16. The following year a short spur was opened from Lefroy to Belle Ewart, at the south end of Lake Simcoe, where connection was made with steamboats operating on Lakes Simcoe and Couchiching (at Orillia). The railway's goal, of course, was a port on Lake Huron, and Hen and Chickens Harbour, soon to be renamed Collingwood, was finally chosen, and attained within two years.

The OS&H began hauling grain transhipped from lake boats at Collingwood to Toronto, then a city of 37,000. This saved a substantial amount of time and money compared to the previous all-water route. Lumber from the vast forests north of Toronto was another important cargo.

The railway was now completed from Lake Ontario to Lake Huron; however, it was poorly built, overloaded with debt, and served a sparsely settled territory. Therefore, the directors adopted a policy that they thought would create profitable through traffic, but in fact brought financial downfall within several years.

The company operated a steamboat on Lake Simcoe, and a fleet of five large boats between Collingwood and Chicago. However, their operating costs greatly exceeded their revenues, and by the late-1850s the OS&H was essentially bankrupt.

A reorganization followed, the name was changed to Northern Railway of Canada, and Frederick Cumberland was appointed General Manager. He immediately ended the steamboat operations on Lake Simcoe, discontinued all unprofitable through services, and began to cultivate local traffic. Upon Sanford Fleming's departure in 1863, Cumberland also became the line's Chief Engineer.

Cumberland predicted a very large decrease in gross revenue, but a proportionately greater decrease in expenses. The result was a moderate profit, instead of heavy losses. The country along the Northern was beginning to open up. Cumberland's new accommodation trains were far more profitable than the former express trains and through freights, and a fair degree of prosperity followed for the railway.

The company, for about 12 years, was content to operate its 95 miles of main line and the short branch from Allandale to Barrie, opened in 1865. However, in 1872 it adopted a policy of expansion, through subsidiary companies, which ultimately increased the track mileage to almost 500.

The main line was extended from Collingwood to Meaford (Owen Sound may have been the ultimate destination, but this was never achieved). A northern extension of the Barrie branch was begun, reaching Gravenhurst, 47.4 miles from Barrie, by 1875.

The year 1879 was a momentous one, with the Northern Railway amalgamating with the Hamilton and North Western Railway. This company had, between 1875 and 1879, built a standard gauge line from Port Dover, on Lake Erie, through Hamilton to Collingwood, via Beeton, and to Barrie.

A new name, the Northern and North Western Railway, followed the amalgamation. A connecting link between Toronto and Hamilton was projected, but never built. Nevertheless, in 1880 a branch was built from Colwell (a point on the former OS&H Collingwood line about eight miles west of Barrie), to Penetang, on Georgian Bay, 33.4 miles distant. The Gravenhurst line was extended to North Bay in 1886, connecting with the newly-built CPR. The Belle Ewart branch was abandoned in 1929.

The Northern Railway of Canada, along with the Hamilton & North Western, was amalgamated with Grand Trunk Railway on February 24, 1888. Thus, the former OS&H entered the CNR fold



Canadian National 4-4-0 No. 40 and 0-6-0ST No. 247 head up the Museum Train at Black Rock, New York, in 1953. To the right is Class E-7-a Mogul 674 which powered the Museum Train. Photo by Jim Van Brocklin, courtesy Ken Kraemer.

in 1923 as part of the Grand Trunk takeover, becoming part of the railway's Newmarket Subdivision.

CELEBRATING THE ANNIVERSARY

At time of writing, any plans for celebrating the 150th anniversary of the first train to depart Toronto, by either the municipalities involved, or historical or railway societies, have not been widely publicized. That said, anything that evolves will be small potatoes indeed compared to the centennial celebrations of 1953.

The reasons for this sad state of affairs are varied, and include changes in ownership of the former OS&H tracks, and a presumed lack of interest in history by CN, and the City of Toronto.

The original OS&H route from Toronto to Aurora and Collingwood, thankfully, still exists. It is owned by CN from downtown Toronto to Snider, the junction with the York Subdivision, some 10 miles northward. Beyond the diamond, to Bradford, GO Transit owns the rails, and operates weekday commuter trains. North of Bradford, to Allandale, the tracks were bought by the City of Barrie following CN abandonment in 1997, to preserve them for future GO service. The Barrie-Collingwood section is now owned by the aforementioned municipalities, and Simcoe County, and operated for freight service by a private contractor. The Allandale-Orillia section, about 25 miles, was abandoned in 1997; the Penetang line, except for a short spur at Colwell to a hydro facility, was gone by the 1980s.

In 1953, the railways were much higher in the public awareness, and CN was a very history-minded organization. The main aspect of the celebrations was, of course, the railway's Museum Train, which it had prepared at considerable effort and expense.

The story of the Museum Train was well told in the March 2001 *Branchline* by BRS member J. Norman Lowe, a retired CN official. However, for the benefit of newer readers, a brief summary of the train is in order.

The concept of a museum train originated with railway management in 1951. It was stimulated by the upcoming OS&H centennial, along with other, similar events occurring within the next few years. The plan was that the train would tour the CN system for several years, highlighting the contribution of CN and its predecessor railway companies to Canada's development.

The train consisted of the following equipment:

- * 2-6-0 No. 674 supplied the power for the train. She was built by GTR at its Point St. Charles shops in Montreal in 1899 as

GTR 1391. [scrapped in 1959]

- * 4-4-0 No. 40, built by Portland Locomotive Works in 1872 and carried GTR 362 and 40. [to the National Museum of Science and Technology (NMST) in Ottawa in 1967]
- * 0-6-OST No. 247, built by GTR in 1894 and assigned during her lifetime GTR Nos. 247, 662, 57 and 2598, and CN Nos. 7105 and 247. [to NMST in 1967]
- * Coach 59262, built by GTR in 1859, and converted to boarding car 94091 in 1900. [to NMST in 1967]
- * Combination baggage/coach 7108, built by the Nova Scotia Railway at Richmond (Halifax), Nova Scotia, in 1866. [to NMST in 1967; to Canadian Railway Museum (CRM) in 1995]
- * Dining Car 4006, built by Wagner in 1899 as Intercolonial 95, then to Canadian Government Railway 264 and then to CN 4006. [to NMST in 1967]
- * Sleeper 2541, built by Silliker in 1910 as Intercolonial 531, then to CGR 1531 and then to CN 2541. [to NMST in 1967; to CRM in 1995]
- * Baggage 8108, built by J. Harris Car Company in Saint John, NB, in 1892 as ICR 713, later to CGR 2713, then CN 8018. [to Scotian Railway Society, Halifax, in 1968, since scrapped]
- * Baggage 8029, built by J. Harris Car Company in 1890 as ICR 736, later to CGR 2736, then to CN 8029. [to Alberta Pioneer Railway Association (Edmonton, Alberta) in 1969; to Canadian Museum of Rail Travel (Cranbrook, BC) in 1992]
- * Baggage 8400, built by GTR in 1912 as GTR 766, then to CN 8400. [to NMST in 1967; to CRM in 1995]

More details may be found in the **Canadian Trackside Guide**, published annually by the Bytown Railway Society (see Page 27).

The display cars contained a wide variety of historic items, including photographs, telegraph keys, tickets, rail sections of many types, timetables, documents, and even one of the Beardmore engines from CN's pioneering diesel locomotive of the late-1920s.

The Museum Train was first displayed for six days at Montreal in early May 1953. It then stopped in Toronto on May 15, then was displayed at Aurora (May 16 and 17), Barrie (May 18-20), Collingwood (May 21 and 22), Orillia (May 23-25) and Midland (May 26-30). From there it took part in the celebration of the 100th anniversary of the completion of the St. Lawrence and Atlantic - Atlantic and St. Lawrence rail route from Montreal to Portland, Maine, then to the 1953 Canadian National Exhibition in Toronto, and then to Buffalo, New York.

The train visited the Maritime Provinces in 1956 and British Columbia in 1957, as well as various anniversaries before and after. In Centennial Year, 1967, most of the train was donated to the National Museum of Science and Technology in Ottawa. Since then, some equipment has been relocated to other Canadian museums (see above), although baggage car was 8108 was scrapped when the Halifax museum in which it was situated was shut down.

One original OS&H station survives; the King station, located



CN Mogul 674, with help from a Pacific, pauses with the Museum Train at King, Ontario, in May 1953. The station has been preserved about two miles west of the original location. Collection of John D. Thompson.



The CNR station at Concord, Ontario, looking southeast, in April 1964. It was one of the original Ontario, Simcoe and Huron Railway stations, and was demolished circa 1978. Photo by John D. Thompson.

on the north side of the King Sideroad, midway between Keele and Jane Streets. It has been lovingly preserved, and features the distinctive arched windows favoured by Cumberland.

In the final analysis, the most important thing is that the onetime Ontario, Simcoe and Huron still exists, and serves a vital function carrying commuters through the heavily developed area to and from Toronto. The area has changed almost beyond belief in the past 150 years, with the forests and fields giving way to suburban homes, factories, office buildings and shopping malls. GO Transit diesels now prowl the route taken by the diminutive TORONTO on that May day so long ago. However, the concept of the steel wheel on the steel rail is still as efficient as ever, and never more so than in this era of booming development, looming gridlock, and motor vehicle pollution. Cumberland and Capreol would be proud to see their little railway today.



The CNR station at Colwell, Ontario, looking northeast, circa 1965. This now-demolished structure was at the junction between the Collingwood and Penetang lines. The track closest to the station led to the latter line; the junction switch is to the east of the station. Photo by Don Ritchie.

The writer expresses his appreciation to Art Clowes and Charles Cooper for their valuable assistance in supplying information for this article. Some of this data was obtained from an article in Bulletin 85 of the Railway and Locomotive Historical Society, by the late Robert R. Brown, and the May 1953 Upper Canada Railway Society Newsletter. ■



CN PRAYS FOR RAIN, AND GRAIN, OUT WEST: Unknown weather conditions hang over an otherwise modest year of profit growth for Canadian National. A severe drought in Western Canada ripped \$220 million in revenue from the Montreal railway's bottom line last year and threatens to do the same this summer. Farmers produced little or no grain crop last summer, the second summer in a row of severe dry conditions. Grain shipments fell and CN cut 5% of its workforce in response.

For the first six months of 2003, CN is forecasting flat growth, and in the second half, the company expects growth of three to five per cent across the board. CN posted an \$800-million net profit last year and led the industry with a stunning \$513 million in free cash flow. After freeing up \$3.6 billion (U.S.) to buy Wisconsin Central in 2001 and Illinois Central in 1998, CN now has its eyes on a trunk of tiny acquisitions. It has bid for northern Ontario railroad ONRail and expects to receive a response to its offer soon. Canadian National delivers 80% of ONRail's shipments. CN is also eyeing B.C. Rail Ltd., which is also rumoured to be going up for sale.

E. Hunter Harrison was thrust into the CEO's job at CN in January 2003 after former chief executive Paul Tellier left to go to Bombardier. But CN's relationship with its unionized workers has soured under Harrison, according to Robert Michaud, a spokesperson for the United Transportation Union, which represents some CN workers. "People are working too much, the company's hasn't hired in Montreal since the 1980s, a lot of workers have been transferred elsewhere. And that has led to confrontation and layoffs," Michaud said. Harrison admitted that CN's management has had a confrontational relationship with workers in the past. But he said several initiatives are under way to improve relations, including less outsourcing. "We're trying to respect people. We're trying to treat people fairly," he said. (*Montreal Gazette*, April 16)

CN FIRST QUARTER PROFIT SLIPS ON WEATHER, ECONOMY: Bad weather and weak shipments of bulk commodities like wheat cut Canadian National's first quarter operating profit to \$374 million, down eight% from \$406 million last year.

"Given these challenges, our revenue and expense performances were accomplishments," said Hunter Harrison, CN's president and chief executive officer. The operating profit drop reflected a \$13 million dip in revenue to \$1.496 billion, and a \$19 million increase in costs, to \$1.122 billion. Harrison said the railway had been stringently controlling costs. Profit for the three months ended March 31 increased, but only because an accounting change "for removal costs for certain track structure assets" added \$48 million. Harrison said the company was cautious about the prospects for the rest of 2003 because consumers may remain hesitant about spending. (*CBC News*, April 23)

CSXT, NEW YORK CENTRAL GRANT CN TRACKAGE RIGHTS IN BUFFALO: CSX Transportation and New York Central Lines L.L.C. recently agreed to grant Canadian National trackage rights to several line segments owned by New York Central and operated by CSXT. Scattered around Buffalo, N.Y., the segments (totalling 12.8 miles) would enable CN to improve its interchange with South Buffalo Railway Co., Buffalo & Pittsburgh Railroad Inc., and Norfolk Southern Railway. The trackage rights also will enable CN to reduce traffic on segments of New York Central's Compromise Branch and Chicago lines. CSXT and New York Central recently filed a trackage rights exemption with Surface Transportation Board to amend an existing CN agreement. (*ProgressiveRailroading.com*, April 17)



**CANADIAN
PACIFIC
RAILWAY**

FAULTY WHEEL ASSEMBLY LIKELY BEHIND BELLEVILLE, ONTARIO, DERAILMENT: An investigation by the National

Transportation Safety Board into an explosive two-train derailment February 21 in rural east Belleville continues, but CPR spokesman Michel Spénard said April 21 that preliminary evidence is leaning toward a faulty wheel assembly as the possible cause. Meanwhile, the Brotherhood of Maintenance of Way Employees, which represents CPR's maintenance workers, says it is concerned about the Belleville derailment and a flurry of others in February that prompted calls for an inquiry by the federal Department of Transportation. TSB spokesman John Cotteau could not be reached for comment. But, the latest annual TSB railway study (for 2001) reveals there were 127 train derailments in Canada in 2001, 17 of which involved dangerous goods such as liquid petroleum and chemicals. In only six of those cases did dangerous cargo goods escape the confines of the tanker cars. (*Belleville Intelligencer*, April 22)

CPR TO TRIM COSTS AS PROFIT FALLS: Canadian Pacific Railway Ltd. is moving to offset the impact of lower first-quarter profit by trimming costs, but would still be interested in buying BC Rail Ltd. if the provincial government puts it up for sale. "We are definitely interested in acquiring it or being part of a partnership to acquire it," CPR chief executive officer Rob Ritchie told reporters after the company's annual meeting in Vancouver. He said the railway is eyeing additional traffic from B.C. Rail's forest products business even though CPR will struggle to match operating income levels that reached a record \$857-million in 2002. "Our success will depend on reducing costs and on the size of the Canadian grain crop," he said.

Because of the impact of record high fuel costs and avalanches and derailments caused by the severe winter, Calgary-based CPR's net income in the first quarter ended March 31 fell to \$102-million or 64 cents a share from \$136-million or 86 cents a year earlier. "Obviously, the first-quarter results have put us in a pretty deep hole," Mr. Ritchie said. "Our job is to recover as much of the first-quarter deterioration as possible, but to recover all of it is going to be difficult." In keeping with that plan, a minimum of 300 positions will be eliminated this year from the company's North American work force of 15,500.

The company has also launched what Mr. Ritchie called a "no-exceptions" policy on discretionary expenses in every area of the business. Despite the weak first quarter, the company has set itself a number of aggressive medium-term targets. They include a 73% operating ratio - a measure of efficiency that shows expenses as a percentage of revenues - a 10% return on capital, and a \$200-million (Canadian) cash flow before dividends.

Meanwhile, Mr. Ritchie said he believed the sale of BC Rail, the country's third largest railway, would have moved more quickly if it had not been for delays caused by the provincial government. "Obviously the government is trying to find the balance between economic efficiency on the railway, providing competitive services for the shippers, and serving the community," he said. However, if CPR succeeds in striking a deal it would have to resolve the fact that unlike Canadian National Railway Co., it doesn't physically connect to the BC Rail network. Hunter Harrison, the chief executive officer of Montreal-based CN, indicated recently that his company would also be interested in buying BC Rail if it becomes available. (*Toronto Globe and Mail*, April 29)

OTHER PASSENGER

GO TRANSIT TRACKING DOWN UNSAFE DRIVERS TO TEACH THEM A LESSON: Starting May 1, GO Transit has another tool in its belt to help fight the battle against aggressive driving and railway track trespassing that can often end in tragedy. The Near Collision Reporting Program allows GO Transit's train and trackwork crews to record information about drivers and pedestrians who deliberately disobey railway crossing signals and signs, often trying to "beat the train". This information helps GO Transit Enforcement or the railway police lay appropriate charges.

Regardless if charges are laid, a Near Collision Notice is sent to the registered owner of the vehicle. This notice will inform the owner that his or her vehicle was involved in a near collision with a train, the details of the violation, as well as rail safety information. GO Transit launched this program during national Operation Lifesaver Rail Safety Awareness Week, April 28 to May 4.

The program is a cooperative effort between GO Transit,

Canadian National Railway, Canadian Pacific Railway, Pacific Northern Rail Contractors Inc., Brotherhood of Locomotive Engineers, and Operation Lifesaver. GO officials, partnering with York Region, York Regional Police, and Canadian National Railway Police, will also be keeping a close eye out for unsafe behaviour near railway tracks in the GO service area during a level crossing safety blitz that started April 30. (Canada NewsWire, April 29)

TRANSPORT MINISTER SIGNS AGREEMENT FOR CONTRIBUTION TO QNS&L: On May 8, Transport Minister David Collenette, along with Terry Bowles, president and chairman of Quebec North Shore and Labrador Railway, announced an extension to a contribution agreement that will provide approximately \$1.33 million from the Government of Canada to ensure the continued operation of passenger rail services between Sept-Îles, Schefferville and Labrador City until November 2003.

Passenger rail is the only surface transportation mode available to access Schefferville, and is also used by First Nations people in the area to travel to lands occupied year-round or on a seasonal basis for traditional pursuits. Transport Canada supports the concept of a third party continuing the operation of the passenger and general freight rail services to Schefferville. "QNS&L has provided transportation services to Schefferville for 50 years, and I remain committed to working with the federal government and local stakeholders following our decision to terminate services in the region due to the lack of mining operations in the last 20 years," said Mr. Bowles. "We will continue our efforts with the federal government and local stakeholders to examine other ways that the services could be offered." (CCNMatthews, May 8)

WP&Y RETURNS TO WHITEHORSE: Yukon-Alaska Tourist Tours, a tour company, has partnered with White Pass to put together and to sell bus trips and train tickets, and has opened an office in the White Pass building in Whitehorse under the rail company's banner. Gary Danielson, executive vice-president of White Pass and Yukon Route, also said White Pass needs new rail cars built and it hopes to see that happen in Whitehorse. White Pass is currently looking for proposals to build the eight, full-size passenger cars it requires for its train trips. Danielson said the company sent out letters looking for proposals to those who had shown an interest in the past in manufacturing the cars. However, Danielson would like to see the cars built in Whitehorse, which would be the closest to the company's headquarters. Once it is handed out, the contract to build the cars will probably be worth \$2 million. Plus, it could lead to another order of more cars. He said it could put 15 people to work. Danielson said the bidding process could begin by July 30. The new cars will be added to White Pass' current stable of 61. The rail cars would be built this fall and ready for use next summer.

For trains to start arriving at the old station in downtown Whitehorse again, Danielson said there needs to be a market for it and money to do it. "To be very truthful, it costs about \$10 million US to restore the roadbed and track from Carcross to Whitehorse. Once that happens, we'd have to find a market for it." For now, White Pass is working at getting the train as far as Carcross. "We're working right now on getting the market as far as Carcross and then bringing them in by motorcoach from Carcross to Whitehorse. And we're working with tour companies right now in that regard." White Pass has spent \$2 million working on the track between Carcross and Bennett to allow that to happen. (Whitehorse Star, May 5)

GO TRANSIT SETS NEW RIDERSHIP RECORD: For the sixth year in a row, the number of people using GO Transit has grown. For the fiscal year ending March 31, 2003, GO carried 44.8 million riders on its trains and buses - an increase of 1.6 million or 3.8% over the last fiscal year. Since 1997, ridership has grown by 39 per cent.

Despite being at capacity during the rush-hour periods, GO has seen significant growth in areas where improvements have been made, such as the Highway 407 express bus service, and on the Stouffville and Milton lines. The Stouffville line, which added two new stations last year (Mount Joy and Centennial), saw a substantial growth with 182,000 additional riders - a 12.9% increase. By adding a sixth train on the Milton line, GO attracted 282,000 additional riders for a 5.9% increase. Plans are in place to make further improvements to the GO system, which will attract even more riders. GO Transit's 10-year plan will increase the capacity of the rail system to accommodate a ridership growth forecast of at least 40% over that period. (GO Transit, May 9)

AMTRAK ANNOUNCES A TEMPORARY SCHEDULE CHANGE FOR THE INTERNATIONAL: Due to planned maintenance work to improve track conditions on CN tracks through Michigan, Amtrak's Chicago -- Toronto "International" service will operate on a revised schedule. This change is temporary and will be in effect Monday through Friday from May 12 through August 15, 2003. On those days, "International" passengers will be bussed between Port Huron and East Lansing, and train 365 will depart East Lansing at 2:58 p.m., 30 minutes later than its regular schedule. (Amtrak, May 9; thanks to John Godfrey)

REGIONAL / SHORTLINE NEWS

B.C. RAIL PASSENGER SERVICE A PRIORITY, SAY MAYORS: Mayors from across the north are calling on the provincial government to put passenger train service back on the rails in B.C. Leaders from 40 northern communities unanimously endorsed the new policy on B.C. Rail at a meeting of the North Central Municipal Association in Prince George. They say passenger service should be included in the provincial government's requests for proposals from private companies interested in running the trains. Even if B.C. Rail service is privatized, the mayors want the province to guarantee minimum standards. But Premier Gordon Campbell says private rail operators won't be required to bring back passenger trains as a condition of taking over freight service. (CBC News, May 2)

MAYORS SEEK MORE TIME FOR INPUT: A mayors' council handpicked by the BC government to give input into a proposal call for a private company to operate BC Rail in a long-term agreement is looking for more time to give its advice. The first meeting of the nine-person mayors' council with the government's proposal committee on May 5 in Prince George was also its last meeting. "We've asked for a conference call or more input," said Prince George Mayor Colin Kinsley. BC Rail chairman John McLernon, a spokesman for the proposal-call committee, said the process can't be slowed down, but they want to make sure the mayors are properly consulted.

Perhaps as the process moves forward, the committee can talk to the mayors to ensure their concerns aren't lost, said McLernon. The proposal committee, which includes another BC Rail director and two BC government bureaucrats, is aiming to have the proposal call out by June. Initially, input from mayors and shippers was meant to be finalized by the first week of May. (Prince George Citizen, May 6)

PORT OF CHURCHILL GETS A \$2-M BOOST: Churchill's bid to save its port and rail line has received a \$2-million boost from the federal and provincial governments. The funding will be used to both market the port and help cover the infrastructure costs facing OmniTRAX, which owns the port and rail line. OmniTRAX has not yet announced whether it will keep the port open. The federal-provincial funding will target \$1.8M for infrastructure improvements to the port and the Bay Line, and \$400,000 to enhance marketing efforts.

OmniTRAX spokesman Tom Henley said the support from Ottawa and the province is great, but remains only one part of the financial puzzle facing the company. Henley said OmniTRAX remains in talks with the Canadian Wheat Board on the amount of grain to be shipped through the port. It has been thought OmniTRAX would need a guaranteed minimum shipment of 350,000 tonnes of grain this season. Last season, only 279,000 tonnes were shipped, and there are already fears that number could drop further this year. Henley said OmniTRAX hopes to make a decision on the port's future by late June. (Winnipeg Free Press, May 1, thanks to Jim Lewis)

'FULL-STEAM AHEAD': Alberta RailNet is ready to shake off the rust of northwest Alberta's only rail link into British Columbia if the federal government agrees to spend \$2.8 million to bring the line up to operation standards. The 46 miles of abandoned rail line, situated between Hythe and Dawson Creek, BC, has been sitting unused since its closure by CN in 1998. Alberta RailNet vp and general manager Greg Pichette says that his company is willing to purchase the rail line from CN, despite the line not currently being viable, because of the future growth potential. "The re-opening of the Hythe-Dawson Creek line has the potential to be a valuable link for not only our company but every business in Alberta's northwest," said Pichette. Pichette would not comment on the projected cost of the rail line from CN but noted that the two

companies have held numerous talks and that a deal would probably be imminent if government brings the line up to standards. (**Grande Prairie Daily Herald-Tribune**, April 16)

OTTAWA CENTRAL TO HOLD OPEN HOUSE: The Ottawa Central Railway (OCR) will be holding an Open House on June 14 from 9 AM to 3 PM. The specially outfitted Canadian Chemical Producers Association (CCPA)/TransCAER® tank-car will be on display, and other popular activities are back. OCR will offer rides on their locomotives across the yard facilities, OC Transpo's O-Train will be on site, and VIA Rail will have a static display. Vintage rail equipment from the Bytown Railway Society will also be on hand. In addition, Open House visitors can inspect model rail displays, and enjoy a barbecue all afternoon courtesy of M&M Meat Shops on Montreal Road. Proceeds from the day to the Boys and Girls Club of Ottawa. Two model train sets will be raffled off. (**OCR release**, May 5)

EVES REITERATES ONR COMMITMENT: The province may or may not sell the Ontario Northland Railway, and any sale may not have a timetable attached to it, Premier Ernie Eves says. He was asked by reporters if he believes ONR employees have waited too long to find out if a deal has been struck with CN, which is negotiating with the province for the ONR. Eves said he wasn't aware a deal had been completed with CN. Eves said he "made a commitment" more than a year ago "and I live up to my commitment" that the province will not part with the ONR if it means reduced service or loss of employment in the North. "I intend to live up to that commitment, so if I can't get that commitment we're not going to do that deal," Eves said. (**North Bay Nugget**, May 9)

OTHER INDUSTRY NEWS

CARWORKS TO RECALL EMPLOYEES IN JUNE: TrentonWorks rail car factory has gained an order for 700 53-foot Husky-Stack intermodal well cars from TTX, meaning laid-off workers are likely to be called back by mid-year. The cars are part of a larger 2,800-unit order secured by parent company Greenbrier. About 130 workers are expected to be called back. Greenbrier president and ceo Bill Furman said the orders are "a tribute to our workforce and a vote of confidence from our customers. "These orders stretch our backlog in both North America and Europe well into fiscal 2004, and provide further financial visibility," he added. (**PR Newswire** April 15; **New Glasgow Evening News**, April 17)

BIG RAIL CAR ORDER FOR TRENTONWORKS: TrentonWorks has landed another big order. Plant officials announced that TrentonWorks will build 380 cars for the T-T-X company in Chicago. The new order is in addition to a 700-unit order that was placed in April. TrentonWorks is owned by Oregon-based Greenbrier Company, which has three rail car plants in the United States, Canada, and Mexico. It also repairs and refurbishes freight cars. The CEO of Greenbrier, Bill Furman, said there is a record backlog of rail car orders and production lines should be functioning well into 2004. (**CBC.ca**, May 8)

BEEEN WORKING ON THE RAILROAD?: The Canadian Railway Hall of Fame is seeking nominations for people and communities that have had a significant impact on the national railway system. Railroaders, their machines and the communities that make freight and passenger railways a vibrant part of the Canadian economy are all eligible under the categories of leaders, heroes, communities and technologies. The deadline for entries is June 1, 2003. To submit a name for consideration, individuals can use the form available on the railway hall of fame Web site at <http://railfame.ca>. Those selected will be announced in September. Bill Rowatt, president and ceo of the Railway Association of Canada, said this fall's inductions will be part of a series of events and activities to showcase the role that freight and passenger rail played, and still plays, in the Canadian economy. (**Calgary Herald**, April 11)

WEB SITE USES TRAIN TO TRANSPORT KIDS TO CANADA'S PAST: The Library and Archives of Canada launched its newest Web site for kids at a playful ceremony amongst the mighty locomotives in the Canada Science and Technology Museum during the March school break. The Web site is an informative, fun and educational initiative for children beginning to learn about Canada's past. It is easy to access and incorporates songs, pictures and movie clips along with text to provide a comprehensive

understanding of the struggle and glory of Canada's founding technology. You can visit the site at www.nlc-bnc.ca/trains/kids. (**Grenfell Sun, Saskatchewan**, April 1)

TRUCKERS TO DRIVE BY NEW RULES: Truck driver and road-safety advocates say rule changes that come into effect later this year will pressure more truckers into driving longer hours, making them a danger to themselves and other motorists. But most in the industry agree the changes, 10 years in the making, simplify rules and will cut the maximum, legal number of hours a trucker could drive in a week to 84 from 108. However, the truck driver and road-safety advocates say both the effect of the changes and industry pressures will force more truckers to increase the amount they usually drive from 70 hours to 84 in a week.

The new rules call officially for 70 hours over seven days or 140 hours over 14 days but set a legal limit of 14 hours working (including a one-hour break) and a mandatory 10-hour break. Once the 70 hours are reached, which can be done in 4½ days, a mandatory 36-hour rest period sets in before the driver is allowed on the road. Opponents note the mandatory rest period ends after the sixth day, meaning the trucker would be out on the road another 14 hours on the seventh day (albeit the beginning of a new cycle), creating the 84 hours of work in a seven-day period.

"The general workload of many of the drivers can be pushed up - they do have a trucker shortage," said Bob Evans, executive director of Canadians for Responsible and Safe Highways. Evans said pushing truckers to drive more would exacerbate problems. "Sleep impairment is probably the next major problem on our roads after alcohol impairment," said Evans, referring to drivers in general. David Bradley, president of the Ontario Trucking Association, bristles at the notion that rules will make roads unsafe and is exasperated that argument remains after Ottawa, the provinces and territories decided to change the Motor Vehicle Transportation Act after years of study. "No regulation is going to be perfect," he said. "But the rules are simpler, easier to understand and therefore easier to enforce. At the end of the day, they do reduce the daily driving times compared to what's allowed now."

Pete Turner, a retired trucker who runs the lobby group Trucker's Voice, says he knows of no one who would drive 108 hours in a week, which is possible under the current system. Turner said 80 per cent of drivers use a 70-hours-in-eight-days cycle. Most, including himself, would try to get the 70 hours done in five days and get a three-day weekend. Turner maintains that the new 36-hour layoff is not enough time for truckers to wind down. (**Toronto Star**, April 15)

CANADA'S RAILWAYS CONTINUE TO BECOME MORE AND MORE ENERGY EFFICIENT: The Railway Association of Canada reports that Canada's railways continue to demonstrate excellent performance in emissions monitoring and reductions. They produced over two per cent fewer greenhouse gas emissions in 2001 than they did in 1990, while hauling almost 30% more traffic than a decade ago. The industry's current performance data is contained in the most recent locomotive emissions report filed in 2002 by RAC under a 10-year government-industry voluntary agreement signed in 1995 with Environment Canada. (**RAC**, April 16)

LONDON HONOURED IN LOCOMOTIVE NAMING: Transport Minister David Collette named a new General Motors locomotive (JT42CWR 66713) for GB Railfreight (in the United Kingdom) in honour of London, Ontario. General Motors was one of the pioneers of the diesel locomotive industry, having entered the business in the 1920s. It is also the world's largest producer of freight and passenger locomotives. Since 1950, General Motors' Electro-Motive factory in London has turned out more than 5,000 locomotives for the Canadian and export markets. Since the 1980s, London has been GM's only North American production centre for locomotives. Its customers are among the largest railways in North America including CN, CPR, Union Pacific, and Burlington Northern Santa Fe. General Motors has sold more than 300 of these locomotives to railways in the United Kingdom and Europe. They are in use in England, Wales, Scotland, Sweden and Germany. Because of the reliability and work performance of these units, GB Railfreight added five more in 2001 and ordered a further five units to be shipped to Britain in May. (**Transport Canada**, April 15)

TSB ISSUES FINAL REPORT ON CROSSING ACCIDENT: The Transportation Safety Board of Canada released its report on the investigation of a fatal crossing accident which occurred September 28, 2000, at Mile 33.54 of the Goderich-Exeter Railway, near

Limehouse, Ontario. VIA Rail passenger train No. 85, proceeding westward on the GEXR Guelph Subdivision, struck a motor vehicle at the public crossing. All three vehicle occupants were fatally injured. The driver wove his car around a construction vehicle parked at the side of the road (which obstructed the railway crossing's warning lights) and into the path of the passenger train. Investigators reached three conclusions: Responsible government agencies and the industry may not have given sufficient priority to the risks posed to motorists at construction sites at or near railway crossings; To maintain public safety at railway crossings that experience construction activity, there is a need for additional compensating measures immediately upon the arrival of construction equipment and personnel; And matters relating to the safe passage of motorists at crossings experiencing construction activity require comprehensive overview and direction to ensure safety is being considered and included in the planning process. (CCNMatthews, April 17; (Kitchener, Cambridge and Waterloo Record, April 22)

FARMERS RAIL AGAINST AGRICULTURE CHANGES: Prairie farmers and railroaders met in Saskatoon to form a lobby group. Their aim is to improve conditions for farmers wanting to load their own railway cars. "I think farmers want to get organized", says Ron Gleim, a member of the producer car loading facility in Chaplin, west of Moose Jaw. "The producer car facilities have them working together as much as possible, so that they can lobby with one voice instead of individual", he adds. Gleim says local governments also provide an important voice. He says farmers don't like the changes that have taken place in the grain handling and transportation system. Gleim says they're looking for alternatives. He believes one option could be a network of producer car loading facilities. (CBC News, April 12)

CPR STATION GETS \$949,560 BOOST: North Bay, Ontario's Community Waterfront Friends will be able to finish restoring the CPR station, thanks to a grant from the Northern Ontario Heritage Fund. Northern Development and Mines Minister Jim Wilson gave the project a boost, presenting a cheque for \$949,560. Of that, \$560,000 will go toward station renovations, with the balance, \$389,560, earmarked to help pay for design and engineering costs associated with the further development of the rail lands property. (North Bay Nugget, April 25)

INVESTIGATION CONTINUES INTO TRAIN STATION FIRE: Police have not yet determined the cause of a fire at a former CPR train station in Sherbrooke, Quebec, which resulted in over half a million dollars in damage. (Sherbrooke Record, April 29)

DO OR DIE FOR ALSTOM IN MONTREAL: Alstom Canada, the train builder whose former CN yards in Point St. Charles have been part of Montreal's history for decades, says its future in the city hinges on a single do-or-die contract expected to be awarded within one month. It's a \$66-million deal to build 40 commuter-rail cars for the Agence métropolitaine de transport (AMT). Alstom wants it badly, and thinks they should get it. Not only will Alstom do the work locally, they insisted, but their bid gives the AMT far more value for their money because it rebuilds the train sets instead of making them from scratch. Bombardier Inc. is the other bidder. "The contract is necessary for the survival of the Montreal plant," Alstom states in a document. "This decision has to be made before May 19."

Once a transportation powerhouse with 800 workers rebuilding freight locomotives full time, Alstom has completely redesigned its operations to work on passenger-rail cars. The freight market, said Alstom Canada ceo Pierre Martin, has collapsed. Alstom is hoping it will be reborn in Canada as a passenger-rail player with customers like VIA Rail and Toronto's Go Transit. But with only 150 working employees, another 450 on call and no contracts of its own, it's still on life support. Alstom has agreed to let Hollywood studios film on its unused property to help pay some of the bills. Meanwhile, Alstom's Rolling Stock Americas division, which does 95% of all refurbishment work on passenger-rail projects in the US, has handed the Montreal unit some much-needed work on American projects. That work, the company insists, can't last forever. (Montreal Gazette, May 2)

RAIL MUSEUM FANS CELEBRATE A DECADE OF DREAMS COME TRUE: Revelstoke, BC's tribute to Canada's National Dream, the Revelstoke Railway Museum, has marked 10 years of success. Mayor Mark McKee credited Ken Magnes and the late Doug Weir as

the facility's two main champions during its development. Magnes was chairman of the Community Futures Development and Weir was Revelstoke's economic development commissioner when the project was first proposed.

Stan Bell, CPR's BC Interior service area manager, also credited Magnes along with local volunteer Ernie Ottewell, and local historian, the late Ruby Nobbs "for their vision and passion" in helping record and preserve Revelstoke's railway heritage. "There is a lot of history in the Mountain Division," Bell said. "This territory, despite being the most challenging, is also our busiest. I think it (museum) is a terrific facility and Revelstoke should be very proud of it. I know CP Rail is very thankful for it." (Revelstoke Times Review, April 16)

\$1.6 MILLION TO IMPROVE SAFETY AT RAILWAY CROSSINGS ACROSS CANADA: Federal transport minister David Collette announced that Transport Canada will provide more than \$1.6 million over the next three years to improve safety at 10,894 railway crossings across Canada under its grade crossing improvement program. Specifically, this program involves the placement of reflective materials at crossings to make them more visible at night. "Railway crossing fatalities in Canada have fallen to their lowest levels in 10 years, but we are always striving to improve safety even further," said Collette. "That is why improving safety at rail crossings is one of Transport Canada's top priorities. This program will add to the safety improvements and programs already in place to reduce accidents and fatalities at rail crossings." (Transport Canada, May 6)

CARLOADS DOWN, INTERMODAL RAIL TRAFFIC UP IN APRIL: The Association of American Railroads reported that Canadian rail carload traffic was down 2.1% (7,114 carloads) in April 2003 compared with April 2002. Canadian intermodal traffic was up 6.8% (13,545 units) in April 2003. For the first four months of 2003, Canadian carload traffic was down 1.2% (13,214 carloads), while Canadian intermodal traffic was up 10.5% (68,652 units). For Canadian railroads during the week ended May 3, the AAR reported volume of 65,383 carloads, down 3.1% from last year; and 44,425 trailers and containers, up 8.9% from the corresponding week in 2002. (AAR homepage, May 8)

DEMOLITION OF THE MLW PLANT IS UNDERWAY: Not much will be left of the former Montreal Locomotive Works plant in east-end Montreal when demolition is finished. While the MLW office building still stands, as does the extreme south end which belongs to Camco, much more has been demolished than affected by a recent fire. The "Heat Exchanger" building, the new test shed, the new paint shop, the lab, and erecting floor, are either gone or going. Also gone is the Canadian Steel Wheel plant across the street. (Bob Sandusky) ■

The Bytown Railway Society's First Book of a New Series on Canada's Traction Heritage



Montreal Streetcars, Volume 1

by J.R. Thomas Grumley

36 pages in 8½" x 11"
landscape format, 53 photos

The first volume covers the era from the 1940s to the 1950s in Montreal. There are detailed descriptions of the various classes of cars plus informative photo captions adding other interesting facts.

The centre pages of the volume contain a system map showing where the photos were taken. A roster of preserved cars is also included.

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The Cockney Pool

My friend and fellow BRS member, Jack Walter, is a veritable gold mine of railway stories, but like gold, you have to dig. Jack was a CPR fireman and locomotive engineer before he became General Chairman of the Brotherhood of Locomotive Engineers, (the BLE), Eastern Lines, later a Vice-President of the Brotherhood with offices in Ottawa, and ultimately a Commissioner for the Federal Government's Canadian Transport Commission. He has told me quite a few stories, usually late in the evening after he and his wife, Betty, and Joyce and I have enjoyed a night out at a "POPS" concert at the National Arts Centre, for which we both have season tickets. Sometimes Jack's stories are as entertaining as the "POPS". Here's one that Jack jotted down about the "Cockney Pool". The Cockney Pool was a bunch of British engineers (drivers) who, at the time, had come over from England and were hired on "directly" as CPR engineers. Here's Jack's story!

I worked the Cockney Pool as a spare engineer and filling in on vacancies in the late-1950s. I went to Montreal as BLE Eastern Lines General Chairman in 1959 and, therefore, I never did have the seniority to hold the pool on a regular basis. For what it is worth, here is what I know and what I learned from the old times about the Cockney Pool.

When I came on the job in 1944, the pool was probably at its busiest. Every freight train going west on the Galt sub., east on the Trenton sub. and north on the Mactier sub. required an assist engine. In addition all eastbound passenger trains, except some locals, required an assist from Toronto Union Station to Leaside. When CP got into the piggyback business about 1952, train 910, operating from Parkdale Yard to Montreal via the Don, required two helpers. The westbound passenger trains # 21, 37 and 19, and sometimes #635, usually had a helper to Orrs Lake, a distance of 60.3 miles. The northbound trains, Nos. 3 and 5, had a helper for the 20 miles to Bolton. In addition, two transfer trains required a helper from Parkdale yard to West Toronto each day. The Orrs Lake run was the preference run because on return to Lambton or John Street the crew had run more than 100 miles (a minimum day) and could not be required to do further service without beginning a new day. Crews on helpers to Bolton and Agincourt could be used up to 100 track miles, or 12 hours, to assist other trains or to transfer locomotive between shops.

Two of the so called "Cockneys" were still working when I arrived on the scene, they were engineers Watts and Lea. Although these men were often referred to as "Cock Watts" and "Cock Lea", it was not to their face! The story I heard about their hiring took place in the early-1900s when the CPR was in a period of rapid expansion. The BLE and the Brotherhood of Locomotive Firemen and Enginemen, (the BLF&E, which represented the firemen) collective agreements of the day provided that engineers would be promoted, in turn, from the ranks of the firemen, except when there was a shortage of qualified engineers working as firemen, in which case the Company could hire qualified engineers directly.

This took place about 1910 when the Company hired a number of engineers (drivers) from England. The reason given as to why they were attracted to the pusher (helper) pool at West Toronto centred around the fact that they were accustomed to short runs and preferred to be home more than they would otherwise be when working the other freight pools. At that time West Toronto men ran all the way to Sudbury with a stopover in Mactier, and were away from home the better part of four days. Apparently so many of the hired (British) engineers bid on the pusher pool, it became known as the "Cockney Pool". In later years when dieselization had reduced the number of assigned engineers to about seven, there was a time when the two Pillo brothers, two Rosano brothers and Joe Bartello were working the pool and it was jokingly referred to as the "Spaghetti" Pool. Apparently no one bothered about ethnic profiling in those days!

It is a well known fact that over the years there was a certain animosity between the BLE and the BLF&E. At West Toronto some of this stemmed from the hiring (directly) of experienced locomotive engineers, thus bypassing the fireman's seniority list (and the promotion of the most senior firemen). Although this provision was identical in both agreements, there apparently were some bad feelings toward the hired engineers. I understand that engineers hired under such circumstances could not exercise rights to firing positions if cut

off (laid off) the engineers (spare) board by reason of reduced traffic.

There was also constant friction between the two Brotherhoods regarding the regulation of mileage. Each engineer and fireman in freight service was entitled to a minimum of 3,200 miles per month with a maximum of 3,800. This was regulated by checking the total mileage earned in the pool over a monthly period. If the average number of miles worked by the pool exceeded the maximum by a total of 3,800 miles, one engineer was added to the pool. If the average was below the minimum by 3,200 miles, one engineer was cut from the pool. The checking was done by the Local Chairmen of the BLE and the BLF&E in conjunction with the chief clerk. The engineers wanted to keep the pools short of men in order to assure maximum mileage. The fireman on the other hand wanted to operate the engineers pool at the minimum of 3,200 miles to keep more engineers working and avoid laying off firemen when traffic was slow. I mention this because at one time I was Local Chairman of the BLE and was involved in the regulating of mileage. I can recall the Cockney Pool going as high as 23 men. The BLF&E did not have to check mileage in this pool because they worked the job from the firemen's spare board. There were no assigned firemen in the Cockney Pool.

Motive power in the Cockney Pool consisted mainly of D10 (4-6-0) class engines of the 800,900 and 1000 number series, and G1 (light 4-6-2) class engines of the 2200 number series, in equal numbers, for trains on the Mactier and Galt subs, and N2 (2-8-0) class engines of the 3700 number series, east to Leaside and Agincourt. On occasion we'd get the odd G3 class (heavy 4-6-2) of the 2300 or 2400 number series, or H1 class (4-6-4) of the 2800 number series awaiting shop time, or one freshly out of the back shop and being run in. Train No. 19 often had two F2s (4-4-4) of the 3000 number series, one a push engine and the other the through engine. (Note: the term "push" engine, in this context, means a helper, or assist engine ahead of the through engine). Drawing a newly out-shopped 2300, 2400 or 2800 to Orrs Lake was "Heaven". Towards the end of the 1980s we regularly drew single unit MLW and GM Road switchers doing run-in mileage close to the manufacturer's plants before being assigned to other regions. This was pure ecstasy.

P.S. Does anyone out there know the exact % of the grade on the Mactier sub., southbound from Tottenham to the doubling siding? Love to hear from you! ■

-- NEW --

The Bytown Railway Society's Second Volume of a New Series on Canada's Traction Heritage



The Ottawa Car Company
by David C. Knowles

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A SELECTION OF PASSENGER CONSISTS

14 April 2003 VIA #1 - "Canadian" at Edmonton, Alberta	18 April 2003 VIA #16/14 - "Chaleur/Ocean" at St-Lambert, Quebec	21 April 2003 ONT 698 - "Northlander" at North Bay, Ontario	25 April 2003 CPR Executive Special at Vancouver, BC	28 April 2003 VIA #1 - "Canadian" at Geikie, Alberta
F40PH-2 6441 F40PH-2 6437 Dome-Sleeper-Observation <i>Tweedsmuir Park</i> (deadhead) Baggage 8610 Coach 8123 Coach 8129 Coach 8117 Coach 8116 Skyline 8501 Sleeper <i>Thompson Manor</i> Sleeper <i>Amherst Manor</i> Diner <i>Fairholme</i> Sleeper <i>Cornwall Manor</i> Sleeper <i>Hearne Manor</i> Sleeper <i>Sherwood Manor</i> Dome-Sleeper-Observation <i>Kootenay Park</i> -----	F40PH-2 6435 F40PH-2 6428 F40PH-2 6432 Baggage 8619 Baggage 8612 Sleeper <i>Chateau Salaberry</i> Sleeper <i>Chateau Dollier</i> Skyline 8515 Coach 8131 Coach 8113 Coach 8141 Coach 8129 Coach 8118 Coach 8140 Skyline 8511 Diner <i>Louise</i> Sleeper <i>Chateau Argenson</i> Sleeper <i>Chateau Levis</i> Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Varennes</i> Sleeper <i>Chateau Dollard</i> Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Joliet</i> Dome-Sleeper-Observation <i>Laurentide Park</i> -----	GP38-2 1808 EGU 202 Coach 601 Snack Car 700 Coach 604 Coach 614 ----- 21 April 2003 VIA #601/603 - "Saguenay/ Abitibi" at Garneau, Quebec F40PH-2 6416 F40PH-2 6434 Coach 8146 Baggage 8608 Baggage 8606 Coach 8145 Coach 8147 ----- 6 May 2003 VIA #626 - "Perrier" special at St-Lambert, Quebec F40PH-2 6427 Sleeper <i>Chateau Cadillac</i> Baggage 8615 Diner <i>Louise</i> Baggage 8618 Skyline 8503 Coach 8143 Coach 8109 Dome-Sleeper-Observation <i>Laurentide Park</i> -----	FP7u 1400 F9B 1900 FP9 1401 Generator/Baggage 95 Business Car 73 - <i>Mount Royal</i> Business Car 71 - <i>Killarney</i> Stateroom Car 79 - <i>N.R. Crump</i> Business Car 82 - <i>Strathcona</i> Business Car 77 - <i>Van Horne</i> Stateroom Car 84 - <i>Banffshire</i> Business Car 78 - <i>Royal Wentworth</i> Dining Car 85 - <i>Craigellachie</i> Business Car 74 - <i>Mount Stephen</i> ----- 24 April 2003 VIA #75 at Brantford, Ontario F40PH-2 6424 Baggage 8621 LRC Club 3454 HEP-II Club 4006 HEP-II Coaches 4120, 4103, 4116, 4118 ----- 4 May 2003 Amtrak #364/VIA #88 - "International" at Sarnia, Ontario AMTK P42DC 27 AMTK Horizon Coach 54527 AMTK Amfleet Café 48217 AMTK Horizon Coach 54067 AMTK Horizon Coach 54554	F40PH-2 6440 F40PH-2 6444 F40PH-2 6438 Club Car 4002 (deadhead) Club Car 4000 (deadhead) Baggage 8604 Coach 8124 Coach 8101 Skyline 8512 Sleeper <i>Hunter Manor</i> Sleeper <i>Osler Manor</i> Sleeper <i>Cameron Manor</i> Skyline 8509 Diner <i>Alexandra</i> Sleeper <i>Christie Manor</i> Sleeper <i>Franklin Manor</i> Sleeper <i>Allan Manor</i> Sleeper <i>Carleton Manor</i> Sleeper <i>Abbot Manor</i> Sleeper <i>Butler Manor</i> Sleeper <i>Chateau Closse</i> Sleeper <i>Chateau Dollard</i> Sleeper <i>Chateau Marquette</i> Sleeper <i>Chateau Latour</i> Sleeper <i>Chateau Maisonneuve</i> Skyline 8510 Diner <i>Frontenac</i> Sleeper <i>Draper Manor</i> Sleeper <i>Lorne Manor</i> Sleeper <i>Blair Manor</i> Dome-Sleeper-Observation <i>Banff Park</i>
18 April 2003 VIA #668 at Cobourg, Ontario				
F40PH-2 6401 HEP-2 Club 4001 HEP-1 Coach 8103 HEP-2 Coaches 4106, 4108, 4104 LRC Coach 3354 -----	22 April 2003 VIA #73 at Brantford, Ont.			
13 April 2003 AMT #64 at Beaconsfield, Que.	F40PH-2 6431 Club 4003 Coach 4121 Coach 4107			
F59PHI 1323 Coaches 729, 731 Cab-Coach 705				

(Thanks to Tom Box, Douglas Cameron, Dave Durant, Sharlyn Durant, John Godfrey, Milne Hall, Harm Landsman, Tim Mayhew, Glenn Roemer and Lorence Toutant)

SAMPLES OF DIESEL LASHUPS

- Apr 1 - WHRC eastbound gypsum at Windsor, NS: WHRC RS-23s 8038, 8019 and 8036.
 Apr 9 - CN 396 at Toronto, ON: CN GP40-2L(W) 9508, CN Dash 9-44CW 2549, NS C40-9W 9317, CN GP40-2L(W) 9460, CN SD50F 5427 and CN GP40-2L(W) 9513.
 Apr 9 - CN 337 at Thunder Bay, ON: CN SD60F 5538, CN SD40-2 5367, CN SD40u 6011 and CN Dash 9-44CW 2664.
 Apr 13 - CP 250 at Smiths Falls, ON: CP AC4400CW 9511, CP SD40-2s 5707 and 5933, CP GP38-2 3045, CP GP7u 1509 and CP SD40-2 5670.
 Apr 14 - CN 443 at Edmonton, AB: CN SD70I 5621, CN GP40-2L(W) 9482 and CN SD40 5222.
 Apr 14 - GEXR eastbound at Acton, ON: GEXR GP38 3821 and GEXR GP40 4019.
 Apr 18 - CN 308 at Cobourg, ON: CN SD40 5222, and GCFX SD40-2s 6067 and 6056.
 Apr 19 - CN 528 at North Edmonton, AB: CN SD40 5000 and CN GMD1u 1405.
 Apr 19 - ONT 208 at North Bay, ON: ONT SD75Is 2105 and 2102, and ONT SD40-2s 1734 and 1737.
 Apr 19 - CN 250 at Feronia, ON: CN SD75I 5651, CN SD40-2(W) 5316 and ONT SD75I 2100.
 Apr 19 - CN 305 at Rothesay, NB: CN Dash 9-44CWs 2624 and 2654, CN SD50F 5402 and CN Dash 9-44CW 2551.
 Apr 20 - CP northbound at Blackfalds, AB: CP SD40-2F 9015 and CP GP38-2 3030.
 Apr 21 - CP (Ottawa Valley Ry.) 430 at North Bay, ON: CP SD40-2 6004, CP SD40-2F 9019 and STLH SD40 5542.
 Apr 21 - QGRY 505 at Berthierville, QC: QGRY GP40-2L(W) 3015, QGRY GP40 3105 and QGRY GP35E 2502.
 Apr 21 - QGRY eastbound at Trois-Rivières, QC: CP SD40-2 6001, SOO SD40-2 6616, QGRY GP35E 2502, QGRY GP40 3105 and QGRY GP40-2L(W) 3015.
 Apr 23 - CP 107 at Thunder Bay, ON: CP SD90MAC-H 9303, CP AC4400CW 9634, and CP SD40-2s 5576, 5969, 5826 and 5971.
 Apr 24 - CP (Ottawa Valley Ry.) westbound at Sturgeon Falls, ON: CP AC4400CW 9507, CP SD90MAC 9146, CEFX AC4400CW 1021 and CP SD40-2s 6063 and 5798.
 Apr 24 - OKAN northbound at Vernon, BC: OKAN GP20 2506 and CN GP40-2L(W) 9482.
 Apr 25 - CN 305 at Rothesay, NB: CN SD75I 5711, CN Dash 9-44CW 2530 and CN GP38-2 4729.
 Apr 26 - QGRY westbound at Trois-Rivières, QC: QGRY GP40s 3102 and 3105, LLPX GP38-2 2266 and QGRY GP40-2L(W) 3015.
 Apr 27 - CN westbound at Mowat, ON: CN SD75I 5746, IC SD40A-2R 6008 and CN SD60F 5534.
 Apr 27 - CN 444 at North Edmonton, AB: CN SD38-2s 1652 and 1651, and CN GP38-2(W) 4765.
 Apr 27 - CN 422 at Aldershot, ON: CN SD75I 5725, CN GP40-2L(W) 9424, CN GP38-2 4711, CN SD70I 5615 and CN GP9RM 7026.
 Apr 28 - CP 241 at Perth, ON: CP AC4400CW 8524, CEFX AC4400CW 1002, LLPX GP38-2 2264 and CP AC4400CW 9532.
 Apr 29 - NS 328 at Brantford, ON: NS C40-9Ws 9644, 9458 and 8892, and NS C39-8E 8681.
 Apr 29 - CN westbound at Brantford, ON: CN SD40-2 5382, CN SD75I 5663 and IC SD70 1027.
 Apr 30 - CN 148 at Paris, ON: CN Dash 9-44CW 2626, CN SD40u 6028 and CN SD60F 5553.
 Apr 30 - CN eastbound at Brantford, ON: CN SD75Is 5664 and 5641, CN GP9-Slug 231 and CN GP9RM 7265.
 Apr 30 - NBSR 902 at McAdam, NB: NBSR GP38-3 9801, NBSR GP9 3700, NBSR GP38-3 9803 and HLCX GP38 3669.
 Apr 30 - CP 348 (grain) at Thunder Bay, ON: CP SD40-2 6075, SOO SD60 6051, UP AC4400CW 6631 and CP AC4400CW 9577.
 May 3 - CN 149 at McGivney, NB: CN Dash 9-44CWs 2663 and 2553, CN Dash 9-44CWL 2506 and CN SD40u 6005.
 May 5 - CP (Ottawa Valley Ry.) westbound at North Bay, ON: CP AC4400CW 9521, CP SD40-2s 5626 and 5966, CP SD40-2F 9019, CP SD40-2 5776 and CP AC4400CW 9525.
 May 5 - CP westbound at Ingersoll, ON: STLH GP9u 8216 and CP GP9u 1652, with OSRX M-420(W)s 647, 644, 646 and 641 (ex-BCOL) dead-in-tow.
 May 5 - CN eastbound at Windsor, ON: CN SW1200RM 7301 and CN GP9RM 7032.
 May 8 - ONT 151 at North Bay, ON: CN SD75I 5774, NS C40-8 8691 and CN SD75I 5735.
 May 10 - CN 451 at South River, ON: CN Dash 8-40CM 2435 and CEFX GP38-3 6537.
 May 11 - CN 121 at Truro, NS: CN Dash 9-44CWL 2503, CN SD75I 5735, NS C40-8 8691, CN SD75I 5774 and CN GP38-2 4724.

Thanks to George Bergson, Jim Blunt, Roger Boisvert, Douglas Cameron, Donovan Case, Dave Durant, John Eull, Milne Hall, Jeff Keddy, James Lalande, Harm Landsman, Bryan Martyniuk, Tim Mayhew, Mark Paterson, Peter Phillips, Bill Rood, Mark Rushton, Bill Sanderson and Lorence Toutant)

.LEGEND: AMT = Agence métropolitaine de transport; AMTK = Amtrak; BCOL = BC Rail; CEFX = CIT Group; CN = Canadian National; CP = Canadian Pacific Railway; GCFX = Connell Finance (lettered GEC-Alstom); GEXR = Goderich-Exeter; HATX/HLCX/HLGX = Helm Financial; IC = Illinois Central; LLPX = Locomotive Leasing Partners; VBSR = New Brunswick Southern; NS = Norfolk Southern; OKAN = Okanagan Valley; ONT = Ontario Northland; OSRX = Ontario Southland; QGRY = Quebec Gatineau; SOO = Soo Line (Canadian Pacific); STLH = St. Lawrence & Hudson (Canadian Pacific); UP = Union Pacific; VIA = VIA Rail; WHRC = Windsor & Hantsport. ■

Break of Gauge at Prescott Junction

by Colin Churcher

The Bytown and Prescott Railway was built to the standard gauge (4' 8½") whereas the Grand Trunk Railway, with which it connected at Prescott Junction, Ontario, was built to the provincial 5' 6" gauge. Interchange of cars was not possible between the two lines and this did not pose great difficulties at first, particularly bearing in mind that much of the traffic on the Bytown and Prescott was conveyed by car ferry across the St. Lawrence River where it was put on the standard gauge American network at Ogdensburg, New York.

However, the Grand Trunk broad gauge system became extensive and the Bytown and Prescott (which became the Ottawa and Prescott and later the St. Lawrence and Ottawa) found itself at a disadvantage, particularly when the second railway into Ottawa, the Canada Central, was built to the wide gauge and had the advantage of easy interchange with the Grand Trunk at Brockville.

The Grand Trunk was also feeling the effects of the break of gauge with standard gauge railways and a solution was developed.

The **Ottawa Citizen** documents some through movements between the St. Lawrence and Ottawa and the Grand Trunk as follows:

For Chicago. Nine cars belonging to the Canada Rolling Stock Company are at the St. Lawrence and Ottawa Railway station today to be loaded with sashes and doors to be sent through to Chicago without transshipment. (12 March 1871)

Mr. Luttrell of the St. L. & O. Railway left town yesterday after making arrangements with the wholesale merchants of this city for heavy shipments of goods for the west. The freight will be sent without transshipment on change-gauge cars. (29 April 1871)

Seventeen cars laden with lumber were dispatched yesterday for Boston, to be delivered without transshipment via the St. L. & O. Railway. (18 May 1871)

Cars belonging to the National Car Company are at the St. Lawrence and Ottawa Railway depot, being loaded with beds, mattresses and bedsteads from Whiteside & Co.'s establishment, to be sent through to Chicago without transshipment. (7 November 1871)

This section of the Grand Trunk was converted to standard gauge on 3-4 October 1873, after which time cars could be interchanged freely. How did the cars move from one gauge to the other? This question is answered in: **The American Railroad Freight Car: From the Wood Car Era to the Coming of Steel** by John H. White Jr. (John Hopkins Univ. Press, Baltimore, 1993.) page 450.

ADJUSTABLE-GAUGE TRUCKS

"Before exploring other aspects of arch-bar trucks, we should study with greater care the 1868-1869 Grand Trunk truck mentioned earlier (Fig. 7.20). Because of its 5-foot 6-inch gauge, the Grand Trunk could not exchange cars with its connecting lines and was thus cut out from the economies of the interchange service just then developing. Just as the Union Line had experimented with broad-tread wheels to solve a similar problem, so too did the National Despatch Line, another fast freight line, develop a way to overcome the gauge difference, National Despatch adopted telescoping axles so that wheels could be reset for a 9 1/2-inch difference in track gauge.

"The scheme selected was patented by C.D. Tisdale of East Boston, Massachusetts, with the first patent having been issued in March 1863. Special wheels with extra-large hubs were fitted with key wedges. The axles were notched so that the wheels could be set at standard or 5-foot 6-inch gauge. The keys were locked in place by a long safety pin and giant rubber bands. The position of the wheel was shifted by a gradually diverging or converging track. In the shift from broad to standard, the keys would be loosened and removed at one end of the tapering track, workmen in a 4-foot-deep pit removed the keys from below the train. A long shed was built over the pits to protect the workmen. With the keys out, the train was slowly pushed down the track, and the wheels would be forced inward as the train moved along the converging rails. Once at the end, the workers would reinsert and lock the wedges and the train could go on its way. The change could be done in five to ten minutes. When shifting to broad gauge, a third rail set inside the tapering track pushed the wheel out to the wider gauge. Shifting stations were located at Point St. Charles, Montreal, and Sarnia, Ontario. The plan was first tried in November 1863, yet no serious consideration was given to it until early 1868. The tests proved so promising that by late in the following year two hundred adjustable-gauge cars were running between Chicago and Boston via the Michigan Central, the Grand Trunk, the Vermont Central, and several connecting lines in New England. The problems of the northern east-west route seemed to have been resolved, and three

hundred more cars were ordered by National Despatch.

"Just months later, however, the Grand Trunk announced plans to rebuild its entire line to standard gauge. Major conversions were completed in 1872 and 1873, with all parts of the system having been remade to the Stephenson gauge by September 1874. This disruptive and costly conversion might have been avoided had the changeable-gauge trucks worked as well as advertised. Problems obviously had developed. The keyway grooves were said to weaken the axles. Misgivings over the safety of the telescoping axles were voiced as early as 1846, long before the Grand Trunk test. Considerable skepticism was expressed as to the reliability of the workmen charged with loosening and tightening so many wheels day in and day out. Even on the short freight trains of that time, could the men be trusted to pursue their jobs with care? Crouching in a dank pit for ten hours with a rumbling train overhead could be tiresome and lead to boredom and negligence. It seemed like a scenario for disaster. Even if the axle crews proved true to their duty, the normal wear of the shifting wheels would beget loose fits, and even a slight wobble could cause a derailment."

In spite of the potential difficulties, the Grand Trunk felt this system to be an advantage as this extract from the **Ottawa Citizen** of 12 July 1872 notes:

The Grand Trunk Railway authorities have recently issued a notice to the effect that the restrictions and difficulties existing hitherto at Port Huron, as regarded forwarding goods to the Western States, have at length been removed, and that the change of gauge cars of the Company enable it to ship goods, household effects, &c. to Chicago and other Western ports of entry without detention.

There is no reference in this account to a gauge change facility at Prescott Junction although this must have existed there, if only for a brief period. Another interesting and unexpected item of our railway history. (With thanks to David Knowles for the reference) ■



Hamilton's Other Railway

by Charles Cooper

432 pages in 8½" x 11" format,
390 black & white illustrations

The 19th century saw Toronto rapidly developing as the railway centre for the Province of Ontario, with tracks radiating out to the north, east and west. Hamilton saw this as a challenge to its position as an emerging industrial city. The arrival of the Great Western Railway in 1854 spurred promoters of the Hamilton and North Western to build a link with Lake Erie to the south, through a line to Port Dover. However, the real potential lay in developing the hinterlands to the north of the city. This the Hamilton & North Western did as it extended itself to the north, eventually reaching Collingwood on the shores of Georgian Bay.

Hamilton's Other Railway traces the H&NW from its engrossing history and pioneering construction through to its absorption into the Grand Trunk Railway and on to its takeover and eventual abandonment by Canadian National Railways. This readable, well researched and abundantly illustrated book examines the line's motive power development, the railway post office service, stations, trestles and bridges, as well as its relationship with the communities along the route. A chapter covers the current operations on the remaining sections of the lines.

Hamilton's Other Railway features unique, previously unpublished images from archival and other collections, along with great photographs from the Al Paterson, Dave Shaw and Keith Sirman collections, and many individual contributors, as well as the timeless photographs and carefully researched track diagrams by Bob Sandusky.

Order your copy today. Forward a cheque or International money order for \$88.76 Canadian funds, or \$62.00 US funds (postpaid, applicable taxes included), to Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1.

Lonely Locomotives

by Duncan du Fresne

Usually, when talking about lonely steam locomotives it is customary to think about Canadian Pacific's two "K" class Northern 4-8-4's. Yep, they only had the two of them, compared to CN's two hundred + engines of that wheel arrangement. But an Al Paterson photograph that I bought recently reminded me that CP's two engines were not alone. The Toronto, Hamilton and Buffalo Railway also had two engines that were not repeated, their two "Berkshires", Nos. 201 and 202.

The 2-8-4 wheel arrangement was quite popular in the United States after 1925, having been introduced by the Lima Locomotive Works that year. In fact this wheel arrangement proved to be a very successful design and was used in large numbers by many American roads, including the Chesapeake and Ohio, the Nickel Plate, the Louisville and Nashville, and others, and the road that introduced the wheel arrangement to the railway world, - the Boston and Albany. It was, in fact, because of their introduction on the Boston and Albany they got their class name - very fitting as they worked in the Berkshire mountains (hills).

In 1928, the Toronto, Hamilton and Buffalo had a requirement for modern, powerful, steam freight power for their assault of the Niagara escarpment, especially between Stoney Creek and Vinemount. So, in that year the TH&B placed an order with the Montreal Locomotive Works for two locomotives of this new wheel arrangement, the only locomotives of that wheel arrangement ever to be built in Canada. The finished product had a very American look to it, especially the open cab and appearance of the boiler. Nevertheless, they were "Canadian" engines, and were based in Canada. Perhaps the "American" appearance of these engines had something to do with the history of the TH&B. In the late-1890s ownership of the TH&B was a

shared arrangement between the Canadian Pacific, New York Central, Michigan Central and the Canada Southern Railways. These were, effectively the TH&B's "parent companies". Thus there was heavy U.S. influence until well after the steam era when, in 1977, the TH&B became a wholly owned Canadian Pacific property.

The two 2-8-4s were a success and were quite modern for their time. The accompanying photograph attests to their brute force appearance, which is quite real. Both these engines were booster engine equipped which added 12,000 pounds of starting tractive effort to the 69,000 pounds of the main engine, for a total of 81,000 lbs., not too shabby! The exhaust stack of the booster engine is located just to the right of the stack as it rises around the curve of the smoke box. Also worthy of note is the Automatic Train Control "shoe" on the rear axle of the first tender truck, the only TH&B freight engines to be so equipped. This was mandatory as these engines operated in ATC territory on the New York Central into Montrose Yard at Niagara Falls, N.Y.

Mechanically the two engines were virtually identical. Coal burners, they were equipped with Standard Duplex stokers, Baker valve gear, the aforementioned booster, and two cross compound air compressors mounted just aft of the pilot beam. Boiler pressure was 240 PSI, the cylinders were 28 x 30 (inches) bore and stroke, and the driving wheel diameter was 63 inches. Their life span was relatively short, however, being scrapped by the Steel Company of Canada in 1953, after a service life of barely 25 years.

The photograph of TH&B 202 was taken at Hamilton, Ontario, on August 13, 1937.



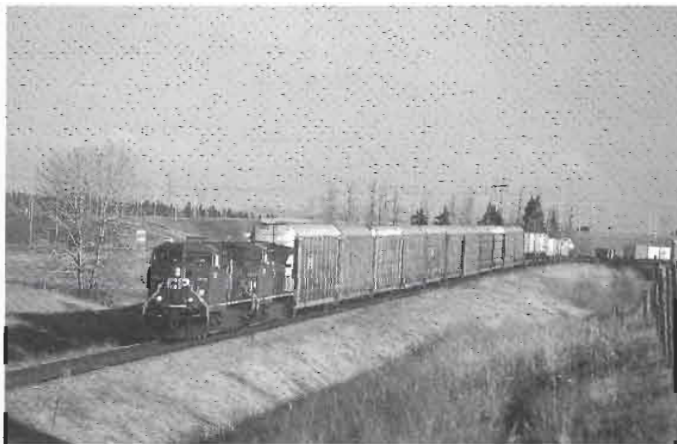
Sweet '16'

Article and photographs by Fred Clark

I must confess to being a child of the diesel age. I'm not big on chasing steam, to some extent because my exposure has been to preserved locomotives in rather leisurely excursion service. The Easter weekend of 2003 provided me with the incentive to rethink my position.

On April 8 I received an e-mail detailing the schedule for the "Breakfast for Learning" tour of Canadian Pacific's 4-6-4 2816. It was like frustrating e-mail I've received before from various sources, informing me of a train trip I would not be able to see or photograph. In this case, the odyssey of 2816 would see it run east as far as Toronto, leaving Calgary May 24, finally returning on July 7 after a lengthy sojourn. What caught my eye were the last few lines of the notice, which informed me that she was slated to do a pair of day trips, to Banff and return, on Saturday and Sunday, April 19 and 20. I phoned my railfan buddy TJ Tarnowski [see "It's Only a Mile In" in the January 2003 *Branchline*] to see if he was interested and able to get away for a day shoot. The week passed, and I hadn't heard from him, so I assumed it was a no-go. However, the phone rang at home in Edmonton on Thursday at supper, and on the line was TJ, telling me he had sprung the time from work if I was able to make it. I checked with my wife, and things were in place. We would drive down to Calgary late Friday afternoon, sleep overnight, and awake fresh for the chase on Saturday.

Friday greeted us with fat, wet snowflakes, and TJ called from work to see if I still wanted to go. The Weather Network was calling for a high-pressure system to build in and clear things out for Saturday, so I said let's go for it. We arrived at Red Deer around supper on Friday, in time to catch a northbound freight just south of the city. As we crossed a narrow drainage ditch to get set up on the west side of Highway 2, TJ managed to plant his foot in the ice-cold water. Not a good omen! Our shots turned out well, but TJ's plan to dry his sock by tying it around the radio antenna of the rental car soon went awry. As we got up to highway speed, the sock began to rise up the antenna, so we had to pull over and retrieve it before it blew away. We had both packed spare shoes and socks, so that was not an issue.



CP AC4400CWs 9612 and 9537 lead Train 103 (11 auto racks and 59 platforms) at Red Deer, Alberta, at 18:37 on April 18, 2003.

The light in Calgary was not good when we arrived, but we circled Alyth yard anyway just to see what we could see. We found a safe spot to park in the west end of town, and bedded down for the night. We began to miss TJ's van, which was tied up in the body shop. Our usual pattern is for him to sleep on the floor in the back, and me to recline in the front passenger seat. We awoke at 05:30 having had a wretched night. We came up with a new slogan for the Buick Century - Rides 5 in Comfort, Sleeps 2 in Discomfort" sound? Perhaps not.

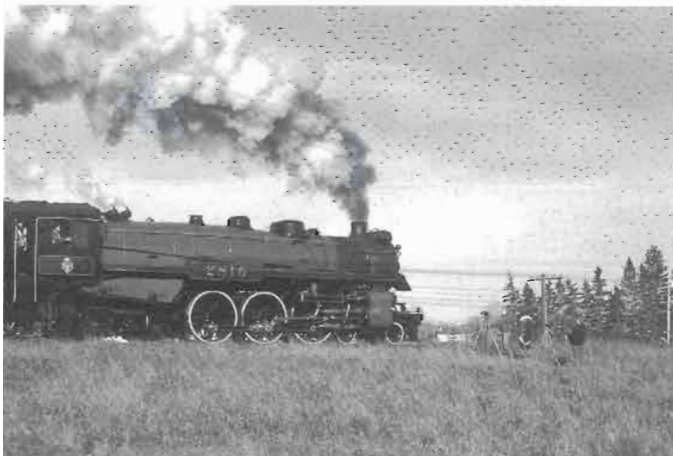
Breakfast was followed by the drive into Brickburn, the

siding on CP's Laggan Sub that runs across the Trans Canada Highway in the Bowness district of Calgary. Bowdale Crescent off Sarcee Trail provides access, and we are first there. The early morning sun will provide good flank light, albeit the nose will be dark. We catch an eastbound grain train at 06:57, then set up to await 2816, which our source indicated is ordered for 08:00. Another vehicle arrives, and its occupant treks off across the field to set up for a shot across the inside of the curve. Sun will not be ideal. Yet another car pulls up, and I scoot out to my preferred location, out in the field a little bit for a more broadside perspective, to stake my territory. Our visitor sets up a couple of tripods next to TJ, for a fairly tight angle, and we begin talking. His name is Lance Camp, and he's driven all the way from Vancouver the day before to chronicle this trip. He says he's "S.O.", (without the "B"), which stands for "steam only". We confess we waste film on diesels.

Lance is well prepared and informed, and is able to tell us that 2816 is due to pick up its passengers at the downtown pavilion at 08:30. This allows us to relax a bit, and also allows Lance to take advantage of his preparedness. He goes back to his car and pulls out a set of garden shears, and proceeds to clean up the tall grasses next to the right-of-way. I check through the viewfinder of his large format Pentax, set up on a tripod, to let him know what still needs to be trimmed. Mission accomplished, when a motorcycle pulls up and Calgary native John makes his first of several appearances through the day. Given how beautiful the sun angle will be (the best of the morning between Alyth and Banff), TJ and I are surprised that there aren't more native railfans out here.

We are hearing a bit of chatter on the scanner which indicates someone is having trouble getting a crossover switch west of the station to open or close cleanly, but our fears that this will delay 2816 until the sun angle is gone are soon put to rest. The plume of smoke over Edworthy Park announces the imminent arrival of our star attraction, and she thunders past us at 08:50, looking absolutely resplendent. The only downside to the spit shine on the consist is that all the ripples in the bodywork on the sides of coaches "Laurentian" and "Dragon" (ex-BCR) stand out like a sore thumb.

We file back to our vehicles in surprisingly leisurely style, but we know we have lots of time to beat 2816 to our next photo location. In checking topographic maps and angles, we had decided to forego any attempt at Cochrane, because we would have had to walk in a fair piece for good angles, and would have lost any chance at subsequent photos. Nevertheless, we kick ourselves when we discover, via the scanner, that 2816 is stopping at Cochrane for an inspection. Perhaps we would have had time, after all, but in retrospect we realize we would have lost



T.J., John and Lance shoot westbound CP 2816 at CP Brickburn at 08:50 on April 19, 2003.

her after that point. Our destination is Morley Flats, where the Trans Canada Highway and Laggan Sub. get quite close to each other. There is highway access to the tracks, and the tracks are as NE/SW as they will be, giving us our best light from the left rear quarter of the train as it heads west.

We arrive at our target, near Ozada, only to discover a few things we had not appreciated from the map. The first is that there are three separate sets of poles running on the south side of the tracks, which really clutters things up, the sun has dimmed considerably behind a high, thickening cloud bank, and we are at the east end of the funnel through the Front Ranges, and the wind is just howling. No problem, I have black and white loaded on my other camera, and I'll work with a cattle gate as a framing element in the foreground. Eventually 2816 appears in the distance at 10:10, and hustles along the respectable stretch of tangent track, its plume stretched taut behind her by the wind. As unimpressive as the photo may prove to be, this is when I fell in love with this engine.

My memory of what a steam engine sounds like is based on my excursion experience, and as dreadful as this will sound to steam purists, it can best be approximated by a kind of "chuff-chuff" of the exhaust. So I must say it was a real revelation to hear 2816 legging it out for the mountains, with the exhaust note a high-pitched sound I can best describe as "skittering". It captured my imagination completely, and was worth setting up here, regardless of the ultimate photographic results.

Our exit was less than smooth, as TJ had trouble locating the keys (a separate set for the rental car, rather than his customary cluster), but we pulled out onto Highway 1 headed for the short highway that connect with the old 1A, via Seebe and headed for Exshaw, our next destination. The short piece of highway flies over the Laggan Sub. at Seebe, and although we've gotten a good photo there before, my assessment of the track angle versus the position of the sun says that any photos here would not have been good. To our surprise, the bridge is loaded with photographers and 2816 is just about to go under when we pass by. We have no chance to stop and shoot, but she looks spectacular, with the sun back out and her plume of smoke and steam all lit up. I spend several minutes laying virtual footprints on the seat of my pants, but I try to console myself by saying that it's one of those situations where your eye does a better job of making a good image than slide film would have. Yeah, right!

Our haste to beat the train to the west side of Exshaw turns out to be unnecessary, as they slow down and stop at the east side for a second inspection. The talking hotbox detector at mile 42.0 had announced that the second axle (the train totals 41) is hot on both north and south sides. They had been planning a second inspection on the westbound run anyway, as the scanner had revealed in earlier conversations between the train and the Laggan RTC. We pull off the highway just west of the Lafarge cement plant, and I clamber up on some rocks to get the view I'd planned ever since I knew we were coming. The track bends back sharply to the southwest, and I'll get nice sunlight across the inside of the curve as 2816 goes away. TJ is more adventurous, and does his best mountain goat impression to set up on the south side of the rocks (I can't see him) to shoot the train as it snakes toward him, then swings away. He's shooting video, which is much more forgiving of less than ideal sun angles.

We wait for what seems like an eternity, being buffeted by the cold wind gusts that are common to this pass in the Rockies, before they get 2816 rolling again, at 10:42. My first shot doesn't work out, as I get a face full of exhaust blown straight up and at me (I know, Lance, rookie mistake), but as the train gets to where I really wanted it, the smoke has cleared and things are beautiful. It takes a few minutes for TJ to work his way back to me, but we do not take off on the dead run. This is where we show our true colours. We are indeed children of the diesel age.

My scanner indicated an eastbound, #202, had taken the siding at Canmore, 12 miles away, to await the passage of the steamer. The hot box detector at mile 65.0, between Gap and Canmore, also announced that the number 2 axle is still running hot (the scanner was picking up the heat from the cylinders). We had already debated whether or not the platform shot at Banff was worth getting (before Banff the sun angles are all wrong), and had decided we didn't want to get into the zoo with people milling all over the place. So I propose to TJ that we hang tight at Exshaw for the freight (I'm sorry, Lance, I know we let you down), coming around the curve into perfect sunlight. It's a shot we've long talked about getting "someday", so it seemed like the thing to do was get a shot we knew would be great, rather than a mediocre shot (is there such a thing?) of 2816 in Banff. We have no regrets.

We trek into Banff in search of the wye at the east end of the yard, knowing they'll have to get it turned somehow. We come in on the east entrance, and find a cross road that takes you to a grade crossing at a lovely photo location on the east side of Banff. Oops! The reality is that we wouldn't have checked it out if we were intending to get 2816 on arrival anyway. Later, we return here to get a westbound potash train that rumbles through while 2816 lies over. Before that, we get back out on the main drag, then work our way closer to the tracks in search of photographic access to the wye. Lo and behold, we turn in to a cul-de-sac and there we see the tail end of the train, business car "Lacombe", just off to the left. In spite of our tardiness, they only uncouple 2816 and auxiliary tender just as we get set up. I have brought a short step stool with me, and even though I'm in the field below the right-of-way, I am sufficiently elevated to see the railhead for the wye (thanks to Ross Harrison for the example he gave me many years ago at Ellwood Diamond in Ottawa), and get gorgeous shots of 2816 being turned. TJ is beside himself with the show he captures on video, complete with a brief episode of wheel slip and frantic exhaust. No one else is near, which surprises us again.

After pausing to shoot the potash train, we head to Canmore, for lunch and for what we expect will be ideal sun angles for the eastbound run. While eating, another westbound surprises us (no angle for shots anyway), and eventually an eastbound stops on the west siding and the crew comes off. The train is being recrewed, and the scanner tells us that there is another eastbound about 15 minutes in arrears of 2816 when she departs Banff. All right!

Eventually two fellows show up, one toting a camera. He heads off in the distance, after verifying that where he wants to set up, for a close shot of 2816 coming by the lead unit on the standing EB, will not be in our shots. His faded jean jacket and



CP 2816 backs onto the rear of Business Car "Lacombe" at Banff, Alberta, at 12:10 on April 19, 2003.



CP AC4400CWs 8510 and 8578 lead a westbound potash train through Banff, Alberta, at 12:20 on April 19, 2003.

grey sweatpants blend in beautifully with a fresh chain-link fence on the left side. His companion, when he discovers that 2816 is returning (he'd seen it in the morning) announces that he's going to get his kids to some see it. TJ and I look at each other and groan, and it doesn't get any better when he returns with his wife and FOUR kids. This is going to get brutal, we figure. Well, we get the second great surprise of the trip. He makes them all stop level with where we are, so they don't get in the photos and video, then makes sure they are quiet when 2816 appears, so their chatter doesn't end up on TJ's sound track. Lovely! If only more railfans had as much consideration and awareness of what others are doing! We were totally impressed, even more so at the sight of 2816 rushing by on its way home, 30 minutes after its 1400 departure from Banff.

We threaded our way through the traffic of Canmore, back to the car, with the usual railfan's mixture of haste, panic, and caution to avoid getting run over. Our destination was the highway bridge at Seebe, which our experience tells us will have very nice light at this time of day, barely nose-dark for an eastbound. We arrive to find one person set up here already. I wouldn't say it's windy, but he has his tripod lashed to the railing of the bridge, that's how bad it is. We choose our spots, me on the bridge in vertical format (the pole line is too close to allow a more broadside horizontal shot, which I would have liked), TJ on the embankment just below. To our astonishment, within minutes a van pulls up and out piles the couple, with their four kids! They must have been hauling from Canmore, because we didn't see any sign of their vehicle when we were making our way back to the car there. Once more, their etiquette is impeccable, and they are careful to stay out of everyone's field of view, and to be quiet when 2816 rounds the distant curves and heads for the bridge. I find out from TJ after the trip that his audio consists of the wind howling in his microphone.

The fellow with his secure tripod (I'll always think of him as either Captain Ahab or Ulysses, in honour of those legends being lashed to the mast for various reasons) engages us in conversation, to see where we are headed next. Our final photo spot will be where we began the day, only from the other

side of the tracks, in Bowness. He tells us he doesn't know where that is, and when I ask him where he's from, he tells me he's from Chicago! That has got to qualify him for some kind of long distance award! As quickly as possible, I tell him how to get to a spot that will put him on the sunny side of the train with near broadside light, and a pole line far enough back that he should be able to get good shots.

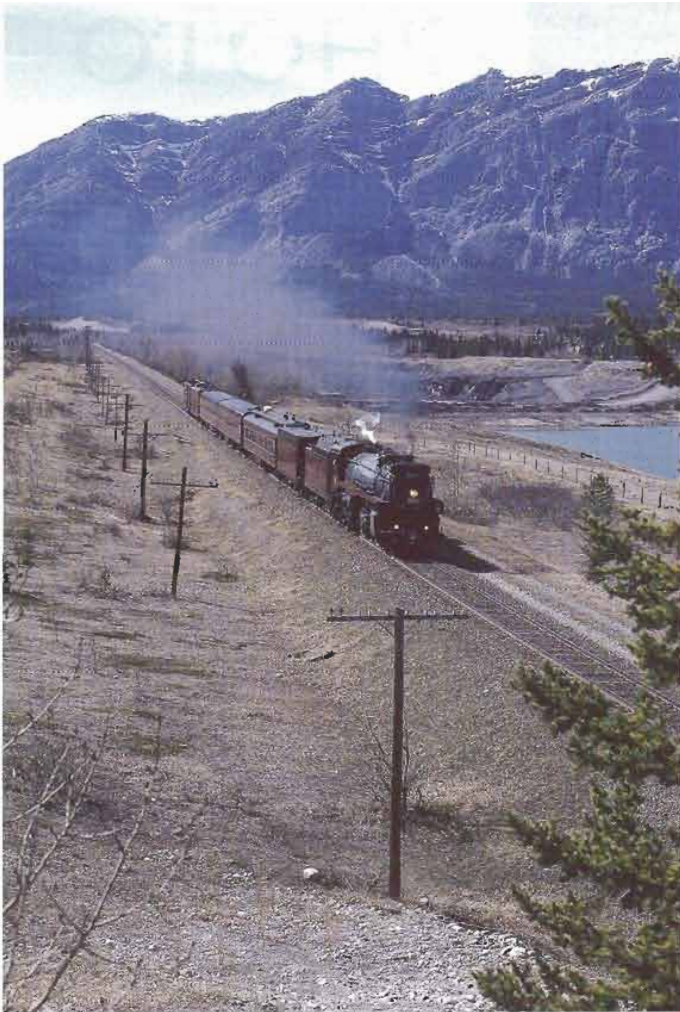
Everyone else hightails it, but we figure that with the proximity of Highway 1, we can afford to stay for the following freight, potash train #672 that appears 20 minutes later, at 15:15. It's a nice shot, and worth the wait. We hear the detector for mile 42.0, and there are no alarms. We take advantage of the divided highway to make good time back to Calgary, and exit on Sarcee Trail as we enter the city. We park just off Bowdale Crescent, noting a handful of vehicles already there (we assume Cap'n Ahab/Ulysses is in place), and start our ascent. If I had \$1,000 for each time I've been northbound along Sarcee Trail, and remarked to my wife that there would be a great photo from well up the hill in afternoon light, I'd own a lot more railroad books and videos.

The perspective as we climb keeps changing, but finally we get to a point such that the near bluff and its trees don't get in the way of the tracks. Yes, there's a pole line visible from where we are, but there are two factors to consider. The first is that the degree to which poles are offensive and obtrusive varies inversely with the distance from them. The second is that to get a vantage point that will get them out of the way, a more vertical composition, will mean at least ten minutes more hiking. We don't have the energy, nor do we have the time, as the smoke from 2816 makes clear. She's covered the 45 or so miles between Seebe and Brickburn in 77 minutes. This is very respectable regardless, but makes us wonder if they ever stopped for the inspection they'd been talking about at Ozada. The sun is out, the train is gorgeous, and it all fits in the viewfinder, even with the 200 mm lens I've used to keep the train from being a mere speck. What a way to end the day! If you're "S.O."

For our part, we stay up the hill for the extra eight minutes needed for the potash train to appear, then head to the throat of Alyth Yard and are rewarded with my first good slides of the



CP 2816 passes an eastbound freight at Canmore, Alberta, at 14:30 on April 19, 2003.



CP 4-6-4 2816 romps through Seebee, Alberta, at 14:55 on April 19, 2003 en route to her base in Calgary.

Breakfast for Learning Tour 2003

CP 4-6-4 2816 - *Empress* will depart Calgary on May 24 for a 6½ week eastern tour to raise awareness of the "Breakfast for Learning" program that helps ensure that every child in Canada attends school well nourished and ready to learn. Watch for her at the following locations:

Medicine Hat, Alberta	May 24
Swift Current, Saskatchewan	May 25
Moose Jaw, Saskatchewan	May 26
Broadview, Saskatchewan	May 27
Brandon, Manitoba	May 28
Winnipeg, Manitoba	May 29
Kenora, Ontario	May 30
Thunder Bay, Ontario	May 31
Schreiber, Ontario	June 2
Chapleau, Ontario	June 3
Sudbury, Ontario	June 4
Mactier, Ontario	June 5
Hamilton, Ontario	June 9
London, Ontario	June 10
Windsor, Ontario	June 11
Woodstock, Ontario	June 12
Oshawa, Ontario	June 13
Milton, Ontario	June 14
Parry Sound, Ontario	June 22
Cartier, Ontario	June 23
Chapleau, Ontario	June 24
White River, Ontario	June 25
Nipigon, Ontario	June 26
Thunder Bay, Ontario	June 27
Ignace, Ontario	June 28
Dryden, Ontario	June 28
Kenora, Ontario	June 29
Winnipeg, Manitoba	July 1
Portage la Prairie, Manitoba	July 1
Virden, Manitoba	July 2
Broadview, Saskatchewan	July 3
Regina, Saskatchewan	July 4
Swift Current, Saskatchewan	July 5
Medicine Hat, Alberta	July 6



CP 4-6-4 2816 is resplendent in the low morning sun as she rolls through CP Brickburn in Calgary, Alberta, at 08:50 on April 19, 2003, en route to Banff.

SD45s, numbered in the 5490-5499 group, that are now working the hump. I get three of them in great sunlight before we have to head home.

As we drive back to Edmonton and reflect on the day, a few things stand out. The first is how beautiful that gleaming steam engine was! The second is how impressive it was working at high speed, rather than excursion pace, with its skittering exhaust. The third is how civilized the chasers were, in terms of the driving as well as deportment on the photo line. Finally, and as proof that I am a "diesel-holic", we have managed to see and shoot some very nice freight action, which almost would have made the trip worthwhile on its own.

As a postscript, the following weekend saw reports of 40 cm of snow west of Calgary on Saturday, and Highway 2 between Calgary and Edmonton was closed down by a heavy snowfall. Canadian Pacific was very fortunate to get ideal conditions for this pair of runs by 2816, and we were fortunate to get to chase and photograph it. Sweet 16, as in 2816, indeed! ■

PHOTO CORNER



Above: CN GP40-2L(W) 9416, SD40 5147 and GP40-2L(W) 9620 lead Train 203 west of Great Brook, BC, (Mile 32.3, Albreda Sub) on July 23, 1996. Photo by Jim Johnston.

Top Left: CP FA-1 4001 is at Trois-Rivières, Québec, on May 23, 1950, the first time that a CP road diesel had visited the city. In the background is a 2200-series Pacific. In another ten years, diesels will have stilled the last steamer. The 4001 was built by ALCO in May 1949 and in March 1965 was traded-in to MLW towards the construction of C-424 4203. Photo by J. Patrick Boisvert, thanks to Roger Boisvert.



Middle Left: CPR 0-6-0 6269, built by CP in its Angus Shops in Montreal in November 1912, switches the industrial area in New Toronto, Ontario (through CN's Mimico Yard). In 1955, 6269 was converted to "Shop Tool" S.L. 6, for use as a shop locomotive. She was scrapped in February 1959. Photo by Bill Thomson.

Bottom Left: CP depressed centrebeam lumber cars 320011 and 320012 are in CN's yard in Truro, Nova Scotia, on April 19, 2003, days after construction at TrentonWorks in Trenton, Nova Scotia. Photo by Cliff Holder.



Above: CP's one-of-a-kind RSD-17 8921 meets RS-18 8743 at the West Toronto diamond in Toronto, Ontario, in May 1972. After retirement, the 8921 was moved to the Elgin County Railway Museum in St. Thomas, Ontario, in January 1997. The 8743 was remanufactured as CP RS-18u 1865 in July 1989, and was sold to the Ottawa Central Railway in October 1998. Photo by Ron Lipsett.

Top Right: Grand River / Lake Erie and Northern's train to Port Dover, is at the CPR station in Galt, Ontario, on July 24, 1948. In the background is CP 2-8-2 5225, rebuilt from 2-8-0 3703 in March 1948. Photo by E.A. Toohey. National Archives Negative No. 48-412.



Middle Right: Greater Winnipeg Water District RS-23 202 (nee Sydney & Louisburg 202) is approaching the crossing at Route 101 in Winnipeg, Manitoba, on June 3, 1992. The train is eastbound, en route to the Supercrete Pit located at Mile 48.1 of the 97.7-mile railway. At the time, besides the City of Winnipeg, Supercrete was the only other customer serviced by the GWWD. In the spring of 2003, the fleet of former ore jennies was sold for scrap. Photo by Pierre Ozorák.

Bottom Right: CP 4-6-2 1267 and 4-6-4 2816 hustle Train #20 through Hornby, Ontario, on May 22, 1954. Little did one know then that 2816 would be repatriated from display at Scranton, Pennsylvania, and completely overhauled for company special service starting in 2001. She'll be traversing the same rails in mid-June as part of her "Breakfast for Learning" eastern tour. Photo courtesy Paterson-George Collection.





Above: CP M-630 4555 (built by MLW in February 1970) pauses at the station at Golden, BC, with a coal train in the early-1970s. The M-630s were standard power on the coal trains in the late-1960s and early-1970s, however, they were replaced by SD40-2 units in the mid-1970s and spent most of their remaining years assigned in the east. The 4555 was retired in December 1993. Kodachrome slide by Grant Ferguson.

Top Left: CP SD90MAC 9158 (one of 61 on the roster) idles at Toronto Yard (between Markham and McGowan Roads, and Sheppard and Finch Avenues in Toronto), accompanied by two SD40-2 units, in the late afternoon of April 13, 2003. Photo by Roger Steed.



Middle Left: CN RSC-18 1778 and 1787 (nee RS-18 3879 and 3893) trundle across the bridge at Ingramport, Nova Scotia, on December 13, 1976, shortly after being equipped with A1A trucks from retired RSC-13 and RSC-14 units. Photo by David Othen.

Bottom Left: CP AC4400CW 9509 and a sister rumble across the bridge over Highway No. 1, just west of the siding at Thompson, BC (mile 87 of the Thompson Subdivision), on March 22, 2003. The overpass was built in 1957 to replace a level crossing. Photo by David Meridew.

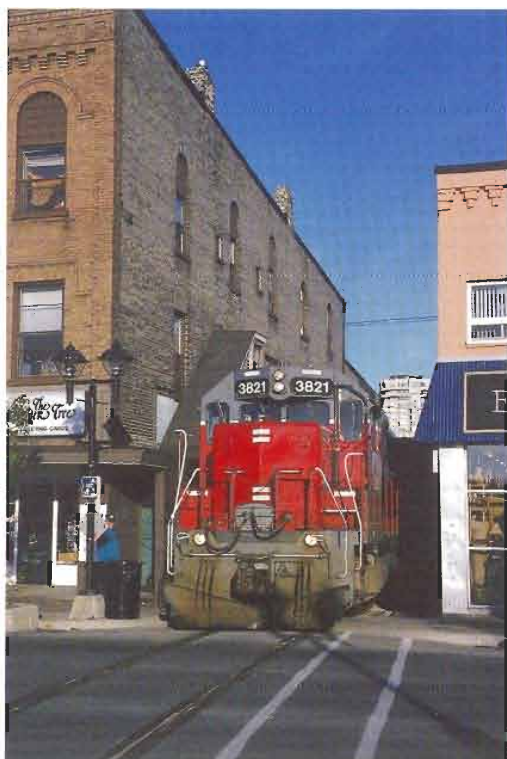
Top Right: CN Dash 9-44CW 2629 and SD70I 5618 lead Train 301 at Hinton, Alberta, at 14:25 on July 7, 2002. The off-white tank cars are from the Dow Chemicals plant at Fort Saskatchewan, Alberta. Kodachrome slide by Fred Clark.



Middle Right: From transcontinental passenger trains to switching grain elevators: Goderich-Exeter's RailLink FP9u 1401 (ex-VIA 6312, nee CN 6523), in company with former Lakeland & Waterways GP9-4 4001 and leased CEFX GP38-3 6537 (ex-SP GP35 6537), is working one of the elevator tracks at the port area of Goderich, Ontario, on March 22, 2003. The units will make up their train and later that afternoon will head south to Stratford. Photo by Bryant Barbour.



Bottom Right: CN Dash 8-40CM 2432 and SD60F 5540 are eastbound approaching Mile 30 of the Halton Subdivision (between Speyside and Mansewood, Ontario) on June 30, 2002. Note the 'CN 'noodle' on 2432 has been truncated. Kodachrome slide by Jason Noe..



An onlooker watches Goderich-Exeter Railway GP38 3821 lead the Elmira Turn between buildings in uptown Waterloo, Ontario (mile 2.0, Waterloo Spur) on October 30, 2002. Kodachrome slide by Jason Bartlett.



The Motive Power and Equipment Scene



RETIRED:

- CN GP9RM 7217 (April 14).
- CN GP40-2L(W) 9440 (April 14)
- IC E9Ar 9914 (was to be numbered 104 but never applied), 9922 (lettered NREX 9922) and 9923 (lettered NREX 9923) - all retired on April 29.

RETIRED AND RETURNED TO OWNER: The following GTW units that were lease-expired at the end of 2002 and were temporarily reinstated to the roster in March 2003, were again retired on the following dates: SD40 5917 (May 13), SD40 5920 (May 8), GP40-2 6416 (May 12), GP40-2 6418 (May 9) and GP40-2 6419 (May 12).

RETURNED TO SERVICE: WC SD45 6529, retired in January 2003, was indefinitely reinstated to the roster on March 31.

TRANSFERRED:

- Edmonton to Winnipeg: CN YBU-4 203.
- Toronto to Fond du Lac, WI: CN GP40-2L(W) 9424, 9460, 9530, 9579, 9584.

TO THE SCRAPPER: Retired DWP SD40 5903, 5906 and 5910, and GTW SD40 5919 have been shipped to Larry's Truck & Electric in Warren, Ohio, for scrapping.

UNITS LEASED OUT:

- To Kelowna Pacific Railway: CN GP38-2(W) 4784.
- To Okanagan Valley Railway: CN GP40-2L(W) 9482.
- To Eurocan Pulp & Paper, Kitimat, BC: CN SW1200RS 1375.
- To Mackenzie Northern Railway: CN SD40 5000; SD40-2(W) 5306-5313; GP40-2L(W) 9525; GP40-2(W) 9673, 9676.
- To Lakeland & Waterways Railway: CN GP38-2(W) 4782; GP40-2L(W) 9581; GP40-2(W) 9666, 9669.
- To Athabasca Northern Railway: CN GP40-2L(W) 9567, 9624; GP40-2(W) 9639, 9675.
- To Hudson Bay Mining & Smelting, Flin Flon, MB: CN SW1200RS former Shop Switcher CS02:2 (nee CN 1379).
- To Agence métropolitaine de transport: CN GP40-2L(W) 9523, 9531.
- To New Brunswick Southern Ry.: CN GP9RM 7000, 7015, 7060.

UNITS STORED SERVICEABLE LONG TERM:

- IC E9Ar 100-103 (all see occasional service).
- CN GP9 Slug 250.
- CN S-3 Slug 265, 270.
- CN HBU-4 520.
- CN GMD1 1063, 1078, 1082.
- CN GMD1m 1177.
- CN SW1200RS 1339, 1363, 1371, 1385.
- CN GMD1u 1411, 1416, 1442.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- CN GP9 Slug 228, 237*, 248, 278.
- CN GMD1u 1400, 1403, 1421, 1444.
- CN Dash 8-40CM 2415.
- CN GP38-2(W) 4772, 4779, 4780, 4783, 4791.
- CN SD40 5096*.
- CN SD40-2(W) 5277, 5330.
- WC SD45 6590.
- CN GP9RM 7007, 7011, 7238, 7268, 7269, 7271.

LEASED: GCFX SD40-3 6030-6079.



**CANADIAN
PACIFIC
RAILWAY**

UNITS STORED SERVICEABLE:

- CP SW1200RSu 1248, 1250.
- CP MP15C 1440, 1441, 1442, 1443, 1444.
- CP GP9u 1584.
- SOO GP9u 4201, 4202, 4203, 4204.
- CP SW1200RS 8111, 8114, 8132, 8133, 8153, 8165, 8171.

UNITS STORED UNSERVICEABLE:

- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP SW1200-Slug 1002.
- CP SW1200-RSu-Slug 1021.
- CP Control Cab 1100, 1102.
- CP SW9u 1201.
- CP SW1200RSu 1210, 1240.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- CP GP7u 1684.

- SOO Fuel Tender 4000, 4001, 4002.
- CP SD40 5409.
- CP SD40-2 5475, 5476, 5479.
- CP SD40M-2 5495.
- CP SD40 5534.
- CP SD40-2 5575, 5594, 5624, 5702, 5801, 5963.
- CP SW1200RS 8136, 8156, 8161.
- CP AC4400CW 8532, 8654, 9668.

UNITS DECLARED SURPLUS:

- CP SD10 534; SOO 543.
- SOO SD40 739; CP 740, 741; SOO 746, 747, 748; CP 749, 752; SOO 755.
- SOO SD40-2 757, 758, 759; CP 760; SOO 761, 764, 765, 768, 770, 771, 772; CP 780, 783, 784; SOO 789.
- CP Control Cab 1103, 1104, 1117.
- SOO SW1500 1400, 1401.
- CP SD40 5393, 5395, 5397.
- CP SD40 5400, 5404, 5405, 5406, 5408, 5412, 5413, 5414.
- CP SD40-2 5416, 5417, 5423, 5424, 5425, 5426; STLH 5448.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5536, 5538, 5541, 5546, 5547, 5550, 5553, 5564.
- CP SD40-2 5574, 5580, 5600, 5601, 5610, STLH 5627; CP 5635; STLH 5636; CP 5637, 5645, 5653, 5678, 5689, 5705, 5706, 5718, 5732, 5744, 5810, 5812, 5828, 5848, 5921.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SW900 6195.
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6409, 6410.
- SOO SD40B 6450.
- CP SW1200RS 8167.
- CP GP9u 8236.

LEASED: CEFX SD90MAC 120-139; CEFX AC4400CW 1001-1025; CEFX SD40-2 3153-3172.



Rolling Stock-Canada (Montreal)

RELEASED:

- Agence métropolitaine de transport's (AMT) leased Rail World Locomotive Leasing F40PH 243 and 319 (nee Amtrak 243 and 319) after installation of an event recorder, Kim Hotstart, battery charger and repaint.
- AMT GP9RM 1311 (nee CN GP9 4307) from repaint and test.
- GCFX SD40-3 6048, 6063 and 6075 from mid-life overhaul.
- AMT Cab-Coach 111 (ex-GO 9833, nee GO D708) from various repairs for commuter service on CPR lines out of Montreal. [Note - this cab-coach is the last of 80 single-level cars {14 cab-coaches and 66 coaches} purchased from GO Transit by the Province of Quebec in 1994 to enter Montreal commuter service. The 80 cars were refurbished and modified between 1997 and 2003]
- GO Transit Bi-Level Coaches 2005, 2054 and 2077 from painting.

WORK IN PROGRESS:

- AMT GP9RM 1313 (nee CN GP9 4309) for repaint and test.
- GCFX SD40-3 6065 for mid-life overhaul.
- GTW SD40-2 5931 for engine changeout.
- AMT Cab-Coaches 102 and 107, and Coaches 1079, 1081, 1082, 1085, 1090 and 1240 for retrofits [18 more will follow].
- GO Transit Bi-Level Coach 2078 for painting.



VIA Rail Canada

STORED: F40PH-2 6400, 6405, 6443, 6452, 6453 and 6454 at Montreal.

LEASED OUT: F40PH-2 6402 and 6457 are leased to Agence métropolitaine de transport for commuter service.

RENAISSANCE CARS RELEASED: On April 23, VIA F40PH-2 6421 picked up eight modified Renaissance Cars at the Bombardier plant in Thunder Bay, Ontario: Baggage Cars 7009 and 7010; Coaches 7223, 7231 and 7232; Service Car 7311; and Sleepers 7518 and 7519. Also in the move was Baggage Car 7007 which arrived at Thunder Bay on March 26 utilized as a 'conversion' car to return Renaissance Sleepers 7504, 7508 and 7510 (released early in 2002) to Bombardier for modifications.

STORED (* for sale):

- C36-8 3621.
- GF60C 6001-6007.
- RDC-1 BC-21*.
- RDC-3 BC-33*.

NEW HOME: Former VIA Steam Generator Unit 15494, acquired by BC Rail in 1998, has been donated to the West Coast Railway Association and has moved to the Southern Railway of British Columbia in New Westminster to be converted to a power car and repainted in tuscan red with black ends and roof.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

OMNITRAX RAILWAYS:

- ex-BCOL M-420B 681 and ex-CN M-420(W) 3549 have been moved from the Carlton Trail Railway to the Hudson Bay Railway.
- OMLX GP38-3 2253 (ex-SP GP35) has been moved from the Hudson Bay Railway to the Carlton Trail Railway
- ex-CN M-420(W) 3550 has been transferred from the Hudson Bay Railway to the Okanagan Valley Railway.
- Leased FURX SD40-2 3052 (ncc CP 5632), assigned to the Carlton Trail Railway, was shipped to Livingston Rebuild Center-Talgo in Livingston, Montana, in April.

KELOWNA PACIFIC RAILWAY: HLCX SD38-2 2001 and 2002 have been leased. They are deturboed ex-HLCX SD40-2 6231 and 6233, previously Union Pacific 3443 and 3839.

CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY:

- The lease of Sydney Coal Railway GP38-2 218 and 225 ended in mid-April.
- Former CBNS RS-18 3627 and 3675 (nee CN 3627 and 3675), owned by Ed Bowers, were scrapped in late-April after parts salvage.

MONTREAL, MAINE & ATLANTIC: Leased LLPX GP38-2 2262, 2264 and 2275 have been shipped to Livingston Rebuild Center-Talgo. Sister 2267, which went from lease to Montreal, Maine & Atlantic to the St. Lawrence & Atlantic, has also been shipped to LRC-Talgo.

ON THE INDUSTRIAL SCENE

SOLD: Parsec International (Vaughan, Ontario) SW9 7703 (ex-CN 7703, nee CN 7003) was sold to Nationwide Locomotive Company in April and will be placed in service at the Des Moines Hartland Coop in Des Moines, Iowa. Parsec's SW1200RS 1254 (nee CN 1254), sold to Nationwide Locomotive early this year, is in service in Alden, Iowa.

SOLD: Canac's ex-CN SW900 400 moved to A. Merrilees' (dealer) facility at ADF Heavy Industries in Lachine, Quebec, in April.

REASSIGNED: Canac S-13u 8711 (ex-CN 8711), previously leased to Cargill Grain in Dalhart, Texas, has been reassigned to Cargill Grain in Blair, Nebraska.

ON THE PRESERVED SCENE

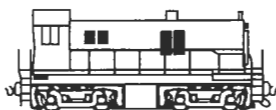
ADDED TO COLLECTION: Three Valley Gap Heritage Ghost Town and Transportation Museum in Three Valley Gap, BC, has purchased former VIA Sleeper 1159 - *Eldorado*, from Nagel Tours' Funtrain (Okanagan Valley Wine Train). She joins sister sleeper 1157 - *Evelyn*, acquired from Funtrain in January 2003, on static display.

EQUIPMENT MOVED: On April 16, ex-CP boxcars 51997, 401222, 401666 and 403584, and ex-CP flatcar 301116 were moved from storage in Calgary to the Alberta 2005 Centennial Railway Museum Society's site in Beiseker, Alberta.

ON THE EXPORT SCENE

FROM GENERAL MOTORS: Great Britain Railfreight JT42CWR 66713-66717 departed the GM plant in London, Ontario, on May 5, enroute to Montreal for transfer by ship to England.

Thanks to George Bergson, Grant Ferguson, Ken Lanovich, Roland Legault, Martin Boston, Bill Linley, Don McQueen, Mark Perry, Len Thibeault, NY 4 and Engine 4466. ■



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Coming Events

TORONTO, ONTARIO: The National Model Railroad Association's National Convention will be held **July 13-19** at the International Plaza Hotel, 655 Dixon Road. Almost 400 model railroad clinics, over 140 model train layout to visit plus prototype and general tours, contests, live and silent model railroad auctions. For information visit the web at: www.ml2003.com. As well, the National Train Show will be held **July 18-20** at the Toronto Congress Centre, 650 Dixon Road. Meet manufacturers from around the world, visit vendors and railroad magazine authors, see layouts and more.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are holding their annual two-day seminar on The Big Hill and the Spiral Tunnels on **August 23 and 24**. Donald Bain will spend the first day showing and explaining 300+ slides of the railway. On the second day attendees will work west from Morant's Curve back to Field, examining the interesting aspects of the railway (there is no strenuous walking involved). For more information, contact Karla Gaffney at phone at (250) 343-6067 or e-mail deb_bancroft@pch.gc.ca or write to Friends of Yoho, PO Box 100, Field, BC VOA 1G0.

RUTLAND, VERMONT: The 19th Annual Train Fair will be held on **September 27** (10:00 to 15:00) in the President's Building at the Vermont State Fairgrounds, US Route 7 South. Adults \$4.50, Children 6-12 \$1.00, Children 5 and under free. Information from Neil Korpi, 4 Hemlock Road, Milton, VT 05468; tel. (802) 862-6296 or (802) 893-4157; e-mail DepotHobbies@cs.com

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 26 on **October 18** (11:00-17:30) and **October 19** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, raffle layout, operate a train and more. Adults \$7; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible. Additional information at: <http://home.inter.net.ca/~brmna/shows.htm>

HAMILTON, ONTARIO: The Forest City Railway Society's Fall Slide Trade Day and Sale will be held on **November 1** at Erskine United Church, 19 Pearl Street. Information from Ian Platt at (519) 438-3330 or e-mail: platti999@yahoo.ca

Fall Colours of Ontario Tour presented by Rail Travel Tours **October 2-6**. Toronto to Capreol on VIA's "Canadian", visit Northern Ontario RR Museum in Capreol, Dynamic Earth in Sudbury, presentations by CP SIG member Dale Wilson and CPR Conductor Jim Cockburn then travel on VIA's RDC service "The Lake Superior" between Sudbury and White River before returning to Toronto by way of Lake Superior. For more details contact Rail Travel Tours at 1-866-704-3528. ■



Canadian Pacific FP7u 1400, F9B 1900 and FP9 1401 power the "Royal Canadian Pacific" at Farwell, 1.5 miles west of Revelstoke, BC, at 14:50 on October 23, 2002. Photo by Kevin Dunk.

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