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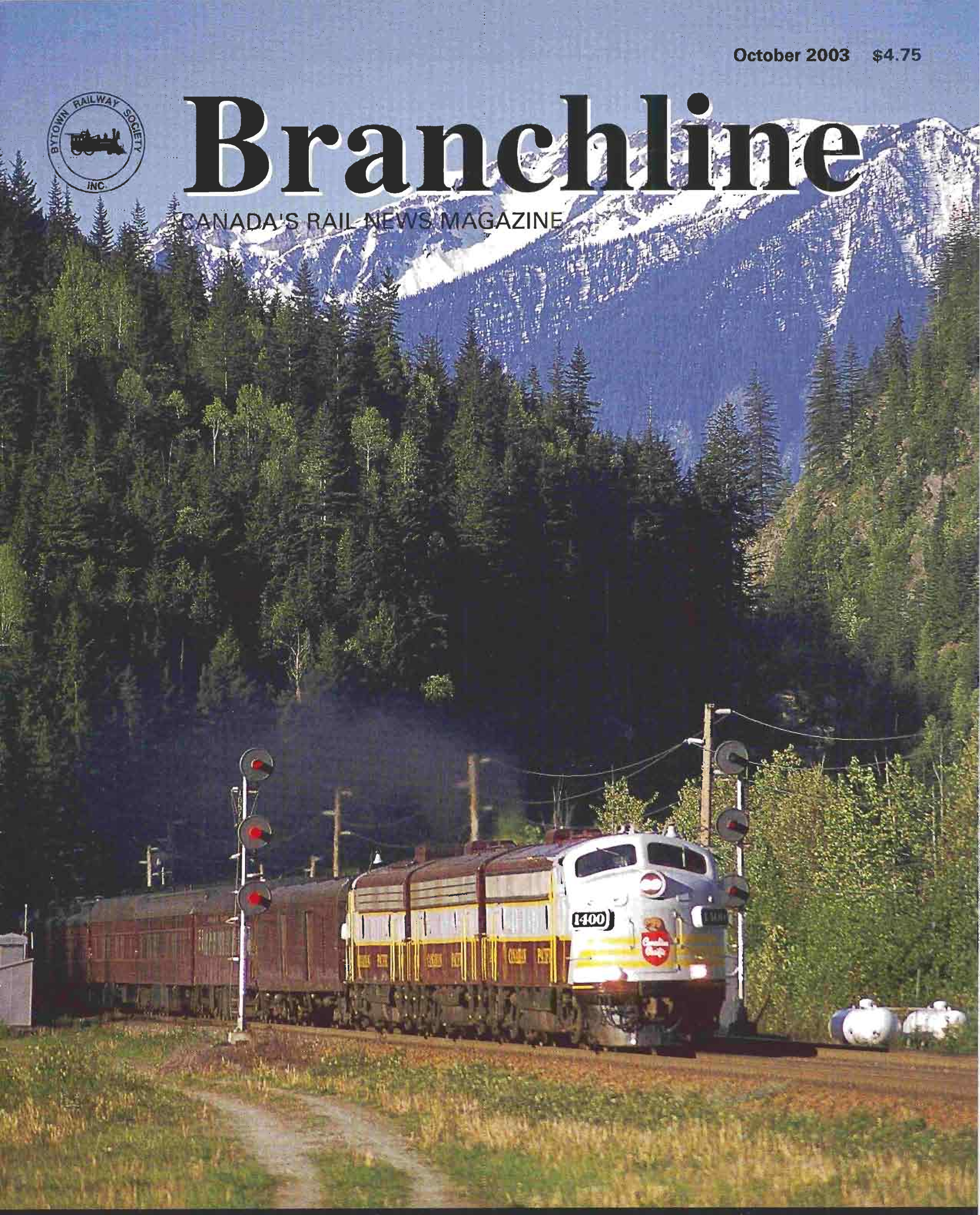
BYTOWN RAILWAY SOCIETY INC.

Branchline

CANADA'S RAIL NEWS MAGAZINE



The Port of Prince Rupert • Experience with Automatic Train Control

ISSN 0824-233X

Branchline

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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.

Articles, news items, letters, and photographs to be submitted for publication in **Branchline** should be forwarded to one of the following volunteers:

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ON SHEET

A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **October 7** meeting Dave Stremes will give us an illustrated presentation entitled "Anything but Diesels". Refreshments will be available at a small fee..

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 **October 21.**

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: l_vgoodwin@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.

Canadian Rails 2004 Calendar - a new all colour calendar this year produced by and supporting the South Simcoe Railway. Twelve months of Canadian railway scenes, past and present. It includes a photo of ex-CP 4-6-2 1201 taking water while in regular service on a Quebec branch. Available from the "Sales Desk", Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1 for $11.95 plus $2.50 shipping and handling plus $1.01 GST (total $15.46). Ontario residents add $0.96 PST)

Photos Sought: The editors of the Canadian Trackside Guide® are looking for bright and sharp colour slides or high-resolution digital images covering all types of current railway equipment for the 2004 edition of the Guide . Deadline is December 16, 2003. See Page 27 for details.

Corrections re the September "Branchline':

* The cover photo was taken on September 8, 2001, not December 8, 2001.
* The photo of HBRY GP40-2(W)s 3010 and 3012 (Page 5) was taken by Jason Noe.
* The photo of CP 4-6-2 2409 (Page 20) was taken by Ted Wickson.
* The list of credits on Page 22 was truncated. Omitted were Michel Robichaud, Bill Rood, Stan Smith and Ken Stroebel.

On the Cover: Canadian Pacific FP7u 1400, F9B 1901 and FP9 1401 lead the "Royal Canadian Pacific" at Albert Canyon, BC, on June 5, 2003. Photo by Bob Heathorn.

Press date for this issue was September 15
Deadline for the November issue is October 15

The Port of Prince Rupert

by Tom Patterson

Mention the topic of moving bulk commodities and/or containers between Canada and off shore locales, and a rail enthusiast will quickly think of Vancouver, Montreal or Halifax. All of these ports have facilitated the high volume transshipment of goods between rail and ocean-going carriers for well over a century. What is not so commonly known is that the Port of Prince Rupert, British Columbia, has played the same sort of role, albeit for a shorter time frame, and on a more modest scale.

Hidden away in the far Northwest corner of Canada, Prince Rupert provides the facilities to handle similar export commodities *as does Vancouver*, such as coal, grain and minerals. This port also features a barge and ferry terminal, plus a modern and flexible general commodity terminal.

Developed as a component of the Grand Trunk Pacific (GTP) during the first decade of the 20th century, Prince Rupert was once thought to have a future as a critical link in the British Empire's globe-girdling transportation routes. This was part of the grand vision espoused by Charles Melville Hays, the driving force behind the development of GTP link to the Pacific coast.

However, the first role played by the Port of Prince Rupert was somewhat less ostentatious. From its origin, at the beginning of the 20th century, machines, material and manpower required for the GTP "BC North Line" were unloaded here as this GTP extension was built from both the east and west "ends".

Under the scrutiny of numerous "sidewalk superintendents", Grand Trunk Pacific 4-4-0 113 (MLW, 7/1909) is eased off a barge during the construction era of this route, circa 1910. This facility was one of the first of its type in Prince Rupert, and established a transshipment practice for this port that continues to the present. Photo courtesy National Archives of Canada (PA 123743)

Prince Rupert is located on Kaien Island, which is one of the many islands at the mouth of the Skeena River. In the eyes of a mariner, the harbour at Prince Rupert is ideal. Well protected from the fury of the north Pacific Ocean, and blessed with deep channels, the potential of this location was recognized by early explorers.

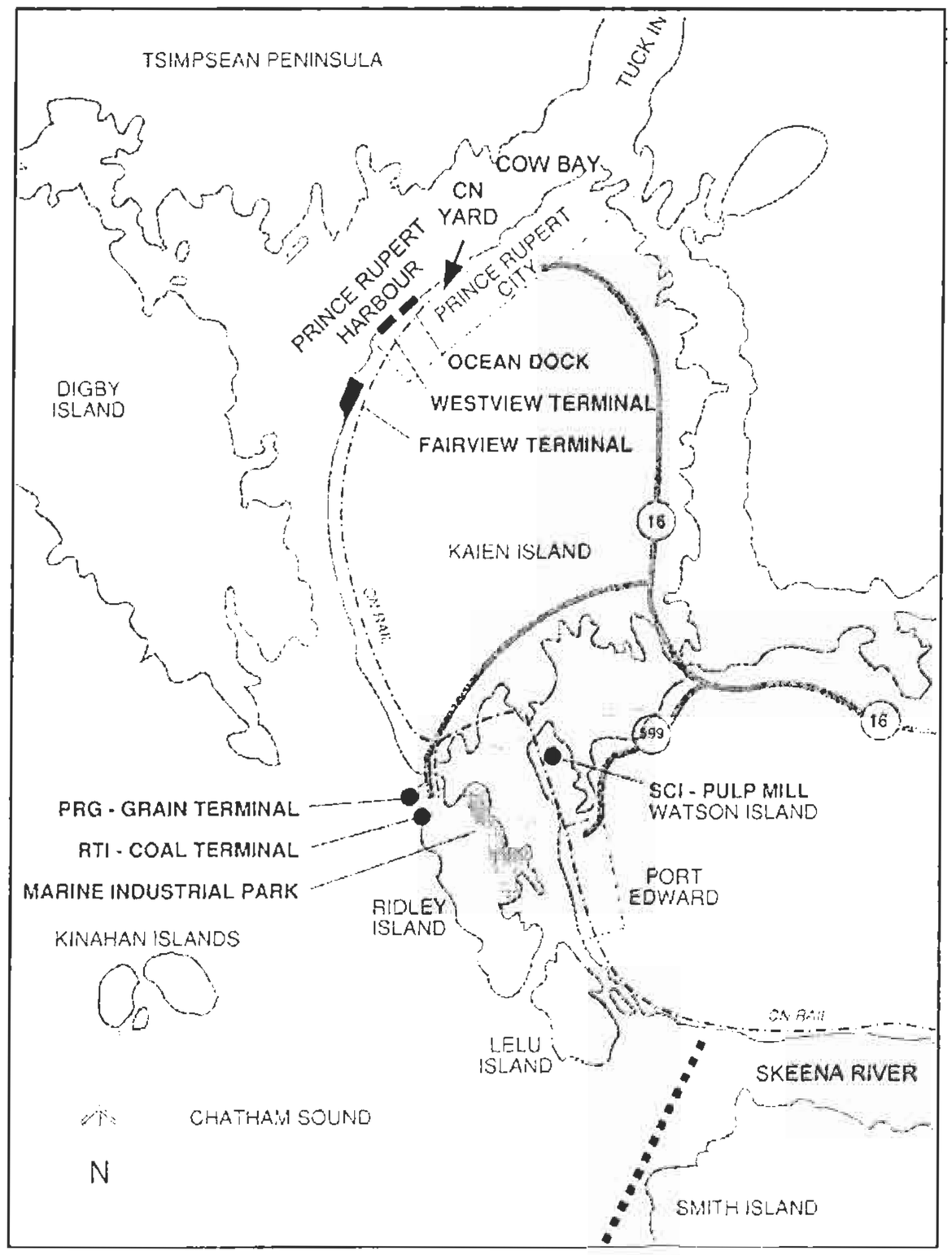
However, from the terra firma perspective, the site chosen for Prince Rupert offered very little level real estate. The rail facilities of Prince Rupert hug the west coast line of Kaien Island, and, in fact, considerable blasting and fill was required to provide for the warehouses, wharfs, main yard, shops and station. Much of the port facilities were built over the shoreline.

Upon completion of construction of the Grand Trunk Pacific in 1914, normal, albeit minimal, traffic began to flow through the port. Unfortunately, most of the traffic records for the GTP between Prince Rupert and the Yellowhead pass did not exist by the time that consolidation into the CNR occurred, so one may only infer what traffic actually transpired before this terminal was absorbed into the Canadian National in the early-1920s.

However, it is clear that the bulk of the outward traffic consisted of grain, forest products and ores. On the inbound side, one would be safe to assume that fuel, consumer commodities and industrial machinery from the United States western seaboard would have passed through Prince Rupert.

Also, Prince Rupert has traditionally been a focal point for the fishing industry in the Pacific Northwest. Up until a through highway had been established to the interior, the movement of fish, both frozen and canned, had been an interesting and visible aspect of this port.

Prince Rupert also served as a point of origin and destination for passenger train service from the outset. Being one of the last



This map of the Prince Rupert area clarifies the spatial relationship of the various elements of this modest but diverse port. As is illustrated by this map, the Prince Rupert area is really a series of islands connected by bridges and causeways.

The CN mainline runs along the north shore of the Skeena, and then runs northward through Port Edward and across Watson Island. It then turns sharply to the west around Porpoise Island to the north end of Ridley Island. This is the location of both the grain and coal terminals.

The trackage then follows the westerly edge of Kaien Island, passes Fairview Terminal and the dock facilities for the Alaska AquaTrain barge service. The CN BCNL terminates with a freight yard and VIA passenger station, both located between the city and the traditional site of the port. Beyond the station are found the remnants of a tightly packed industrial park which still retains some of its original trackage, if not, the original traffic.

During the 1980s, the focal point of port activities quickly shifted from the northwest part of Kaien Island southward to Ridley Island and the Fairview terminal at the south end of Kaien Island.

episodes in Canada's railway building splurge, the many "first departures and arrivals" were well photographed.

The brief history of this port has not been one of continual and systematic growth. Rather, Prince Rupert has enjoyed a few spasms of intense growth, set off by a backdrop of stagnation and, at times, decline. Two eras have been selected for discussion, both of which portray Prince Rupert during the "good times". The first period commences with the Second World War, during which time the US Army used this port as a staging point, and ends with the completion of Highway 16, which drained away much of the port's rail traffic. The second era is the 1980s, when relatively high volumes of export grain and coal started moving through Prince Rupert, and general cargo handling facilities were improved in anticipation of traffic, which has yet to materialize in the volume and consistency, originally expected.

This photograph of GTP's "The Continental" is reputed to be the first passenger train to depart Prince Rupert for Winnipeg in 1914. Previous, the many "first passenger trains" to and from Prince Rupert had been given notoriety, and the modest number of observers may be an indication that the novelty had worn off.

Framed by the wooden overpass that clearly identifies GTP/CN property on Kaien Island, is GTP 4-6-0 621 (built by Canadian Locomotive Company in 1910). She became CN 1444 circa 1920 and was retired in 1961. Engine 621 has been converted to burn oil, as is attested by the box-like apparatus on the tender. This conversion is reputed to have taken place in May 1915, a factor which brings into question the date claimed in the photo. Photo courtesy National Archives of Canada (C 51299)

An example of the "light-footed" and flexible motive power that frequented the Prince Rupert environs towards the end of the steam era is illustrated by 2484, an N-5-a Consolidation, on June 7, 1957. Equally at home handling either freight or passenger assignments in this territory, 2484 survived until June 1961 when she was scrapped. Photo from Jim Hope Collection.

Prince Rupert - Circa 1940 to 1960

Terminal Layout

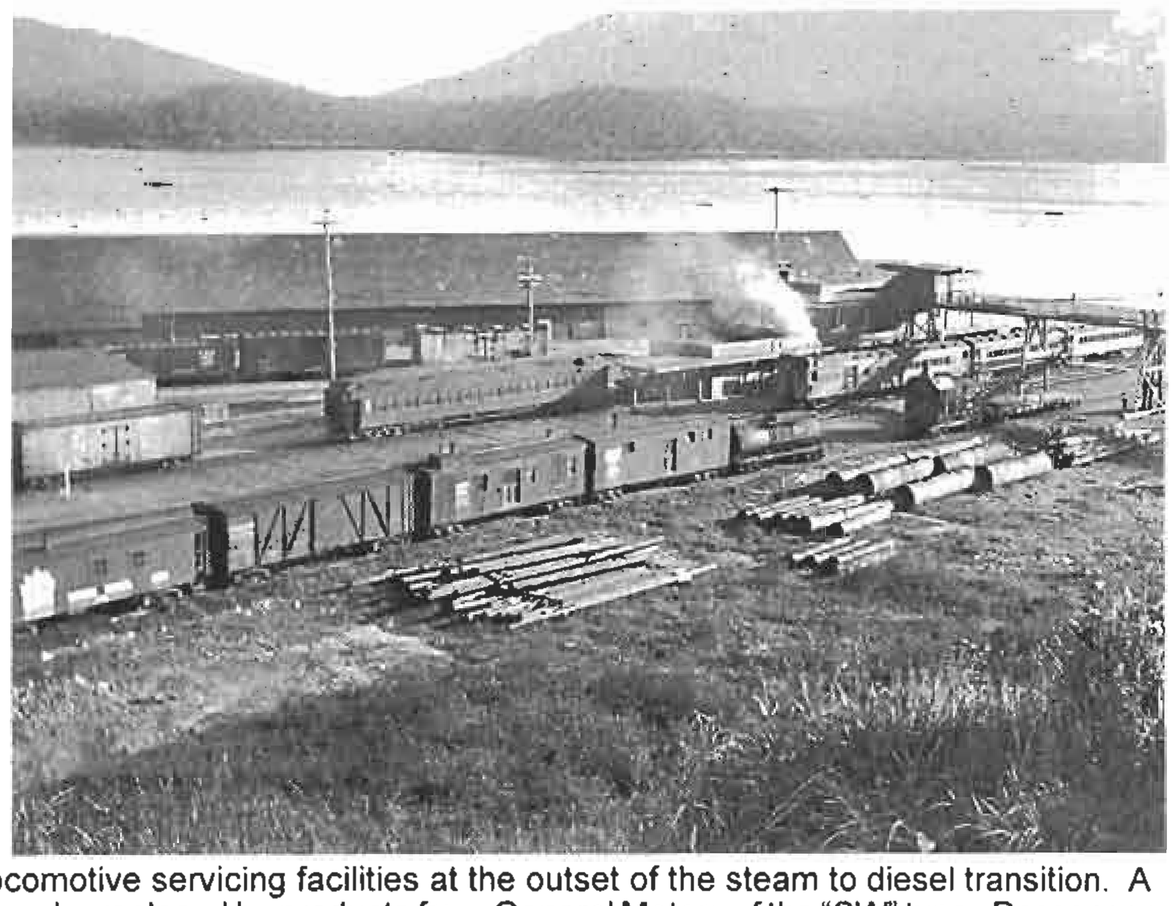
The focal point of Prince Rupert's rail facilities during the middle of the 20th century was a 9-track yard approximate 3,000 feet in length, which paralleled the harbour. This yard featured a station, engine house, car shop and relatively large freight shed at its north end. A wye and grain elevator identified the south end of the yard. A distinctive overhead walkway and bridge connected the station and freight shed to the city, which is located on a plateau adjacent to the yard. Overseeing this scene was the original CN superintendent's house, which currently survives as a bed and breakfast establishment.

Although little remains today of the fairly extensive facilities built by the US Army, a very larger warehouse existed on the escarpment between the yard and the city, just south of the station and north of the engine house. In fact, portions of this warehouse also straddled the north end of the yard and provided the means to move material directly to and from the wharf. All that remains today of this complex is an apartment building.

To the north of the station in the vicinity of Cow Bay, a network of industrial trackage existed to support a dry dock, ship building and repair industries, a number of canneries, a Swift's packing house and other light industries.

The wye adjacent to the government grain elevator featured an oil depot, and represented the only facility available to turn locomotives and equipment. Apparently, a turntable pit was blasted out of the rock near the engine house, but was abandoned because the heavy rainfalls filled the pit on a regular basis!

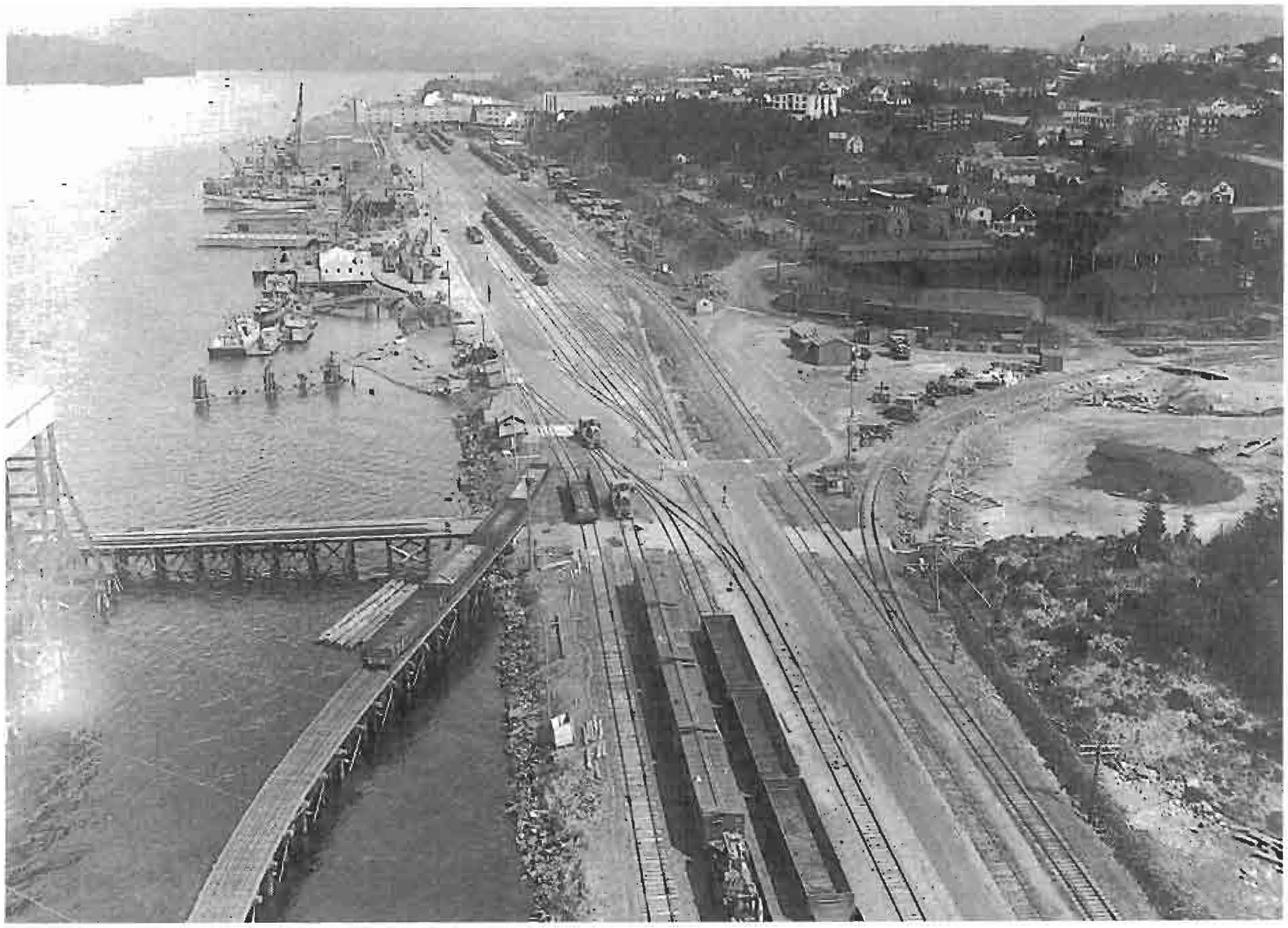
Moving southward from the wye, a number of ferry slips can be found, along with a small support yard for the ferry slip and grain traffic. Further southward, the Zenardi Bridge provides a rail connection to yet another island, Watson Island, the location of a



These two photos provide a rare glimpse of the Prince Rupert station and locomotive servicing facilities at the outset of the steam to diesel transition. A venerable 0-6-0 switcher (left) pauses between switching assignments, and will soon be replaced by products from General Motors of the "SW" type. Passenger service would also appear to be in a state of transition. A diesel-electric railcar, possibly 15837 (right), with two coaches appears ready for departure and will pass a wooden-sheathed coach parked at the station. At the other end of the spectrum, a new "green, black and yellow" coach is in evidence.

Notably absent from the engine servicing facilities are a coal dock and turntable. The use of coal as a locomotive fuel was ruled out by the Province of British Columbia prior to the absorption of the GTP into Canadian National. A turntable existed for a brief period during or immediately after the GTP construction period. Unfortunately, the heavy rainfall in this part of the coast converted the turntable pit into a virtual swimming pool, and it was abandoned.

Left photo by Gray Scrimgeour, June 1955; right photo by Gray Scrimgeour, June 1955, collection of Helmut Ostermann.



Taken from the top of the original grain elevator alongside the main freight yard at Prince Rupert in 1945, this photograph from the Wrathall Collection illustrates some of the wartime affects on this locale. Most prominent is the US Army warehouse that straddles the northern throat of the yard. Secondly, the two diminutive locomotives next to the lead to the elevator appear to be General Electric centrecab switchers, possibly owned by the US military.

A less obvious but more telling affect of the US Army presence was the construction of the first road from Prince Rupert to Terrace in September 1944. Over the ensuing decades, Highway 16 was completed, thereby providing an alternative transportation mode to the railway.

Photo courtesy Prince Rupert & Regional Archives and Museum of Northern B.C., Photo WP996-63-10982, Neg. 1353.

sizable pulp mill at Port Edward.

In addition, the bulk of the US Army personnel were housed in barrack blocks on Watson Island. This locale also contained an ammunition dump.

Rail Operations - Freight

A brief analysis of the CN employee's timetables for this period, plus tonnage density statistics, provides some insight as to the traffic volumes that accrued during and after the war.

These records indicate that, concurrent with the sharp increase in traffic during the Second World War, a pair of through "manifest" freight trains originated and terminated at Prince Rupert. Based upon employee timetable data, these two trains appeared to run daily. Prior to World War II, the only schedules for the Skeena Subdivision were 197/198, both second-class mixed trains operating three days a week.

In fact, tonnage density statistics tell us that the freight moved along the Skeena Subdivision almost tripled as a result of war activities, then dropped below pre-war levels after hostilities ended. It wasn't until 1950 that pre-war traffic levels were enjoyed again, after which time they "sky-rocketed", probably as a result of the post war boom, and the construction of the Alcan plant at Kitimat.

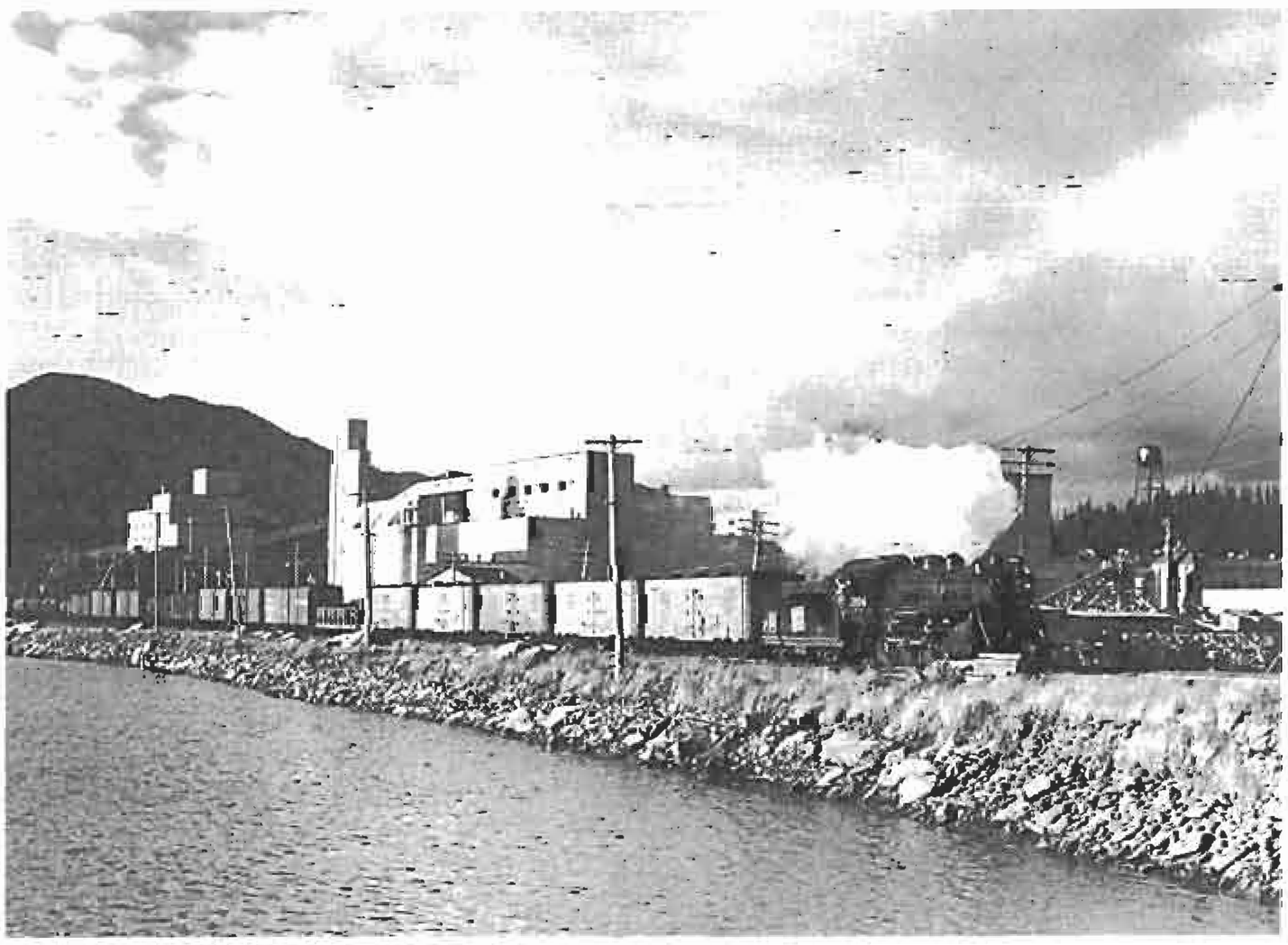
In addition, with the installation of the pulp mill on Watson Island, a train known locally as "The Logger" trundled pulp logs from the Terrace area to the mill.

As is the case in Western Canada in general, movements of grain are periodic, and it is probable that the normal freight train patterns in and out of Prince Rupert were interrupted by long trains of grain boxcar consists.

Based upon the length of the yard tracks at Prince Rupert and the average siding lengths of the Skeena Subdivision, which lead the way inland from Prince Rupert, it is probable that freight train lengths would not normally exceed 3,000 feet. It is probable that trains of 2,000 feet to 2,500 feet, would be considered the upper limit in train length.

This factor, plus the very modest ruling grades of the BC North Line, limited the requirement for heavy motive power. The 80-pound rail on the Skeena Subdivision underlined just how light the traffic was. In fact, towards the end of the steam era, Consolidations (2-8-0) and Pacifics (4-6-2) ruled the mainline in and out of Prince Rupert, while 0-6-0 Switchers held forth in the Terminal. It is also possible that several of the 2-6-0 and 4-4-0 steam locomotives that operated in and out of Prince Rupert survived into the Second World War era.

With dieselization, the same light trackage resulted in F7 and GP9 locomotives being employed in freight service, virtually to the exclusion of other unit types. In fact, the GP9's seen around Prince Rupert were often the lighter variety equipped with "flexicoil" trucks.



An eastbound freight train powered by Consolidation 2694 passes the Canadian Celanese pulp mill on Watson Island in 1947, heading for its trip along the Skeena River to Terrace. On the head end are five distinctive gray reefers. One could imagine that these cars are loaded with frozen halibut, or are empties on their way east, having carried perishables to Prince Rupert. Their marshalling at the head end would probably ease the task of switching at re-icing locations, an argument that would favour the former hypothesis. CN photo CN 35283, courtesy Canada Science and Technology Museum.

A more recent overview of Prince Rupert, taken in 1967, illustrates the minimal changes that took place over the 22 year period since the aerial photo on Page 5. Clearly, the US Army warehouse near the station has been dismantled. The distinctive walk over the yard to the station has also disappeared. And, as can be imagined, the gritty smoke and soft chuffing associated with steam locomotives has been replaced by diesel exhaust and the drone of 567-series engines. Otherwise, little else of the Prince Rupert yard has changed. Photo from British Columbia Archives #I-49530, By Permission.

Rail Operations – Passenger

Prince Rupert has enjoyed continual rail passenger service from its beginnings. The predecessors of VIA's current tri-weekly service, numbers 5 and 6, or the *Skeena*, have varied in frequency and numbering. The CN version of this pair of trains, numbers 9 and10, operated on the same frequency from 1970s to 1983. These trains, in turn, were preceded by numbers 195 and 196, which were initiated as a tri-weekly service after World War II, and expanded to six days a week in the 1950s.

During the Second World War, the Skeena Subdivision mixed trains, numbers 197 and 198, were dropped and replaced by two passenger train pairs operating six days a week on schedules 195/196 and 125/126. In addition, during the same time frame, four trains a day ran between Prince Rupert and Port Edward to provide a form of commuter service between the city and the US Army barracks at Port Edward.

After the war, this service was reduced to 195/196. These trains were significantly more substantial than their VIA counterparts of today: consists of 11 cars or more were known. A regular "head end" component included mail, express and perishables. As is the case today, these trains ran between Jasper and Prince Rupert, and, given the length of this run, dining cars and sleepers were a necessity.

It is important to note that this service provided a vital connection to the interior. Although adventuresome travellers were known to drive through to Prince Rupert in 1947, a reasonably paved highway did not exist until the 1970s, and air travel was in its infancy.

An interesting passenger service development occurred during the 1950s when the Alcan mill at Kitimat was established. Run as an extra, this service operated between Prince Rupert and Kitimat through Terrace. At the outset, this service was powered by steam, and Pacific 5000 was frequently at the point. Later on in the mid-1950s, a gas electric unit (15837) and one or more trailers fulfilled the need. Apparently, an attempt was made to replace the gas electric with a Rail Diesel Car. This tactic failed after a number of unfortunate incidents with the heavy snow falls along the Skeena. The RDC just did not have sufficient weight to stay on the rails.

Dieselization resulted in a variety of unit types hauling the dwindling passenger volumes. For a while, a pair of SW1200RS road switchers was assigned to this service. SD40 locomotives, and later on, as the consists of numbers 9 and 10 shrank, F7 units, were also common power sources. Being freight units, steam-generating cars were regular participants of the train's consist.

Finally, the ubiquitous FP9 units provided the power for these passenger trains from the late-1970s until they were retired.

Grain Handling Facilities

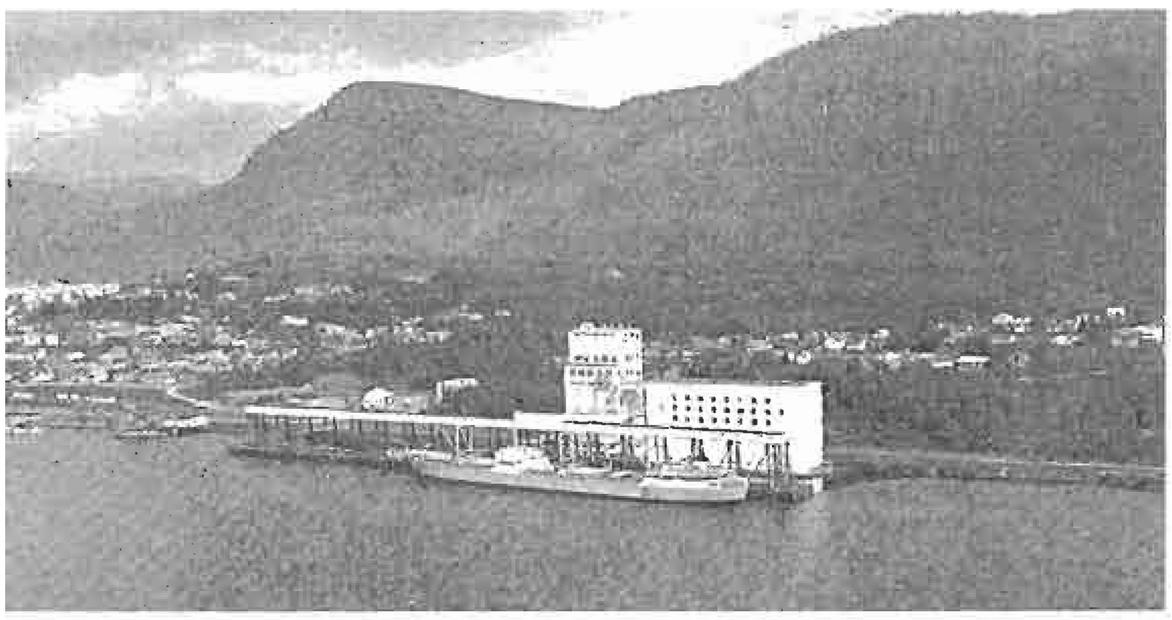
The first generation of grain handling facilities at the Port of Prince Rupert was owned by the Dominion Government, and was built by 1926. This property was later sold to the Alberta Wheat Pool when expected volumes did not materialize. Clearly, the offshore demands

CN F7A 9112 idles on the shop tracks at Prince Rupert in August 1962. For many years the light rail of the BC North Line ruled out heavy 6-axle units, and the F7s and GP9s prevailed. Twenty-nine of CN F7As and ten F7Bs were remanufactured between 1972 and 1974 and many ran out their last miles on the BC North Line in the 1980s, often powering passenger trains. Helmutt Ostermann collection.

Posed under the wooden bridge that proves diagnostic for the Prince Rupert station, J-4-f Pacific 5152, assigned to Train 196, is awaiting departure time on October 18, 1957. The J-4-f Pacifics were delivered in August 1920, shortly after the GTP property was acquired by the newly formed Canadian National. No. 5152 was scrapped in September 1961. Hutchinson-Matthews Collection.

for Canada's grain had not developed to the extent that was to be experienced in the early-1980s. Although it did provide an alternative to the transcontinental routes to the south, which terminated at Vancouver, a sound business case for such an alternative did not arise until the 1980s. At that time, the Government Grain handling elevators were dismantled.

As of 1987, transshipment of grains to ships is now handled by modern elevation, storage and loading facilities on Ridley Island, directly adjacent to the new coal handling plant.



A "saltie" is alongside the Government of Canada grain elevator adjacent to Prince Rupert yard, accepting a load of grain, in 1963. Construction of the first grain handling facility in the Port of Prince Rupert commenced in 1925 and was completed in 1926. Although several enhancements were made over the years, the traffic never materialized to the level expected, and the elevator facilities were sold to the Alberta Wheat Pool. This elevator no longer exists, having been replaced by a larger, more efficient site on Ridley Island in the 1980s. This elevator was destroyed in 1987 once the new facility got up to speed. Photo courtesy Canada Science and Technology Museum.

Fish Traffic

The movement of fresh and frozen fish eastward originated in Prince Rupert, and was carried along the BC North Line until the highway and airline system provided a more attractive alternative. In fact, this was a tightly co-ordinated operation, with a steady flow of halibut emanating from Prince Rupert most of the year except for the summer months, during which time the demand ebbed. Typically, fishing boats would return their catch of halibut to Prince Rupert late in the week so as to be ready for the Monday morning auction. Depending upon the demand from the East, the halibut was shipped either as fresh halibut, or was frozen. As many as four express refrigerator cars were then loaded, and marshalled on Monday's train 198, which departed at 18:00 hours. The fish cars would then be switched to train 2 or 4 at Jasper by Wednesday morning, and would be leaving Winnipeg by Thursday evening. If the Prince Rupert packing houses missed the Monday 17:00 cut-off time, CN was known to run extra trains of one or two refrigerator cars to catch trains 2 or 4 at Jasper – train 198 did not run on Tuesdays. During busy seasons, Wednesday's version of train 198 might also have one to two express refrigerator cars as well.

Frozen halibut was normally shipped in freight refrigerator cars. From one to six cars per train could be expected during the busy season of the fall or early winter. These cars required regular inspection and re-icing enroute.

Although the fishing industry centered in Prince Rupert continues into the third millennium, rail transport of halibut and salmon has disappeared, along with most of the many small cannery communities that used to populate the mouth of the Skeena.

This traffic, plus the need to provide ice for other perishable goods and for the cooling systems on passenger trains, gave rise to a seasonal "ice industry" along the BC North Line. The operation at Lake Kathlyn, 3.4 miles west of Smithers, would serve as an example. The "harvest" would begin in January or February when the ice was about two feet thick, and would be stored in three ice storage sheds on the lake. Among the largest customers was Booth Fisheries in Prince Rupert; in fact, as many as 400 carloads of ice were shipped to Prince Rupert per season. CNR, itself, was a large customer as well, and each terminal was equipped with an ice shed. The railway used from 5,000 to 7,000 tons per year, which was used for passenger car cooling and to replenish ice in refrigerator cars.

The movement of perishables along the BCNL was significant enough to justify icing facilities at most crew change points. In addition, it was normal practice to "harvest" ice in the interior, store it, and then ship it to Prince Rupert to serve the frozen fish traffic. A 1962 map of the Prince Rupert terminal facilities does not include an icing facility, but articles written just prior to this time clearly indicated this type of facility existed.

Barge Operations

The original port facilities at Prince Rupert were limited to those required for the construction and completion of the original GTP route along the BCNL. Prior to the completion of the line in 1914, this barge service was used to import material and rolling stock for the "West End" of the line. As the years rolled on, this barge service continued. The modest vessels employed had two tracks, and probably handled about six 40-foot cars at a time.

Following the completion of the line, the GTP ran a railcar barge operation, which initially connected to both Vancouver and Seattle. One prime commodity was the ores mined in the New Hazelton area, which were shipped to a variety of more southern destinations, such as Trail, B.C., and to Oregon for processing

Later on, this facility was used during the Second World War by the US Army to transport fuel and military hardware to Alaska.

More recently, in 1954, a regular barge service was initiated to Ketchikan, Alaska, 107 miles north of Prince Rupert, to pick up wood pulp at that location. This service closed down in 1974.

The tug "Mogul" is nudging barge "Griffon" into position at the Pillsbury Point slip in June 1973. To completely load all five tracks of the barge, the tug was required to complete "lateral" switching of the barge to align with the three switching leads on the slip apron. Although carloads of building material, such as pipe and lumber, and fuel, particularly propane, were common commodities on the northward AquaTrain trip to Whittier, the "Griffson" often carried heavy construction vehicles and processing plant components. The "Griffson" had a capacity of thirty 50-foot cars and was placed in service in 1964, replacing a 17-car capacity barge that was used when the service to Whittier was initiated in May 1962. CN Photo MS 115-29, courtesy Canada Science and Technology Museum.

The AquaTrain

Concurrently, a service to Whittier, Alaska, commenced operations in 1962. This service was labelled as the Aquatrain, and is still in operation today. The tug "Mogul" was acquired in 1965 for this purpose. At initiation, one 17-car capacity barge, the "Griffco", was used. This service was characterized by approximately two round trips per month. Direct connections to the Alaska Railroad were provided at Whittier.

Subsequent to the start-up of the AquaTrain service, economic activity in Alaska intensified. Firstly, the construction of the Alaska Highway necessitated the movement of heavy equipment and material northward. Secondly, the discovery of oil at Prudhoe Bay, and the construction of a pipeline across the state, resulted in further demands being placed on the barge service. During 1968, the tug "Gulf Freda" joined the "AquaTrain" service, bringing with her a long legacy of CN service dating back to 1928 as Canadian National No. 2.

Lead by the tug "John Brix", the AquaTrain barge service commences another 840-mile, 3.5-day run to Whittier, Alaska, in May 1983. At this time the AquaTrain was the world's largest rail barge. CN photo E-4169-2, courtesy Canada Science and Technology Museum.

As a companion acquisition in 1964, a 5-track, 1,800-foot capacity barge titled "Griffson" was acquired, which handled a maximum of 30 50-foot cars, or equivalent, over the 840 miles on an eight day cycle. In the order of 30 round trips were accomplished per year at this time.

Significant improvements continued to be incorporated, as the Alaskan population increased and "spin-off" business activities kept pace with the development of resource-based enterprises. For example, in 1982, a larger barge, the "AquaTrain" was acquired. Having a carrying capacity of 45 to 56 cars over 8 tracks, was put to work in 1983. This increase in car capacity necessitated the acquisition of a more powerful tug: the "John Brix" was placed in service at the same time.

Clearly, the associated rail traffic volume would not tax the car handling capacity of Prince Rupert. However, it does illustrate a useful purpose for this port, and the BC North Line route that was not foreseen by its builders. In some cases, up to 600 miles may be cut for shipments from the US to its 51st state by travelling through CN lines to Prince Rupert, then onward by sea to Alaska on the AquaTrain. This route has been particularly helpful for the movement of commodities which, for reasons of costs, safety or size, cannot be shipped by highway. Examples thereof would be propane and dimensional loads of heavy mining and heating plant equipment.

An Alternative to Vancouver

The fuel crisis during the 1970s, and the generally optimistic economic outlook of these times, ushered in the second significant wave of growth for the Port of Prince Rupert. Leading the way was the signing of a 15-year contract with Japanese interests to provide in the order of 120 M tons of metallurgical coal from the Alberta Coal Branch south of Bickerdike on CN's Edson Subdivision.

The economic viability of the coal deposits north of Prince George, and the insatiable demand for fuel and steel-making material by Japan, spurred the developed of the Teck Bullmoose and Quintette Mines near Tumbler Ridge. During February 1983, the operating agreement covering the joint movement of coal from the North East B.C. between the CN and BC Rail was finalized. This resulted in the movement of unit coal trains from this location by BC Rail, using electrically powered locomotives hauling 99-car trains to Wakely, north of Prince George, on the BC Rail line. At this point, conventional diesel-electric power was applied, and used to run to the interchange point with CN at Prince George. CN, in turn, moved the coal through the northern interior of BC to Ridley Island near Prince Rupert. An average of about one loaded train per day resulted, although this figure may have been exceeded on any given day.

This new business necessitated the development of terminal facilities at Ridley Island, one of the few locations available for such an operation in the Prince Rupert vicinity. The first shipment of B.C. North East Coal was loaded onto the "Shory u Maru" and dispatched on January 9, 1984.

The modern grain and coal terminals situated on Ridley Island typify the halcyon times during the 1980s for Prince Rupert. In addition, a main stay of the Prince Rupert terminal scene since the end of World War II, the Canadian Celanese plate at Watson Island looms in the background. Tom Patterson Collection.

In its time, the development of the North East British Columbia coalfields was touted to be the largest active development project of its kind in western Canada. And, indeed, the project included the means to transmit electrical power from the W.A.C. Bennett dam approximately 200 km northeast of Prince George, construction of a 129 km long, electrically powered BC Rail branch line from the mine sites to Anzac, and a modern 95 km highway from Chetwynd to Tumbler Ridge.

The second major factor was the congested state of the port facilities in Vancouver. Concurrently, the Canadian government had been taking steps to finally commence the process of rationalizing the business context underlying the movement of prairie grain. The Crows Nest Rate statute was to be replaced by a more compensatory rate structure, which was expected to raise grain export volumes. This change, coupled with the fact that the grain handling capacity at the Port of Vancouver was being stretched beyond capacity, caused concern over the railway's grain handling capability. Canada's ability to deliver grain efficiently and reliably was being questioned. An alternative outlet for this fairly complex commodity was deemed to be essential. This raised the possibility of a second high volume west coast grain terminal at Prince Rupert. A grain elevator capable of storing 200, 000 tons of grain was constructed immediately adjacent to the coal handling facilities. The "World Prize" carried the first shipload of grain from the new Ridley Island on March 11, 1985.

Fairview Terminal

In 1976, a new terminal was constructed at the southern end of Kaien Island, in part to replace the warehouse facilities by the main yard, which burned down during 1972. This terminal provided for a more efficient transshipment of goods between ships and land transport than the old warehouses, and served to further move the focal point of rail operations southward from CN Prince Rupert freight yard. The construction of the Fairview Terminal, coupled with the dismantling of the original grain elevator, rendered the whole north terminal area a mere ghost of its former self.

Originally built to accommodate two ships, Fairview Terminal can now handle three. These facilities include a bulk storage capacity, and their design was sufficiently flexible to accommodate a wide variety of goods over the years. Since the intensive period of growth in Port of Prince Rupert during the 1980s, the facilities at Fairview Terminal have been expanded in terms of capacity and flexibility. This multi-purpose facility can be used to transship wood pulp, typically produced by the Millar Western Pulp Ltd. In addition, specialty grains, such as peas, lentils, hay cubes and alfalfa cubes are moved through Fairview. During the late-1990s, plate steel from Japan has been handed over to CN for shipment inland to pipeline manufacturing facilities in Alberta. At time, ores (copper, for example) have been handled.

Summary

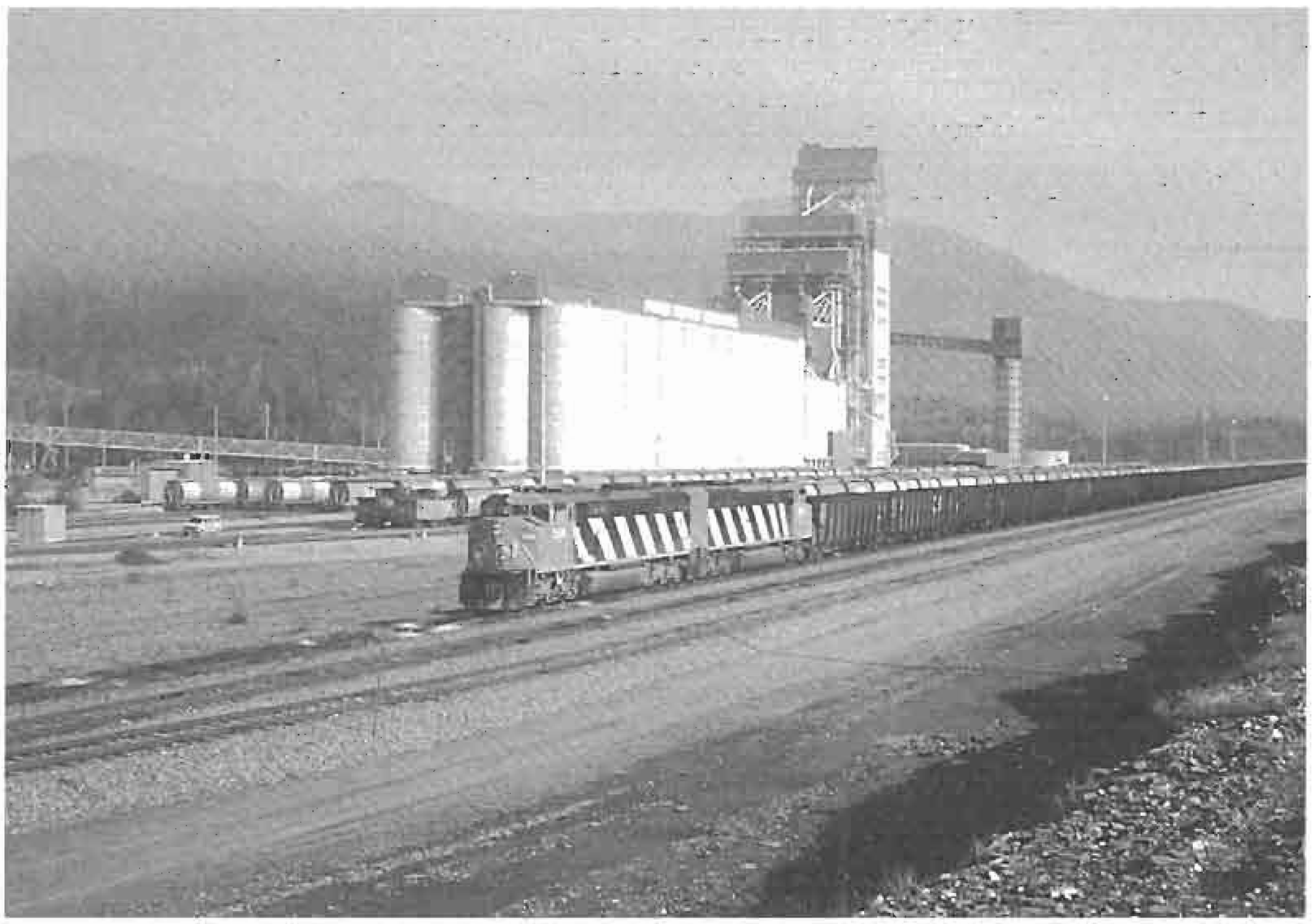
Despite the substantial improvement in facilities at Prince Rupert since the 1970s, attracting a reliable and growing traffic volume has been an on-going challenge for the port authority. Particularly as a result of the downturn in the economies of countries in the Pacific Rim during the late-1990s, exports of grain and coal have been variable. At times, the grain and coal facilities at Ridley Island have been temporarily shut down, often for extended periods of time. Following the end of the 20th century, the entire coal exporting operation has been shut down, and the town of Tumbler Ridge is now being marketed as a retirement community, not unlike other towns associated with abandoned mining operations in Ontario.

In addition, the Port of Prince Rupert has yet to convince container-carrying steamship companies to include Prince Rupert in their schedules. As a result, container-handling facilities, which are normally associated with a North American seaport, do not exist at Prince Rupert. Double stack container trains, which are very common on most heavily used North American routes, do not exist on the British Columbia North Line. The same traffic void exists for the automobile traffic that one can easily see moving through Vancouver.

However, the advantages of this addition to the features of the Port of Prince Rupert have not been totally lost upon the port authority, nor their CN Marketing partners, and have been actively pursued. The shortest sea-rail container route between Chicago and Kobe, Japan goes through Prince Rupert. Despite feasibility studies, little progress had been made herein by the turn of the century. The capital investment required can only be offset by traffic volumes that are not yet realizable.

In a similar vein, the high hopes that the bulk material handling facilities would be augmented by a sulphur transshipment facility, similar in function to those of the Ridley Terminals for coal, have yet to materialize.

In conclusion, I would like to recognize and thank the kind folks who provided the many photographs and background vignettes that made this article possible. First and foremost are Al Lill and Les Kozma, both of whom provided excellent leads in the search for material included in this article.



Another recent and substantial improvement to the BC North Line transportation facilities was the new grain handling terminal at Ridley Island, with the Coastal Mountains as a backdrop to a loaded CN coal train, powered by SD60Fs 5508 and 5518, near the end of its trip in 1990. CN photo EF 2356-4, courtesy Canada Science and Technology Museum.

Acknowledgments

A special thanks to Peter North who provided the insightful description of the fish traffic movements emanating from Prince Rupert.

Barb Sheppard manages the city archives at the Prince Rupert, and provided many photographs, some of which are included in this article. Barb also guided my research efforts and located valuable sources of information.

Ray Matthews is well known to railway enthusiasts as a knowledgeable author and source of many excellent photographs. He has been kind enough to provide samples from his extensive library.

Phyllis Bowman has written extensively and in a personal vein on the recent history of Prince Rupert, particularly as it relates to railways. Her works have been very instructive in terms of developing a sense of the ebb and flow of CN's presence in this environment over the years.

That being said, the interpretation of the sages and photographs which have been provided is entirely mine, and any errors or misunderstanding are my responsibility. In fact, should readers of this article detect exceptions, or be in position to clarify or otherwise elaborate on Prince Rupert's rail history, I would be indebted to hear from you through **Branchline**. ◘

McLachlin's Dinkey at Arnprior

by Colin J. Churcher

1 2

Arnprior, Ontario, is located on the Ottawa River some 40 miles west of Ottawa. The arrival of the Canada Central Railway in the town was celebrated on Thursday, December 8, 1864, with a dinner-dance presided over by Daniel McLachlin. "The Great Railway Celebration" was the most elaborate social event in the village since the visit of the Prince of Wales four years earlier. A temporary terminus, including a combined passenger station and freight shed, an engine house and turntable, was established until the bridge over the Madawaska River was completed and access to the permanent station site was obtained in 1865.[3]

The original railway gauge was five feet, six inches and this was changed on Easter Sunday, March 23, 1880, to standard gauge[4]. Thus Arnprior found itself on the transcontinental main line of the Canadian Pacific Railway. From that time the lumber business was booming and McLachlin Bros. had several sawmills in operation. By the turn of the century there was an extensive series of sawmill sidings and cars were moved around by "Big Car" horses. However, something more powerful was required in the form of a locomotive. A steam locomotive was out of the question because of the fire hazard. This thinking was reinforced on July 4, 1910, when fire destroyed the Gillies Bros. west lumber yard at Braeside, a little to the west. The damage in this blaze was estimated at $1,000,000[5]. Thus McLachlin Engineer Johnson produced a set of specifications for a diesel switcher which was built at the John Inglis Toronto plant about 1912.

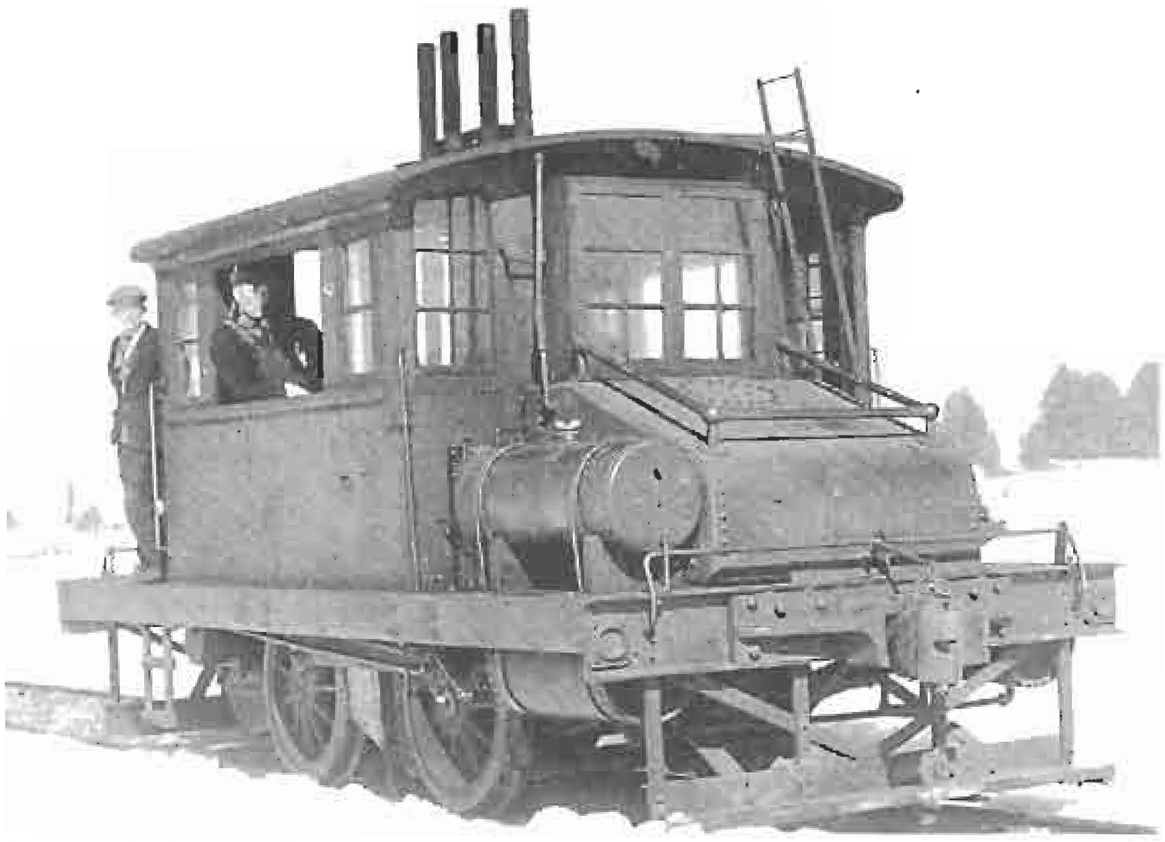
National Archives of Canada (PA 203600)

The picture above shows the locomotive, known as the "dinkey" in what is presumably near new condition. It is lettered "M.B. No. 1." By the long string of cars it seems to be hauling it was evidently an improvement on the one horse power locomotives previously used.

The other two pictures (right), taken in 1914, show the dinkey after some detailed modifications. The connecting rod driving on the leading wheel can be seen as can the steam locomotive type coupling rod. The exhaust arrangement has been changed and the earlier muffler has been replaced by four exhaust pipes suggesting that it had four cylinders. A ladder has been put up for easy access to the roof and the engine now has no lettering. There is no air brake pipe at the front so this light machine might have had fun stopping a long string of cars.

The dinkey was very popular with the local kids who were for ever trying to hitch rides on it. The two engineers, Lloyd Cartwright and Jack Thoms, would spray the kids with water which they had loaded in a grease gun, a harmless method of discouraging them.

This is all I have been able to find out about this interesting early diesel locomotive. It goes without saying that if anyone has any additional information, particularly when it was scrapped, I would be very pleased to hear from them.



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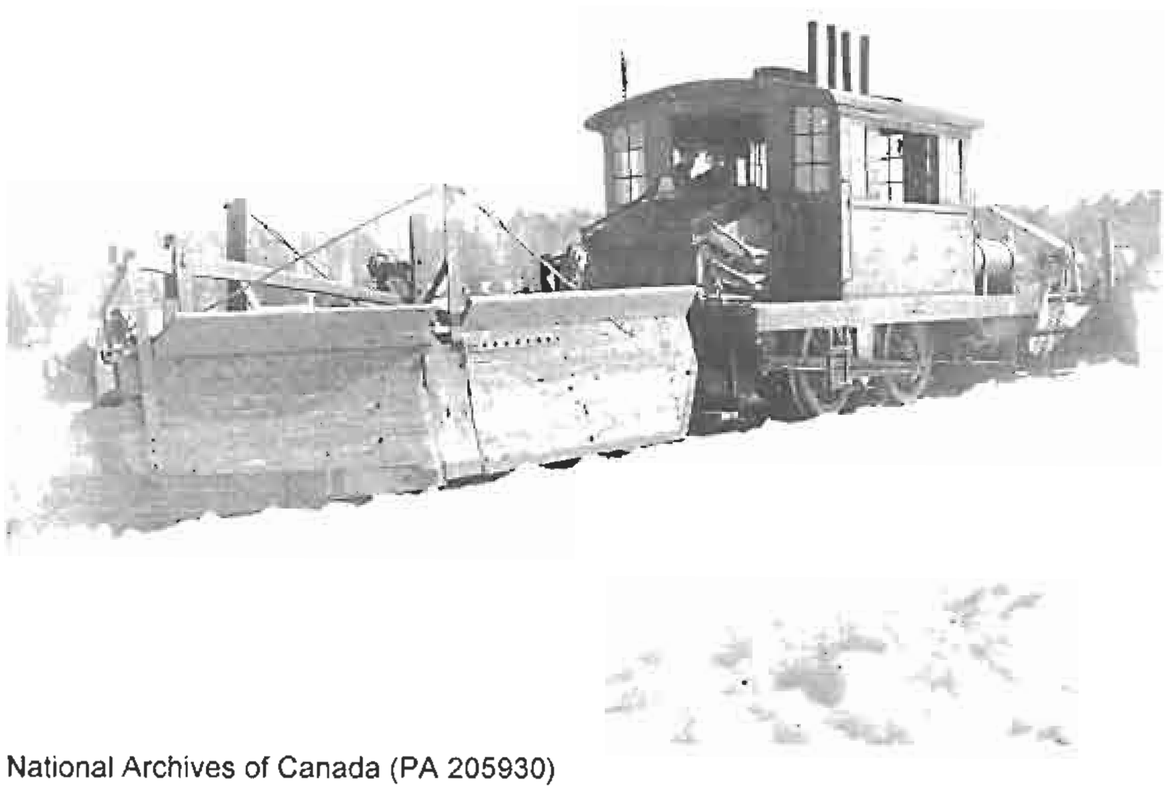

National Archives of Canada (PA 205930)

Postscript: Around the turn of the century Arnprior was a lawless place and CPR employees had to take precautions to protect themselves. The following is taken from *The Chesterville Record* for June 23, 1898.

Masked man at Arnprior.
CPR station robbed again but under a heavy fire.

Arnprior June 18. Last night at ten minutes to 12 the masked man visited the CPR station again. The operator, Mr. McGuire, was sitting at his table writing, when the masked man walked in and ordered him to hold up his hands. McGuire, instead coolly put his pen in his inner pocket and reached for his revolver when he was told that if he pulled it "he was a dead man", but like a flash he began to fire and did not stop until he had fired seven shots. The masked man got behind the door, and so escaped but fired on McGuire as he had to reach the window but he missed McGuire but knocked out two panes of glass. McGuire jumped out calling for help and ran to his boarding house which is quite near the station, where he soon got a number of the men to go back to the station with him, but by that time the burglar had gone taking the till with him which he had broken open. Constable Cameron of Ottawa came up by the first train, but so far no trace of him has been found, but the till, which he had thrown away on Tierney Street a short distance from the station. ◘

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[1] Much of the background details has been taken from "The Arnprior Story 1823-1984" (p. 31) by Leo Lavoie, sponsored and published by the Arnprior and District Historical Society ISBN 0-961710-0-5.

[2] Conversations with Ray Corley, Scarborough, ON, Carl Riff, Hamilton, ON and Brian Westhouse, Rexdale, ON.

[3] "Broad Gauge in the Ottawa Valley" by Wayne Tasse, 1993. ISBN 0-9697114-0-9.

[4] "Van Horne's Road" by Omer S.A. Lavallee, 1974. ISBN 0-919130-22-4

[5] Chesterville Record. 7 July 1910.

My Experience with Automatic Train Control

By Don Grove (Retired CNR Conductor)

In the June 2003, issue of **Branchline**, is Duncan duFresne''s picture and description of the Toronto Hamilton and Buffalo Railway's 2-8-4 202. Duncan briefly touches on the subject of the Automatic Train Control System. This Back Up reminded me of an experience I had with the ATC, when I was a call boy on the TH&B.

Automatic Train Control was an advanced Automatic Block Signal System used on the New York Central. This system helped to prevent a train from running by a red signal. Any engines, steam or diesel, running on NYC track from Welland, Ontario, to either Montrose Yard in Niagara Falls, Ontario, or to Buffalo, had to be equipped with ATC.

An engine equipped with ATC would have a shoe on the rear axle of the first tender truck on the right side. In the cab of the engine near the engineer's right knee was a box with a lever called a Forestall Lever.

In ATC territory, an inductor would be located on the ground, outside of the right hand rail, about 70 feet prior to the signal in the direction the train would be moving. When a train or engine approached a yellow block signal, and the shoe on the tender truck passed over the inductor, it would activate the ATC system on the engine.

When the system was activated, a horn would blow in the cab, and the engineer would have to hold down the Forestall Lever for about 15 seconds to prevent the system from applying a penalty brake application. If he held the lever down too long, or did not hold the lever down long enough, the system would automatically apply the brakes and stop the train. When the train was stopped, a member of the crew would have to get down on the ground and push a reset button on the right side of the tender, to reset the ATC, which would allow the engineer to release the brakes.

At the TH&B Roundhouse, there were two ATC test inductors at the east end of number 3, the outbound track. When an ATC equipped engine left the shop track heading east, the engineer would test the ATC. The test at the first inductor had to be done at a speed not less than 2 MPH, with the forestalling lever in the forestalling position to determine that the forestalling horn sounded and no automatic brake application occurred.

At the second test inductor, at the same speed, the engineer would not hold down the forestall lever. This would cause a penalty brake application and stop the engine. A member of the crew would have to get down on the ground and push the reset button.

In March of 1948, the TH&B purchased two used 4-6-4 Hudson engines from the New York Central, for use in the Toronto/ Buffalo passenger pool. These were the 501 (nee NYC 5311) and the 502 (nee NYC 5313). This was the same time that I started as a call boy. These engines were steam cleaned and painted in the TH&B back shop, before being put in service. The 501 was put in service on or about March 22, 1948, and the 502 was put in service on or about April 29, 1948.

My records indicate that the 501 spent a lot of time in the TH&B Back Shop in 1948 and early 1949, and was eventually sent to the NYC Big Shops at St. Thomas, Ontario, on January 9, 1950, for a major overhaul. It was returned to the TH&B on July 11, 1950.

On the afternoon of July 11,1950, I received a call from the yardmaster at Aberdeen Yard, stating that the 501 had arrived at Aberdeen Yard. I notified the master mechanic and the general foreman that the 501 would be leaving Aberdeen shortly. The word spread and most of the employees of the roundhouse were outside to see the 501 moving down the mainline in all her splendour.

The 501 was put in the shop for a full inspection. Before being used in passenger service, she was required to make several break-in trips in freight service. A day or two later the 501 was coupled ahead of one of the Berkshires, to operate on the afternoon freight extra to Coyle Yard (Welland) and back, ordered for 4:30 pm.

My Uncle Fred Grove was working as an engineer in the engineers pool, which handled all the extra work. I had called my uncle for the afternoon extra and advised him (through my Aunt who answered the phone) that he would be running the 501. Things were busy in the engineers pool and my uncle had been doubling the road. He had worked the early morning extra to Coyle and had arrived back in Hamilton about 10 am. He was short of sleep and I guess my aunt had let him sleep longer than she should have and he was a little late arriving at the roundhouse.

Jim Cockburn, the Road Foreman of engines, was mad because Fred was late. Cockburn was after me, wanting to know if I had told Fred he had a new engine to inspect before departing the shop. I assured him that I had. When Fred walked through the door, he and Cockburn got into an argument about him being late. As Fred was leaving the booking-in-room, Cockburn told him not to do the test on the ATC as he was late and wanted him to get to the Aberdeen as soon as possible.

Kinnear Yard was in the east end of Hamilton and was the home base for the TH&B Belt Line, which was the track that serviced Hamilton's Industrial Core. All freight trains going east to Welland or Niagara Falls would lift at Kinnear Yard. I was living with my parents near the Delta in Hamilton, which was only a few blocks from Kinnear Yard. I would normally ride the engine of the afternoon extra to Kinnear and walk home. Just because we had the 501, I saw no reason why I should do anything different this day.

I guess my Uncle was still upset about his argument with the road foreman and he forgot the ATC test at the roundhouse. The brakes went on and we stopped. Fred did not want Cockburn to know that we were stopped by the ATC. He figured if the fireman got down on the ground to reset the ATC, Cockburn would see the overalls and would know what happened. So he sent me down to reset the button and told me to keep close to the engine so Cockburn would not see me.

We got underway, and backed to Aberdeen Yard to our train with no further problems. I got off at Kinnear and walked home. That was my experience with ATC. A special thanks to Walter Myzuk and Sam Hilton and Duncan du Fresne, for their technical information.

The attached picture was taken by Walter Myzuk, in 1950, at the Chatham Street Roundhouse, and is part of his collection. He was only a kid then and had not started to work on the TH&B until the following year, as a call boy. ◘

Tid Bits by Duncan du Fresne

Once Again, We Did It!

It's only September 3rd but it already feels like summer has come and gone for yet another year. Tell me it isn't so!

Earlier this year the Canada Science and Technology Museum (CS&TM) in Ottawa once again requested the BRS to operate their "Shay Train" (without their Shay), to entertain Museum visitors and provide them, many of them, with the first experience of their lives, especially the younger ones, with a short ride in a vehicle that runs on rails. Once again we took on the job with beautifully rebuilt BRS official car No. 27- the Bytown, our ex-CP caboose 436436, and our trusty GE industrial diesel-electric 50 ton locomotive, No. 10. Now, in many ways, No. 10 is not much of a substitute for the CS&TM 2- truck Shay, it certainly doesn't draw the attention of the public the way the Shay does, but it's dependable, and it certainly is not the sort of thing the public expect to see when you say: "diesel locomotive".

One thing our diminutive DE unit has going for it though is its ability to work all day, with both engines running, on something like 13-14 gallons (59-63 litres) of fuel oil. By comparison, the steam driven Shay burns 10 to 11 times that much to do the same job. To be fair though, it takes quite a bit of fuel oil just to light the Shay and get steam up. In fact, at the end of this season No. 10 burned just slightly more fuel than the Shay burns in one day!! But, there's no denying the appeal of the steam locomotive, Shay's included, to both the knowledgeable observer and many of the museum visitors who, when examining the Shay, sometimes ask: "is this a diesel?" (you've just got to be kidding, but it's true).

Once again none of this would have been possible without those BRS members who, year after year, volunteer their time and talent to work at this, and they're only too happy to do so. Generally speaking, a good time is had by all.

Dependable as our little No. 10 is, it is not without fault. On one occasion the No. 1 Cummins diesel stopped for no apparent reason. With a 2 engine locomotive, we ran half a trip on the still functioning No. 2 engine. We called a halt to the proceedings just outside the shop door and began an investigation. Nothing wrong could be found with the sole exception that the lubricating oil level in the crankcase was down to about the half way mark on the dip stick, which is where it had been for several weeks. Just to be sure all our bases were covered though we added a few litres of HD lubricating oil and brought the level up to the full mark. Simply pressing the start button in the cab brought the wayward engine back to life – and it's been running perfectly ever since. A 'phone inquiry to the local Cummins dealer, who has an expert shop foreman, couldn't explain why it did what it did. A subsequent call to the Cummins engine "help" line in Indiana resulted in the same response, in fact the person in Indiana said: "that engine is older than I am, and by quite a bit"! (she's only 57 years old). We just keep learning about that thing, so we can chalk this incident up to experience. I remember, many years ago, us railroaders used to say that the only difference between a diesel and a steam engine was that when there was a problem with a steam engine it took five minutes to find the problem and five hours to fix it, with a diesel it takes five hours to find the problem and five minutes to fix it.

Another little funny happened one morning when our 1958 Pontiac Hy-Rail station wagon was backed outside the shop door. That Pontiac is the first piece of rolling stock the Society obtained, as a gift, from the Canadian National Railways back in 1967 and it always gets put on display when we operate the "train". It has an oddball automatic transmission, probably built by Borg-Warner. In any event when it was put in reverse that morning it emitted a little noise after which you could select any transmission position you wanted and nothing would happen. OH!!. Our master mechanic, Joe Toscas, said: "one of the rear axle halves is broken". The unknowledgeable crew said: "Naw, we've

There she is, BRS's pride and joy, business car "Bytown". As usual she's bringing up the markers on the museum Shay "train", along with our caboose, crane boom car, and on the point our diminutive DE unit, No. 10. The crane boom car has been stuffed into the consist to help keep diesel engine room smells from No. 10 getting into the caboose through the open end door. The "train" has just departed from the museum's passenger loading platform. Photo by Duncan du Frense.

busted the transmission". Joe then asked anyone to get down on the ground, look under the car, and see if the drive shaft was turning. "Anyone" said: "it's turning!" Joe, as usual, was right on the first try, the left side axle was broken at about the half way point. To make a very long story short, we pulled the axle and through the internet tried to acquire one (at any price) all over the USA (our Pontiac is a U.S. vehicle), and couldn't. In fact, it was a great learning experience because when we asked a couple of these outfits to confirm the number of splines and length of the axle they had in stock, they refused. They simply wanted you to buy a "pig in a poke" for hundreds of dollars, plus a few hundred more for shipping and whatever other charges there may be, - a very unsatisfactory situation. So, in a fit of desperation, we asked the museum's restoration head, David Elliott, if he thought it could be welded. David, as busy as ever, said it could and he would do it when he got some time and after he'd done some reading on that sort of weld and the type of welding material to use. To make the long story even shorter, it now works just fine. Thanks to Joe and Dave.

Meanwhile, back in the Shay camp, I was informed today (September 3, 2003) that the museum's Shay, after a very expensive, in time and money, exercise that took many months, has finally passed the prescribed Ontario provincial government's Technical Standards and Safety Authority (TSSA) tests and examination that will permit the issuance of an operating certificate to be dated January 1, 2004. As it stands at the moment we have six BRS members who passed their TSSA examination and are personally certified to operate a pressure vessel in the province, and six other members who got through the TSSA examination but didn't get certified because of their lack of practical experience time. So in 2004 with the Shay back in operation, and a little luck, they should be able to catch up on the required minimum of 160 hours.

What else went on? Well, it was discovered that the Westinghouse air brake K1 triple valve under car 27 had become faulty. It was also discovered that the "good spare" we had on hand wasn't good at all. One of our recently rebuilt (by BRS) valves, which works 100%, had been installed under our partially rebuilt Jordan Spreader. Off it came in a hurry and got put under the 27 and everything went back to normal – or did it. It was further discovered that a flat steel plate under car 27's brake rigging, that supports the rigging, was just about ready to fall off as the lag bolts that were supposed to be holding it in place could

be removed with your fingers. Remember, car 27 has wood centre sills and over the years holes bored in wood holding steel lag bolts tend to get loose, - and these surely did. The holes in the plate had to be reamed out and one size larger bolts turned in. We also had to replace the brake cylinder cut cut cock on the car when it was found to be defective. Sounds easy, but we did not have an identical spare valve. So a slightly newer valve was found in our "junk" supply (never throw anything out) and it was installed, but only after buying some pipe fittings, "mickey-mousing" the stuff, cutting some threads, etc., – nothing is easy. In the end though – it works perfectly, finally, and car 27 never missed a trip. Now that we've discovered the secret of rebuilding these old valves with our limited (non existent) specialized tools, and doing a swap with our colleagues down at the South Simcoe Railway, we have a couple of good spares available for the future. But it ain't done easy!, seems nothing is.

Regarding the Bytown Railway Society's ex-Central Vermont Steam Crane, much earlier this year we stripped everything off her vertical boiler so that we could prepare it for TSSA testing, examinations and certification. Well, we're still at the testing stage and now there are some questions being asked about the integrity of the boiler shell. Questions are being put to the people at ASME (American Society of Mechanical Engineers) who write the specs. for such things, and further testing appears to be warranted. Don't know just where this is leading, but in the meantime our erstwhile shop crew has been doing a magnificent job of rebuilding the cab roof and making other improvements that will facilitate easier coal loading and access to piping, pipe fittings, valves, etc. And speaking of valves, of which there are many on that beast, they've all been rebuilt, polished, shined and/or replaced, so we shouldn't have any problems in that area. But it's another one of those time consuming jobs that just has to be done.

Our old ex-Central Vermont locomotive tender has taken a back seat since the spring. It has been sitting, somewhat forlornly, down near the museum rail access gate, out of the way, while it waits for us to get back to it. Too much to do, not enough people to do it, and not enough shop space to do it in. Similarly, the Jordan Spreader needs all kinds of attention, but running the "train" just doesn't permit it. I was reminded of this the other day by the museum's David Elliott. He also reminded me that the spreader is a "memorial" project, and so it is and I still haven't got a brass plate engraved that says: "The Helen G. Tucker Memorial Jordan Spreader". Our late member, Helen Tucker, donated ten thousand dollars to that project because of her great interest and efforts toward it and that must not be forgotten – or Helen either for that matter.

Well that's just about where we're at down at the shop with the historic/heritage BRS motive power and rolling stock collection. Come on down some Saturday morning and join in the fun, get filthy dirty, just about anyone who is mechanically inclined can learn about all this old stuff, and as my colleague Joe Toscas says, "it's been a good day, we learned something". Now Joe doesn't drink Paul Bown's coffee, but if nothing else, show up for work and you can have a cup. ◘

Video Reviews

by Bruce Ballantyne

1) **"Sights and Sounds of Locomotives at Work in the Maritimes - Vol 1: ALCO/MLW/Bombardier".** (VHS) $30.00 Cdn

2) **"Trains in Nova Scotia 2001 - Volume 1"** (DVD) $25.00 Cdn

Both videos by David Othen, OBE Video, 2 Beverley Street, Dartmouth, NS B2K 2K3.

See David Othen's Internet site for more information on ordering (www.othen.go.to) or write to him.

David Othen is a well known rail photographer living in Dartmouth whose specialty is railways of the Maritime provinces. He has an Internet site (www.othen.go.to) where he displays some of his work and links to other Canadian railway photo sites.

David recently released two videos that are a step back in time. They cover ALCO/MLW/Bombardier power the Atlantic provinces and one of them, *"Sights and Sounds of Locomotives at Work in the Maritimes"* is a sight for sore eyes! This video is primarily the equivalent of "roster shots" as many of the scenes show locomotives in the rail yards of Nova Scotia and New Brunswick. However, what a historical video he has created of ALCO/MLW/Bombardier engines. From S-13s to M-630s, it covers them all on Canada's Maritime railways - Canadian National, Cape Breton and Central Nova Scotia, New Brunswick East Coast, Salem & Hillsborough and Windsor and Hantsport railways. The footage was shot between 1991 and 2001. A nice feature of this video is some of the scenes taken in the cabs of older locomotives while in operation. We watch as engineers do their job and get their trains "over the road". In addition, David does a good job of captioning many of the scenes as appropriate.

His other video, on CD, is also a sight for sore eyes. It covers more recent "ALCO" power such as C-424s and M-630s as well as former CP RS-23s. The scenes are more picturesque and stay away from "roster shots". There is good footage on the Windsor and Hantsport as we see the former CP RS-23 engines haul a special train of welded rail. Then we are shown CN's big power hauling the gypsum train. The scenes were shot in 2001.

The two videos are a good chance to see some of the interesting action in Canada's Maritime provinces that can no longer be experienced. Unfortunately, David has used camcorders instead of professional video equipment (as he admits on the box labels). Earlier scenes sometimes suffer from jerkiness as a tripod was not used. can see how he gets better at taking pictures (and using a tripod) as you progress through the tape. I had trouble loading the CD on my laptop as well as my DVD player but figured it out. Someone with little or no computer experience might have difficulty (you couldn't just put it in your DVD player and hit the "play" button as with movies). I also found some distortion in the CD version both on my laptop and DVD player (which is a recent model). ◘

Information Line edited by Dave Stremes

CN TO CONTRIBUTE $30,000 TO THE CANADIAN RED CROSS: CN has announced that it has made a $30,000 donation to the Canadian Red Cross, BC Forest Fires Response Fund to help provide immediate aid to communities affected by the forest fires. "The fires have been devastating to CN communities in the Kamloops and North Thompson areas. Our more than 300 employees in the Kamloops area, as well as employees across North America, hope this contribution will help those affected get back on their feet again," said Keith Creel, svp for CN's Western Canada Region. (Business Wire, August 7)

UTU MEMBERS ON CN'S FORMER DW&P TERRITORY RATIFY NEW AGREEMENT: CN has announced the ratification of a new labour agreement by members of the United Transportation Union (UTU) on the company's former Duluth, Winnipeg & Pacific Railway (DW&P) unit in Northern Minnesota. Taking effect September 1, the contract eliminates DW&P's mileage-based wage system. The UTU represents 80 locomotive engineers, conductors and brakemen on the former DW&P. CN has similar hourly-based collective agreements with train and engine employees on its former Illinois Central and Wisconsin Central properties in the United States. (CN Release, August 21)

CN CELEBRATES OPENING OF NEW WINNIPEG INTERMODAL TERMINAL: On September 10, CN held a ceremony to mark the opening of a new $16 million Winnipeg Intermodal Terminal at Symington Yard on the eastern side of the City of Winnipeg. The new terminal, which has been handling traffic since the end of July, was completed in less than one year from the date CN announced plans to relocate its Winnipeg intermodal facilities from south Winnipeg.

"The new Winnipeg Intermodal Terminal is a more efficient, customer-friendly facility than the one it replaces," Keith E. Creel, CN senior vice-president Western Canada region, told the ceremony. "Intermodal traffic is CN's fastest-growing business segment, and this new facility will enable CN to meet the growing needs of our Winnipeg customers."

The new terminal can handle 100,000 lifts per year (the number of containers transferred between trucks and trains), an increase of nearly 20 per cent from the 85,000 lift-per-year capacity of the older terminal. The new terminal can be expanded to accommodate future growth. The fully paved site, adjacent to CN's main line and within the boundaries of CN's Symington Yard, features two pad tracks totalling 9,400 feet for loading and unloading traffic, and four support tracks. (**CN Mid-Week News**, September 10)

CANADIAN PACIFIC RAILWAY

CPR BUILDING TO BE TORN DOWN: As part of a Canada-wide CPR strategy to destroy buildings it no longer uses, demolition crews have begun tearing down a section of the CPR building on Elgin Street in Sudbury, Ontario. Pat Gagné, director of projects, said the CPR station is a historical landmark built at the turn of the century and while that section of the building remains, the other portion, called the yard office, was torn down. That building was constructed in sections, said Gagné. "So there was some of it built in the 1930s, an addition in the 1950s, and some remodelling in the 1970s." Although the building is more than 50 years old, CPR took action to ensure hazardous materials were properly disposed of before the demolition began. "Once it's all cleaned up, the City (of Greater Sudbury) will have use (of the land) as a parking lot, until such a time CP can negotiate what they are going to do with the property," said Gagné. (**Sudbury Star**, August12)

D&H WORKERS QUESTION NEXT STOP: Railway employees find it difficult to chug along as the company may be sold. Many of the Delaware & Hudson Railway's 250 Capital Region workers are on tenterhooks as they await their parent company's decision to sell or lease the line by year's end.

Canadian Pacific Railway Ltd., since announcing its plans in mid-June, has kept quiet about its negotiations and expectations. That has frustrated some. "Nobody really knows what's going to take place -- everybody's more or less in the dark," said Carmine Mastropietro, general chairman of United Transportation Union Local 256 in Mechanicville, NY, which represents about 100 D&H workers. "As you can imagine, there's a lot of uncertainty." That amounts to more than curiosity over who will sign weekly paychecks. Depending on which company gets the rail line, workers may find their contracts are useless. Unless a major railroad -- known in the industry as a Class I carrier -- picks up D&H, workers' contracts could be ignored by a new owner and wages could be slashed. "People would be hung out to dry, more or less," said Sam Nasca, legislative director for the union. He has heard of three likely suitors for the D&H, which runs throughout the Northeast and is Canadian Pacific's link to New York City. Only one of them is a Class I carrier.

Canadian Pacific spokesman Michel Spenard offered limited comments. "There's still a lot of unknowns," he said. "Discussions are ongoing.' "They're coming across as wanting to be sensitive," said Nasca, whose Fuller Road office in Albany features a pair of large paintings of locomotives. "But it's a corporate world, and they're going to do what they feel is best for their corporate decision." Nasca said he is ready to lobby state and federal officials, but needs Canadian Pacific to make a move before he knows how to proceed. State officials also are monitoring the sale. "Regardless of whether it is sold or not, or to whom, the department wants to see competitive rail access to the New York metropolitan area remain strong and solid," said Peter Graves, a spokesman for the state Department of Transportation. "We are also hopeful that should the line be sold, the new owners take an interest in expanding service to continue the growth of Northeast rail markets."

D&H, bought by Canadian Pacific in 1991, was the first U.S. railroad to operate a steam locomotive. CPR said it needs to restructure its operation to drive costs lower and increase traffic. Not everybody is scared. Some D&H workers are close to retirement. And others have been laid off enough times by the railroad not to fear another pink slip. All the questions will likely make it more difficult to attract young blood to an industry that pays well, but offers tough working conditions and irregular hours. Rail workers aren't just perpetually on call, but they work in slender crews responsible for mile-long freight trains through all kinds of weather. So far, Mastropietro of Local 256 said he wasn't aware of any workers looking for new jobs. But that could change. "If an opportunity arises, if you're a young person, you have to think about it: if it's worth your while staying here or going someplace where you have a future," he said. "Because right now, you don't know if you have a future over here." (**Albany (NY) Times-Union**, August 12)

CPR EYES HOUSING ON ARBUTUS CORRIDOR: In a move that has caught the City of Vancouver off guard, Canadian Pacific Railway filed applications to build 24 units of housing on the Arbutus rail corridor. The applications appear to be part of a strategy to force the city to negotiate to buy the land from CP in a long-running tussle between the parties over what should happen with the century-old rail line. That tussle includes a two-year-old lawsuit that is about to proceed to the B.C. Court of Appeal on December 15.

CP representative Paul Clark said the move is all about sending a signal to the city that CP wants to negotiate seriously so that it can free its land and use the profits to put into other

parts of the system. "It is an opportunity for more people to take advantage of that land." Clark declined to estimate a price for the land, which the city originally donated to the CPR, but other estimates have put the 18-hectare strip that runs through prime west-side neighbourhoods at $60 million to $100 million.

City officials expressed shock at CP's move, especially given that the matter is before the Court of Appeal. The line has been designated for the past 10 years in various city and regional plans as a future greenway and transportation corridor. In debates over a Richmond-Airport-Vancouver transit line, many people argued the existing Arbutus corridor should be used for the route instead of Cambie Street, which is in the current proposal.

CP launched legal action after the city's 1999 rezoning of its 16 km of Arbutus corridor track, claiming the city doesn't have the right to rezone land so a private owner can't do anything with it. In June 2002, a B.C. Supreme Court judge agreed and set aside the city's official development plan for the Arbutus corridor, and the city has appealed that decision to the B.C. Court of Appeal. Clark said CP will follow the mandated procedure for discontinuing use of a line. It will advertise that it will formally discontinue use of the line, which gives any government or corporation 60 days to make an offer to run the line for rail service. If there are no offers to do that, the next step is for the rail line to offer the property to both the city and the province for any use. If neither level of government responds within 30 days, Clark said, the company can sell it to any interested party.

"The development permits are a signal to the city that, if they were not interested in purchasing, it's our intent to sell it to a third party," said Clark. The development permit application specifies that the 24 housing units would be built on parcels of land between West 4th and West 16th that are already zoned for residential use. The housing units would be in the form of some single and some multiple dwellings. Subsequently, Vancouver said it will refuse to accept CP's applications for development permits on the Arbutus rail corridor, even though it will likely mean CP will take the city to court for a second time. (**Vancouver Sun**, September 5 and 11)

VIA Rail Canada™

TOURIST BOOM FROM DOME CAR TRAINS: VIA Rail boosted its tourist itinerary into and out of Prince Rupert in early-August, with an extra departure from Jasper on the scenic Skeena line, and the chance for more visitors to sample a 360 degree view from the newly introduced panorama dome cars. The new fourth weekly departure of the "Skeena" was launched Tuesday, August 5, with a celebration and tour of the train at Jasper's rail station and a smaller reception in Prince Rupert.

But there is even better news for north west tourism boosters, said Joe Volk, regional director for VIA. The peak season for train travel is being dramatically stretched, so that visitors can make the trip right into mid-October. "There has been a tourism market shift and the heaviest time now can be the Fall" Volk told The Daily News. "We've started calling it the super-peak season." (**Prince Rupert Daily News**, August 1)

HUDSON BAY RAILWAY TO END PASSENGER SERVICE TO LYNN LAKE: Hudson Bay Railway announced that passenger service from Lynn Lake to the Pukatawagan Reserve would end effective August 18. From that date, passenger service will run on Monday and Thursday from The Pas to Pukatawagan and on Tuesday and Friday from the Reserve to The Pas. "Unfortunate economic circumstances will not allow us to continue operating this (Lynn Lake) passenger service," said Darcy Brede, gm, Hudson Bay Railway. "The Leaf Rapids mine closure created a substantial decline in freight traffic and revenues, which dramatically increased the cost of subsidizing passenger service from Lynn Lake to Pukatawagan. Simply stated, we cannot operate the service at a loss." Brede said the railway has taken steps to ensure there will be no effect on the First Nations fishery and has begun discussions that could lead to the local band buying the rail line. (**Toronto Star**, August 12)

TRAIN PLANNED FOR WHISTLER; VIA RAIL GIVING ADVICE: A Vancouver-based company is partnering with VIA Rail in the hopes of launching a luxury tourist rail service to Whistler. VIA spokeswoman Catherine Kaloutsky has confirmed that Whistler Rail Tours has signed a memorandum agreement to negotiate with the national railway so that it can help plan what sort of services could be provided in the 21/2-hour trip between Vancouver and Whistler, staffing levels, maintenance, etc. "At this point in time, this is the type of expertise we can offer them," said Kaloutsky. "Whether or not it goes to the next stage in terms of assisting them with personnel -- well, we are definitely not there right now." However, VIA Rail correspondence to Whistler Rail Tours does express the railway's interest in providing train crews, equipment, maintenance, station staff and other infrastructure and services -- if an acceptable agreement can be reached.

Privately-held Whistler Rail Tours partnered earlier this year with CruiseShipCentres as part of its strategy for the Vancouver-Whistler route. That plan focuses on taking cruise-ship passengers on day trips and adventure outings to Whistler and beyond. A similar cruise-ship service has already proved successful in Alaska. Whistle Rail Tours is also studying expansion of the Vancouver-Whistler tourist train route to tie into the new $9-million cruise-ship port announced earlier this month for Prince Rupert. BC Rail halted its regular passenger service on the line to Whistler last year because it was losing too much money and the provincial government is now seeking a private partner to purchase and operate BC Rail's rolling stock.

However, the search for a private BC Rail operator has also temporarily sidetracked Whistler Rail Tour's plans because the company still needs to negotiate a track agreement with BC Rail. "Once we have a track agreement in place essentially that is the green light for us to operate," says company spokeswoman Jennifer Beresford. She hopes the company's tourist trains will be in service for the 2005 cruise-ship season. The new service could inject at least $300 million into the province's economy between 2005 and the Winter Games in 2010, she suggests. "The business demand we are seeing right now is exceeding our expectations, it is very, very strong," she said. "The support we have been receiving from sectors [other than the cruise-ships] has really been overwhelming." (**The Province**, August 27)

FEDERAL DECISION ON HIGH-SPEED RAIL EXPECTED IN COMING WEEKS, COLLENETTE SAYS: Ottawa may be on the verge of committing to a high-speed rail link between Quebec City and Windsor, Ontario, says federal Transport Minister David Collenette "This matter has been under discussion at the cabinet and there's a lot of support," he said following a news conference with his Quebec counterpart to announce a $217 million highway infrastructure agreement.

The decline in national revenues and the downturn of the American economy have raised some cabinet concerns, however, about whether the rail project can proceed as quickly as originally planned, Collenette said in an interview. "I would be hoping for a decision very soon to see whether or not we can move ahead on this. This is something that the prime minister I know has shown some interest in and we'll have to see what happens in the next month or so." That would fit into the timetable Collenette set a year ago when he said a decision whether or not to proceed would be made by the end of September.

The passenger rail link would take years to complete and cost at least $3 billion. Travelling at 200 km/h, it's projected the high-speed rail link would cut the trip between Montreal and Toronto by 90 minutes to three hours. The project would likely be managed by VIA Rail and require new rail to be built. It would likely also rely on JetTrain technology being developed by Montreal-based Bombardier. (**Canadian Press**, August 29)

OTHER PASSENGER

TRANSPORT 2000 LAUDS O-TRAIN IMPROVEMENTS: Transport 2000 congratulated Ottawa's OC Transpo on the improvement of service to every 15 minutes (it is now every 20 minutes) on the O-Train line as of September 1st. David Jeanes, president of Transport 2000 said "This adds capacity for 287 passengers each way every hour, (about 10,000 per day both ways), and saves a further 5 minutes trip time for every rider, while costing no more for trains, passing tracks, signals, or drivers. A tremendous return

on the $2.2 million investment in welded rail and just in time for the double cohort! New welded rail on the O-Train line means an end to rock and roll, a smoother ride, virtual elimination of noise impacts, lower maintenance cost, and rail that is ready for later electrification." (**Canada NewsWire**, August 8)

CHEAPER VERSION OF RAV LINE GOING AHEAD: TransLink chair Doug McCallum insists the RAV rapid transit line between Richmond, the airport and downtown Vancouver is still on track, despite a $150-million shortfall. B.C. and the federal government have reached an agreement that will see Ottawa contribute $300 million to the project – not the $450 million requested by the province. McCallum says TransLink has been able to rework its plans to save $50 million. He says one station in Richmond will be eliminated and the tunnel won't go as deeply along some parts of Cambie Street. That still leaves a shortfall of $100 million. But he says the estimated cost of the project has always been in the range of $1.5 billion to $1.7 billion, and the new funding agreement means TransLink will have to come in at the low end.

The provincial government, TransLink and the Vancouver Airport Authority have already committed $900 million to the project. With Ottawa's financial commitment now in place, the request for proposals will now go out to companies that have expressed interest in the transit line. That request for proposals will ask private partners to design, build, operate and partially finance the project. The successful bidder will sign a 30-year agreement – and be paid from revenues collected at the fare box. The B.C. government wants the line completed in time for the 2010 Vancouver Olympics. (**CBC News**, August 26)

TRAIN TRIPS HALTED DUE TO FIRE HAZARD: Operations of the Kettle Valley Steam Railway have been suspended until further notice due to the extreme fire hazard. The closure, on the advice of the Summerland, BC, fire department, comes after train trips had earlier been curtailed to one per day, Thursday through Monday. The railway's Prairie Valley station will remain open Thursdays through Mondays from 10:00 to 14:00 to accommodate visitors who would still like to see the train. (**Penticton Herald**, August 27)

COMMUTER SERVICE BEGINS FULL SERVICE: Full service out of the Vaudreuil station in Vaudreuil-Dorion, Quebec, began August 25. There are two weekday trains into Montreal in the morning and two trains to the Vaudreuil station in the evening. About 1,000 people are eventually expected to use the service daily. (**Montreal Gazette**, August 28)

PASSENGER RAIL TOURS COULD GIVE KOOTENAYS TOURISM BOOST, SAYS MP: A decision made by Rocky Mountaineer Railtours to run a test train this upcoming spring may help boost Kootenay's tourism. "If we can sell this, it will be the biggest single thing for tourism and will bring a lot of people to the Kootenays," MP Jim Gouk said. The test run will travel from Golden's main line through Cranbrook, Creston, Nelson, Castlegar and Trail. Travellers currently taking advantage of this "high-end" rail tour are often people from larger cities who want to experience the dramatic aspects of rural Canada, Gouk said. Now the potential of that operation will be focussed on the Kootenays. (**Trail Daily Times**, September 8)

WHITE PASS SETS RIDERSHIP MARK: As of September 9, the White Pass and Yukon Route railway had set a new annual ridership record by carrying 319,121 revenue passengers. That broke the old record of 318,993 established in 2001, the company said in a statement on September 10. With the season's last trains out of Skagway scheduled for September 24, the railway is still expecting to add to that record by about another 20,000 passengers.

This year, the railway has broken the previous daily ridership record, set in 2001, 14 times. It's operating at capacity and has contracted for another eight passenger cars to meet the forecasted increased demand for the 2004 season. Company president Gary Danielson (recently promoted from executive vice president) said the annual ridership record "is a great benchmark for us because it symbolizes team achievement on many dimensions. From our relationship with the customer, to operations, maintenance, safety and administration, we've managed to do more, and do it better, despite constraints. "And we're having fun doing it." (**The Whitehorse Star**, September 11; **The Skagway News**, August 29)

DINNER AND JAZZ TRAIN HEADS SOUTH: The mothballed, money-spinning "Pacific Starlight Dinner Train" is chugging south to the U.S. BC Rail said on September 10 it has sold the 10 luxurious railcars, including a power car, to an American firm. The "Pacific Starlight Dinner Train", ran from 1997 until last October, between North Vancouver and Porteau Cove, serving fine dining and jazz for between $80 and $100 per passenger for the four-hour trip. (**Times Colonist** (Victoria), September 11)

REGIONAL / SHORTLINE NEWS

E&N RAIL CORRIDOR ON TRACK FOR PUBLIC TAKEOVER: The directors of the Capital Regional District have agreed in principle to be part of a public takeover of the 322-kilometre-long E&N Railway corridor. The idea, pitched by privately-owned Vancouver Island Rail Company along with the Association of Vancouver Island and Coastal Communities, is to keep rolling stock moving. But CRD politicians agreed on August 13 that the corridor is too valuable an asset to risk losing. Many Island politicians and railway supporters think the corridor is vulnerable because trains have faced repeated shutdown threats due to continuing drops in both passenger and freight volumes.

View Royal Mayor Graham Hill, the regional district's board liaison to the corridor proposal, said the plan is complicated. The E&N corridor includes about 120 bridges, 50 culverts, $120 million worth of electronics, plus rails and roadbed worth millions of dollars, he said. "The notion of losing it and then trying to ever reconstitute a corridor of that kind in future years boggles the mind," he said. The proposal, Hill said, is to sustain the corridor if at all economically possible. "Sustain means we use it so that it does not fall into such disuse that it is irreparable. Therefore, the proposals that have been made through AVICC by the proponents and the founders of the Vancouver Island Rail Company represent a significant breakthrough in opportunities for sustaining that corridor."

IslandRail says infrastructure is not being adequately maintained, and about $10 million of work should be done. The company wants to keep the E&N running, but it should be integrated into a single co-ordinated operation. Current ownership and operation are fragmented. For example, the section from Victoria to Nanaimo belongs to CPR and is leased to Rail America. The part from Nanaimo to Parksville and from Parksville to Port Alberni belongs to Rail America. The CPR has offered to donate to the foundation its portion of the railroad. In return, the foundation would issue a tax receipt for the appraised value of the donation. The portion of the corridor owned by Rail America would be leased to IslandRail with an option to acquire. (**Victoria Times Colonist**, August 14)

PEACE COUNTRY EXCITED ABOUT SHIPPING PROPOSAL PROSPECTS: Northwestern Alberta is on the verge of a multi-million-dollar overhaul on how and where its finished products are exported. A powerful lobby group, made up of federal, provincial, municipal and private industry supporters, is in the final stages of obtaining more than $6.5 million in public and private funding for infrastructure needed to bring containerized transport to the Peace Country. The funding would be used to build a new $3.8 million satellite container depot at or near Grande Prairie, a $2.8 million reconstruction of northern Alberta's only rail link into British Columbia, and create enough new business to make it financially viable for BC's Port of Prince Rupert to build a $50 million container port.

The overhaul of the northwest's "outdated shipping mentality" would see containers of Peace Country exports, such as grass seed, oats and field peas, move into currently untapped international markets and save businesses millions in shipping costs, said County of Grande Prairie economic development officer Walter Paszkowski. At the present time, Peace County producers must truck containers to Edmonton, have them loaded on rail cars and taken to Vancouver before heading overseas. Being able to

load containers at Grande Prairie, ship them immediately by rail to Prince Rupert and then abroad would be more than a day and a half faster and cost thousands less in shipping costs.

While project officials admit the proposed overhaul still has a couple of kinks that need to be worked out, it has already received support from prime ministerial front-runner Paul Martin and Finance Minister John Manley. And Alberta RailNet vp Greg Pichette is already banking on the benefits a changeover to containerization would bring to the region. RailNet has an agreement with CN to purchase and reopen 74 kilometres of rail line between Hythe and Dawson Creek, BC, that has sat unused since its closure in 1998 by CN, if $2.8 million in funding can be found to bring the abandoned line up to code. "This project would finally allow area producers and shippers a chance to fully utilize the potential of the northwest," said Pichette, noting the project is expected to create a noticeable increase in area rail movement. "Getting this project up and running is critical to growth of northwest Alberta, northeast BC and the Port of Prince Rupert. It means new jobs, new infrastructure and a new way of making northern communities stronger," he added. (**Grande Prairie Daily Herald-Tribune**, August 15)

CANDO CEO PLANS TO 'SHARE' THE WEALTH: After 25 years in business, the founder and CEO of Cando Contracting Ltd. is celebrating by giving every member of the firm's staff 25 shares in the company. About 40% of the equity in the privately owned firm is owned by the workers, who have only one chance a year to buy shares (which the company matches). "We're so pleased that we have been able to share the ownership of the company," Gord Peters, founder and CEO of Cando said. In addition, Cando distributes 40% of the pre-tax profit to employees every year, regardless of whether or not they own shares. (**Winnipeg Free Press**, August 25, thanks to Jim Lewis)

RAILWAY WORKERS SAVE BRIDGES FROM FIRE: Some Hudson Bay Railway Company employees from The Pas are being hailed as heros for their work fighting wildfires in northern Manitoba. A forest fire threatened three wooden bridges along the rail line north of Gillam, and Manitoba Conservation firefighters couldn't fight the fire because of heavy smoke and the remote location of the bridges. Instead, the province dropped fire-fighting equipment about 15 miles away from the fire, and the railway workers picked up the equipment and battled the blaze themselves. This is the busiest time of year for the rail line; grain is being shipped to the port of Churchill. (**CBC News**, August 27)

OTHER INDUSTRY NEWS

RAILWAYS SEEK HIGH-DETAIL WEATHER MAPS: In the railway business, bad weather means million-dollar trouble. Tracks can buckle in extreme heat and crack in extreme cold. Ice breakup on rivers can lift railway bridges. Heavy rains can wash away embankments, causing trains to drive off the rails. Natural hazards cause an average of ten train derailments a year on CN Rail lines, costing the company about $4 million, and putting the safety of their workers in danger. Now, the company is working with CPR, Transport Canada, and researchers at the University of Alberta to create a sophisticated weather map that will predict dangers along the railway line. "We need to predict the hazards, and if we can predict the weather, we can predict the hazards, and keep the trains from going into a hole," said Mario Ruel, a senior geotechnical engineer with CN. A simple weather forecast, Mr. Ruel explained, isn't enough to predict where and when railway tracks will fail. Ten centimetres of rain in a region where the track runs over solid rock will cause no problems; the same amount of rain on a steep, sandy slope could cause a landslide. If it's been raining for days on end, even a small amount of additional rain on the saturated ground can cause the ground beneath the tracks to fail.

The solution to the problem, Mr. Ruel said, is to create a detailed computer map that lays out the geological and hydrological conditions along the railway tracks. The map would ideally include railway embankments, culverts, rivers, bridges, and information on the rock bed and soil drainage beneath the tracks. Forecast weather events could be plugged into the computer map, which would then crunch the data together to predict where and when a track failure is likely to occur. "It's still very preliminary," cautioned Chris Bunce, an engineer with CPR who is working at the University of Alberta to develop the map. "We're a couple of years away."

Creating detailed computer maps that overlay hydrology, geology, and weather risk can cost $1.6 million per kilometre of track, Mr. Ruel said. Another problem, adds Mr. Bunce, is weather forecasts are not accurate enough to be of use in predicting events such as landslides. "You're told from a weather forecast you might get rain today. That's not enough. You have to know how much rain," he said. With private weather forecasting companies proliferating, different meteorologists often predict completely different weather. It's difficult to know which forecast to trust. Still, if the map can be achieved, it could save railway companies millions of dollars by keeping trains safe from the worst of nature's dangers. (**The Ottawa Citizen**, June 8)

CHICAGO, RAILROADS JOIN TO BREAK TRAFFIC JAMS: The US$1.5 billion plan to remake Chicago's extensive rail system will require Chicago taxpayers to contribute $200 million to eliminate decades-long conflicts that have slowed commuter trains, brought traffic to a standstill and made this city the No. 1 freight bottleneck in the US. Twenty-five grade crossings where motorists curse and gnash their teeth while waiting 15 minutes or longer for freight trains to pass will be replaced with overpasses and underpasses. Six railroad "flyover bridges" will be built to prevent freight trains snailing through Chicago at speeds of 9 to 12 mph from holding up commuter trains that use the same tracks. Railroad viaducts turned into eyesores by years of neglect will be improved.

The plan is expected to take up to 12 years and two federal transportation funding cycles to complete. Chicago Mayor Daley would not reveal where the city's share would come from, but said that Chicago would "prioritize" the state and federal transportation funding it gets. Six Class I rail companies, CN; CPR; Burlington Northern Santa Fe; Union Pacific; Norfolk Southern and CSX, are contributing $35.3M apiece to alleviate the daily bottlenecks that occur in Chicago. Currently, it takes freight trains two days to go from California to Chicago and another two days to make the slow trek through the notoriously congested Chicago area.

Jim Bender, director of inter-line management of CPR, was asked why it took the industry so long to confront a problem that has been snarling rail and vehicular traffic in the Chicago area for decades. "It's very, very complex--especially when you have six large corporations involved. Railroading is a very capital-intensive business. We have all kinds of priorities. We compete with one another. We had to weed our way through all of those issues," he said. Every day, more than 1,200 trains pass through Chicago, carrying 75% of the nation's freight. Chicago is the only city where all six Class-One railroads converge and exchange freight.

Bob Gallamore, director of Northwestern University's Transportation Center, said the scope of announcement made on June 16 and the level of cooperation that made it happen are both "historic" and "remarkable." But, it's only a start, he said. "A lot of the problems will not be solved by this infusion of $1.5 billion. . . . While this is a huge step forward, I don't think anybody should be under the impression that this will fix every delay or grade-crossing problem," said Gallamore, who served as deputy administrator of the US Federal Railroad Administration under President Jimmy Carter. Gallamore said he has little doubt the plan will get the federal funding it needs, in part, because Chicago is a "central hub for the whole nation" and benefits here will have a ripple effect. (**Chicago Sun-Times**, June 17)

DANGEROUS GOODS COURSE ONLINE: The Canadian Trucking Alliance has responded to new federal regulations on dangerous goods carriers by offering a new online training course available throughout the country. The program, administered by the Ontario Trucking Association, can be found at www.dangerousgoods.net. The course offers plain language explanations of the new Canadian laws and is aimed not only at drivers but also at shippers, handlers and supervisors. (**Edmonton Sun**, July 25)

OLD TRAIN STATION FALLS INTO DISREPAIR: The old York Street railway station in Fredericton, New Brunswick, is falling apart. City officials say the roof needs to be stabilized so it's safe. Alex Forbes, assistant director of development services for Fredericton, says the city will ask the Irving Group, which owns the building, to make the necessary repairs. "The building is continually deteriorating," Forbes says. "We'd like to see some mitigative measures put in place by the Irvings to ensure the roof is stabilized, and the building is stabilized and safe for the public who might wish to walk around it."

Mary Keith, Irving spokeswoman, says the company hasn't yet been contacted by the city on the issue. She says the company is already doing some repairs to clean up the station. Keith says they'll need more information before they commit to doing more. "Structurally, we need to do a complete assessment and we also need to review the act to make sure we are in compliance. There are, as you know, very specific rules and regulations that apply around a heritage building like this and so we obviously have to be in compliance at the same time as we have to make sure the building makes it through the winter." The city says it is planning to contact Irving as soon as possible. (**CBC News**, August 20)

PRAIRIE DOG INTO SURGERY: Members of Winnipeg's Vintage Locomotive Society have lifted the boiler from Prairie Dog Central's steam locomotive 4-4-0 No. 3's, and transferred it to a flatbed trailer for transport to Saskatoon Boiler. There she will receive an all new, seamless welded boiler to replace the current boiler which was found to have weak spots during its annual inspection and forced the locomotive out of service.

The locomotive was built by Dubs and Co. of Glasgow, Scotland, for CPR in 1882. She served CPR in Northwest Ontario, Manitoba and British Columbia until 1918, when she was purchased by the Winnipeg River Railway (subsequently the Winnipeg Light and Power, which became City of Winnipeg Hydro) and given the number 3. She served between Lac du Bonnet and Pointe Du Bois, Manitoba, until being retired in 1961. In 1966, the engine was moved to Winnipeg where plans were underway to have it run excursions during the 1967 Pan Am Games. Those plans did not materialize. Then in April, 1968, the Vintage Locomotive Society was formed, and No. 3 was leased to the Society who refurbished her and put her into service as motive power for the Prairie Dog Central. (**Winnipeg Sun**, August 28)

BLE SEEKS TEAMSTERS MERGER: After 140 years as an independent labour union, the Brotherhood of Locomotive Engineers is planning a merger. Challenges from a rival rail union and emerging remote control technology persuaded BLE leaders to look for a powerful ally. If the union's members agree, the BLE by January 1, 2004, is expected to become the centerpiece of a new Brotherhood of Locomotive Engineers and Trainmen Division of the Washington-based, 1.4 million-member International Brotherhood of Teamsters.

"It was a hard decision we made, I guarantee you that, to even consider merging with someone else," said BLE President Don Hahs, a former locomotive engineer. "The BLE has had a proud tradition and it's been a stand-alone organization for a long time," he said. The BLE has 59,000 members, including about 36,000 active workers in the United States and Canada. A mail-in vote on the proposed merger is expected to begin October 20, with votes accepted through December 4.

The BLE formerly had represented just locomotive engineers, but now also counts as members conductors, train dispatchers and other rail workers at carriers such as Burlington Northern Santa Fe, CSX, Norfolk Southern, Union Pacific, Kansas City Southern, Canadian Pacific and Canadian National. BLE members had voted by more than a 2-to-1 margin against merging with a longtime rival, the United Transportation Union, which has 135,000 members in rail, bus and aviation jobs. The BLE will lead a Teamsters rail division that could include other rail unions. It will keep control of its funds and its headquarters building in downtown Cleveland, Ohio, while the Teamsters help it fight new battles, such as who should control locomotives as remote control technology evolves. (**Associated Press**, August 31) *[The BLE's Ottawa office has launched a new website to provide Canadian members with information regarding the proposed merger with Teamsters Canada. The new website address is: http://www.ble-canada.ca/ (BLE, September 3)]*

GOVERNMENT OF CANADA SUPPORTS RAILWAY COASTAL MUSEUM: The Atlantic Canada Opportunities Agency (ACOA), will provide $1,168,890 for the Railway Coastal Museum at the site of the old railway station in St. John's, Newfoundland. The Railway Coastal Museum is a project of the Railway Coastal Museum Foundation Inc., which was formed in 2001 as a not-for-profit organization to develop the concept of the museum. The museum tells the story of the early development of the railway in the late-1800s and into the 20th century, with a focus on the lives and stories of the individuals who built and operated our railway and coastal boat service. Total costs of the museum project will be in the vicinity of $3,000,000.00.

The original railway building was constructed in 1903 by the Newfoundland Railway and was used as its headquarters until Confederation in 1949, when the Newfoundland Railway became part of Canadian National. The building remained the main railway station for the province throughout the life of rail service, and was designated a National Historic Site in 1988 by the Historic Sites and Monuments Board of Canada. The Johnson Family Foundation acquired the building in 2000 for the purpose of establishing the Railway Museum at the site and to promote it as Mile "0" of the Trans Canada Trail. The Johnson Family Foundation has also acquired the assets of the Newfoundland Transportation Historical Society, which had run into financial difficulty in the mid-1990s. These assets included five railway cars, artifacts, photographs and documents. When the Johnson Family Foundation heard these assets were in jeopardy of being sold outside the province, the Foundation approached the receivers with a successful bid to keep them in Newfoundland and Labrador. The assets are now part of the exhibition at the new museum. (**ACOA release**, July 7)

OUTLOOK FOR RAILWAY STATION CHANGES: Hornepayne's old railway station might be safe from a wrecking ball, but that's about all it has going for it at the moment, says the town's mayor. I can't see anything that would become economically viable (for the building), Art Swanson said. Contrary to information provided earlier by CN, its downtown Hornepayne station has special heritage protection and can't be demolished. CN spokesman Ian Thomson said the company was denied last year when it applied for a permit to tear down the station. Thomson said the company is open to offers if a developer wants to turn the station into a motel, as some locals have suggested, but so far nobody has come forward with a proposal. Swanson said the municipality should concentrate on trying to preserve CN's roundhouse, which contains one of the last indoor turntables. (**Thunder Bay Chronicle Journal**, September 3 and 5; thanks to Terry Moore)

FIRE DESTROYS KETTLE VALLEY RAILWAY TRESTLES: A huge wildfire that burned out of control through the Okanagan Mountain Provincial Park in British Columbia, destroyed 12 of 16 wooden trestles in an 18 km section of the Myra Canyon, and badly damaged two steel bridges. In its heyday, the 525-km KVR bound the Kootenays to the rest of BC, starting at Hope, winding up the Coquihalla Gorge to Princeton, west [sic] to Summerland and Penticton, along the south side of Okanagan Lake past Kelowna and finally south to Midway. Construction of the KVR began in 1910 and was completed when the last spike was driven on July 31, 1916. The KVR was important because it linked the coast to the Kootenays and allowed Canadian goods to get to Canadian ports rather than being sent south to the United States. The trestles were designated a national heritage site by the National Historic Sites and Monuments Board in January 2003. The fire, ignited in Okanagan Mountain Provincial Park August 16, continued to burn at press time, having reached 25,600 hectares in size. The four remaining trestles were also unaffected at press time.

Both B.C. Premier Gordon Campbell and Federal Heritage Minister Sheila Copps have committed to rebuilding the wooden trestles. Campbell says "I am hoping we will be able to rebuild with wood trestles, engineered wood trestles. Hopefully, the forest industry will be part of this." The cost of reconstruction

could reach into the tens of millions of dollars. The trestles were rebuilt by dedicated trail groups and volunteers. mainly in the 1990s, turned into an internationally renowned cycling and hiking destination; they were a major tourist draw, attracting about 50,000 hikers and cyclists a year – generating about $5 million a year for the Kelowna area.

Trails BC has announced the creation of a "Trestle and Trail Building Fund" to help with the rebuilding. The historic KVR makes up about one third of the 1,600-km-long Trans Canada Trail route across southern British Columbia and is a valued section of the new Rails To Trails network being developed by the Province of British Columbia. Donations to the "Trestle and Trail Building Fund" can be made directly at Mountain Equipment Co-op's Vancouver store at 130 West Broadway. Cheque and money order donations can also be mailed to Trails BC, No. 315 - 1367 West Broadway, Vancouver, V6H, 4A9. Anyone making a donation of $10 or more will receive a tax-deductible receipt. A fund-raising concert (dubbed 'trestlestock') is also tentatively set for October 13. (Numerous reports from the **Vancouver Province**, **CBC News** and others)

RAILPOWER ANNOUNCES 'GREEN GOAT PLUS' DEVELOPMENT: RailPower Technologies has announced the results of its trial of its battery-powered 'Green Goat' hybrid switcher locomotive (built from a former SP GP9 unit) with Pacific Harbor Line (PLH) in Los Angeles. The Ports of Los Angeles and Long Beach are the busiest in North America. The various locomotive duty cycles experienced at PHL are the toughest the Green Goat has had to experience in "real time" operations. The Green Goat performed well beyond RailPower's expectations, moving more freight cars and generating more tractive effort then ever before. In some of the various duty cycles, the Green Goat operating alone was able to replace two conventional 1,200 horsepower diesel-electric switcher locomotives.

RailPower also announced two initial Demonstration Leases for its smaller 1000 Horsepower 'Green Kid' hybrid switcher locomotive (built from former CP SW1200RS 8139). The 'Green Kid' has successfully finished commissioning at Southern Railway of British Columbia and has entered a 15 day demonstration lease with SRY. After its demonstration there, the Green Kid will enter a demonstration lease with the US Marines at the Marine Corp Logistics Base in Barstow, California. This lease trial will be conducted over a 30 day period to assess the feasibility of converting the US Marine Corps switchers to hybrids.

Railpower has begun the construction of two additional Green Goats (using former CP SW1200RS's 8134 and 8162) and three additional Green Kids. These next generation locomotives will incorporate all of the design improvements generated from testing of the Green Goat and the commissioning of the Green Kid. The Green Goats will be pre-production locomotives configured with the Green Goat Plus design and will be available to satisfy initial purchases and/or additional demonstration leases by late fall of 2003. The Green Kids will be production locomotives and will be available by mid fall of 2003 to satisfy initial purchases. (**Canada NewsWire**, September 4)

RAILPOWER AND CANAC TEAM FOR DEVELOPMENT OF LATEST RAIL TECHNOLOGIES: RailPower Technologies has announced the signing of a Memorandum of Understanding with CANAC to develop and promote hybrid locomotives with integrated remote control systems for the North American and international rail switcher locomotive markets. Under terms of the MOU, RailPower will work with CANAC to integrate its BELTPACK locomotive remote control system into RailPower's 'Green Goat' and 'Green Kid' hybrid locomotives and to offer CANAC products and services to its railroad customers.

CANAC will supply to RailPower remote control systems on an Original Equipment Manufacturing basis for industrial customers. CANAC will also immediately identify two of its 60 industrial switcher locomotives for conversion to Green Kid hybrids. Other locomotives that would be suitable candidates for hybridising will be identified at a later date. As part of the agreement, RailPower customers will receive online support from CANAC's 24-hour Helpdesk and access to related web-based training programs and CANAC will provide field support for RailPower's hybrid locomotives. RailPower will examine the possibility of using CANAC's Montreal facilities for the assembly of some of its 'Green Goat' and 'Green Kid' locomotives. (**RailPower release**, September 11)

RAIL TRAFFIC MIXED IN AUGUST: Canadian rail carload traffic was down 4.7 percent (11,729 carloads) in August 2003 compared to August 2002. Commodities that saw rail carload gains in August included grain (up 20.2 percent, or 5,483 carloads) and farm products excluding grain (up 32.1 percent, or 1,314 carloads). Commodities seeing declines in Canadian rail carloads in August include motor vehicles and equipment (down 21.9 percent, or 7,402 carloads) and coal (down 21.9 percent, or 6,857 carloads). Canadian intermodal traffic was up 2.0 percent (3,288 units) in August 2003 compared with August 2002.

For the first eight months of 2003, Canadian carload traffic totalled 2,134,674 cars, down 1.5 percent (33,059 carloads), while Canadian intermodal traffic was up 8.3 percent (110,667 units) at 1,447,792 trailers or containers.

For Canadian railroads during the week ended August 30, the AAR reported volume of 62,641 carloads, down 1.0 percent from last year; and 43,880 trailers and containers, up 5.7 percent from the corresponding week in 2002. (AAR, September 4)

LIMOCAR FINALIZES DEAL TO BUY SHERBROOKE STATION: Groupe Limocar has finalized a deal to acquire the former CN 113-year old railway station on Dépôt Street in Sherbrooke, Quebec, and transform the long-abandoned heritage building into a new inner-city bus terminal and some commercial space. Renovation work, estimated at $1.3 million, should be completed in October. **The Record** (Sherbrooke), September 2, thanks to George Matheson) ◘

Tender Moments

by Bill Cole

The tender coupled to a steam locomotive is an absolute necessity, and is a mobile piece of equipment which gets very little attention from the average railroad buff. Don't ask me why they are called tenders but there must be a reason for the unusual name. Tenders come in all sizes and colours and a steam locomotive wouldn't go very far without one. They carry the necessary fuel and water needed for that locomotive to produce steam, thereby making it an instrument of raw power. The bigger the locomotive, then in most cases, the bigger the tender.

In the early days of steam, the tender would carry a supply of wood which would be replenished quite often along the trackside. Railroads would have designated stations where wood was supplied and the train crews would fill the tender with enough wood to make sure they reached the next fuel station. This also applied to filling the water portion of the tender at stations where water tanks were built and were so designated in the railroad timetables.

As the years went by, locomotives became bigger and more powerful, requiring larger tenders and being fuelled with coal or oil. Now coal chutes had to be built where woodpiles once were, but not as many, and in most cases it was the fireman who filled the coal bunker on the tender with fresh supplies of coal. Not having ever fired an oil burning steam locomotive, I am not aware if there were places on a sub-division that a tender could be refilled with oil, and if so, how it was done, so I better stick to my coal-firing experiences.

As already mentioned, the tender had a good sized coal bunker to fit the needs of the locomotive and a large water tank behind the coal bunker. Water would be taken by the fireman at water tanks placed strategically on a sub-division so that trains hauling tonnage would not run out of water enroute. It was part of a fireman's duties when climbing aboard a steam locomotive at the terminal, to check the coal bunker and the water tank to see if both were full. All tenders had a large chain in behind the coal bunker for emergency purposes, a long tank hook about ten feet long or so to hook onto loose rope on a water tank spout or to push up a balky spout after refilling the tender. Also in behind the coal bunker might be a spare shovel or coal pick. At ground level you would find re-rails on both sides of the tender hanging from the frame, and the handle for opening the ash pans. A pre-trip inspection by the engine crew would determine that these items were there.

Inside the cab on stoker equipped locomotives, there would be dust gates across the coal gate openings in the tender, something that was not there on a hand-fired locomotive for obvious reasons. Also on stoker equipped locomotives, the conveyor screw or "worm" as most CN crews called it, would be in the base of the coal bunker, right under the coal pile, where it carried the coal under the cab and up into the stoker in the cab. In behind the dust gates would be spare coal-oil lanterns for an emergency and the ever useful coal shovel along with cans of engine oil, valve oil, and coal-oil, all of which could be needed along the way. I may have missed an item or two but at least you can see that the tender was a very necessary and valuable part of the locomotive.

Tenders were painted to match the locomotive in most cases, but some took on colourful designs. Many of them had fancy railroad logos on them and in most cases you might not know what railroad the locomotive belonged to if it had not been for the logo on the tender. All of CN's 4-8-4s, many 4-8-2s, the five 4-6-4s, several 2-8-2s, and 2-10-2s 4100-4104 were equipped with Vanderbilt tenders, those with the big round water tank and large coal bunker or oil tank. Some were painted black, while others were green.

Before concluding this story let me mention a couple of unusual moments for me while taking water on the back of a CN tender. The hatch covers on the tenders for filling the water tanks were usually a few inches above the tank with two metal covers. My first winter working out of Port Arthur, Ontario, was an adventure for me as I learned all the tricks of the trade and I soon realized that the water tank at Pass Lake had a particularly balky and heavy spout. This one morning, very cold and dark, I pulled down the spout and it was catching somehow on a buildup of ice. I hooked the toes of my boots on the hatch cover and pulled hard and proceeded to pull a groin muscle. I was nearly 19 years old, weighed 135 pounds and not thinking, and paid the price that time. I shudder to think now had I been on a hand fired engine, because I was one sore young fellow with a decided limp for a few days.

Another incident was a scary moment. Once again working out of Port Arthur in 1952 on a cold winter night, firing a Mikado on manifest freight 412 and my father as engineer. Forty-two miles to go to Jellicoe and a warm bed, and we're pulling up to the water tank at Orient Bay. I gave my fire a quick shake for the tough miles ahead and climbed out the door on the right side, up the short ladder to the tender and step down onto the back to fill the tank. I was shocked to come face to face with four men, huddled together in behind the coal bunker, partially sheltered from the wind and flying snow, smoke, and cinders. It scared me at first but one of the men came over to talk while I was taking water. It was then that I noticed the men were wearing army uniforms and boots, along with their big heavy great-coats of army issue. They had climbed on at Nipigon where we had taken coal and water and were on their way to Longlac to catch the transcontinental passenger train back to their base. Their main concern was when they would get to Longlac, which wouldn't be much before 6 am, and it now being about 2 am, they still had awhile to go. To give the story a happy ending, my father invited them into the cab for that last hour or so into Jellicoe, and crowded as it was, it gave those four soldiers a chance to get warm. It made me feel warm inside too.

Well hopefully now you'll have a better understanding of the locomotive tender, sometimes called the "coal car" by those uneducated souls. ◘

CN 2-8-2 3466 assists 4-8-4 6135 at Bayview (Hamilton), Ontario, on August 16, 1955. Both locomotives are equipped with Vanderbilt tenders - 3466's square tender was replaced by a Vanderbilt tender in 1926 when she was 13 years old; 6135 was built with a Vanderbilt tender in 1927. Photo by Newton Rossiter.

The Rusty Railfan

Article and Photographs by Ronald Colpitts

During July 2003, I toured the remains and current rail installations in the Orillia (Ontario) area, some 100 kilometres north of Toronto.

The former Newmarket Subdivision of the CNR from the south of town has been converted into a walking and biking trail. At present the trail in the southern direction ends at James Street. You can walk or ride south from James Street to the Oro-Medonte township trail. At the north end of the township, the former CNR right-of-way is also a gravel trail. The former CNR station is an intermodal facility. When trains still operated in Orillia, the station was rebuilt to house a bus depot, the railway station, license bureau and tourist information centre. At present the railway is the only operation that is gone. A plaque on the former station wall indicates that the reconstruction of the station and its reopening took place in September of 1989.

The multi-use former CNR Orillia station as it appeared in July 2003.

The former CPR station, at the end of Mississauga Street, is in operation as Branch 34 of the Royal Canadian Legion. The station has had some additions over the years but the outline of its former use is still very much in evidence. As you leave the Legion and walk towards Lake Simcoe you come to the Lightfoot Trail which runs from the south-east end of town at the narrows to the north end of town. The majority of the Lightfoot Trail is located on the former CN Newmarket Subdivision (in the south) and the former Midland Subdivision (in the north). From Couchiching Beach Park to the north of the former CNR, the trail is paved and the parallel CPR route is a gravel trail. You can make a circle travelling up one former right-of-way and returning on the other from the north end of the town. The trails make a great walking, biking or skate trail complete with signs along the way that describe the historical items from Orillia and surrounding area. Several of the signs are located where previous historical items were located.

Former CP Official Car 37, previously CP Buffet-Solarium Lounge "Cape Mudge", is one of eight cars that form the Ossawippi Express Dining Cars in Orillia.

Across the street from the Legion (former CPR Station) is the Ossawippi Express Dining Cars, a restaurant composed of former passenger cars. You can have lunch or dinner at the restaurant. My greatest interest is in looking at former Dominion Atlantic Railway (CPR Nova Scotia) items. At present, the entrance to the restaurant is through former DAR business car "Nova Scotia", built by Pullman in 1896 as DAR Parlor Car "Sans Pareil". The restaurant also has three former CP passengers cars that formed the former CP Leaside Station Restaurant, all acquired in 1987. It is great having a meal in one of the vintage rail cars looking out over the lake.

The remaining railway operation in Orillia is the Rotary Train, located in the north end of Couchiching Beach Park. During July 2003, the train was operated for the Rotary club with two university students and three retired railroaders. Their 4-4-0 "steam" locomotive was built in Fredericton, New Brunswick, by the "Cummins"shop. The locomotive is diesel powered by a 50 horsepower Kubota diesel engine located in the tender with the exhaust going out the smoke stack at the front of the locomotive. The locomotive is hydraulically powered with the diesel engine powering the hydraulic pump and a hydraulic motor being on each of the drive wheels of the "steam" locomotive. The track gauge is 2-foot and was rebuilt to that gauge by the Rotary club members to accommodate the new train. The train did a couple of trial runs in 2002. The new rolling stock for the train is large enough for adults to get on the train and one of the cars has accommodation for a wheel chair location some time in the future (loading ramps have yet to be built). During the 2003 season, the train operated from 13:00 to 19:30 on weekends beginning Victoria Day weekend and daily from July 1st until Labour Day. The fare was $2.00 per person, with children two years and under carried free.

The Rotary R.R.'s 4-4-0 pauses in front of Rotary Club Railway Station in Couchiching Beach Park in Orillia, Ontario, in July 2003.

If you get a chance to visit Orillia, the rail heritage is located along the waterfront and is well worth the visit. ◘

A SELECTION OF PASSENGER CONSISTS

16 August 2003
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6442
F40PH-2 6437
Club 4007 (deadhead)
Skyline 8510 (deadhead)
Baggage 8616
Coach 8124
Coach 8110
Coach 8116
Skyline 8501
Sleeper 8333 - *Lorne Manor*
Sleeper 8315 - *Carleton Manor*
Sleeper 8336 - *Monck Manor*
Skyline 8500
Diner 8418 - *York*
Sleeper 8318 - *Craig Manor*
Sleeper 8341 - *Thompson Manor*
Sleeper 8319 - *Dawson Manor*
Sleeper 8337 - *Osler Manor*
Sleeper 8324 - *Dunsmuir Manor*
Skyline 8504
Diner 8414 - *Palliser*
Sleeper 8301 - *Abbot Manor*
Sleeper 8317 - *Cornwall Manor*
Sleeper 8303 - *Amherst Manor*
Dome-Sleeper-Observation
8709 - *Laurentide Park*

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16 August 2003
AMT #53 at Beaurepaire, QC

Cab-Coach 701
Coaches 725, 720
F59PHI 1328

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13 September 2003
VIA #70 at Woodstock, Ont.

F40PH-2 6411 (Lifesaver livery)
Club 4003
Coaches 4111, 4120, 4114,
4103, 4121, 4113, 4122, 4119
F40PH-2 6408

17 August 2003
BNSF Employee Special
at New Westminster, BC

BNSF SW1000 3616
BNSF SW1500 3450
Observation 601 -
Mount Cascade (built 1930)
Diner *New York* (built 1929)
Coach 801 (built 1930)
Open Car *Grand View* (blt 1928)
Coach *Lake Ontario* (built 1928)
Combine 301 (built 1919)

(cars provided by NRHS -
BC Chapter)

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21 August 2003
VIA "Championnant des
Amériques" equestrian
competition special
at Bromont, Québec

F40PH-2 6416
LRC Coaches 3343, 3307,
3356, 3311, 3321
F40PH-2 6419

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29 August 2003
CN Business Train
at Vancouver, BC

IC E9Ar 103
IC E9Ar 102
IC Sleeper 800210
CN Business Car 94 - *Gatineau*
IC Business Car 800413
CN Business Car 100 -
Pacific Spirit
CN Reception 15165 - *Tawaw*
CN Track Inspection Car 15050 -
Sandford Fleming

22 August 2003
VIA #2 - "Canadian"
at Hornepayne, Ontario

CN Dash 9-44CW 2536
F40PH-2 6458
F40PH-2 6442
F40PH-2 6435
Baggage 8601
Coach 8127
Coach 8112
Coach 8126
Skyline 8512
Sleeper 8316 - *Christie Manor*
Sleeper 8340 - *Stuart Manor*
Skyline 8510
Diner 8402- *Alexandra*
Sleeper 8335 - *Mackenzie Manor*
Sleeper 8313 - *Cabot Manor*
Sleeper 8327 - *Fraser Manor*
Sleeper 8320 - *Douglas Manor*
Skyline 8516
Diner 8408 - *Empress*
Sleeper 8309 - *Brant Manor*
Sleeper 8321 - *Draper Manor*
Sleeper 8307 - *Blair Manor*
Dome-Sleeper-Observation
8706 - *Glacier Park*
Baggage 8604 *
Coach 8125 *
Sleeper 8334 - *Macdonald Manor* *
Sleeper 8306 - *Bell Manor* *
* deadhead

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5 September 2003
VIA #64 at Cobourg, Ontario

P42DC 901
LRC Club 3465
LRC Coaches 3357, 3327, 3363
HEP-II Club 4009
F40PH-2 6408
F40PH-2 6413

24 August 2003
RMR 610 at Kamloops, BC

GP40-2(W) 8014
GP40-2L(W) 8013
Power Car 9272
Coaches 3217, 3222, 3224,
3246, 3220, 5702, 3202
Dome-Coaches 9501, 9502,
9509
Coach 3200
Power Car 9270
Coach 5701
Dome-Coaches 9504, 9511
Coaches 5726, 5722, 5709,
5725, 5717, 5721, 5704

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9 September 2003
VIA #68 at Cobourg, Ontario

F40PH-2 6416
Coaches 4110, 4102, 4115
Club 4009
Skyline 8516

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9 September 2003
VIA #604 - "Bras d'Or"
at Orangedale, Nova Scotia

F40PH-2 6407
Baggage 8618
Coach 8109
Coach 8122
Coach 8132
Skyline 8506
Diner 8412 -*Kent*
Dome-Sleeper-Observation
8711- *Revelstoke Park*

11 September 2003
VIA #1 - "Canadian"
at Capreol, Ontario

F40PH-2 6440
F40PH-2 6446
F40PH-2 6441
Baggage 8616
Coach 8110
Coach 8116
Skyline 8502
Sleeper 8339 - *Sherwood Manor*
Sleeper 8333 - *Lorne Manor*
Sleeper 8329 - *Hearne Manor*
Skyline 8500
Diner 8409 - *Fairholme*
Sleeper 8318 - *Craig Manor*
Sleeper 8319 - *Dawson Manor*
Sleeper 8337 - *Osler Manor*
Sleeper 8325 - *Elgin Manor*
Sleeper 8326 - *Franklin Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8203 - *Chateau Brule*
Sleeper 8218 - *Chateau Marquette*
Sleeper 8222 - *Chateau Richelieu*
Sleeper 8227 - *Chateau Varennes*
Sleeper 8207 - *Chateau Dollard*
Sleeper 8340 - *Stuart Manor*
Skyline 8504
Diner 8414 - *Palliser*
Sleeper 8301 - *Abbot Manor*
Sleeper 8317 - *Cornwall Manor*
Sleeper 8303 - *Amherst Manor*
Dome-Sleeper-Observation
8709 - *Laurentide Park*

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6 September 2003
CN #901 - CN Employees and
Pensioners Charity Campaign
Special at Garneau, Quebec

VIA F40PH-2 6425
VIA Coaches 4100, 8139,
4117, 8138, 4121, 8131,
4109, 8117

(Thanks to Martin Boston, Patrick De Larue, Milne Hall, Harm Landsman, Michel Robichaud, Bill Rood, Lorence Toutant, Ken Storey and Engine 1372)

SAMPLES OF DIESEL LASHUPS

Jul 18 - HBRY 290 (Lynn Lake mixed) at The Pas, MB: HBRY M-420(W) 3555 (nee CN 2555) and HBRY M-420B 681(nee BCOL 681).
Aug 6 - CN 515 at Edmonton, AB: CN GP38-2(W) 4767, CN SD38-2 1652 and CN SD40u 6002.
Aug 12 - GEXR 431 at Kitchener, ON: GEXR GP40 4046, CEFX GP38-3 6537 and GEXR GP40 4096.
Aug 12 - CN westbound at Newtonville, ON: CN SD75I 5776, GTW SD40 5922 and CN SD40-2(W) 5283 (102 cars).
Aug 16 - ONT 151 at North Bay, ON: CN SD50F 5424, ONT SD40-2 1733 and WC SD45u 7532.
Aug 16 - CN 305 at Norton Station, NB: CN GP38-2s 4723, 4720 and 4730 (154 cars).
Aug 17 - NBSR 904 at McAdam, NB: NBSR GP38-3s 9803 and 9801, CDAC GP40 40, and HLCX GP38s 3662 and 3668.
Aug 17 - CN 444 at Brettville, AB: CN GP38-2(W)s 4761 and 4778, CN SD38-2 1652 and CN GP38-2(W) 4784.
Aug 17 - ONT 111 at Widdifield, ON: ONT SD75I 2100, ONT SD40-2 1734 and ONT SD75Is 2105, 2103 and 2101 (111 cars).
Aug 17 - OCRR 441 at Coteau, QC: OCRR RS-18u 1828, NBEC C-424 4210 and OCRR RS-18u 1842.

Aug 18 - CP westbound at Pashley, AB: CP AC4400CWs 9511, 9564 and 8502.
Aug 20 - CP 120 at Montreal, QC: CP SD40-2F 9007, CP SD40-2s 5576, 6057, 5754, 5704, 5814 and 5825, and CP GP9u 8246.
Aug 21 - STER at Aylmer, ON: STER M-420(W) 3568 hauling OSRX S-13s 501 and 502 and OSRX M-420(W) 644 to the Elgin County Railway Museum's Heritage Days in St. Thomas, Ontario.
Aug 22 - CN eastbound at Cobourg, ON: CN Dash 9-44CW 2588, HCRY SD45E 461 and GCFX SD40-3 6049.
Aug 23 - CP Hamilton Turn at Ayr, ON: CP GP9u's 8248, 8215 and 8211 and CP GP40-2 4657.
Aug 23 - CN 417 at Brettville, AB: CN SD40-2(W) 5332, CN SD40 5232, CN Dash 8-40CM 2403, CN SD75I 5707 and CN SD38-2 1653.
Aug 23 - CP 120 at Thunder Bay, ON: CP SD40-2s 6027, 5999 and 5916, CP AC4400CW 9520, CP SD40-2 5431 and SOO SD40-2 6610.
Aug 24 - NS 328 at St. Catharines, ON: NS C40-9W 9072 and NS SD40-2 6033.
Aug 24 - ONT 111 at Temagami, ON: ONT SD75I 2101, ONT SD40-2 1734, ONT SD75I 2100 and ONT GP9u's 1603 and 1601.
Aug 25 - SRY at New Westminster, BC: SRY GP7u 129 and SRY MP15DC 152.

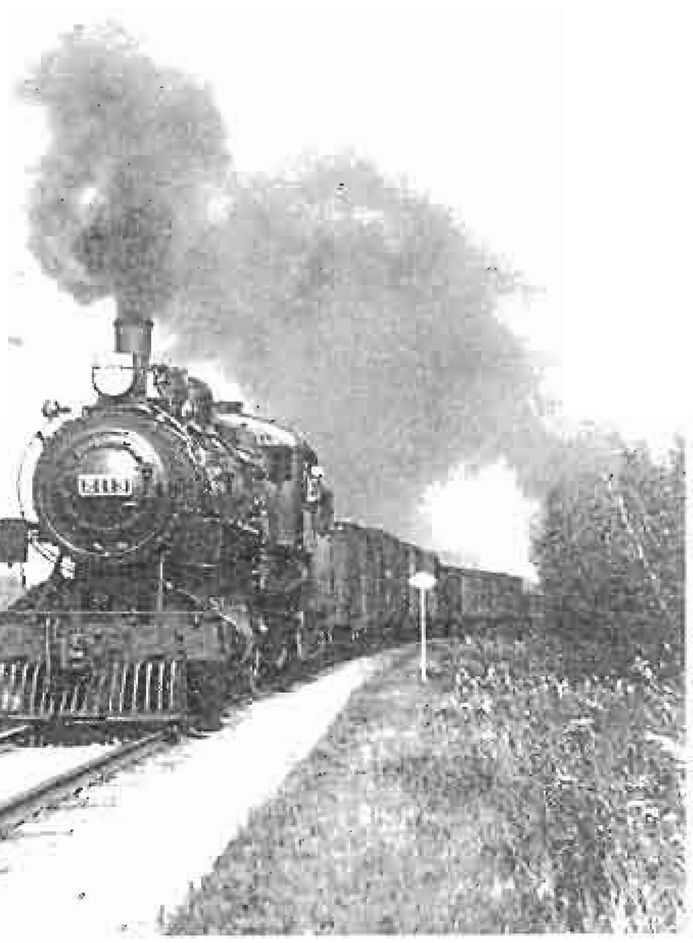
Aug 25 - BNSF at New Westminster, BC: C44-9W 4967, and BNSF GP50Ls 3136 and 3123.
Aug 27 - CN 305 at Rothesay, NB: CN Dash 9-44CW 2563, CN SD75I 5632 and CN Dash 9-44CW 2548.
Aug 31 - CP (Ottawa Valley Ry.) 108 at North Bay, ON: CP AC4400CW 8561 and SOO SD40 738.
Aug 31 - CP 620 at Thunder Bay, ON: CP SD40-2s 5753 and 5691, UP SD40-2 3193 and SOO SD40 745.
Sep 1 - CP transfer at Clover Bar, AB: CP GP38-2s 3059 and 3127, and CP GP9u's 1617 and 1613.
Sep 4 - CN 396 at Valparaiso, IN: CP SD40-2 5757, CP GP38AC 3017, NS C40-8W 8412 and NS C40-9 8867.
Sep 5 - CN 391 at Valparaiso, IN: CP SD40-2 5757, CP GP38AC 3017, IC SD40-2R 6062 and CN SD60F 5554.
Sep 5 - CN eastbound at Cobourg, ON: CN SD75I 5781, CN Dash 9-44CWL 2501, CN GP40-2L(W) 9513 and CN GMD1u 1430.
Sep 6 - CN 103 at Washago, ON: CN SD75Is 5741 and 5648, and CN GMD1u 1410.
Sep 6 - CN 356 at North Edmonton, AB: CN SD40-2(W) 5254, CN GP40-2L(W)s 9626 and 9427, CN SD40-2(W) 5256, CN SD40-2 5375 and CN SD75I 5718.

Sep 6 - CBNS 305 at Port Hawkesbury, NS: HATX SD45-2s 914, 907 and 910.
Sep 6 - CP 829 at Carlin, BC: CP AC4400CWs 9710 and 9527, with CP AC4400CW 8630 on the rear.
Sep 8 - CN 337 at Toronto, ON: CN SD40-2(W) 5247 and CN GP40-2L(W) 9555, with NREX (ex-CNW) GP40 5516 destined to NRE in Capreol, Ontario.
Sep 9 - ONT 111 at Widdifield, ON: ONT SD75I 2102, ONT SD40-2 1737, ONT GP9 1603 and Tembec (Spruce Falls) S-13 108.
Sep 10 - CP eastbound at Regina, SK: CP SD40-2 5846, CP AC4400CW 8562, CP GP38-2 3095 and CP GP7u 1686.
Sep 11 - CP (Ottawa Valley Ry.) westbound at North Bay, ON: CP AC4400CWs 9659, 9658 and 8510.
Sep 11 - GEXR 431 at Kitchener, ON: RLK GP40 4096, CEFX GP38-3 6537, and GEXR GP40s 4046 and 4019.
Sep 12 - CN 304 at Richmond Hill, ON: CN Dash 9-44CW 2616 and CN SD40-2(W) 5359, with RLK FP9u 1400 en route to the Goderich-Exeter Railway.

(Thanks to Paul Bloxham, Dean Brown, Doug Cameron, Donovan Case, John Eull, Milne Hall, Peter Huene, Jim Johnston, Ken Jones, James Lalande, Harm Landsman, Marcel Lemal, Bryan Martyniuk, Jason Noe, Peter Phillips, Ted Sayer, Fred Scott, Jon Snook, Lorence Toutant and Engine 1372)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail; **BNSF** = Burlingrton Northern & Santa Fe; **CBNS** = Capre Breton & Central Nova Scotia; **CDAC** = Canadian American Railroad; **CEFX** = CIT Group; **CN** = Canadian National; **CNW** = Chicago North Western; **CP** = Canadian Pacific Railway; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX/HLGX** = Helm Financial; **HBRY** = Hudson Bay; **HCRY** = Huron Central; **IC** = Illinois Central; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NREX** = National Railway Equipment; **NRHS** = National Railway Historical Society; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **OSRX** = Ontario Southland; **RLK** = RaiLink (RailAmerica); **RMR** = Rocky Mountaineer Railtours; **SOO** = Soo Line (Canadian Pacific); **SRY** = Southern Railway of British Columbia; **STER** = St. Thomas and Eastern; **VIA** = VIA Rail; **UP** = Union Pacific; **WC** = Wisconsin Central (CN). ◘

PHOTO CORNER



Above: CP Class E5f 4-6-0 2113 departs Farnham, Quebec, with Train 262 on October 13, 1947. No. 2113 was built by Schenectady Locomotive Works in June 1903 as CP 913. While most of her sisters were retired before World War II, she remained on the roster until April 1949. Photo by E.A. Toohey, CRHA Archives Neg. 47-125.

Top Left: CN RSC-13 1708, 1710 and two sisters lead Train 481 (Hamilton Turn) at Speyside (Milton North), Ontario, in 1968. The centre axles were removed on many of the 35 RSC-13s beginning in 1967, with bolsters added, however, by 1970 all had been returned to their as-built A1A-A1A configuration. In 1975-76, the A1A trucks from RSC-13s 1700-1734 and RSC-24s 1800, 1801 and 1803 were placed under 38 RS-18 units from the 3843-3893 group for service on light branchlines in the Maritimes as Nos. 1750-1787. Photo by Bill Thomson.

Middle Left: VIA Rail FP9u 6309 and two F9B units pause with the eastbound "Canadian" at Banff, Alberta, on June 4, 1986. Service to Banff ended with the January 1990 VIA cutbacks. Photo by Ron Lipsett.

Bottom Left: Agence métropolitaine de transport F59PHI 1325 leads seven former GO Transit coaches on Blainville-Montreal train 176 near Parc Station in August 2003. The Province of Quebec purchased 80 single level coaches from GO Transit in 1994. All have been refurbished for Montreal commuter service with 32 operating between Montreal and St-Hilaire (over CN lines), and 48 operating on the Montreal-Delson, and Montreal-Blainville services (over CPR lines). Photo by Pierre Alain Patenaude.

Above: A crane lifts the boiler from the frame and wheels of Vintage Railway Society's Prairie Dog Central 4-4-0 #3 at "Inkster Junction" (Winnipeg) on August 27, 2003. Weak spots were discovered in the boiler, through ultrasonic testing, during her annual inspection in 2002. No. 3's boiler has been moved by highway float to Saskatoon, where a new seamless welded boiler will be produced by Saskatoon Boiler. No. 3 was built for Canadian Pacific in 1882, however, the now removed boiler was a replacement one from 1909. No. 3 has been in excursion service for most of the last 33 years. During No. 3's absence, former GTW GP9 4138 is powering the excursion train of vintage coaches (built from 1901 to 1913) from north of Winnipeg to Warren, Manitoba. Photo by Doug Belcher.

Top Left: The Okanagan Valley Railway's operating motive power fleet lays over at Vernon, BC, on June 21, 2003. GP10 1025 is lettered Central Kansas Railway and carries the Carlton Trail Railway logo where she previously served; GP20 2506 is also lettered Central Kansas but carries the Hudson Bay Railway logo; and M-420(W) 3550 retains CN livery but with a Hudson Bay Railway logo on the nose. Photo by Iain Neighbour.

Middle Left: New Brunswick East Coast SD40 6904 (nee CN 5021) is at Point Tupper, Nova Scotia, enroute to Sydney Coal Railway on Cape Breton on July 24, 2003. She has since returned to the NBEC, however, there are plans to transfer the 6904, along with sisters 6900, 6901 and 6905 to the Sydney Coal Railway. Photo by Marcel Lemal.

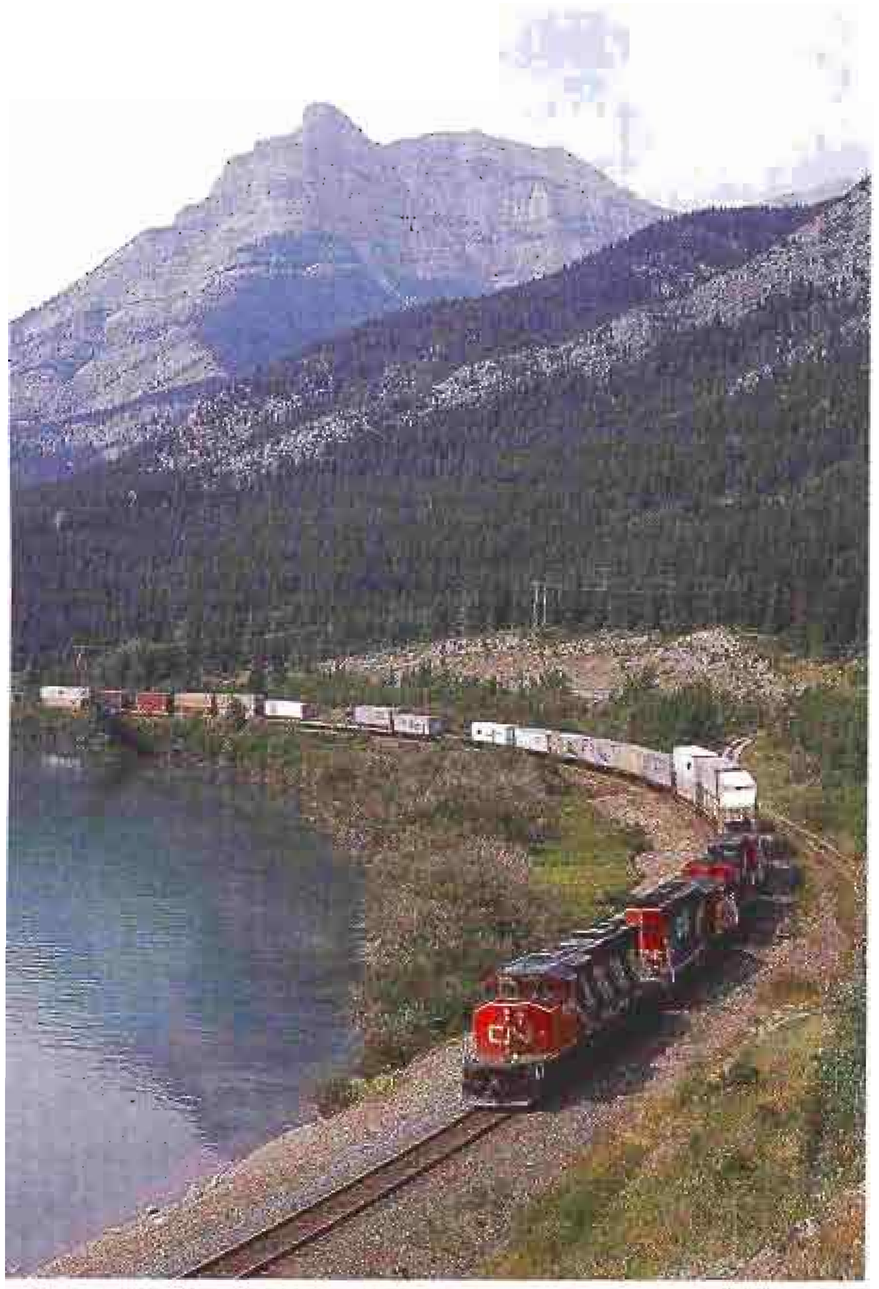
Bottom Left: CP scale test cars 420940 and 420938 rest near the grain elevators in the Current River Yard in Thunder Bay, Ontario, on April 8, 2003. CP 420940 was built new in 1995; CP 420938 was previously CP covered hopper 381954 built in 1969 and modified as a scale test car in 1993. Scale test cars are used to calibrate track scales. Photo by Bryan Martyniuk.

Top Right: Is it St. Lawrence & Hudson SD40-2 5648 or Canadian Pacific SD40-2 5648? STLH 5648's long hood was damaged in an accident, and the hood from surplus CP 5637, complete with the Canadian Pacific beaver logo, was applied to 5648 and the number on the rear of the hood was changed from CP 5637 to CP 5648. In spite of Canadian Pacific on the long hood and CP 5648 on the rear, STLH 5648 continues to be reported as STLH 5648. Photo by Bob Heathorn at Smiths Falls, Ontario on August 20, 2003.

Middle Right: VIA LRC Club Car 3461 carries a white livery to advertize that she is equipped with wireless Internet access. The Internet is transmitted "down" to the train from Bell ExpressVu's Internet satellite service to onboard equipment and then to the end-user's WLAN-enabled device. Responses from the end-user's device are then transmitted back "up" to the train's WLAN equipment and then delivered over Bell Mobility's 1X network to the Internet. Photo by Denis McTavish at Brockville, Ontario, in August 2003.

Bottom Right: Illinois Central E9Ar's 102 and 103, in Canadian National/Canadien National livery, were present to celebrate Hornepayne, Ontario's 75th Anniversary from July 31 to August 3, 2003. No. 102 was displayed in the yard, while sister 103 was displayed inside the roundhouse, which features a fully covered inside turntable. Photo by Jacques Beaubien.

Below: Eastbound CN detouring train 112, powered by CN SD40-2(W) 5354, SD40u 6019 and Dash 9-44CW 2538, is at Mile 58 of CPR's Laggan Sub, west of Exshaw, Alberta, on August 2, 2003. The detour was caused by a large forest fire north of Kamloops, British Columbia. Photo by Tom Newton.



The Motive Power and Equipment Scene

* indicates added since last issue.

CN

TRANSFERRED:
- Winnipeg to Memphis: CN GP9 Slug 261.
- Winnipeg to Edmonton: CN GMD1u 1437, 1443.
- Toronto to Edmonton: CN GMD1u 1433.

UNITS LEASED OUT:
- To Mackenzie Northern Railway: CN SD40 5000; SD40-2(W) 5306-5313; GP40-2(W) 9639, 9673, 9676.
- To ADM Agri Industries, Lloydminster, Alberta: CN SW1200RS 1375*.
- To Lakeland & Waterways Railway: CN GP40-2(W) 9666, 9669, 9677.
- To Hudson Bay Railway: CN GP40-2L(W) 9410, 9433*, 9454, 9508*, 9515*, 9547, 9566.
- To Hudson Bay Mining & Smelting, Flin Flon, Manitoba: CN SW1200RM 7314*.
- 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 :
- CN GP9 Slug 228, 237, 248, 278.
- CN GMD1u 1403, 1444.
- CN Dash 8-40CM 2415.
- CN GP38-2(W) 4772, 4779, 4783.
- CN SD40-2(W) 5330.
- WC SD45 6590.
- CN GP9RM 7007, 7011, 7268, 7269, 7271.

CANADIAN PACIFIC RAILWAY

ADDED TO ROSTER: General Electric CP AC4400CW 9750-9769 were added to the roster as follows (all assigned to Coquitlam, BC):
- * September 4: 9761, 9762, 9763, 9764, 9765.
- * September 5: 9750, 9759, 9760, 9766, 9767.
- * September 6: 9753, 9755, 9757, 9758, 9768.
- * September 7: 9751, 9752, 9754, 9756, 9769.

[9770-9784 to follow]

TRANSFERRED:
- Montreal to Toronto: CP GP9u 1604.
- Toronto to Montreal: CP GP9u 1519.
- Toronto to Calgary: CP GP9u 1647.

UNITS STORED SERVICEABLE:
- CP SW1200RSu 1210, 1244, 1245, 1249, 1268, 1273, 1276.
- CP MP15DC 1440, 1441.
- CP GP9u 1525, 1584, 1693.
- CP 4-6-4 (steam) 2816.
- SOO GP9u 4200, 4201, 4202, 4203, 4204.
- CP SW1200RS 8111, 8133, 8153, 8165.

UNITS STORED UNSERVICEABLE:
- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP SW1200-Slug 1002.
- CP Control Cab 1100, 1102.
- CP SW9u 1201.
- CP SW1200RSu 1208, 1213, 1240, 1247, 1248.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- SOO GP40 2011*.
- SOO Fuel Tender 4000, 4001, 4002.
- CP SD40-2 5480, 5485, 5590*, 5594, 5609, 5801.
- CP SW1200RS 8114, 8131, 8132, 8136, 8138, 8155, 8156, 8161.
- CP AC4400CW 8654 (fire damaged at Lonsdale, Ontario, on 21/02/03 - at Super Steel in Scotia, New York, for repairs).
- CP AC4400CW 9545*.

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 SD40-2 5393, 5395, 5397.
- CP SD40 5400, 5404, 5405, 5406, 5408, 5409, 5412, 5413.
- CP SD40-2 5416, 5417, 5423, 5424, 5425, 5426; STLH 5448; CP 5475, 5476, 5477, 5478, 5479, 5481.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5534, 5538, 5541, 5546, 5547, 5550, 5553, 5564.
- CP SD40-2 5574, 5580, 5600, 5601, 5610, 5624, STLH 5627; CP 5635; STLH 5636; CP 5637, 5645, 5653, 5678.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40-2 5689, 5705, 5706, 5718, 5732, 5744, 5810, 5812, 5828, 5848, 5921.
- 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.

ALSTOM Rolling Stock-Canada (Montreal)

RELEASED:
- AMT Cab-Coach 201, and Coaches 1077, 1083, 1097, 1098, 1099 and 1202 from retrofits.
- GO Transit Bi-Level Coaches 2033, 2048, 2331, 2402 and 2455 from painting.

WORK IN PROGRESS: Nil.

VIA Rail Canada

RENAISSANCE CARS RELEASED: On September 9, VIA F40PH-2 6428 picked up seven modified Renaissance Cars at the Bombardier plant in Thunder Bay, Ontario. Included were Coaches 7200, 7215 and 7227, Service Car 7308, and Sleepers 7513, 7520 and 7524.

STORED: F40PH-2 6400, 6402, 6405, 6443, 6452, 6453 and 6454 at Montreal; FP9u 6300 at Vancouver; and RDC-1 6133 at Victoria.

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

FOR SALE: Retired LRC-2 6903, 6905, 6907, 6914, 6917 and 6919, and LRC-3 6921 were offered for sale, as is, in early-September [6903, 6905, 6914, 6917 and 6919 are stored at the Toronto Maintenance Centre; 6907 and 6921 are stored at the Montreal Maintenance Centre].

SOLD: Retired LRC-2 6900-6902, 6904, 6909-6913, 6915 and 6916, and LRC-3 6922-6925, 6927, 6928 and 6930 have been sold to Industrial Rail Services, Moncton, NB. At press time, all remained stored at the Montreal Maintenance Centre. Also sold to Industrial Rail Services is retired Budd-built Coach 132, acquired in 1989 for future rebuilding but not used.

BCRAIL

STORED LONG TERM:
- SD40-2 743, 744, 745, 748, 761.
- B36-7 3602, 3603, 3610, 7488, 7489, 7498.

- GF60C 6001-6007.
- RDC-1 BC-21.
- RDC-3 BC-33.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

GODERICH-EXETER RAILWAY: RaiLink FP9u 1400, last assigned to RailAmerica's Mackenzie Northern Railway, was transferred to the GEXR in mid-September after repairs at Alstom's Ogden (Calgary) facility.

QUEBEC-GATINEAU RAILWAY: The QGRY took delivery of the first of two mother-slug sets (3800-800) in early-September. GP40-3M 'mother' 3800 was previously TFM 1157, built in 1966 as Chicago, Rock Island & Pacific GP40 343. Slug 800 was previously CSXT 9659, built in 1967 as B&O GP38 3825.

SYDNEY COAL RAILWAY:

- SCR GP38-2 216, leased to the Ottawa Central Railway since March 2003, returned home in mid-September.
- SCR GP38-2, 217, 218 and 219 have been sold to the New Brunswick Southern Railway.
- New Brunswick East Coast SD40 6900, 6901, 6904 and 6905 are scheduled to be reassigned to the Sydney Coal Railway.

ON THE INDUSTRIAL SCENE

CORRECTION: The September issue reported that OMLX SD9E 1750 (nee SP 5461), and OMLX SD9 1751 (nee DM&IR 138) and 1752 (nee DM&IR 156), had been transferred from OmniTRAX's Trans Canada Switching Services at the Delta Port Container Terminal at Roberts Bank, BC, to OmniTRAX's Hudson Bay Railway to help with the grain move to Churchill, Manitoba. The units have been moved to the Southern Railway of British Columbia in New Westminster, BC, and are pending a decision on repairs. Switching at Roberts Bank is now mainly performed by CN and CPR units arriving on mainline trains.

CANAC ASSIGNMENTS:

- ex-GTW SW1200 1515 assigned to Dow Chemicals, Fort Saskatchewan, Alberta.
- ex-GTW SW1200 1519 assigned to Interquisa Canada Sec, Montreal East, Quebec..

REASSIGNED: Railserv SW1200 353 has been reassigned from switching duties at Dow Chemicals in Prentiss, Alberta, to Williams Energy in Redwater, Alberta.

TRANSFERRED: Dow Chemicals S-6 1008 has been transferred from the plant at Fort Saskatchewan to the plant at Prentiss, Alberta.

NEW HOME: Former CP SW1200RS 8100 moved from National Railway Equipment in Capreol, Ontario, to the Acadiana Railway in Opelousas, Louisiana, in late-July.

ON THE PRESERVED SCENE

STEAM LOCOMOTIVE RELOCATED: The West Coast Railway Association's 2-8-2T No. 16 was moved by highway float from Squamish to the Kamloops Heritage Railway Society (KHRS) shop in Kamloops, BC, in mid-September. The restoration of WCRA No. 16 is a joint project of the WCRA and KHRS, with the WCRA providing funding and support and the KHRS providing labour and expertise. Once restoration is complete, No. 16 will remain in Kamloops for a minimum of five years in complement of ex-CN 2-8-0 2141. No. 16 was built by Baldwin Locomotive Works in 1929 as Chas. R McCormick Lumber 101. The KHRS also received the WCRA's ex-BCOL "Air Brake Instruction" car 990243 in exchange for work on No. 16.

Thanks to Doug Cummings, Roland Legault, Bryan Martyniuk, Ian McCord, Mark McVittie, NY 4 and Engine 4466. ◘

A Bad Trip

I was firing on the CNR out of Edmonton in the early-1950s. On one trip we had an old Consolidation (2-8-0) hand fired old beast with poor coal and a not too pleasant engineer. I was having trouble keeping the old girl hot, trading water for steam. After a while I went to get a drink of water from the old galvanized bucket and the old engineer snarled, "Hey kid, take a drink out of the boiler - that's cold enough." So much for a bad trip. (Mike Nystoruk, Edson, Alberta)

Coming Events

OTTAWA (NEPEAN), 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

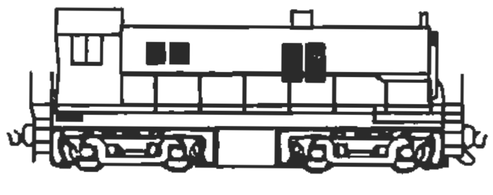
HAMILTON, ONTARIO: The Forest City Railway Society's Fall Slide Trade Day and Sale will be held on **November 1** at Erskine United Church, 19 Pearl Street. Information from Ian Platt at (519) 438-3330 or e-mail: platti999@yahoo.ca

MISSISSAUGA, ONTARIO: Toronto Show Promotions will sponsor its Toronto Christmas Train Show on **November 22** (11:00-17:00) and **November 23** (10:00-16:00) at the International Centre, 6900 Airport Road. Operating layouts, exhibits, vendors, clinics, photos, videos, books and more. Adults $9; Seniors $7; Youth 6-16 $4; Under 6 free. Free parking. Additional information from Frank Steele, Box 3A-10, Centreville, ON K0K 1N0, tel (613) 378-0309 or visit http://antiquetoys.ca ◘

Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2004 edition of the **Canadian Trackside Guide®**. The Committee's preference for the outside front cover is a striking colour slide or a high-resolution digital image (in 'gif' or 'tif' format) of a Canadian locomotive in a vertical format, or a horizontal mage that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal images of Canadian locomotives or railway equipment.

Deadline is the "Informal Slide Night" on December 16, 2003. If you have suitable entries and cannot attend the December 16 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.



Cartier Railway AC4400CWs 27 and 20 power a southbound ore train at Mile 31 in the "Réserve Faunique Sept-Iles/Port Cartier" (Sept-Iles/Port Cartier Wildlife Reserve), 31 miles north of Port Cartier, Quebec, on July 13, 2003. Two AC4400CWs, delivered in 2002, have replaced three ALCO C-636/MLW M-636 units on the ore trains. Fuji Provia 400 photo by Patrick De Larue.

Return undeliverable address blocks to:

Bytown Railway Society
PO Box 141, Station A
Ottawa, ON K1N 8V1

Expiry 200501 1/8 xx22(R)

David Stremes
214 Belford Crescent
Ottawa ON K1Z 7B1

PLEASE DO NOT BEND!