

July-August 2003 \$4.75



Branchline

CANADA'S RAIL NEWS MAGAZINE



Ludgate • CPR 2816 Visits the East • Farron Hill Incident of 1909

Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 141, Station A, Ottawa, ON K1N 8V1

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Membership is available for any 12-month (11 issues) or 24-month period (22 issues) as follows:

	12 months	24 months
For addresses in Canada -	\$40.00 CAD	\$79.00 CAD
	plus tax *	plus tax *
For addresses in the U.S.-	\$29.00 USD	\$57.00 USD
Foreign - surface delivery -	\$56.00 CAD	\$111.00 CAD
Foreign - air mail delivery -	\$84.00 CAD	\$167.00 CAD

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Printed by St. Joseph Print Group, Ottawa

Branchline (USPS 015-381) is published 11 times per year for \$29.00 (US); also available for two years at \$57.00 (US). Periodicals postage paid at Champlain, NY, and additional mailing offices. US address changes should be sent to IMS of New York, 100 Walnut Street, P.O. Box 1518, Champlain, NY 12519-1518. For details call IMS at 1-800-428-3003. Send Canadian address changes to the Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. The next meeting will be held on **September 2** at which Bert Titcomb will present two videos on Australian railways.

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 **September 16**.

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

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

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

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

Excursion from Ottawa: Join us on Saturday, September 27, for a bus trip from Ottawa to Uxbridge, Ontario, to ride the York-Durham Heritage Railway through the Moraine from Uxbridge to Stouffville and return. Departure from Ottawa will be at 07:30 (at Perkins Restaurant, corner of St. Laurent and Ogilvie) with return around midnight. Fares for bus and train, excluding meals, are Adults \$60, Seniors (60+) \$55, and Children (under 12) \$50. Please make your reservation with Paul Bown at: brspaul@sympatico.ca and mail your cheque or money order to the Society's address.

Corrections re the June "Branchline":

- * The first baggage car on the CN Museum Train (Page 9) was 8018, not 8108.
- * Re "The Cockney Pool", near the end of the article on Page 14, "towards the end of the 1980s we regularly drew single unit MLW and GM road switchers doing run-in mileage" should have read towards the end of the 1950s.
- * The top right photo on Page 22 was taken at Grant Brook, not Great Brook, BC.

Ten Years Ago in "Branchline":

- * CN has opened a public observation gallery in Sarnia that gives a birds-eye view of construction activities around the new Sarnia-Port Huron tunnel.
- * CN North America and CP Rail notified the National Transportation Agency of their intent to establish a partnership that will provide a single railway route between western Quebec and North Bay, Ontario. The partnership agreement identifies CN's 273-mile line from DeBeaujeu, Quebec to North Bay, as the most efficient route.
- * CP SD40-2F 9001 returned to its General Motors birthplace in London, Ontario, to permit GM and Burlington Northern engineers to examine its wide nose design prior to the start of construction of 350 SD70MAC units for BN.

On the Cover: Restored Canadian Pacific 4-6-4 2816 is southbound over the French River, Mile 83 of CP's Parry Sound Subdivision on June 5, 2003, enroute to southwestern Ontario displays to promote awareness of the Breakfast for Learning program. Photo by Raymond Farand.

Ludgate

Article and photographs by Doug Cameron and James Lalande

To CN it is Ludgate but to CP it is the Little Key River. This may seem a little strange for a place to be called by two names, but this is where CP goes over CN between Parry Sound and Sudbury, Ontario (see CP AC4400CW 9635 southbound). To be more precise, this spot is MP 72.6 on CP's Parry Sound Subdivision and MP 202.56 on CN's Bala Subdivision. This is one of only two spots between Toronto and Sudbury where the CN and CP lines cross, the other being at the St. Cloud / Wanup diamond near Coniston.



CP AC4400CW 9635 and CEFX SD90MAC 123 power southbound freight.



A CP southbound powered by AC4400CW 8643 and SD40-2 6026.

interesting spot to railfan is the fact that you can see anywhere from four to twenty trains through this area in a 12-hour day time period. From the photos you can see that CP goes over CN and both in turn go over the Little Key River. During the summer it looks more like a small stream but the dead wood hooked around the bridge piers indicates there must be quite a torrent during the spring runoff. The bush is cut back far enough to allow for some good pictures. Both railways operate at a quick pace so exercise caution as usual.

The nameplace "Ludgate" does not show on many Ontario maps - one must get a map that shows the back roads for the name to appear. Not much information is available on Ludgate but it seems that there was a settlement there in the early-1920s because there was a post office and a postmaster by the name of C.M. Wait in 1927. In several Gazetteers it is listed as a CN point but there is no indication of a station or express agent. This would mean that anything for the way freight or mixed train would have to be prepaid and tickets would have to be obtained and paid for in cash to the conductor on board.

One interesting fact about this spot is in the 1930s this was one of several junction point areas being considered where the CN and CP lines could have been connected in order to allow abandonment of one of the railway tracks.

On September 23, 1999, there was a bad CN wreck at the west switch Mowat, MP 199.5, which has been determined to have started at MP 202.98, just west of the bridges, near the photo of CN Train 300 (lower right). Several propane tank cars exploded and the charred remains of some trees can still be found today.

Moving forward to the present, what makes this spot an



CN Dash 9-44CWs 2505 and 2506 are westbound under the CP.



CN Dash 9-44CW 2579 and Dash 8-40CM 2437 are eastbound with Train 300 at MP 202.98.

To reach this spot be prepared for a good walk. You turn off Highway 69 at Highway 522 and drive until you arrive at the CP tracks at Pakesley (there is no name sign for Pakesley but this is where the CP tracks cross the highway). There are several places to park the car. Now for the walking, head south along the tracks for about two miles to the hot box detector at MP 74.6. Check and make sure you have all your gear. It is also suggested that if you go there in hunting season, that you wear orange.

Trains blow their whistles at crossings from every direction and can be heard at the bridge if conditions are right. But don't rely on hearing the whistles - we were surprised a few times by southbound CP trains, like the one of AC4400CW 8643 above.

We have several favourite vantage points, including the rock cut on the CP line north of the bridge. ■

CPR Hudson 2816 - "Empress" Visits the East

On May 24, 2003, restored CPR 4-6-4 2816 - *Empress*, built by Montreal Locomotive Works in 1930, departed Calgary for a 6½ week eastern tour to raise awareness of the "Breakfast for Learning" program that helps ensure that every child in Canada attends school well nourished and ready to learn.

The train's consist included Auxiliary Tender 35508, Box Car 29114, Box Car with stage 401750, Steam Generator/Tool Car 96, Coach 102 - *Laurentian*, Club Car 101 - *Dominion*, and Business Car 83 - *Lacombe*. On June 14, Box Car 401750 and Business Car *Lacombe* were removed and 10 GO Transit bi-level coaches, plus GO F59PH 550, were added for a public fund raising excursion from Toronto Union Station to Guelph Junction and return.

The tour, which ends on July 6 in Medicine Hat, Alberta, has attracted thousands of admirers and rekindled memories of the steam era. And above all it has raised considerable sums for the Breakfast for Learning program. Well done CPR.

Right: CP 2816 being serviced at Mactier, Ontario, on June 5, 2003. Photo by Ronald Colpitts.



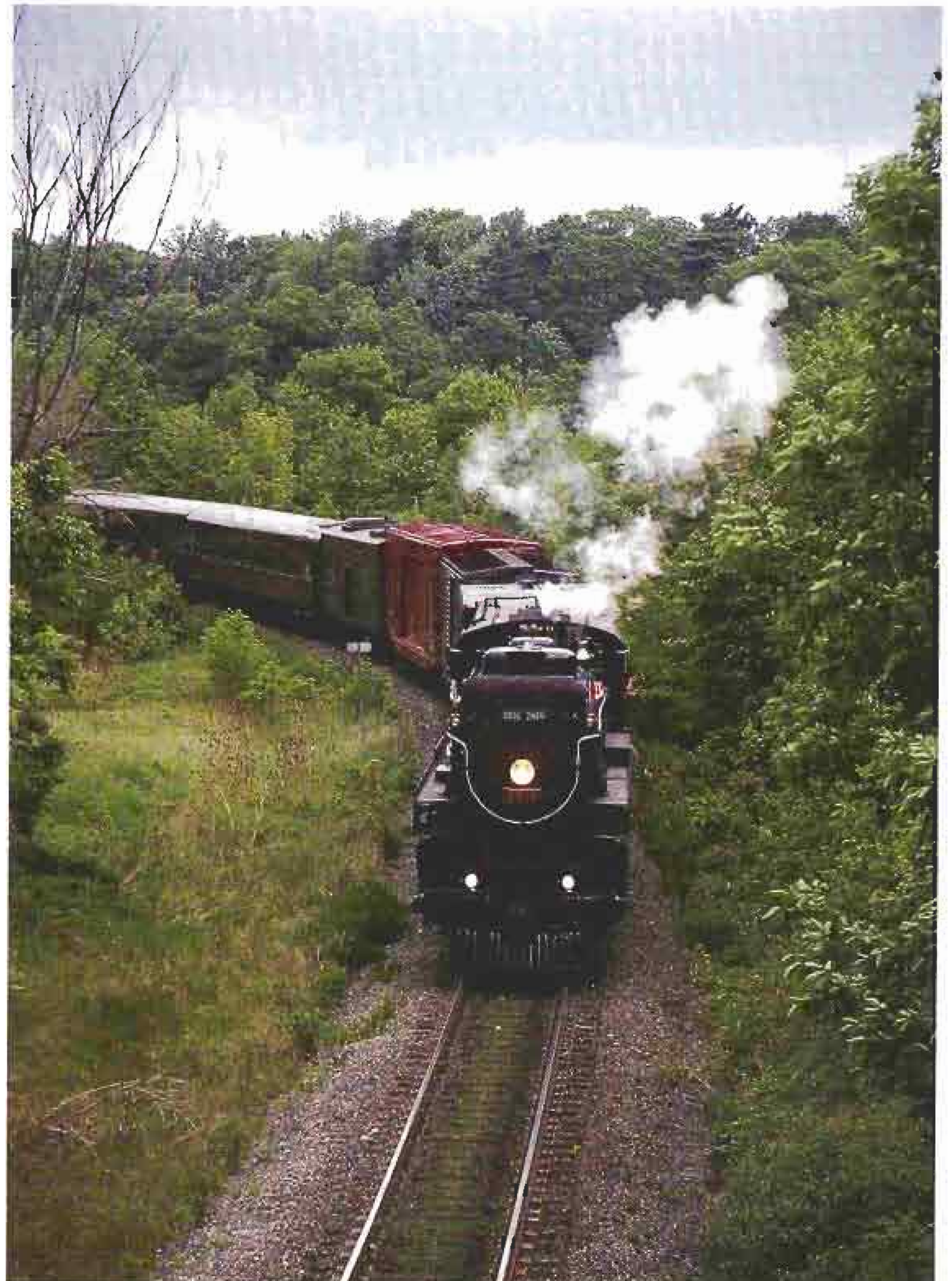
Below: Southbound at Craighurst, Ontario, Mile 73.2, Mactier Subdivision on June 6, 2003. Photo by Raymond Farand.





Above: CP 4-6-4 2816 meets South Simcoe Railway's former CP 4-4-0 136 and 4-6-0 1057 at Tottenham, Ontario, on June 6, 2003. The South Simcoe operates excursions over 4.5 miles of the former CN Beeton Subdivision. Photo by Charles Bryant.

Right: The *Empress* is at Snake Road at Waterdown, Ontario, on an overcast June 9, 2003, en route to Hamilton for display. Photo by John Godfrey.



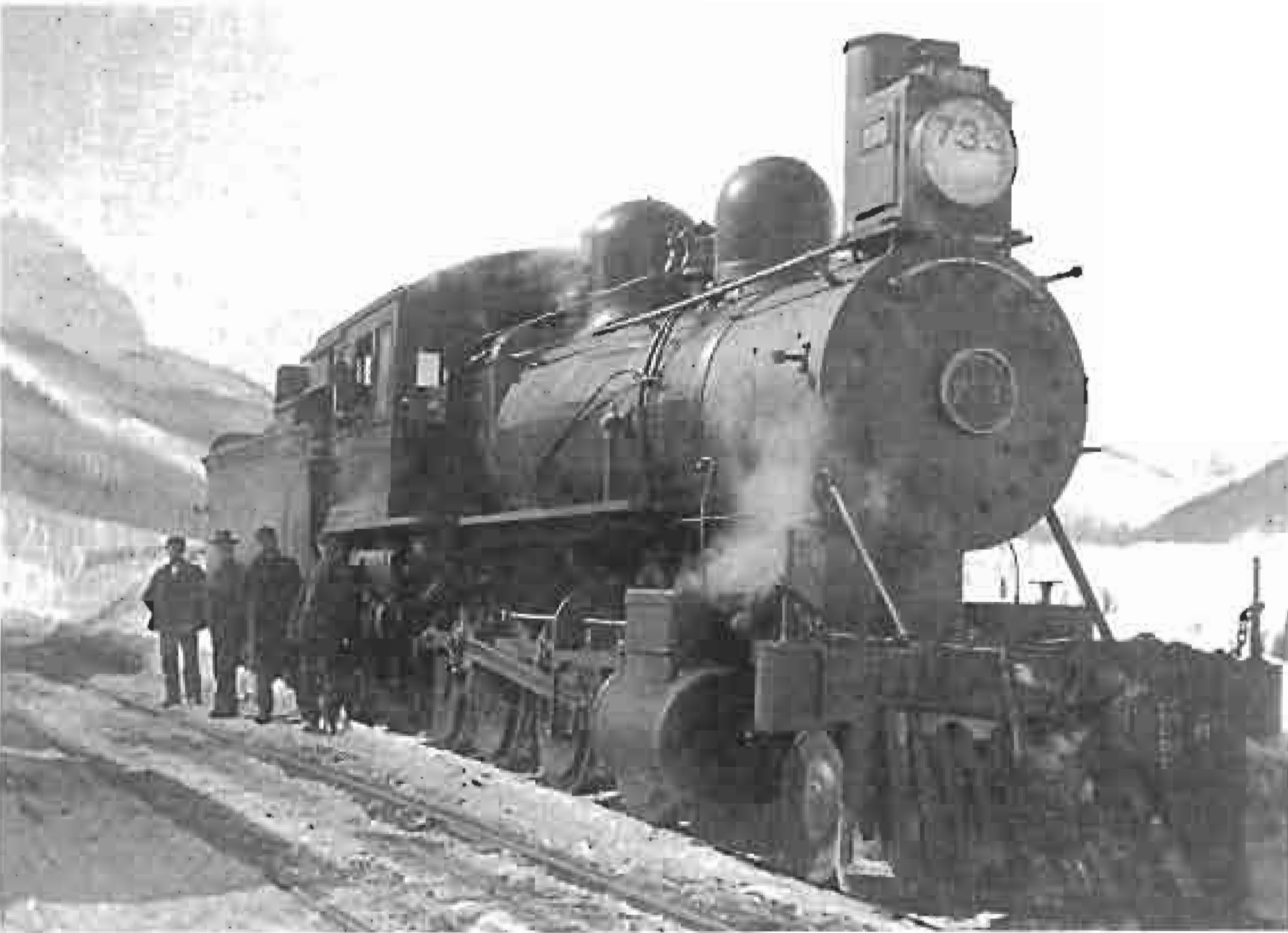
The Farron Hill Incident of 1909

by George W. Pearce

In the March 1993 issue of *Branchline*, Duncan du Fresne recounted an incident involving CP 2-8-2 No. 5399, that occurred on November 22, 1951, as it made its way from Sherbrooke to Megantic, Quebec. Its boiler exploded! This story looks at a similar incident that occurred on the CPR 42 years before, that produced the same tragic results.

Background:

Engine 733 was a 2-8-0 type engine built by the Baldwin Locomotive Works for the Canadian Pacific Railway in March of 1899, one of a group of nine Baldwin built engines (732-740). It was classed as SE 3, with 51" drivers, 20" x 26" cylinders, and 190 lbs. boiler pressure. In November 1903 it was renumbered 1077. In September 1906, it was rebuilt with 52" drivers, classed L5A, and renumbered again to 1381. It was designed for mountain service, and spent its early years in British Columbia being assigned to Field, B.C., in 1904. A Vaux photograph, courtesy of the Archives of the Canadian Rockies, of the 732 and the 737 doubleheading a passenger extra was taken at Field, B.C., on the occasion of the Royal Train of the Duke and Duchess of Cornwall and York (later King George V and Queen Mary) in 1901. This photograph appears on page 91 of the late Omer Lavallée's book "Canadian Pacific Steam Locomotives". Another Vaux photograph, courtesy of the Archives of the Canadian Rockies, of one year old No. 738 appears on page 94 of Omer's book, also taken at Field, B.C.



CPR 2-8-0 1381 in happier days, as No. 733, at the "Big Hill", Field, B.C., circa 1900. Photo PD 326-3, courtesy Glenbow Archives, Calgary, Alberta.

On Saturday, March 6, 1909, at 3:00 P.M., No. 1381 pulled out of the yard at Nelson, B.C. with a westbound freight train, heading along the Boundary Subdivision for Eholt, a distance of 108 miles. The crew consisted of engineman Peter McCormick, fireman Cecil Glover, head end brakeman Donald McQuarrie, rear brakeman James Bird, and conductor George McKeown. The train arrived at Eholt in the early hours of Sunday, March 7. After rest, the crew made up the train for the return trip to Nelson, and departed Eholt at approximately 2:30 Sunday afternoon. On its return trip, it would travel south to Grand Forks, then swing east to Cascade, running parallel to, and within a couple of miles of, the Canada-U.S. border. At Cascade it would turn north and begin the long climb through Lafferty and Coryell to Farron - a distance of 23+ miles, almost all upgrade. It arrived at Farron approximately 15 minutes after midnight on Monday, March 8, pulling a 318-ton train of 5 loads, 4 empties and a caboose.

The Incident:

Upon coming to a stop at the Farron water standpipe, fireman Glover immediately climbed up onto 1381's tender in order to fill the water tank. Engineman McCormick climbed down from the

locomotive, as did brakeman McQuarrie. McCormick went directly to the roundhouse (only 10-15 yards away) to obtain a file. He wished to clean off the carbon from the electrodes of the headlight in order to obtain a brighter light. While there, he heard/felt a muffled explosion but thought that it had occurred in another part of the roundhouse. At that point, conductor McKeown came into the roundhouse in search of McCormick, wanting to know what had happened to the locomotive as there was a lot of smoke around it, but nobody on board. Rushing out, they soon saw the evidence of a massive boiler explosion. On searching, they found an unconscious man between the tender and first car of the train.

They picked him up and started to carry him to the depot. They believed it was Cecil Glover, but the man was so blackened with soot and ashes that they couldn't tell. Making their way alongside the train towards the depot with the body, they found a second man lying beside the train at the front of the fifth car. This person turned out to be Cecil Glover. They had been carrying Don McQuarrie. Upon getting both men to the depot, and attending to their needs as best they could, a special train was quickly put together to take the men to the Home Hospital at Nelson. Before this train left for Nelson, McQuarrie regained consciousness. However, he passed away in mid-afternoon on Monday at the hospital. Cecil Glover, a 22 year old resident of Nelson, never regained consciousness. He passed away at the hospital later in the evening on Monday.

The Inquest:

On Tuesday March 9, 1909, at Nelson, Coroner Dr. W. O. Rose convened a jury composed of A.S. Horswill, E.F. Gigot, A.D. Emory, J.A. Gilker, J.J. Walker and J.E. Taylor. Testimony was as follows:

The first person to give evidence was engineman Peter McCormick. He informed the jury that he had been an employee of the CPR since August, 1902, and an engineman since June, 1907. He described the events that had taken place leading up to the arrival at Farron, noting that the locomotive had not been steaming well, although he felt that Cecil Glover was a competent fireman. He had checked the water level in the boiler frequently after leaving Cascade, and after taking on water at Coryell (8 miles west of Farron) by opening the middle gauge cock (try cock) on the back of the boiler. He did not pay much attention to the water gauge glasses as he didn't trust them. (Note: gauge cocks are 3 valves mounted one above the other that, when opened, let out a blast of water, if water is at that level in the boiler, otherwise it lets out a blast of steam). Gauge glasses are vertical cylindrical tubes made of specially toughened glass that display the water level in the boiler. He insisted that the injector (used to put water into the boiler) was on when the train entered Farron yards, and was still on when he left the locomotive to go to the roundhouse. He informed the jury about the damage he saw when he looked into the firebox. The firebox door (where coal is inserted) was gone, as were the grates and ashpan that made up the bottom of the firebox. The crown sheet (the "roof" of the firebox) was torn from the right rear corner forward to the front of the firebox. The rear part of the crown sheet had fallen down so that the trailing edge was lying about where the grates had been. Despite all of this damage, the cab lights and windows remained unbroken.

The next person to speak was George McKeown. He had been with the CPR since July 1900, and a conductor since 1905. He told of how he was just entering the yard office when he heard the explosion, turned, and saw a great cloud of smoke and steam coming from the locomotive. He went and located McCormick, and the two of them took Glover and McQuarrie to the depot. He then rushed back to the caboose to get brakeman Bird, then returned to the depot. He later heard Bird and McQuarrie talking, but did not hear the words spoken. He went on to describe how the explosive force must have blown out the rear of the firebox and over the tender as it had blown Cecil Glover from his position on the rear of the tender to the front of the fifth car. The blast also went forwards through the flues into the smokebox at the front of the locomotive's boiler. It was so strong that it blew the smokebox door off its "dogs" and around on its hinges, snapping them off. It was found beside the locomotive about 10-15 feet back from the front of the pilot. He also reiterated McCormick's statement about the difficulty they had had getting up the hill from Cascade because

of the poor steaming of the locomotive.

Following George McKeown's testimony, rear brakeman Bird spoke. He had been an employee of CPR since March 1904, and a fireman for 11 years prior to this in his native Scotland. He had heard the explosion while in the caboose but saw nothing when he looked out. He sat back down and waited for conductor McKeown to return so they could continue on the trip. When McKeown came running back and told him what had happened, he grabbed the caboose cushions and went up to the depot. He began working on McQuarrie, who was now conscious. Bird wasn't aware of how badly McQuarrie was burned until he noticed that his skin was coming off when he tried to remove the man's clothing. He told the jury that McQuarrie seemed quite rational and said to him that he thought dynamite had struck him. McQuarrie also told him that he had been in the act of shutting off the injector when the blast occurred. Bird felt that McQuarrie was a seasoned fireman as well as a brakeman. He also believed that if the crown sheet had been heated excessively from lack of water, and excess pressure had been created, the safety valves would have released it.

Thus far, the surviving members of the crew had not intimated in any way that McCormick and Glover had let the water level in the boiler fall below the crown sheet.

The next witness, Edward Austen, was a master mechanic with 23 years experience with the CPR. He had been a master mechanic for two years and a road foreman of locomotives for four years before that. He brought the jury up to date on 1381's history, noting that it had received a new crown sheet, flue sheet and firebox side sheets at the Winnipeg shops in May 1908. The boiler was the original (1899). The engine had received staybolt tests in May 1908, October 5, 1908, and January 4, 1909. (The staybolts hold the firebox assembly together).

Austen informed the jury that Cecil Glover had just been promoted to fireman, but seemed very good and capable. He elaborated on the damage done to the crown sheet by describing damage done to the side sheets and back sheet. As well, all of the staybolts were in place and unbroken. The crown sheet, when falling, had merely pulled off the rivetted heads of the bolts, leaving the threads on the bolts as well. He felt the only causes for damage like this would be either metal failure or water hitting a dry crown sheet, vaporizing, and expanding so quickly as to cause an explosion.

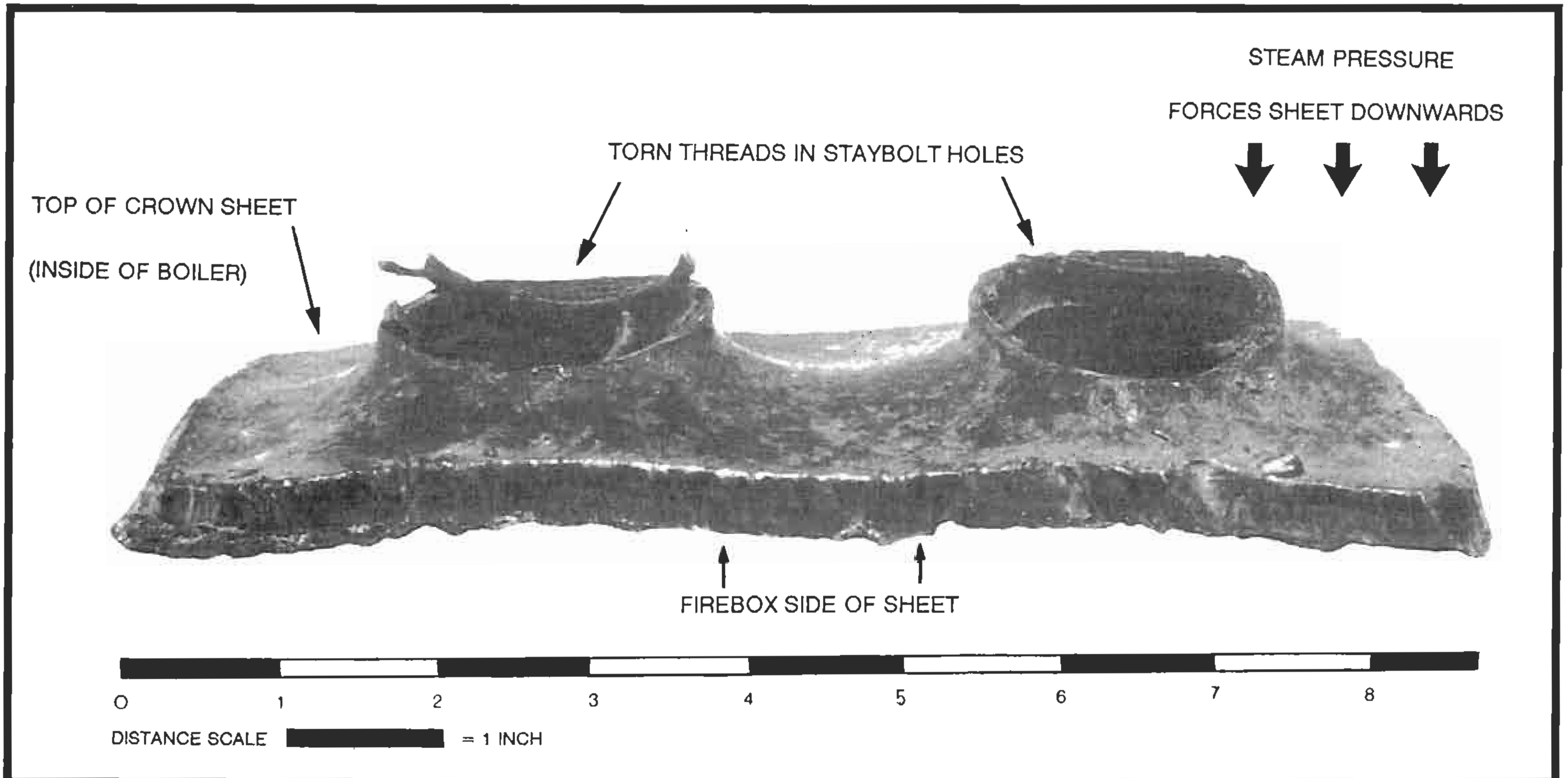
Coroner Rose found it difficult to believe that water striking so small an area as that presented by the crown sheet could create such force. Austen assured him it was quite possible. When faced with the statement that McQuarrie had been in the act of shutting

the injector off, not putting it on, and that he wouldn't have shut it off if the boiler had not been properly filled. Austen refuted this by declaring that it hadn't been proven that McQuarrie was even near the injector valve. He felt that if metal failure had caused the crown sheet to collapse, pieces of it would have remained on the staybolts, and the threads of the staybolts would have been damaged, or broken bolts would have been present. Such was not the case. He also felt that the crown sheet had torn from the front of the firebox to the rear corner as the front of the crown sheet is about 6 inches higher than the rear part, thus would be exposed first if the water level in the boiler was becoming low.

William Pitts, the locomotive foreman at Nelson, was the next man to present evidence. He had worked for the CPR for 28 years, with 24 of those being a machinist and locomotive foreman. Pitts presented the jury with a detailed description of the crown sheet as it appeared after the explosion. He paid particular attention to the shape of several of the staybolt holes in the sheet, noting that although the threads on the holes were intact, some of the holes were elongated to almost an oval shape, while others were perfectly round but enlarged. He also referred to the distorted shape of the metal between the bolt holes, called "pocketing" (see picture below, reproduced from Page 16 of the in March 1993 **Branchline** re CPR 5399's crown sheet). This phenomenon was most severe between the bolt holes near the front of the crown sheet. It was his opinion that the crown sheet must have become extremely hot (over heated) to cause such pocketing - something that couldn't happen if the crown sheet was covered with water. To back up his belief, he referred to the ends of the staybolts, noting that they displayed evidence of having been burned.

Joseph Ashcroft, a foreman boilermaker at Nelson, followed William Pitts to the stand. Ashcroft had been a boilermaker for 25 years, with the last five being at Nelson. He concurred with the opinions expressed by Pitts. As well, he provided the jury with additional facts about locomotive boilers, especially the type found on the 1381. The material of the crown sheet was a uniform 3/8 inches thick in all sections. A crown sheet never wore out in any one spot, thus the tear did not represent a flaw or weak spot in the metal. As well, a crown sheet would outlast three or four sets of side sheets in the normal operation of a locomotive. At this point, he introduced one new observation that, apparently, had been missed by the previous witnesses. He noted the presence of, what he considered, burn marks on portions of the crown sheet.

The next few witnesses added nothing of significance to the inquest, but did add some interesting observations. Thomas Williams, a retired locomotive engineman (but never with the CPR)



A piece of 5399's crown sheet, cut out for investigative purposes by the Board of Transport Commissioners (precursor to the CTC, and now the NTA). Note the dimpled distortion of the once flat sheet where steam pressure forced the sheet off the staybolts and tore out the staybolt threads. Photograph and artwork by Pierre Ozorak.

stated his disbelief that CPR would operate boilers with no safety plugs in the crown sheets. These plugs were designed to melt at a certain temperature and let the water and steam fall onto the fire, thereby (a) releasing excess pressure in a controlled manner, and (b) dousing the fire to prevent greater pressure from being created. He had never seen a boiler crown sheet without these plugs during his years of service on railroads in the United States. Alexander Dow, a fireman/engineman with CPR for 24 years, stated that he saw no evidence of burning or scorch marks on the crown sheet. However, he was unwilling to state what he felt was the cause of the explosion. John Kennedy, a fireman/engineman with 10 years experience with CPR, echoed the statements of Alexander Dow.

By this time it was becoming clear to Dr. Rose that two distinct "camps" were forming. The "experts" on boiler construction were giving the clear impression that low water/no water had caused the crown sheet to overheat, with the resulting explosion. The "experts" on locomotive operations, not wanting to create negative impressions about one of their own, were of the belief any one of several factors might be behind the explosion. To clear up the contradiction regarding the presence of scorching and burn marks on the crown sheet, Dr. Rose decided to reconvene the inquest the next day (Wednesday, March 10) at the roundhouse so that the jury members could see first-hand the specifics being discussed regarding the firebox and crown sheet.

The first person to speak Wednesday morning was Tom Williams, the retired engineman. After examining the crown sheet, he stated that he didn't feel that the marks on it were from burning, but from hot gases rising up through the hole in the top of the firebox from the burning coal below.

George MacKay, a structural engineer, next spoke. He had served eight years as an apprentice machinist, then worked in various places throughout the world, mainly on boilers. He felt that the crown sheet had collapsed because of poor maintenance. In his opinion, the staybolts had been tightened only enough to prevent leakage. Because the threads on both the bolts and the crown sheet holes were undamaged, the sheet simply ripped and dropped as the bolts worked loose. MacKay felt that the discolouration on both the staybolt heads and the crown sheet was caused in the manner described by Tom Williams. If the crown sheet had been burned, he believed the staybolts would show clean metallic cuts where the rivet heads had been. Instead, these were discoloured. He also pointed out that, where the crown sheet tore at the rear of the firebox, the piece remaining attached to the firebox showed signs of discolouration., but the corresponding area on the fallen section did not. He believed that if the crown sheet had been heated before the explosion because of low water, the discolouration would be the same on both sections.

The members of the jury, upon hearing this evidence, now wanted to see for themselves. Time was taken for all of them to climb through the carcass of 1381 to view the damaged crown sheet and firebox. (Unfortunately, history doesn't record whether they wore their top hats and tails while doing this!)

George MacKay then went on to say that he believed the discolouration on the crown sheet had been caused by the hot gases that had risen from the fire below. Much discussion then took place regarding the causes of the discolouration, and the effects burning would have on metal. Thomas Williams scratched a section of the crown sheet with a file and found the underlying metal to be untarnished. Therefore, hot gases caused the discolouration. William Pitts asserted that burning would cause both surfaces of the sheet to become discoloured as it would travel through the sheet and scorch the exterior surfaces, but not the interior metal. Cutting apart a frying pan would prove this. Edward Austen felt that the crown sheet's appearance hadn't changed at all – that it appeared now the same as it did before the explosion.

George MacKay disagreed with William Pitts, stating that the discolouration would be visible to the naked eye throughout the thickness of the metal, and the crystallization of the metal would be affected. Joseph Ashcroft disagreed with this, and also felt that George MacKay had overlooked the appearance of the edge of the torn crown sheet. The edges, according to Ashcroft, were drawn out to the thickness of a knife blade. To him, this could have occurred only if the metal had been extremely hot, whereas MacKay had asserted that cold steel would behave the same as hot steel when tearing.

Edward Austen went on to describe how the pieces of 1381's firebox and smokebox were found beneath the locomotive and from 30 to 40 feet in front of and behind the locomotive. Alexander Dow

wrapped up the day's proceedings by stating he didn't see any evidence of the crown sheet being burnt, but was still unwilling to state what may have caused the explosion.

Thus ended the coroner's inquest. Much information was presented, discussed, debated and argued, but no specific conclusion was reached as to the cause of 1381's explosion. The coroner concluded the proceedings by relating a conversation he had held with Donald McQuarrie just before he died. McQuarrie stated to Dr. Rose that Cecil Glover had instructed him, from the top of the tender, to go up into the engine cab and shut off the injector. He was in the act of closing the injector valve when the blast occurred.

The follow-up:

A few days later Peter McCormick was interviewed by Superintendent Purvis of the CPR. It can be assumed that Purvis had already examined the 1381, interviewed those connected with the incident, and learned of the coroner's inquest findings. In his own mind Purvis may have already decided that the cause of the explosion was from a dry crown sheet being overheated. Nevertheless, by talking with McCormick, he may have been trying to determine if there was any possible factor that had not been mentioned that could bring about a conclusion that the explosion had been caused by reasons other than human error. McCormick outlined to Purvis the events that had taken place on the trip, and emphasized that he had checked the water level in the boiler frequently while coming up Farron Hill using the trycock method. Then he dropped a bombshell!!! He told Purvis, almost as an afterthought, that he had had to replace two water gauge glasses while coming up the hill – one at Wade and the other at Coryell. To this statement one can read Purvis' response... "You put in two glasses? Nothing was brought up at the inquest and no statement was made by you with reference to water glasses!" Unfortunately, one cannot ascertain the tone of voice with which those words were spoken. Was Purvis speaking in shocked amazement, stunned disbelief, or seething anger? Whatever the case, one can safely conclude that Purvis' mind was most certainly decided in regards to McCormick's responsibility for the explosion. Purvis probably wondered, and rightly so, just what other little details McCormick had failed to mention. And what exactly had transpired on board the 1381 that night to cause not one, but two water glasses to break?

On March 22 the Assistant Inspector of Accidents, Mr. M. J. McCaul, had received all of the documents and recommendations concerning the incident. In his words... "...We have weighed the matter carefully, have given Engineer McCormick the benefit of any doubt that has come before us, and we find that the responsibility for this accident rests with himself..."

On August 15, Engineer McCormick was... "...dismissed from employment with the CPR for your responsibility in the explosion of engine 1381 resulting in the deaths of Cecil Glover and Donald McQuarrie..."

Life was not yet over for 1381, however. It was sent to Winnipeg for rebuilding. It was renumbered 3181 in April 1913, and is shown as assigned to Grand Forks in 1916, and to Vancouver Island in 1930. It was converted to burn oil circa 1928, and is shown as being scrapped in January 1937.

So, was the C.P.R. correct in concluding that the 1381 did indeed suffer a dry crown sheet and explode? It would appear so! Even though Peter McCormick had sworn that he had tested the water level in the boiler frequently while coming up Farron Hill by opening the middle try cock, water present there at those times could be explained by the fact that the water in the boiler would gather at the back of the boiler as the locomotive ascended the grade, thereby creating a "false level" reading. The facts that two water glasses had broken, and that the locomotive was not steaming properly, signified that something was amiss somewhere in the firing or operation of the boiler – both factors that were the responsibility of Peter McCormick. Apparently he did not, at any time, try to ascertain why. Two men lost their lives as a result. Low water – no water- tragedy!

Note: George Pearce was inspired to write this story by a more modern CPR boiler explosion story that appeared in the March, 1993 **Branchline** by Duncan du Fresne. George had asked Duncan to review and edit this article, which he was pleased to do. ■



TRAIN DERAILMENT KILLS TWO: Two CN crewmen, Engineer Art McKay, 51 and conductor Ken LeQuesne, 51 were killed after their freight train derailed west of McBride in northeastern B.C. on May 14. The two locomotives and the first four cars of the 86-car train plunged off a trestle into a ravine, sparking a fire in the train's cargo of lumber that burned for 22 hours. No fire trucks could get to the remote ravine, so a helicopter was called in to fight the fire, but it didn't arrive until more than three hours after the fire broke out. It appears the wreck was caused by the collapse of the trestle. CN says it still doesn't know why the bridge collapsed. VIA Rail had to bus its passengers between Jasper and Prince George until the CN line was repaired. (CBC News, May 15, Edmonton Journal, May 17)

MORE CASO LINE AT RISK: Operations on the former Canada Southern mainline between St. Thomas and Rodney, Ontario, are "under review" by CN. The single-track line is jointly owned by CN/CPR, but what little traffic remains is currently handled by CN on an "as-needed" basis. CN director of communications Ian Thomson, would neither confirm nor deny the line is a candidate for abandonment, but stated operations on the little used line are being reviewed. (St. Thomas Times-Journal, May 22)

CN'S TALKS TO ACQUIRE ONRAIL END: CN has terminated negotiations to acquire ONRail because of the Ontario government's demands for public sector-like job guarantees for the 650 employees of the provincially owned railway. The ONR operates 1,120 kilometres of track in northern Ontario and northwestern Quebec and requires an operating subsidy of \$19-million annually.

Claude Mongeau, CN's executive vice-president and chief financial officer, said: "It's unfortunate that CN's plans for ONRail - plans to improve service and productivity, secure employment and invest more than \$30 million in railway improvements - have ended over a job guarantee issue. We believe this failed privatization is a missed opportunity for rail freight shippers and passengers of Northeastern Ontario, and for Ontario taxpayers who heavily subsidize ONRail operations. The vast majority of shippers in the region backed CN's acquisition plan." (Financial Post, June 2)

CN SAYS RISING C\$ HURTS PROFITS BUT 2003 FINANCIAL RESULTS STILL ON TRACK: CN is still on track to meet its 2003 financial goals even though the strong Canadian dollar has cut more than \$50 million in revenues so far, says CN's ceo Hunter Harrison. He told an analyst conference that CN is still comfortable with its financial outlook for 2003. "We've gone through some challenges in 2002 that have continued in 2003," Harrison said. Those challenges include lower Canadian grain shipments, volatile fuel prices and a rising Canadian dollar. In his presentation, Harrison indicated that the railway expected earnings per share growth of up to 5% in 2003 and from 10 to 15% in 2004 and 2005. (Canadian Press, June 12)

CN ANNOUNCES EXECUTIVE APPOINTMENTS, REGIONAL RESTRUCTURING: CN has announced executive appointments and the restructuring of its organization in Western Canada and the United States. The changes take effect July 1, 2003. Edmond Harris, current chief transportation officer, moves up to senior vice-president of operations, replacing the retiring Jack McBain, with responsibility for all of the company's rail operations in Canada and the US. Gordon Trafton, currently Vice-President - Midwest Division will become svp, United States Region. Current Prairie vp Keith Creel, based in Winnipeg, will move to Edmonton as svp, Western Canada.

In their new positions, Trafton and Creel will have responsibility for all aspects of CN's business and operations in their respective territories. Keith Heller, svp, Eastern Canada Region, will continue in his current position. All three regional leaders, along with Ed Harris, will report to the ceo. The new Western Canada Region will combine CN's Prairie and Pacific Divisions, stretching

from Northwestern Ontario to the Pacific. Edmonton will become CN's Western Canada headquarters in the streamlining that eliminates about 40 management positions. The U.S. Region will be headquartered in Homewood, Illinois, where the company recently completed construction of a new 55,000-square foot office building. (CN Release, June 25; Edmonton Journal, June 26)



**CANADIAN
PACIFIC
RAILWAY**

RENOVATED STATION WON'T GREET REGULAR PASSENGER TRAINS: Re-introducing regular CPR passenger service won't be part of the plans to renovate Banff, Alberta's aging railway station. The CPR is planning only to bring back passenger trains on special occasions, such as national holidays, said Paul Clark, vp of communications for the railway. VIA Rail, the cross-country passenger train service owned by the Canadian government, does not operate on CPR tracks, Clark said. Still, the CPR feels the station is in need of renovations. "We'd like to be less than derelict," Clark said. How the station will be renovated is up to the community to influence because CPR does not have a pre-determined plan, Clark said. (Banff Crag and Canyon, May 7)

CPR TO SELL THREE SASKATCHEWAN BRANCH LINES: CPR is selling three short branch lines in southern Saskatchewan where traffic has been light over the past three years. CPR said it is seeking expressions of interest in three lines: 41 kilometres of the Arcola line between Redvers and Carlyle, 19 kilometres of the Burstall line between Fox Valley and Ingebright, and 3.5 kilometres of the Rocanville line near Rocanville. "These lines have seen little or no traffic in the past three years as grain elevators and a mine at Ingebright either closed or stopped shipping by rail," the company said.

Interested parties must submit bids by July 31. If no deal is reached within six months, CPR will offer to sell the lines to the province or municipal governments who will have 30 days to consider an offer. If no deal is reached, CPR may stop operating the lines. (Toronto Star, May, 27; thanks to John Thompson)

CPR ORDERS 600 NEW LUMBER CARS: CPR has placed a rush order for 600 high-capacity lumber freight cars. The value of the order was not disclosed. The 73-ft. "riserless" lumber cars are to be produced at a rate of 45 a week at TrentonWorks in Trenton, N.S., owned by Greenbrier Cos. Inc. The new cars, the lightest of their kind, can be loaded to 286,000 lbs. and have impact cushioning devices that reduce the chance of product damage. The car deck is flat, with the load-bearing risers having been eliminated. The risers were used to create the gap required for forklifts to be inserted under the wood product bundles. Instead, lumber manufacturers prefer to attach their own risers to the individual bundles. As they are delivered, CPR will purge from its fleet some 300 older, less productive lumber cars that are leased on a short-term but higher cost basis. (CP Release, May 27; The Globe and Mail, May 28)

CPR'S RITCHIE CALLS FOR PUBLIC-PRIVATE PARTNERSHIPS TO BOOST RAIL SERVICES: CPR president and ceo Rob Ritchie spoke to the American Short Line and Regional Railroad Association's annual conference. In his speech he said it is time for North American governments to invest more in the continent's rail infrastructure through public-private partnerships (P3s) to address such major public-policy issues as border security, traffic congestion and air pollution. According to Ritchie, railroad P3s can save shippers, the public and governments billions of dollars in return for relatively small investment. He cited a report by the American Association of State Highway and Transportation Officials, which concluded public investment in freight railroads of US\$4 billion a year over a 20-year period would save shippers \$401B, highway users \$635B and highway costs of \$27B.

"Rail has solutions to some of the biggest public-policy issues that our federal, state, provincial and local governments are grappling with today," Ritchie said. "Big issues like: the traffic congestion that is plaguing our cities; the deterioration of our overburdened highways; post 9/11 border security; air pollution; and the efficiency, productivity and competitiveness of the North American economy." In the past decade alone the rail industry has invested over \$100B to modernize itself. Today, railroads move over 40% of all freight shipped between cities in the US. However, he said "given the projections for economic and freight-tonnage growth, there is also a need for a level of investment that is greater than the railways are capable of funding on their own." Ritchie said there are many viable P3 proposals already on the table that will give the rail industry the opportunity to do more for the North American economy. He said one example is the discussions between the railroad industry and the City of Chicago and the State of Illinois on a proposed \$1.2B infrastructure project to speed freight and passengers to, through, and around Chicago. (**Canada NewsWire**, May 19, **Canadian Transportation & Logistics**, May 20)

CPR APPOINTMENT NOTICE: CPR has announced the appointment of Ron Bilodeau as vp, East. He will be responsible for developing business relationships with provincial and state governments in Eastern North America including Ontario, Quebec, Pennsylvania, New York and Michigan. Bilodeau comes to CPR from the Canadian federal public service, and will be based in Montreal. (**Globe and Mail**, May 20)

CPR PUBLISHES 2003 CORPORATE PROFILE AND FACT BOOK: CPR has published its 2003 Corporate Profile and Fact Book and it is posted on the railway's website at www.cpr.ca. The new Corporate Profile and Fact Book is a quick reference for detailed information about CPR's assets, operations, markets and financial results. (**CP release** June 2)

CPR CONTINUES PRODUCTIVITY DRIVE, CUTS MORE JOBS: CPR has announced that it is taking additional measures to increase productivity across its network. It will restructure its Northeastern US operations to create a more cost-effective and flexible railway network and has begun discussions with a number of interested parties about ways to generate higher traffic volumes and greater earnings. Rob Ritchie, CPR's president and CEO, said it's "possible" those talks could result in the sale of the D&H but CPR would prefer to maintain a presence in that area. "We believe our northeastern US network has additional earnings potential and we are prepared to take the measures necessary to make it a success," Ritchie said. CPR will write down its investment in its D&H operations by \$75M after tax to more accurately reflect the current fair value of the operations and the impact of restructuring.

CPR will also increase to approximately 820 the number of job positions to be eliminated, from 300 positions announced earlier this year. The railway now plans to eliminate 370 positions in 2003, 330 positions in 2004, and 120 positions in 2005. About 85% of the layoffs will take place in Canada, with nearly 55% involving administrative staff. A "large part" of the administrative cuts will take place in Calgary, with Toronto also likely affected, while cuts to the operations staff will be "dispersed" throughout the company, Ritchie said. High fuel costs, low grain shipments hit by US tariffs, reduced pulp and paper activity and a dramatically rising Canadian dollar have all factored in the decision to reduce the workforce. CPR said it would selectively hire in specific areas of the business to ensure it can accommodate growth or changes in traffic patterns and to provide the required train service levels. (**Canada NewsWire**, **Canadian Press**, **CBC News**; June 18)

RAIL TRAFFIC CONTROLLERS GO ON STRIKE: CPR rail traffic controllers went on strike on June 18. Talks between the union and the company broke down, resulting in a simultaneous strike and lock-out. Negotiations between the Rail Canada Traffic Controllers division of the Brotherhood of Locomotive Engineers and Canadian Pacific began on September 1, 2002, with both the union and the company serving notice to commence collective bargaining as required by the Canadian Labour Code. In March 2003, the union filed for conciliation due to the fact that Canadian Pacific was placing additional demands on the RCTC and the

negotiations had stalled. The government appointed a conciliator, and the parties had 60 days to reach an agreement. The 60-day period ended on May 27 with no agreement reached (the 216-member union had voted 93.8% in favour of a strike mandate at the end of April), and the "cooling off" period ended June 18, with both parties having the legal right to impose a strike or a lockout. The controllers are looking for wage increases of about \$2 an hour to bring them in line with their CN counterparts. Mid-level CP controllers currently make about \$28 an hour. About 160 of the rail traffic controllers are based in Calgary, 7 in Winnipeg, and about 50 in Montreal. The company says managers are handling controller duties and train traffic hasn't been greatly affected. (**BLE.org**, June 5; **CBC News**, June 18)

POLICE UNION RATIFIES CONTRACT SETTLEMENT WITH CPR: Members of the Canadian Pacific Police Association (CPPA) have ratified a three-year contract agreement with Canadian Pacific Railway extending through to December 31, 2005. The CPPA represents 64 police officers responsible for security across the railway. The new agreement provides for an overall 7.5% increase in wages over the three-year term, as well as pension and benefit improvements. (**CP Press Release**, June 20)



VIA RAIL UPDATES SKEENA SERVICE: VIA has added new equipment to the Skeena that allows them to offer three classes of service, including the brand new Totem Deluxe Class. An upgrade from the current premier Totem Class, the new service allows passengers to reserve a seat in one of the newly acquired Panorama Dome Cars for the duration of their trip, at a cost of \$50 per day. Totem Deluxe Class passengers will also enjoy other Totem Class amenities including regional cuisine served directly at their seat, and exclusive access to the "Park Car" and their 360-degree scenic domes on the upper deck. Effective August 5, 2003 a fourth departure will be added to the Skeena's current tri-weekly, year-round service. (**VIA Press Release**, May 14)

BRAS D'OR SERVICE RIGHT ON TRACK: Of the 2,500 people who took the Bras d'Or 'land cruise' last year (up 14% from 2001), market research showed that 42% were older Americans looking for something more from their vacations, said Marc Deschenes, a senior marketing official with VIA. "Those who buy a Bras d'Or ticket want to know more about Nova Scotia ... about the tartan, the food, about the people," he said. Another 19% of the passengers came from overseas, especially the United Kingdom. The remainder were from Canada, mostly Ontario. Now in its fourth year, the Bras d'Or operates one round-trip per week between Halifax and Sydney from June to mid-October, offering tourists a 10-hour journey through Cape Breton Island.

Revenues were 48% above costs last year, a marked turnaround from the previous two money-losing years. VIA sees the Bras d'Or as a growth opportunity. There already have been discussions with the train's partners to increase the frequency of runs. (**The Daily News**, (May 15)

PLAN TO CUT \$9-MILLION FROM VIA RAIL RAISES STEAM: A parliamentary committee heavily populated with MPs loyal to Liberal leadership front-runner Paul Martin has found itself in a showdown with Jean Chretien's cabinet after trying to trim funding to the passenger railway chaired by the Prime Minister's former chief of staff. The House of Commons transport committee delivered a review of government transport spending estimates, that chopped planned federal subsidies to VIA by \$9-million. Joe Comuzzi, chair of the Liberal-dominated transport committee, said MPs are not willing to allow unjustified spending after the gun-registry boondoggle and VIA had not adequately justified why it deserved the extra cash, which is above what it received last year.

But Liberal House Leader Don Boudria, a Chretien loyalist, immediately stood up in the House of Commons to reject the committee report as illegal under parliamentary procedure. Boudria said the committee, which had convened the previous morning in a Commons cafeteria to vote on the report, had erred by not providing instantaneous translation and recording of the meeting, among other things. The dispute has gone to Speaker Peter Milliken for a ruling.

Boudria refused to discuss the matter later. "I said what I said in the House of Commons. I don't believe procedure was followed."

A reduction of VIA Rail's federal subsidy would be a political embarrassment for Chretien's government. However, if Milliken rejects the report, the Prime Minister's Office will be able to stack a future transport committee re-vote with "associate" members who normally do not attend meetings. Senior officials loyal to Chretien dismiss the confrontation as a bid by Martin loyalists to make trouble for the Prime Minister, who still has about nine months to go before leaving office in February 2004, as planned. (**Globe and Mail, National Post, May 30**, thanks to John Thompson)

..... **TRANSPORT MINISTER THREATENS TO OVERRULE VIA BUDGET CUTS:** Transport Minister David Collenette stared down an increasingly unruly Liberal backbench, vowing to introduce a confidence motion overruling an all-party committee's decision to slash VIA Rail's budget by \$9-million. Collenette announced he's willing to return before the committee to answer further questions MPs may have, even though the March 31 deadline for committees to study spending estimates from departments has now passed. (**National Post, June 5**)

VIA REDUCES SERVICE BETWEEN THE PAS AND LYNN LAKE: VIA Rail and Hudson Bay Railway announced that the passenger train schedule between The Pas and Lynn Lake will be scaled back. "This is an unfortunate side-effect of the declining economy in our region," said Darcy Brede, General Manager, Hudson Bay Railway. "The shutdown of the Leaf Rapids mine created a decline in operating revenues and in turn a dramatic increase in the cost of subsidizing passenger service to Lynn Lake - making this decision unavoidable. Our ridership numbers on this line do not show any sign of growing in the foreseeable future," said Joe Volk, VIA's Regional Director, Western Services. "Reducing the number of weekly round-trips from three to two will allow us to continue to operate within the existing funding levels." From June 11 onward, train 291 will depart The Pas for Lynn Lake on Mondays and Thursdays, with return service from Lynn Lake to The Pas on train 290 on Tuesdays and Fridays. Station stops and times will remain unchanged. (**VIA Press Release, June 6**)

OTHER PASSENGER

PEARSON RAIL PROJECT A GO: Federal transport minister David Collenette has announced the first phase of the air-rail link project connecting Lester B. Pearson International Airport and Toronto's Union Station with a proposal call for business cases from the private sector for its development. He was joined by representatives from the CN, GO Transit and the Greater Toronto Airports Authority. The estimated \$200 million to \$300 million project will turn the trip to the airport into a 20-minute ride on a light-rail car. The train, which will transport many of the 77,000 passengers a day who pass through Pearson, is expected to travel along the existing GO Transit rail corridor that passes near the airport between Toronto and Georgetown. Plans call for construction of a short branch line from the GO route to Pearson. Four pre-qualified private groups have expressed an interest in designing, financing, constructing and maintaining the rail link and have been asked to submit business cases for the project. Business cases will be submitted in summer 2003, and the successful applicant is expected to be announced in fall 2003, and the rail link should be completed by 2007. (**Transport Canada, Toronto Star, CBC News, May 23**)

TESTING NEW WATERS IN 'CITY OF RAINBOWS': The old Atlin fish packing plant in Prince Rupert, BC, is being reborn as an airport-style passenger-greeting dock and shopping centre for the popular "pocket cruisers" plying the waters of Alaska and coastal BC. VIA Rail and Rocky Mountaineer Rail Tours plan a pilot project to offer passengers an interpretive day tour 150 km along the Skeena Valley to Terrace this cruise season. (**Vancouver Sun, May 20**)

O-TRAIN OUT OF SERVICE IN JUNE FOR TRACK REPLACEMENT: The award-winning O-Train system was shut down for three weeks beginning June 7 to install an upgraded continuous welded-rail track. The \$2.2-million replacement will eventually mean a faster and smoother ride, the city said. "It's an issue of short-term pain for long-term gain," said Mayor Bob Chiarelli in a

news release. "We have been taking advantage of an old CP rail line since we started the light rail project, and while we have state-of-the-art equipment, the track is not there yet." Buses connecting the five stations operated along streets parallel to the line on the train's current schedule during the closure. (**Ottawa Citizen, June 1**)

ONTARIO GOVERNMENT ANNOUNCES INVESTMENT IN GO TRANSIT: The Ontario government is investing \$645 million in public transit and transportation infrastructure in the Golden Horseshoe. Approximately \$453 million will go to improve GO Transit and other transit services across the Golden Horseshoe -- including modernizing the track and signal infrastructure in the Union Station corridor; adding a third track to sections of the Lakeshore corridor; extending GO train service to Barrie; increasing track capacity in the Georgetown and Milton corridors; introducing new commuter service to Peterborough, Cambridge, Niagara Falls and Guelph-Kitchener-Waterloo. The GO Transit Expansion includes:

- Improvements to track and signal infrastructure and other facilities around Union Station;
- A new third track from Port Credit to Oakville, from Burlington to Hamilton Junction, and from Union Station to Scarborough, will mean more trains and better service;
- Track improvements will permit more rush-hour trains in the Georgetown, Milton, Bradford and Stouffville corridors, while providing for future all-day train service from Brampton, Bradford and Stouffville to Union Station;
- extending the Bradford train service to Barrie, enabling commuters to travel by train directly to Toronto. (**Ontario Government release, June 4**)

LUXURY TRAIN TOURS OF EASTERN CANADA CANCELLED DUE TO LACK OF CUSTOMERS: Train tours of Eastern Canada by Acadian Railways are being cancelled this summer because there aren't enough customers. Randy Parten, owner of Acadian Railways, said the war in Iraq and a downturn in the economy is keeping many people home this year. He also cites the SARS outbreak in Toronto and mad cow disease in Western Canada as reasons for the lack of interest. Parten said the railway may return and is trying to get other companies involved for 2004. (**Canadian Press, June 5**)

YES, THE TRAIN WILL RUN: LIABILITY RATES SKYROCKET AFTER 9/11: Alberni, BC, has now obtained insurance for the Alberni Pacific Railway to cover the McLean Mill tourist season. Thanks to an industry-wide rise in the cost of liability insurance, the policy will provide less coverage, at a higher premium rate than last year. While the CPR required \$100 million in coverage, E&N Railway calls for \$50M. But even with the lower coverage, rates are still sky-high. This summer Heritage Society volunteers take over the operating duties of the Alberni Pacific Railway Saturday, Sunday and Monday, and a professional paid crew will staff the train on Thursdays and Fridays. (**Alberni Valley Times; June 11, June 27**)

PAY UP, OR GO WON'T GO TO T.O.: GO Transit is prepared to put off all expansion projects in Toronto until city council pays its outstanding bill of \$16 million to the transit authority, with GO also raising the possibility of cutting all service to Toronto stations except Union. "They're a bunch of deadbeats who owe us \$16M," GO vice-chairman Al Leach told a regular GO board meeting. "We have to send a message to the City of Toronto." The city has so far refused to pay its GO bill, the overwhelming sentiment being that it won't pay until the province pays its share of the TTC's budget, about \$31M. GO board members, annoyed at being caught in a funding showdown, will forward a report to Toronto council showing how GO expansion has aided employment growth in the city core. TTC ridership and the number of cars going downtown have stagnated over the past 25 years, while GO ridership grew more than 300%. (**Toronto Star June 16**, thanks to John Thompson)

RIDING THE RAILS IN WATERLOO: The sound of a steam engine whistle may soon be returning to Waterloo's railway station. Waterloo Region's planning and works committee gave its approval to a request from the Southern Ontario Locomotive Restoration Society, a St. Thomas-based non-profit corporation,

to operate heritage steam train excursions on the Waterloo Spur to St. Jacob's during Oktoberfest. The group wants to run short one-hour excursions from October 10 to 20. (**Cambridge Times**, June 20)

STATION'S ANNOUNCEMENT JUST AROUND BEND: "We are planning a news conference within a few days," Manon Gaudreault, said spokesperson for the Metropolitan Transit Agency. The opening of the new intermodal train station in Vaudreuil, Quebec, was delayed in March, and again in April, because of a disagreement over train signals. The transit agency and CPR had to resort to mediation with the National Transportation Agency over the type of required signals near the station. A CPR spokesperson said this spring that because the number of trains on the line will increase to more than 20 a day once the station is open, the company's risk assessment analysis concluded that a centralized traffic control, in which train controls are done automatically, was needed. (**Montreal Gazette**, June 26)

OKANAGAN WINE TRAIN CANCELLED THIS SUMMER: The Okanagan Valley Wine Train, will not operate between Kelowna and Vernon this summer. Owner Bob Nagel blames a failed attempt to secure a partnership with local investors and rising insurance premiums for the train's cancellation. "We're determined to get back on track in the Okanagan next season" says Nagel's wife Patricia, the train's manager. (**Kelowna Courier**, June 27; thanks to Jim Spurway)

KVR RESTORING 1912-ERA LOCOMOTIVE: The Kettle Valley Steam Railway Society has officially launched the restoration of a new locomotive. "We're just launching a fundraising campaign," explained Doug Clayton, vp of the society. It's estimated it will cost about \$100,000 to restore 2-8-0 3716, built in Montreal in 1912 as CP 3916 and recently acquired from BC Rail in North Vancouver. Until two or three years ago, the engine had been used as a back-up locomotive for the now defunct Royal Hudson Steam Train which ran from Squamish to Pemberton. The locomotive has been leased to the KVR Society for refurbishing and operation at \$1 a year for the next 15 years. (**Penticton Herald**, June 27)

REGIONAL / SHORTLINE NEWS

BC RAIL OPERATIONS FOR SALE: BC Rail will have a private-sector owner by year's end after Victoria moved ahead with a plan to sell the provincially owned rail line. The government is seeking requests for proposals to take over the operations and management of BC Rail's freight service. The railbed, the right-of-way and tracks are not for sale. The successful bidder will manage the freight service and do maintenance and upgrading on the line. The government will announce a short list of candidates by early summer, and expects a final agreement with the successful candidate by year's end.

There are no explicit statements about the fate of BC Rail's employees, leading to worries about their jobs and the fate of their pensions. Bob Sharpe of the Council of Trade Unions on BC Rail said, "It would have been nice to see something in the RFP that talks about the employees of this railway and what would happen to them. Hopefully some of these jobs are going to stay in British Columbia."

CN, CPR, Burlington Northern Santa Fe, Union Pacific and OmniTRAX have all expressed interest in the offering. CN is considered to be a front-runner. "We intend to take a very, very close look at this and we will be a very active participant in this process," said CN spokesman Mark Hallman.

CPR spokesman Len Cocolicchio said the company has been looking forward to seeing the RFP. "We have said that we are very interested in BC Rail, but this is our first opportunity to see what the government is putting forward and we're going to want to examine the RFP in more detail before we comment any further," Cocolicchio said.

OmniTRAX spokesman Tom Henley had a similar reaction, "We've been anticipating this day with the RFP for some time. When we do we will obviously review it with great interest." (BC government, **CBC News**; May 15; **Vancouver Sun**, **National Post**, May 16; **Canada.com** May 21) *Full details are available at <http://www.bcrail.com/news-bulletins/bulletins/Request-for-Proposals.pdf>*

CN WILL AXE JOBS IF IT GETS BC RAIL: LEAKED NOTE: A leaked BC Rail Ltd. document suggests Canadian National Railway Co. would slash almost 70% of the provincially-owned railway's work force and eliminate most head-office functions if the government awards it control of the operation. The internal evaluation, written last August and released by the railway's trade union council, says if CN takes control it would likely cut 456 management jobs and 767 union jobs in a takeover -- a total of 1,223 jobs or nearly 70% of BC Rail's current work force of 1,764. "The only management functions remaining would likely be front-line supervisors in field operations and perhaps the retention of some account representatives from marketing and sales." The document also says CN would shed hundreds of union jobs by reducing or abandoning unprofitable routes and shifting maintenance work to existing CN operations. "Where CN would obtain cost savings is through the elimination of BC Rail track programs and equipment." (**The Globe and Mail**, May 27)

RAIL PLAN OFF-TRACK, LABOUR TOLD: British Columbians could take a lesson from Britain's failed undertaking to privatize its massive rail system, a British rail union leader said on June 6. Mick Blackburn, assistant general secretary for the rail unions in Britain, said people shouldn't believe a single word from those who want to privatize B.C. Rail. "Most of the people in Britain believed the government when it said privatizing the railway would save money," he said. "They lied to us from the beginning, although some people genuinely believe they were going to improve the railway," he said. "But it turned out that everything was a farce." Blackburn was at a conference on the province's economy hosted by the B.C. Federation of Labour. (**Grande Prairie Daily Herald-Tribune** June 9)

BC RAIL REVENUE UP, LOSSES NARROWS: BC Rail said it narrowed its losses in 2002 on lower costs and higher revenues. The railway had a net loss of \$84 million in 2002, compared with a net loss of \$79 million in 2001. The debt-laden company, which has been selling its non-railway assets and gave up its money-losing passenger service last year, reported an operating profit of \$53 million, up from \$26 million a year earlier. The railroad said its operating ratio was 78% in 2002, a 14% improvement over 2001. BC Rail employed 1,618 people at the end of 2002 compared with 2,016 in 2001, and 2,249 at the end of 1998. (**Trains.com**, June 12; **Calgary Herald**, June 13)

TALKS TO PURCHASE E&N SUSPENDED: Rail America-owned E&N Railway has suspended discussions with the Vancouver Island Railway that had been attempting to take over operation of Island passenger and freight service. The E&N will continue to operate the current passenger and freight services on the line for the foreseeable future, said Anne Venema, the company's general manager in Nanaimo. "They were unwilling, or unable, to meet the terms of the letter of intent, that expired recently," she said about Vancouver Island Railway and the reasons for the end to discussions. Vancouver Island Railway was looking at taking over the operation of the railway, leasing land owned by the E&N and purchasing land owned by the CPR, she said. She said it is possible Vancouver Island Railway and the E&N could reopen negotiations. (**Nanaimo Daily News**, May 23)

HUDSON BAY RAILWAY WINS CONTRACT: Hudson Bay Railway received a contract from Manitoba Hydro to rebuild the utility's 14-mile rail spur. The project includes upgrading track, grading, installing culverts and geotextiles to improve track stability, widening the rail-bed bank and replacing rail. "Winning this contract marks our entrance into a new line of business," said Darcy Brede, vice president of Canadian rail operations for Hudson Bay Railway owner OmniTRAX Inc. The 810-mile short line plans to employ a 19-member crew - including five new hires - logging 9,100 man-hours to complete the project by late August. (**Progressive Railroading**, June 9)

PORT OF CHURCHILL OPEN FOR 2003 SHIPPING SEASON: One of the world's biggest grain companies has come to the aid of Churchill in a deal that will ensure the northern port continues operations this shipping season. The agreement involving a Canadian subsidiary of Louis Dreyfus is the missing financial link in a federal-provincial effort to help OmniTRAX, which owns the troubled port. "The port will remain in operation this year and hopefully into the future," said one source involved in helping securing the deal. Hudson Bay Port Company, an affiliate of OmniTRAX, announced that the Port of

Churchill will be open for the 2003 shipping season. Also announced is an agreement between OmniTRAX and the Canadian Wheat Board to increase its shipments through Manitoba's seaport. The deal between Louis Dreyfus and OmniTRAX is described as a strong partnership involving the management of the port and grain terminal. "OmniTRAX has found a company with the expertise and wisdom to make the port successful," Churchill Mayor Michael Spence said. (**Winnipeg Free Press**, June 2,3; thanks to Jim Lewis)

MAYORS JOIN CALL TO LET CHURCHILL DIE; CHURCHILL MAYOR DEFENDS HIS TURF: Great Lakes and St. Lawrence Seaway mayors want to sink the federal subsidy to the Port of Churchill. The 35-member International Association of Great Lakes and St. Lawrence Mayors has passed a resolution 'urging the federal government to cease immediately any kind of federal support to the port.' They say that a subsidy and diversion of grain affects the profitability of the seaway. The mayor of Churchill, Michael Spence, says there is an ongoing subsidy to the seaway, and the \$2.2M subsidy to Churchill pales in comparison (**Thunder Bay Chronicle-Journal**, May 18, 20)

RAC SUBMITS PRIVATE PARTNERSHIP PROPOSAL ON SHORT LINE INFRASTRUCTURE: The Railway Association of Canada has submitted a report, "Strategic Infrastructure Investment Opportunities: Short Lines in Canada," that proposes that the Government of Canada consider investing in short line rail freight infrastructure. The proposal involves both the upgrade of track, beds and bridges of Canadian short line owners/operators to meet the new North American rail network standard of 286,000 lb. car loading weights and the construction of sidings and reload centres in the hundreds of communities which Canada's 40 short line operators serve across the country. The proposal estimates that short lines will spend between \$230 million to \$300 million during the next five years to upgrade infrastructure, and recommends that the government consider covering half the cost. The report is available on RAC's website at www.railcan.ca (**RAC release**, June 4; **Progressive Railroading**, June 12)

NEW PROPOSAL ON TRACK FOR ONR: The General Chairpersons' Association is confident the ISG plan for the Ontario Northland Railway will work without the need for an immediate capital injection from the government. Representatives from unions and management formed the Ontario Northland General Chairpersons' Association and came up with what it calls the Internal Solutions Group proposal to operate the ONR, and it has been trying to get the government to accept the ISG plan. "We are convinced the ISG proposal can work without a capital infusion. The only thing required of the government immediately, is the commitment to implement the ISG proposal so the restructuring process can begin. The GCA says service improvements were the stated purpose of the process initiated by the Ministry of Northern Development and Mines in March 2000. Three years have passed and the province has yet implemented any service improvements in Ontario Northland. (**Northern Daily News**, June 19)

WOLVERINE COAL MINE IN BC IS FEASIBLE: According to a study recently completed by Western Canadian Coal, development of the Wolverine coal deposit in northeastern British Columbia would be commercially viable. The project survey indicates reserves of 25.2 million tonnes of metallurgical coal at the site in the Tumbler Ridge region. Initial production from the open-pit mine would be 1.6 million tonnes annually, worth almost \$100 million at forecast prices, with a mine life of 11 years from currently defined reserves. The project document envisages production starting in early 2005, 20 kilometres west of the town of Tumbler Ridge and close to the BC Rail line as it runs through the Wolverine Valley. Detailed engineering and procurement is expected to start late this year, with site preparation scheduled for next spring or early summer. (**Canadian Press**, June 24)

EMPLOYEES OFFER WAGE CUT TO SAVE B.C. RAIL: B.C. Rail employees are putting forward a collective agreement proposal they say will help save the beleaguered railway. They're asking the government to consider zero wage increases over the next three years and to eliminate an employee bonus plan if it helps keep B.C. Rail in public hands. (**CBC News**, June 26)

GREAT WESTERN RAILWAY SHIPS GRAIN FOR LOCAL PRODUCERS: Great Western Railway, based in Shaunavon began shipping grain for local producers in southwest Saskatchewan almost three years ago. In that time, it has overcome a series of

hurdles and tackled stringent government regulations to become a local success story. On September 8, 2000, GWR purchased 550km of track from CPR. By August 31, 2001, they had captured 36% of the 2,450 producer car orders in Saskatchewan. A year later, they snagged 52% of the total car orders for the area and are at 53% to date for this year. GWR is currently the longest short line operation in Saskatchewan. (**Prairie Post**, June 27)

OTHER INDUSTRY NEWS

NO GRANT FOR CPR STATION GROUP, SAYS CITY COUNCIL: A decision by Portage la Prairie (Manitoba) city council could derail a local group's efforts to preserve one of the country's oldest CPR stations. At their first meeting in June, city councillors are expected to agree to wait to consider a capital funding request from the Save the CPR Station committee. The committee's request for \$35,000, to be used to turn the CPR station on Third Street NE into a museum, will be dealt with during 2004 budget deliberations. At the May 26 council meeting, councillor Earl Porter, chairman of community services, said while the group is to be commended for its initiative to preserve the 110-year-old building, the city is not prepared to contribute to the estimated \$148,000 restoration project at this time. (**Portage La Prairie Daily Graphic**, May 27)

CANADIAN TRANSPORTATION AGENCY ANNUAL REPORT PUBLISHED: The CTA has released its 2002 Annual Report. It describes the Agency's activities in 2002, including its significant decisions, and assesses the operation of the Canada Transportation Act and describes any difficulties the Agency encountered in 2002 in its administration of the Act. It also looks ahead at the issues the Agency expects to deal with. Also in 2002, the Agency made significant decisions on two applications for "running rights" in the grain-handling and transportation system (the right for one railway to run its trains over the lines of another railway). The report is available on the Agency's Web site at www.cta.gc.ca (**CTA homepage**, June 5)

PUBLISHER HOPES TO SAVE CPR STATION: Bob Mummery, publisher of the Minnedosa Tribune, wants to bring Minnedosa, Manitoba's CPR passenger train station back to life. "It was and served as the hub of the community for almost 100 years," says Mummery. He hopes the community will embrace his idea to revive the historical building. He does not yet know what function it could have, but looks forward to hearing realistic suggestions which would make the station self-sustaining. With the hopes that Minnedosa council will take the initiative to form a plan, Mummery will put a report of open house suggestions together and present it to council. He would like town representatives to appoint a Save Our Station committee. (**Brandon Sun**, May 15)

PIERRE BERTON INDUCTED INTO CANADIAN RAILWAY HALL OF FAME: Canadian author Pierre Berton has been inducted into the Canadian Railway Hall of Fame. He was given the honour at a Toronto Railway Club luncheon for popularizing the construction and history of the CPR, Canada's first transcontinental railway, by Bill Rowat, President and CEO of the Railway Association of Canada. Mr. Berton's books on building the Canadian Pacific -- *The National Dream* (1970) and *The Last Spike* (1972) -- were later adapted as a television series. *The Last Spike* earned him a third Governor-General's Award. Mr. Berton is also a Companion of the Order of Canada, a member of the Canadian News Hall of Fame, and has written 48 books. (**Toronto Railway Club release**, May 14)

CANADIANS WINS BIG AT 2002 HARRIMAN SAFETY AWARDS: At the annual E.H. Harriman Memorial Safety Awards, Illinois Central earned the gold in Group B - line-haul railroads with 4-15M employee-hours, and the Grand Trunk Western received a Certificate of Recognition in the Class 1, Group C category (under 4 million employee hours, but more than 250,000) for safety improvements in the last two years. Soo Line won a similar Certificate of Recognition. (**Progressive Railroading**, May 19)

TRENTONWORKS HOPING TO GET SHARE OF ORDER: TrentonWorks is waiting to hear whether any of the 2,400 railcars its parent company has received orders for will be fabricated at the local railcar plant in Nova Scotia. Greenbrier Companies announced it has received additional orders for double-stack intermodal wells and boxcars from TTX Company and Burlington Northern Santa Fe. The orders are valued at \$120 million.

TrentonWorks communications manager Sandy Stephenson said no decision has been made whether the orders will go to Trenton, the plant in Oregon, the facility in Mexico or some combination of the three. (**New Glasgow Evening News**, June 10)

HISTORIC STATION IS NOT IN GO PLANS: The hope that GO Transit will use Brampton, Ontario's historic 1902 railway station as its new stop in the west end of the city has hit a snag. A letter from GO officials to the custodians of the station, the Brampton Historical Society, has indicated GO won't be able to fit the old building into plans for the construction of the new west end railway station. The new station is to be built in the next two years at Bovaird Drive and Creditview Road. The former CPR station was in danger of being torn down in 1995 when, as a last resort, members of the Brampton Historical Society photographed it, measured it, numbered the bricks and dismantled it. It has been in storage on private property ever since, awaiting an appropriate proposal to restore it. It can be rebuilt, according to society officials and they haven't given up hope that the historic building will be resurrected. They hope that with the strong support of council and Brampton Mayor Susan Fennell, resurrecting the building would be a fitting project for this year's 150th birthday celebrations in Brampton. (**Brampton Guardian**, May 21)

EMD LAUNCHES SD70ACe: General Motors Electro-Motive Division has introduced the SD70ACe, a new diesel-electric freight locomotive model that surpasses Tier 2 emissions standards set by the US Environmental Protection Agency 2005. The SD70ACe model combines new self-diagnostics with predictive health capabilities. Optional are EMD's IntelliTrain services, which uses wireless communications to remotely monitor locomotives. The SD70ACe also includes a new cab designed with locomotive engineer input. It is described as "a state-of-the-art ergonomic design for both operators and maintainers." The first four SD70ACe locomotives, GM70-73, are in various stages of testing. Additional units will be delivered and demonstrated to North American railroads in advance of the January 1, 2005 effective date for Tier 2 emissions. (**Railway Age**, June 24)

KEEPING SAFETY ON TRACK: Whether a train is used for the passage of freight on a short line or for transporting visitors at one of Alberta's heritage sites, The Railway (Alberta) Act is in place to ensure that they all reach their destination safely. While interprovincial railways have always been under the jurisdiction of the federal government, structural changes in the industry have created a new business of short-line railways that operate solely within Alberta. The Act, which came into effect on September 1, 2002, focuses on the safe construction, maintenance and operation of provincial railways. The Act replaces outdated legislation and streamlines approval processes for construction, operation and shutting down of railways under provincial jurisdiction. (**AB government**, May 29)

RAIL FREIGHT TRAFFIC DECLINES DURING MOST RECENT WEEK: Freight traffic on the nation's railroads was down during the week ended June 21 in comparison with the corresponding week last year, the Association of American Railroads (AAR) reported. Intermodal traffic was up from last year but carload freight was down on Canadian railroads. Intermodal traffic totalled 43,005 trailers and containers, up 8.4% from last year. Carload volume was 60,487 cars, down 4.9% from the comparable week last year. Cumulative originations for the first 25 weeks of 2003 on the Canadian railroads totalled 1,545,594 carloads, down 1.8% from last year, and 1,026,301 trailers and containers, up 9.9% from last year. (**AAR.org**, June 26)

BLE ADVISORY BOARD TO REVIEW TEAMSTERS MERGER AGREEMENT: On July 9 and 10, the Brotherhood of Locomotive Engineers' advisory board plans to meet in Cleveland to review and vote on a final agreement governing the union's proposed merger with International Brotherhood of Teamsters. Two-thirds of the board's members must approve the agreement before BLE distributes it to union members for a ratification vote. If approved by the board, BLE plans to immediately mail ballots to all divisions, general chairmen, state and provincial legislative board chairmen, and advisory board members, and post merger information on the union's Web site. Ninety days later, BLE would mail ballots, which must be returned in 45 days, to its general membership. (**Progressive Railroading**, June 2)

CTA SEEKS COMMENTS ON RAILWAY CHARGES FOR THE MAINTENANCE AND CONSTRUCTION OF CROSSINGS: The Canadian Transportation Agency wishes to consult interested parties regarding the development of the Guide to Railway Charges for the Maintenance and Construction of Crossings which will replace the existing Schedule A Directives. The draft document is available for viewing at http://www.cta-otc.gc.ca/rail-ferro/xings/consultation/guide_e.html. (**CTA homepage**, June 11)

TRANSPORTATION APPEAL TRIBUNAL OF CANADA ACT COMES INTO EFFECT: The Transportation Appeal Tribunal of Canada Act, which establishes the Transportation Appeal Tribunal of Canada (TATC) came into effect June 30. The new multimodal tribunal is modelled on and replaces the Civil Aviation Tribunal to provide the marine and rail communities with the same review and appeal rights on enforcement decisions previously available to the aviation community. The TATC is an independent, quasi-judicial body that reviews administrative and enforcement actions taken under various acts. The TATC shifts the reviews and appeals of these actions from the courts, the Minister of Transport and senior government officials to a body of members with a variety of transportation expertise. (**Transport Canada**, June 30)

DEMOLISHED: BC Rail's diesel shop in North Vancouver, BC, was demolished during May. (Grant Ferguson)

FEDERAL FUNDING FOR ONR SERVICE: The Government of Canada has agreed to extend its funding agreement with the Ontario Northland Transportation Commission (ONTC) for one year in order to continue passenger rail service between Toronto and North Bay. The funding totals \$2.5 million and takes effect July 1, 2003. The federal funding will ensure continuation of the service between Toronto and North Bay, while the provincial government and the ONTC continue seeking a long term solution for the Ontario Northland rail service. For the past seven years, Transport Canada has provided funding to ONTC to ensure the continued operation of passenger rail services. (**Transport Canada**, June 30)

RAILPOWER ANNOUNCES MOVE INTO COMMERCIALIZATION: RailPower Technologies Corp., has announced that it is now in position to take commercial orders for its hybrid switcher locomotives following completion of the trial of its 2,000 horsepower Green Goat hybrid switcher locomotive with Union Pacific Railroad. "The trial with Union Pacific started in March, 2002, at Union Pacific's Roseville yard near Sacramento, California, and then relocated to Union Pacific's facilities in Chicago in January of this year for cold weather testing and testing in a number of different applications. We consider the performance and durability of the Green Goat and the confirmation of our emissions reduction estimates, a considerable success. The Green Goat performed successfully in all applications in which it was used," said RailPower President and CEO, Jim Maier.

Based on feedback from, and the performance of the Green Goat during the Union Pacific trial, RailPower designed and built a pre-production Green Kid locomotive which at 1,000 horsepower is primarily targeted at industrial switching yards. The initial Green Kid is in the final stages of commissioning at Southern Rail in New Westminster, BC.

"RailPower has taken the decision to move ahead with a production run of two additional Green Kid locomotives and two pre-production Green Goats. These locomotives will be used to fulfill anticipated initial orders, and to provide additional demonstration locomotives to help convert expressions of interest into firm orders. The pre-production Green Goats will also enable us to finalize manufacturing processes and procedures for the Green Goat," said Maier.

As announced in May, the existing Green Goat is currently being moved from Chicago to the Los Angeles area for a 30-day trial with Pacific Harbor Line, commencing mid-July. RailPower's Green Goat and the smaller Green Kid feature small, Tier 2 compliant diesel generators and very large, long-life, recyclable battery banks. Both have very low maintenance requirements, high reliability and offer a number of safety features, including improved visibility. They reduce smog-precursor NOx and dangerous diesel particulate emissions by 80-90%. Diesel fuel consumption is reduced by at least 50%, when compared to a late model conventional yard switching locomotive of comparable power. (www.railpower.com, June 27) ■

Conductors Awarded Damages Against VIA and BLE

The Canada Industrial Relations Board has ruled that many of almost 230 former UTU-represented VIA Rail conductors who lost their conductor and assistant conductor positions at VIA Rail are entitled to losses of wages and potential earnings. These losses could be as much as \$230,000 each and collectively total in the tens of millions of dollars. In the alternative, many of the conductors and assistant conductors could be allowed to train as a locomotive engineer with their full train-service seniority. These damages flow as retribution following the Canada Industrial Relations Board's (CIRB) finding of serious violations of Canadian labour laws by the Brotherhood of Locomotive Engineers with the compliance of VIA Rail. The BLE and/or VIA Rail are liable for the payments on a basis yet to be determined, said the CIRB.

In September 1997, VIA Rail moved to combine the crafts of conductor and locomotive engineer into a single craft and bargaining unit of "operating engineer" (later changed to "locomotive engineer" at the insistence of the BLE). VIA Rail said it recognized and understood its responsibility to train all affected employees so that they might meet the qualifications of the new single craft. The CIRB (formerly known as the Canada Labour Relations Board, or CLRB) directed that there was to be a representation election amongst the two operating crafts. The BLE was successful and gained exclusive bargaining rights for this new single craft. The vote, very narrowly favouring the BLE, said the CIRB, was "close" and turned, in part, on BLE promises to provide craft autonomy, separate committees of adjustment for former conductors and assistant conductors, equal access to engineer training, and assurances that those conductors and assistant conductors not promoted to positions of locomotive engineer on VIA Rail could flow back to prior positions within the UTU's ranks at Canadian National Railways.

Following the representation election, a new contract was negotiated in June 1998 between the BLE and VIA Rail covering the new craft of locomotive engineer. The result of this contract was that all conductor positions at VIA Rail were immediately eliminated and with the concurrence of the BLE. Furthermore, although not one of the BLE represented engineers lost their jobs at VIA Rail, the very great majority of the former UTU-represented conductors lost their jobs at VIA Rail since most were not offered training in the small group of locomotive engineer positions that were made available to this group in June 1998 as a result of the agreement between the BLE and VIA Rail.

Subsequently, an "unfair labour practice" complaint was filed with the CIRB by the former VIA conductors and assistant conductors, who previously were represented by the UTU. They charged the BLE had represented them in a manner that was "arbitrary, discriminatory and in bad faith." They alleged the BLE had made false promises prior to the representation election. More specifically, it was alleged that the BLE failed to create conductor general committees of adjustment as promised, failed to provide craft autonomy as promised and had acted in a discriminatory and prejudicial manner toward conductors and assistant conductors by signing an agreement with VIA Rail that failed to provide conductors and assistant conductors with the necessary training to perform duties of the new craft. These actions by the BLE, said the complaint, effectively eliminated, in a discriminatory manner, every conductor and assistant conductor on VIA Rail.

In 1999, the CIRB ruled in favour of the conductors, ordering VIA and the BLE to renegotiate the crew consist agreement as it applied to the selection process, provide training for the new locomotive engineer positions and establish seniority lists for conductors and assistant conductors. Also, the BLE was ordered to hire a "professional" (at BLE cost) to assist the

conductors and assistant conductors in the renegotiation process so that the conductors and assistant conductors would have an equal and independent voice at the table with VIA Rail and the locomotive engineers.

In May 2003, the CIRB - which accused VIA Rail and the BLE of delaying the final decision through "a flurry of legal proceedings" - issued new, more specific and harsher remedies. VIA Rail was ordered to reform the seniority system and the process by which locomotive engineers are trained and selected from the ranks of the former UTU-represented VIA Rail conductors. Also, both VIA Rail and the BLE are to be held responsible either jointly or severally to reimburse many of the adversely affected former conductors and assistant conductors for any lost earnings or potential earnings, and also to pay all legal fees and expenses incurred by the former UTU-represented conductors and assistant conductors who filed the complaint.

The CIRB said it would decide the compensation to be awarded the conductors and assistant conductors on an individual basis and would decide how much of the bill VIA Rail and the BLE would be responsible for. It appears the BLE and VIA Rail may share in the costs of this injustice to the conductors and assistant conductors. The CIRB reserved the right to determine the proportionate amount between the BLE and VIA Rail.

During the proceedings before the CIRB, the BLE denied it had made "promises" to the conductors and assistant conductors prior to the representation election, but rather had only provided "campaign rhetoric." The BLE said it "cannot be held accountable for what was said during a campaign and there can be no reasonable expectation on the part of UTU members that they would obtain all that had been promised."

The CIRB said, "What these proceedings have brought to light is the BLE's recklessness in telling the conductors and assistant conductors that they would be able to return to similar positions at CN without ensuring beforehand that these rights were indeed available." The CIRB said "the BLE failed to uphold a reasonable standard of competence in representing its members and, in this regard, is accountable to them for its shortcomings." The CIRB also held that VIA Rail and the BLE were guilty of collusion in that they obviously combined their efforts to negotiate an agreement that failed to appropriately recognize the former conductors' and assistant conductors' rights to the newly created position of locomotive engineer.

VIA Rail and the BLE may appeal the decision to Canadian courts. However, the UTU and former UTU-represented conductors (known as the Cairns group) have won every case heard before the CIRB, Federal Court of Appeal and Supreme Court of Canada.

"There is no doubt that this latest decision is one of the most important and largest damage awards against a union (the BLE) in CIRB/CLRB history," said UTU Vice President Guy Scarrow. "It is also one of the most far-reaching decisions. The end result to either the BLE and/or VIA Rail could result in tens of millions of dollars in damages, including the costs to train as many as 100 former UTU-represented conductors and assistant conductors to become fully qualified locomotive engineers," Scarrow said. "The CIRB ordered the BLE and VIA Rail to produce further information following which the UTU and Cairns group will have the opportunity to present their demands for just compensation."

The decisions summarized above, Nos. 230 and 35, are available at www.cirb-ccri.gc.ca.

On June 15, the BLE filed for a judicial review by the Federal Court of Appeals. (UTU, June 5, thanks to Adrian Telizyn. ■

A Ride in History

by John D. Thompson

Friday, May 16, 2003 was the 150th anniversary of the first public operation of a railway (the Ontario Simcoe and Huron), as described in the June 2003 **Branchline**. Such anniversaries deserve to be celebrated, especially as few of us will be around for the 200th!

On a rainy afternoon, a group of railway enthusiasts gather in the GO Transit concourse of Toronto Union Station to board Train 805 for the 30-mile ride to Aurora. They represent three organizations: Bytown Railway Society, Canadian Railroad Historical Association, and Upper Canada Railway Society. The train is scheduled to depart at 17:22.

The atmosphere, despite the rush hour crowds of commuters bustling by, is reminiscent of assembling at Union Station in bygone days prior to the departure of a fantrip. This ritual was a familiar one for all present. Everyone knows each other, or does after introductions, and there is the usual railfan conversation common to such gatherings.

Standing in the lower concourse of the massive stone building, it is almost impossible to picture the scene in 1853. Imagine, though, a small, crude frame station located not far from the present edifice. We'll assume that the weather, unlike today, is clear. A group of people, the men in top hats and woolen suits, the women in bonnets and voluminous dresses, stands on the station platform awaiting the departure of the first train to Aurora.

The locomotive *Toronto*, panting quietly, is at the head of its train, wood smoke drifting lazily from its funnel-like stack. A feeling of anticipation and excitement, of participating in an historic event, ripples through the crowd, especially among those fortunate enough to be riding the train.

A similar emotion is felt by the railfans riders in 2003. However, there is also a feeling of sadness, at least on the part of this writer, that so little notice has been taken of the anniversary by the local media, the City of Toronto, or Canadian National Railway.

Such thoughts are soon put aside, though, as the train departures board lists our train as ready for boarding, and we make our way up to the platform, finding seats in the spacious doubledeck cars. Soon, the conductor announces departure, and our train starts smoothly, gliding out of the trainshed and into the persistent rainfall.

To the left is the CPR John Street Roundhouse, long unused, and planned to become a rather small railway museum at some unknown future date. Then, we're passing beneath the relatively new (late-1980s) Spadina Avenue bridge, followed by the much older Bathurst Street structure.

West of here, Train 805 veers northwestward, away from the Oakville Subdivision, and onto the Newmarket Subdivision. This stretch of track is lined with industries, but few of them have rail sidings these days. Our train clatters across CPR's North Toronto Subdivision; the connecting track is gone, another sign of the times. At St. Clair Avenue we pass the site of the comparatively modern (circa 1930) station of similar name, destroyed about ten years ago. We have, by now, ascended the escarpment of the long-vanished Lake Iroquois shoreline. The right-of-way passes an older residential area between St. Clair and Eglinton Avenues; just north of Eglinton is the site of the junction with the ill-fated, short-lived Toronto Belt Line (1892-1894). The last remnant of this line, extending about a mile and half eastward, was abandoned about five years ago.

The surroundings are now predominantly industrial. North of Lawrence Avenue, the Downsview Yard seems to be used for long term storage of freight cars, perhaps waiting for a trip to the shops. The last station here (not an Ontario, Simcoe and Huron structure) has been gone for about 30 years.

After burrowing beneath Highway 401 and crossing Wilson Avenue, the tracks skirt the western perimeter of the former Downsview Air Force Base. Redevelopment is planned for this site, although it has been a long time in getting started. An aviation museum has been established in one of the hangers. Here, a full-scale replica of the magnificent, star-crossed Avro Arrow jet interceptor is nearing completion.

Back in 1853, of course, most of the territory traversed so far would have been open country: fields and forests. The ride would have been as different as night and day compared to today's experience. The passengers were probably seated on hard wooden seats, in coaches with little or no springs or draft gear. They would be constantly jostled by the rough, poorly laid track and by the slack running in at stops. The speed was likely no greater than 25 or 30 miles per hour, if that. Open windows for fresh air would produce a faceful of wood smoke. Still, it would have been fun to have been there; too bad there weren't any railfans around these parts back then!

Our present-day GO train is soon slowing for its first stop out of

Union, the new Rutherford station. This facility was built to serve nearby York University, to which it is linked by a shuttle bus.

Next comes the beautifully-restored, former Grand Trunk Railway Maple station, resplendent in the postwar red and cream livery. It is located just northeast of Major Mackenzie Drive and Highway 27, and is best photographed in the afternoon sunlight.

As we leave Maple and near King, signs of open country begin, fresh and green under the spring rain. King station is a relatively-new GO Transit-built structure; the former CN station was relocated two miles westward.

Upon leaving King, the tracks arc eastward, crossing Keele Street. A siding in this vicinity is noted, with several freight cars. This is an encouraging sign that freight business is not completely dead on this section of line.

The abutments of the long-abandoned (late-1920s) Schomberg and Aurora interurban (radial) line overpass were visible in this area until fairly recently, and the diligent researcher might still find traces. At Yonge Street, which the railway crosses on a long-established bridge, a short section of the roadbed of the interchange track is still visible on the east side of the highway, south of the bridge.



The resplendently-restored station at Maple, Ontario, on May 19, 2003. Photo by John Thompson.

By this time the houses west of Yonge Street have given way to factories along the final mile into Aurora station. Here, our group detains, with several fans swinging into action, photographing the departing train, and the attractive, restored Grand Trunk Railway station.



GO Train 809, with cab-coach 208 leading, arrives at the historic ex-CN, nee GTR station at Aurora, Ontario, on Friday, May 16, 2003. Photo by John Thompson.

The rain doesn't dampen our spirits as we assemble on the station lawn around the plaque commemorating the arrival of the first train in 1853. BRS member Tony Rubin reads the wording aloud, then gives a short speech about the event, and the importance of our group observing the anniversary as railway historians.

In due course, Train 809, the third and final northbound train, arrives and is duly photographed, despite the crummy weather, then departs for its terminus at Bradford, 11.5 miles northward. It is now time for the group to depart for an enjoyable supper at the Trio Restaurant, a pleasant, reasonably-priced establishment serving excellent food. Afterwards, a GO bus takes us south to Finch Subway Station and on into the city.

I'm sure, despite the gloomy weather, I speak for all of the participants by declaring that we greatly enjoyed "doing our own thing" to celebrate an event that brought in such tremendous long-lasting benefits for our province and city.

And even as this is written, the good news is that passenger service will be restored to more of the onetime OS&H. The province has announced that passenger service will be extended northward about 12 miles from Bradford, to the fast-growing city of Barrie. This trackage was abandoned in 1997, but, with great foresight on the part of Barrie and Simcoe County, was purchased and "railbanked" for future use. Sometimes, things work out all right!

This article is dedicated to the memory of Dave More, 1944-2003; gifted photographer, meticulous modeller, railroaddiana collector and true gentlemen. ■



Railfans Tony Rubin, Ian Wheal, Derek Boles, Hollie Lowry, Jim Frost (holding picture of locomotive *Toronto*, which pulled the first train into Aurora in 1853), Scott Haskill, Harold Glover, Joe Robbie, George Roe and Julian Bernard pose for a group photo at Aurora on May 16, 2003. Photo by John Thompson.

SAMPLES OF DIESEL UNIT CONSISTS

- May 1 - WHRC eastbound gypsum at Windsor, NS: WHRC RS-23s 8019, 8042 and 8036.
- May 4 - BCOL northbound at McEwan, BC: BCOL SD40-2 767, BCOL C36-8s 3625 and 3624, and BCOL SD40-2 763.
- May 6 - CN 357 at Edmonton, AB: CN SD75I 5732, NS C40-9W 9502 and CN Dash 9-44CW 2533.
- May 13 - CN detouring on QGRY at Trois-Rivières, QC: CN SD60F 5531 and GCFX SD40-3 6037.
- May 15 - CP 246 at Perth, ON: CP AC4400CW 8512 and UP SD90MAC 8047.
- May 15 - ONT 111 at North Bay, ON: ONT SD75I 2103, ONT GP38-2 1808 and ONT GP9 1603.
- May 16 - CN 443 at Brettville, AB: CN SD60F 5540, CN SD50Fs 5455 and 5434 and CN GP9RM 7036.
- May 17 - ONT 208 at North Bay, ON: ONT SD75Is 2104 and 2103, and ONT FP7u's 2001 and 2000.
- May 18 - CN 419 at Edmonton, AB: CN GP40-2(W) 9639, CN GP38-2 4700 and CN GP38-2(W) 4778.
- May 19 - CN 305 at St-Lambert, QC: CN SD75I 5630, CN Dash 9-44CW 2599 and CN SD75I 5668.
- May 19 - MMA southbound at Shanks, QC: MMA (nee BN) C30-7s 5021 and 5078.
- May 22 - CP (Ottawa Valley Ry.) eastbound at North Bay, ON: CP SD40-2s 5949 and 5421, and CP GP38-2 3048.
- May 22 - OCRR empty military train at Ottawa, ON: CN SD50F 5425 and LLPX GP38-2 2272.
- May 22 - QGRY 505 at Petit St-Martin, QC: QGRY GP40-2L(W) 3014, HCRY SD45E 461 and QGRY GP40 3105.
- May 24 - CN 303 at Toronto, ON: CN SD75I 5629, CN SD50F 5421 and CN GP40-2(W)s 9671 and 9672.
- May 24 - BCOL PGNV24 at Lillooet, BC: BCOL Dash 9-44CWs 4653, 4646 and 4652.
- May 25 - ONT 111 at Tomiko, ON: ONT SD75Is 2103, 2100 and 2104 and ONT SD40-2 1737.
- May 25 - CP (Ottawa Valley Ry.) 107 at North Bay, ON: CP AC4400CWs 9508 and 8645, SOO SD40-2 767 and CP SD40-2 5873.
- May 25 - CP westbound at Dunmore, AB: SOO SD60 6054, CEFX SD90MAC 139, CP SW1200RS 8114, CEFX AC4400CW 1013 and CP SD40-2 5759.
- May 26 - CP 845-013 at Notch Hill, BC: CP AC4400CWs 9732 and 9543, with CP AC4400CW 9733 on the rear.
- May 26 - CN 334 at Toronto, ON: NS C40-9W 8950, GTW SD40-2 5931 and CN SD75I 5754.
- May 29 - CP 241 at Perth, ON: SOO SD60s 6014 and 6056, CP AC4400CW 8606, CEFX AC4400CW 1003 and CP SD40-2 5905.
- May 29 - CN 356 at North Battleford, SK: CN Dash 9-44CW 2651, CN SD50F 5404 and CN SD40-2(W) 5284 (142 loads, 0 empties, 15277 tons, 9078 feet).
- May 30 - CP 273 at Thunder Bay, ON: CP SD40-2s 5802 and 5829, CP AC4400CW 9556, CP SD40-2F 9006 and CP SD40-2s 5900 and 5942.
- May 31 - CN 305 at Rothesay, NB: CN SD75I 5746 and CN Dash 9-44CWs 2563, 2624 and 2659.
- May 31 - CN 202 at Edmonton, AB: CN Dash 9-44CW 2508 and NS C40-9W 9502.
- May 31 - CTRW eastbound at North Battleford, SK: OMLX GP38-3 2253 and OMLX GP9 3372.
- May 31 - QGRY westbound at Trois-Rivières, QC: QGRY GP40-2L(W) 3015, LLPX GP38-2 2266, QGRY GP40 3102 and QGRY GP38 2004.
- Jun 2 - CP 273 at Thunder Bay, ON: CP SD40-2s 6005, 5770, 5844 and 5866 and SOO SD40 745.
- Jun 6 - NBEC 578 at Campbellton, NB: NBEC SD40 6900, NBEC C-424 4214 and NBEC SD40 6905.
- Jun 8 - NBSR 904 at McAdam, NB: HLCX GP38 3669, NBSR GP38-3 9801 and CDAC GP40 40.
- Jun 8 - CP (Ottawa Valley Ry.) 120 at North Bay, ON: CP SD40-2 5935, CEFX SD90MAC 131 and CP SD40-2 5940.
- Jun 8 - CP 120 at Smiths Falls, ON: CP AC4400CW 9725 and CP SD90MAC 9119.
- Jun 13 - CP 2-422 at Galt, ON: CP AC4400CW 8507 and SOO GP40 2011.
- Jun 14 - QGRY at Gatineau, QC: QGRY GP35E 2502 and QGRY GP38 2004.
- Jun 15 - CN 216 at Mansewood, ON: CN Dash 9-44CW 2518 and CSX SD40-2 8208.
- Jun 18 - CN 451 at Washago, ON: CN SD60F 5556, NS SD60 6665, CN SD60F 5531 and ONT SD40-2 1730.
- Jun 18 - NS 445 at Yager West, ON: UP SD60M 6131 and NS SD40-2 3394.
- Jun 21 - CP 2-107 at Smiths Falls, ON: CP SD40-2s 5599, 5703 and 5758, CP AC4400CW 8632, and CP SD40-2s 5684, 5565 and 6064.
- Jun 22 - CP westbound at Dorval, QC: CP SD40-2s 5675, 5681, 5605, 5676, 5647 and 5680.
- Jun 22 - CP 2-428 at Smiths Falls, ON: CP GP38-2 3072, CP GP9u 1547 and CP GP40-2 4656 (Burned out CP AC4400CW 8654 in train).
- Jun 22 - CP eastbound at Parry Sound, ON: CP SD40-2s 5691, 6033, 5973, 5739 and 6066.
- Jun 23 - UP ITIBPB at Yuma, AZ: UP SD70M 4168, CSX C40-8 7541 and CP SD40-2 5616 (93 loads, 0 empties, 4738 tons, 5844 feet).
- Jun 25 - CTRW at Prince Albert, SK: CTRW M-420(W) 3547 and Central Kansas GP30 2508.
- Jun 26 - CP 120 at Smiths Falls, ON: CP SD40-2 5866, SP AC4400CW 114, and CP SD40-2 5771.
- Jun 27 - CP 122 (eXpressway) at Cobourg, ON: CP SD40-2 5567, STLH SD40-2 5651 and CP SD40-2 5857.
- Jun 30 - CN 305 at Rothesay, NB: CN SD75I 5678, CN Dash 9-44CW 2616 and CN GP9RM 7015.

(Thanks to Kevin Beckley, James Blunt, Roger Boisvert, Keith Bowler, Dean Brown, Doug Cameron, Donovan Case, Steve Danko, Peter Ely, John Eull, Milne Hall, Peter Jobe, Jeff Keddy, James Lalonde, Harm Landsman, Bryan Martyniuk, Tim Mayhew, Peter Phillips, Michel Robichaud, Glenn Roemer, André St-Amant, Bill Sanderson, Fred Scott, Doug Seymour, Stan Smith, Geoffrey Sockett, Lorence Toutant and Joe Zika)

LEGEND: **BCOL** = BC Rail; **BN** = Burlington Northern; **CDAC** = Canadian American Railroad (Helm); **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSX** = CSX Transportation; **CTRW** = Carlton Trail; **GCFX** = Connell Finance (lettered GEC-Alstom); **HATX/HLCX/HLGX** = Helm Financial; **HCRY** = Huron Central; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **MMA** = Montreal Maine & Atlantic; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **OMLX** = OmniTRAX; **ONT** = Ontario Northland; **QGRY** = Quebec Gatineau; **SOO** = Soo Line (Canadian Pacific); **STLH** = St. Lawrence & Hudson (Canadian Pacific); **SP** = Southern Pacific (Union Pacific); **UP** = Union Pacific; **WHRC** = Windsor & Hantsport. ■

Book Reviews

by Paul Bown

Forgotten Stories of the Railway by Paul Langan.



A compilation of ten railway related topics from the Galt, Preston and Hespler (the three are now combined into Cambridge) area of Ontario. Some are items picked from newspapers such as the "January 11, 1919, Branchton Grand Trunk Rail Crash" while others are the result of interviews carried out by Paul. In at least one

case, "Coombe Children Sent to their Farms by Rail", the rail relationship is quite a stretch and one of the other items, the recounting of an interview, was a bit difficult to follow. The photos are all newly published and range from very good to poor. There were some excellent scenes of the Preston Car & Coach Company but unfortunately not much text to match. There is also an interesting account, with photos, of the final run of the Lake Erie & Northern/Grand River Railways. While I cannot say that the book is terrific it is certainly an interesting effort and is available at a very reasonable price. It is soft-cover, landscape format, with 36 pages containing 39 photos/images.

The book can be ordered directly from the author. Send a cheque for \$13.00 (which includes shipping) payable to Paul Langan at: Paul Langan, 107 Queen St. E., Cambridge, Ontario, N3C 2A9.

Canadian Pacific in Color Volume 1: Eastern Lines by Bill Linley.



This is a work that certainly deserves high praise and everyone who has laid eyes on a copy just raves about it. An in-depth look at the eastern half of the Canadian Pacific Railway through the last years of steam until the early days of the multi-mark paint scheme. That being said, any unit in the multi-mark finish is hidden deep in a locomotive consist or is lurking in the distance. The time period of the photos, and they are all in colour, is from the late-1940s through the early-1970s. If you liked that classic Tuscan paint scheme you will love this volume.

The coverage starts with the Dominion Atlantic Railway in Halifax and journeys as far west as the Nipigon Subdivision. Bill has obtained magnificent shots, many his own, from most of the CPR's eastern subdivisions, both large and small. As you turn the pages you travel from east to west on the CPR system. The photos are arranged by subdivision for the most part but there are sections on several cities such as Saint John, Fredericton, and Smiths Falls where subdivisions tended to connect. In cities like Montreal, Toronto and Ottawa he split is by subdivision or terminal.

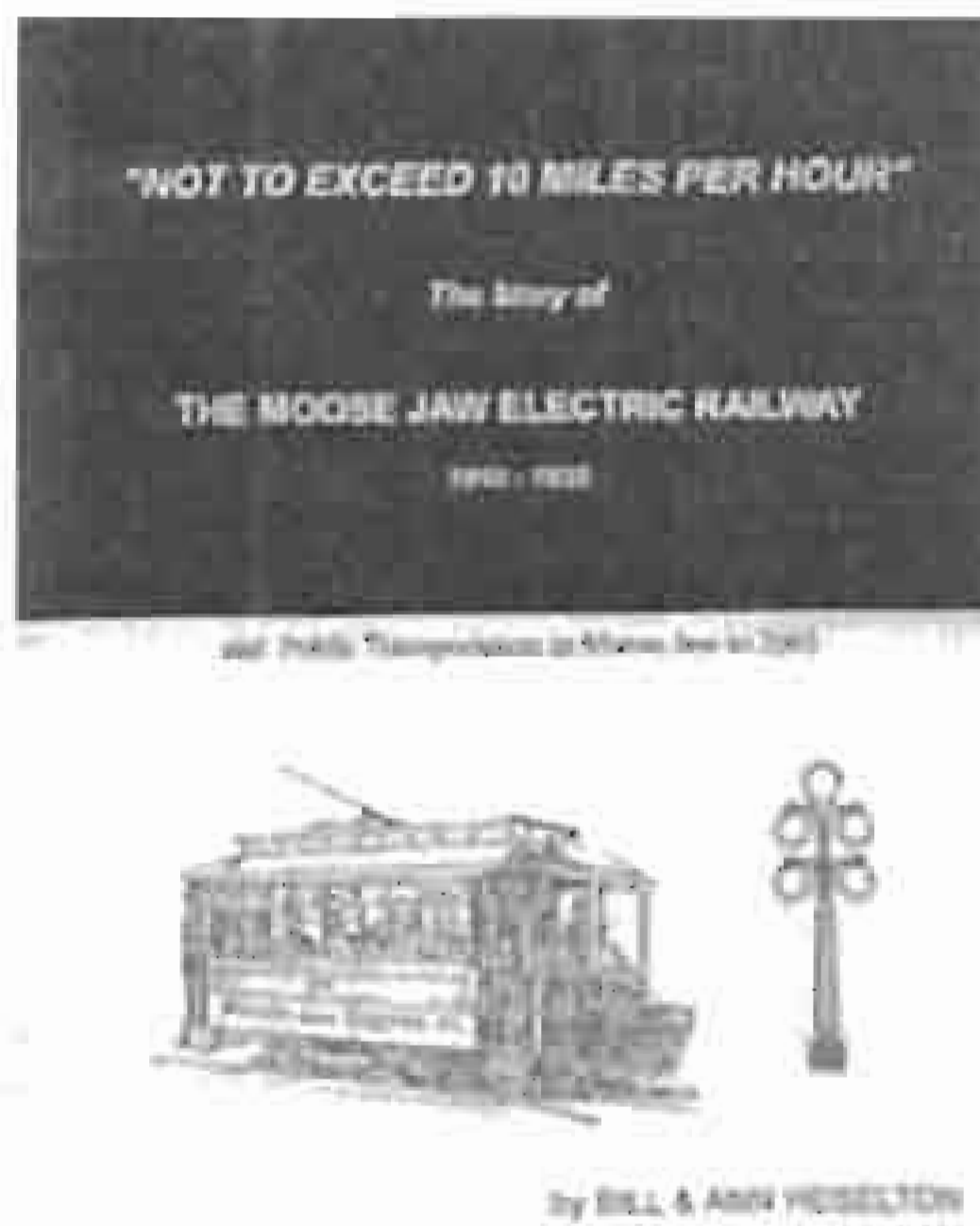
It is very hard to describe how visually exceptional this volume is. The cover photo (repeated on page 77) is an early morning shot of CPR train #8 "The Dominion" with FP7 1431 and F9B 1900 and #232 with FP7 1429 ready to depart for Montreal with the Union Station, Chateau Laurier and Parliament Buildings in the background. Truly a classic shot. While there are probably more diesel photos than steam there is ample coverage of both. It is really hard to describe the amount of material covered in this

volume but all of the famous locations are included such as the 4-4-0s on the Chipman-Norton, New Brunswick, branch. and the early ALCO power in Vermont in the as-delivered paint schemes. You can find Hudsons on the main line and Jubilees plus light Pacifics on the branches plus, of course, the D4 and D10 4-6-0s that appeared just about everywhere.

If you appreciate the CPR this book is a must have. It is great for both the historian and modeller as just about every variation of the Tuscan paint scheme on almost every model of diesel that ran in the east is covered. As well as Bill's photographs you will recognize the names of many of Canada's noted railway photographers including Ron Ritchie, Omer Lavallée, James A. Brown, Bob Sandusky and George Pitarys to name a few. All in all this is one of the most appealing books I have ever seen on the CPR.

The 128-page Morning Sun Line hardbound volume, in 8½" x 11" format, is available from the BRS sales desk service for \$75.00 plus \$5.00 P&H and \$5.60 GST (or \$12.00 HST if applicable). For our US members the price is \$61.25US including shipping.

"Not to Exceed 10 Miles Per Hour" – The Story of the Moose Jaw Electric Railway 1910–1932 and Public Transportation in Moose Jaw to 2003 by Bill and Ann Heselton.



An interesting history of one of the smaller public transportation systems in Canada. As is stated in the volume, Moose Jaw was too small to have a public transit system yet too large not to have one. The book has 26 chapters of which 24 are devoted to the Electric Railway and the others to the two bus systems that operated in Moose Jaw. The system commenced operation in 1911 and was abandoned in 1932. Like many small systems it never really covered the capital outlay and paid a dividend only once in its life span.

The authors' research methods included going through microfilm copies of newspapers from the time period plus interviewing long-time residents of the city. The information is well done and the 263-page volume is packed with over 200 photographs and 100+ graphics. Certainly the initial cars plus at least one of the sweepers were provided by the Ottawa Car Company - in fact the owners of the system were a group of investors from Ottawa. The ownership moved to Moose Jaw with the commencement of bus only service in 1932.

This is a well done and interesting volume on one of Canada's smallest Transit System. If the book has any drawback it is that it does not include a roster of the electric vehicles. The author has attempted to include bus rosters. These may not be complete since the company had a tendency to reuse numbers making confirmation of research difficult. While there is map of the system it is small and hard to read. For those unfamiliar with Moose Jaw a larger map certainly would have helped. Overall it was interesting to read and deserves to reside in your collection if you are interested in Canada's Traction Heritage.

This soft cover 8½" x 11" 263-page volume is available from the Society's sales desk service. Cost is \$34.95 plus \$5.00 P&H and \$2.80 GST (or \$5.99 HST if applicable) for a total of \$42.75 (\$45.84 for HST provinces). For our US members cost is \$31.21US.

A SELECTION OF PASSENGER CONSISTS

<p>3 May 2003 VIA #1 - "Canadian" at Edmonton, Alberta</p> <p>F40PH-2 6448 F40PH-2 6437 F40PH-2 6404 Glass-Roofed Coach 1721 * Glass Roofed Coach 1722 * Baggage 8616 * Club Car 4004 * Club Car 4001 * Baggage 8610 Coach 8123 Coach 8116 Skyline 8501 Sleeper <i>Stuart Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Dawson Manor</i> Skyline 8502 Diner <i>York</i> Sleeper <i>Monck Manor</i> Sleeper <i>Thompson Manor</i> Sleeper <i>Craig Manor</i> Sleeper <i>Burton Manor</i> Sleeper <i>Jarvis Manor</i> Sleeper <i>Amherst Manor</i> Skyline 8504 Diner <i>Fairholme</i> Sleeper <i>Cornwall Manor</i> Sleeper <i>Hearne Manor</i> Sleeper <i>Sherwood Manor</i> Dome-Sleeper-Observation <i>Tweedsmuir Park</i></p> <p>* deadhead -----</p> <p>10 May 2003 VIA #64 at Toronto, Ontario</p> <p>P42DC 918 LRC Club 3451 LRC Coach 3350 LRC Coach 3351 LRC Coach 3344 -----</p> <p>18 May 2003 VIA #2 - "Canadian" at Vancouver, BC</p> <p>F40PH-2 6442 F40PH-2 6437 F40PH-2 6446 Baggage 8616 Coach 8123 Coach 8116 Skyline 8501 Sleeper <i>Stuart Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Dawson Manor</i> Skyline 8517 (activity car) Diner <i>York</i> Sleeper <i>Monck Manor</i> Sleeper <i>Thompson Manor</i> Sleeper <i>Craig Manor</i> Sleeper <i>Burton Manor</i> Sleeper <i>Jarvis Manor</i> Sleeper <i>Sherwood Manor</i> Sleeper <i>Chateau Closse</i> Sleeper <i>Brant Manor</i> Skyline 8504 (activity car) Diner <i>Fairholme</i> Sleeper <i>Cornwall Manor</i> Sleeper <i>Amherst Manor</i> Sleeper <i>Elgin Manoir</i> Sleeper <i>Cabot Manor</i> Sleeper <i>Bell Manor</i> Dome-Sleeper-Observation <i>Banff Park</i></p>	<p>12 May 2003 VIA 914 Renaissance Training Special at St-Lambert, Quebec</p> <p>F40PH-2 6427 Baggage 7003 Coach 7221 Coach 7212 Coach 7201 Service Car 7300 Sleeper 7511 Club 7106 -----</p> <p>18 May 2003 VIA #69 at Cobourg, Ontario</p> <p>F40PH-2 6406 Glass Roofed Coach 1720 Sleeper <i>Chateau Rigaud</i> Club Car 4006 Coaches 4107, 4118, 4113 -----</p> <p>19 May 2003 VIA #22 at St-Lambert, Quebec</p> <p>Renaissance Baggage 7008 Renaissance Coach 7214 Renaissance Coach 7205 Renaissance Club 7113 Renaissance Club 7111 Renaissance Service Car 7310 Renaissance Club 7110 Renaissance Baggage 7006 -----</p> <p>28 May 2003 VIA #5 - "Skeena" at Jasper, Alberta</p> <p>F40PH-2 6439 Baggage 8609 Club 4000 Glass Roofed Coach 1722 Dome-Sleeper-Observation <i>Prince Albert Park</i> -----</p> <p>4 June 2003 VIA #50 - "Enterprise" at Toronto, Ontario</p> <p>F40PH-2 6424 LRC Coach 3320 LRC Coach 3303 LRC Coach 3326 LRC Coach 3341 F40PH-2 6428 Renaissance Baggage 7004 Renaissance Coach 7216 Renaissance Coach 7206 Renaissance Service Car 7304 Renaissance Sleeper 7507 Renaissance Sleeper 7505 -----</p> <p>5 June 2003 VIA #33 at Montreal, Quebec</p> <p>P42DC 908 Renaissance Baggage 7002 Renaissance Coach 7203 Renaissance Coach 7213 Renaissance Coach 7209 Renaissance Service Car 7307 Renaissance Club 7107 Renaissance Club 7104</p>	<p>20 May 2003 VIA #17/15 - "Chaleur/ Ocean" at Montreal, Que.</p> <p>F40PH-2 6429 (Telus livery) F40PH-2 6433 Baggage 8622 Sleeper <i>Chateau Iberville</i> Sleeper <i>Chateau Dollier</i> Skyline 8515 Coach 8100 Coach 8131 Coach 8108 Coach 8141 Skyline 8505 Diner <i>Kent</i> Sleeper <i>Chateau Salaberry</i> Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Brule</i> Sleeper <i>Chateau Varennes</i> Sleeper <i>Chateau Laval</i> Sleeper <i>Chateau Papineau</i> Sleeper <i>Chateau Cadillac</i> Dome-Sleeper-Observation <i>Evangeline Park</i> -----</p> <p>26 May 2003 VIA #693 - "Hudson Bay" at Dauphin, Manitoba</p> <p>F40PH-2 6445 Baggage 8601 Coach 8129 Coach 8107 Diner <i>Annapolis</i> AMTK Sleeper 2448 -----</p> <p>30 May 2003 CP "Breakfast for Learning" special at Winnipeg, Manitoba</p> <p>4-6-4 2816 - <i>Empress</i> Auxiliary Tender 35508 Box Car 29114 Box Car with stage 401750 Steam Generator/Tool Car 96 Coach 102 - <i>Laurentian</i> Club Car 101 - <i>Dominion</i> Business Car 83 - <i>Lacombe</i> -----</p> <p>5 June 2003 VIA #14 - "Ocean" at Montreal, Quebec</p> <p>F40PH-2 6432 F40PH-2 6420 Baggage 8620 Coach 8142 Coach 8132 Skyline 8503 Diner <i>Louise</i> Sleeper <i>Chateau Rigaud</i> Sleeper <i>Chateau Jolliet</i> Sleeper <i>Chateau Viger</i> Sleeper <i>Chateau Roberval</i> Sleeper <i>Chateau Montcalm</i> Sleeper <i>Chateau Maisonneuve</i> Dome-Sleeper-Observation <i>Evangeline Park</i> Coach 8145 (deadhead) -----</p> <p>12 June 2003 VIA #61 at Montreal, Quebec</p> <p>LRC Club 3601 LRC Coaches 3350, 3370, 3304, 3335</p>	<p>31 May 2003 VIA #1 - "Canadian" at Langstaff, Ontario</p> <p>F40PH-2 6433 F40PH-2 6437 Baggage 8604 Coach 8106 Coach 8124 Skyline 8512 Sleeper <i>Hunter Manor</i> Sleeper <i>Osler Manor</i> Sleeper <i>Butler Manor</i> Skyline 8509 Diner <i>Alexandra</i> Sleeper <i>Christie Manor</i> Sleeper <i>Franklin Manor</i> Sleeper <i>Allan Manor</i> Sleeper <i>Carleton Manor</i> Sleeper <i>Abbot Manor</i> Skyline 8510 Diner <i>Frontenac</i> Sleeper <i>Draper Manor</i> Sleeper <i>Lorne Manor</i> Sleeper <i>Blair Manor</i> Dome-Sleeper-Observation <i>Assiniboine Park</i> -----</p> <p>3 June 2003 VIA #618 - "Bras d'Or" at Orangedale, Nova Scotia</p> <p>F40PH-2 6427 Baggage 8618 Coach 8113 Skyline 8511 Dome-Sleeper-Observation <i>Yoho Park</i> -----</p> <p>15 June 2003 VIA #5 - "Skeena" at Jasper, Alberta</p> <p>F40PH-2 6433 Baggage 8609 Club Car 4000 Glass Roofed Coach 1722 Dome-Sleeper-Observation <i>Kokanee Park</i> -----</p> <p>11 June 2003 VIA #612 - special move of Renaissance cars from Bombardier plant at Thunder Bay, Ontario</p> <p>F40PH-2 6417 Baggage 7011 Coach 7228 Coach 7208 Coach 7217 Service Car 7314 Diner 7400 Service Car 7313 Sleeper 7517 Sleeper 7522 Sleeper 7508 Sleeper 7510 Sleeper 7504</p>	<p>15 June 2003 VIA #16/14 - "Chaleur/Ocean" at Charny, Quebec</p> <p>F40PH-2 6431 F40PH-2 6408 F40PH-2 6416 F40PH-2 6406 Baggage 8618 Baggage 8615 Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Levis</i> Sleeper <i>Chateau Richelieu</i> Sleeper <i>Chateau Dollard</i> Sleeper <i>Chateau Vercheres</i> Sleeper <i>Chateau Rouville</i> Sleeper <i>Chateau Papineau</i> Diner <i>Emerald</i> Skyline 8515 Coach 8138 Coach 8109 Coach 8113 Coach 8119 Coach 8100 Skyline 8511 Diner <i>Acadian</i> Coach 8108 Sleeper <i>Chateau Lemoyne</i> Sleeper <i>Chateau Lasalle</i> Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Argenson</i> Sleeper <i>Chateau Iberville</i> Sleeper <i>Chateau Dollier</i> Dome-Sleeper-Observation <i>Yoho Park</i> -----</p> <p>14 June 2003 CP Special WGA-14 at Milton, Ontario</p> <p>4-6-4 2816 - <i>Empress</i> Auxiliary Tender 35508 Box Car 29114 Steam Generator/Tool Car 96 Coach 102 - <i>Laurentian</i> Club Car 101 - <i>Dominion</i> GO Cab-Coach 233 GO Bi-Level Coaches 2204, 2212, 2320, 2012, 2314, 2031, 2140, 2244, 2241 GO F59PH 550 -----</p> <p>27 June 2003 VIA #48 at Cobourg, Ontario</p> <p>P42DC 909 LRC Club Cars 3460, 3464 LRC Coaches 3355, 3351, 3333, 3361, 3357, 3344 -----</p> <p>23 June 2003 VIA #601/603 - "Saguenay/ Abitibi" at Montreal, Quebec</p> <p>F40PH-2 6411 (Lifesaver livery) F40PH-2 6415 Baggage Cars 8613, 8608 Coaches 4103, 8146, 4112 Baggage Cars 8612, 8606 Coaches 8145, 4111 F40PH-2 6440 * Coach 8136 * Sleeper <i>Chateau Closse</i> * Dome-Sleeper-Observation <i>Waterton Park</i> *</p> <p>* Utilized for a Warner Bros. movie shot in the La Tuque area on June 28.</p>
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(Thanks to James Blunt, Tom Box, John Bruketa, Milne Hall, Tom Higgins, Rick Howey, Rick Illingworth, Peter Jobe, Harm Landsman, Claude Léger, Bryan Martyniuk, Mark Perry, Michel Robichaud, André St-Amant and Lorence Toutant)

Legend: **AMTK** = Amtrak; **CP** = Canadian Pacific Railway; **VIA** = VIA Rail Canada. ■

The Ottawa Central Railway's Open House

The Ottawa Central Railway (the "OC") is no stranger to hosting an Open House for the general public, they've done it several times in the past at their Walkley Yard facility in Ottawa's south end, but this time it had a slightly different twist, they invited the Bytown Railway Society, Inc., to participate.

Walkley Yard, named after a nearby through street, is located in the south end of Ottawa and was built to be the last railway yard in the city as part of the famous (or infamous?) Greber Plan for the future of the National Capital. It all started in the 1950s, so as railway yards go it's fairly new. In addition to a complete track relocation for the Capital, it was intended to replace all existing CN and CP yards, principally CN's steam era Ottawa East yard and engine terminal, and their Bank Street (cross-town tracks) facilities, and CP's Ottawa West steam era yard and engine terminal and their Sussex Street facilities.

In its earliest days the new yard was located "out in the country", ha!, so much for the country. Walkley yard is now populated on all sides which puts it right smack-dab in the city. When put into use CN was over there first and occupied the north side of the yard. They had a rather impressive stone veneer Yard/Admin. office building with an operator's bay window, a small locomotive and car shop, fuelling depot, sand tower and other assorted facilities. CP made the move to Walkley last and when they moved in they simply took over what had been CN's yard. CN, at the same time, moved over one notch to the newly constructed south side. On this "new" south side was a yard, two storey Yard/Admin. building, topped by a glassed in "tower", a larger car repair (RIP) track and other assorted facilities, including new stock pens (which never saw a lot of use). So, what's all this got to do with the Ottawa Central Railway and their open house? Not a lot, but for those who don't see or know too much of Ottawa, it's an interesting bit of background necessary to understand the Walkley Yard of today.

Today, CN and CP are long gone. A lot of yard trackage, especially on the former CP side, has been removed, as has the outdoor engine servicing facilities. The small locomotive/car shop building is still there and is currently being used by the City of Ottawa's "O" commuter train, (TALENT train equipment designed in Germany). The rather attractive stone veneer yard/admin. building, originally occupied by CN on the north side, was summarily demolished. On the south side, CN knocked down the two storey yard and admin. building, left some others standing and what's left has provided a home for the Ottawa Central Railway.

And, oh yes, the Ottawa Central's Open House. While this Tid Bit may sound like there's not much left at Walkley, that's not the case at all. There has been one real addition, the Ottawa Central itself! They're simply not like either CN or CP. They are small enough to be a community minded outfit who invite people to come onto their property to see what's going on!! How unrailroadlike!. Mr. James Allen, OC's cordial General Manager, and Mr. Ian McCord are the principal BRS contacts with the OC. They're well acquainted with us, and we with them, a nice arrangement.

Their open house this year, as far as BRS was concerned, started several weeks before the June 14 date. There was a lot of preparation, especially with our "shortie" 1907-built business car, "BYTOWN" (car 27). Thanks mainly to members Charls Gendron and Ross Robinson, the much needed repair work to the cars' right side "nail board", which provides an anchor for the roof canvas, and the sanding and repainting of the entire car with proper CP Tuscan Red, was completed on time. We'd be pretty well lost as far as the lettering and numbering is concerned if it wasn't for Brian Kelsey who did a beautiful job in that department. Those "gold" letters and numbers on that Tuscan Red, thinly outlined in black, are certainly magnificent. Not only that, the car got a brand new carpet applied. This was long

overdue and it is beautiful – now we've got to keep it clean. No more dirty boots in there men!! At the open house car 27 was a major hit. We put out the white linen table cloth and the car's silverware with a single place setting of both CP and CN china. WOW.

Number 10, our little GE 50 ton side-rod, industrial, diesel-electric locomotive also went over. Fortunately, other than a general wipe down, journal and rod lubrication, and fuelling, No. 10 didn't require too much of our time to prepare. Our ex-CP caboose (436436), made the trip as well and, again, it was fortunate that the only work necessary to have it presentable was a general dusting, sweeping and wet mopping, and, as with all rolling stock with friction bearings, the need to check the journalpaks and the oil levels.

Last, but hardly least, is our very first piece of rolling stock, 1958 Pontiac Hy-Rail station wagon, No. 26. A new battery and a wash job were its major requirements and, after months of winter storage, it fired right up and all its hydraulics worked the first time. Not bad.

On the afternoon of Friday, June 13, the OC arrived at the Canada Science and Technology Museum with their ex-CP (still painted in CP colours) RS-18 1846. We were there waiting for them with our equipment out on the lead. No. 10 was followed by business car "BYTOWN", and bringing up the markers was 436436. The Hy-Rail car followed with yours truly and OC's Walkley track foreman, Serge Beauchamp, on board. It was slow going over to Walkley with a track speed limit of 15 MPH (24 Kph), but that was O.K. OCR engineer Gerry Kelly had no problem keeping down to that speed. He smiled when he was informed that No. 10's top speed is 20 MPH, 5 MPH more than the track speed. On arrival at Walkley, can't be much more than 3 or 4 track miles, we were temporarily pushed onto the siding at the loading ramp while other activities associated with the Canadian Chemical Producers Association safety tank car and the Ottawa Fire Department took place. Eventually we were moved over just ahead of the tank car where we could make our electrical connection with the loading shed behind the tank.

I should point out that at this point in the afternoon it started to rain, no it didn't really rain, it came down in buckets, and it continued to do so all through the night. How do I know this? Because yours truly was the self appointed watchman that night. I was up several times during the night, while in-between-times I tried to get some shut-eye in the upper berth on Car 27. Between the pelting rain, the switching in the yard, the movement of Rideau Bulk tractor trailers through the pot holes on the adjacent roadway and, later during the wee small hours, the howling of the fast idling diesel engine on the VIA F40PH-2 unit just ahead of our location didn't do much for the sleeping department. Anyway, the rain kept the vandals and potential



BRS No. 10, business car 27 and caboose 436436 pose in the drizzle at Walkley Yard on June 14, 2003. The Canadian Chemical Producers Association safety tank car brings up the rear. Photo by Charls Gendron.

graffiti painters at bay and I had no trouble.

My wife, Joyce, was a welcome sight when supper time rolled around earlier in the evening. My how good smoked meat on rye tastes when you're sitting alone in a business car in the pouring rain, - with no steward on board! (Joyce also arrived with breakfast in the morning, - what a gal) I made a pot of terrible coffee and offered some to Jim Allen when he stopped by with Ian McCord. Fortunately it had been a long day for both Jim and Ian and they couldn't stay. Boy, if they'd have drunk that coffee I would have set our good relationship back a few years. I should stick to tea. I had to wait until BRS president Paul Bown got there in the morning to get a decent cup of coffee, now there's a man who knows how to make coffee. I had other visitors during the evening however. The two security officers who patrol the yard showed up, stayed a bit, looked car 27 over, figured I wasn't about to do anything funny, and left. Then I had a visit from member John Bryant who wanted to talk shop, a subject I have no objections to. I had a chance to look at photographs he took in England just a week or so before when he worked on the restored "Blue Bell" line. Good stuff! Then the photographers arrived while I was reading the newspaper. Yeah, that's right, the photographers, - in heavy rain yet. Ray Farand, OC photographer extraordinaire, with BRS vice-president Dave Stremes and Jeff Parker. They shone their car headlights at car 27, which made the rain look even worse, and there, under umbrellas, the three of them photographed the BYTOWN with yours truly, as snug as a bug in a rug, inside. As I told them as they were leaving, "some of us know enough to come in out of the rain".

June 14, the show. Weather wise it was a lousy day. Intermittent light rain and drizzle for the most part, and the ever present heavy overcast. However it did not deter the visitors. They starting coming by 08:00, even though the official opening wasn't until 08:30. If it had been a nice day we might have had more, but it sure didn't keep many away, and despite the plastic runner over our new rug in Car 27, it got soaked anyway. Unfortunately a lot of muddy grit came in along with the water and it took a day or two to dry out. It also took another day to vacuum the rug, and to wash to floors, steps and decks with a mop. You don't get anything for nothing, - there's a lot of work associated with these things, especially in lousy weather.



Former CP C-424 4204, now Ottawa Central 4204, sure looks big with the BRS Hy-Rail car 26 tucked in behind. The rest of our equipment is in the background on June 14, 2003. Photo by Duncan du Fresne.

It was a good show for the Society, we got a chance to be seen by the public, our "owned, operated and restored by the Bytown Railway Society" signs were on all our equipment. While a lot of the traffic was just kids running from one place to another, quite a few people took the time to look and ask questions about what they were looking at. BRS treasurer Les Goodwin must have got talked out in car 27, he sure had them in there by the dozens. In addition to our activities there was a large tent with model railroad displays, Ottawa's "O" train people had a booth, the Railway Association of Canada (who didn't know about BRS!!!) had a spot and were pushing public safety around railways - and well they might. Our colleagues from the Smiths Falls Railway Museum were also on site. A local M & M food outlet was there with a large Bar-b-Que and they provided hot dogs and hamburgs, which were quite popular.

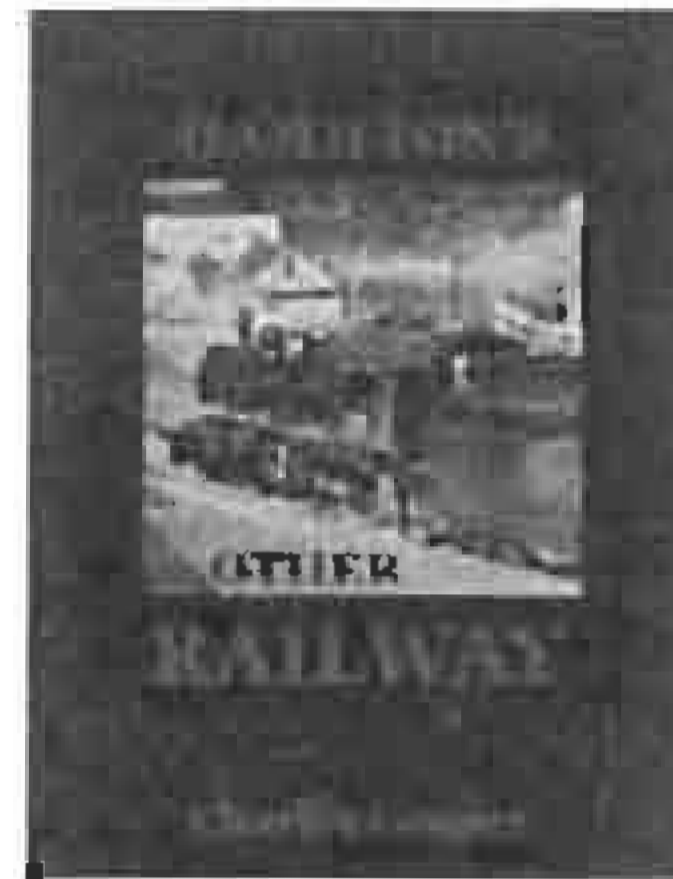
Perhaps the highlight of the show was put on by the host, the Ottawa Central. Make a financial donation to the Ottawa Boys and

Girls Club and get a short cab ride on an OCRR RS-18 diesel-electric locomotive. All profits from the Open House went to the aforementioned club.

Good for you Ottawa Central, you did well. The BRS was happy to participate and we'd like to again. We thank you for inviting us, it was a great experience and maybe next time our steam auxiliary crane will be able to make it, now wouldn't that be a hit.

I've mentioned the names of a few of the BRS members who helped out, but there were many more I haven't mentioned, the unsung heroes, and you know who you were. Congratulations to each and every one of you. We do have a great core of workers, and we just couldn't do without them, all of them.

P.S., In the May issue of **Branchline** I asked if anyone had any detailed information regarding my Tid Bit about CP D10 #926 which was wrecked on Vancouver Island. Patrick Hind of Victoria has come to the rescue and informs me that the 926 was wrecked on December 12, 1947, at mile 15.5 of the Port Alberni subdivision of the Esquimalt and Nanaimo Railway. Apparently a rock slide around a curve was not seen, until too late, and despite an emergency application of the brakes, the 926 climbed onto the slide and rolled over on her right side and slid down the hillside. Believe it or not, despite the extensive damage to the cab, engineer Andy Bugslag, fireman Walter Shaddick and head-end brakeman Dave Haughan walked away with nothing more than cuts and bruises, with engineer Bugslag receiving the worst of it. Good luck and the good Lord must have been riding with them on that day. The thanks of all **Branchline** readers go out to Patrick Hind for the above information. ■



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PHOTO CORNER



Above: CN 4-8-4 6137 heads an extra east freight at Lorne Park, Ontario, on May 21, 1955, five years before her retirement. Photo by Al Paterson.

Top Left: RailAmerica's Esquimalt & Nanaimo yard at Nanaimo, BC, as it appeared in February 2002. Since then operations have been scaled back, three of the locomotives have been reassigned to RailAmerica operations in the United States and ENR Caboose 434371 has been reassigned to the Mackenzie Northern Railway in Alberta. Photo by Marty Phillips.

Top Right: CN's Spadina Roundhouse in Toronto, Ontario, circa 1952, with barely a piece of yard track not occupied, and not one diesel present. Today the location is occupied by the Skydome. Photo by Bill Thomson.

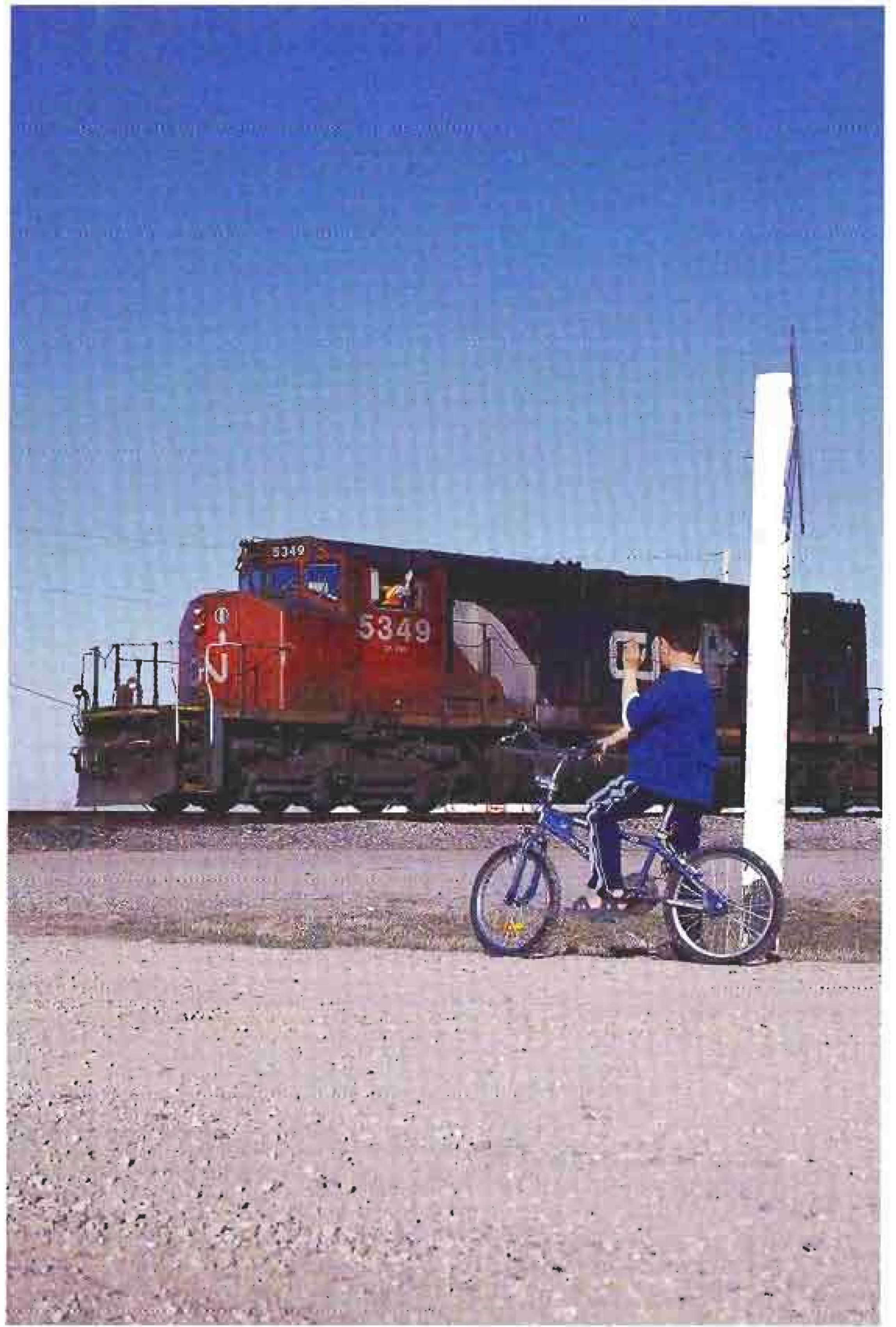


Middle Left: Former Sysco (Sydney Steel) GE 65-ton #3 and GE 80-ton #7 and #9 head through Brantford, Ontario, on June 7, 2003, en route to new owner Adrian & Blissfield Railroad in Michigan. Photo by Bryant Barbour.

Bottom Right: Temiskaming & Northern Ontario 2-8-0 137 (ex-CN 2164, nee CNoR 2164) is northbound at Cobalt, Ontario, with a Michigan Railroad Club fantrip on September 21, 1968. Today the 137 is displayed at Cochrane, Ontario. Photo by John Thompson.

Bottom Left: CN GP40-2L(W) 9517 and two sisters lead Intermodal Train 217 at Sudbury, Ontario, on May 17, 1984. CN's fleet of GP40-2L(W)s and GP40-2(W)s, which once numbered 278, has been reduced to 70. Photo by Ron Lipsett.





Above left: Memories of the steam era Don Broadbear, senior chief mechanical officer of the Southern Ontario Locomotive Restoration Society, is cleaning ashes out of former Essex Terminal 0-6-0 #9 on May 3, 2003, after a day of excursions out of St. Thomas, Ontario. Photo by Bob Mitchell.

Above right: Carrying on a tradition ... Drake Perry on his bicycle is waving to CN conductor Terry Cherneski on SD40-2(W) 5349 at Dauphin, Manitoba, at 18:30 on April 21, 2003. Kodachrome slide by Mark Perry.

Left: VIA F40PH-2 6411, leading Train 57 at Belleville, Ontario, on May 30, 2003, carries Operation Lifesaver/ Direction 2006 logos to promote safety and accident prevention. Photo by Chris Blaschuk.

May 11, - Mother's Day - was the first day of the 2003 operating season for the Prairie Dog Central. It also marked the first day of operation for the PDC's "new" locomotive, the former Grand Trunk Western GP9 4138. However, after gallantly spotting the five wooden cars in front of the former CN St. James station at Inkster Junction, Manitoba, PDC 4138 refused to "load". To allow for an on-time departure, "Old Faithful", namely ex-CN S-3 8454 was summoned. It performed flawlessly, spouting black smoke and hot exhaust, unwittingly lighting the dry prairie between Gordon and Grosse Isle. The Rosser Fire Department contained the fire to its natural limits. For the next trip, the electrical problem with the 4138 had been solved and she finished the day's work without a problem, allowing the public to see the results of part of the PDC's winter works project. Photo by Doug Belcher.



CN Dash 9-44CW 2620 leads a train of military equipment destined for Camp Petawawa through Johnstown, Ontario, on May 17, 2003. The train and CN 2620 travelled over the VIA Rail's Alexandria Sub. from Coteau, Quebec, to Ottawa, thence over Ottawa Central from Ottawa to Pembroke for unloading. The military equipment was returning from exercises at Wainwright, Alberta. Photo by Peter Britt.



CN RS-18 3662 and 3670 head up a westbound passenger train at Antigonish, Nova Scotia, in May 1973. CN rostered 225 RS-18 locomotives built by Montreal Locomotive Works between 1956 and 1960. Thirty-five gave up their B-B trucks for A1A-A1A trucks in 1975-76, with the last being retired in 1996. The last of the B-B trucked units were retired in 1992. All spent the majority of their working life in the Maritimes. Photo by David Othen.



The Motive Power and Equipment Scene



RETIRED: SD50F 5448 and SD60F 5512 were retired on May 22 as a result of a derailment and fire at a bridge near McBride, BC, on May 14, 2003.

TO THE SCRAPPER:

- Retired CN SD40 5109 was shipped to Mandak Metals in Selkirk, Manitoba, for scrapping on April 22.
- Retired CN SD40 5101 and 5139 and WC GP30 713 were shipped to Larry's Truck & Electric in Warren, Ohio, for scrapping in May and June.

UNITS LEASED OUT:

- To Kelowna Pacific Railway: CN GP38-2(W) 4784.
- To Mackenzie Northern Railway: CN SD40 5000; SD40-2(W) 5306-5313; GP40-2(W) 9639, 9673, 9676.
- To Lakeland & Waterways Railway: CN GP40-2(W) 9666, 9669, 9677.
- To Athabasca Northern Railway: CN GP40-2L(W) 9402; GP40-2(W) 9675.
- To Agence métropolitaine de transport: CN GP40-2L(W) 9531.
- To New Brunswick Southern Ry.: CN GP9RM 7000, 7015, 7060.

UNITS STORED SERVICEABLE LONG TERM: (* added since last issue)

- 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, 1375*, 1385.
- CN GMD1u 1411, 1416, 1442.

UNITS STORED UNSERVICEABLE :

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

LEASED: GCFX SD40-3 6030-6079.

DONATED: CN has donated retired AC FP9 1753 (nee CN 6514) and F9B 1762 (nee CN 6614) to the Alberta Railway Museum in Edmonton, Alberta, in recognition of Edmonton's Centennial in 2004. The units, to be returned to their original CN numbers and livery, were delivered in late-June.



**CANADIAN
PACIFIC
RAILWAY**

RETIRED: SD40-1 5414 on April 25 (hulk to Mandak Metals).

TRANSFERRED:

- Calgary to Coquitlam: CP SW1200RSu 1241.
- Calgary to Toronto: CP GP9u 1691; CP SD40-2 6618-6623 (for hump service).
- Moose Jaw to Toronto: CP GP9u 1561.
- Winnipeg to Binghamton: CP GP9u 1564.
- Toronto to Calgary: CP SD40-2 5963.
- St. Paul to Calgary: CP GP7u 1510.
- St. Paul to Toronto: CP GP9u 1538.

UNITS STORED SERVICEABLE: (* added since last issue)

- SOO SD40-2 767*.
- CP SW1200RSu 1210*, 1244*, 1245*, 1249*, 1250, 1251*, 1268*, 1273*, 1276*.
- CP MP15C 1440, 1441.
- CP GP9u 1525*, 1556*, 1566*, 1584, 1693*.
- SOO GP9u 4201, 4202, 4203, 4204.
- CP SD40-2 5392*, 5696*
- CP SW1200RS 8133, 8153, 8165, 8171.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP SW1200-Slug 1002.
- CP Control Cab 1100, 1102.
- CP SW9u 1201.
- CP SW1200RSu 1213*, 1247*, 1240, 1248*.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).

- CP SW10 1283, 1284, 1287 (leased).
- SOO Fuel Tender 4000, 4001, 4002.
- CP SD40-2 5479, 5480*, 5485*, 5594, 5609*, 5758*, 5801, 6009*.
- CP SW1200RS 8114*, 8131*, 8132*, 8136, 8138*, 8155*, 8156, 8161.
- CP AC4400CW 8654.

UNITS DECLARED SURPLUS: (* added since last issue)

- 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*, 5481*.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5534*, 5536, 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.



Rolling Stock-Canada (Montreal)

RELEASED:

- AMT GP9RM 1313 (nee CN GP9 4309) from repaint and test.
- GCFX SD40-3 6065 from mid-life overhaul.
- GTW SD40-2 5931 from engine changeout.
- AMT Cab-Coaches 102 and 107, and Coaches 1076, 1079, 1081, 1082, 1085, 1088, 1090, 1094 and 1240 from retrofits.
- GO Transit Bi-Level Coaches 2076 and 2078 from painting.

WORK IN PROGRESS:

- AMT Coaches 1078, 1080, 1084, 1091, 1093, 1095, 1096 and 1097 for retrofits.
- GO Transit Bi-Level Coaches 2036 and 2331 for painting.



VIA Rail Canada

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

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

RENAISSANCE CARS RELEASED: On June 11, VIA F40PH-2 6417 picked up 12 modified Renaissance Cars at the Bombardier plant in Thunder Bay, Ontario. Included were Baggage 7011; Coaches 7208, 7217 and 7228; Service Cars 7313 and 7314; Diner 7400; and Sleepers 7504, 7508, 7510, 7517 and 7522. Note that Sleepers 7504, 7508 and 7510 had been released in 2002 for service on the Montreal-Toronto "Enterprise" and had returned to Thunder Bay on March 26, 2003, for modifications. These 12 cars are destined for service on the "Ocean" between Montreal and Halifax commencing on July 30.

IN SERVICE: RDC-1 6135, refurbished at Industrial Rail Services in Moncton, NB, made its first post-refurbishing revenue trip between Vancouver and Courtenay, BC, on May 6, mated with sister 6148.

SOLD FOR SCRAP: Retired Budd-built coaches 141, 170, 180, 181 and 182, acquired between 1989 and 1992 for future rebuilding, have been sold to Anpro Demolition.

STORED (* for sale):

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

RELOCATED: SD40-2 749, 753, 756 and 757, sold to General Electric and lettered GECX, were shipped out in mid-May en route to San Luis Potosi, Mexico, for repairs.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

HUDSON BAY RAILWAY: OMLX GP38-2 2001, assigned to the Hudson Bay Railway in May 2001, has been reassigned to the Chicago Rail Link contract switching IMX intermodal yard in Chicago. IMX yard is owned by CN-IC and currently leased to Union Pacific.

SOUTHERN ONTARIO RAILWAY: M-420(W) 3502, 3508 and 3509 have been acquired by OmniTRAX via Progress Rail and have been assigned to the Hudson Bay Railway at The Pas, Manitoba.

OTTAWA VALLEY RAILWAY: CEFX GP38-3 6537, previously leased to the Goderich-Exeter Railway, was reassigned to the Ottawa Valley Railway in mid-May.

NEW BRUNSWICK EAST COAST RAILWAY: Leased LLPX SD40-2 2817 departed the railway in May; LLPX SD40-2 2816 and GCSX SD40-2 7367 departed in late-June.

CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY: Former CN C-630M 2032 and 2039, owned by Ed Bowers, were scrapped in May after parts salvage. Sisters 2003, 2016 and 2034 are awaiting the same fate.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: Retired Sysco GE 65-ton #3 and GE-80 ton #7 and #9 departed Sydney, Nova Scotia, in early-June, one per flat car, en route to the Adrian & Blissfield Railroad in Madison Heights, Michigan.

CANAC ASSIGNMENTS:

- ex-CN SW1200RS 1361, last assigned to Pioneer Chlor Alkali in Henderson, Nevada, has been reassigned to Chevron B.P. Chemical L.P. in Baytown, Texas.
- ex-CN SW1200RS 1391 was assigned to Dow Chemicals in Prentiss, Alberta, in mid-June.
- ex-CN S-13u 8701, last assigned to Dow Chemicals in Fort Saskatchewan, Alberta, was reassigned to Celanese of Canada in Clover Bar, Alberta, in late-May.
- ex-CN S-13u 8704, donated to the Alberta 2005 Centennial Railway Museum Society, was delivered to Calgary, Alberta, in mid-June for storage pending relocation to the Society's museum site in Beiseker, Alberta.

OFF LEASE: Railserve SW1200 1503, leased to Williams Energy in Redwater, Alberta, has been reassigned to the WCTU Railway in White City, Oregon.

RELOCATED: All track at Stelpipe : Page Hersey Works (ex-Stelco) in Welland, Ontario, was dismantled in June. Their NO# GE 45-ton unit (serial 29055), built new for Stelco in 1947, has been acquired by PGM Rail Services in Niagara Falls. It was moved in late-June to the CYRO plant in Niagara Falls for storage pending disposition by PGM.

ON THE PRESERVED SCENE

SNOWPLOW RELOCATED: Former BCOL Snowplow 996002 (nee PGE 6002), owned by the West Coast Railway Association since 1991 and displayed at Squamish, BC, has been acquired by the Central British Columbia Railway & Forest Industry Museum in Prince George, BC.

SLEEPER ACQUIRED: The Central British Columbia Railway & Forest Industry Museum has also acquired BC Rail Sleeper *Norman A. McPherson*.

CABOOSE PRESERVED: CP steel caboose 434731 has been moved to the entrance of the Sicamous & District Recreation Centre/Heritage Museum, 1121 Highway 97A in Sicamous, BC

CABOOSE RELOCATED: Former CN steel caboose 79203, utilized as a beachside washroom facility at Alberta Beach, Alberta, since 1991, has been relocated to "Katie's Crossing" in Ardrossan, Alberta. Also added to the "Katie's Crossing" collection is CN box car 599093.

SCOUT CAMP CABOOSES MOVED: In late-June, former CN steel cabooses 79279, 79315 and 79326, at the OBA SA TEEKA Scout Camp in Alliston, Ontario, since 1990, were relocated to a scout camp in Whitchurch-Stouffville, Ontario, named Woodland Trails. The camp is located on Kennedy Road just south of the Aurora Side Road, near the town of Ballantrae.

Thanks to Martin Boston, Richard Cole, Patrick de Larue, Herb Dixon, Patrick Hind, Ken Lanovich, Roland Legault, Barrie MacLeod, Bryan Martyniuk, Greg Sherwood, Mike Swick, Doug Wilson, NY 4 and Engine 4466. ■

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Coming Events

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

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual NOSTALGIA DAYS, Saturday and Sunday, **August 23 and 24**. There will be vendors of railway nostalgia and antiques, model trains, plus engines and rolling stock such as CN steam locomotive 5700, London and Port Stanley Railway box cab electric locomotive L-1, Wabash diesel locomotive 51 "Tillie", Grand Trunk Western wooden caboose 77137 built in 1891, and much much more. The museum is on Wellington Street, just west of First Avenue, in the former Michigan Central/New York Central railroad shops in St. Thomas. For vendor inquiries call Ron Bareham at 519-637-6284, or Email to promotions@ecrm5700.org.

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

SOUTHERN ONTARIO: The Southern Ontario Locomotive Restoration Society, operating as the St. Thomas Central Railway, will be operating trips in Southern Ontario with ex-Essex Terminal Railway 0-6-0 #9 as follows:

- * **September 26:** Depart London at 14:00, arrive St. Marys at 17:00 for short stop then on to Stratford, arriving at 18:00.
- * **September 27:** Stratford to Clinton and return.
- * **September 28:** Stratford to St. Marys and return.
- * **September 29 to October 3:** Short trips within city limits of Stratford (40 minutes) leaving every hour on the hour from 15:00 to 18:00.
- * **October 4:** Stratford to Clinton and return.
- * **October 5:** Stratford to Kitchener (one way); then on to Guelph; return to Kitchener.
- * **October 6:** Move engine and train to Waterloo - no trips - maintenance day.
- * **October 8 to 19:** During Oktoberfest. From Waterloo to St. Jacob's farmers market and return. Daily trips every hour on the hour from 12:00 until 16:00.
- * **October 20:** Train returns to St. Thomas. May or may not be a revenue trip.

Tickets may be ordered by sending cheque payable to St. Thomas Central Railway, PO Box 20099, St. Thomas, ON, N5P 4H4. Please indicate the specific day of the trip. trip. All day excursion fare is C\$60; two hour trips are C\$20 and the 45 minute trips are C\$10. For additional information phone (519) 631-0099.

NORWOOD, NEW YORK: The Norwood Model Railroad Club will hold its 21st Annual Toy, Train and Collectible Show on October 4 (10:00 to 18:00) and October 5 (10:00 to 17:00) at the Norwood-Norfolk Central School Gymnasium, Route 56 north of Norwood and south of Massena. Operating layouts in HO, O and G scales. Dealer and manufacturer tables offering trains and collectibles. Adults US\$3; Students and Seniors US\$2. Information from Henry Strong, 34 Clark Street, Norwood, NY 13668 or call (315) 353-2283.

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

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

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, Centerville, ON K0K 1N0, tel (613) 378-0309 or visit <http://antiquetoys.ca> ■



In late-2002, VIA Rail Canada purchased five BC Rail cars utilized on the short-lived "Whistler Northwind" between North Vancouver and Prince George, BC. Included were three glass-roofed cars (Nos. 1720-1722) constructed by Colorado Railcar in 2000. VIA Rail has retained the numbers and repainted the cars for service on the Jasper-Prince Rupert "Skeena". VIA 1722 (ex-BCOL 1722 - Chilcotin) is at Jasper, Alberta, on May 19, 2003. Photo by Thomas Higgins.

Return undeliverable address blocks to:

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



Expiry 200501 1/8 xx22(Q)

David Stremes
 214 Belford Crescent
 Ottawa ON K1Z 7B1

PLEASE DO NOT BEND!