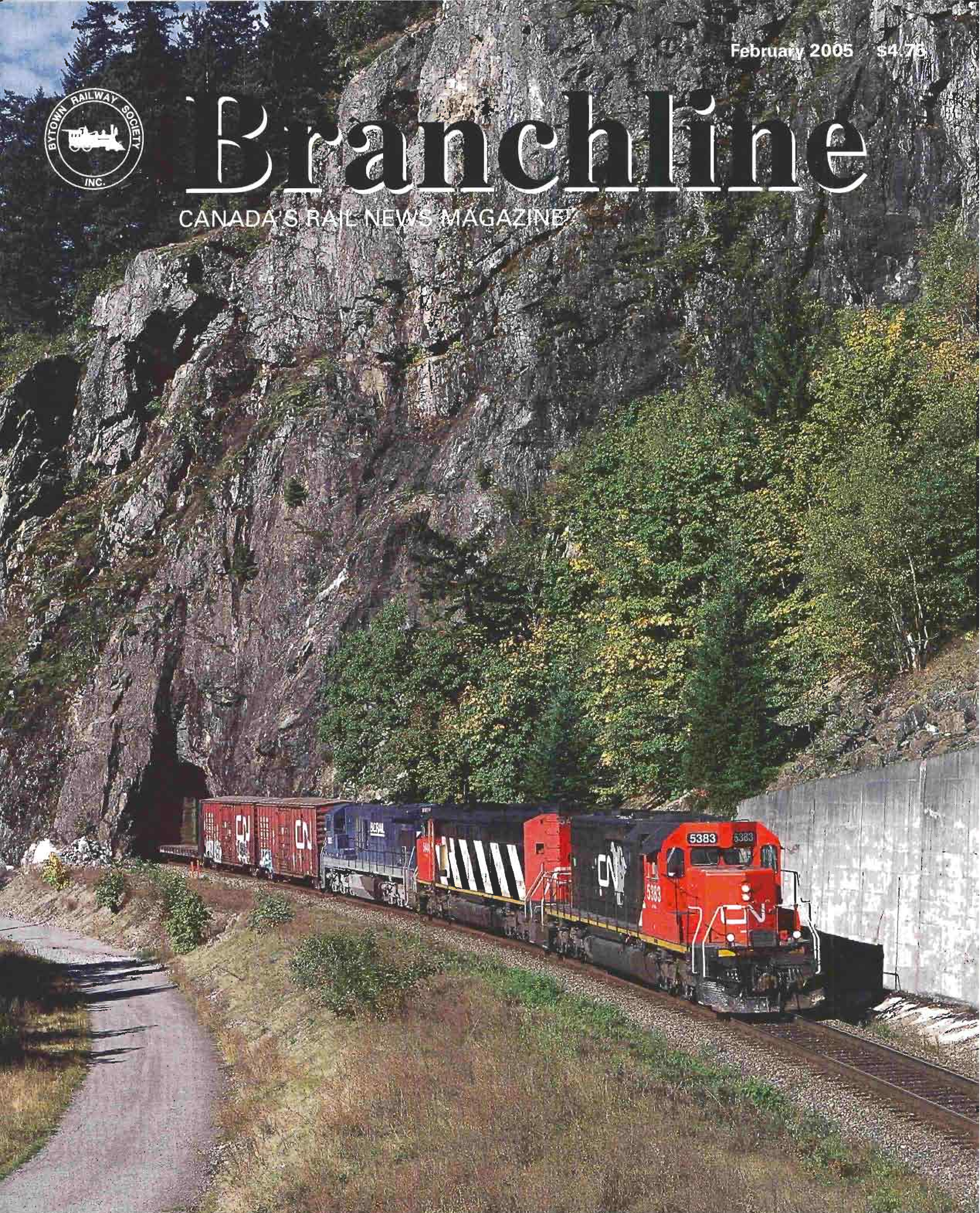




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Branchline

CANADA'S RAIL NEWS MAGAZINE



Canadian Train Festival • First Railway in Ottawa • Up the Gatineau

Branchline

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

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

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. Note that the next regular meeting will be on **February 15**, not on February 1 due to a booking conflict. At the **February 15** meeting, Bob Moore will give us an illustrated talk on the Brockville & Westport Railway.

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 **March 15**.

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

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

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.

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

Ten Years Ago in Branchline:

* On December 9, 1994, the Interstate Commerce Commission approved the purchase of CN North America's 325-mile Central Vermont Railway by the New England Central Railroad, a subsidiary of RailTex.

* On January 6, 1995, CP Rail System sold its assets between Brownville Junction, Maine, and Saint John, New Brunswick, to the Irving Group. Two days earlier, it sold its railway assets between Sherbrooke, Quebec, and Brownville Junction to the newly-created Canadian American Railway Company, a joint venture of the Bangor & Aroostook Railroad and Iron Road Railways.

* Prince Edward Island farmers have been told that they have no legal basis to claim ownership of any of the province's abandoned rights-of-way. The farmers claimed that an act passed in 1872 guaranteed them right to the land should the rails be removed. According to the province, however, it has clear title to the land, having acquired this from Canadian National.

* In a special referendum, members of the Rail Canada Traffic Controllers have approved uniting with the Brotherhood of Locomotive Engineers.

* CP Rail System has captured from its rival CN Rail the contract to carry containers for Orient Overseas Container Line through the Port of Vancouver. OOCL has been a customer of CP Rail through the Port of Montreal since 1968.

* CN took delivery of GE Dash 9-44CWL 2500-2522 in December 1994 and January 1995.

On the Cover: CN SD40-2 5383 and CN SD50F 5444, with BCOL C36-8 3625 dead-in-transit, power Train 300 at Yale, BC, (Mile 25.9 of CP's Cascades Subdivision in directional running territory) at 10:38 on September 25, 2004. Photo by Tom Newton.

Press date for this issue was January 10
Deadline for the March issue is February 7

A Canadian Train Festival in 2004 or was that an Ohio Train Festival

Photographs and article by J.T. Robbie

How do you ensure a successful railroad festival in 2004? No, not a successful festival, a highly successful festival, one that has all the motel and hotel rooms booked for miles around. A railroad gathering so large it fills the excursion trains travelling to it and snarls the local traffic with visitors. The answer was simple; turn back the clock 50 years on the main feature, have them operating, and make them Canadian.

The main feature of the highly successful Ohio Central Railroad and Dennison Railroad Depot Museum festival operated on from Friday, July 30 to Sunday, August 1, 2004, was the steam locomotives, three operating and four on display. Oh, of course this was not the only reason the people came. There was a large display of operating model railroads, two more large tents with all sorts of railroad vendors, an operating miniature one/quarter scale steam train, and many rare as well as modern diesel locomotives on display. As well, in the carnival atmosphere that surrounded the festival there were bands, and many, many more vendors of all kinds, not to mention the Dennison Depot Museum itself.

However, it was the main feature that drew the crowds. They came for the sweet smell of warm lubricants, steam, smoke and cinders in the air from the operating steam locomotives, and the readily accessibility, to see close up, the operating and displayed giants from the past. They also came to renew old memories and create new ones for their children. Even the heavy rain, grey and overcast conditions of Friday and Saturday (the two operating days I was there) were not enough to stop the crowds. Often father, son and grandson could be seen.



Ohio Central's ex-CP 4-6-2 1293 is westbound at Dennison, Ohio, with seven cars on a one hour afternoon trip on July 30, 2004, in overcast conditions. Ohio Central F7 1000 is on the rear. The steam locomotive will pull the train west for half an hour, stop, and the F7 will return the train to the festival grounds.

The festival ran very well, which is what you would expect from these two well seasoned tour operators. This also included their passenger train schedule. The trains were short and long, in both duration and physical make up, with varied pricing and motive power, or, in other words, an exciting and affordable trip for all. There were the popular one hour train rides throughout the day where the shorter consist of 7 coaches with a steam locomotive on one end and Ohio Central's F7 No. 1000 on the other end would travel one/half hour west or east of the festival, stop and then return. In addition, a medium sized trip for a little more money on Friday and Saturday in the late afternoon ran to the company's shops at Morgan Run. The return trips to the shops ran with a different steam locomotive both days, using the same consist as the hour train rides. There was also a longer excursion trip from Columbus. That train started at 8:00 in the morning of Saturday and Sunday and was 12 coaches long. It



Ohio Central's ex-GTW 4-8-4 6325 is entering the east end of the yards at Dennison, Ohio, in the misty rain on July 31, 2004. Note the Grand Trunk Western numberplate and tender herald.

returned in the evening, departing the festival at 4:30 p.m., with OCR's GMD-built FP9u 6307 and 6313, both ex-VIA, and originally Canadian National locomotives, hauling the train one-way and a steam locomotive pulling the train the opposite way. The steam locomotives alternated between the Morgan Run trips and the Columbus trips. As well as the public excursions, there were also several private chartered rail excursions. All three public trips (long, short and medium) plus the private excursions and many steam locomotive moves created a busy, exciting rail yard for the festival patrons.

The steam locomotives themselves were, as always, on the Ohio Central impressively clean, and as stated earlier looking almost like they appeared when they were still in daily revenue service in 1954, 50 years ago. No. 6325, the pride of the steam operations at the



Buffalo Creek & Gauley 2-8-0 No. 13 is on static display on July 29, 2004, the day before the start of the Dennison Railroad Festival. No. 13 has been restored to her appearance when operating on the Buffalo Creek & Gauley in 1954 when photographers from far and wide travelled to the out of the way railroad to photograph the locomotive.



Ohio Central FP9u 6313 (ex-VIA 6313, nee CN 6526) and 6307 (ex-VIA 6307, nee CN 6515) are off to Columbus, Ohio, with 12 cars on July 30 for the next morning's 08:00 departure to the Dennison Railroad Festival.

Ohio Central, looked very much the Grand Trunk Western engine it did in service in 1954 running in the USA or on parent CNR lines in southern Ontario. The big Alco-built Northern (4-8-4) looked great with its distinctive CNR styling (when one closed their eyes and opened them again it was strictly a CN locomotive, GTW markings or not), including a GTW number plate and logo on the tender. Ex-Canadian Pacific, No. 1293, a Canadian Locomotive Company-built G5d class, Pacific (4-6-2) locomotive, didn't look a day over six years old, with its tender showing its then owner's signature colour and name as it were built in June 1948, if this were 1954. The other

The Ohio Central steam volunteer staff did a great job handling all the locomotives used and staffing the displayed units. Talking to several of the volunteers during the festival, they said: that once No. 33, a Baldwin-built 2-8-0, ex-Hocking Valley Scenic Railway locomotive, which was not quite ready for steam operation at the festival, is completely restored they will begin rebuilding another steam locomotive. The next locomotive restored to active duty will depend upon if; the daily passenger tourist operation on the Ohio Central at Sugarcreek is on again this year or not. Either the ex-Canadian National 4-6-0 (ten-wheeler) 1551 if the daily run is a go, or the 13

operating steam locomotive, unlike the other two ex-Canadian styled locomotives, was the ex-Flagg Coal Company No. 75. The little 0-4-0T (tank engine) built in 1929, which operated with a caboose inside the festival grounds, most likely never looked so polished, however, back in '54, going about its normal routine switching duties.

Besides the two locomotives permanently on display at the Dennison Depot Railroad Museum, two more were added for the festival. Joining ex-Chesapeake and Ohio 2-8-4 No. 2700, and ex-Columbus and an Southern Ohio Electric Power Company 0-4-0 were South Wood Preserving Company 0-4-0 No. 3, and ex-Buffalo Creek and Gauley 2-8-0, (Consolidation) No. 13. The No. 13 has been reconfigured to look just like it did back in 1954 while operating for the Buffalo Creek and Gauley. Gone were the centre mounted headlight and front bell location the South Penn operating museum used in 1972 when they owned the locomotive, and operated their one and only passenger excursion trip on the Western Maryland Railroad.



Ex-CP 4-6-2 1293 and ex-GTW 4-8-4 6325 switch places at Dennison, with the 6325 about to head up a short consist to Morgan Run.

if it is not are the next locomotives in line to be restored to active duty on the Ohio Central. The little ex-CNR class H-6-g would be a real treat for Canadian railfans with another ex-Canadian locomotive operating under the Ohio Central banner. We also know from history that OCR owner Jerry Jacobson will, and often does, run his locomotives from time to time under their last operating mainline road and in this case that would be the CNR.

Back in 1954, (if the festival were staged then), the photo coverage would have been almost exclusively in black and white. Even today, some say when looking at a coloured picture of a steam locomotive, it just does not look right. I am of a mixed view of this subject. I shoot both colour slides and black and white. Colour is great but the black and white still has an appeal all its own. The Canadian/Ohio Train Festival was held in 2004, but its main event looked more like 1954. Which do you prefer? On the other hand, are you like me, and enjoy both mediums?



Above: Former Southern Wood Preserving Company 0-4-0T No. 3, built in 1926, on display at the Dennison Railroad Festival on July 29, 2004.



Top Right: Former GTW 4-8-4 6325 heads west across the Tuscarawas River with a late afternoon trip to the Ohio Central's shops in Morgan Run on July 30, 2004.



Middle Right: Former Canadian Pacific 4-6-2 1293, with cylinder cocks open, starts to back up her train for a run past on July 31, 2004.

Bottom Right: A recent addition to Ohio Central's roster is former Canadian American F40PHRm 460, nee Amtrak 269. She was on display at the Dennison Railroad Festival on July 29, 2004. ■



The First Railway in Ottawa

By Colin J. Churcher

The first railway train entered what is now known as the city of Ottawa 150 years ago in December 1854. With the dawn of 1855, Bytown became the city of Ottawa. About that time, wherever people met one question sure to be asked was "Have you seen the cars yet?" Part of the line is still in operation today and many thousands use it daily.

Bytown was a vastly different place from the city we know today. It was a small lumber town surrounded by dense, almost impenetrable, bush and water transport was the most readily available. The Ottawa River, in spite of its many rapids, provided transport for both passengers and freight to Montreal, and the Rideau Canal gave access to the St. Lawrence at Kingston. Of course this mode of transport was not available in the winter when horse drawn sleighs had to be used over very rough tracks.

In 1848, a group of Bytown business men decided they needed better communication with the outside world.¹ A network of railways was beginning to develop in the United States and there were plans for a line to Ogdensburgh, New York, and so the people of Bytown sought to build a line to Prescott where a ferry across the St. Lawrence River would give them access year round to the outside world, including Montreal. The Bytown and Prescott Railway was formed in 1850 and started looking for funds.² Subscriptions for stock were slow in coming but by the end of that year Bytown, Prescott and several smaller communities had pledged to give a bonus to the railway when it completed its line. This was, of course, very controversial because the bonus was funded from local taxes.

The next step was to survey a route and this was done by Walter Shanly, the distinguished civil engineer who would eventually become a Member of Parliament and would exercise considerable influence in nineteenth century railway matters. In these days of GPS satellite systems it is difficult to imagine how surveys were carried out 150 years ago. Because of the dense swamp, the only practicable time of year to survey was when the snow was on the ground. With but two assistants, Shanly surveyed the route on snowshoes during March 1851. At night, he slept out in the open or sheltered in the small hamlets along the route. He surveyed three routes which means that, in effect, he walked on snowshoes between Bytown and Prescott three times.³ The choice of a Bytown terminus caused some comment. Thomas McKay was a prominent Bytown businessman who owned extensive mills at the Rideau Falls. He was also a member of the Legislative Council of Canada and was able to ensure that the terminus would be close to his mills rather than at the Chaudiere (Lebreton Flats).

In September 1851 the tender of Messrs. French & Co. for clearing and grubbing of the woodland upon the whole line was accepted and Chief Engineer Shanly had already advertised for certain sections of

the grading.⁴

On 9th November 1851 there was a celebration which was attended by all the important people of Bytown, the Sons of Temperance being prominent. The procession route was from Rideau to Sussex and from there to Boteler, near where the Saudi embassy now stands. At that time, the city potholed streets were either wet and muddy or dry and dusty. It was quite likely that a small boy was delegated to run ahead and ensure that wandering cows and pigs were cleared out of the way of this august gathering. There was a ceremonial turning of the first sod by the President, Mr. Robert Bell, and then the august company sat down to a fine dinner at Doran's. There were, of course many speeches, toasts and songs.⁵

The ceremony created a great deal of interest locally and the *Bytown Packet*, for its 1st January 1852 issue, published an artist's drawing of the bridge which would be built across the Rideau River near Green Island. This was part of a salute to the newspaper boys who were a vital part of the paper's distribution. The *Bytown Packet* was a forerunner of the present day *Ottawa Citizen* and its proprietor, Robert Bell, the secretary of the company, played a significant role in completing the line.

In 1852, the company acquired land, ordered materials and started to clear the grade but it was slow work and much remained to be done by the end of 1853, although half of the rails had arrived in the fall. The land had to be cleared by hand, the only assistance being horse drawn carts. Many of the low areas were crossed with wooden trestles which were filled in with earth a few years later.

1854 dawned with very little to show other than the prepared grade waiting for the rails, the second half of the rails arriving in the spring. There was unexpected action with the railway sending out a gang of men to cut down telegraph poles that had been placed on the cleared right of way by the Grand Trunk Telegraph Company. It appears there was a misunderstanding – the telegraph company claiming it had permission and the railway strenuously denying this.⁶ In the event, after the poles had been removed they must have been replaced in good order because the telegraph was in operation by the time the railway reached Ottawa.⁷

Things were looking brighter when on April 24th 1854 the laying of rails was started in the Prescott yard⁸ and on the main line out of Prescott in early May.⁹ These rails were to give good service as they were not replaced until the summer of 1881¹⁰. Spirits were lifted high on May 13th, 1854 when the *Ottawa Citizen* ran a story from the *Ogdensburg Republican* of May 9th, under the headline "Heads Up."

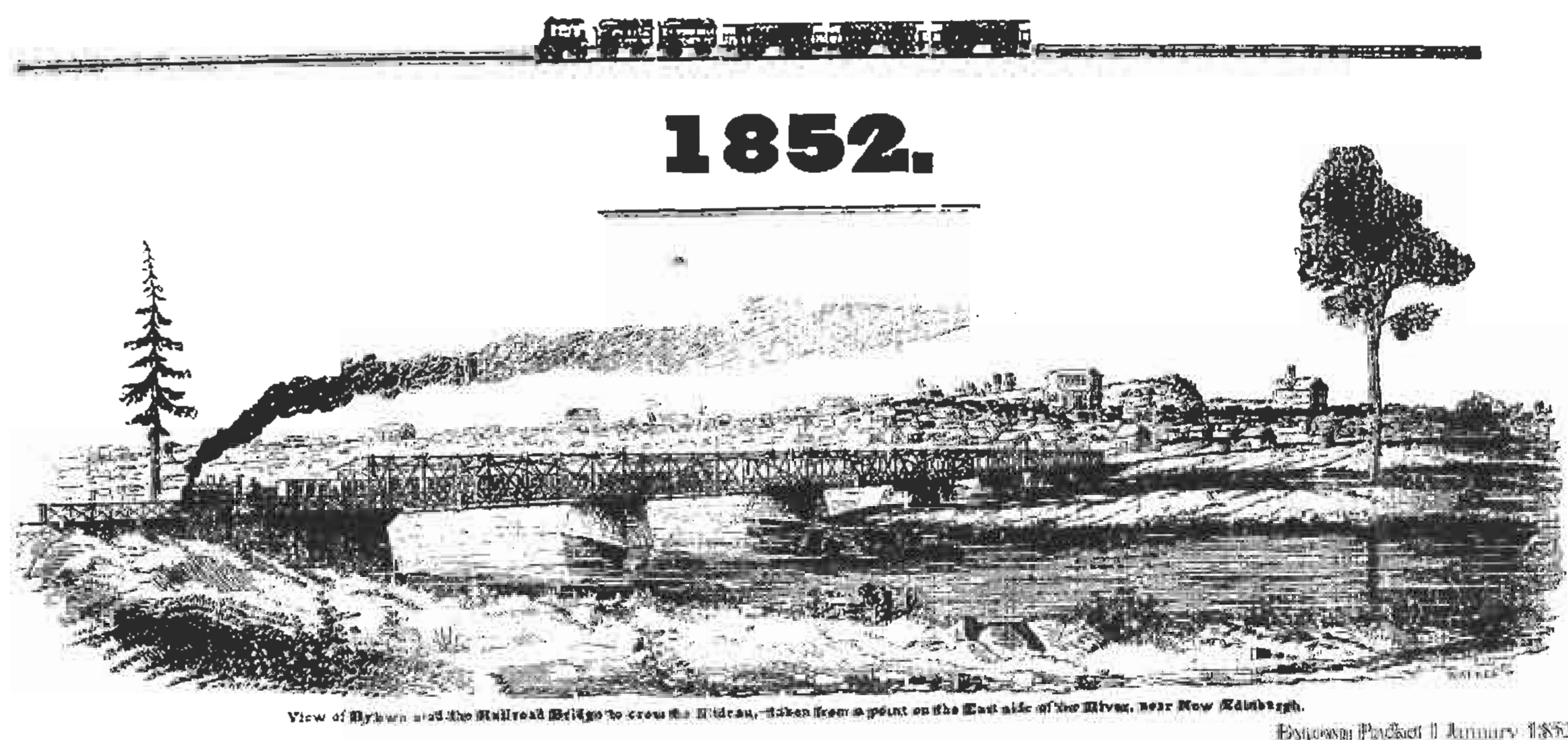
"The first locomotive for the Bytown and Prescott Railway company arrived at the depot in this village (i.e. Ogdensburg) last evening.

The name of this locomotive is the "Oxford", and it was manufactured at the "Boston Locomotive Works" of Hinckley and Drury. It is a beautiful piece of workmanship and we long to see it hitched on to a train of cars, steaming and whistling away between Ottawa and the St. Lawrence."

The "Oxford" was brought across the St. Lawrence on 19th May¹¹ along with a number of gravel and lumber cars. This carried road number 1 and was an 0-4-0 switching locomotive from the Boston Locomotive Works (also known as Hinckley and Drury), construction number 515.

That same evening, the Engineers and Contractors met at Gilman's Hotel, in Prescott, for the purpose of presenting to Walter Shanly, Esq., the late Chief Engineer of the road, several pieces of plate, as a testimonial to their esteem for him.¹²

The *Ottawa Citizen* said it would not be long before "we shall have the iron coursers snorting and pawing the Bytown".



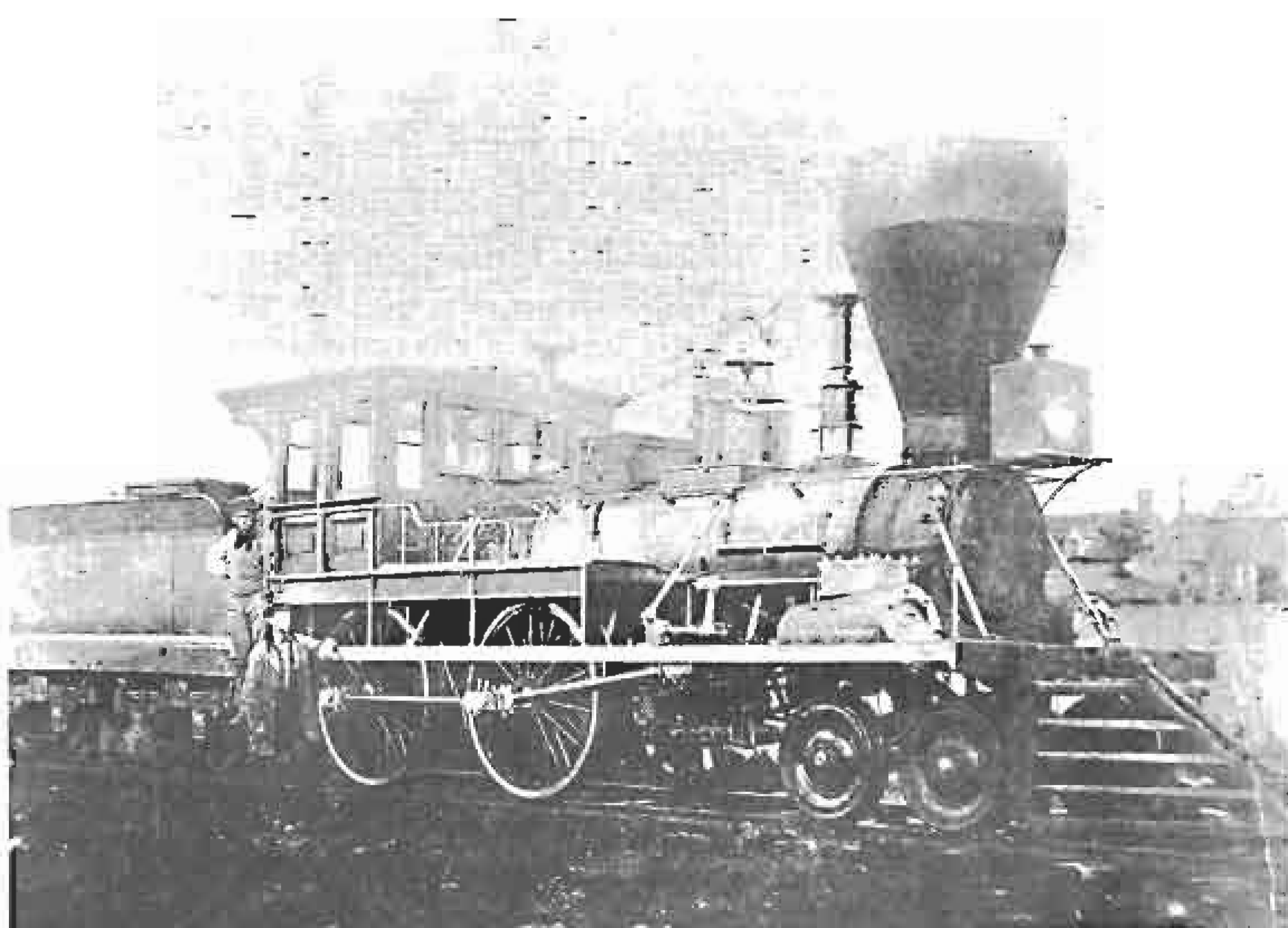
This drawing appeared in the *Bytown Packet* for 1st January 1852, three years before the railway was opened, and was part of a page printed to salute the boys who delivered the paper. It shows a train crossing the Rideau River on its way towards Prescott. The large building in the centre is the Notre Dame basilica of 1846, just before the twin towers were erected in 1858. To its right is the Collège de Bytown (Lasalle Academy) of 1852 and a little further right the Mother House and infirmary of the Grey Nuns of 1849, with its central spire.

With work trains running north from Prescott there was great pressure to go for a ride on this novel and modern form of transport. Many people, especially the small boys, took unofficial trips on the work trains, but the first official passenger trip took place on June 21st. It was advertised in the *Prescott Telegraph*.¹³

"First passage per Bytown and Prescott Railway.

"We are requested to state that the Prescott Division of the "Sons" have engaged passages by the cars to attend the Temperance Celebration at Spencerville on Wednesday next the 21st inst., and other individuals can also be accommodated at the same price, say Three York Shillings each for going and returning. Tickets to be had at the railway office over Mr. Perk's store, or on the cars. The cars to leave the station below the fort at 9½ o'clock a.m."

On 8th July, two additional locomotives, No. 2, "*St. Lawrence*" and No. 3 "*Ottawa*", together with several gravel cars, were brought over the river and placed upon the track at Prescott.¹⁴ These 4-4-0's were also from Boston, construction numbers 526 and 525 respectively. They had 54-inch driving wheels and 14 x 22-inch cylinders, and were regarded as freight locomotives.



This is a picture of the locomotive that could well have pulled the first train into Bytown. It was called "Ottawa" and the picture was taken in Ottawa in August 1861. The man standing on the ground was the engineer, Robert Graham. National Archives of Canada photo C-5288. The "Ottawa" is believed to have been scrapped in 1881.

To sample the cars, Bytonians had to travel to Kemptville, regular service having commenced between there and Prescott in early August. However, to get to Kemptville was not straightforward although it did make for an interesting day out as explained by a gentleman writing under the nom de plume of Bullfrog.¹⁵

"Bytown August 10.

"Sir, - Yesterday morning dawned upon as large a merry a party of gentlemen on board the steamer Beaver as ever left this sylvan city "on pleasure bent" to be present at the opening of the railroad between Kemptville and Prescott. Everything was as pleasant as pleasant weather and pleasant fellows could make them, no small matter when we consider that the party consisted exclusively of "man's imperial race," but agreeably to the old adage "start determined to be pleased and you will be pleased," and heterogeneous, albeit the crowd, made up as it was, of Bachelors, Benedicts, Doctors and Justices, Lawyers and Councilors and Chapmen, withal starting with this wholesome determination, pleased they were to a man, such rollicking and such fun, somuch loud and hearty laughter and so many tricks upon travelers as would have convinced the most prudish of Eve's fair daughters that one blade of a pair of scissors is not the worse for having the rust rubbed off it by occasionally separating it from the other blade; but tis two o'clock and Hurrah! here we are at Kemptville where we found a splendid

spread, and which received every due justice at the hands of the hungry and happy Bytonians. All things considered, too much credit cannot be done to the Managing Committee; and if the knives did not cut it was they were new and had never cut before; but certes they were clean and we all know that cleanliness is next to godliness. But the ding dong of the engine bell signifies that it is time to "take your places ladies and gentlemen", which no sooner done than the shrill whistle warns us to hold on while the engine starts with its precious cargo of 450 or 500 sons and daughters of Adam. Off we go to the tune of Rule Britannia struck up by the Kemptville Band. Pish, pish and in a few seconds the unmusical gallop of the Iron Horse convinced us, however profound our knowledge was of Arithmetic, that we could make up a small sum of twenty in simple addition by counting the cedar posts which flanked the road on either side. The engine and the road were individually new - new they were to each other, while collectively they were new to the people and the people new to them; and the occasional screams of the steam whistle showed, as some errant horse or cow obtruded on the track, that Railroad Cars were likewise new to quadruped as well as biped, who with heads down and tails erect, scampered in terror out of harms way, and looked to all the world as if they meant to ask, where the devil do you come from? One hour exactly found us in Prescott, reader remember it was a trial trip, and many of us for the first time slackened our thirsty souls with the waters of the St. Lawrence, improved mightily, as some declared, with Gillman's Brandy - seven o'clock sees us safely stowed in again, and "homeward bound". The same description of mirth as at starting only ten times more pungent, attended the Prince Albert steamer, which disgorged its load at 3½ a.m. on the Basin wharf, where each took himself to his own domicile, highly pleased at the day's doings, with only one object to mar his happiness, to wit, that on the morrow he had to go back to business again."

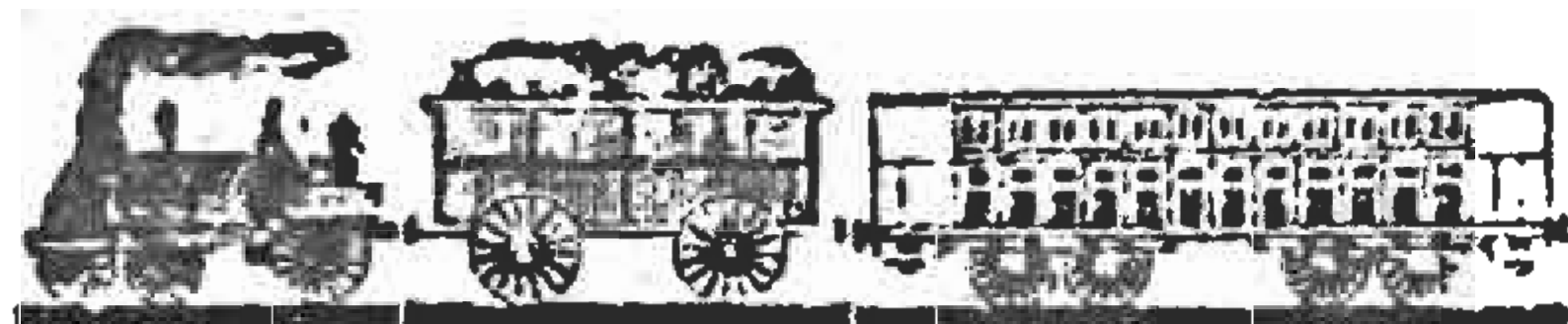
It was a long day, but participants could proudly boast to their less adventurous friends that they had seen and ridden the cars. Riding the cars must have been quite an experience, as the following account of a temperance excursion the same month illustrates¹⁶:

"Having a partial regard to public prosperity and the cause of temperance, we appropriated the day and made one of the multitude. At the depot at Prescott, we found the locomotive "St. Lawrence" most gaudily dressed in holiday clothes, trimmed with flowers, evergreens and flags. The stars and stripes, on equal footing with the cross of St. George, floating on either side of engine and tender. Three passenger and three platform cars, capable of carrying over one hundred passengers each constituted the train. We left Prescott 9.36 a.m. with all the cars comfortably filled, having on board delegations from Ogdensburgh, Brockville, Maitland, Augusta and a general turnout from Prescott. At most of the cross-roads, we passed large crowds anxious to arrest the train that they might procure passage, but it was impossible to accommodate them. At Spencer's we were joined by a delegation of about two hundred who were "piled on". Seating or stowing them away, was a question not to be entertained, not less debated. The cars, we presume, if they could have told their feelings, would have made the same reply that the notorious Charles Lamb did, when the inquisitive cab man thrust his head into the box and asked "Are you full in there?" The reply was "I don't know how it is with the other passengers, but that last piece of pie did the thing up for me!" So it was with the cars, that last station, had most emphatically done the thing up for them. Just imagine an old fashioned four seat stage coach, with four passengers on each seat, two standing between seats and a fat old lady and gent entering thro' the door, on either side, and you have a tolerable fair idea of our compactness after absorbing that last two hundred. Being somewhere in the vicinity of the middle of one of the platform cars, and near the bottom of the pile, we knew or saw little else during the remainder of the passage. We know however that there was enjoyment and sport among the top tier for often we felt the pile shake as though the outside ones were laughing, and a spent voice reached us with the exclamation "there goes another hat!" which was all explained when we reached Kemptville, by seeing a number of individuals with their heads dressed in handkerchiefs."

Even as early as August, the potential arrival of the railway in Ottawa had triggered increased economic activity. The *Ottawa Citizen* reported on 6th August:

"We understand that an arrangement is about to be effected between Mr. Forsyth (of Pittsburgh who is looking at iron ore in Hull township) and the Bytown and Prescott Railway for the transport of the ore. This will add immensely to the profits of the road. In the meantime, a large party of miners have arrived and commenced operations."

From the end of August, people in Bytown travelled to Prescott by steamer on the Rideau Canal to Beckett's Landing thence by stagecoach to the railway station in Kemptville. Regular trains began running between Prescott and Kemptville on 9th September.¹⁷ The rail gangs moved relentlessly forward during September and October so that, by 4th November, trains were running as far as Gloucester with a stage coach connection to Bytown.¹⁸ Excitement reached fever pitch on 11th November when, for the first time, the locomotive steam whistle could clearly be heard in Bytown.¹⁹ The locomotive reached Billings saw mill on 2nd December.²⁰ By 16th December, trains were running to the crossing with the Montreal Road and transport to town was provided by horse drawn cabs (sleighs).²¹ However, the bridge over the Rideau River was not quite ready for the opening of the line to Bytown and the terminus remained at Montreal Road until late December 1854 or early January 1855. Robert Bell, the president, speaking on 22nd August 1862, said "...On 29th December we brought the first engine through and formed our first train..."²²



BYTOWN & PRESCOTT RAILWAY

WINTER ARRANGEMENT.

ON and AFTER MONDAY, the 25th instant, **PASSENGER TRAINS** will run as follows, viz:

LEAVE BYTOWN

At SIX, A. M., *Railway Time*, — stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCERS, and arrive at PRESCOTT at NINE, A. M., in time to connect with the Ogdensburgh Railroad Train going East.

LEAVE PRESCOTT

At 5.30, P. M., (*Railway Time*), or on the arrival of the Train on the Ogdensburgh Railroad, stopping at the Way Stations above mentioned, and arrive at Bytown at 8.30, P. M.

PASSENGERS for MONTREAL, BOSTON, and NEW-YORK can proceed via OGDENSBURGH RAILROAD, ARRIVING in Montreal the SAME EVENING or Boston and New York the Day following.

R. HOUGH,

Supt. B. & P. Railway.

B. & P. Railway Office, }
Bytown, 22nd December, 1854. } (45u)

This is the first timetable advertisement for the Bytown and Prescott Railway which appeared in the *Ottawa Citizen* in December 1854.

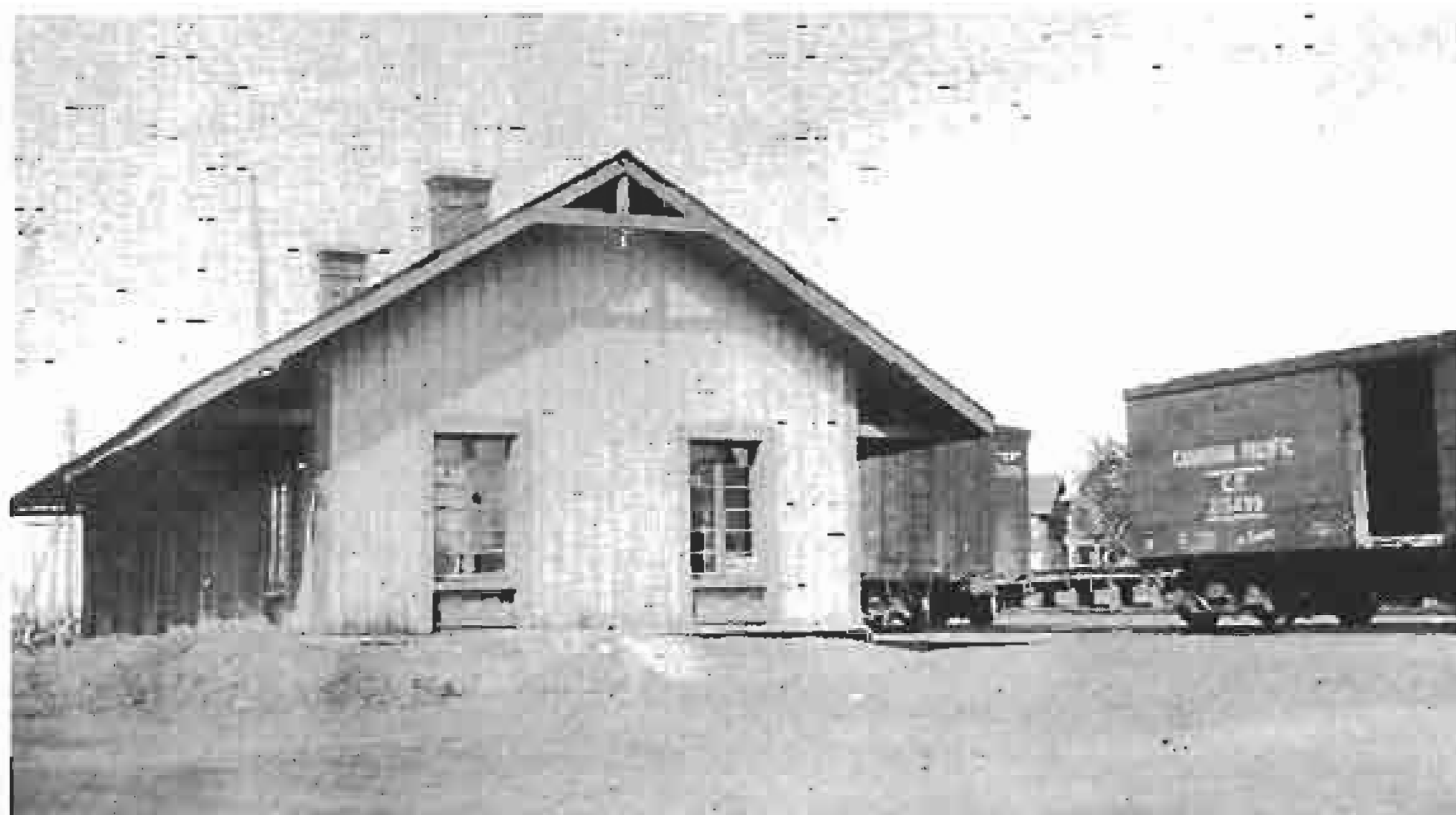
There is a completely unfounded myth that the railway ran out of rails and had to use wooden rails for the last few miles. There is absolutely no truth to this, nor the story that the first train was drawn across the ice of the Rideau River. Much of the confusion appears to come from the calculation over the amount of rail required. Shanly ordered 5,400 tons of rails. There is no valid reason, assuming that all the iron ordered from the Ebbw Vale Iron Company in Wales arrived - and there is no evidence that it did not - that the company would have been short of rails. The Imperial or "long" ton is 2,240 pounds. One mile of 56 pound to the yard rail weighs 88 tons. For the 54 miles, 4,752 tons would be needed, leaving 648 tons for yards and sidings; just over seven miles worth, and the first sidings totalled only 2 2/3 miles. Shanly was too good an engineer to have made a mistake of the magnitude of 308 tons. In fact, all his other estimates for the line show he was conservative, invariably leaving himself a safety margin. In the past, historians have made the calculation using a short ton of 2,000 pounds which results in a much shorter mileage and gives rise to this misconception..

Despite evidence to the contrary, persistent oral tradition claims that *St. Lawrence* powered the first work train into Bytown on Christmas Day 1854, with Robert Graham as engineer and Mike Mahar as fireman. Equally persistent tradition claims that *Ottawa* brought in the first passengers on that day.

Much has been written in an attempt to dramatize the event; but the fact remains that the railway opened into Bytown without ceremony. It is best left to an eye witness writing in the *Ottawa Journal* on 12th December 1895:

"On Christmas day, 1854, the writer, accompanied by some young people went to the east side of the Rideau at 8.45 p.m. the hour when the train from Prescott was due. All were eager to get a glimpse of the railway train. It was a dark night. There was no gas in the town at that time. The Rideau river and the Montreal road looked dismal enough. Soon the whistle of a locomotive was heard in the distance. It was pleasant to see a train of brightly lighted cars come slowly along the track. They stopped on the north side of Montreal road. A few passengers got off and were conveyed into town in cabs."

And so the Bytown and Prescott Railway, whose name was quickly changed to Ottawa and Prescott Railway, was opened for business. One early source of revenue was the material for the parliament buildings. A special train made a round trip each day for three years. The stone used in the building came from quarries at Cleveland, Ohio. It was shipped to Prescott where it was loaded from the boats on to railway cars by large cranes. Stones weighing from two to nine tons were moved into Ottawa on flat cars that were hardly up to such weights.



The original station at Sussex Street burnt down in May 1860 and there was another fire in July 1895. This photo was likely taken in the 1940's.

You can still see the remains of the four piers of the bridge across the Rideau River just upstream from Green Island, one of them only being visible when the water is very low. At this location there is a stone arch on the west bank of the river but the rest of the original station area has been obliterated by roads and the External Affairs building.

The Vanier Parkway is built on the route of the Bytown and Prescott Railway but, better still, take a ride on the O-Train. The first kilometre or so of the line north from Greenboro station is over the original route after which it branches north westwards on a section of

line which was built in 1871.

The railway has had a checkered career in Ottawa in the subsequent one 150 years, but for the present, let us just celebrate it. To the Bytown and Prescott Railway we say "Happy One Hundred and Fiftieth Birthday".

Postscript. One of the mysteries which has been very difficult to track down is the actual day when the locomotive first arrived in Ottawa. The local newspapers were silent on this although it seemed that there was a delay in completing the bridge over the Rideau River into the Sussex street depot by Christmas 1854.

Luckily, the *Ottawa Citizen* of 23 August 1862 has helped to clear this up. The formal opening of the Rome, Watertown and Ogdensburg Railway, which gave Ottawa a shorter and more direct communication with New York, was taken advantage of by a large number of the most distinguished citizens of New York, Albany and other places on the New York Central Railway, to pay a visit to Ottawa. Their intention having become known a few days previously, a large number of the citizens of Ottawa gave a cordial reception on the arrival of the morning train and a long string of carriages were at the depot ready to receive the visitors. This culminated in a banquet, on 22 August 1862, at which Mr. Robert Bell made a speech. He was managing director of the Bytown and Prescott Railway (he also owned the *Ottawa Citizen*)

He said, "We turned the first sod on the 2nd of September 1852. On 29th December we brought the first engine through and formed our first train, and we have continued on the even tenor of our way - not altogether noiseless, it is true - from that day to this (Applause). It was a strange sound to hear the steam whistle, but I believe there was not a single person in the city, although the sound was unharmonious, that was not as pleased to hear it as I was."

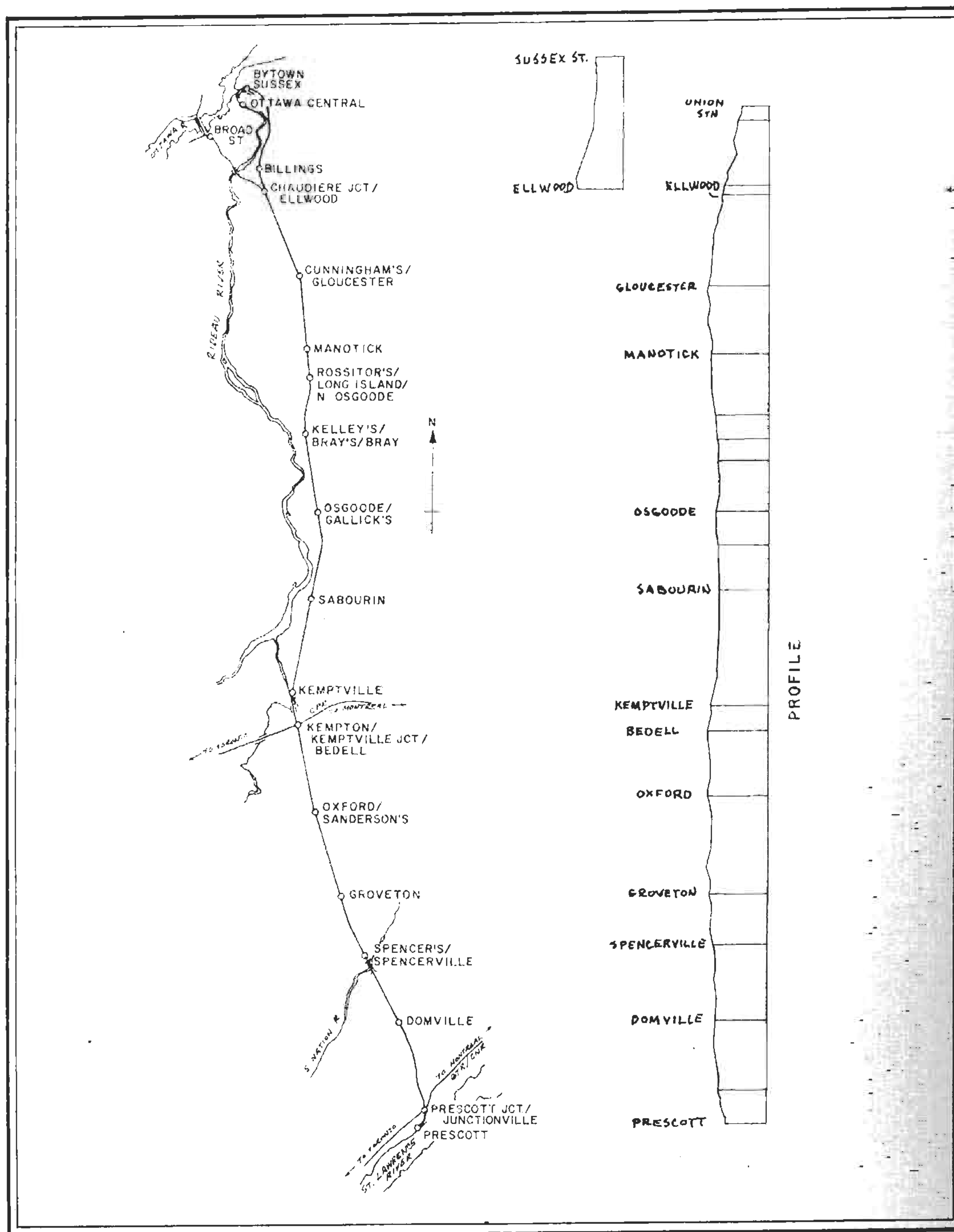
From this, I think it fair to conclude that the Rideau River bridge was made fit for the passage of a steam locomotive on 29th December 1854. From Mr. Bell's words it is possible that trains could have started running straight away. However, bearing in mind that there would have been work to be done in the terminal (track work, ballasting, etc.) before passenger trains could be run, it is possible that the first trains ran out of the Sussex street station in early January 1855.

Sources in addition to those shown in the footnotes:

- The Bytown and Prescott Railway 1854-1879 by S.R. Elliot, published by the Bytown Railway Society 1979.
- Unpublished manuscript by S.R. Elliot held by the Bytown Railway Society.

Footnotes:

1. Bytown Packet 7/8/1848.
2. Bytown Packet 5/24/1850; 10/12/1850; 10/19/1850.
3. Bytown Packet 4/26/1851.
4. Bytown Packet 9/6/1851.
5. Bytown Packet 10/11/1851
6. Ottawa Citizen 2/18/1854; 3/4/1854.
7. Ottawa Citizen 9/16/1854; Ottawa Tribune 11/24/1854.
8. Ottawa Citizen 4/29/1854.
9. Ottawa Citizen 5/6/1854.
10. Ottawa Citizen 4/6/1881 and 4/18/1881; Ottawa Free Press 6/3/1881.
11. Ottawa Citizen 5/27/1854.
12. Brockville Recorder 6/8/1854.
13. Ottawa Citizen 6/17/1854.
14. Ottawa Citizen 7/15/1854.
15. Ottawa Citizen 8/12/1854.
16. Ottawa Citizen 8/26/1854.
17. Ottawa Citizen 9/9/1854.
18. Ottawa Citizen 11/4/1854.
19. Ottawa Citizen 11/11/1854.
20. Ottawa Citizen 12/2/1854.
21. Ottawa Citizen 12/16/1854.
22. Ottawa Citizen 8/23/1862. ■



Bytown & Prescott Route & Profile, 1871

Map drawn by A. Craig

This is a route map and profile of the Bytown and Prescott Railway drawn by Al Craig and used in the Bytown Railway Society publication on the line published in 1979.

"Up the Gatineau"

The Canadian Pacific Railway Company's Maniwaki subdivision was known as "The Gatineau" to us railroaders. Although I'd seen bits and pieces of the pike after the end of the second world war, it wasn't until 1952 that I finally made a "pay" trip on it as a CPR locomotive fireman. I can still remember that first trip, it was on the local passenger train which departed Ottawa Union Station in the late afternoon and the steam engine on that occasion was the (in)famous G1, #2221 (wrecked on the Castor grade just north of Gracefield a few years later, taking the lives of the two enginemen on board in the process).

I can still remember that first trip because I hadn't had any rest before it and had been working some other job before getting called and I was running out of energy somewhere around Venosta and wondering if the twists and turns ever ended. This is not to say that the hand firing of a light Pacific on a branch line passenger train with 3 or 4 wooden cars was considered difficult, it wasn't, but I just wasn't prepared for the Maniwaki sub. definitely caught the tail end of its "glory days", if they could be called that, for in the early-1950s the Gatineau was still a busy place and all trains were still steam powered.

There was a daily except Sunday passenger train which left Maniwaki each morning at 07:40 and arrived at CD (Ottawa Union Station) at 11:05. By the time the engine got back to the Ottawa West shop and the crew went off duty it was after noon. This gave the engine crew about three hours in Ottawa as they went back on duty around 15:00 in order to take the engine back over to CD, via Hull West, Hull (Beemer), and over the Princess Alexandra (Interprovincial Bridge) for the return trip to Maniwaki. This "light engine" movement was, of necessity, made "tender

first" (a back-up movement). Train 535 left CD at 16:15 and usually consisted of a wooden Mail-Express car and two, sometimes three, wooden era coaches. It is sometimes difficult to remember that after world war II and until the early-1950s nearly half of all CP's passenger rolling stock roster was of wood construction, and "Canadian" stainless steel rolling stock was just a few years away! I don't want to give the wrong impression here, because a lot of this wooden rolling stock didn't do a lot of rolling. It was stored quite serviceable and called upon as required as extra cars on the tail ends of all steel trains on Sunday evenings and for special movements, and of course on suburban trains and "moonlight specials" north of Winnipeg (and elsewhere).

In any event, Maniwaki was reached by the local at 19:40 where mail, express, and passengers were unloaded. The train then left the station in reverse and backed up to the wye where it was turned and backed around to the north end of the little yard. The engine was uncoupled and put over the concrete ash pit (without any mechanized way of cleaning itself out) on one of the two shop tracks in front of the two stall engine house. The engine crew now went off duty and retired to CP's little "northern resort", an old wood framed two-room bunk house located right beside the engine house.

As I recall, this particular bunk house had four upper and lower bunks made up from the usual pipe and pipe fittings with the usual caboose mattresses. Someone locally changed the sheets and pillow cases, and the place (unlike some bunkhouses) was kept pretty clean. In the winter months the single bedroom could be very cold. In the summer you could fry, especially if you were on an upper bunk. The other room was, of course, the kitchen with its usual large coal burning range which heated the place in

both winter and summer. A door separated the kitchen from the bedroom.

About that door. On a cold winter night a crew might go to bed with that separating door open so that the heat from the range would keep the bedroom from freezing. If a freight extra came up during the late hours of the evening with empty log "gons", those boys would want to cook up a storm so they would close the door to keep the noise down (and the heat out) so as not to disturb the boys in bed. Not a very satisfactory arrangement. The train crews weren't much better off, they "lived" on board the train, as did the way freight train crew "live" on board their van (caboose). I use the word "live" advisedly.

Each night there were two engine crews in the bunk house – the passenger crew and the way freight crew. If an extra came up late in the evening, which during the winter wasn't all that unusual, as the logs were moving, meant



A cab forward view of the open cab of 2218, showing the terminal at Maniwaki, Quebec, ca. 1950. That's CP 4-4-4 2927 on the right hand side of the engine house, her headlight is just visible. Photograph courtesy of Paterson-George collection.

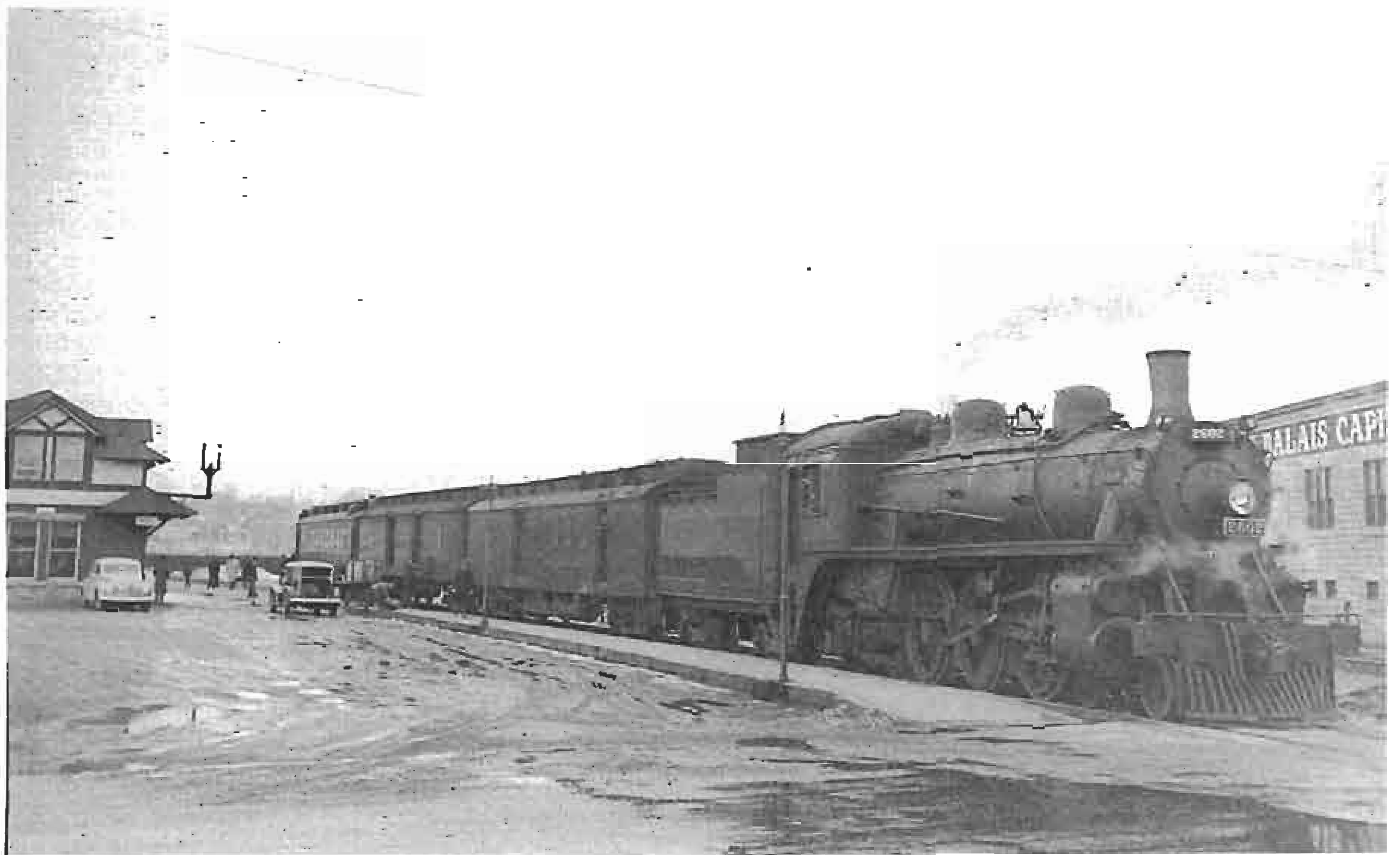
there were now six men to feed and sleep in that little place. Refrigeration for lunch pails was no problem as they simply got put on the table in the glassed in outdoor porch (to freeze).

The regular engineer on the "varnish" in the early-1950s was Wilson Creighton. Wilson was a most competent engineer who worked the job for many years because his deteriorating eyesight kept him off main line jobs for which he "stood" (seniority wise). Think about it – in order for Wilson to get into his own bed in Ottawa at all, he had to "book off" after reaching the shop at noon on Saturday. This gave him Saturday and Sunday nights at home, and cost him the return trip to Maniwaki on Saturday afternoon which always went to a spare man. The fireman, at the time I'm writing about, was a Montreal-based man, whose name I no longer remember, did the same thing so a spare fireman was also needed on a Saturday afternoon. This set of circumstances also cost both of them what they'd have earned on the return Maniwaki-Ottawa trip. In any event this was the only way Wilson could get some time at home in Ottawa other than those few hours between trips during the week.

The way freights (there were two of them working on alternating days) were somewhat different. The crew that went north on Saturday laid over in Maniwaki until Monday morning and left after the passenger train. The trip south was fairly fast – they would get into Ottawa West around mid afternoon, giving them what was left of the afternoon and the evening at home before starting out northbound the following morning. Unlike the passenger train, the way freight went only one way over the line per day, hence the requirement for two way freight jobs, one northbound and one southbound each day, except Sunday. They would meet each other, and the northbound job would have to meet the southbound passenger train as well. The southbound way freight would normally never see the northbound passenger as they would be in Ottawa before the varnish left CD.

As mentioned, a spare crew went north on the varnish on Saturday afternoon. This crew returned to Ottawa late Sunday evening, on the Sunday only schedule. In addition, an early morning northbound passenger train operated on a Sunday only schedule. Its crew returned south on the normal weekday schedule on Monday morning.

In addition, as mentioned earlier, there were any number of freight extras running, especially during the winter months to handle the log traffic. This traffic became, I believe, the cause of the last ever major improvement to the line. In order to handle the increasingly heavy log movements, CP decided to utilize heavier power in the form of the P1 class (5100 series) light 2-8-2s. To utilize these engines, much of the 85 pound rail had to be replaced with 100 pound rail. I do remember firing a work train that put the 100 pound rail on the "Castor grade" north of Gracefield. When this was completed the 2-8-2s, with their 43,000 pounds of tractive effort, could handle a much larger train than a D10 class 4-6-0 or G1 or G2 class light 4-6-2. For people like me it also meant handling a mechanically (stoker) fired engine, rather than the old "hand bombers" (coal fired engines



The Maniwaki passenger local at Hull (Beemer) Station, Quebec. In a few minutes she'll be over the Princess Alexandra Bridge, and into Ottawa Union Station. That's the more or less regular engine on the job, G2 Pacific 2602, with two wooden head end cars; an Express/Mail and an Express/Baggage, and two wooden day coaches. The time is the spring of 1950. Photograph courtesy of Paterson-George collection.

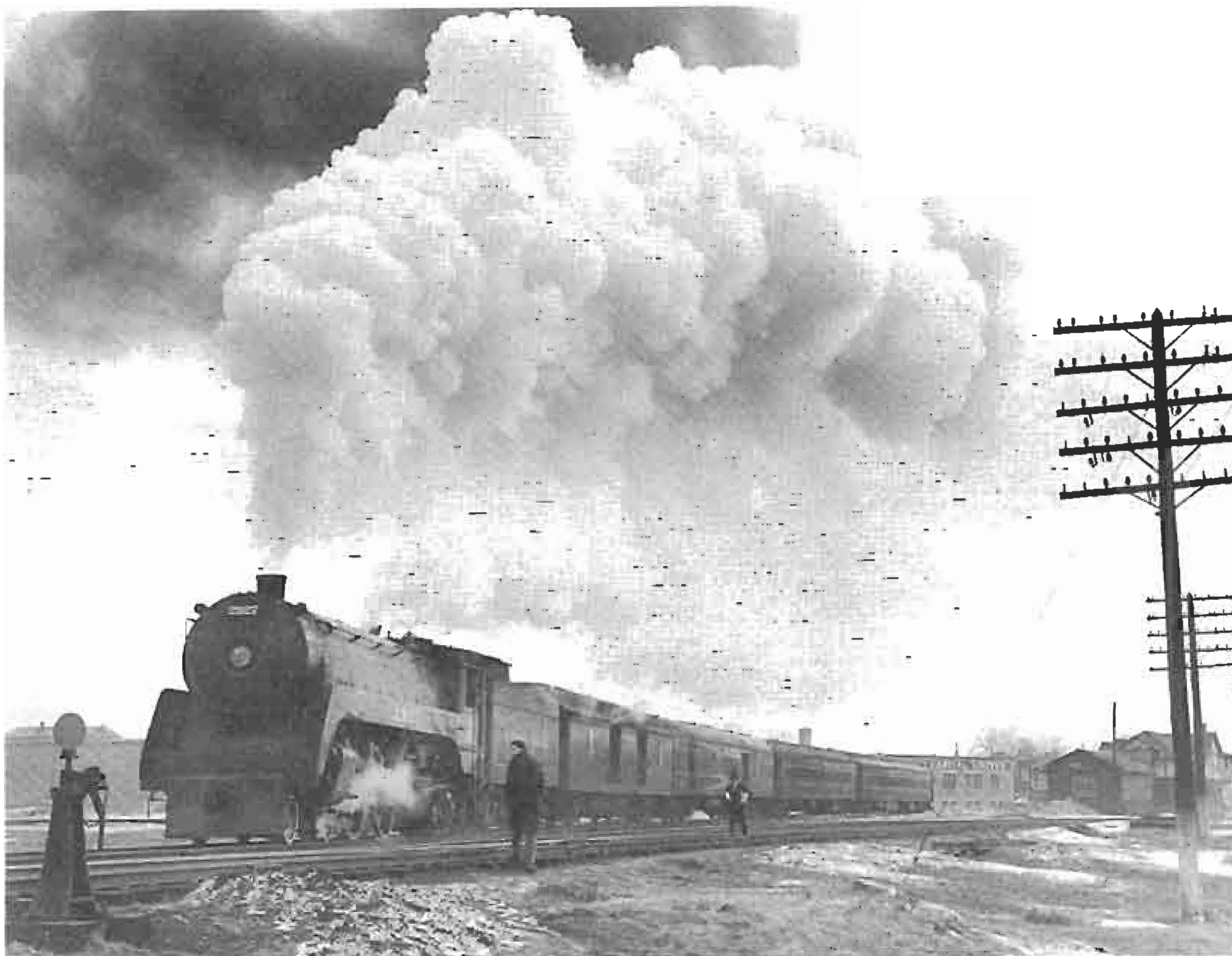
with a shovel). It also meant having a vestibule cab instead of the D10 with its flapping canvas curtains, and the occasional G1 which, even at this late date, still have a vestibule cab (No. 2218, as an example, come to mind).

Perhaps a word about early-1950s motive power is in order. When I came to work out of Ottawa West in 1952 the regular engine on the Maniwaki passenger train was G2 class light Pacific 2602, however, it was an "on again/off again" affair as the other "regular" engine was F1 class 4-4-4 2927. The 2602, while being older and "non-streamlined", was by far the better of the two on the curvy, hilly Maniwaki sub.. I recall having to "double" the south leg of the Maniwaki wye with either three or four wooden passenger cars with that little sucker of a 2927.

And speaking of the 2927, if you refer to my Tid Bits column in the November 1989 **Branchline** you will find references to this engine as a main line machine in "double heading" service. In the May 1990 issue, Ron Ritchie's article on "The Parliamentary Special" shows a photograph of the 2927 just outside of Montreal on the "North Shore". I was never very fond of this 4-4-4, the only one I was ever on, and I was on it too often for my liking! A CP 3000 series "Jubilee" it wasn't.

The way freight jobs generally had a G1 or G2 light Pacific. The open cab G1 2218 worked in both freight and passenger service in the Ottawa area and was often on the Maniwaki way freight, as well as the passenger train, from time to time. The way freights, after the installation of the 100 pound rail, often got a P1 light 2-8-2. The open cab 2218, and the D10 4-6-0s for that matter, were O.K. in the summertime, but during the cold weather months these "California convertibles" were not well liked.

People like me didn't make a lot of miles (pay) on the Gatineau, except on the northbound leg of the way freight (train 79), and then only because of the long hours (which get converted to miles on the trip tickets) and then get added to the 80 track miles. The extras often garnered us a minimum 100 mile day (minimum day for pay purposes), plus preparatory and final inspection time. Fortunately, the layover in Maniwaki was usually short (under eight hours) and the trip south relatively quick, considering the cockeyed line. Then it was back to the spare list and, hopefully, the main line, the big wheels and the big miles! Like, man, get



And here she is, F1 4-4-4 #2927, only thing is she's not going to Maniwaki. That's a wooden Express/Baggage car behind her tender, followed by a heavyweight combine and two heavyweight coaches. Not a bad sized train for the '27. The photograph was taken at Hull (Beemer) station, in the right background, in April of 1950. Had she been going to Maniwaki she'd have been on the track in the left background of the picture behind the switch stand. Photograph courtesy of Paterson-George collection.

me off of this branch!!.

Dispatching on "The Gatineau" was done from the division dispatcher's office in Smiths Falls, Ontario. Operators were on duty at Hull (Beemer), Wakefield, Alcove, Low, Venosta, Kazabazua, Gracefield, Blue Sea, Messines and Maniwaki.

One last note – the timing for way freights (trains 79 and 80) as shown in the time table in the December, 2004 **Branchline** means little or nothing. The northbound job was usually on the road for something like 10 to 12 hours. Southbound, it was close to less than half of that. The crew made all their money on the northbound trip due to the overtime involved (O/T was calculated at 18 ¾ miles per hour, after 8 hours from leaving the yard switch). As stated, only a minimum day was made on the southbound trip (12 ½ miles per hour for 8 hours = 100 miles). Compared to working passenger trains on the Lachute, Chalk River, Brockville, or M&O subdivisions, the Maniwaki passenger didn't earn fellows like me all that much, but it was better by far than the Waltham branch – but that's another story – yet to be told – again. Wait for it! ■

The Gatineau Valley Railway, the Italian Labourers and the Bottomless Lake

By Bill McConnell

During the building of the Gatineau Valley Railway, also known as Canadian Pacific's Maniwaki Subdivision, political correctness and worker consideration did not exist.

Labourers from Italy made the cut on the grade through Joe McConnell's farm, located about half ways between the Aylwin and Kazabazua Stations. Pick and shovel and wheelbarrows were the tools used to dig the soil and transport it to the north side of

the cut to form the base for the roadbed in the low areas. There may have been some horse drawn scrapers used but I believe my father told me that the cut was made using only manual labour.

My father's home was on the farm next to Joe McConnell's and a short distance from the railroad cut. He was quite often at the cut site while the digging was in progress and observed the boss Mitchell, armed with two pistols, walking among the labourers and shouting at them "to get at it you black bastards".

It was an extremely gruelling and thankless way for a man to make a living in a strange country thousands of miles away from home. Ultimately, the Italians got their revenge.

The original Railroad Bridge that crossed the Kazabazua Creek south of Kazabazua Station was a wooden trestle type, built by the Italians. There were two camps of them. One camp was located between the bridge and the Station and the other was between Kazabazua and Aylwin Stations on the east side of the railroad just south of the cut at Joe McConnell's. They kept to themselves and were not a bother to the residents with one exception when they helped themselves to one of the farmers calves for a "feast". They had been working for some period of time without having received any pay. Their

many requests to the Company to pay up went unheeded until one day they gave the Company an ultimatum - "no pay tonight, we cut down bridge". The Company managed to come up with the payroll money before the deadline and averted what surely would have happened had they not.

One with a metal frame on cement piers later replaced the wooden trestle bridge.

There is a very small lake just south of the Village of Venosta, Quebec. It is behind several houses on the curve of nearby Highway 105. During the building of the railroad around 1892, this little lake cost the Company a great deal of money and defeated the Company in its effort to avoid a long curve necessary to go around the lake.

To eliminate the curve, the company tried to fill in the lake along its north shore to create a roadbed for the track. Piles were driven into the lake bottom and numerous carloads of fill were dumped into the water around the piling until the fill rose above the water to the desired height. Left overnight, the workmen would return in the morning to find that the fill had disappeared below the surface of the water.

More fill was added to again bring the road bed up to the required height above the water and again when left overnight, it disappeared. This process was repeated for several days. Each time the results were the same as in previous attempts. Mitchell, the person in charge of the construction, said he would "fill that goddamn lake if he had to fill it with dump cars and Italians". Mitchell never did succeed. As a result, the line had to be re-routed around the lake.

As late as the 1950s, and probably still today, you could stand on where the railroad crossed the highway and still see the opening that had been cut through the trees that ringed the lake as well as the piles from 1892 protruding above the water. ■

Down by the Shop by Philip B. Jago

The inspiration for this article lies with BRS member and well-known steam contemporary John Stewart. Regular readers of **Branchline** will recall the concluding remarks in my description of BRS steam operations that appeared in the November 2004 issue. And I quote: "I [John] was down on Saturday; first day since the end of steaming. It was kind of quiet... hmmm..."

I further wrote, "Soon snow will obliterate 'Canada's shortest steam tourist railway'. However, 2005 is not far off. Want to get involved, come out and join the "Dirty Hands Club", there is lot to do getting ready for the 2005 operating season on Canada's shortest standard gauge steam tourist railway.

After a number of trips on the college circuit in both Canada and the United States in my other capacity as Trainer for Ottawa's Carleton University Ravens Hockey Team, I finally had a couple of free Saturdays in December to get involved in the activities of the "Dirty Hands Club". Ironically, the first occasion was in the middle of a blizzard and the snow had indeed obliterated "Canada's shortest standard gauge steam tourist railway", with van 436436 being especially photogenic. The 1913-vintage artifact looked for all the world as if it was on the end of a 100 car freight in an epic battle with the snow!

But enough of the outdoors, upon entering the Canada Science and Technology Museum shop, I came upon a veritable beehive of activity with a number of projects underway. Last year's crowning achievement was the return to service of ex-Central Vermont Steam Crane No. 4251. This year marks another BRS moment with the main centre of attraction being our ex-Thurso and Nation Valley Railway GE 50-tonner No. 10 (AKA, "Le 'tit Guy"). The work with No. 10 involves a changeout of its front truck. No. 10 is a side-rodder but, for the past couple of summers, the unit has operated without rods on the front truck, due to a persistent knock in the motion. Because of this situation, most of the actual work done by the engine has been courtesy of the rear truck – not the intention of its original designers.

Come this summer, Number 10 will prowl the rails of the Museum with a new front truck, complete with operating side rods and much, much better wheels. The changeout task has involved a considerable amount of work including the finding of a suitable candidate. The new hardware comes from a former CGTX unit via A.A. Merrilees (dealer) in Montreal. The actual change out involves jacking No. 10 clear of both of its trucks in order to facilitate the sideways removal of the condemned front truck (with 50-ton Shay No. 3 immediately ahead of No. 10, there is not enough room to roll the truck out). This latter move was only possible by dint of the use of a heavy duty "come along" attached to the frame of our Central Vermont tender. The tender sits on the adjacent track. Assisting the operation were two pairs of four heavy duty machinery skates that were placed under the truck side frames to facilitate what amounts to a lateral removal of the offending truck. A reverse duplicate movement will see the installation of the replacement.

Complicating matters has been the need to ensure that the truck's wheels and flanges were clear of the mud rails on the shop truck – a task that was achieved by depressing the truck's springs through the use of specially made wood shims. The prep time was a lot longer than the actual move, as the situation was complicated by some balky air-operated hydraulic jacks there were used to lift No. 10 clear of its trucks.

In any event, by the end of the second Saturday that I was there (December 17), the truck had been moved free of Number 10. As I write this piece (January 7), the new truck is about to be installed.

In addition to the work on Number 10, efforts are also underway

to repaint ex-Canadian Pacific Jordan Spreader No. 402818, built in 1907 and reputed to be the oldest Jordan Spreader in existence. Its wooden superstructure and arch bar trucks lend considerable credence to this claim. The spreader was 'restored' several years ago. However, painted wood and the elements don't mix well and the time has come for the spreader to have to a good going over. The work involves stripping, priming, filling and repainting. The vagaries of hockey notwithstanding, I hope to remain involved in this work. For the two Saturdays in question, I was back up assistant to Tom Cholowski who was made the erstwhile project leader.

Work also continues on the restoration of ex-Central Vermont Tender 4264. The tender began life in 1887 as part of Central Vermont 4-4-0 No. 33. The tender's last 'revenue' service was to provide fuel and water to CV crane 4251 and it arrived at the museum along with the crane and CV Boom car 4313 way back in 1967. The past few winters have seen the removal of the combination tank and coal pocket and the rebuilding of its distinctive arch bar trucks. Equipped with composite wood bolsters, they definitely reflect the 1887-birth date of Bytown's oldest piece of equipment.

The focus for the winter is on rebuilding the actual tender frame. Much of the material is in a deteriorated state – having been subject to years of rusting indignity because of the chemical actions that arise when coal and water come into contact with steel. I am told that more ambitious plans are afoot to eventually redo the coal box/water tank – now sporting several holes as well as several weak spots. This work may also include the installation of new hand rails along the top of the water top (they were torched off long ago by the Central Vermont) as well as other treatments intended to make this more and more a working tender.

So much for the work on the big clunky objects: a number of finer details are also being attended to. In this case, witness the patience of Bob Hobbs. Eschewing the grunting, groaning and glory that goes with the changeout of No. 10's truck, Mr. Hobbs has spent the winter fine tuning many brass grease cups that lubricate the moving parts on Crane 4251. It is a job that involves infinite patience – taking the cups apart, cleaning out the orifices and carefully redoing the threads on the cup sides and the caps so that cups actually do the job they are supposed to do. That job is to force grease into joints when some willing hand turns down the caps in response to the call to lubricate. The contrast between delicate nature of this effort and the wholesale work on the big equipment is astounding.

Hobbs' work echoes a number of projects that have taken place over the past couple of years that have involved an attention to the finer aspects of BRS's equipment. As an example, I am reminded of the infinite patience of Bob Cummins as he installed screens on the myriad of windows in the clerestory of Official Car 27 during the past winter. At the same time, master carpenter and all-around craftsmen Ross Robinson painstakingly restored the roller blinds in Car 27 – right down to polishing their combination brass handles and latches. The effect on the car is magnificent. During the summer, we would lower the blinds to 'half-window' height once the car had been cleaned. For those who have cut their teeth on the LRC era, this gesture is in deference to the traditional coach yard signal that a passenger car is ready to be returned to service.

Although Canada's "shortest standard gauge steam tourist railway" is obliterated by snow, there is lots happening down by the shop, "come out and get involved." I wish that I could be there but duty calls and I have to get ready for a game in Kingston against the Queens Golden Gaels. ■



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optimize its operations in the greater metropolitan area and to ensure the continuity of its operations during the transition period, expected to start over the next few months.

The agreement is a "memorandum of understanding" and the deal might be undone if some conditions are not met. One of these conditions may be the site chosen for the superhospital, but Bernard Motulsky, director of communications and recruitment for the Université de Montréal, said the U de M will build facilities at the railway site even if the hospital is to be erected downtown. (CNW Telbec, Dec. 14; Montreal Gazette, Dec. 15)



VIA TO RE-OPEN TMC: VIA's Board of Directors has recently approved a capital project that will enable Equipment Maintenance staff to return into the main building at the Toronto Maintenance Centre (TMC). The TMC's main building was closed in 1997 as part of the maintenance rationalization program, and Equipment Maintenance employees were relocated to a smaller building to perform train servicing tasks.

In 2002, the main building was partially reopened when Employee Service Centre (ESC) activities and other administrative functions were relocated from Union Station. Depending on the delivery of the required equipment and material, EM will be returning to the main building of the TMC in the second half of 2005. (VIA Express, Employee Newsletter)

VIA RAIL CHOOSES GRIMSBY FOR PROTOTYPE: Grimsby is home to a new prototype shelter that VIA will be instituting across Canada. "The enclosed portion will be heated for the winter and is lit for the evening hours," said Chris Boland, Blackie-Pyper Construction, "making it much more comfortable for VIA travellers." The 100 sq. ft. enclosed shelter, designed by VIA architect Bob Jeffrie and manufactured by CFC 2000 in Quebec, is made of concrete, fibreglass and recycled plastic.

Ken Rose, director of real estate for VIA Rail is very enthusiastic about the new building and said Grimsby was chosen to get the upgrade because the existing shelter did not meet the standard that VIA Rail wants. "The old shelter just wasn't the image that VIA wanted to portray." The shelters are very modular and expandable which is something else that has become important for the spot," Rose said. "These units are extremely versatile and virtually maintenance free," he said. "Also if we find that the ridership is up in Grimsby we can just add more modules."

Grimsby has a total of three units. "One unit is an open air module but two can be combined to make an enclosure. The entire project including the new asphalt on the parking lot reached \$90,000 and was paid for by VIA.

This new look will be found across Canada in the near future with the next location being Hinton, Alberta, according to Rose. "We are trying to get some consistency in our image," he said, adding no matter where passengers are they will immediately recognize a shelter or depot as VIA. (Niagara This Week, Jan. 7; thanks to Peter Warwick)

OTHER PASSENGER

STRANDED AIR PASSENGERS MAKE IT HOME BY RAIL: A group of 75 people heading for Labrador West spent an uncomfortable Christmas Eve stuck in the airport in Sept-Îles, Quebec. But the intervention of three workers with the Quebec North Shore and Labrador Railway led to them getting home in the wee hours of Boxing Day. The people were scheduled to fly into Wabush, but icy conditions had closed the airport for four days leading up to Christmas. A rain storm, followed by a bitterly cold weather made the runway in Wabush unsafe. "I slept in the airport and you know I did what I could," said Troy

Burton, who was on his way home from Ontario for the holidays. Burton and 74 other passengers were stuck. "Everyone in the airport was just frustrated. I mean, no stores were open. People were living out of vending machines and with the baggage situation, half the people lost their bags and there were small children there. It was just horrendous really," he says.

Then George Kean with the Labrador West Steelworkers Union convinced the railway to give the stranded passengers a ride home. The train pulled into the Labrador City station at 1.30 a.m. on Boxing Day, to a warm reception from relatives who had postponed Christmas celebrations while they waited. "There were about a hundred cars lined up waiting and to see the kids," Kean says. "There were tears of joy. People were hugging each other saying, 'Now I can go home and put the turkey on and open the Christmas gifts'" Burton says he's still waiting for arrival of his baggage, and the Christmas gifts he bought for his parents. (CBC News, Dec. 28)

MAKING GO TRANSIT A BETTER CHOICE: The governments of Canada and Ontario and GO Transit are making major headway on 12 construction projects aimed at improving rail and bus transit in the Greater Toronto Area. In May 2004, Canada and Ontario agreed to contribute up to \$385 million each towards \$1.05 billion in improvements to GO Transit in the GTA. Since then, work has begun to improve GO rail corridors, and renovations at Union Station are underway. Once work is completed, GO Transit users across the GTA will benefit from more frequent, reliable and accessible service, with all-day service in many areas. GO Transit will increase the number of trains and buses and add new tracks and stations to deliver more frequent and reliable service. Work this year has included studies to address the environmental requirements under the GO Class Environmental Assessment (Ontario) and screening studies under the Canadian Environmental Assessment Act as well as planning and design work for improvements to bus and rail services. (Transport Canada, Dec. 23)

REGIONAL / SHORTLINE NEWS

FROM WATER TO RAIL: The Southern Railway of British Columbia (SRY) has seen more than 500% growth in its newsprints and specialty papers shipping business over the past five years, after fine-tuning the operation of a water-to-rail paper distribution partnership with NorskeCanada. The SRY is a 62-mile short line railway owned by Washington Group, situated in BC's Fraser Valley, with operations extending from Chilliwack to Annacis Island.

SRY started working with NorskeCanada in 1997, says SRY's Director of Business Development, Frank Butzelaar. In 1999, a consolidated distribution centre - known as Sylvan Distribution - opened its doors on SRY with volumes growing from 1,600 carloads annually to over 8,500 in 2004. The distribution centre is supplied by products from four paper mills located within a 100-mile radius. Three of the four mills use covered barges to transport the product directly from the mill to the distribution centre and the fourth uses a trailer barge service. Once landed in the distribution centre, the paper is shipped out via truck, intermodal or rail.

NorskeCanada and SRY worked together with car lessors and manufactures to develop a specialized car designed to prevent damage to delicate cargos such as lightweight coated paper, newsprint and directory paper. The cars are all cushioned, high capacity boxcars. The newest 400 cars feature seamless side and end walls to protect the product from friction damage. With an 884 car fleet, having standardized cars is important, said Ken Doiron, vp of Marketing and Sales at SRY. Interior maintenance is key to paper shipping. "SRY offers a cleaning program, so that every car that goes into the distribution centre is cleaned inside, inspected, and has had a visual mechanical inspection. The customer can be assured the car won't develop a problem en route to its destination." (Canada NewsWire, Dec. 14)



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E&N RAIL GROUP CLEARS MAJOR HURDLE: The Island Corridor Foundation - the group made up of a consortium of First Nations, municipal and regional governments that's been working to purchase key sections of Vancouver Island's E&N Railway - cleared a giant hurdle the last week of December. "We have just received our charitable status," a jubilant Jack Peake, foundation co-chair, said December 29. "It takes effect as of January 1, 2005." The group needed charitable status so it can issue tax receipts, a key factor in gaining control of the land from CPR. The railway has said it's willing to sell its rail line and lands for a tax receipt and a dollar. "We're heavily into negotiations with the CPR right now," Peake said. "We're also talking with a new operator for the line; we're not releasing the name because those negotiations are at a critical stage. This one person has the best offer so far but there are a couple more that are just waiting. We're going to be continuing talks." The Foundation's draft agreement with the CPR has been extended from November 15, 2004 to February 28, 2005 but it still has some conditions that must be removed or otherwise dealt with before the final date, Peake said. (Cowichan Valley Citizen, Dec. 12, Jan. 1)

OMNITRAX SAYS IT'S NOT SUBJECT OF BCR PROBE: OmniTRAX said it's not under criminal investigation in connection with the sale of BC Rail. The company issued a statement after the company's name appeared in indictments released by a special prosecutor that charged two former BC ministerial assistants with fraud, influence peddling, breach of trust and accepting bribes. Those charges stemmed from the December 28, 2003, police raids on the BC legislature. The offices of Dave Basi, an assistant to then government house leader and Finance Minister Gary Collins, and Bob Virk, an assistant to then Transportation Minister Judith Reid, were searched during the raid. Among the charges Basi and Virk face are demanding or accepting benefits "as consideration for co-operation, assistance, exercise of influence or an act or omission in connection with matters of government business including a bid by OmniTRAX Inc. to obtain the operating rights of BC Rail" from the provincial government. The company's statement said, "OmniTRAX has been advised by the Royal Canadian Mounted Police that it is not the subject of the criminal investigation involving the sale of BC Rail." (Canada NewsWire, Dec. 30)

OTHER INDUSTRY NEWS

WORK BEGINS ON KVR TRESTLES: A work crew expected to finish the first of 12 Myra Canyon trestles lost in the 2003 fire by Christmas. The six bridge-builders began constructing forms for the footings at the bottom of trestle No. 18 in November. For Ken Campbell, a leader in the campaign to rebuild the heritage structure, the sounds of banging hammers and heavy equipment are music to his ears. "It's pretty exciting. There's been quite a bit of work done preparing to get to this point," Campbell said. "Once this one's done, we'll have learned quite a bit and be ready to go with the others as soon as we can next year."

The federal and provincial governments contributed \$13.5 million toward rebuilding the historic trestles, which attracted 50,000 tourists a year before most of them burned in the Okanagan Mountain fire. The plan is to rebuild the 12 wooden structures and re-deck the two steel bridges by summer 2007. Four of the original wooden trestles remain intact. The budget for trestle 18, the one closest to Myra Forest Road, is \$350,000. CPR offered to design the mid-sized bridge, which will be 55 metres long and 10 metres high. "We were under time pressure. They (CPR) volunteered to do the design. For the rest of them, we'll hire engineers to do it," said Campbell.

The Myra Canyon project management committee will soon issue requests for tenders to design the other trestles. Once the winning firm completes the design work over the winter, a call for tenders to build them will go out. Construction should begin by May, said Campbell. The goal is to rebuild five trestles in 2005. The bridges will look like the originals, but without their load-bearing capacity. They must support the

weight of maintenance vehicles and snow, but fewer timbers are needed because locomotives no longer travel across the spans. (Kelowna Daily Courier, Nov. 25)

ROYAL CANADIAN MINT STRIKES COINS TO COMMEMORATE CHINESE RAILWAY WORKERS: As CPR prepares to celebrate its 120th anniversary in 2005, the Royal Canadian Mint has struck a two coin set to commemorate the completion of the transcontinental track and to honour the significant contribution of Chinese workers. "The Canada that we know today emerged, in part, from the benefits of the Canadian Pacific Railway," said David Dingwall, president and ceo of the RCM. "In no small way, it helped develop Canada's cities and commerce, and these coins honour the importance of the Railway and the enormous contributions of the Chinese workers to its completion." The first coin depicts a scene from the Canadian Pacific Railway Archives (A-11416) of an empty ballast train standing on the rail bridge spanning the Fraser River near Cisco, BC. The second coin features the Memorial to Commemorate the Chinese Railway Workers, designed by artist Eldon Garnet in 1989 for by the City of Toronto. The obverse features the effigy of Her-Majesty Queen Elizabeth II. (Canada NewsWire, Nov. 27)

CTA STATEMENT CONCERNING HOPPER CAR FLEET: On December 2, Neil Thurston, director, rail economics of the Canadian Transportation Agency made a statement to the Standing Committee on Agriculture and Agri-Food concerning grain transportation and the federal government's hopper car fleet. Thurston explained the role of the CTA regarding the economic regulation of railways involved in the movement of western grain and elaborated on some of the work the CTA has done and is currently doing for Transport Canada on the hopper car issue and what responsibility the Agency will have if and when the hopper cars are disposed of by the federal government. (http://www.cta-otc.gc.ca/media/speech-discour/2004/041202_e.html)

REGULATIONS AMENDING THE RAILWAY INTERSWITCHING REGULATIONS: The Canadian Transportation Agency has announced that regulations amending the Railway Interswitching Regulations are now in effect. These may be viewed at the following links: <http://canadagazette.gc.ca/partII/2004/20041006/html/sor201-e.html>; <http://canadagazette.gc.ca/partII/2004/20041006/html/sor203-e.html>. (CTA homepage, Dec. 8)

RAIL PLAYS STRONG ROLE IN ECONOMY BUT CAN DO MORE: Approximately 75 railway industry representatives, suppliers, and union officials met cabinet ministers, members of Parliament and other government officials to outline the role that the nation's freight and passenger railways play in the country's economy. Bruce Burrows, acting president and ceo of the Railway Association of Canada, said the effort is unique because it brings together all the parties interested in a viable, efficient rail-based transportation system. The "On Track for the Future" initiative started in 1997.

Canada's railways transport 6.2 million carloads and containers of freight and 56.7 million rail commuters and passengers annually. The industry is seeking public-private partnerships to retain and upgrade short line railway infrastructure, more equitable depreciation and tax rates to encourage re-investment in the industry, and government support for inter-city, commuter and tourist rail services to help reduce road and airport congestion. "Canada's Class 1 railways' tax burden, for example, is almost twice that of our American competitors - 9.13% of revenues in Canada compared with 5.41% in the US," said Burrows. "That gap will widen with the US government's recent decision to repeal the 4.3 cents per gallon federal fuel tax paid by American railways in two steps -- about half next year, and the balance on Jan. 1, 2007. Canada is a trading nation, and freight transportation is expected to double over the next two decades. If the country expects to sustain that growth, we will all have to work together to solve, and prevent, problems associated with congestion and the

RIDING THE RAILS TO LONG LAKE: The long whistle of a locomotive horn marked the launch of the first railway spur built in 14 years in Alberta -- and the first one ever built for the oilsands industry. "We're making history today," said Russ Waddell, the Long Lake project's director of community consultation and regulatory affairs. The Long Lake oilsands plant project and the Athabasca Northern Railway teamed up to build a 5.1-kilometre rail track, dubbed a "spur," connecting the project's plant site to the railway's main line. The spur, scheduled to transport byproducts (such as sulphur) out of the region, will help reduce transportation impact on the highway system. While most material and equipment to build the project will still arrive by truck via highways 63 and 881, 40 to 50 large components will be transported to the project by rail. Athabasca Northern Railway manager Bob Feeney is glad to see the track complete. Feeney hopes this success will help other oilsands companies realize the potential railway transportation presents to the industry. (**Fort McMurray Today**, Dec. 13)

PRIVATE OPERATORS PROFITING FROM CN'S DISCARDED RAIL LINE: The **Edmonton Journal** profiles the Athabasca Northern Railway (ANY) and allied Lakeland & Waterways Railway, the fastest growing railroad in North America as measured by percentage increase in business according to ANY project development manager Bob Feeney. "It's an exciting place to be." While still quiet by CN and CPR standards, the 507-kilometre Edmonton-Fort McMurray rail line of 2004 stands out as lively compared to its status as virtually extinct only seven years ago. When the short-line specialists bought the northeastern Alberta route as a discarded CN spur in 1997, no train had run on it for four years and ANY was a skeleton operation with just three locomotives, no rail cars of its own and one train a week. The line currently has 14 engines, more than 100 cars, a new \$1-million maintenance shop at Lac La Biche, and daily scheduled trains. Staff has doubled to 60 from 30. Total freight will exceed one million tonnes in 2004, up about five-fold since 2000. Traffic on the LW&R, the southern leg of the Edmonton-Fort McMurray line jumped 40% to 16,000 train car loads between 2000 and 2003, and preliminary figures for 2004 indicate the growth is continuing. (**Edmonton Journal**, Dec. 16)

MONTREAL, MAINE & ATLANTIC PREPS FOR REMOTE CONTROLS, WINTER WEATHER: During the past few months, Montreal, Maine & Atlantic Railway has been in preparation mode on two counts: for upcoming winter weather and incoming remote-control locomotives. The 745-mile regional - which operates track in Maine, Vermont, New Brunswick and Quebec - plans to implement RCLs for yard operations and some industrial switching, according to the railroad's fall newsletter. MMA officials believe the railroad will gain productivity and safety benefits from remote controls. To prepare for winter, MMA recently spent US\$300,000 to obtain and improve equipment. The railroad purchased two self-powered snow fighters featuring a plow and 13-foot wings designed to clear snow, and an auger-type device to clean out switches. The railroad also upgraded its fleet of nine snow plows and nine standby locomotives, and increased its supply of spare parts for snow-fighting equipment. (**Progressive Railroading**, Dec. 14)

OMNITRAX TO TAKE OVER BNSF LINE IN B.C.: OmniTRAX has created a new subsidiary - Kettle Falls International Railway (KFR) - to operate a BNSF branchline in northern Washington state and southern British Columbia. The railway consists of 76.5 miles of purchased track from Kettle Falls to San Poil, Washington, and another 83 leased miles from Chewelah, Washington, to Columbia Gardens, BC. These lines operate across the U.S.-Canada border at three separate ports of entry: Boundary, Laurier and Danville. BNSF will provide interchange at Kettle Falls for as many as 80 cars a day until a 7,200-foot siding is built at Chewelah sometime before June 1. Plans include construction of a locomotive maintenance facility in Kettle Falls. The KFR, which started December 11, 2004, represents OmniTRAX's 14th railway operation in North America. (OmniTRAX release, **Associated Press**; Jan. 6)

The Canadian Transportation Agency issued a "certificate of fitness to Kettle Falls International Railway Company permitting it to operate a railway in the province of British Columbia through a purchase agreement with the BNSFRC between the Canada/United States border near Laurier, Washington, and the Canada/United States border near Danville, Washington, of the San Poil Subdivision; and through a lease agreement with the BNSFRC between the Canada/United States border near Waneta, British Columbia, and Columbia Gardens, British Columbia, of the Kettle Falls Subdivision." (CTA Certificate of Fitness, 673-R-2004 December 10, 2004)

RAILROADERS HEAD TO RUSSIA TO PROMOTE ARCTIC BRIDGE PLAN: Railroaders hoping to open a new trade route between the Port of Churchill and Murmansk are headed to Russia to promote the plan. OmniTRAX, owners of the Port of Churchill and Hudson Bay Railway, are scheduled to meet with Russian businesses and government officials in late-January. They have proposed what they are dubbing the Arctic Bridge. They are expected to be accompanied by provincial and federal officials during negotiations to open up the route. OmniTRAX spokesman Mike Ogborn says he would like to identify businesses in Russia that might be interested in accessing the North American market through Churchill. But he says if discussions go well, there is a chance a deal could be struck for a demonstration shipment to show how easy it will be to move cargo along the route. (**Broadcast News**, Jan. 5)

RAIL LINE PLANS EXPANSION INTO YUKON: If they build it, tourists will come, the White Pass & Yukon Route has told a southern Yukon community. Tourists need some good reasons to want to visit Carcross, say White Pass officials. White Pass says it's moving ahead with plans to expand service into Carcross, a town about 75 kilometres south of Whitehorse. But, they warn, tourists need a reason to go there.

The historic railroad has operated a line to the B.C.-Yukon border at Bennet since 1988, catering to the tourist crowd from Skagway, Alaska. The company has announced plans to refurbish the line before. But a White Pass official says this time if governments and the private sector can develop the right attractions, the railway can find enough tourists to bring there. The railway's vice president of marketing, Michael Brandt, says it will have a crew of 30 working on the tracks between Carcross and Bennett this summer. He says the company is wrapping up a multi-million dollar upgrade of that section of the line. Brandt says at least one charter train will make the run from Carcross to Bennett and back. But Brandt says tourists won't come on the train to Carcross if there aren't attractions there to entertain them. "What we need to do through this partnership is broker both ends through the middle so we think we this will become a self-fulfilling prophecy," he says.

Brandt says in the meantime the company may offer specials like a Canada Day train for Yukoners. "How many people would like to go to Bennett from Carcross and see that 27 miles along Lake Bennett? A lot," he says. White Pass has signed a co-operation agreement with the Yukon government and the Carcross Tagish First Nation. But people like Janet Lee, who are trying to build a world-class tourism resort in the Carcross area, says it won't be easy to attract tourists from the cruise lines stopping in Skagway to their community. "It's a fair statement to say that at this point Carcross is not a tourism destination and we need more work to get there," she says.

The government is vague on what attractions might actually be developed in Carcross. "As that grows somebody's going to see the need for a bed and breakfast, maybe somebody wants to stay and catch the next boat, maybe they want to go out for dinner, maybe they want to stay a few nights, maybe they want to rent a car," says Economic Development minister Jim Kenyon. "There's all sorts of possibilities and we can see this growing as it progresses." Kenyon says government plans to start with a \$3 million fund to spruce up the community's waterfront. If the town's tourism potential is developed, White Pass says their experiment could lead to regular service by 2006. (**CBC News**, Jan. 6)

Short Stories

Some Seniority Quirks by Bill Cole

After reading the past couple of articles written by Dunc du Fresne in our magazine, I thought I'd get on the band wagon and mention a few items of interest pertaining to some of the local agreements and situations in the union schedules of both engineers and firemen, most of them dating back to the steam engine days. I would welcome comments from former CN enginemen who can add to or detract from any of the items that I comment on. As the years go by, the memory is not as sharp as it should be and there is a great possibility that I can get some things wrong in their context. But here goes and we'll let the chips fall where they may.

Away back in 1950, when I hired on the Canadian National as a locomotive fireman in then Port Arthur, Ontario, now part of Thunder Bay, Ontario, I don't remember a lot of the agreements that were in effect in both union schedules, meaning the BLE and the BLF&E, but I do remember one that was mostly hated by all engineers and firemen and in a lot of ways was not fair to most individuals.

Keep in mind that we had individual area seniority, which meant that my hiring as a fireman assigned me to the Eastern region which was part of the Northern Ontario Area (N.O.A.). Home terminals were situated at Port Arthur, Nakina, Hornepayne, Capreol, Allandale (Barrie), and Toronto (north end). If I was cut off (displaced) from the spare fireman's board in Port Arthur, I could exercise my seniority in any of those other terminals, provided there was a fireman working there who was junior to me. Otherwise I was totally laid off, and I had 29 days to declare my intentions, or I was considered out of service and subject to dismissal from the company's employ.

Now to delve into what was called the infamous "year clause", which affected many firemen in high seniority terminals, those including Toronto, Capreol and Port Arthur. The best way to explain the workings of the "year clause" is to put it into an imaginary situation. Suppose you were a locomotive fireman in Port Arthur and you are firing the best job in the terminal, namely passenger trains 79 and 80 (see The All Night Passenger train - **Branchline**, February 1998), and thoroughly enjoying your free time at home. Business on the CN transcontinental main line is very busy and most of the senior firemen in main line terminals such as Hornepayne and Nakina, who are "classed" locomotive engineers are set up running as engineers, most of course working the engineer's spare board.

Supposing once again that you in Port Arthur have a seniority number of #25 on the fireman's seniority list and number #26, has been set up and running for a year in Hornepayne. Now the infamous "year clause" cuts in and you are notified that you must exercise your seniority as an engineer and displace this man. This goes on and on until the junior fireman working as an engineer does not have a year in running an engine. Now you are there till mileage regulations dictate that the spare board must be reduced and you hope there will be a big enough reduction in miles so that you can get cut off and go home to your old firing job in your home terminal. If business picks up in that faraway terminal and those firemen junior to you are once again set up as engineers, you would be safe until they were once again running for a year. It was a totally unfair situation because it uprooted men from their home terminals and sent them where they really didn't want to go, and the men that were displaced were deprived of an opportunity to work as engineers and thereby make more money and be at home. Fortunately sometime in the 1960s I believe, this nasty rule was abolished. I believe I have explained this correctly, and if not I would like to hear from those who know it better. It

never did apply to me but I can vaguely remember as a kid growing up, there were times that my father who was firing in Port Arthur, had to leave for Hornepayne in the mid-1940s.

Now here's a goodie that I was glad to see changed, and the change came to pass sometime in the early-1960s if I'm not mistaken. It had to do with TV's or better known as "temporary vacancies". They were created when a regularly assigned engineer or fireman was assigned to a regular assignment or "job" as we will refer to it. If the regular man was sick for a period exceeding seven days, or on holidays, or in the case of a fireman being set up as an engineer, or extended leave of absence, then his job would be declared a TV. The spare board would man the job for seven days and after this, the senior man bidding the job would be assigned to the position. Prior to the 1960s the TV would be finished at 1200 midnight which meant the successful applicant would be notified sometime after midnight which wasn't always a good time to notify a man, especially if he was in bed sleeping. Cooler heads did prevail in the early-1960s and this deadline was changed to 1200 noon by a vote of members at the various lodge meetings. A good move in my estimation.

Jobs were bulletined to the entire district when they were vacated for a period exceeding 60 days and this gave engineers and firemen an opportunity to change their home terminals and move into an area where certain assignments were more to their liking. The tail end crews always had a much better job placement situation than the head end because in the course of a year, they had two opportunities to bid from one terminal to another. This was in the spring change of timetable (change of card) which was usually the last Sunday in April, and the fall change usually the last Sunday of October. It gave them a lot more freedom to work a job assignment to their liking and a change of terminal was often a good move. There were good jobs and bad ones and through the years, 42 of them for me, I think I've had a taste of them all. Port Arthur, Hornepayne, Capreol and Toronto were all included in my railroad career and I enjoyed them all and made a lot of good friends in each and everyone.

The Mud Bay Crisis By Joshua Soles

Author's Note: While the following account is a true story, I would like to point out that it does not represent typical operations on the Esquimalt and Nanaimo Railway, and in no way is this article meant to be a poor reflection of VIA Rail Canada, RailAmerica, Canadian Pacific, or any other parties involved.

I remember the day of the Mud Bay Crisis very well. My parents and I, on a family vacation to Vancouver Island, had travelled hundreds of miles from our home in Calgary to experience the west coast. But even as a youngster, my passion with trains did not keep me from the tracks for too long, and before my parents knew it, I had lined up a journey aboard VIA Rail's *Malahat*, the age-old Islander commuter train from Victoria to Courtenay.

The sun was high in the sky when we pulled up to the forlorn Nanaimo ENR station, and the memories of that trip will remain with me forever. When the conductor leaned his head out of our passenger train and shouted the classic "All Aboard" as we departed Nanaimo, British Columbia, no one aboard the train had any clue as to the events that would transpire that day.

That day was August 2, 1999, and to a fourteen-year-old railfan, the *Malahat* passenger train operating on the famed

Esquimalt and Nanaimo was somewhat of a lost paradise. To see a streamlined passenger train (a pair of Rail Diesel Cars, but a passenger train nonetheless) gliding into the classic CPR Station in Nanaimo instantly brought back memories – not of my own, but of those who had the chance to experience passenger railroading at its finest and whose photographs lined my esteemed collection of books. RailAmerica had only taken over the railway from Canadian Pacific a few months prior, and the red, silver, and blue freight locomotives were a certain change from the CP Action Red I had been expecting.

As the stainless steel shone in the afternoon sun, the station at 321 Selby Street became a flurry of activity. Passengers scrambled to get on or off the train; the conductor checked tickets, and a small caterer provided refreshments. Sadly, only the waiting room of the station was open to the public. With tickets in hand, my parents and I boarded the train, eager to begin the two hour journey north to Courtenay. Little did we know that the day would be much longer than we expected.

Leaving behind the maroon and white Nanaimo station right on time, the *Malahat* sped away, hoping to maintain its tight schedule. The conductor advised me that we would only have three scheduled stops on the trip, namely Parksville, Qualicum Beach, and Courtenay – however, we had no sooner left the outskirts of Nanaimo when our train slowed to a stop. Being young and naïve, I thought maybe we were going to be passed by another train – until I realized we were stopped on single track. Moments later we were on the road again, but the brief stop only foreshadowed events that were looming on the horizon.

Keeping with true VIA hospitality, the conductor, who by now had determined I was one of those “foamers”, led me and my father into the rear vestibule of the RDC, and advised that I could watch the scenery fly by so long as I kept my hands to myself. I remember feeling as though I was actually driving the train, albeit in reverse!

Slowing once again to a stop, we arrived in the pleasant town of Parksville, only 22 miles from our origin. The Port Alberni Subdivision, a major source of revenue for the ENR, broke away from the Victoria Subdivision near the ENR-style water tower, which has thankfully been preserved. But our fate that day lied in the grassy tracks of the Victoria Subdivision, and before long we were riding the rails again.

The rainforest-like atmosphere of Vancouver Island’s east coast blurred by, interrupted by the occasional tree branch that would lightly bounce off the roof of the Dayliners. Our speeds pushed the legal 45 mile-per-hour limit as the train rocked up the weedy tracks, but as we neared Qualicum Beach we again slowed to a stop, for seemingly no reason. I could see the conductor on the ground, inspecting the truck area of the second RDC. A few minutes later, the puzzled passengers on board were enjoying the sites again as we arrived in Qualicum Beach.

The next 15 miles were uneventful, but the serenity of travelling through the lush forest on jointed rail was soon to be broken. As we approached the former station of Mud Bay, a shrill ringing filled the cab of the vestibule that my father and I were still occupying. The train jerked to a stop, and hissing replaced the alarm. Confused, we left the vestibule and returned to our seats, where silence – broken only by the hushed discussions of the passengers – filled the air.

The dreaded news was delivered by the engineer, himself, a few minutes later. Despite the crew’s best efforts, the train was stalled –indefinitely. Since there were no freights in the area, our best chance of completing our journey would be to hike to the highway and thereafter determine our next move.

So there we were, stranded at Mud Bay. The crew, my father and I, and a number of passengers jumped to duty as we

helped the numerous elderly passengers off the rail cars. The train had broken down in an area where the roadbed was significantly raised from the surroundings, and great care had to be taken so that no one fell down the steep embankment. It could have been worse; stalling on one of the ENR’s wooden trestles would have taken the breath away of any passenger who dared to look down!

Once we had all disembarked from the train, we began the task of finding our way out of the forest. A short (approximately half-mile) walk down to a private crossing was made more difficult because we were attempting to carry and roll suitcases down a ballasted roadbed! The private crossing led us up a steep hill for about one quarter mile before we finally reached the main highway, where we patiently waited for alternate transportation (the train crew had called cabs which were en route from Nanaimo). Since there was no food service available on the *Malahat*, all passengers were without food or water. The conductor, however, kindly provided Dixie cups and his own personal bottles of water for our survival. It was an extremely hot day, and all passengers welcomed the conductor’s kind gesture.

Within the hour, a fleet of yellow cabs rounded the bend in the highway, and we were pleasantly shuttled off to our chosen destination. The *Malahat* service was cancelled for the day, and although we were unable to complete our round trip, the experience was well worth the struggle.

The next year, my family returned once again to Vancouver Island, this time with my aunt, uncle, and cousins. We made a point of returning to the *Malahat* one more time, determined to reach Courtenay this time. As we passed by the dirt road where we had climbed to the highway and civilization, I could not help but smile as the memories of the “Mud Bay Crisis” came rushing back. We made it to Courtenay and back that year, sharing stories with fellow passengers the entire trip.

More than anything, the Mud Bay Crisis opened my eyes as to how well complete strangers can work together hand-in-hand to make the best out of a unique situation. The apologetic and caring nature of the crew was in true railroading style; nowhere else would you have found such people who were willing to go the extra mile to ensure our needs had been met. Even our fellow passengers were (mostly) in good spirit, and we all quite enjoyed our little adventure, no worse for the wear. And I was even awarded the title of “The Official Photographer of the Mud Bay Crisis” by one of the other passengers.

With the future of the Esquimalt and Nanaimo uncertain at the present, only time will reveal if the *Malahat* is destined to deliver passengers indefinitely. But no matter where my railroading hobby takes me, those memories of “that day we stalled at Mud Bay” will follow me and provide a reminder of the good ‘ole days of railroading.

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Railroaders versus Black Bears by Adrian Telizyn

Black bears are very numerous along BC Rail trackage in northern BC. In fact, there are times that they can be downright pests. Each railroader deals with them in his own way.

There was a tough old conductor named Clyde who would bid the work trains on the Fort Nelson Sub. One day, a black bear broke down the door and tried to enter his caboose while Clyde's crew was sitting in a siding.

Clyde was in the middle of copying an MBS clearance on the radio. At the time, BC Rail used a two channel repeater system on the railway. Channel two was a wide open "party line" to the train dispatching office that could be heard across the whole railway.

Right in the middle of his tail end repeat, Clyde calmly told the RTC to stand by. Apparently Clyde's handset microphone button had stuck open at the right time, and the entire railway could hear him wrestling with that bear on the radio.

The bear gave up on the caboose and its unpalatable contents and left. Clyde calmly finished his repeat of the clearance without missing a beat!

At Fontas, BC, a gang of outfit cars was in place for the summer. The camp cook (who was also a cowboy in Alberta in the off season) quite liked "his" bears. He was known for sitting on the end of a flatcar with a pot of honey and lots of celery. He would dip the celery into the honey and hand feed the local bears. This drove the sectionmen crazy. The bears were eating better than they were!

Later in that same summer, a Burro crane crew was working at Fontas. The crane operator sent his helper, Ted, back to the tool car to get a spool of brand new rope.

Ted rummaged about for awhile, but came up empty handed. Suddenly, he spotted the missing rope between the rails under the gang cars. He began to pull. All of a sudden, the rope began to thrash about and pull away. It was quite dark under the flatcars, and Ted was puzzled. Something was not quite right there.

Suddenly the same cook appeared.

"Thank God you're here!" he cried.

"What's up?" asked Ted.

"I just lassoed a bear and I'm not sure what to do with him. He's tied to the rails under the outfit cars."

Ted sighed, pulled out his knife and cut the rope. He did not need it THAT badly today!

Maniwaki Sub. Passenger Service by Bruce Ballantyne

I read with interest, Dunc du Fresne's Tid Bit in the December 2004 and January 2005 issues of **Branchline** about CP's Maniwaki Subdivision. Having done some research on the line I can add a bit of information about the passenger services Dunc mentions and that few people know about.

As he says, CP ran an express train for a short period to handle the cottage crowd heading north to the many lakes in the Gatineau Valley. The express ran summers only between 1927 and 1931 on Fridays northbound and Sundays southbound. Train #569 departed Ottawa at 3:30 pm and arrived in Maniwaki at 5:41 pm for a run of 2 hours and 31 minutes. Except for a stop at Kazabazua, it was an express as far as Gracefield at which point it started to make regular stops along the remaining miles. Train #540 departed Maniwaki at 6:00 pm and arrived in Ottawa at 8:50 pm with one more stop along the way than #569 (Aylwin and Kazabazua) with a total time of 2 hours and 50 minutes. These times seem long for those who have travelled to Maniwaki by car (about 1 hour and 45 minutes) but it compared well to the regular service back then (3 hours, 30 minutes).

Dunc also mentions the commuter service to Alcove and indicates it lasted until the war. However, the April 1935 employees' timetable does not include the service. In addition, I have seen the copy of a letter written by the Larrimac Golf Club in 1934 to Canadian Pacific opposing the discontinuance of the service. So it appears to have been abandoned later that year.

Dunc also noted in the 1915 timetable on page 13 of the December issue that it included a service to Kazabazua. He surmised that there must have been a wye. In fact the timetable indicates the presences of a wye (the letter 'y' to the right of "Kazabazua" signifies a wye). Also, I have seen an old topographic map which does show a wye directly across from the Kazabazua station heading west. Although the Ottawa and Gatineau Valley Railway (O&GV) built an engine shed at this station when the line reached there, the map does not show a shed (although the map is newer than 1915). Presumably the shed was still in place until the Kazabazua service was discontinued (it was gone by 1926 according to a public timetable).

As Dunc has said, the Maniwaki Sub was a busy line. There's likely more we'll learn in the future. Thanks Dunc for your Tid Bits and your recollections of working the line. ■

New Publications

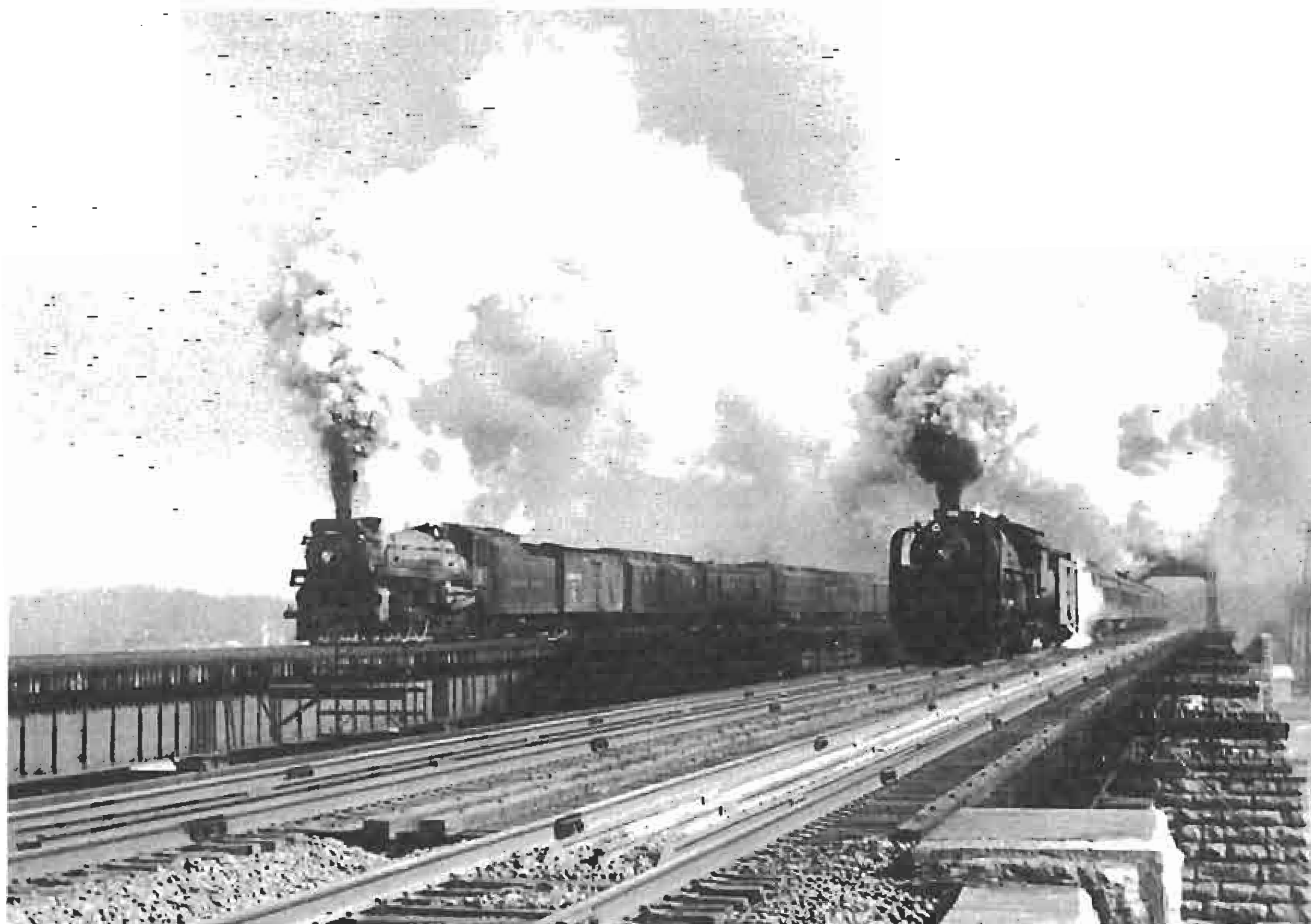
CANADIAN RAIL TRAVEL GUIDE: This 160-page soft cover guide is filled with interesting and helpful facts for anyone planning a rail trip in Canada. The book provides a mile-by-mile description of more than 30 of the country's most interesting rail routes and excursions. It also includes points of interests, locations of communities along the rail routes travelled, route histories, overviews of destination attractions, contact information to reserve your overnight accommodation, and their location for when you arrive at your final destination. Over 150 detailed coloured maps and photographs round out this conveniently-sized (same as the *Canadian Trackside Guide*) book. Extensively researched by author Daryl Adair, the book includes 'photo alerts' to scenic photography opportunities. Published by Fitzhenry & Whiteside, it is available from the publisher, locally in Ottawa at World of Maps, or from the author's Winnipeg-based Rail Travel Tours (1-866-704-3528). List price is \$23.95; ISBN 1-55041-831-9

THE TURCOT STORY: Montreal author Michael Leduc has a new book, the history of Turcot, the roundhouse and its yard. For almost 100 years, Turcot was part of the Montreal railway scene, first as part of the Grand Trunk Railway of Canada and then Canadian National Railways. The book describes the acquisition of the property, the building of the large roundhouse and surrounding classification yard. Over the years Turcot changed with the railway; the large roundhouse served until the end of steam, and was then demolished. The yard was then reconfigured, first to serve trailer-on-flat-car (TOFC) traffic, then again for intermodal use with the switch to modern container traffic. The 5½" x 8½" sized 62-page book contains a number of illustrations and over 50 photographs illustrate the story of one of Canada's more famous railway facilities. Available for \$15 from the author at 57 Roosevelt Drive, Dollard Des Ormeaux, QC, H9G 1J1. ISBN 0-9698705-2-3.

ALONG THESE LINES: *Along These Lines* provides an interesting collection of railway and related stories in western Canada. Read about life as a station agent, operator, sectionman, engineer, fireman, watchman, conductor, machinist, a historical tribute to the Village of Big Valley, and the story of the Canadian Northern Society. The 160-page 6" x 9" softcover book, including 167 mostly small black and white photos, is a fundraising venture of the Canadian Northern Society, a non-profit group of volunteers promoting western Canadian railway history and preservation. The Society owns and operates museums in Meeting Creek and Big Valley, Alberta, and a library, archives and public Tea Room in Camrose, Alberta. Copies of the book are available through Shawn I. Smith, 4720 48 Street, Camrose, AB T4V 1L3 for \$20.00 plus \$2.50 for shipping and handling (no GST required).

Steam at Ste. Anne de Bellevue, Quebec

by Duncan du Fresne



One summer day ca. 1947-48, armed with my new fixed shutter speed, fixed aperture ANSCO camera, largely made out of a new product called 'plastic', I boarded one of CP's Montreal - Vaudreuil all wood consist suburban trains for Ste. Anne de Bellevue (Ste. Anne's). Getting off the train I walked the mile or so distance to the west end of the railway bridges between Ste. Anne's and Ile-Perrot to see if I could get a few decent photographs of trains at that busy location. For those not familiar with the area, the CP and CN double track main lines parallel each other for about 20 miles west along Montreal Island's "Lakeshore" to Vaudreuil, and still do. I'm not sure what else I got that day but I did get alarmed when I saw a westbound CP train stop at Ste. Anne's and, moments later, pull away from the station toward the bridge over the Ottawa River. In the meantime, on the CN side, a westbound train, undoubtedly bound for Toronto, roared past the CN Ste. Anne's station and headed out onto the bridge. The resulting photograph captures for posterity the scene as I saw it. Oh how I wish I'd have had something better than what amounted to a post war box camera.

In any event, the CP train is powered by H1a 4-6-4 (Hudson) 2807 and is accelerating across the bridge. The CN train is moving at least twice as fast and is powered by one of CN's splendid U2, 6200 series, Northerns, and will be leaving CP behind in a cloud of coal smoke in a moment or two. Notice the terrible steam leak between the first and second car on the CN train, obviously from the metallic connector (steam heat line) between the cars. That will no doubt get attention when they get to the next station stop.

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	PRICE/SHIPPING	
Kettle Valley Railway Mileboards - A Historical Field Guide to the KVR by Joe Smuin. A detailed description of the Kettle Valley Line. This soft covered spiral bound volume contains 212 pages of information. It includes photos, track plans and track profiles. Great for the modeller, historian, or someone wishing to follow the line.	34.95	5.50
Canadian Trackside Guide 2004. The only comprehensive guide to Canadian railways: Locomotives of CN, CPR, VIA, Regionals and Shortlines, Preserved Equipment, Passenger Cars, Urban Rail Transit, Cabooses, Non-Revenue Equipment, Radio Frequencies, Train Numbers, Detailed divisional maps, Railway Reporting Marks, and Maps of major cities detailing rail lines. 832 5 1/2" x 8 1/2" pages, soft cover.	19.95	5.50
Grand Trunk Western in Color Volume 1: Steam and Green, 1941-1961 by Jerry A. Pinkepank. GTW was an interesting blend of Canadian and US railway practices. It had hotshot freights and serviced a developing auto traffic in the Detroit area while also operating a top-notch Chicago to Toronto mainline passenger operation. All colour, 128 pages, hardbound from Morning Sun Books.	64.95	5.50
Trackside Around the Niagara Peninsula 1953-1976 with Reg Button by Stephan M. Koenig. Reg Button was a very active photographer, capturing day-to-day railroading and every unusual event in the spit of Ontario land that extends toward Buffalo, New York. Of course CNR, CPR and TH&B are represented along with C&O, Wabash/N&W, and NYC but expect to see visiting power from roads as diverse as UP, B&LE, IC and B&M. All colour, 128 pages, hardbound from Morning Sun Books.	64.95	5.50

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A SELECTION OF PASSENGER CONSISTS

24 December 2004
VIA #57 at Cobourg, Ontario

F40PH-2 6419
F40PH-2 6428
HEP-I Baggage 8615
HEP-II Club 4005
LRC Coach 3346
HEP-II Coaches 4103, 4117,
4121, 4102, 4120, 4100

24 December 2004
VIA #14 - "Ocean"
at Halifax, Nova Scotia

F40PH-2 6427
F40PH-2 6444
F40PH-2 6432
HEP-I Baggage 8618
HEP-I Skyline 8503
HEP-I Coaches 8103, 8140, 8107
Renaissance Baggage 7011
Renaissance Coaches 7223, 7222,
7217, 7208
Renaissance Service Car 7309
Renaissance Diner 7402
Renaissance Service Car 7315
Renaissance Sleepers 7500, 7515,
7526, 7521
Renaissance Service Car 7314
Renaissance Sleepers 7520, 7501,
7508, 7503

26 December 2004
VIA #668/648
at Cobourg, Ontario

F40PH-2 6418
HEP-II Clubs 4006, 4008
HEP-II Coaches 4119, 4105,
4110
HEP-II Club 4001
F40PH-2 6426
LRC Club 3473
LRC Coaches 3334, 3305,
3365

27 December 2004
VIA #1 at Edmonton, Alberta

F40PH-2 6433
F40PH-2 6448
Baggage 8616
Coach 8136
Coach 8122
Coach 8112
Skyline 850
Diner 8402 - *Alexandra*
Sleeper 8328 - *Grant Manor*
Sleeper 8326 - *Franklin Manor*
Sleeper 8325 - *Elgin Manor*
Dome-Sleeper-Observation
8715 - *Tremblant Park*

23 December 2004
AMT 804 at St-Lambert, Quebec

F40PHR 287
F40PHR 319
Coaches 1240, 1252, 1242,
1250, 1207, 1254, 1204
Cab Coach 203

31 December 2004
VIA #64 at Cobourg, Ontario

F40PH-2 6414
LRC Club 3474
LRC Coaches 3334, 3364, 3305
HEP-II Coach 4106
LRC Coaches 3371, 3306
P42DC 907

3 January 2005
VIA #60 at Belleville, Ontario

F40PH-2 6420
F40PH-2 6426
Baggage 8623
Club Cars 4002, 4003, 4008
Coaches 4106, 4101, 4115,
4113, 4111, 4122, 4117

23 December 2004
VIA #616 - "Chaleur"
at New Carlisle, Quebec

F40PH-2 6407
F40PH-2 6425
Baggage 8620
Coach 8119
Coach 8139
Coach 8131
Skyline 8505
Diner 8401 - *Acadian*
Sleeper 8208 - *Chateau Dollier*
Sleeper 8213 - *Chateau Lauzon*
Sleeper 8225 - *Chateau Rouville*
Sleeper 8217 - *Chateau Maisonneuve*
Dome-Sleeper-Observation
8718 - *Yoho Park*

2 January 2005
VIA #67 at Toronto, Ontario

P42DC 909
HEP-I Baggage 8619
LRC Club Cars 3461, 3600
LRC Coaches 3337, 3328, 3353,
3327, 3329, 3361
LRC Club 3469
P42DC 915

(Thanks to Eric Gagnon, Milne Hall, Harm Landsman, Claude Léger, David Othen and Tim Stevens)

SAMPLES OF DIESEL UNIT CONSISTS

Nov 20 - CN at Port Mann, BC, yard: CSXT SD70MAC 751 and BCOL Dash 9-44CWL 4642.
Nov 28 - CN 363 at Dorval, QC: CN SD75I 5636, CN Dash 9-44CWL 2521 and IC SD40-2R 6059.
Dec 4 - QGRY 727 at Terrebonne, QC: QGRY GP40 3105, QGRY GP40-2L(W) 3015, HCRY SD45 460 and QGRY GP40-2L(W) 3014.
Dec 13 - CN 336 at Thunder Bay, ON: CN SD75I 5666 and CN Dash 8-40CM 2423.
Dec 15 - CN 520 at Quebec, QC: CN Dash 9-44CW 2529, UP C44-9W 9814 and NBEC RS-18u 1859.
Dec 17 - CN (BCOL) at Prince George, BC: BCOL B39-8E 1700, BCOL RS-18m (Cat-powered) 628 and BCOL Slug S-405.
Dec 17 - CP northbound at Regina, SK: CEFX AC4400CW 1052, CP SD90MAC 9151 and CP AC4400CW 9639.
Dec 17 - CP 429 at Cobourg, ON: CP AC4400CWs 8639 and 9519, and CEFX AC4400CWs 1021 and 1029.
Dec 17 - NS 328 at St. Catharines, ON: BNSF C44-9W 723 and BNSF SD40-2 6912.

Dec 17 - CN westbound at Prince George, BC: CN Dash 9-44CW 2599, NS SD70 2564 and CN SD60F 5562.
Dec 18 - CP eastbound at Medicine Hat, AB: CP GP38-2 3063, CP GP9u 8210, CP GP38-2 3071 and CP SD90MAC 9121.
Dec 18 - CN 453 at North Edmonton, AB: CN SD50F 5400, BCOL SD40-2 767, CN GP9-Slug 217 and GTW GP40-2 6425.
Dec 19 - CP 120 at Thunder Bay, ON: CEFX AC4400CW 1035 and CP AC4400CW 8506.
Dec 26 - SOR 596 at Paris, ON: RLK GP35 5005, OVR GP9 4205 and CN GP38-2 4708.
Dec 26 - CN 276 at Burlington West, ON: CN SD60F 5527, CN SD75I 5766, BNSF SD40-2 7893, CN Dash 9-44CW 2620, CN SD60F 5537, GCFX SD40-3 6043
CN SD40-2 5371 and CN SD40-2(W) 5345.
Dec 27 - CN 394 at Beachville, ON: CN SD70I 5618, WC SD45u 7518, BNSF B40-8W 507, BNSF SD40-2 6312, CN SD75I 5701, CN SD70I 5603 and
CN SD40u 6019.
Dec 28 - CN 394 at Burlington West, ON: CN Dash 9-44CW 2594, BNSF GP9B 1700 and BNSF SD9 6101.
Dec 29 - CN 515 at Whitecourt, AB: CN GP38-2(W)s 4766 and 4778, and DMIR SD38AC 869.
Dec 29 - CN 326 at Dorval, QC: CN SD40-2(W) 5357, CN Dash 9-44CWs 2575 and 2690, and CSXT SD50s 8665 and 8666.

Dec 29 - ONT 111 at North Bay, ON: ONT SD75I 2104, and ONT SD40-2s 1730 and 1733.
Dec 29 - CN 306 at Dorval, QC: CN SD75I 5779, BCOL Dash 9-44CW 4651 and CN GP40-2L(W) 9449.
Dec 30 - GEXR 432 at Stratford, ON: GEXR GP40s 4046 and 4019 and LLPX GP38-2 2236.
Dec 30 - CN 450 at North Bay, ON: CN SD70I 5613, CN SD50F 5452, CN SD40 5222 and ONT SD40-2 1737.
Dec 30 - GEXR 581 at Clinton Jct., ON: GEXR GP38 3821, RLK FP9u 1401 and RLK GP9-4 4001.
Dec 31 - CP 122 (eXpressway) at Cobourg, ON: CP SD40-2s 5719, 5763 and 5787.
Dec 31 - CN 388 at Georgetown, ON: CN GP40-2L(W) 9541, IC SD70 1001 and WC SD40-3 6924.
Jan 1 - CN 398 at Aldershot, ON: CN SD75I 5771, BNSF B40-8W 573 and ICE SD40 230.
Jan 3 - CP 274 at Thunder Bay, ON: CP AC4400CW 9573, SOO SD60 6047 and CP GP9u 1610.
Jan 5 - NS 327 at St. Thomas, ON: NS SD60I 6721 and IC SD40-2 6123.

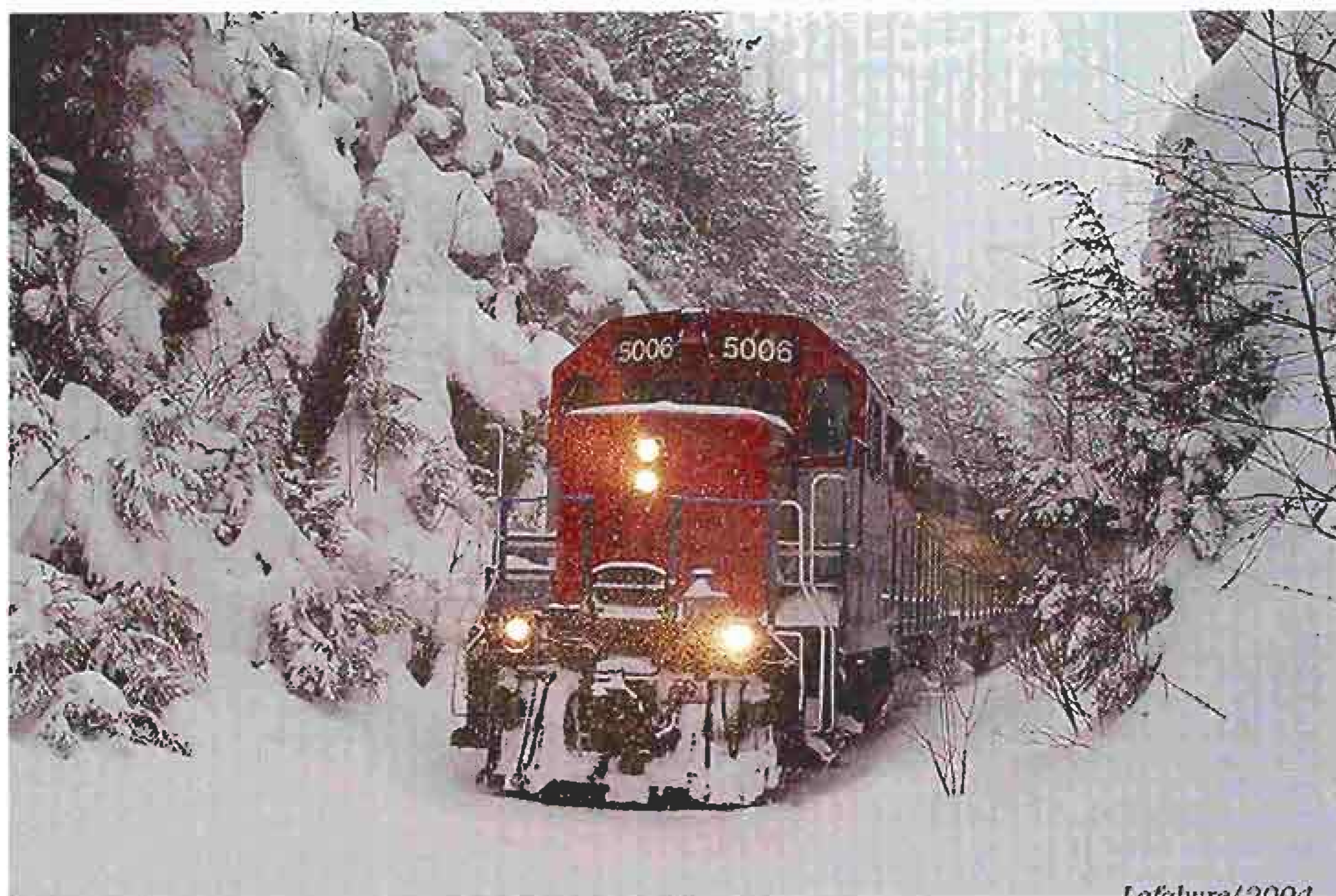
Jan 7 - CP 158 at Cobourg, ON: CP AC4400CWs 8554, 9543, 9617 and 9616.
Jan 7 - ONT "Work 1735" at North Bay, ON: ONT SD40-2 1735 and Tembec (ex-Mattagami, nee Algoma Central) GP7 168.
Jan 8 - CN westbound at Drumheller, AB: CN SD75I 5785 and CN SD50Fs 5412 and 5446.
Jan 8 - CP (Ottawa Valley) 119 at North Bay, ON: CP SD90MAC 9108, CP SD40-2 5853, CP SD40-2F 9021 and CP SD90MAC 9101 with CP AC4400CW 9579
mid train.
Jan 9 - KPR southbound at Kamloops, BC: LLPX GP38-2s 2606 and 2267, HLCX SD38-2s 2000 and 2001, LLPX GP38-2 2605 and CN GP40-2L(W) 9425.
Jan 9 - CP 428 at Perth, ON: CP AC4400CW 9500, CP SD40-2 6608, CP GP9u's 8233 and 1605, CP AC4400CWs 8564, 8544 and 9521, and CP GP38-2 3057.

(Thanks to Terry Bilson, Dean Brown, Michael Cole, Paul Duncan, Milne Hall, Paul Hammond, Paul Huene, James Lalande, Harm Landsman, Bryan Martyniuk, Bill Sanderson, Ted Sayer, Greg Smith, Stan Smith, Jon Snook, Tim Stevens and Lorence Toutant)

LEGEND: **AMT** = Agence métropolitainede transport; **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern & Santa Fe; **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CPR); **DMIR** = Duluth Missabe & Iron Range (CN); **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX/HLGX** = Helm Financial; **HCRY** = Huron Central; **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern; **KPR** = Kelowna Pacific; **LLPX** = Locomotive Leasing Partners; **NBEC** = New Brunswick East Coast; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **OVR** = Ottawa Valley; **QGRY** = Quebec-Gatineau; **RLK** = RaiLink (RailAmerica); **SOO** = Soo Line (CPR); **SOR** = Southern Ontario; **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

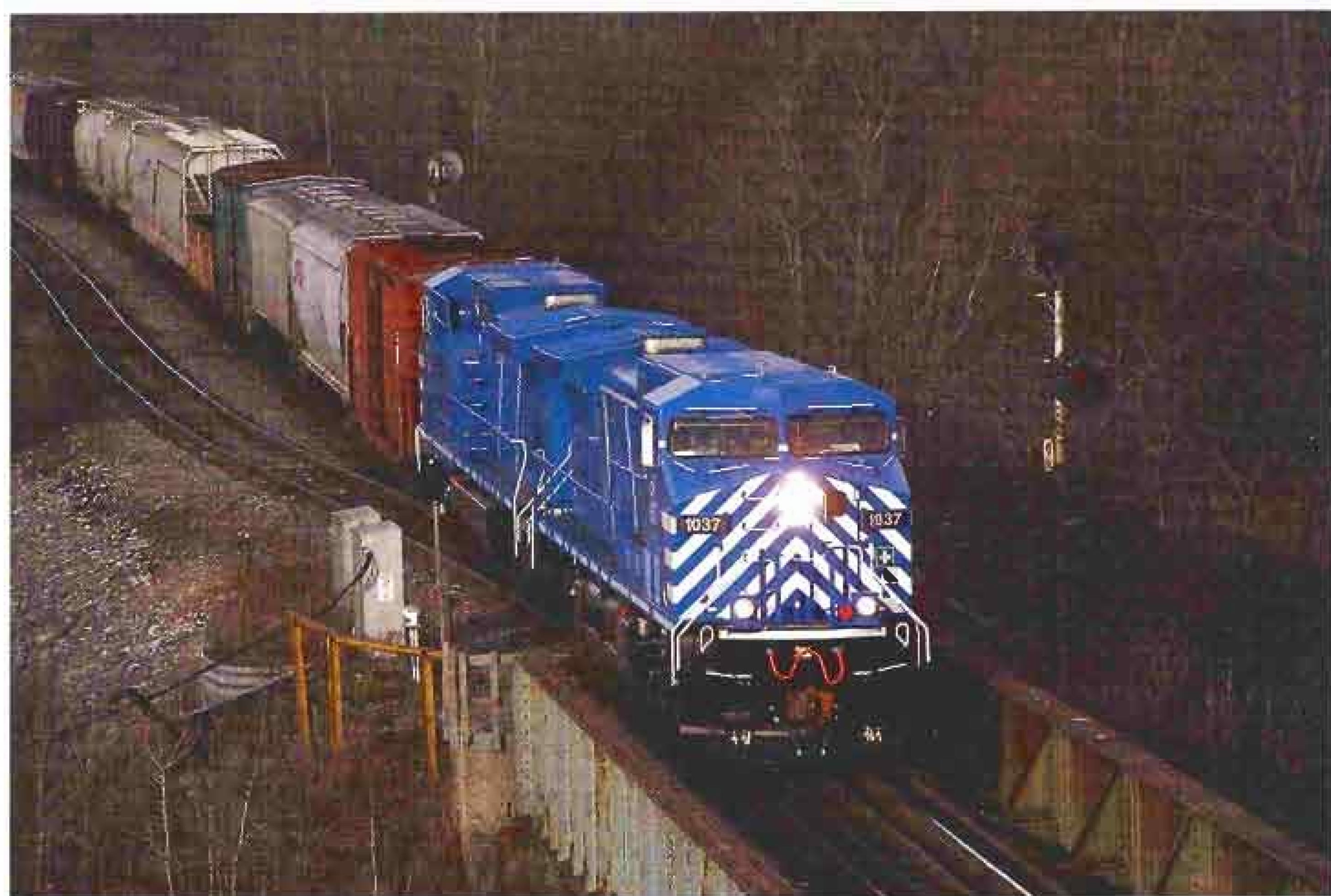
PHOTO CORNER

Ottawa Valley GP35 5006 (ex-CP 5006), trailed by LLPX GP38AC 2221, LLPX GP38-2 2241 and RaiLink GP38 2002, battle a snowstorm with "The Grimmer Turn" at mile 23.4 of Ottawa Valley's Temiscaming Subdivision (near Crest, Quebec) on December 23, 2004. "The Grimmer Turn" hauls boxcars and chemical cars from North Bay, Ontario, 85 miles to the Tembec Pulp & Paper mill in Temiscaming, Quebec. Photo by Dave Lefebvre.



Alberta Prairie Railway Excursions 2-8-0 #41 heads south towards Big Valley, Alberta, on July 12, 2001, with eight coaches and a caboose. Photo by Wayne Hope.

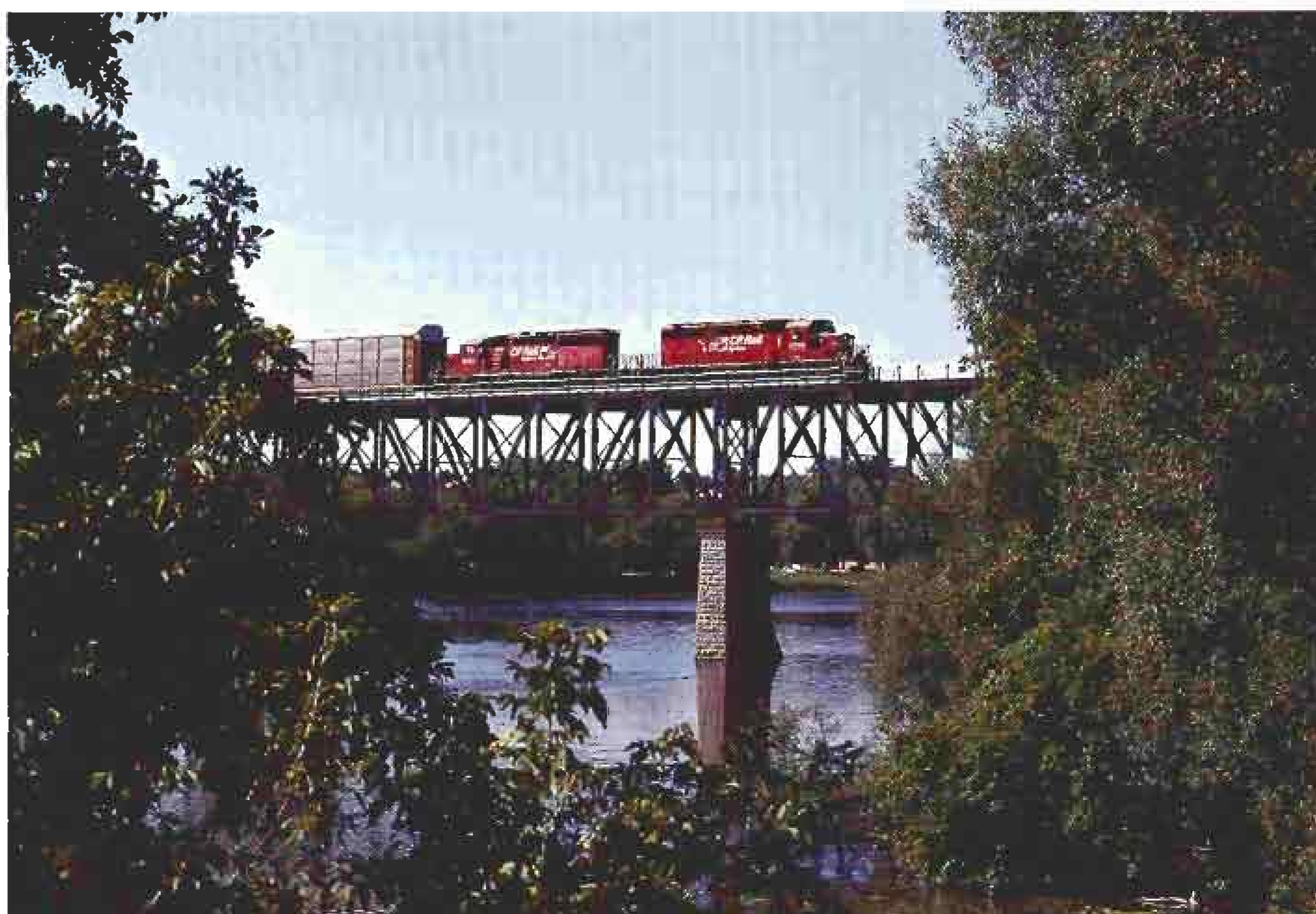
Brand new CEFX AC4400CWs 1037 and 1039 lead a CP train on CP's Galt Subdivision through Woodstock, Ontario, on November 9, 2004. CP presently leases 79 units from CIT Financial: CEFX SD90MAC 120-139 and CEFX AC4400CW 1001-1059. Photo by Jason Brooks.





A Goderich-Exeter Railway work train sets out continuous welded rail strands at Breslau, near Kitchener-Waterloo, Ontario, on December 5, 2004. The train is powered by two units numbered 2210: LLPX GP38AC 2210 (nee GTW 5806) and RailAmerica's Southern Ontario Railway GP35 2210 (ex-CP 5010). Photo by David Graham.

BC Rail Dash 8-40CMu 4617, Dash 9-44CWL 4644, and Cat-powered RS-18s 610 and 630 power an northbound freight at Lone Butte, BC, on September 16, 2004. Photo by Dieter J. Hohaus.



CP SD40-2s 5726 and 5584 lead the "London Pickup" across the Grand River in Galt (Cambridge), Ontario, on a clear September 11, 2004. The units will spend the next hour setting-off and lifting auto racks in Galt. Kodachrome slide by Jason Noe.



Canadian National 4-6-0 1340 pauses outside the former Canadian Northern roundhouse at Hawkesbury, Ontario, in July 1940. Photo courtesy Canada Science and Technology Museum, Mattingly Collection - Matt-5116.

CN F7s 9110 and 9112, only a year old, lead Train First 705 at Cavell, Saskatchewan, M.P. 30, Unity Subdivision (now Wainwright Subdivision), on June 23, 1953. Diesel power had only been operated on this section for a short while, with most trains steam powered. Photographer Jim Nicholson was working in the station and had just finished taking a statement from the Section Foreman when he heard the diesels approaching from the east. He rushed out and took this photo, not expecting the train to be moving at 50 to 60 mph.



Despite an all-day rain that had diminished to an annoying drizzle by evening, it was business as usual at Canadian Pacific's Ottawa West station on October 16, 1962. Like so many small Canadian depots, this one would not survive the end of the decade. Photo by James A. Brown.

The Motive Power and Equipment Scene



RETIRED:

- CN GP9RM 4104 on December 22, 2004.
- IC SW14 1502 on January 5, 2005.

SOLD: Retired CN GP9RM 4001, 4008, 4011 and 4013 have been sold to Cando Contracting. Note that the previously reported sale of 4008 and 4013 to Rail Industries-Canada for shipment to Africa was not completed.

TRANSFERRED:

- CN GP9RM 4012, 4018 and 4036 have been transferred from Woodcrest (Chicago) to Toronto.
- CN GP9RM 4014 and 4029 have been transferred from Woodcrest (Chicago) to Winnipeg.

RENUMBERED: GCFX SD40-3 6056 was renumbered WC 6926 on December 20.



**CANADIAN
PACIFIC
RAILWAY**

RETIRED: SOO SD40-2 788 on December 22.

CONVERTED: CP SW1200RSu 1247 (nee CP 8152) was converted to CP Control Cab 1153 on December 29 - assigned to Thunder Bay, Ontario.

RELETTERED: SOO SD40-2 6606 relettered CP 6606 on December 28.

TO THE SCRAPPER: SOO SD40 739, SOO SD40-2 772, CP SD40-2 780, STLH SD40 5524 and CP SD40A 6410 were shipped to Mandak in Selkirk, Manitoba, in December for scrapping.

STORED SERVICEABLE: (* added since last issue)

- CP GP9u 1520, 1525, 1544, 1584*, 1648.
- CP 4-6-4 (Steam) 2816.
- SOO GP9 4200, 4201.
- CP SD40-2 5389*.
- STLH SD40-2 5649.
- CP SD40-2 5682, 5696*, 5703, 5770*, 5774, 5809, 6074.

STORED UNSERVICEABLE: (* added since last issue)

- CP SD40-2 762*.
- SOO SD40-2 763.
- CP SW8-Slug 1011.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- CP FP7u 1400.
- CP MP15AC 1446, 1447 (nee KCC 120, 121).
- STLH GP7u 1502.
- CP GP9u 1552, 1600, 1635.
- CP F9B 1900.
- SOO GP40 2011, 2041*.
- CP GP38-2 3077, 3091.
- CP SD40-2 5431*, 5482, 5590*, 5661, 5668, 5697*, 5728*, 5729, 5759*, 5794, 5796, 5830, 6049.
- STLH SD40-2 5614.
- SOO SD60 6025.
- SOO SD40-2 6604, 6613.
- CP SW1200RS 8131, 8155.
- STLH GP9u 8244.

LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.



VIA Rail Canada

STORED: F40PH-2 6400, 6443, 6452, 6454 and 6457 at Montreal; FP9u 6300 at Vancouver (occasionally utilized as shop switcher); and RDC-1 6133 at Victoria.

LEASED OUT: F40PH-2 6453 is leased to Agence métropolitaine de transport for Montreal commuter service.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

OKANAGAN VALLEY RAILWAY: OMLX GP10 1025 (lettered Central Kansas Railway) was shipped to a scrapper in Vernon, BC, on December 16.

CHEMIN DE FER CHARLEVOIX: Leased LLPX GP15-1 1509 (nee CR 1606) was added in early-December.

CARTIER RAILWAY: Retired C-630 #34 (nee UP 2901), acquired by dealer Ed Bowers in 2003, was placed on a boat at Sept-Îles, Quebec, in early-December and shipped to Houston, Texas, destined to the Arkansas Railroad Museum.

EASTERN RAIL SERVICES (SERVICES FERROVIAIRES DE L'EST): Former CP Control Cab 1103 (nee CP C-424 4206) has been reengined, retrucked, renumbered SFEX 4203 and lettered ERS at Industrial Rail Services in Moncton, New Brunswick, and assigned to the New Brunswick East Coast Railway.

FROM GENERAL MOTORS - LONDON, ONTARIO

UNITS DELIVERED:

- GM75 and GM76, the second and third demonstrator SD70M-2 units, (GM74-GM76, order 20036552 - the DC version of the SD70ACe) were shipped from GM's plant in late-December to GM's facility in LaGrange, Illinois, and to the test facility in Pueblo, Colorado, for further testing.
- The last of 20 SD70M (Fire) units for Union Pacific (5212-5231, order 20036562) was shipped in December. Initial deliveries were made in October 2004.
- Fourteen of the order for 25 SD70M (Fire) units for Norfolk Southern (2624-2648, order 20046609) were shipped in December.

NEW ORDER: On December 16, EMD-London announced that BHP Billiton Iron Ore Pty. Ltd. has ordered 13 SD70ACe locomotives for use in its mining operations in northwest Australia. The locomotives will be built in London, Ontario, in 2005.

Thanks to Wendell Lemon, Don McQueen, Jim Spurway, "NY 4" and "Engine 4466". ■

The Montreal & Southern Counties Railway Co.

by J.R. Thomas Grumley. 68 pages
in 8½" x 11" landscape format,
93 photos (14 in colour)



The Bytown Railway Society's third volume in our Traction Heritage Series. Author J.R. Thomas Grumley, covers "The Montreal & Southern Counties Railway Company", one of Canada's best-known interurban systems. Tom uncovered so much material and so many great photos that we felt a 36 page book provided for Volumes 1 and 2 would not do the topic justice.

Tom has provided a detailed history of the operation of the M&SC from start to finish and plenty of anecdotal material. This 68-page, soft-cover, landscape format volume is loaded with information. The book contains 93 photos, with detailed captions, plus several maps. Many of the original photos selected for the book were colour slides and we just could not resist presenting at least some of them in colour. As a result, including the covers, 14 of the photos are in colour.

Despite doubling in size and adding colour this latest work is available for only \$26.95 Cdn (including postage and applicable taxes) or \$22.95 US for orders from the United States.

Coming Events

TORONTO, ONTARIO: The Model Railroad Club of Toronto (O Scale) will hold an open house from 12:00 to 16:30 on **February 13, 20 and 27** at 37 Hanna Avenue, Door 8. Adults \$7; Seniors \$4; Children \$3. Information from David Chesher, (416) 536-8927.

COBOURG, ONTARIO: The Cobourg Model Railroaders will sponsor the Cobourg Model Train Show on **March 5** (10:00-16:00) at the Lions Community Centre, Elgin Street East. Adults \$4; Seniors \$3; Children \$1. Information from Ted Rafuse, 181 Armour Court, Cobourg, ON K9A 4S6, or (905) 372-8375.

NIAGARA FALLS, ONTARIO: The Niagara Falls Model Railway Show will be held on **March 5** at the Optimist Park Hall, Morrison Street and Dorchester Road. Adults \$4; Senior \$3. Information from (905) 357-6538 or info@nfrmc.ca

BELLEVILLE, ONTARIO: The Niagara Frontier Region of the NMRA will hold its annual convention on **April 15-17** at the Ramada Inn on the Bay. Registration c/o Nev Meads at (705) 731-0893. Admission with banquet \$65. Information from Bob Douglas, (613) 962-0462.

FIELD, BRITISH COLUMBIA: The 2005 Spirals Railfan Classic will be held at 8 pm on **June 17 and 18** at the Field Community Hall. Information, reservations and special rates at the Kicking Horse Lodge, Field from; D. Chornell, Box 6, Site 7, RR 8, LCD-2, Edmonton, Alberta, T5L 4H8

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual "Nostalgia Days" on **May 7 and 8** and its annual "Heritage Days" on **August 27 and 28** in the former Michigan Central Locomotive Shop, Wellington Street just west of First Avenue. Admission by donation. Sales tables, locomotives, cabooses, artifacts, a sleeping car, model trains, train rides and more. Information from PO Box 20062, St. Thomas, Ontario, N5P 4H4. ■




Canadian National SD40-2(W)s 5261 and 5268 with Stack Train 101 at Carvel, Alberta, at 10:59 on May 1, 2004, provide a nice contrast between post-winter grey and the fresh green by the water. Photo by Fred Clark.

Visit our website at: www.bytownrailwaysociety.ca

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