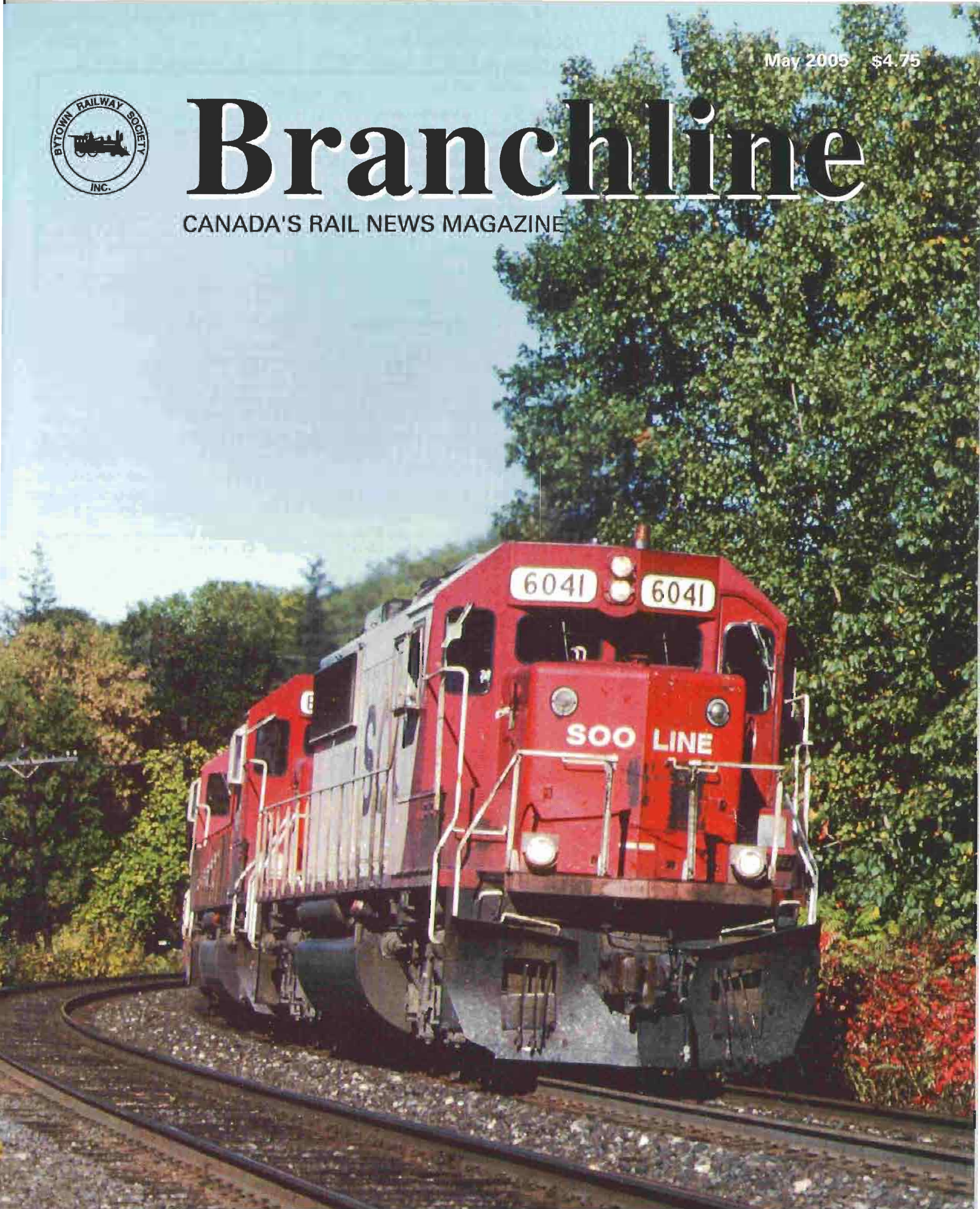




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Branchline

CANADA'S RAIL NEWS MAGAZINE



Fifty Years Ago - New Transcontinentals • CPR Lachute Sub. • A True Hero

Branchline

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

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

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **May 3** meeting, Ted Wickson, author of a "A Century of Moving Canada - Public Transit 1904-2004" will give us an illustrated talk on Canadian Transit history.

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 **May 17**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum 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: lvgoodwin@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.

Correction: The first line on Page 5 of the April issue was inadvertently omitted. Omitted was "At present there is still a broad gauge engine in the Renfrew"

Can You Help?: In his article about D.B.Hanna and Sir Henry Thornton in the March 2004 **Branchline**, author J.F.J. Pereira mentioned the plaques honouring Sir Henry Thornton that were erected in major stations across Canada following his death. In their 1994 book "Train Country" authors Donald MacKay and Lorne Perry also make reference to these plaques and state that they were erected in fifteen stations across the country.

Quite by chance I recently saw one of these plaques in Montreal's Central Station, mounted on the wall adjacent to a shoeshine stand - an appropriate location given Sir Henry's reputation for being impeccably dressed! Presumably the plaque was originally located in Montreal's old Grand Trunk Bonaventure Station and was moved when that facility closed.

My questions, which I am hoping your readers can answer, are: in which CNR stations were the plaques originally erected and, how many of the plaques are still in existence, either in or near their original location, or elsewhere, such as in a local museum? Thank you. Graham Oberst, 4685 St. Ignatius Ave., Montreal, QC H4B 2B6; (514) 487-2836; e-mail: obie.four@sympatico.ca

Ten Years Ago in Branchline:

* CN's new 1.9-km long tunnel under the St. Clair River between Sarnia and Port Huron opened for traffic on April 5, completing a project that took over 400 days and \$200 million to complete.

* Amtrak cancelled its "Montrealer" service between Montreal and Washington effective the end of March, substituting the overnight service with the "Vermont", a day train between St. Albans, Vermont and New York, and on to Washington.

* CP Rail announced on April 11 that it has placed its remaining network east of Montreal on the market again as part of a strategic plan to rationalize its eastern operations.

Cover Photo: SOO SD60s 6041, 6053, 6005 and 6004 power Montreal-Chicago Train 153 at Campbellville, Ontario, on a crystal clear September 26, 2004. Kodachrome slide by Jason Noe.

Press date for this issue was April 11
Deadline for the June issue is May 16

Fifty Years Ago - CN and CPR Launch New Transcontinentals

by Earl Roberts

Fifty years ago, on April 24, 1955, two new transcontinental passenger trains were launched between Montreal/Toronto and Vancouver - Canadian National's "Super Continental" and Canadian Pacific's "The Canadian". Both trains introduced transcontinental schedules of approximately three days, some 16 hours faster than previous transcontinental schedules. The reduced timing was possible with the use of diesels in lieu of steam locomotives, having secondary trains handle most of the express shipments, and the introduction of mechanical air conditioning eliminated stops for ice.

Both railways placed orders for new equipment to equip the new trains, as well as re-equipping other name trains, CN in 1952-53 and CPR in 1953. CN ordered 218 76-seat coaches from Canadian Car & Foundry, and 141 varied sleepers, buffet-sleepers, dining cars and parlor cars from Pullman-Standard. These orders for 359 cars represented the largest order placed by one railway to that time, albeit with two builders. The cars were all delivered in 1954.

CN's "Super Continental" was equipped with a combination of baggage cars built in the early-1950s, several pre-war cars that were modernized and rebuilt in the early-1950s, and many of the cars delivered in 1954. In 1964 and 1965, six former Milwaukee Road Super Domes were acquired for service on the "Super Continental" between Winnipeg and Vancouver.



CLC-built CPA16-5 6702 and CPB16-5 6802 power the westbound "Super Continental" near Armstrong, Ontario, on May 7, 1955. Little Long Lake is in the foreground. Photo by Robert Wanner.



CN's almost-new FPA-2 6706 and FPB-2 6806 are deep in the birch forests of Northern Ontario three miles east of Armstrong, Ontario, with No. 1 - "Super Continental" on April 30, 1955, six days after the launch of the premier train. Photo by Robert Wanner.

CN's "Super Continental" was initially powered by A-B sets of diesels from the three major builders (6500-series FP9s, 6600-series F9Bs from General Motors; FPA-2 6706-6711 and FPB-2 6806-6811 from Montreal Locomotive Works; and CPA16-5 6700-6705 and CPB16-5 6800-6805 from Canadian Locomotive



CN FP9 6509 and F9B 6609, flying green flags, are approaching Armstrong, Ontario, with First No. 1 - "Super Continental", on May 17, 1955. The consist is typical for the first summer of operation of this premier train - two baggage cars, three coaches, three tourist sleepers, a dinette car, a dining car and some six sleepers. Photo by Robert Wanner.

Company). Not long after the introduction of the "Super Continental", the train was almost exclusively powered by General Motors units, with the MLW and CLC units reassigned to Ontario and east. GM GP9 units with steam lines (4100s) often provided added horsepower.

CPR initially ordered 155 stainless steel cars from the Budd Company in Philadelphia, Pennsylvania (30 60-seat coaches, 18 "Skyline" coffee-shop dome coaches, 18 48-seat dining cars named for a public room in CPR hotels, 42 "Manor" sleepers named for Canadian figures of British heritage, 29 "Chateau" sleepers named for Canadian figures of French heritage, and 18 dome-sleeper-lounge-observation "Park" cars named after Canadian national and provincial parks). This order was shortly



CP FP9 1409 and F7B 1909 power the first westbound "The Canadian" at Dorval, Quebec, on April 24, 1955. The train will be merged at Sudbury, Ontario, with the first "The Canadian" from Toronto. Note the "icicle breaker" mounted on the roof of 1409 to break icicles in tunnels before being struck by the dome car. No. 1409 is preserved at the Canadian Museum of Rail Travel in Cranbrook, BC. Photo courtesy Paterson-George Collection.

followed by one for 18 baggage-dormitory cars. Many of the components for the Budd-built cars were produced in Canada. The cars were built between mid-1954 and mid-1955.

CPR's "The Canadian", the first train to utilize stainless steel cars and domes in revenue service in Canada, was equipped with the 1954-55 Budd-built cars, supplemented by 22 heavyweight 14-section "U"-series sleepers that had been modernized, complete with stainless steel fluting to blend with the Budd-built cars. The tail-end "Park" cars featured painted murals by prominent Canadian artists. "The Canadian", advertized as the most beautiful train in Canada, captured the imagination of many Canadians and rapidly became one of the unifying symbols of the country.

CPR's "The Canadian" was mainly powered from the outset by GM FP7 1400-1404 and 1416-1434, FP9 1405-1415, F9B 1900-

1907 and F7B 1908-1919, some dating from 1951. Over the years, "The Canadian" was hauled by MLW FPA-2 and boiler-equipped RS-10 units, and GM boiler-equipped GP9R units.

Declining passenger traffic resulting from airline and private automobile competition brought about the creation of VIA Rail Canada in the late-1970s to take over most of the CN and CPR remaining passenger services. Most of CN's passenger equipment was transferred to VIA in March 1978. CPR's 169 remaining stainless steel cars (of 173 built), along with 13 steel baggage cars and 15 2200-series steel coaches were sold to VIA in September 1978. The 22 "U"-series sleepers last saw service on "The Canadian" in 1965 and were all scrapped by 1968.

Under VIA, the "Super Continental" and the "Canadian" (no longer "The Canadian") operated over the CN and CPR routes respectively, with some deviations, until January 1990, with a mixture of former CN

and CPR cars. Supplementing the former CN and CP GM "FP" units over the CPR route from Montreal to Calgary were former CP E8A 1800 and 1802 (renumbered VIA 1898 and 1899) until their retirement in 1982.

Massive VIA cutbacks of January 1990 saw the elimination of passenger service over the CPR route. Since then the former CN route has been served by the now tri-weekly "Canadian" between Toronto and Vancouver, mainly equipped with former CPR stainless steel equipment.

Of the 169 stainless steel cars acquired from CP in 1978, VIA had 157 of them rebuilt between 1990 and 1993, complete with head-end power. Of these, 149 remain on VIA's roster at press time, and they are mainly utilized on the Toronto-Vancouver "Canadian", Montreal-Halifax "Ocean", Montreal-Gaspé "Chaleur" and the Winnipeg-Churchill "Hudson Bay". F40PH-2 units power these trains.

Of the 359 non-stainless-steel CN cars built in 1954, only three remain in VIA service, in mixed train service between The Pas and Pukatawagan, Manitoba. However, some 100 of the 1954 cars grace the rosters of Great Canadian Railtour Company, Nagel Tours' Funtrain (dormant), Algoma Central Railway (now CN) and Ontario Northland Railway. In addition, many of the 1954 cars have found a home on shortline and excursion lines in the United States.

As the "Canadian" turns 50 years old, VIA Rail proudly proclaimed that the former CP stainless steel equipment still gleams brightly as it crosses the country bringing travellers from around the world face to face with the very best of Canada's landscape. Travelling on VIA's "Canadian" has been recognized by **National Geographic** as one of the top five journeys in the world.



CP FP7 1422 (nee 4066) and a "B" unit power Train No. 1 - "The Canadian" east of Fort William, Ontario, on April 19, 1958. Note the three "U"-series heavyweight tourist sleepers behind the baggage car. Photo collection of Roger Boisvert.



Above: VIA FP9 1402 (ex-CP 1402) and three helpers lead a lengthy eastbound "Canadian" at Banff, Alberta, in July 1982. The consist includes some VIA "Blue and Yellow" former CN cars. Photo by Michael Shufelt.



Top right: CP's westbound No. 1 - "The Canadian" is serviced at Fort William (now Thunder Bay), Ontario, on April 19, 1958. Both domes get a wash. Ahead of the Skyline dome is a "U"-series heavyweight tourist sleeper. Note that each car carries a beaver crest in each corner. Clothing styles have changed in the 47 years since the photo. Photo collection of Roger Boisvert.

Middle right: Classic "Canadian". CP FP7 1427, F7B 1909 and F9B 1907 lead "The Canadian" eastbound through the Kicking Horse Canyon east of Glenogle, BC, on October 12, 1964. Note the three "U"-class heavyweight sleepers cut in behind the two baggage-dormitory cars. Photo by James A. Brown.



Bottom right: Canadian Pacific has given away to CP Rail as CP Rail No. 1 - "The Canadian" departs Calgary, Alberta, en route to Vancouver. Power is FP9 1413 and F9B 4475 (nee CP 1903). Photo by F. David Shaw.

Below: VIA No. 2 - "Canadian" rounds the curve at the west end of Ottawa Station in April 1981. Photo by Earl Roberts. ■



Locomotive Engineer William McFall - A True Hero¹

By Colin J. Churcher

In the graveyard of the United Church at Norway Bay, in west Quebec, a simple stone marks the grave of William McFall who died in April 1911 at the age of 61. The inscription may have been simple but William McFall's life was far from it and he died a hero.

Born at Bristol, Quebec, in 1850, he had always wanted to go railroading but there were no railroads in west Quebec at that time. However, across the Ottawa River, in Ontario, the Brockville and Ottawa Railway was slowly building its line from Brockville, through Smiths Falls to Arnprior, Renfrew and Sand Point. So he signed on around 1871 with the Brockville and Ottawa and was soon out firing. It was tough in those days. The locomotives were wood fired and this was rough on the hands. It was pretty dangerous too. Many train hands lost their footing and were killed under the wheels while most brakemen and conductors had lost at least one finger to the link and pin couplers.

But it was the Gatineau Valley Railway with which he became associated. It eventually ran northwards from Hull through Wakefield to Maniwaki, Quebec and became well known in more recent years for the steam excursions to Wakefield operated initially by the National Capital Commission and now by the Hull-Chelsea-Wakefield Railroad. This line had a number of false starts and it was not until 1889 that construction commenced in earnest between Hull and Wakefield, then known as Peche. Mr. McFall hired on to drive the construction trains.

The first passenger train on the Gatineau Valley Railway was a special to conduct government engineers on a tour of inspection on 17th December 1890 and William McFall was at the throttle. This trip, and several others like them, were very important indeed because a favourable report would allow the government to release some subsidy money to the cash-strapped line. By driving the locomotive carefully, the engineer could help to give the impression of a smooth, well-built, road.

Not all inspection trips were as smooth as the first one. On 25 May 1891 the locomotive was running tender first and the tender derailed some two miles above Chelsea. Initially the directors tried to pass

this off as a stop to admire the scenery but a gang of men and a locomotive had to be sent for. Some two hours later the tender had been rerailed and the train was drawn back to Chelsea where the original engine was put on one side and the inspection continued with the second locomotive. Needless to say passenger operation was not allowed for some time after this incident.

With the opening of regular service to Farrelton in February 1892, Mr. McFall ran the passenger train. This ran into the Canadian Pacific station at Broad Street in the Chaudiere district and his locomotive was housed at the C.P.R. round house. He had a house on Preston Street which was very convenient for his work.

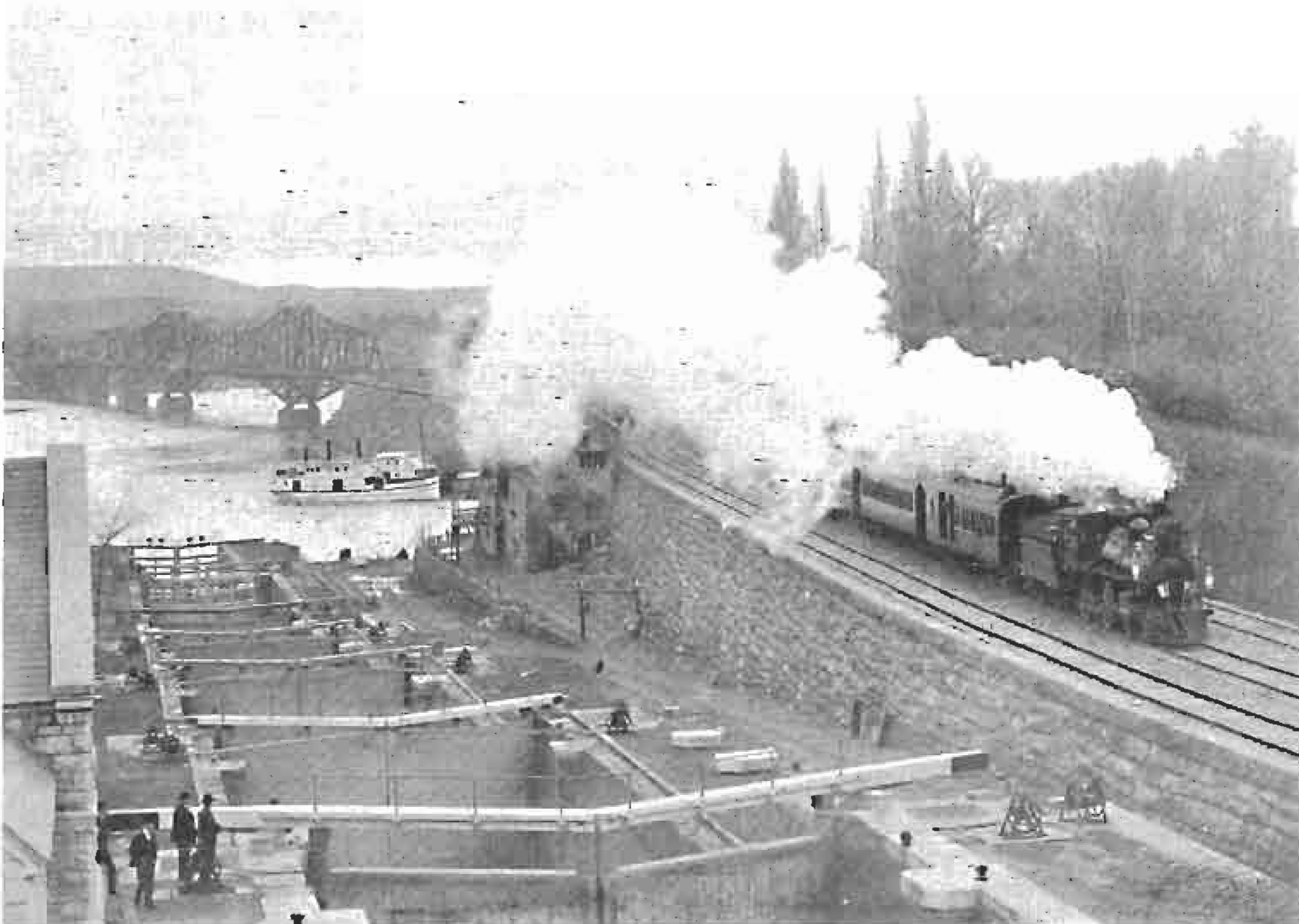
For the extension of the line to the Pickanock River (the station was named Wright) in December 1893 it was McFall, again, who drove the special train for the inspecting engineers and newspaper men. By 1895 he was running the passenger train between Ottawa and Gracefield which remained the terminus for almost nine years.

The year 1901 was a momentous one for William McFall. On 22nd April, he brought the first service train across the brand new Interprovincial Bridge and into the Canada Atlantic Railway Central depot on the site where the Grand Trunk Railway Union Station would be built some ten years later. His train had been repainted and was gaily decorated with flags especially for the occasion. There was quite a party at Hull waiting to board the train, including most of the officers of the line. It was important to get in on time but this wasn't made any easier by old Mrs. Valiquette of the Cottage Hotel in Hull who insisted on breaking a bottle of wine on his engine as it entered the bridge. McFall waved to the crowds who thronged Nepean Point and Dufferin Bridge to witness history being made.

The Gatineau Valley locomotives were now serviced at the C.A.R. round house in Ottawa East, rather than in the C.P.R. round house in the Chaudiere and this made the journey to work from Preston Street a little longer. But his trips to Gracefield soon began to feel like routine. However, the routine was broken on 14th June 1901 when an axle on the tender broke as he was pulling away from the Hull station on his way up the Gatineau. McFall quickly applied the brakes and managed to stop the train within about 40 feet. They were still on the leg of the wye and, with another locomotive available in Hull, they quickly coupled it to the rear of the train, drew it up, backed down the wye, and were on their way again with only some twenty minutes delay.

Another highlight of McFall's career was the visit of the Duke and Duchess of Cornwall and York to Ottawa. Accounts indicate that he drove the locomotive of the Royal Train although there is no direct evidence in the papers to support this. On 24th September 1901 the royal party left Ottawa for Carleton Place and the west. There were two trains, the first carrying representatives from the press and guests while the second one followed, half an hour later, with the royal couple. They left by a circuitous route from the specially prepared Elgin Street station to Ottawa East then along the canal, through Central depot, past Nepean Point and across the Interprovincial Bridge to Hull. The section from Central depot to Hull was over the Ottawa, Northern and Western Railway (formerly the Gatineau Valley) and it is likely that McFall was in charge for this segment. Canadian Pacific locomotives were used and McFall likely accompanied C.P.R. engineer Glendenning who ran his regular locomotive as far as Chalk River.

In May 1902, the Canadian Pacific Railway purchased the Ottawa, Northern and Western Railway and that same month, diverted the Gatineau trains away from the Canada Atlantic



The first passenger train over the Interprovincial Bridge running under Major's Hill Park above the Rideau Canal locks on 22 April 1901. William McFall is running the three car Ottawa, Northern and Western train which is decorated for the occasion. The O.N. & W. track is the centre one, those either side being reserved for the Hull Electric Railway cars which would start running, after the erection of the poles and wires later that summer. Photo credit – Bruce Chapman collection.

Central depot back into the C.P.R. Union depot at Broad Street in the Chaudiere. This was more convenient for McFall as his walk to work was much shorter but there were many complaints from the Gatineau passengers who preferred the more centrally located Central depot.

For a short while, no trains used the Interprovincial Bridge, but C.P.R. was planning to re-route the transcontinental "Imperial Limited", from the north shore route from Montreal via Lachute to the shorter M. & O. route via Rigaud. Although C.P.R. trains on the M. & O. route were using Central depot, the two companies were squabbling over the use of the C.A.R. station, and so on 31st May 1902 Sir Thomas Shaughnessy, the C.P.R. president, planned to make a tour of inspection from Montreal to Ottawa via Rigaud. His private car was to be attached to the westbound "Imperial Limited" at Broad Street and there would be a special move across the Interprovincial Bridge over the proposed new route of the transcontinental train.

William McFall, who was now a C.P.R. employee, was called specially to make the transfer move and the Canada Atlantic were informed the day before. He backed his engine slowly across the Interprovincial Bridge in good time to meet the president's schedule. Coming up to Sappers Bridge at the north end of the Central depot, McFall was surprised to find a stop block had been placed on the track and the connection removed. As soon as it heard about the C.P.R. plans the Canada Atlantic had quickly, at night and under floodlights, removed the track and installed a stop block. McFall stopped quietly by the new stop block and wondered what to do.

At 12.30 the C.P.R. train with the special car arrived at the Central depot. The president was quickly on the ground and speaking to Mr. P.W. Resseman, the O.N. & W. superintendent:

"Have you your engine ready to take this special car round to the Union depot?"

"I have," responded the superintendent, "But the C.A.R. has torn up the crossover and put a standard stop block on the bridge, and there are those passenger cars on that track, so we cannot cross over except on the other side of Maria Street (now Laurier Avenue) bridge, and when we do cross over to the siding, those cars and the block are in our way."

Sir Thomas looked at C.W. Spencer, the general superintendent, pulled on his cigar and characteristically pulled his grey hat down on one side of his head. "Eh h'm," he said, "let us take a look at this thing anyway." He walked up within a hundred yards of the block, surveyed the situation at a glance, noticed where the crossover had, a few hours before, been torn up and smiled. "Well, I guess we won't be going over the bridge today by this route, will we?" said he, and he turned about to go back to his car.

The immediate situation was resolved by taking the special car to Broad Street via Hurdman and Chaudiere Junction and the overall situation was resolved by the Board of Railway Commissioners but this was probably one of the easiest days in William McFall's long railway career.

The C.P.R. finished construction of the Gatineau line to Maniwaki in 1904 and William McFall brought the first train down on 8th February, the previous service train to Gracefield having been taken empty to Maniwaki. From now, his regular job was the evening passenger train from the C.P.R. Union depot to Maniwaki and the return to Ottawa the next morning. As with most of his railway life this didn't give him much time at home but he and Roxy brought up a family of four daughters and two sons. He was a prominent Orangeman and active in the Order of Railway Engineers.

On 11th February 1905 McFall was involved in an accident a few miles south of Low. Happily, it turned out to be not too serious, although it was a portent of things to come. It seems that the caboose on the rear of the train left the rails and dragged two cars with it. No sooner had they left the rails than they toppled over completely on their sides on the embankment nearly twenty feet from the track. The couplings gave way and the locomotive and baggage cars kept the rails. There were not many passengers on board, but these were thrown violently, and several of them badly bruised and cut by the broken glass.

A more serious event occurred on 21st September 1908 at Aylwin.

McFall was running his regular passenger train to Maniwaki and, on leaving Aylwin, he was preparing to have his normal snack. He stood on the tender facing the rear and opened the cupboard to retrieve his lunch pail as usual. However, on this day, someone had left the switch to the siding open, the engine and tender ran off the end of the siding and McFall was trapped by his right leg between the engine and tender. He was brought back to a house close to the station where the local doctor, Dr. Charles F. Gordon, was forced to amputate the lower part of his right leg². In those days, anaesthetics were unknown, and all he was given was a couple of tots of rum while an onlooker held up an oil lamp so the doctor could carry out his grim work with a bone saw. When the saw cut through the bone completely the pain was so intense that McFall bit right through the stem of his pipe which he clamped into his mouth.



The wreck at Aylwin where William McCall lost his left leg which was trapped between the engine and the tender. Photo courtesy William Felton McConnell and June McConnell Carr.

He was brought back to St. Luke's hospital, Elgin Street, Ottawa and was able to return home a month later on 21st October. By this time, he was one of the oldest engineers on the C.P.R. and was given the opportunity to retire. But his love of railroading was too strong and it wasn't very long before he returned to duty and his Maniwaki line, albeit with an artificial leg.



William McFall oiling round his locomotive (CPR 4-4-0 205) at Maniwaki and showing off his artificial leg. The man standing with one foot on his fireman's shovel is fireman Hebert McConnell. The identity of the person in the long coat is unknown. Photo courtesy William Felton McConnell and June McConnell Carr.

Two and a half years later McFall was involved in his final accident, two miles north of North Wakefield, later known as Alcove. The *Ottawa Journal* of 15th April 1911 described it thus:

"Thank Heaven they are Saved".

Thus exclaimed brave engineer McFall last night when told that his passengers had escaped.

By the heroism of Engineer William McFall of the C.P.R., forty passengers were last night saved from death or serious injury in a wreck on the Gatineau line, about three miles from North Wakefield.

The accident happened about 6.30. It was due to a washout on the line. The up train which leaves Ottawa at 5 o'clock, arrived at North Wakefield on time at 6.20. There were forty passengers on board and the train was in charge of Conductor T.F. Carter and Engineer Wm. McFall.

About two hours and a half before, the down train had passed through safely, and sectionmen who went over the line afterward are said to have reported it in good shape. The recent thaws, and rain, however, had put Engineer McFall on his guard, and he was watching the line closely. About three miles from North Wakefield station he saw a gap in the track between fifty and a hundred feet wide and over 25 feet deep. He was almost upon it before he saw the danger. The Fireman jumped. Engineer McFall, however, stuck to his post, throwing on the emergency brakes and doing all in his power to stop the train. He succeeded as far as the train was concerned, but the engine toppled over into the hole and he had no time to escape.

The passengers rushed out to see why the train had stopped and there was great excitement when they realized what a narrow escape they had had. Search was immediately made for the engineer who, it was feared, was under the engine, which, over ended and covered with clouds of steam, was lying in the bottom of the hole. Finally, McFall's body was seen lying on the ice of the river a few feet away. He was scalded from head to foot by the steam. Dr. Pritchard of North Wakefield was at once called and cared for the suffering man.



A view of the washout at Alcove where McFall lost his life on CPR 4-6-0 476. A wrecking train has come down from Maniwaki and the proximity to the ice of the Gatineau river, in which McFall finished up is evident. No. 476 was repaired, was renumbered 376 in 1913 and was retired in June 1929. Photo courtesy William Felton McConnell and The Harry Hamilton Family.

He was brought back to St. Luke's hospital in Ottawa, where he was attended by his wife. Mrs. McFall explained:

"So far as I could gather from what my husband said the next he could recall was finding himself on the ground and suffering terribly from the effects of the hot water and steam. He told me that he jumped on the ice first and that it seemed to break under his feet and he went down in the water a short way. This considerably relieved the terrible pain from the burns. He was later on pulled from the water by some of the passengers and was greatly relieved when told that none of the passengers had been injured. Exclaiming, "Then Thank Heaven they are all saved," he next enquired for the safety of his fireman. The latter had escaped uninjured."

Conscious to the last and fighting hard against death with that indomitable heroism which characterized his life, Engineer William McFall passed away in St. Luke's hospital at an early hour Sunday morning 17th April 1911. In Erskine church that evening Rev. Kennedy Palmer told in touching terms of a talk which he had had Saturday afternoon with Mr. McFall.

"Well, Mr. McFall, we are all proud of you, you did your duty," said Mr. Palmer.

"I tried to," replied the dying hero.

After a little further talk by Mr. Palmer, Mr. McFall said:

"I am not afraid to die. If it is God's will, I am ready. There is an advocate between us and God."

And then Mr. Palmer left him, never to see him alive again.

The funeral took place on Monday 18th April 1911 from his late residence on Preston street, to Union depot where a special train ran to Maryland for interment at Norway Bay.



Another view of the fatal washout showing the locomotive embedded in the fill with the tender balancing precariously in the air. There are two trucks visible under the left hand end of the tender. The smaller truck is the tender truck itself while the longer one underneath the tender truck is from the baggage car. The body of the baggage car finished up overhanging the gap but was removed before this picture was taken. Photo courtesy William Felton McConnell and The Harry Hamilton Family.

The *Ottawa Citizen* editorial on 18th April 1911 is worth quoting:

The death of engineer William McFall as a result of injuries received by bravely staying on his engine and doing his utmost to stop the train which was plunging into a washout on the Gatineau road, is one of those incidents that inspire admiration and respect for railway engineers as a body. Engineer McFall was an elderly man and had already been maimed in a previous accident, resulting in the loss of a foot. Yet, with unshaken nerve, he continued his work, and when again he was unfortunate enough to meet disaster, through no fault of his own, he courageously met death in order to ensure the safety of the passengers. This would appear to be a case which should be brought to the attention of the Carnegie Fund Commission.

In fact, the Governor General made a recommendation to the King. I will end this account of a true railway hero with an extract from *The London Gazette* of 22 September 1911.

Whitehall, September 21, 1911

His Majesty the KING has been graciously pleased to award the Edward Medal of the First Class to Mrs. McFall, the widow of the late William McFall, an engine driver on the Canadian-Pacific Railway, under the following circumstances:-

On the 14th of April, 1911, a passenger train from Ottawa was approaching North Wakefield when the driver McFall suddenly perceived a gap in the track between 50 and 100 feet wide and over 20 feet deep caused by thaws and rain. The fireman jumped off the engine, but McFall put on the emergency brakes and sticking to his engine managed to bring the train to a standstill. The engine, however, fell into the gap, and McFall received terrible injuries, from which he died. There were forty passengers on the train, and had it not been for McFall's heroic devotion to his duty serious loss of life would probably have occurred.

Endnotes:

¹ Sources:

Special thanks to William Felton McConnell for his detailed local knowledge. *Ottawa Citizen* - 17 Dec 1890; 10 Nov 1893; 22 Apr 1901; 2/23 Sep 1908; 29 Oct 1908; 15/18 Apr 1911; 30 Mar 1946.

Ottawa Journal - 26 May 1891; 10 Nov 1893; 22 Apr 1901; 14 Jun 1901; 2 Jun 1902; 8 Feb 1904; 13 Feb 1905; 15/17/21 Apr 1911.

Ottawa Free Press - 23 and 26 May 1891.

The London Gazette - 22 Sep 1911.

² Although newspaper reports indicate that only the foot was amputated, photographic evidence indicates that a large part of the leg was removed.

³ Accounts of the accident vary. The *Ottawa Citizen* reported that the fireman, too, stayed on the engine. ■

Some Personal Memories of the CPR Lachute Subdivision, or "The North Shore"

Here we go again with another of those resurrected Tid Bits from the past on CP main and branch lines out of Ottawa West. Before re-reading this month's Tid Bit and copying it, I couldn't help but reflect on the many changes that have taken place since I first wrote it in April of 1993. So, with this in mind I ask the readers to bear this in mind and to realize what 12 years has done to the "facts" so glibly stated in 1993!

In my railroading days it was the Canadian Pacific Railway Company's Lachute Sub., extending 98 miles from Ste. Therese to Hull East, Quebec. At one time it was part of the Quebec, Montreal, Ottawa and Occidental Railway (that's Occidental, not Accidental), and was acquired by the CPR in 1864. The Lachute sub., as a result of CP Rail's great plan for the 1990's (not the 1890's), and beyond, ceased to exist as a viable railway operating between Montreal and Ottawa on January 30, 1993, with the last run of trains Nos. 85 and 86. (I didn't have a crystal ball on January 30, 1993, so I knew nothing about future changes).

In any event, a few BRS stalwarts, this Tid Bitter included, braved the cold, clear air early that morning to observe and photograph the passing of westbound Train No. 85 for the last time. A through freight train running between Montreal and Ottawa by that number has been a reality on the Lachute sub. for approximately 70 years.

In CP's plan, that portion of the Lachute sub. between Marelle (mile 55.2) and Thurso (mile 90.6) will be closed to traffic, effectively cutting the last direct CP Rail route between Montreal and Ottawa (the M & O sub. between Montreal and Ottawa on the "South Shore" was dismantled between Rigaud (Quebec) and Ottawa in the mid-1980s). Anyway the Lachute sub. track will not be removed immediately so I'll not say it's over 'till it's over!



Canadian Pacific G2 class light Pacific 2658, a regular fixture on the North Shore in both passenger and freight service. She survived two world wars, many rebuilds and upgrades, and here, on July 27, 1956, in her final metamorphosis she's got the 12 ton (coal), 7,000 Imp. Gal. tender, vestibule cab, higher pressure boiler, new frames and cylinder saddle with "in line" motion, Elesco boiler feedwater pump and heater (the pump is hidden behind the door in the left side of the tender), while she still has her old single cylinder (bicycle pump) air compressor, clearly visible in this left side view. An excellent example, except for the air compressor, of what can be done to upgrade an old, but sound, design. She was finally retired in March of 1959. Photo by Lawrence Stuckey, collection of Bruce Chapman.

My memories go back almost 60 years

During the week or so leading up to January 30 the knowledge of CP's plan gave me much to think about, for my memories of the Lachute sub. go back almost 60 years. As a kid I used to ride trains on the North Shore with my mother and dad between Montreal and Papineauville (mile 79.1) for a stay in a cabin at Larocque's fishing camp on the Ottawa River. In those years the Ottawa River produced healthy, unpolluted fish and Monsieur Larocque, a commercial fisherman, used to ice and ship his catches to Ottawa for the retail market.

The little frame cabins were located on the Larocque property on the relatively narrow shoreline between the river and the railway embankment. The cabins were probably not more than 100 feet or so from the tracks, which curved along the embankment about 30 feet or so above the cabins.

My most vivid memories here took place in "the wee small hours of the morning" as the thunderous passage of Train No. 86 shook the little cabins and woke up the occupants. Little did I realize that within 15 years I would be firing 85 and 86 and all the other jobs on the North Shore and would, no doubt, be waking others up in those same little cabins.

On one of our family trips up to Papineauville, probably around the earliest days of World War II, we sat in a passing track for an hour or so waiting for a special train to pass (officially, a passenger extra). I no longer remember which passing track it was but my guess is it was probably Ste. Scholastique (mile 32.4) or St. Hermas (mile 37.3). Anyway, it doesn't matter, what really matters is that the passenger extra was carrying Princess (later Queen) Juliana of the Netherlands to Ottawa where she spent the war years in safety after her country had been overrun by the Nazi's. The friendship that developed between the Canadians and the Dutch as a result of the Canadian Government providing a safe wartime haven for the Princess is as well today as it was then and can be seen each spring in Canada's Capital with the profusion of blossoming Dutch Tulips.

Another of my early North Shore memories is sitting on the CP local at a left side coach window seat enroute to Ottawa and seeing Perley Lumber's SHAY locomotive come up from the banks of the Ottawa River on their right-of-way to stop beside, and parallel to, the CP train. What I wouldn't give to see that again!

Working on the North Shore

In adulthood, as I mentioned, I ended up working on the North Shore and I have a lot of special memories of that work as a CP locomotive fireman. It was also the one subdivision upon which I never worked with diesel power. D10 class 4-6-0s, G1, G2, G3 and G5 class 4-6-2s, N2 class 2-8-0s, P1 and P2 class 2-8-2s and H1 class 4-6-4s were the power in my time. The long hours we put in are now legend, but it was good railroading and I'll never forget crawling into some passing track with a drag after midnight during the winter months to eat our 'supper'. The head end brakeman would cut off the engine and we'd run out onto the 'main' to "run around" our train and come back in behind our caboose (van) and couple up. We'd then go inside for a real supper, prepared by our tail end crew. Chinese food was popular at the time and there was lots of it and, best of all, it was a hot meal. These Montreal based, generally French speaking, train crews sure knew how to look after their Ottawa based, generally English



G5c Pacific No. 1262, one of the modern passenger engines on the North Shore. She was built by the Canadian Locomotive Company of Kingston, Ontario, in November of 1946. Fourteen years later she was out of service and stored at Ottawa West awaiting her fate. As it turned out she was to run again (see **Branchline**, May 1997). Nevertheless she was scrapped in June of 1961. The little 4-year old standing by the crosshead is Bruce du Fresne, (age 49 as of 2005) son of Tid Bitter Duncan du Fresne who often fired the 1262 on the North Shore passenger trains. Photograph by Duncan du Fresne.

speaking engine crews, and we, French speaking and English, got along just fine (current day politicians please take note).

Another of my North Shore memories is my longest 'day' ever, 38 continuous hours with the 'big hook' (the 75 ton Ottawa auxiliary) at Plaisance (mile 83.9). I've written about this one before (**Branchline**, April, 1989) so I'll not repeat myself here, suffice to say that our D10 and the accident-damaged D10 we were 'sorting out' at Plaisance resulted in one hell of a good 'days' pay in the winter when we needed it most. Again, we ate well in the Cook-Diner car and, at that stage in my life, I could work hour after hour just as long as I got well fed.

And how could I ever forget trying to 'get over the road' on those North Shore 'Plow Extras'. These jobs were always long drawn out affairs. We'd plow the main line, the passing tracks, the business tracks and maybe, just maybe, the Staynerville Branch up to the CIL plant in Brownsburg. The Staynerville Branch began at mile 48.7 and ran toward the foot of the Laurentian escarpment, whereupon it rose sharply on a westerly curve to a switchback. This resulted in having the plow on the 'wrong' end for the move into Brownsburg. Backing into four or five feet of hard packed snow with the back of the tender usually resulted in having to take a couple of 'runs' at it to get through. Not having any back-up sanders on CP's main line engines didn't help much either. But we'd eventually bang our way through. As long as the tender tank had a good load of water in it she'd likely stay on the rails. Needless to say, our trip tickets would have lots of 'miles' (pay) on them when they went into the box at either St. Luc or Ottawa West - 16 and 18 hours, one way of course, was not uncommon.. (Want to read more about snow plows? Find a copy of the BRS booklet "Snow Plow Extra" written by yours truly in 1980, but presently out of print. My colleagues have hinted that an updated version is in order)

The Joys of Steam Railroading!

And, speaking of long hours, we'd put in a bunch on one of those summertime drags out of Montreal (St. Luc Yard) with a solid train of "Florida Pebbles" (phosphorous ore) bound for Buckingham Jct. (Masson), to eventually be hauled up the 3.2 mile long Buckingham sub. to Murphy (mile 1.7) and the ERCO (Electric Reduction Company) spur. Now here, once again, and very similar to the Staynerville branch, Murphy was located well up on the Laurentian escarpment. I don't know in percentages what the grade was, but it was one hell

of a pull, or push, as the case may be, to get anything up there and the 'S' curve just before Murphy was thrown in just to add to the mix.

One lone P1 class 2-8-2 could haul 30 gondolas of pebbles to Buckingham Jct. from Montreal, although doubling the ruling grade just west of Staynerville (mile 48.7) was a good possibility. The slow progress of one of these drags on a hot summer day was painful. We'd reach Calumet (mile 59.5) and take coal from the ancient wooden coal bucket hoist to replenish the tender which, on a P1, carried 18 tons of the stuff. It was on one of these occasions that while standing on the top back and right edge of the coal box I lost my balance (13 feet + off the ground) and fell in (not over the side), with the one ton capacity bucket of coal after me. Luckily I wasn't hit by the bucket or some real damage (to me) would have been done. I climbed out of there just slightly blacker than when I went in as the coal dust stuck to all my exposed sweat covered flesh. The joys of coal burning locomotives and steam railroading.

It was just dandy upon reaching Buckingham Jct. to get a message ordering us to take the loads up the branch to Murphy. Now, a good P1, on a good day, might take six of those cars up the grade in one crack, and then again it might only take five. Simple mathematics and just a little knowledge of railway operations tells you that our already 12 hour long day is going to be a 16 or 18 hour day (at the very least) before we get to Ottawa West. When it's all over we'll have earned our pay. I can recall sweeping the last of the coal in the tender into the stoker screw coming across the Prince of Wales bridge between Hull and Ottawa from one of those jobs to get to Ottawa West with just the P1 and the van.

How well I remember looking out of the cab of one of our engines at Thurso (mile 90.6) into Singer's (later McLaren's) yard. There stood this odd looking, short, decrepit, former CPR business car. I later learned that the CP number had been 27. In my wildest dreams I couldn't have possibly imagined being involved in its rebuilding, movement and preservation much later in my life. Life sure takes some strange twists and turns.

Passenger train memories

I also have some fond memories of working the four passenger train (per day) on the North Shore. When I was firing them they terminated at CP's Montreal Windsor Station. I just missed the tail end of the era when those Montreal-Ottawa jobs terminated at Place Viger (PV) beside the Montreal wharf.

The east end of the Lachute sub. began (or ended) at Ste. Therese (mile 19.9). Why start a subdivision at mileage 19.9? Well, it actually started at mile 0, although it was called the Park Avenue sub. at mile 0, but it ran out to Ste Therese at mile 19.9 whereupon it became the Lachute sub. Let me list the stations and railway locations on the Park Avenue sub.:

MILE	NAME	NOTES
19.9	Ste Therese	Jct. Ste Agathe sub.
17.9	Rosemere	
17.2	Ste Rose	
12.8	St. Martin Jct.	Jct Trois Rivieres sub.
12.0	St. Martin	
10.2	Laval Rapides	
9.8	Bordeaux	
8.4	Jacques Cartier Jct.	Jct. C.N.R.
6.1	Park Avenue Station	major Montreal station
5.9	Breslay	Tower, - operator on duty
5.0	Mile End	former CP station
3.1	Angus	as in "Angus Shops"
2.0	Hochelaga	yard and roundhouse
0	Place Viger	former major station complex co-located with CP hotel "Place Viger"

Coming into Montreal on the Park Avenue sub., when the jobs terminated at Windsor Station, meant leaving Park Avenue Station on

a tight right hand turnout to join the Montreal Terminals sub. for the westward run across a large part of the Island of Montreal through Outremont, St. Luc, St. Luc Jct. and on up to Montreal West station. At this point the track turned back in a generally easterly direction for the run over to Westmount (the Glen Yard) and down the grade into Windsor Station (CP's corporate headquarters at the time). It was a roundabout and time consuming scenic tour to get into the city centre when it was really only a few miles "as the crow flies" from Park Avenue to Windsor.

G5 class, 1200 series engines like the 1262 and the 1257 worked passenger trains Nos. 421, 422, 423 and 424 daily. Westbound, Saturday only train No. 427 left Windsor Station at 1:00 PM (13:00) and, in my time, usually drew a hand bomber G2 like the 2658. By the time you got to Ottawa Union Station (CD), 3½ hours, 12 stops and a couple of flag stops later you knew you'd done some railroading. In order to stay on time the G2 had her work cut out for her and she took quite a beating while having the hell run out of her between all those stops. Being a hand fired engine the fireman paid the price.

How well I remember the stop at the beautiful log station at Montebello (mile 74.5), with its matching log freight shed. In my time most passengers getting off here rode the tail end Parlour Car, for they were going to the CPR's Seignior Club, a private club located just west of the town with the Lachute sub. on one side of the property and the Ottawa River on the other, - a magnificent site! The Seignior Club, now the Chateau Montebello, is housed in the largest log building in the world. All daily passenger trains were met by the club's bus and stake body truck, the bus for the passengers and the truck for their luggage. I often wondered, as I looked back from the cabs of our engines, just who some of these high priced "mucky mucks" were who were getting off in their classy duds and who wouldn't give the overalld likes of me the time of day. Anyway, in another time - in another era - today in that log "club", now CP's Chateau Montebello, I (without my overalls) have dined there on a number of occasions so I guess they'll let anybody in now! (while pricey, they do serve an excellent meal there and the rooms, both private and public, are very very nice.

Following is a reprint of a C.P. public timetable ca. 1950. Note that trains 422 and 423 start and terminate at Place Viger station while 424 and 421 run into and out of Windsor Station. Saturday only trains No. 427 and 428 also operate into and out of Windsor Station. Also note the heading: MONTREAL - OTTAWA Via Montebello. This is indicated so as not to confuse the passengers because CP also operated a Montreal-Ottawa service on the "short line" (the M & O sub. on the south shore) via Vankleek Hill. You had a choice, and they provided local service on both sides of the Ottawa River, in addition to the CN's Alexandria sub., via Alexandria and Coteau, now used by VIA Rail.

MONTREAL—OTTAWA Via Montebello

423 Daily	427 Sat.	421 Daily	Miles	TABLE 44	422 Daily	428 Sat.	424 Daily
P.M.	P.M.	A.M.		Eastern Time	A.M.	P.M.	P.M.
..	12.10	7.40		Lv. MONTREAL || Wd. Stn. Ar	..	4.30	9.40
..	12.16	7.46		..... Westmount.....	..	4.22	9.32
..	12.22	7.52		..... Montreal West.....	..	4.15	9.25
4.55	..	..	0.0	Lv. MONTREAL || Pl. Viger Ar	11.55	..	..
5.10	12.40	8.10	6.1	Lv. Montreal Park Ave. Ar	11.40	4.00	9.10
5.35	1.05	8.35	19.9	Lv. Ste. Therese 42.. Ar	11.10	3.33	8.40
5.47	..	8.47	27.5	..... St. Augustin.....	10.55	..	8.26
5.55	..	8.55	32.4	..... Ste. Scholastique...	10.46	..	8.19
6.03	..	9.03	37.3	..... St. Hermae.....	10.37	..	8.12
6.20	1.35	9.17	44.1	..... Lachute.....	10.25	2.58	8.03
6.28	..	9.29	48.7	..... Starnerville.....	10.15	..	7.54
6.38	..	9.40	54.9	..... Marelau.....	10.06	..	7.45
6.43	..	9.46	57.6	..... Grenville.....	10.00	..	7.40
6.52	2.00	9.55	59.5	..... Calumet.....	9.55	2.34	7.35
7.03	..	10.03	64.8	..... Pointe au Chene...	9.45	..	7.26
7.16	..	10.13	70.8	..... Fassett.....	9.34	..	7.16
7.27	2.27	10.22	74.5	Montebello Seignior Club, P.Q.	9.26	2.11	7.07
7.37	2.34	10.31	79.1	..... Papineauville.....	9.14	2.02	6.56
7.46	..	10.38	83.9	..... Plaisance.....	9.03	..	6.47
7.57	2.51	10.48	90.6	..... Thurso.....	8.51	1.47	6.37
8.03	..	10.53	94.0	..... Lochaber.....	8.45	..	6.31
8.16	3.05	11.04	99.9	..... Buckingham Jct...	8.35	1.35	6.22
8.23	..	11.10	103.8	..... Angers.....	8.25	..	6.13
8.32	..	11.19	109.7	..... Templeton.....	8.15	..	6.04
8.37	3.24	11.23	111.9	..... Gatineau.....	8.11	1.17	6.00
8.42	..	11.27	114.4	..... Talon.....	8.06	..	5.56
8.52	3.38	11.37	118.2	..... Hull.....	7.58	1.08	5.48
9.00	3.45	11.45	119.9	Ar. OTTAWA || .. Lv	7.50	1.00	5.40

And how can I ever forget the Postmistress at Papineauville who made a practice of meeting evening train No. 423 to pick up the mail bag(s), accompanied by her pet raccoon on a dog leash! Quite a sight, and just one more interesting thing to look out for.

On a Sunday evening, train No. 424 from Ottawa frequently got as many as 12 cars, almost all coaches, and once we got east of Lachute (mile 44.1) you'd be hard pressed to find a seat on the train. Power on the head end had to be something more than a light Pacific of the G1 or G2 class, so a heavy Pacific of the G3 class (2300-2400 series) was used and, on occasion, an H1 Hudson was used. We'd have something like a thousand people on board that Sunday evening train by the time we hit Park Avenue on a real busy night. It's hard to believe that not too many years later, in 1981, a single (occasionally two-unit) Budd car, the last passenger equipment to ply the Lachute sub. was removed.

My 85 was followed by another 85

Meanwhile, back to reality. It's 09:00 on January 30, 1993, and there's No. 85 blasting along on a bright, cold winter morning, creating a snow storm of its own making just east of Thurso. There are four MLW units on the head end - two C-424s and two RS-18u's. My mind goes back to another day, in another time, and another 85. I'm firing the job, a G2 'handbomber' is on the head end and I'm trying to stuff some food down my throat sitting on a bouncing seat box while the head end brakeman fires the G2 for me for a few miles. Unlike the four diesel units of today, our cab is draughty and the coal dust is flying around. The snow is entering the cab through all the many openings, but as soon as I consume my can of stew I'll be OK again for the rest of the all night trip to Ottawa. I'll have bailed something like 8 to 10 tons of coal, taken water twice, swept the cab deck dozens of times and been the 'eyes' on the left side of the head end hour after hour. No matter, I'll climb off the old hog at Ottawa West shop, book 8 or 10 hours rest, and be ready to go at it again in my turn on the spare list.

The boys on today's 85 are having an easier time of it than I had - or are they? My 85 would be followed by another, and another, and yet another. Their 85 wont.

Farewell to the Lachute sub., farewell to 85 and 86, and those 'jammy' passenger jobs, they may be gone but they're not forgotten by those of us who earned a living on the 'North Shore'.



VIA Rail RDC-1 9055, in scarred CP paint accelerates away from the modern Thurso, Quebec, station with Ottawa - Montreal train No. 132 in September 1979. No. 9055 was one of five VIA RDC-1s sold to Cuba in 1998. Photograph by Pierre Ozorák.

Now, let's jump ahead from 1993 to 2005. A lot has happened since I originally wrote this Tid Bit. But now is the time for someone, other than me, to write a post script to my story. Bring us up to date! Tell us what the Quebec-Gatineau Railway is doing on the line that CP gave up on between Marelau and Thurso. I'm sure all readers of Branchline would like to know. ■



DAWSON CREEK-ALBERTA RAIL LINE SET FOR SUMMER OPENING: Graham Dallas, director of communications for CN, said the rail line between Dawson Creek and Hythe, Alberta, should be re-opened on schedule. Dallas said that CN crews are still working on making sure the line can be safely used again. "We have a fair amount of work still to do," said Dallas. "The tie replacements still have a fair amount of work to go ... It is still another couple months out at this point." Dallas said that the most time-consuming component of the project has been the bridge work. There are a total of 17 bridges between Hythe and Dawson Creek including three large bridges.

CN agreed to re-opening the 46-mile track as part of the acquisition of BC Rail from the provincial government. Both the provincial government and municipal leaders have hailed the decision as being positive for grain producers in the Peace region. They believe that the re-established line will lead to increased trade of local products. A formal announcement about the exact date of the opening is expected later in the spring. (Prince George Citizen, March 15)

RISING CN CONTAINER FEES IRK SHIPPERS: An increase in container freight charges by CN could wreak havoc in the special crops sector. "This will have a huge impact on every member of the supply chain," said Murad Al-Katib, President and CEO of Saskcan Pulse Trading. "It will mean higher prices to customers, lower prices to growers and lower profits for the processors." He said the new regulations will translate into an increase of about 15% in the cost of shipping containers out of Saskatchewan. That will make it more difficult for special crop shippers in Saskatchewan to remain competitive in world markets, he added, given the freight disadvantage they already face in being so far from port.

In a March 1 notice to shippers, CN said it would begin strictly enforcing tariff regulations dealing with maximum weights for containers. Starting March 28, the railway will no longer accept 20-foot containers exceeding 56,000 pounds gross weight or 40- to 45-foot containers exceeding 68,000 lbs. gross weight, without prior approval. The railway is also introducing overweight provisions, effective June 1. The maximum allowable net weight will be 65,000 lbs. "We're saying the customers that load heavy should pay a greater premium," said CN spokesperson Mark Hallman.

Most of the railway's fleet can't handle high weights, which leads to issues such as making the best use of available assets and multiple handlings at terminals. Al-Katib said special crop shippers have been able to load as much as 62,000 lbs. of product into 20 foot containers. The new 50,000 lb. limit means a shipper will be able to move less product in a container but will continue to pay the same rate because freight is based on containers, not tonnes. Senior railway officials are scheduled to meet with container shippers to discuss the industry's concerns. CPR has not announced any similar increase in its container rates. (Western Producer, March 17)

CN CAMERA CONFLICT HEADS BACK TO COURT: The use of surveillance cameras in the Transcona Shops has brought CN and the Canadian Auto Workers union back to court. CN has decided to challenge a December court ruling that it provide to the CAW copies of any surveillance videotape that isn't destroyed within 48 hours of being recorded. CAW spokesman Abe Rosner said CN's move demonstrates that the intent of the cameras was not to prevent workplace sabotage. The union discovered a surveillance camera hidden in duct work last fall and CN later admitted that they had four cameras monitoring the Transcona wheel shops, but said they were trying to determine why there was a high incidence of equipment breakdown and suspected sabotage.

The CAW sought an injunction ordering their removal but in a ruling last December, Queen's Bench Justice Wallace Darichuk said CN could keep the four cameras and attached conditions on their use, including that there be no sound recordings, and that any tape not turned over to CN Police for a sabotage investigation be destroyed. Additionally, Darichuk ruled that for any tapes handed

over to CN Police, copies would also have to be given to CAW. CN went back to court in February and asked the judge to drop his condition that copies of tapes be given to the union. Spokesman Jim Feeny said the railroad didn't believe it was appropriate to share the tapes with others while the investigation into the equipment breakdown is ongoing. The motion filed by CN states that providing copies of the surveillance videotape to the union, "would encroach upon a protected public interest, would endanger the security of Canada and Manitoba and their people, and would jeopardize the health of Manitobans." Feeny said he could not elaborate further because the matter was before the court. Rosner said the railroad argued that giving the union copies would be contrary to "the public good," adding that CN didn't explain how the public good would be compromised by sharing the tapes with the union. (Winnipeg Free Press, March 18, thanks to Jim Lewis)

CN REACHES TENTATIVE LABOUR AGREEMENT - LABOUR DISRUPTION AVOIDED: On March 25, CN and the International Brotherhood of Electrical Workers (IBEW) signed a tentative labour contract covering 644 union members who maintain and repair CN's signals and communications systems across Canada. As a result of the tentative agreement, there would be no labour disruption at midnight, Friday March 25. Details of the four-year contract, retroactive to January 1, 2004, are being withheld pending ratification by the IBEW membership.

In general, the tentative agreement provides improvements in IBEW members' salaries and benefits. Achieving the tentative settlement was facilitated by the involvement of two mediators appointed by Federal Minister of Labour and Housing Joe Fontana. E. Hunter Harrison, President and Chief Executive Officer of CN said: "I am very pleased that we were able to reach this tentative agreement, and that we were able to avoid any labour disruption. This was the best possible outcome for all of us: employees, company and customers." IBEW Senior System General Chairman Kevin Kearns said: "We believe this tentative settlement addresses the issues brought forward by our membership. It will form the basis for a continued relationship between IBEW members and the company." (CN release, March 25)

CN AND NORFOLK SOUTHERN ANNOUNCE ROUTING PROTOCOL: CN and Norfolk Southern have announced a structured routing protocol to streamline their exchange of rail traffic at major gateways. Under their latest agreement - the product of a comprehensive examination of all inter-line traffic and service schedules - CN and Norfolk Southern will direct rail traffic through the most efficient interchange locations. The objective is to improve network capacity, transit times and asset utilization for through rail car movements. The agreement will be implemented over the next three months.

The major interchange points for traffic moving between CN and NSR are Rouses Point, Buffalo, Detroit, Toledo, Chicago, Memphis, New Orleans, and Mobile. The routing protocol will result in a number of changes:

- Traffic between the Louisiana gulf and the Northeast United States will be interchanged directly at New Orleans or Memphis, benefiting from a more direct route and fewer intermediate handlings;
- Western Canada traffic to and from the south-central U.S. will be interchanged at Memphis, avoiding the congestion and additional handling in Chicago.
- The parties will expand the use of the new Rouses Point gateway agreement announced in November 2004 to further handle traffic between Eastern Canada and the southeastern U.S. (CN release, March 28)

CN CEO EARNS \$16M US IN 2004: The CEO of CN, E. Hunter Harrison, enjoyed a very good year in the compensation department, regulatory filings show. Harrison was awarded total compensation worth \$16 million US in 2004 (all figures in U.S. dollars). That included a base salary of \$1.25 million, "other" compensation of \$1.71 million, long-term incentive plan payouts of \$1.59 million, 202,500 restricted share units worth \$8.1 million (paid out at 20 per cent per year) and a bonus of \$3.5 million. The bonus was the maximum allowed under Harrison's revised compensation arrangement - equal to 280 per cent of his base salary - and was awarded as the railway reported its best-ever annual profit of \$1.26 billion.

Harrison has been CN's CEO since January 2003. His contract was renegotiated and extended following Harrison's "outstanding performance", according to a company filing with the U.S. Securities and Exchange Commission. The improved compensation package included an increase in his annual pension to \$900,000 a year, up \$100,000. CN said the compensation is "in line with that of major U.S. corporations, including railroads." (CBC News, March 22)

CANADIAN INDUSTRIAL RELATION BOARDS ISSUES CEASE AND DESIST ORDER AGAINST CN: The Canadian Industrial Relations Board has issued an order against CN that: "declares that the employer has violated section 94(1) of the Code's provisions as alleged in the union's complaint with respect to the repeated violations of sections 41 and 51 of the collective agreements;" and "orders the employer to develop and conduct information and training sessions for all managers and supervisors charged with the interpretation and application of the collective agreements on the proper application of these provisions of the collective agreements;" Further details are available at:

www.cirb-ccri.gc.ca/whatsnew/index_e.asp; in "Canadian National Railway Company (2005), as yet unreported CIRB decision no. 315 (English)" **CIRB web site**



**CANADIAN
PACIFIC
RAILWAY**

CPR TO ACQUIRE FIRST HYBRID LOCOMOTIVES: CPR has announced the purchase of 35 Green Goat® Series hybrid locomotives over a four-year period from RailPower Technologies. Under the agreement, seven of CPR's yard locomotives will be converted in 2005 to low-emission, quiet hybrid locomotives using hybrid technology and used at CPR's Calgary operations as part of more rigorous long-term testing. Another 28 Green Goats would be converted over the following three years if the first hybrids meet performance guarantees, as is usual with new technology, and if the technology performs well in further testing in adverse winter conditions. "The Green Goat® performed well in our first round of testing, last year," Neal Foot, SVP of Operations for CPR, said. "We need to do more testing in strenuous conditions to prove the hybrid's robustness before taking delivery of the others." A three-month demonstration trial of a Green Goat® by CPR in Vancouver, Calgary and Moose Jaw in 2004 showed the fuel, emissions and operational benefits of RailPower's hybrid locomotives.

CPR's yard fleet consists of approximately 220 low-horsepower locomotives built in the 1950s. Replacement components are becoming increasingly difficult to source. The addition of the Green Goat® is the latest in CPR's ongoing commitment to modernizing its yard and road freight locomotive fleet with more fuel efficient, environmentally friendly and powerful locomotives. CPR has one of the youngest fleets of road freight locomotives in North America. "The Green Goat® technology offers potential for a cost-effective solution to renewing CPR's yard locomotive fleet," Foot said. "Our studies indicate operating cost savings approaching \$4 million annually should we acquire all 35 Green Goat® hybrids. In addition, the capital cost is significantly lower than acquiring new locomotives and is competitive with acquiring used conventional locomotives." Operating cost savings would be generated by lower maintenance requirements and fuel consumption, as well as higher productivity. CPR tests indicate the Green Goat® is as much as 60% more fuel-efficient than conventional yard locomotives with a commensurate reduction in greenhouse gases. The hybrid uses plug-and-play modular components that can be quickly replaced in the field, minimizing in-shop repair time and increasing fleet utilization. The Green Goats will be assembled by ALSTOM at Calgary shops leased from CPR. Financial terms of the acquisition were not disclosed. (CPR news release, Canadian Press; March 14)

CPR'S RAIL CARS TO STAY IN ROCKWOOD A BIT LONGER: People in the Rural Municipality of Rockwood, Manitoba, will have to put up with hundreds of decommissioned rail cars in their backyards for a few more months. About 300 rusty, graffiti-covered CPR cars have been sitting on a rail line near a residential area for more than two months, to the dismay of many

residents. "We moved there because it was a semi-rural setting, and a nice vista, to go out and look around at the prairies and stuff like that," says Ron Drohomerski. "All of a sudden these railway cars come, and now our backyard is a railway storage facility." CPR officials originally said the cars would be moved as early as February, but now they say the cars could stay until the summer. "To give a fixed date that I could say they would definitely be gone by date X would, at best, be a guess on my part, so I don't want to do that," says CPR representative Steve Cavanaugh. Cavanaugh says the land belongs to the railway, and the company is within its rights to store the cars where it pleases. However, he says the next time the railway parks decommissioned cars, it will consider moving them further north, away from the residential area. (CBC Manitoba, March 16)

TRACK MAINTENANCE EMPLOYEES RATIFY CONTRACT WITH CPR: CPR has announced that track maintenance employees have ratified a three-year collective agreement reached with the Teamsters Canada Rail Conference - Maintenance of Way Employees Division. The agreement, which covers approximately 2,500 employees, and extends to the end of 2006, provides for improvements in wages, pensions and benefits, and includes work rule changes that will result in increased productivity. Wage increases are 3% in each of the three years of the agreement. The agreement was ratified by 92% of the CPR employees who voted. (CPR news release, March 21)

CPR AND CAW-TCA RATIFY 3-YEAR CONTRACT: The CAW-TCA Canada and CPR have announced that a three-year collective agreement with 2,600 employees who repair and service locomotives and freight cars has been ratified. The agreement extends to the end of 2007, and provides for wage, pension and benefits improvements, as well as work rule changes that will generate increased productivity. Wage increases are 3% in each year of the collective agreement. Negotiations are continuing with the union representing approximately 375 employees who maintain railway signal systems. (CPR release, March 24)

CPR AND ELK VALLEY COAL REACH FIVE-YEAR AGREEMENT: CPR and Fording Canadian Coal Trust announced that CPR and Elk Valley Coal Corporation have reached a five-year agreement for the transportation of metallurgical coal from all of Elk Valley Coal's mines in southeast British Columbia to Vancouver area ports for export. The key elements of the confidential contract are:

- a five-year deal covering Elk Valley Coal's five mines in southeast B.C., that is retroactive to April 1, 2004, and extends to March 31, 2009;
- a commitment to increase the base volumes of coal to be moved in line with Elk Valley Coal's planned capacity increases;
- a framework for the movement of additional tonnes above the base volume during the 2006-2008 coal years, with a rate premium on the additional tonnes;
- fixed coal year rates for the first three years of the contract, with the 2004 rate being approximately 20% higher than the 2003 rate and the 2005 and 2006 rates being in the order of 60% higher than the 2003 rate;
- rates for the 2007 and 2008 coal years that will be linked to Elk Valley Coal's price for coal with a floor and ceiling rate, both of which will be higher than the 2004 rate;
- a fuel cost adjustment mechanism for the last two years of the contract.

In addition, CPR and Elk Valley Coal have agreed to discontinue all legal and regulatory proceedings relating to their previous contract dispute over the transportation of coal from Elk Valley Coal's five coal mines in southeast British Columbia to Vancouver area ports for export. (CPR release, April 5)



VIA Rail Canada

PAUL CÔTÉ APPOINTED AS PRESIDENT AND CEO OF VIA RAIL: Paul Côté has been confirmed as the president and chief executive officer of VIA Rail Canada Inc. "I would like to thank Mr. Côté for accepting this important leadership position," said Transport Minister Mr. Lapierre. "His extensive experience will continue to serve VIA well. I would also like to thank the Standing Committee

on Transport for their timely review of this appointment." On February 1, 2005, the Minister proposed Mr. Côté for the position, then referred the appointment to the Standing Committee on Transport for review. The review process was completed on March 9, 2005. Following six years with CN in their passenger rail division, Mr. Côté began a long career with VIA Rail in its marketing group in 1978. He held three different vice-president's positions with VIA between 1992 and 2000 prior to assuming the position of chief operating officer in 2001. In February 2004, Mr. Côté agreed to act as interim president and CEO of VIA while maintaining his chief operating officer responsibilities.

"I am honoured to accept this appointment," said Mr. Côté. "I view this as a vote of confidence by Minister Lapierre and the government in the organization, and especially in its 3,000 dedicated employees. I look forward to leading the VIA team as we innovate together cost-effectively to make VIA the Canadian leader in service excellence in passenger transportation." (**Transport Canada, VIA**; March 14)

VIA RAIL SERVICE TALKS BACK ON TRACK: VIA Rail may be coming back to Thunder Bay, Ontario. Officials with the rail line said they'll be talking with CPR representatives in an attempt to work out a deal that would see VIA use CPR's south line, which runs through Thunder Bay, for passenger service. The move stems from a meeting between VIA and Thunder Bay-Rainy River MP Ken Boshcoff. "It was a very positive meeting," VIA spokesman Malcolm Andrews said. He said VIA will be talking to CPR about the availability of track and the cost of using it for passenger service. There's no timeline in place, Andrews said. Boshcoff said he'll continue to work on the issue as long as there is public interest in it. VIA passenger trains stopped in Thunder Bay in 1990, Andrews said, when VIA consolidated its operations, and decided to scrap the service along the southern line, but keep it going along CN's northern line, which reaches remote communities. The reason for the decision, he said, was that part of VIA's mandate is to provide transportation services to communities that may not be able to access other modes of transportation throughout much of the year. The southern line, he said, runs more-or-less parallel with the Trans-Canada Highway, and as such doesn't run through remote communities. CPR spokesman Paul Thurston said that CPR is receptive to the idea. "We'll certainly be talking to VIA," he said. "We'll make certain they have all the information they need." One of CPR's concerns, however, is track capacity. Thurston said increases in freight traffic in most areas of Canada means there's not a lot of track time left on the south line. Another concern is CN's plan to shut down the Kinghorn track subdivision, which runs from Thunder Bay to Longlac. That closure may require CN to use CPR's south line to make up for its lost freight capacity. Thurston said CN and CPR have yet to discuss the Kinghorn matter, but CN still plans to shut down the subdivision this year. (**Thunder Bay Chronicle-Journal**, March 17, 18)

VIA STOPS DUMPING SEWAGE IN BURNABY: VIA Rail will no longer be indiscriminately dumping raw sewage on railway tracks between New Westminster and Vancouver after the city of Burnaby put pressure on them. Staff are now investigating to see if the discharges have resulted in contamination in areas of Burnaby. Not all VIA Rail passenger railway cars travelling through the Lower Mainland are equipped with waste retention tanks. As a result, raw sewage is discharged when on-board toilets are flushed. VIA Rail passenger trains travel along the BNSF line through Burnaby and New Westminster. VIA Rail received \$402 million from Canada's Ministry of Transportation in 2000 for infrastructure, including retrofitting its train cars with sewage retention tanks. Priority has been given to passenger coaches in high ridership areas like the Windsor-Quebec City corridor. The transport ministry has said all cars would be retrofitted by the end of 2005. A spokesman for BNSF, who deals with VIA Rail, said trains in the Burnaby corridor would not have retention tanks until fall 2006. Until the work is complete, BNSF has asked VIA to shut off water in their coaches and make washrooms inaccessible for the New Westminster to Vancouver portion of the trip. VIA Rail has agreed to comply with the request. (**Burnaby News Leader**, March 11)

VIA RAIL DEFENDS RENAISSANCE CARS: VIA Rail defended its controversial Renaissance cars by saying they were fully accessible and pledged to work with the disabled community. VIA spokeswoman Catherine Kaloutsky said the company has taken a number of measures to improve accessibility features in its fleet, adding that none of the 243 wheelchair users who have ridden a Renaissance have complained. "We take a great deal of pride in the

fact that we've worked very hard to achieve a position of leadership when it comes to accessible transportation in Canada," said Kaloutsky. But disabled advocacy groups continued to express fear that their rights are eroding in the wake of a Federal Court decision that told VIA it doesn't have to upgrade its Renaissance cars. VIA's 139 Renaissance cars, which operate in Quebec and Atlantic Canada, are narrower than the rest of the fleet and have only one wheelchair-accessible sleeper suite. The federal court decision comes at a time of heightened awareness of disabled access to transportation. Transportation emerged as the number one concern in consultations leading up to the drafting of Ontario's new Ontarians with Disabilities Act. (**Canadian Press**, March 21)

VIA RAIL BRINGS BACK THE "LOUNGE CAR" EXPERIENCE: The Glenfraser, one of VIA's most luxurious specialty cars, is making a guest appearance, in limited service between Montreal and Toronto, on all Fridays and Sundays from April 8 to May 29, 2005. The star of VIA's PRIVA service, the Glenfraser is a sumptuous lounge car with the look and feel of a private club. A study in understated style, it is fully furnished with sleek armchairs grouped around café tables, stylishly upholstered banquettes, brushed aluminum fittings, an elegant stand-up bar and full picture windows. VIA Rail invites all passengers travelling on train service departing Toronto for Montreal (No. 68 on Fridays) at 18:10 and Montreal for Toronto (No. 69 on Sundays) at 18:15 to enjoy some travel time in the Glenfraser's elegant and comfortable setting. In association with Corby Distilleries, VIA1 passengers receive a complimentary cocktail as part of the VIA 1 service. All passengers, including those travelling in Comfort Class, can avail themselves of the cash bar service throughout the trip. The Glenfraser lounge car, especially designed for receptions, is available for charter, as part of VIA's PRIVA custom car service. (**VIA release**, March 30)

OTHER PASSENGER

KVSR REQUESTS TAX EXEMPTION: The Kettle Valley Steam Railway would like a break on its property taxes this year. At the municipal council meeting on February 28, a delegation from the railway asked council to waive the property taxes for the railway. The railway has not had to pay property taxes since its inception. However, the municipality is in the process of phasing in property tax payments for a number of organizations including the railway. Debbie Kinvig, GM of the railway, says the tax exemption is significant. For this year, it would translate to between \$2,000 and \$3,000, depending on the municipal tax rate and the railway's property assessment. "Full taxation could be \$13,000 to \$15,000," she says. "It's substantial and it's something we've never had to pay." She adds that taxing the railway would limit the amount of money it has available for other initiatives and upgrades at the site. (**Kelowna Capital News**, March 13)

GO'S CHONG QUILTS CHAIR TO ADVISE ON TRANSIT AGENCY: Gordon Chong is stepping down as chair of GO Transit to advise the province in the formation of the Greater Toronto Transportation Authority. Chong, who will stay on as vice-chair, will be replaced by current vice-chair Peter Smith, former head of the Canadian Mortgage and Housing Corp., starting April 1. Transportation Minister Harinder Takhar did not say what role Chong would play at the transportation authority, but it's believed he's one of the favourites to become the authority's first chairman. At a GTA Transportation Summit held by the Strategy Institute, a private think-tank, Takhar said the Dalton McGuinty Liberals are close to revealing their "30-year vision" for transportation and the political makeup of the transportation authority. (**Toronto Star**, March 23)

MONTREAL IS COMMITTED TO THE CONSTRUCTION OF CHABANEL STATION: Montreal Mayor Gerald Tremblay presented an action plan for the Acadie-Chabanel district, which includes the city's commitment to add a station on the Montreal-Blainville commuter train line. The mayor said the construction of a new Chabanel station would act as a catalyst for revitalizing the L'Acadie-Chabanel district and is an essential element for the general transportation strategy of the entire area. Claude Dauphin, chairman of the Montreal Transit Corporation and responsible for transportation for the city's executive committee, said that the Chabanel station project must be realized. "In collaboration with the AMT, we are exploring different scenarios so that the future station and the transportation network can compliment each other and ensure that this project benefits as many Montrealers as possible," said Dauphin. (**CCNMatthews**, March 23)

STEAM TRAIN UNDERGOES TANK REPAIR: The Alberni Pacific Railway's No. 7 Baldwin steam locomotive is now undergoing a new stage of repairs, following a complete boiler overhaul. With the internal works now fully inspected and certified, attention has now turned to the 2,000-gallon saddle tank, which sits astride the boiler. The work is being done at the KG Campbell yard. The tank is built of 1/4-inch steel, which, due to age and rust, has thinned down to 1/8-inch or less in places. That will now be replaced, welder Dave Tranfield said. "We're also going to be taking out some of the damage from the derailment in 1956," he said. Repairs made following the crash are still visible in spots. McLean Mill manager Neil Malbon said work on the steam engine has been fast-tracked, in advance of the upcoming tourist season. (*Alberni Valley Times*, March 23)

GO TRANSIT RAISES FARES TO FUND CAPITAL PROJECTS: Toronto's GO Transit raised fares 15 cents in March because of inflation and rising fuel costs, and to help fund ongoing service improvements. This year, the agency plans to refurbish and purchase bi-level passenger cars; add locomotives; install platform stairs and elevators, and replace track, signal systems and a platform roof at Union Station; and install changeable message signs at some stations. The agency also will rebuild and increase parking at several stations; build train storage facilities at Hamilton Centre and Richmond Hill Station; improve grade crossing safety; construct rail underpasses north of York University Station, south of Unionville Station and north of Bloor Station; construct a pedestrian walkway between Oriole Station platforms and Toronto Transit Commission's Sheppard subway; and install new track between Hamilton and Burlington, Oakville and Port Credit, and Don River, Scarborough, and Eglinton. (*Progressive Railroading*, March 24)

BOMBARDIER TO BUILD MORE CARS FOR GO TRANSIT: Bombardier Transportation has announced that it received a firm order from the Greater Toronto Transit Authority (GO Transit) for 10 additional Bombardier BiLevel commuter rail vehicles. The order will add to GO Transit's existing fleet of 385 Bombardier-built commuter railcars. Valued at approximately \$21 million US (\$26 million Can), the contract calls for the design, manufacture and delivery of the new commuter vehicles.

"The BiLevel continues to be the most popular multi-level commuter rail car in North America with more than 750 BiLevel cars in operation with 11 public transit authorities across Canada and the United States," said William Spurr, president, Bombardier Transportation, North America. "It is a service-proven transit solution that delivers unparalleled reliability and cost efficiency, along with some of the shortest delivery schedules in the industry. The car's time-tested design offers great benefits whether you are an established agency like GO Transit or a start-up operation like the new commuter rail service now being developed in the state of New Mexico," Spurr added. The GO Transit vehicles will be built at Bombardier's Thunder Bay, Ontario, manufacturing facility. Production is expected to extend from August 2005 to the second quarter of 2006. Bombardier is also responsible for the maintenance of GO Transit's fleet of commuter rail cars and locomotives. (*Bombardier Transportation Press Release*, March 30)

EFFORT TO INCREASE AMTRAK'S FUNDING FAILS TO PASS US SENATE: An effort in the US Senate to increase federal subsidies for the beleaguered Amtrak system failed to pass on March 16. The amendment, offered by Senator Robert Byrd (D-WV) would have added US\$1.04 billion to government financial assistance for the system. It failed on a 52-46 vote. In his 2006 budget, President Bush proposed eliminating Amtrak's operating subsidy and setting aside \$360 million to run trains along the Northeast Corridor if the railway ceased operating. In the current budget year that ends September 30, Amtrak is getting \$1.2B in operating subsidies and capital investment. Byrd's amendment to the Senate fiscal year 2006 budget resolution would have brought Amtrak's funding to \$1.4B, when added to the \$360M. Following the Senate's rejection of the Byrd Amendment, of US Transportation Secretary Norman Mineta said, "The Senate's rejection of the Byrd Amendment signals that it is ready to begin an earnest discussion on the best way to undertake desperately needed reforms to put intercity passenger rail on a stable footing for the future. I look forward to working closely with the Congress on the President's proposal to rebuild the Northeast Corridor, revitalize Amtrak and partner with the states in improving passenger rail." (*Canadian Press*, *USDOT homepage*; March 16)

REGIONAL / SHORTLINE NEWS

NORTH AMERICAN RAILNET TO JOIN OMNITRAX: North American RailNet (NAR) and OmniTRAX have jointly announced a transaction whereby an OmniTRAX affiliate will merge with NAR and acquire NAR's US-based rail operations. The transaction is subject to regulatory approval and is expected to be completed in early May. The transaction excludes NAR's Canadian subsidiary, Alberta RailNet, which will be owned post-transaction by current NAR shareholders. The three US-based short lines being acquired by OmniTRAX include: Georgia & Florida RailNet, Illinois RailNet and Nebraska, Kansas & Colorado RailNet. The addition of the three brings the OmniTRAX family to 18 railroad operations in North America. (*CCNMatthews*, April 1)

HEAVY RAIL LINK TO FORT MCMURRAY DERAILED: Plans to build an industrial rail link from Edmonton to Fort McMurray have been scrapped, after oilsands companies determined the cost would outweigh the benefit. "It does look as though the freight levels won't justify the expense that is needed for a rail case, so it's more likely that investment in the roads is the right way forward," Steve Williams, executive vice-president at Suncor, said. He and other oilsands executives would like to see \$500 million spent to improve highways around the northern city. The mayor of Fort McMurray and oilsands representatives appeared before a provincial committee seeking \$1 billion in infrastructure upgrades for the area.

The idea of hauling freight from Nisku straight to the oilsands was first raised a year ago, but was controversial because of the estimated \$2.6 billion price tag. The province spent more than \$1 million on a feasibility study, conducted by a group represented by Premier Ralph Klein's now chief of staff Rod Love. "It was an exercise to get some good Tory connections some money to run a study," NDP infrastructure critic Ray Martin said. "Basically a waste of \$1.25 million of taxpayers money." Mark Norris, economic development minister when the idea was first floated, wasn't re-elected last fall. (*CBC News*, *Canadian Press*, April 6)

BUDD CANADA'S NEW GM CONTRACT SAVES 1,600 JOBS: ThyssenKrupp Budd Canada Inc. has won a new contract from General Motors Corp. that will save about 1,600 jobs in Kitchener, Ontario. The parts maker will assemble frames for the next generation of GM's mid-sized sport utility vehicles for the 2008 model year, replacing the work Budd Canada has on the current vehicle. Less than a month ago, Budd Canada warned that it was close to losing the business because it was unable to meet GM's requirement of a 22-per-cent price cut. But members of the Canadian Auto Workers union agreed to contract changes that will save the parts maker about \$40-million. (*Globe and Mail*, April 8) [This is good news for the Goderich-Exeter Railway - Ed]

OTHER INDUSTRY NEWS

CONTAINER TRAFFIC 'TO TRIPLE': Container traffic at the Port of Vancouver reached record highs in 2004 and a share of the \$2 billion promised by Ottawa for West Coast port expansions will keep it on track to triple volumes by 2020, Vancouver Port Authority President and CEO Capt. Gordon Houston says. Transport Minister Jean Lapierre has said that the federal government will table legislation to help Canada's West Coast ports access about \$2 billion in tax dollars and private capital for major expansions. Lapierre said the Canada Marine Act amendments will apply to all 19 national ports across Canada, but the demand is driven by the traffic at the Port of Vancouver and by the need to fund construction of a container port in Prince Rupert.

Houston said annual growth in the container business is expected to average about seven per cent over the next 15 years, with container traffic to the Vancouver port targeted to triple to 5.4 million in 2020. Asian demand for Canadian exports, coupled with Canadian demand for Asian goods is fuelling the growth. Houston said it wouldn't be a case of fighting with Prince Rupert or the Fraser River Port Authority for expansion funds. The strong growth means there will be more than enough business to go around and Houston said the key issue is ensuring cargo bound for BC goes through a Canadian port.

Meanwhile, Prime Minister Paul Martin said BC deserves a disproportionate share of federal infrastructure cash to improve and expand ports, highways and railway lines so Vancouver can be North America's primary destination for China's soaring exports. "You've got to deal with everybody fairly," Martin told reporters at the Liberals' weekend policy convention. But "there are going to be

times when there are going to be greater demands in one part of the country versus another and we will respond to those demands." (**Vancouver Sun**, March 5, 7)

PRINCE RUPERT CONTAINER PORT EXPANSION MOVING: Another piece of the Prince Rupert, BC, container port puzzle fell into place as Community Futures handed over a \$1-million cheque to complete the second phase engineering report for the facility. "This will allow us to do the detailed design and detailed engineering to get ready for the construction contractors to come in and start building," said Don Krusel, Prince Rupert Port president and CEO. "But first [it allows contractors] to put together their bid to tell us how many millions of dollars it will cost." The fund will cover the area from the end of the dock out to Casey Point. "The detailed engineering will tell them what every nut and bolt will cost to allow them to put out a request for proposal," said Maynard Angus, manager of Community Futures Development Corporation of the Pacific Northwest. The money has come from the federal government through the Softwood Industry Community Economic Investment Initiative, a fund set up for communities hard-hit by the tariffs on softwood lumber, said Angus. The engineering study will be performed by North Vancouver's Westmar Consultants. Phase two of the container facility's construction is expected to take place in late 2007 and be completed in late 2009. (**Prince Rupert Daily News**, March 15)

BC HOLDING TALKS WITH OTTAWA ABOUT RIDLEY ISLAND COAL TERMINAL: BC's provincial government is negotiating with Ottawa to take over Prince Rupert's Ridley Island Coal Terminal as part of a larger Gateway strategy to open up Asia-Pacific trade routes to Western Canada. Transportation Minister Kevin Falcon confirmed the province is weeks or "perhaps months" away from taking over ownership of Western Canada's second-largest coal shipping terminal as it presses for a major federal investment in Pacific-oriented transportation improvements. The deal could include a private partnership or perhaps the involvement of first nations, Falcon said.

The province is pressing to take over the Crown-owned terminal because it fears the federal government could sell it to a private interest that would then limit or dictate access to the crucial port facilities just as BC's coal mining industry is taking off again. The takeover attempt comes on the heels of an explosive growth in coal mining, fuelled largely by a virtually insatiable demand by China for metallurgical coal. Ridley, which has the capacity to ship 24 million tonnes a year, has been operating at 5% of its capacity. Even at its peak when Tumbler Ridge was in full swing, it only used 25% of its capacity, and it has operated at a loss for years. But Ridley is now on the cusp of potentially explosive growth, and is part of a larger provincial initiative to open the Port of Prince Rupert as a major link to the growing Chinese and Indian markets, Falcon said. CN just reopened coal shipments from Tumbler Ridge after investing \$1 million in getting the rail line back in service. The acquisition talks, which Falcon would not characterize as a purchase, but rather a "takeover," come as BC seeks \$2.45 billion from the federal government to significantly improve transportation corridors westward.

The future of the Prince Rupert port is at the top of the agenda for BC Premier Gordon Campbell and Alberta Premier Ralph Klein, who are meeting with members of their respective cabinets for a bi-annual summit. Prince Rupert is 30 hours closer to the Asian markets than Vancouver and Campbell has in recent weeks said the expansion of the port should act as a catalyst for Canadian national exports to the Asia-Pacific. He said the acquisition of Ridley would be an important part of that plan. "We want to be sure that Ridley is available for everyone so that's one of the things we're discussing with the federal government now," Campbell said. Asked if that meant BC would buy the coal terminal, he said, "I think that is one of the options. It is a critical component of what we want to do." Klein said Alberta wants to see significant improvements to the port, including a liquefied natural gas loading facility. Alberta also has a \$196M mortgage on the port's grain facility. (**Canadian Press**, March 17, **Vancouver Sun**, March 18)

RAILPOWER REPORTS FISCAL 2004 YEAR END RESULTS: RailPower Technologies posted a \$15 million loss in 2004, its first year as a manufacturer, but also recorded its first sales. The Vancouver-based company's net loss for the year was 51 cents per diluted share, up from \$3.9 million or 23 cents per share for the previous 12 months. Sales were \$740,000 during the year, compared to zero for 2003. The company said it had 79 "potential" orders for its environmentally friendly gas/electric Green

Goat locomotives, 13 of those firm orders, at the end of 2004. It had only one firm order at the end of 2003. During the year, Railpower hired additional staff, bringing its total employees to 60 from 37. "RailPower has transitioned from a focus on research and development to one of sales and commercial production of our hybrid locomotives and the expansion of our product line and markets," RailPower CEO Jim Maier said in a release. The company's research and development costs rose to \$10.2M from \$2.2M in 2003, while expenses were up to \$15.3M compared to \$4M in the previous year. (**Canadian Press**, **Canada NewsWire**; March 14; **Toronto Star**, March 15, thanks to John Thompson)

HERITAGE MUSEUM STUDY ON HORIZON: A feasibility study on a proposed Chinese Railway Heritage Museum in Kamloops will soon be launched, the Kamloops Chinese Culture Association decided recently. Member discussions were based on the potential scope, magnitude and total involvement necessary to bring the venture to reality. The KCCA began envisioning the Chinese Railway Heritage Museum last year. The heritage project aims to celebrate and recognize CPR's Chinese workers as nation builders. The feasibility study will offer both information and direction for the heritage museum in the KCCA's future agenda. "Do we want to target at the community, national or international level?" asked Joe Leong, president of the KCCA. "The feasibility study will be able to give us the answer." Initial objectives include celebrating the "last spike" ceremony, identifying funding sources, indicating resorts, establishing exhibits and research. Leong mentioned the Challenger map, a 6,000-square-foot, three-dimensional map of BC, which would be ideal for tourist related displays if completed with a scale model railway through the BC mountains. (**Kamloops This Week**, March 18)

ON TRACK FOR THE FUTURE: POLICY PRIORITIES 2005: The Railway Association of Canada has produced a new brochure: "On Track for the Future - Policy Priorities 2005", which identifies the fundamental role the rail sector plays in Canada's economy and society, the success of the rail industry in serving Canada, and its excellent environmental and safety credentials. From there, the brochure speaks to major issues facing the Class 1, short line and passenger railways and indicates the appropriate actions for Governments to address these issues. The brochure emphasizes the very positive current and potential roles of Canada's railways in the economy, and for dealing with major challenges such as congestion, greenhouse gas emissions and highway infrastructure costs. The brochure is available at: www.railcan.ca (**RAC**, March 17)

AMENDMENTS TO THE CANADA TRANSPORTATION ACT TABLED IN PARLIAMENT: Transport Minister Jean-C. Lapierre has tabled amendments to the Canada Transportation Act in the House of Commons. The proposed amendments focus on achieving a balance between the interests of consumers, shippers and communities, and those of air carriers and rail carriers, while also addressing the governance regimes for international bridges and tunnels, the Canadian Transportation Agency and VIA Rail. "These amendments address key long-term transportation issues in Canada," said Lapierre. "They will improve the efficiency of the rail and air sectors, enhance competition, help protect the environment and provide a stable framework for investment." The proposed amendments will strengthen the transportation sector and contribute to a stronger economy. They include: New provisions addressing the approval and regulation of international bridges and tunnels; Improvements to, and expansion of, the recourses available to rail shippers, while maintaining the existing running rights provisions; Improvements to the policy framework for publicly funded passenger rail services that will help address urban transportation challenges; A public interest review process for mergers and acquisitions of all federally regulated transportation services; A provision allowing the Canadian Transportation Agency to address railway noise complaints; A legislative framework to consolidate the current powers of VIA Rail Canada; The addition of security to the list of purposes for which transportation data can be collected, the identification of transportation stakeholders and parties from whom data can be collected, the extension of reporting and reviewing periods; and The transfer of the legislative arrangements for railway police from the Canada Transportation Act to the Railway Safety Act. (**Transport Canada**, March 24)

OPERATION LIFESAVER FUNDING TO CONTINUE: On March 24, Transport Minister Jean Lapierre announced continued funding of \$1.25 million over five years for the Operation Lifesaver program which is jointly funded by Transport Canada and the Railway

Association of Canada. "Although the number of railway crossing collisions and fatalities across Canada has declined over the past decade, the Government of Canada continues to seek opportunities to further improve the system's safety," said Lapierre. "Operation Lifesaver provides an excellent opportunity for us to work with Canada's railways to reduce the number of railway crossing and trespassing incidents." Bruce Burrows, acting President and CEO of the Railway Association of Canada, said, "Today's announcement will help Operation Lifesaver and its stakeholders deliver new safety initiatives to reduce risk along freight and passenger railways in urban and rural communities across Canada. Road and rail traffic are both growing, and this program is successful in helping save lives and reducing injuries. The federal government's ongoing support for Operation Lifesaver is appreciated."

In 2004, there were 237 crossing collisions across Canada, 25 fatalities and 50 serious injuries. There were also 99 trespasser incidents, including 67 fatalities and 34 serious injuries. Transport Canada also promotes safety at crossings and trespassing prevention through the Direction 2006 program. This initiative is a partnership between Transport Canada and other levels of government, railway companies, public safety organizations, police, unions and community groups. (RAC, March 24)

TRANSPORTATION SAFETY BOARD OF CANADA RELEASES 2004 PRELIMINARY OCCURRENCE STATISTICS: The Transportation Safety Board of Canada (TSB) has released its preliminary 2004 transportation occurrence statistics. These statistics allow the TSB to identify trends in each transportation mode. Last year, the rail mode showed an increase in reported accidents when compared to 2003, while the marine, air and pipeline modes showed a decrease in reported accidents. A total of 1,128 rail accidents were reported to the TSB in 2004, a 9% increase from the 2003 total of 1,032. Rail related fatalities totaled 99 in 2004, up from the 2003 total of 79, and the five year average of 94. This increase consisted mainly of trespasser fatalities with 67 in 2004, up from the five-year average of 53. Rail activity has been relatively constant over the last six years, averaging 89.7 million train-miles travelled annually. (TSB release, March 17)

RAIL LINK PROPOSED BETWEEN NORTHERN BC, CENTRAL ALASKA: The Canadian government is set to join in a railway feasibility study that northern political leaders hope will lead to the construction of train tracks through the Yukon linking British Columbia and Alaska. Transport Minister Jean Lapierre has agreed to federal participation in a preliminary review of the proposed 1,800-kilometre railway, seen by Alaskans as a key route for shipping resources to the lower 48 states and by Canadian proponents as an unfinished branch of the National Dream. Funding and other details have yet to be worked out but the government is ready "to work with all the partners," Transport Department spokeswoman Irene Marcheterre said.

The Alaska-BC line would run from just outside of Fairbanks -- current eastern terminus of the state's track -- to either Fort Nelson or Dease Lake in northern BC. The cost of connecting Alaska to the North American rail network has been estimated at \$4 billion. Depending on the route chosen, the tracks would run through Dawson City and Ross River in the Yukon en route to Fort Nelson, or through Whitehorse to Dease Lake, proposed terminus of a long-planned but never-finished BC Rail extension north of Prince George. (Edmonton Journal, March 22)

B.C. TAKING CAUTIOUS APPROACH TO NORTHERN RAIL LINK: The province's small business and economic development minister is taking a cautious approach to the idea of a rail link from northern B.C. to Alaska. "There's a lot of work to be done to find out what the benefits could be and what the physical product should look like and who finances it because these things don't happen for free," John Les said. Estimates put the construction cost at \$4 billion for a mainline-standard rail link, and Les said most of that money should come from the private sector. "I don't see this as an opportunity to play with the public's money in a way that's irresponsible," he said. A two-day rail conference here has drawn more than 100 people to discuss the opportunities. Yukon Economic Development Minister Jim Kenyon said the idea has been touted for at least 13 years. He said government's role won't be to pay the bill but to map out a route and get the jurisdictional ducks in a row. Kenyon said once the groundwork has been laid and the economic studies have been completed, the private sector will step up to the plate. "You're going to see a momentum like a rock rolling down a hill, it's going to take on a life of its own," he said. Prince George Mayor Colin Kinsley said government needs to

champion the proposal to draw the private sector's attention. (Canadian Press, April 8)

ROUNDHOUSE AND CONFERENCE CENTRE TO BE BUILT AT THE WEST COAST RAILWAY HERITAGE PARK: The West Coast Railway Association is excited to announce that a new Roundhouse and Conference Centre will be built at the West Coast Railway Heritage Park in Squamish. This new facility will provide:

- a new permanent home for the Royal Hudson (nee CP 2860)
- a new exhibit building for seven pieces of the WCRA's heritage railway equipment
- a new community facility for Squamish and the Sea to Sky corridor

The Roundhouse and Conference Centre will convert from its primary function as an exhibit building to a unique meeting and conference facility with up to 20,000 square feet of clear meeting space. This is accomplished by rolling out the heritage locomotives and cars, paneling in the trackways, and setting up the meeting or dining venue in the space.

The new \$4 million facility will be built in 2005/2006 thanks to a grant of \$2 million from the Province of British Columbia's Community Development Infrastructure initiative, and \$2 million in private sector funds put up by a WCRA member. The project will generate more than \$10 million in economic impact during construction, and then add \$1 million a year to the Heritage Park's economic contribution going forward. An additional 25,000 annual visitors will be added to the Heritage Park's operation due to the new facility.

The West Coast Railway Heritage Park is a project of the West Coast Railway Association, a private not for profit charitable organization. The WCRA presents Western Canada's largest collection of heritage railway equipment, and is the "Home of the Royal Hudson". In 2004 the Heritage Park hosted 45,500 guests from all over the world. WCRA now employs 15 people and our volunteers contributed over 29,000 volunteer hours last year. (West Coast Railway Association Press Release, March 18)

GREENBRIAR AND BERKSHIRE PARTNERS COMPLETE ACQUISITION OF ELECTRO-MOTIVE FROM GENERAL MOTORS: Greenbriar Equity Group LLC, Berkshire Partners LLC and certain related parties have completed the acquisition of Electro-Motive Division from General Motors. The company, which will be named Electro-Motive Diesel, Inc. (EMD), is one of the world's largest manufacturers of freight and passenger diesel-electric locomotives. The transaction covers substantially all of the Electro-Motive businesses, including North American and international locomotives; power, marine and industrial products; the spare parts and parts rebuild business; and all of Electro-Motive's locomotive maintenance contracts worldwide. Both the LaGrange, Illinois and London, Ontario manufacturing facilities are included in the agreement.

Greenbriar and Berkshire also announced that John Hamilton has been named President and Chief Executive Officer of EMD. Mr. Hamilton, who worked with Greenbriar and Berkshire on the transaction for more than a year, has served in senior management roles leading the successful turnaround of several manufacturing companies in the transportation industry over the past decade. Jerry Greenwald, a founder of Greenbriar, and formerly Vice Chairman of Chrysler in the 1980s and more recently CEO of United Airlines, will serve as Non-Executive Chairman of EMD. (Press Release, April 4)

NEW RAILWAY TO OPERATE IN NEWFOUNDLAND AND LABRADOR, AND QUEBEC: The Canadian Transportation Agency, in Decision No. 190-R-2005 dated April 1, 2005, has issued a certificate of fitness to Tshiuetin Rail Transportation Inc. for the proposed freight and passenger rail operations between Emeril, Newfoundland and Labrador (mileage 225.3) and Schefferville, Quebec (mileage 359.2) of the Menihek Subdivision. Tshiuetin Rail will acquire, through an asset purchase, the rail line of the Quebec North Shore & Labrador Railway Company between Emeril and Schefferville. Tshiuetin Rail proposes to operate a railway in both of the provinces of Newfoundland and Labrador and Quebec.

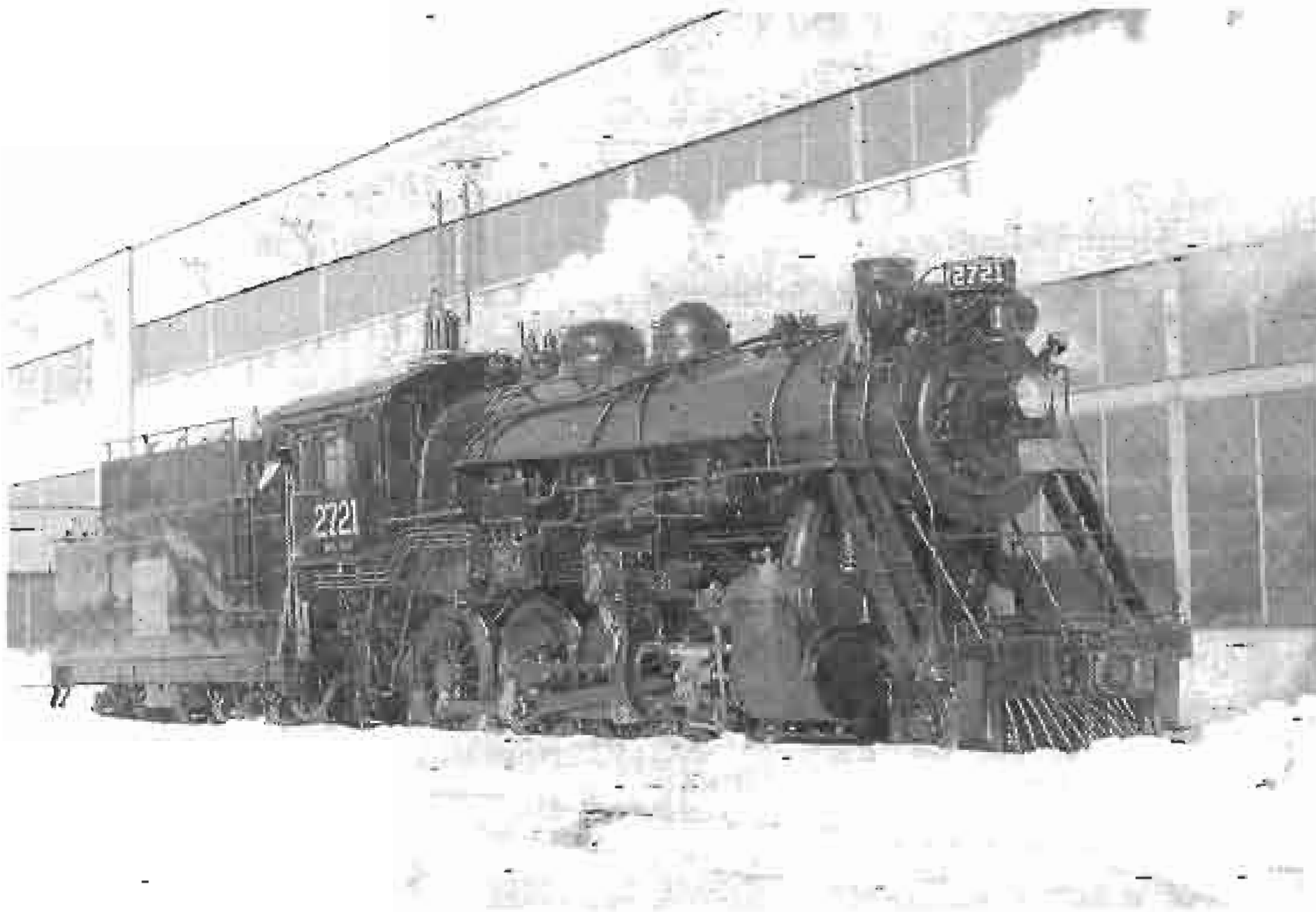
The Agency has reviewed the material filed and is satisfied that there will be adequate third party liability insurance coverage, including self-insurance, for the proposed freight and passenger rail operations by Tshiuetin Rail. The Agency's review of Tshiuetin Rail's financial capability to self-insure for the amount of the deductible was based on the Contribution Agreement dated September 1, 2004, between Her Majesty the Queen in right of Canada and Tshiuetin Rail and the Addendum to the Agreement dated March 14, 2005. (CTA, April 1) ■

Changing Technology and Its Human Impact

By Bob Meldrum

In the Summer 2004 edition of *Classic Trains*, there is a story by James A. Brown entitled "Nine Decades In The Service of Steam". It is a great story with superb pictures. The pictures brought back all sorts of memories because, as a child, I had walked the floors where those pictures were taken. The subtitle of the piece is "Stratford Shop became Canadian National's biggest – and last – steam overhaul facility." The Meldrum family was involved for six of those decades – great uncle, paternal grandfather, father, uncle, and even my cousin who is only a few years older than me.

The article concentrates on the last working days of an employee named Arthur Alder. Neither my brother nor I remember that name; yet he must have been a contemporary of my father. In fact, my dad was close by when James Brown took some of the pictures in the article. So close that James was kind enough to send my Dad prints of some of the pictures that Brown had taken on that occasion. My Dad had carefully placed these into an album and when I went and looked them up, I realized that there were other personal pictures of those last days.



CN Consolidation 2721, built by Canadian Locomotive Company in 1912, was brought into the cavernous Stratford Shops late in 1958. She would emerge in January 1959 converted from coal to oil burning, the second to last conversion. She was photographed outside the Stratford Shops on January 13, 1959. She was scrapped in October 1961. Photo by James A. Brown.



CN Mikado 3552, the last CN steam locomotive to be converted from coal to oil burning, pauses at Sebringville, Ontario, on January 15, 1959, on a short test trip. Sebringville is five miles north-west of Stratford on the now Goderich-Exeter Railway (previously CN's Goderich Subdivision). No. 3552 met the scrapper's torch in July 1961.

The James Brown article is from the viewpoint of an outsider looking in at the last days in the work career of one of the steam

locomotive repairers. What was it like to be closer?

I was away at Recreation Leaders Training Camp in June 1958 when the news of the final closing came about. My brother came to get me and warned that things were very tense at home. Still as an optimistic teenager with two jobs and a goal to get into university, I did not understand my Dad's loss. It was only in 1994 when I was booted out of Telesat that I understood how he must have felt.

Brown's story reports on the final work at Stratford – rebuilding cranes from coal-fired to oil-fired, fabricating track components (I remember my Dad mentioning flange oilers), and "odd things". One of those odd things was an air compressor for the shops in Cochrane, Ontario. My Dad, who was a trained air brake machinist who had spent his entire 36-year career repairing steam-driven air pumps of various makes, apparently had trouble with the Joy electrically-driven compressor. On one of my early trips, I went to Cochrane and took a picture for him of the beast actually working.



A Joy Compressor at Cochrane, Ontario, in August 1962. Photo by Bob Meldrum.

The postscript to the *Classic Trains* article reads "One of Stratford Big Shop's last-ever tasks was the overhaul of 4-8-4 6218 in November 1963, to replace 4-8-4 6167 in excursion duties. Arthur Alder would have been pleased." My Dad certainly was. A grainy picture shows him outside in the snow working on this - his last engine.

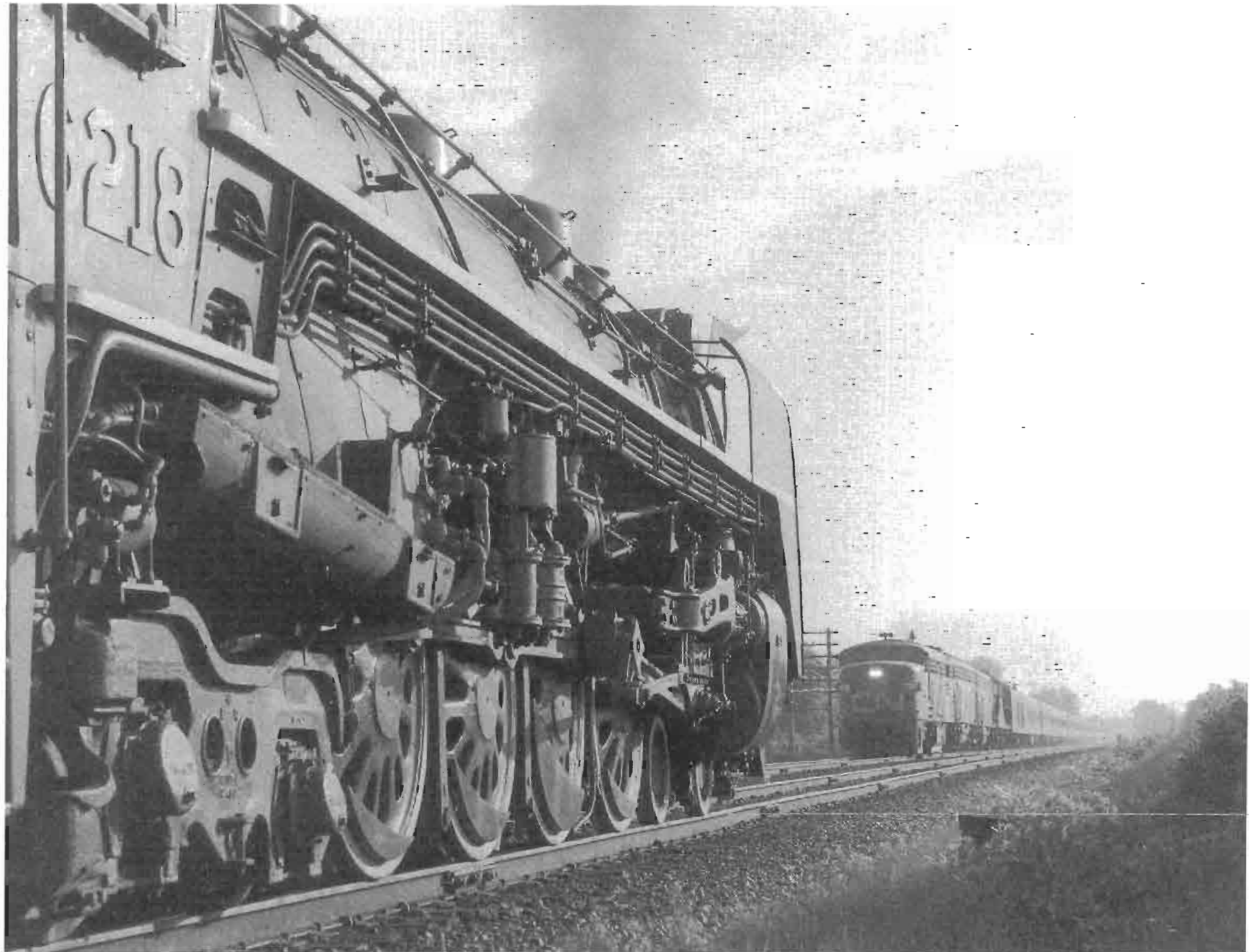
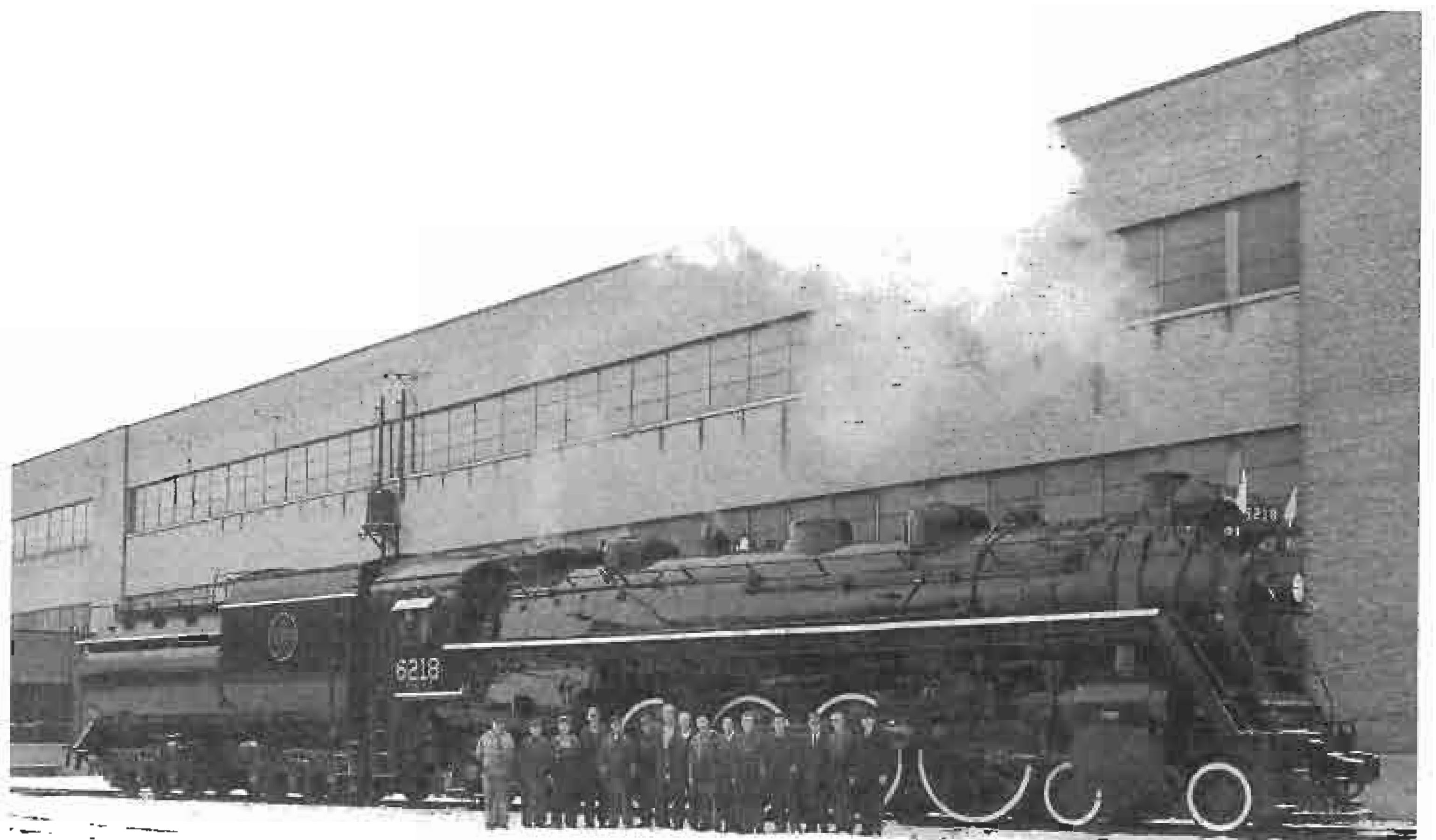
The postscript continues "On March 31, 1964 all remaining Stratford Shop employees were transferred, retired, or laid off and the facility finally closed, 93 years after it all began." At Christmas 1963, my Dad was transferred to Mimico roundhouse – effectively as a labourer doing such things as changing air filters on diesels. It was outdoor work and for a man in ill health (he started to have serious circulation problems in 1961), it was soon beyond his capability and he retired on a disability pension. Like the steam engines he loved, he died fairly young.

Christmas 1963 was not a great time. I was home from my second try at third year at university – having failed Honour Physics in May of that year. My Dad asked me to go with him to the shops to help him carry back his remaining tools. We only lived four blocks from the tender shop entrance and Dad never used a car to get to work, preferring to walk in winter and ride his bike in summer. My memories of walking through those largely empty shops almost always brings tears to my eyes – more so now that I've been through something similar. At the time, I had my own worries and I did not stop to look to see if Dad had some tears as he left the only working life he had ever known.

I really hope that the editor can do his magic and share some of my Dad's old pictures with you. May they bring you as many memories as those of James A. Brown did for me.



CN 4-8-4 6218, the last steam locomotive to be overhauled at Stratford, pauses for a portrait outside the shops with many of the shop workers on December 3, 1963 (right). Jim Meldrum, the author's Dad, stands in front of 6218 with Jack Fagge on his left and Bill Harris on his right (above). Her seven-year excursion career has come to an end, and 6218 rests on the main line just west of Belleville, Ontario, on July 4, 1971, following an emotional "retirement party" at Belleville earlier that afternoon (below). A mixed assemblage of passenger power led by FPA-4 6767 approaches at speed with a long Train 54 - "Bonaventure" for Montreal. (Photo below by James Brown)



Kinnear Yard

by George Redburn



Canadian Pacific GP9u's 1561, 1618 and 1559 along with CP SD40-2 5665 sit next to the yard office of Canadian Pacific's (ex-Toronto Hamilton and Buffalo Railway) Kinnear Yard in Hamilton, Ontario, on 1 January, 2004. On a January day 30 years ago it may have been Toronto, Hamilton and Buffalo GP7 or NW2. Fifty years ago it may have been a Toronto, Hamilton and Buffalo, MLW 2-8-0 similar to number 103 which is now preserved at the Westfield Heritage Centre at Rockton, Ontario. Before finding a home at the centre, the 103 stood watch over Kinnear Yard for many years from across Lawrence Road in Hamilton's Gage Park.

Plans to construct the Toronto, Hamilton and Buffalo Railway for a connection between the cities of Toronto and Hamilton to Buffalo, New York, began in 1884. Although the company was incorporated in that year it was almost 10 years before any rail was laid. Another rail company - the Brantford, Waterloo and Lake Erie Railway - was built and into operation between Brantford and Waterford by 1889. In 1892 a deed of amalgamation was signed between the Brantford, Waterloo and Lake Erie Railway and the Toronto, Hamilton and Buffalo Railway companies. In 1895 a line was completed between Brantford and Hamilton and later that year from Hamilton to Welland.

With the expansion of the harbour facilities at Hamilton Harbour the Belt Line was constructed in the east end of Hamilton from mile 35.68 of the Welland Subdivision in 1900. The opening of the "Belt Line" to Hamilton Harbour provided new customers, generating new revenue for the company. In 1900, to handle the extra freight coming off of the Belt Line, Kinnear Yard was constructed.

In 1893, stock of the TH&B was purchased by four major railway companies: the New York Central bought 37%, Canadian Pacific Railway 27%, Michigan Central Railway 18% and the Canada Southern Railway 18%. Since the NYC, MCR, and CASO were all owned by the same person, Cornelius Vanderbilt, he controlled 73% of company stock. In 1968, the New York Central, Michigan Central and Canada Southern merged with the Pennsylvania Railroad to be named Penn Central which promptly

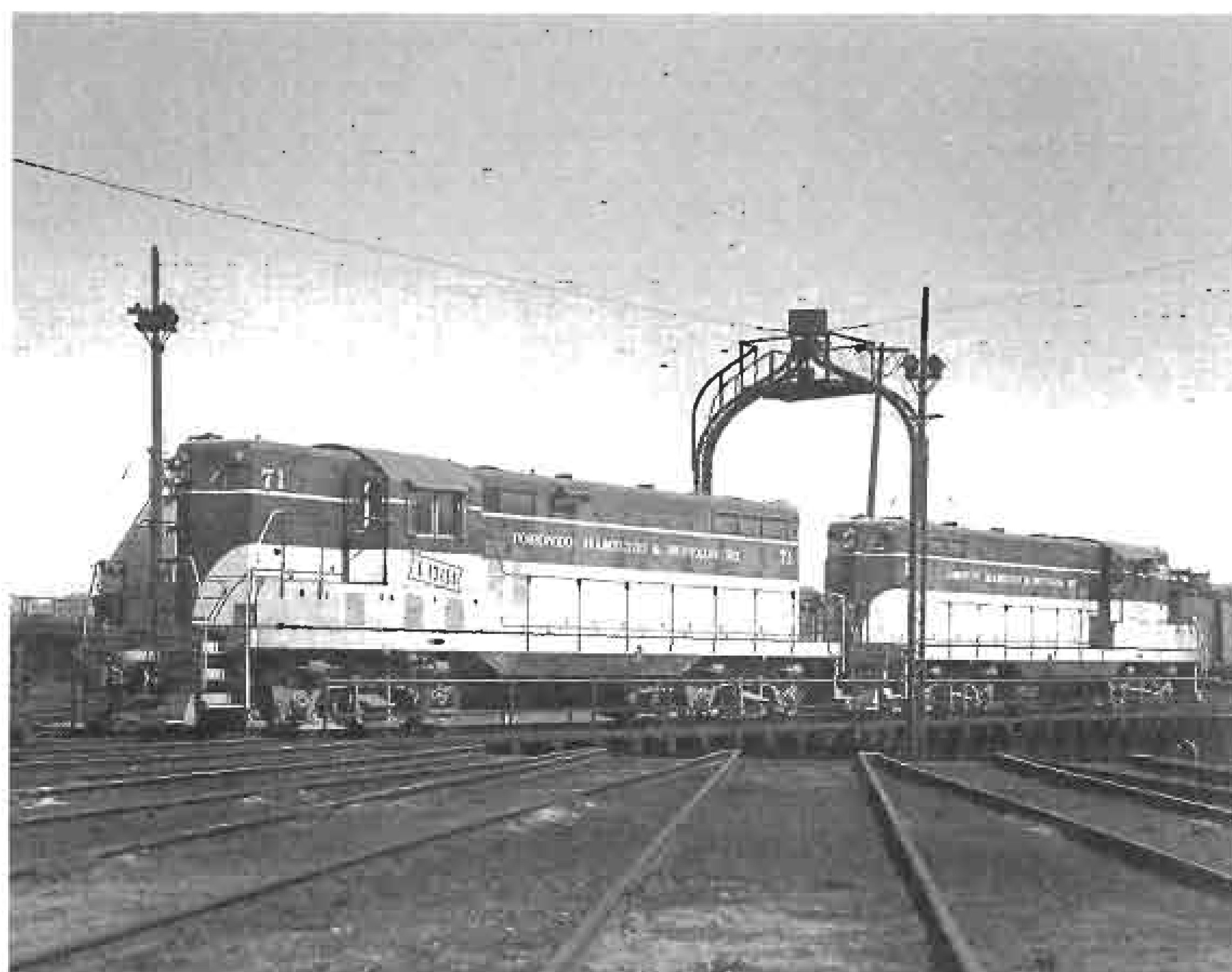
went bankrupt in 1970. In 1976, the U.S. government acted to save the railways by forming Consolidated Rail Corporation from the bankrupt Penn Central and five other railroads. To save money Conrail divested its shares in all foreign holdings, including the shares held in the TH&B. The shares were purchased by Canadian Pacific Railway which now owned all of the TH&B. At first the TH&B was run as a separated company but, by 1987, the TH&B was merged completely into the CPR and the name Toronto, Hamilton and Buffalo became no more. In that year Kinnear Yard became mile 55.4 of the Hamilton Subdivision on Canadian Pacific's timetable.

I suppose, every railfan can name a favourite trackside location or train which started his or her interest in the hobby. For me this was Kinnear Yard. I lived about equal distance from the TH&B to the south and the Grimsby Subdivision of Canadian National to the north. While the CN had more action the TH&B had a unique charm which drew me to it. It may have been the type of equipment which the TH&B used or it could have just been the fact that the TH&B was smaller and more local than CN seemed to be. Whatever it was, I spent

many days watching the comings and goings at Kinnear or, when things were quiet, exploring the rolling stock stored at that yard waiting to be moved to the scrapper.

Kinnear Yard is really two yards. The south yard, running between Wentworth Street and Sherman Avenue, consisted of three tracks. Track 1 was 1,890 feet, holding 34 cars, and tracks 2 and 3 were each 885 feet holding 16 cars each (total 66 cars).

A new south yard, running between Sherman Avenue and Prospect Street, consisted of four tracks. Track 1 was 970 feet



TH&B GP7s 71 and 73 ride the Aberdeen Shop turntable in April 1952. No. 71 was the first unit built by General Motors in London, Ontario (in 1950). The historic unit was involved in a level crossing accident with a truck on February 12, 1980, and burned, three miles west of Welland. She was sold for scrap in September 1980. Photo by Newton Rossiter.

holding 17 cars, track 2 was 830 feet holding 15 cars, track 3 was 750 feet holding 13 cars, and track 4 was 1,000 feet holding 18 cars (total 63 cars).

The main yard extended off the westbound main line. It consisted of nine tracks and ran between Gage Avenue and Sherman Avenue. The passing track was 2,700 feet in length and held 49 cars. Track 1 was 2,580 feet and could hold 46 cars, track 2 was 2,550 feet and held 46 cars, track 3 was 715 feet and could hold 13 cars. An extension of track 3 was 1,120 feet and held 20 additional cars. Track 4 was 630 feet holding 11 cars. Tracks 5 and 6 were each 660 feet and held 12 cars each. Finally, a 600-foot long water track could hold 10 cars (total 219 cars).

In addition, a South Passing Track was 2380 feet and could hold 43 cars.

Until 1967, Kinnear track 4 was equipped with a track scale. Originally, the yard office was located on the south side of the yard at the junction of Gage and Lawrence Avenues, but in 1909 the office was removed and relocated to the north side of the yard at Prospect Street. When this building was destroyed by fire it was replaced by two wooden boxcars. In 1967, they were relocated to the corner of Gage and Lawrence.

All those old boxcars are gone now, as are most of the tracks that they were stored on. When the TH&B was integrated into the

Eastern Region of CP Rail in 1987 many changes occurred. Many of the tracks were removed. The South Yard, New South Yard, south passing track and water track were removed. Also removed were the Sherman Avenue crossover, track 6 and the east end of the wye. Track 5 was stub ended. Nos. 321 and 322, the two CPR passenger trains, are long gone.

The old wooden boxcar that once served as the yard office has been replaced with a modern metal structure but the importance of Kinnear hasn't diminished. The yard still acts as the assembling point for the east and west bound traffic coming off of the Belt Line. Any car loads from the industrial area of Hamilton are left at Kinnear to be picked up by through trains. And anything for the industrial area is left at the yard to be delivered to its destination down the Belt Line. The old roundhouse on Chatham Street, 4 kilometres to the west, was removed a few years ago and any spare engines are now stored in front to the yard office at Kinnear. The larger Aberdeen Yard, not far from the old roundhouse, is now mainly a steel coil transfer yard.

Kinnear Yard in the east end of Hamilton isn't a main yard with lots of comings and goings but this doesn't lessen its importance to the mechanism of Canadian Pacific's Hamilton Subdivision.

Many thanks to Lance Brown for providing most of the information on Kinnear Yard. ■

Tenth Anniversary of Shay No. 3 at CSTM

by Duncan du Fresne

Shay No. 3 is seen in 1995 at the National Museum of Science and Technology Museum (now Canada Science and Technology Museum), with the Bytown Railway Society's official car No. 27 in tow. In the background, for some reason I can no longer recall, are the two former Governor General private cars (built in 1927).

The 1923-built Crown Zellerbach Shay came to the Museum from Campbell River, B.C., in the fall of 1974, and was in operation at the Museum over the Remembrance Day weekend. The plan at the time was to go to work on her over the 1974-75 winter and put her in shape. It didn't happen. Jump ahead to 1995 and here we have the result of all those years of waiting - and working, and it was well worth the wait.



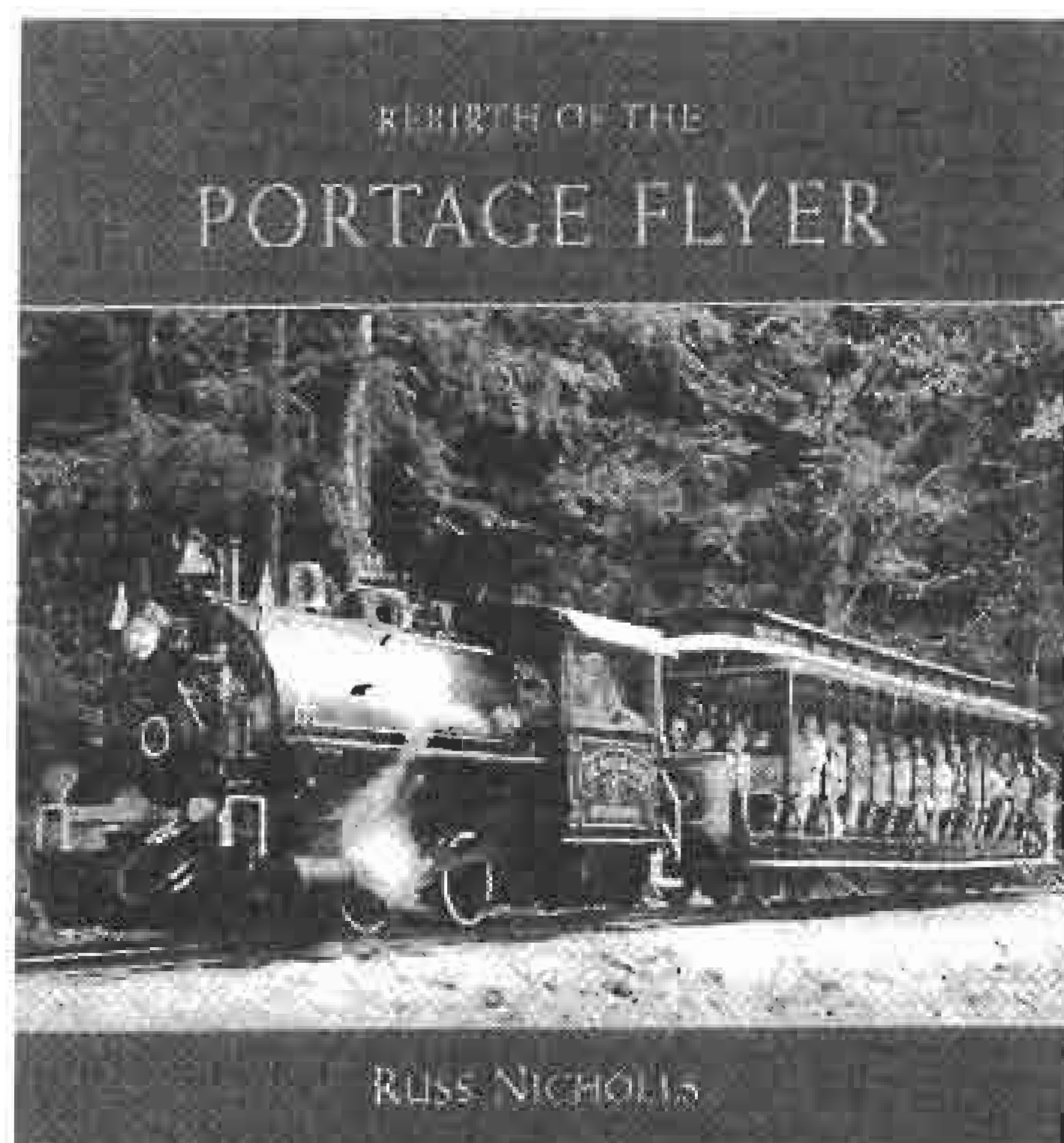
In the photo are the following BRS members: standing in the cab doorway is Bill Weiler; on the hogger's seat is the late-Joe Toscas; on the running board (left to right) are Doug Campbell, Al Heffler, Jim Lohnes, Bill Noble, Alan Westland, and Ed Bowkett, Sr.; on the ground (left to right) are Duncan du Fresne, Neil Robertson, Matthew Vallis (grandson of Jim Lohnes), Ed Bowkett, Jr., and the head of the NMST restoration group, David Elliott.

The black caps with the red badge were produced by Joe Toscas, and the badge is a replica of No. 3's brass number plate (Lima Locomotive Works, No. 3).

The Shay operates on Wednesdays and Sundays during July and August on the Museum grounds, with passengers carried in BRS official car 27 and BRS caboose 436436.

Book Review

by Paul Bown



Rebirth of the Portage Flyer by Russ Nicholls

This year has been busy with the release of quite a number of new railway books. One of the first to pass my desk was this release by Russ Nicholls. If you travel to Huntsville, Ontario, in the summer, and the Huntsville area is a great vacation destination, you should stop by and visit this tourist railway. I briefly

stopped by the station area in September 2004 as I was picking up my daughter from her summer job. It is possible to do a one-day trip from Ottawa but it is a long day's drive. I certainly plan on returning for a ride in 2005.

This well put together volume covers all aspects from the move of the equipment from Pinafore Park in London to the final completion and current operations at Muskoka Heritage Place in Huntsville. The introduction briefly describes the original Portage Railway and the London operation but the real focus in the 9 chapters is of the development of the operation in Huntsville.

The development was not without certain tribulations. It was originally planned to have a line along the Oxtongue River. This plan was well along and much of the right of way had been developed before a feasibility study indicated that the project was just too far off the beaten tourist path and unlikely to succeed. This was a devastating blow as a lot had been invested in the site. An additional cost was to return the land to a native state for the Ministry of Natural Resources. What followed were several years of uncertainty.

Finally in conjunction with the Muskoka Heritage Village and Lake of Bays Heritage, the Railway Society was able to team up and realize the goal of reestablishment. The rest of the volume follows up on the development of the site and the current day operation.

A most interesting work, it could almost be used as a planning guide to setting up a tourist railway. It shows the construction of the line and buildings and restoration of equipment.

This 8" x 8" format, 120 page, soft-cover volume is loaded with photos and has diagrams of the lines. The volume both serves as an excellent guide to the Portage Flyer operation and to the trials and tribulations of setting up a tourist operation. Once you have seen the book you will definitely want to visit the line. For more information on the operation visit their website at www.portageflyer.org.

You can order this book direct from the Publisher; Walker Lake Productions, 1075 Walker Lake Drive East, R.R. # 4, Huntsville, Ontario, P1H 2J6. Cost is \$25.63 for Canadian orders (includes shipping and GST) or \$22.00US for non-Canadian orders. For more information on the publication visit the website at www.steamtrainhuntsville.com

Coming Events

WINNIPEG, MANITOBA: Golden Rails, 2005. Visit Winnipeg during the Victoria Day holiday weekend, **May 20-22** and help the Winnipeg Model Railroad Club celebrate its 50th anniversary. An ambitious program featuring the cooperative efforts of the Canadian Council for Rail Heritage, the CN and CP Special Interest Groups, the Canadian Railroad Historical Association, the Midwestern Rail Association and the Winnipeg Railway Museum provides something for everyone. Highlights include motor trips to local rail fan haunts, and a pre-convention return train tour to Sioux Lookout, Ontario, on VIA Rail's "Canadian". Numerous clinics, featuring top flight model railroaders from Canada and the United States will be supplemented by tours of Canadian Pacific's Diesel Shop, layout tours and a ride on the "Prairie Dog Central". There will also be meetings of the various sponsoring organizations.

The registration cost for Golden Rails, 2005 is \$60.00 (cdn) for any of the sponsoring groups while all others pay \$70.00. Extra fare items include the pre-convention railfan trips plus other activities. For complete details go to www.caorm.org. For general information, contact goldenrails2005@yahoo.ca

SUMMERLAND, BC: The Kettle Valley Steam Railway will launch the restoration and return to service of former BC Rail 2-8-0 3716 on **May 22** with a trip at 10:30 and 13:30. Tickets are \$55 for adults and \$22 for children. Reservations at 1-877-494-8424 or online at www.kettlevalleyrail.org

STRATFORD, ONTARIO: The 4th annual Heritage Show will be held at the VIA station on **June 4** from 10:00 to 16:00. There will be model train layouts, lots of railroadiana, museum and archives material and railway art, VIA safety show, a 36" gauge Vulcan 2-4-2, with calliope.

GANANOQUE, ONTARIO: The 8th Annual Thousand Islands Model Railroad Show will be held on **August 13 and 14** (10:00 to 16:00 both days) at the Gananoque Recreation Centre, 600 King Street East. Operating layouts in six gauges plus a garden railway, plus vendors. Admission and parking free. Information from Bill Bowman at (613) 382-7575 or Rick Meggs at (613) 382-3244 or e-mail: TIMRailRoders@aol.com.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold 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, ON N5P 4H4.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are holding their annual two-day seminar on Canadian Pacific's Big Hill and the Spiral Tunnels on **August 27 and 28**. Donald Bain will spend the first day showing and explaining 300+ slides of the railway. On the second day attendees will work west from Morant's Curve back to Field, examining the interesting aspects of the railway including Lake Louise Station, the Great Divide, Divide Creek and the Upper Spiral Tunnel (there is no strenuous walking involved). For more information, contact Karla Gaffney at (250) 343-6067; e-mail: deb_bancroft@pch.gc.ca; or write to the Friends of Yoho, Box 100, Field, BC V0A 1G0.

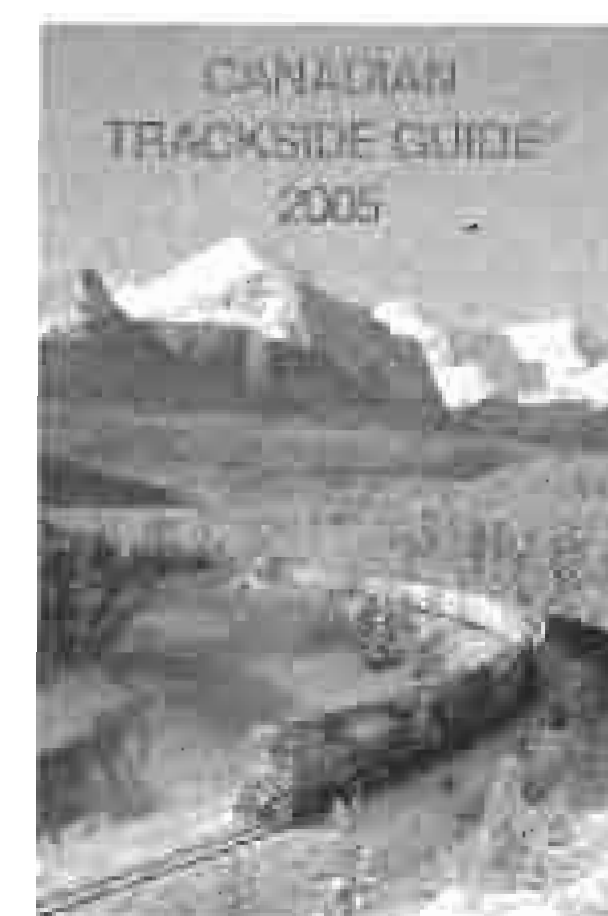
OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 28 on **October 15** (11:00-17:30) and **October 16** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, raffle layout, operate a train, books, videos, photos, memorabilia and more. Adults \$7; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible. Additional information at: <http://home.ca.inter.net/~brmna/shows.htm>

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"Time for Renewal"

Spring is a time of renewal! The lengthening days, the melting of the snow and the onset of greenery bring forth a new hustle and bustle. People get more active as they shake off the cob webs of winter.

No where has this been more apparent than in BRS activities in the restoration shop of the Canada Science and Technology Museum. The number of folks signing in has increased and the fervour of their activities has increased significantly.

In this case, the focus is now on getting material ready for operating display at annual railway days of the Ottawa Valley Central, who operate over former CN lines in the area. For this event, taking place on April 30, ex-Central Vermont Crane 4251 will under steam (last year, she operated with compressed air), making it the first time that steam power has operated at Ottawa's Walkley Yard since ex-CP G5a 4-6-2 1201 highballed through there with the last run of the "Autumn Valley Express" during the 1990 Thanksgiving weekend.

As you will recall, the 4251 was returned to steam service during the summer of 2003. One of the conditions of operating pressure vessel-equipped equipment such as the 4251 is that it pass periodic hydrostatic tests to demonstrate overall integrity. In anticipation of that auspicious moment, she was moved from her outside storage location to inside the shop on morning of April 2.

The move of 4251 took place using ex-TNVR 50-tonner No. 10. As documented in previous issues of **Branchline**, the unit languished high and dry in the shop this winter waiting for a new front truck. Ironically, it was on the Easter weekend that she

was finally settled on her new replacement truck. On March 19, the truck had been painstakingly transferred under No. 10, using a combination of come-alongs, jacks and the museum's versatile heavy duty fork lift. The Easter weekend saw the unit lowered on to the new truck accompanied by reconnecting all electrical wiring and pneumatic services such as sander and brake hoses. Subsequent to this, the front plates and foot boards were applied. The unit performed flawlessly following "fire up" in spite of some wags suggesting that hooking up the new truck's wires in reverse might have both ends of the locomotive fighting against the middle once power was applied!

Other signs of renewal involve ex-CP Jordan Spreader 402818. The posts that support the pulleys, shafts and chains that regulate her multitude of 'wings' have been stripped, patched and primed in anticipation of black paint. Under the watchful eyes of project supervisor Tom Wolchoski with technical advice from Ross Robinson, new decking is being applied. As with everything else, nothing is as simple as it looks and this project has involved the milling of the rough lumber (rough being a generous term) into a groove and spline configuration and then its custom fitting to the actual deck. The custom fitting is due to the presence of a number of rivets as well as an irregular sequencing of a myriad of bolt holes to secure the deck in place to the crane's steel frame. At time of writing, about one-quarter of the deck has been 'dry laid'. Before the project is complete, the boards will have to have been removed again for pre-drilling, then painted on their back sides and edges and then bolted in place and then finally given several top coats of paint. Just to add further excitement, some of the boards have to be custom-fitted around the vertical posts talked about earlier. Anyway, not to upset BRS President Paul Bown too much, but I predict that this job may not be over until well into the summer.

Outside the shop, the 'big day' at Walkley also involves ex-TNVR Official Car No. 27 and ex-CP Van 436436. The former has had a protective tarpaulin removed and the exterior needs a good cleaning. The latter looks presentable but the interior does require some attention with respect to general clean-up. The appearance of No. 27 following her unveiling suggests the need for finding some form of indoor storage for this priceless artifact, now 98 years old. I would argue that the tarpaulin did not do the job it was expected to do. Indeed, wood equipment and the elements just don't mix.

In closing, there's plenty to do 'down by the shop.' The Walkley event is just a precursor to a full summer of operation on "Canada's shortest standard gauge steam tourist railway". In addition to the restoration of the Spreader, President Paul is mumbling something about giving caboose 436436 a new coat of paint and the list goes on.

"Down by the Shop" doesn't have to be just about Bytown's activities. Got some projects underway? Drop us a line and have it featured in **Branchline**. ■



BRS's former Thurso & Nation Valley official car 27 (built by CPR in 1907) and former CP caboose 436436 (built in 1913) on an excursion on the TNVR circa 1985. The TNVR abandoned its mainline operations in 1986. BRS Collection.



PHOTO CORNER

Ottawa Valley Railway plow 0002 peels back the snow as it heads east at Mile 76 of the North Bay Subdivision, just east of Morel, Ontario, pushed by RLK GP38 2002. The plow was formerly CP 400777, built by CP in its Angus Shops in Montreal in 1924. Photo by David Lefebvre.



South Simcoe Railway's 'new' diesel, GE 70-ton 703, hauls two coaches and former CP caboose 434708 on Easter Sunday, March 27, 2005. No. 703 was built in 1948 for the [old] Norfolk Southern, and served the Southern Railway and Lasco Steel on its way to the Prince Edward County Railway in Quinte West, from which it was purchased by SSR in the fall of 2004. If CPR had ever owned a 70-toner, it might have looked like this. More's the pity too, because 703 looks quite fine in maroon and grey. No. 703 is a back-up for SSR's steam locomotives, ex-CP 4-4-0 136 (presently stored) and ex-CP 4-6-0 1057. Photo by James Brown.



CP SD90MACs 9111 and 9157 on a westbound potash train are seen in the company of CN SD40-2 5364 and SD40u 6007 on Train 301 awaiting crews at Boston Bar West, BC, on September 27, 2004. Both CN and CP utilize CN trackage through the Fraser Canyon for westbound traffic. Photo by Gordon Allsopp.



Going, going BC Rail GF6C electric 6002 is being dismantled at Coast Engine and Equipment Company in Tacoma, Washington, in July 2004. To the right is sister 6006. Seven GF6C electrics were built by General Motors in 1983-84 to haul coal on BC Rail's Tumbler Subdivision. They were withdrawn from service in 2000 and were shipped to Tacoma early in 2004. A private individual rescued 6001 for display at the Central BC Railway & Forest Industry Museum in Prince George, BC. Photo by Dick Schafer.



Cuban Railways GMD1 51208 (ex-CN 1133, nee 1033) switches the Santa Clara yard on February 14, 2005. Twenty former CN GMD1 units, and CN SW1200RS 1364 migrated to Cuba. While 51208 rides on two A1A trucks, several of the GMD1 units ride on one A1A truck and one B truck. Photo by Iain Neighbour.



Canadian National Railways' only CLC-FM Trainmaster, No. 2900, passes under the telltale warning for the overhead trolley wire at Eastern Junction, Montreal, Quebec, on August 6, 1963. No. 2900 was built in July 1955 as No. 3000, was renumbered 2900 in 1956 and was retired in February 1966. Photo by John D. Knowles.

SELECTION OF PASSENGER CONSISTS

12 March 2005 VIA #1 - "Canadian" at Edmonton, Alberta	14 March 2005 VIA #51 - "Enterprise" at Cobourg, Ontario	28 March 2005 VIA #1 - "Canadian" at Edmonton, Alberta	1 April 2005 VIA #14/16 - "Ocean/Chaleur" at St-Lambert, Quebec	6 April 2005 VIA #16/14 - "Chaleur/Ocean" at Sainte-Foy, Quebec (Originated at Sainte-Foy due to a bridge damaged by ice near Charry)
F40PH-2 6448 F40PH-2 6406 F40PH-2 6434 Baggage 8623 Coach 8106 Coach 8116 Skyline 8502 Diner 8409 - <i>Fairholme</i> Sleeper 8305 - <i>Bayfield Manor</i> Sleeper 8338 - <i>Rogers Manor</i> Sleeper 8329 - <i>Hearne Manor</i> Dome-Sleeper-Observation 8715 - <i>Tremblant Park</i> -----	P42DC 905 LRC Coaches 3350, 3348, 3346 LRC Club 3459 F40PH-2 6403 (CBC livery) Renaissance Baggage 7002 Renaissance Coaches 7203, 7206 Renaissance Service Car 7304 Renaissance Sleepers 7507, 7505 ----- 25 March 2005 VIA #60 at Cobourg, Ontario F40PH-2 6429 (Telus livery) F40PH-2 6411 (Lifesaver livery) Baggage 8621 Club Cars 4004, 4000 Coaches 8145, 4111, 8140, 4108, 8127 Club Car 4005 ----- 27 March 2005 VIA #693 - "Hudson Bay" at Portage la Prairie, Manitoba F40PH-2 6451 F40PH-2 6445 Baggage 8601 Coach 8100 Coach 8122 Diner 8415 - <i>Princess</i> Sleeper 8226 - <i>Chateau Salaberry</i>	F40PH-2 6401 F40PH-2 6440 Sleeper 8228 - <i>Chateau Vercheres</i> Sleeper 8339 - <i>Sherwood Manor</i> Sleeper 8324 - <i>Dunsmuir Manor</i> Sleeper 8207 - <i>Chateau Dollard</i> Diner 8402 - <i>Alexandra</i> Skyline 8516 Lounge Car 1750 ("Glenfraser") Baggage 8606 Coach 8129 Coach 8124 Skyline 8517 Diner 8414 - <i>Palliser</i> Sleeper 8336 - <i>Monck Manor</i> Sleeper 8303 - <i>Amherst Manor</i> Sleeper 8334 - <i>Macdonald Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i> ----- 8 April 2005 VIA #68 at Cobourg, Ontario P42DC 906 LRC Club 3453 Lounge Car 1750 ("Glenfraser") LRC Coach 3355 LRC Coach 3352 LRC Coach 3321	F40PH-2 6432 F40PH-2 6419 F40PH-2 6414 Baggage 8620 Baggage 8618 Coach 8118 Skyline 8505 Sleeper 8213 - <i>Chateau Lauzon</i> Sleeper 8214 - <i>Chateau Laval</i> Coach 8109 Coach 8138 Skyline 8511 Diner 8412 - <i>Kent</i> Sleeper 8223 - <i>Chateau Rigaud</i> Sleeper 8203 - <i>Chateau Brule</i> Sleeper 8222 - <i>Chateau Richelieu</i> Dome-Sleeper-Observation 8718 - <i>Yoho Park</i> ----- 10 April 2005 VIA #1 - "Canadian" at Washago, Ontario F40PH-2 6440 F40PH-2 6401 (Spiderman livery) Baggage 8606 Coach 8116 Skyline 8516 Diner 8414 - <i>Palliser</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8331 - <i>Jarvis Manor</i> Sleeper 8339 - <i>Sherwood Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i>	F40PH-2 6404 F40PH-2 6410 F40PH-2 6432 Baggage 8615 Coach 8131 Skyline 8505 Sleeper 8213 - <i>Chateau Lauzon</i> Sleeper 8214 - <i>Chateau Laval</i> Renaissance Baggage 7009 Renaissance Coach 7223 Renaissance Coach 7208 Renaissance Service Car 7309 Renaissance Diner 7402 Renaissance Service Car 7314 Renaissance Sleepers 7526, 7521, 7520, 7501, 7518, 7503 ----- 27 March 2005 AMT #62 at Dorval, Quebec F59PHI 1330 Coaches 729, 721 Cab-Coach 704 Coach 733 Cab-Coaches 701, 708
7 March 2005 CN (ONT) #697 - "Northlander" at Pefferlaw, Ontario CN GP40-2L(W) 9555 ONT GP38-2 1806 (failed) ONT EGU 203 ONT Coaches 612, 602 ONT Snack Car 702 ----- 28 March 2005 VIA #42 at Cobourg, Ontario F40PH-2 6417 HEP-II Club Car 4000 LRC Club Car 3468 LRC Coaches 3334, 3300				

(Thanks to Bernard Babin, Doug Cameron, Milne Hall, Harm Landsman, Claude Léger, Tim Stevens and Lorence Toutant)

SAMPLES OF DIESEL UNIT CONSISTS

Mar 8 - CN 103 at Quaker (Gormley), ON: CN SD75I 5632, and BCOL Dash 8-40CMu's 4605 and 4603. Mar 13 - QGRY 728 at Trois-Rivières, QC: CP SD40-2s 5665 and 5981, QGRY GP35E 2500, QGRY GP38 2009 and QGRY GP40-2L(W) 3014. Mar 15 - NS 328 at Hamilton, ON: NS C40-9W 8913 and NS C39-8 8616. Mar 15 - CN switcher at Clover Bar, AB: CN GMD1u 1407, CN GP9-Slug 252 and CN GP9RM 'Mother' 7242. Mar 15 - CN eastbound at Drumheller, AB: CN Dash 8-40CM 2409 ad BNSF C44-9W 623. Mar 16 - CP 241 at Guelph Jct., ON: CP AC4400CW 9566, SOO SD60 6053, and HLCX SD40M-2 6303. Mar 17 - GEXR 432 at Kitchener, ON: UP SD70ACe's 8310 and 8318 (test run for units). Mar 17 - Kootenay Central southbound at Lake Windermere, BC: CP SD40-2s 5994, 5725, 5673 and 5912. Mar 17 - CN westbound at Drumheller, AB: CN SD75I 5786, GCFX SD40-3 6065, IC SD40-2 6142 and CN SD40-2 5380. Mar 17 - CN 201 at Pefferlaw, ON: CN Dash 9-44CWL 2521, CN SD60F 5507 and BNSF C44-9W 4627.	Mar 18 - CN westbound at Cobourg, ON: CN SD75I 5733, CN SD40u 6016 and ONT SD75I 2105. Mar 18 - CN 306 at Cobourg, ON: SD75Is 5626 and 5750 (damaged VIA Baggage 8610 on flat car). Mar 19 - CN eastbound at Brighton, ON: CN SD75I 5668, CN Dash 8-40CM 2405 and GTW SD40-3 5942 (damaged VIA Coach 8136 on flat car). Mar 20 - CN 369 at Vaughan, ON: CN Dash 9-44CW 2200, IC SD70 1001 and CN Dash 9-44CW 2685. Mar 20 - MMA 777 at Sherbrooke, QC: NBSR GP38-2s 2319 and 2318. Mar 21 - CP (Ottawa Valley) Second 120 at North Bay, ON: CEFX AC4400CW 1036, CP AC4400CW 8556, CP SD40-2 5708 and CP AC4400CW 9725. Mar 21 - CP 302 (grain) at Bowmanville, ON: CP SD40-2s 6044, 5750, 6004 and 5982. Mar 22 - CN 451 at Gravenhurst, ON: CN Dash 9-44CW 2524, BCOL Dash 8-40CMu 4619, GTW SD40-3 5954, GCFX SD40-3 6063, ONT GP38-2 1806 and CN GP9RM 4136. Mar 23 - CN westbound at Cobourg, ON: CN Dash 9-44CW 2526 and BCOL SD40-2 750 with NIWX S-2 201 dead-in-tow, en route to storage at Illinois Railway Museum. Mar 24 - CN "MacKenzie switcher" at MacKenzie, BC: BCOL RS-18m (CRS-20) 628, IC GP40R 3137 and BLE SD40T-3 909.	Mar 24 - CN 512 at Beamer, AB: CN SD40-2(W) 5328, CN GP40-2(W) 9671, CN SD38-2 1650 and CN GP38-2 4700. Mar 24 - CN westbound at Watson, SK: CN Dash 9-44CW 2532 and UP SD70M 4798. Mar 24 - SLQ 393 at Bromptonville, QC: LLPX GP38-2 2232, IC SD40-2R 6002, and LLPX GP40s 3002 and 3000. Mar 25 - CN 450 at Kilworthy, ON: ONT SD75I 2102, CN SD50Fs 5424 and 5430 and ONT SD75I 2105. Mar 25 - CP 441 at Thunder Bay, ON: CP SD90MAC-H 9300, CP SD90MAC 9138, and CP AC4400CWs 9555, 9546 and 8565. Mar 25 - CP (Ottawa Valley) 120 at North Bay, ON: CP AC4400CW 9594 and STLH SD40-2s 5560 and 5619. Mar 25 - CP (Ottawa Valley) 119 at North Bay, ON: CEFX AC4400CW 1004, CP AC4400CW 8578, CP SD40-2F 9011 and CP SD40-2 6009. Mar 26 - CP westbound at Bowell, AB: CP SD40-2s 5730 and 5801, and SOO SD40-2 6609. Mar 26 - CN westbound at Paris, ON: CN Dash 9-44CW 2564, NS C40-8 8717 and CN Dash 9-44CW 2629. Mar 26 - MMA 1 at Farnham, QC: MMA C30-7 5021, CDAC F40PHRm 458, Railworld (ex-AMTK) F40PH 226 and CDAC F40PHRm 451.	Mar 28 - CN 451 at Gravenhurst, ON: CN SD70I 5615, CN SD75I 5782 and ONT GP40-2 2201. Mar 29 - NS 328 at Welland, ON: WC SD45u 7554 and NS GP38-2 5336. Mar 30 - CN eastbound at Paris, ON: CN SD60F 5541, CN GP40-2I(W) 9541, GTW SD40-3 5943, CN SD50F 5449, CN SD70I 5623 and ONT GP40-2s 2200 and 2202. Apr 2 - CN 450 at North Bay, ON: CN SD40-2(W) 5299, IC SD40-2 6103, GTW GP40-2 6420 and CN SD40-2(W) 5344. Apr 2 - ONT 208 at North Bay, ON: ONT SD40-2s 1734 and 1737, and ONT GP40-2s 2200 and 2202. Apr 4 - CN 336 at Thunder Bay, ON: CN SD60F 5509 and CN SD40 5230. Apr 4 - NBEC 402 at Miramichi, NB: CFMG SD40 6909, SFEX C-424 4204, NBEC C-424 4214 and NBEC RS-18u 1819. Apr 4 - CP eastbound at Calgary, AB: CP AC4400CW 8516, CP GP38AC 3012 and CP AC4400CW 8542. Apr 5 - CN westbound (unit grain) at Drumheller, AB: CN SD50F 5444 and CN Dash 8-40CM 2444. Apr 6 - CN 394 at Lynden, ON: GCFX SD40-3 6078 and BNSF C40-8W 813.	Apr 7 - QGRY eastbound at St-Basile, QC: QGRY GP40-3M 3801 and HCRY SD45Es 460 and 461. Apr 7 - CN eastbound at Copetown, ON: CN SD60F 5550 and CP SD40-2 5950. Apr 8 - CP northbound (CWR) at Environ, BC: SOO SD60 6049 and SOO SD40-2 6615. Apr 8 - CN 106 at Cobourg, ON: CN SD40-2(W) 5270 and BCOL B39-8E 3906. Apr 10 - CN westbound at Mannville, AB: CN SD40-2(W)s 5265 and 5280. Apr 10 - CN westbound at Grand Falls, NB: CN SD75Is 5712 and 5796, CN SD60F 5558, DWP SD40 5908 and CN SD75I 5756.
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(Thanks to Terry Bilson, Chris Boon, Doug Cameron, Paul Duncan, Dave Durant, Milne Hall, Peter Hambleton, Paul Huene, Peter Jobe, Jason Jongen, James Lalande, Harm Landsman, Bryan Martyniuk, George Matheson, Steve Middleton, Jason Noe, John Richard, Bill Rood, André St-Amant, Ted Sayer, Jon Snook, Tim Stevens, Doug Thorne and Lorence Toutant).

LEGEND: **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **BCOL** = BC Rail (CN); **BLE** = Bessemer & Lake Erie (CN); **BNSF** = BNSF Railway Co.; **CDAC** = Canadian American; **CEFX** = CIT Group; **CFMG** = Chemin de fer Matapedia et du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HCRY** = Huron Central; **HLCX** = Helm Financial; **IC** = Illinois Central (CN); **LLPX** = Locomotive Leasing Partners; **MMA** = Montreal Maine & Atlantric; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NIWX** = Northern Illinois & Wisconsin; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **SFEX** = Eastern Rail Services; **SLQ** = St. Lawrence & Atlantic (Quebec); **SLR** = St. Lawrence & Atlantic; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



NEW ORDERS: CN will take delivery of 50 ES44DC (4400 hp) units from General Electric, and 25 SD70M-2 (4300 hp) units from Electro Motive starting in late-2005, with completion by mid-2006. Their delivery will allow CN to retire 100 older 3,000 to 3,600 horsepower less fuel-efficient road freight units. CN has also negotiated options, effective through the end of 2008, for an additional 25 ES44DC and 50 SD70M-2 units. At the end of 2004, CN had 1,343 road locomotives and 718 yard switchers.

RETIRED: CN SD40 5096 on April 8; WC SD45 6610 on March 17; WC SD45 6611 on March 15.

REINSTATED: CN Dash 9-44CW 2667 was heavily damaged at Mirror, Alberta, on March 8, 2004, and was retired on July 15, 2004. The damaged unit has been rebuilt, mainly in Boise, Idaho, and was reinstated to the roster numbered CN 2727 effective April 8, 2005. She retains her original serial number (53871) and built date (9/2002).

RENUMBERED: GCFX SD40-3 6060 to WC 6930 on March 23; GCFX SD40-3 6064 to WC 6934 on April 8.



**CANADIAN
PACIFIC
RAILWAY**

"GREEN GOATS" ORDERED: CPR will purchase 35 "Green Goat" hybrid locomotives between 2005 and 2008 from RailPower Technologies Corp. Under the agreement, seven of CPR's GP9u yard locomotives (1500s and 1600s) will be converted in 2005 to low-emission, hybrid GG20B locomotives and used at CPR's Calgary operations as part of more rigorous long-term testing. Another 28 units will be converted in 2006-2008 if the first hybrids meet performance guarantees.

RELETTERED: SOO SD40-2 6613 was relettered CP 6613 and repainted in CP red with beaver livery coincident with an overhaul, effective March 12.

STORED SERVICEABLE: (* added since last issue)

- CP 4-6-4 2816 - "Empress".
- CP SW1200RS 8111*.

STORED UNSERVICEABLE: (* added since last issue)

- 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 1544, 1552, 1600, 1635.
- CP F9B 1900.
- SOO GP40 2011, 2041.
- CP GP38-2 3116*.
- CP SD40-2 5389*, 5431, 5567*, 5661, 5769.
- SOO SD40-2 6617*.
- CP SW1200RS 8131, 8155.
- CP AC4400CW 9570, 9818.

LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.
- CEFX SD40-2 2784 (ex-UP 2784; exx-UP 4734; nee DRGW SD45 5323)
- CEFX SD40-2 2785 (ex-UP 2785; exx-UP 4735; nee SP SD45 9128)
- CEFX SD40-2 2786 (ex-UP 2786; exx-UP 4736; nee SP SD45 9137)
- * ■ CEFX SD40-2 2787 (ex-UP 2787; exx-UP 4737; nee DRGW SD45 5325)
- CEFX SD40-2 2788 (ex-UP 2788; exx-UP 4738; exxx-CSXT 8911; exxxx-SBD 8911; exxxxx-SCL 8911; nee SCL SD45 2011)
- CEFX SD40-2 2789 (ex-UP 2789; exx-UP 4739; exxx-TMPR 3300; exx-NS 3141; nee SOU 3141)
- * ■ CEFX SD40-2 2790 (ex-UP 2790; exx-UP 4740; exxx-UP 41; nee UP SD40-2 3641)
- CEFX SD40-2 2791 (ex-UP 2791; exx-UP 4741; nee DRGW SD45 5328)
- CEFX SD40-2 2792 (ex-UP 2792; exx-UP 4742; exxx-UP 65; exxxx-UP 37; nee UP SD40-2 3637)
- CEFX SD40-2 2794 (ex-UP 2794; exx-UP 4744; nee DRGW SD45 5335)
- CEFX SD40-2 2795 (ex-UP 2795; exx-UP 4745; nee SP SD45 8840)
- CEFX SD40-2 2797 (ex-UP 2797; exx-UP 4747; nee SP SD45 9097)
- CEFX SD40-2 2798 (ex-UP 2798; exx-UP 4748; exxx-ATSF 5318; exxxx-ATSF 5552; nee ATSF SD45 1852)
- CEFX SD40-2 2799 (ex-UP 2799; exx-UP 4749; exxx-UP 64; exxxx-UP 8; nee UP SD40-2 3608)
- CEFX SD40-2 2800 (ex-UP 2800; exx-UP 4750; nee CN SD40 5005)
- CEFX SD40-2 2801 (ex-UP 2801; exx-UP 4751; nee SP SD39 5302)

- CEFX SD40-2 2802 (ex-UP 2802; exx-UP 4752; nee CN SD40 5046)
- CEFX SD40-2 2803 (ex-UP 2803; exx-UP 4753; exxx-UP 61; exxxx-UP 14; nee UP SD40-2 3614)
- CEFX SD40-2 2804 (ex-UP 2804; exx-UP 4754; nee SP SD39 5314)
- CEFX SD40-2 2805 (ex-UP 2805; exx-UP 4755; nee SP SD45 8844)
- CEFX SD40-2 2806 (ex-UP 2806; exx-UP 4756; exxx-UP 62; exxxx-UP 15; nee UP SD40-2 3615)
- CEFX SD40-2 2810 (ex-UP 2810; exx-UP 4760; nee SP SD39 5304)
- CEFX SD40-2 2813 (ex-UP 2813; exx-UP 4763; nee SP SD39 5308)
- CEFX SD40-2 2814 (ex-UP 2814; exx-UP 4764; nee CN SD40 5196)

* Pending arrival at press time



STORED: F40PH-2 6400, 6443, 6446, 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

WHITE PASS AND YUKON ROUTE: Over the winter, Hamilton Manufacturing in Mount Vernon, Washington, constructed an additional 10 coaches (even numbers from 348 to 366) to replace 10 coaches that were heavily damaged or destroyed in a post-2004 season accident. The 10 damaged or destroyed coaches are 216, 218, 220, 222 and 226 (all built between 1889 and 1903); 276 and 278 (built in 1969); and 282, 284 and 288 (built in 1976).

KELOWNA PACIFIC RAILWAY: Leased HLCX SD38-2 2001 and 2002 were reassigned to the Quebec-Gatineau Railway in April.

OKANAGAN VALLEY RAILWAY: Former Central Kansas Railway GP10 1049, out of service on the Okanagan Valley Railway for some time, was undergoing scrapping at Knox Mountain in Kelowna, BC, at press time.

ONTARIO NORTHLAND RAILWAY: ONTC purchased three GP40-2 units from Helm Financial on March 8. The units, numbered ONT 2200-2202, were built in December 1977 as Boston and Maine 311, 300 and 304, and in the 1990s were renumbered HATX 515, 512 and 510 respectively.

GO TRANSIT: Bombardier Transportation will construct 10 additional Bi-Level commuter coaches for GO Transit at its Thunder Bay, Ontario, between August 2005 and the second quarter of 2006. Their delivery will bring GO Transit's Bi-Level fleet to 395 (44 cab-coaches and 341 coaches).

AGENCE METROPOLITAINE DE TRANSPORT: AMT long-stored commuter coaches 811, 823, 825, 832, 833 and 839 were acquired by Entrepôt 2-20 Inc. and have been scrapped. Coach 827 has been donated to the Canadian Railway Museum in St-Constant, Quebec. The remainder of the fleet (29 cars) has been acquired by Entrepôt 2-20 Inc. for resale.

ON THE PRESERVED SCENE

COACHES LEASED: The Kamloops Heritage Railway Society (KHR) in Kamloops, BC, has leased former VIA/CN coaches 5440 and 5446 from the Great Canadian Railtour Company (Rocky Mountain Vacations) for the 2005 excursion season. Both coaches were purchased from VIA by Nagel Tours (Funtrain Canada) in 1998 and then sold to Great Canadian Railtour in 2001. KHR is reconstructing ex-BCOL caboose 1882 for passenger service to Armstrong.

RAILPOWER TECHNOLOGIES

ANOTHER "GREEN GOAT": GG20B demonstrator RPRX 2405 was released from ALSTOM's Ogden Shops in Calgary, Alberta, in late-March and has moved to the BNSF for tests. The unit was converted from former Mid South GP10 1053.

ELECTRO-MOTIVE DIVISION - LONDON

DELIVERIES UNDERWAY: Additional units of the order for 115 SD70ACe units for Union Pacific (order 20046610), to be numbered 8309-8423, were shipped in March and April. Some were shipped to International Technologies Services in Paducah, Kentucky, minus cab and hood, for completion.

ORDER INCREASED: Norfolk Southern's order for 52 SD70M-2 units for delivery in 2005 has been increased to 102 units.

Thanks to Don McQueen, Jim Spurway, Len Thibeault, Bob Webster, "NY 4" and "Engine 4466". ■



Canadian Pacific C-424 4216, trailed by two sisters and a RS-18u, lay down 'Alco' smoke as they storm through Audley-Ajax, Ontario, with an eastbound freight in June 1997. The last of CP's 51 C-424 units were retired in 1999. Photo by Ron Lipsett.

Visit our website at: www.bytownrailwaysociety.ca

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