



# Branchline

CANADA'S RAIL NEWS MAGAZINE





# 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.

#### Executive -

President	Paul Bown
Vice-President	David Stremes
Secretary	Bertram Titcomb
Treasurer	Les Goodwin
Directors	Bruce Ballantyne, Robert Cummins, Duncan du Fresne

Opinions expressed in **Branchline** are those of the author concerned and are not necessarily those of the Society and the editors. Information contained in **Branchline** may be copied or used in other publications provided that the author and **Branchline/Bytown Railway Society** are credited. Photographs contained in **Branchline** are not to be reproduced in any manner without written permission.

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

**Editor:** Earl W. Roberts,  
33 Eastpark Drive, Gloucester, ON K1B 3Z6  
Internet: [earl.roberts@sympatico.ca](mailto:earl.roberts@sympatico.ca)

**Features Editor:** Philip B. Jago,  
1133 Elmlea Drive, Gloucester, ON K1J 6W1  
Internet: [diane.jago.is@home.com](mailto:diane.jago.is@home.com)

**News Editor:** David P. Stremes,  
214 Belford Crescent, Ottawa, ON K1Z 7B1  
Internet: [dave.stremes@sympatico.ca](mailto:dave.stremes@sympatico.ca)

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

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

	12 months	24 months
For addresses in Canada -	\$36.00 CAD	\$70.00 CAD
For addresses in the U.S. -	\$27.00 USD	\$52.00 USD
Foreign - surface delivery -	\$54.00 CAD	\$106.00 CAD
Foreign - air mail delivery -	\$80.00 CAD	\$158.00 CAD

Please direct all membership and distribution correspondence to: Paul Bown, Membership Chairman, Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1 (Internet: [brspaul@sympatico.ca](mailto:brspaul@sympatico.ca)). Please make your cheque or money order payable to: **Bytown Railway Society**.

**Late Magazine Delivery?:** Canada Post can take up to 18 business days to deliver **Branchline**, depending on where you are resident in Canada. Every effort is made to have **Branchline** mailed during the last week of the month preceding the cover date. Please wait until at least the 25<sup>th</sup> of the following month to report non-delivery. A replacement magazine will not be sent until after that date. For non-delivery, please contact the Membership Chairman at e-mail: [brspaul@sympatico.ca](mailto:brspaul@sympatico.ca), leave a message at (613) 745-1201, or send a letter to the Society's address.

The expiry date of your membership appears on your mailing label (eg. 200210 = expiry with the October 2002 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

Please send change of address notice at least six weeks prior to moving (see below). In Canada, Canada Post will not forward **Branchline** unless an official Canada Post redirection request is in effect, nor will Canada Post return the complete magazine. Missed issues can be purchased from the "Sales Desk", if available.

For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine).

Printed by St. Joseph Ottawa/Hull Inc.

*Branchline* (USPS 015-381) is published 11 times per year for \$27.00 (US); also available for two years at \$52.00 (US). Periodicals postage paid at Champlain, NY, and additional mailing offices. US address changes should be sent to IAMBUS of N.Y., 100 Walnut Street, #3, P.O. Box 1518, Champlain, NY 12519-1518. For details call IAMBUS at 1-800-428-3003. Send Canadian address changes to the Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

## ON SHEET

At the Divide: Grain Gathering Network in Southwest Saskatchewan	3
CPR 2816 Reborn for 21 <sup>st</sup> -Century Service	8
The Unspectacular History of the Oriole Sub.	10
Information Line	12
A Selection of Passenger Consists/A Sample of Diesel Lashups	16
The Story of the Hard-luck Pacific - CPR 2329	18
Along the Right of Way	20
Tid Bits - A Blast from the Past	21
Photo Corner	22
The Motive Power and Equipment Scene	26

A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. The next meeting will be on **October 2** when David Monaghan, Curator -Land Transportation of the Canada Science and Technology Museum will provide an illustrated talk on the Museum's railway collection. Coffee, juice and donuts will be available for a small fee.

An **informal slide 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 night will be **October 16**.

**Equipment Restoration** takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Currently work is being carried out on the Society's GE 50-Ton #10, Steam Crane 4251 and Spreader 402818. Come out and lend a hand.

**Can you spare a ...?** Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Kindly forward them to our address.

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

**E-Mail Addresses:** Several members receive advance notice of upcoming meetings via e-mail. Kindly keep the Society informed of e-mail address changes at: [l\\_vgoodwin@cyberus.ca](mailto:l_vgoodwin@cyberus.ca)

**New Membership Chairman:** Paul Bown has taken on the role of Membership Chairman in addition to being President and in charge of the "Sales Desk". Please note his new e-mail address: [brspaul@sympatico.ca](mailto:brspaul@sympatico.ca)

#### Ten Years Ago in "Branchline":

\* GO Transit is experimenting with Lexan as a substitute for the vandal prone glazing which it now uses in its cars.

\* The West Coast Railway Association has acquired the BC Rail Car Shop in Squamish, BC. The 77-year-old wood frame structure will form the centre-piece of the WCRA's proposed museum in Squamish. The building spans four tracks and is 151 feet long.

\* The nose of CN F7Au 9173 arrived at the Edelweiss Ski Resort in Wakefield, Quebec, on August 19. Also on the property is former Thurso Railway GE 50-ton No. 10.

\* CN M-420(W)s 3521-3525 have been equipped with pacesetters for a new dedicated 40-car unit train service between the new Westray Mine in Stellarton, NS, and Nova Scotia Power's new Point Aconi Generating Station.

**On the Cover:** Great Western Railway M-420(W)s 2001 and 2000 are spotting two grain cars at the Saskatchewan Wheat Pool elevator in Dollard, Saskatchewan, (mile 8.6, Altawan Subdivision) on May 22, 2001. Kodachrome slide by Les Kozma.

Press date for this issue was **September 10**  
Deadline for the November issue is **October 15**



# At the Divide: The Grain Gathering Network in Southwest Saskatchewan in 2001

By Charles W. Bohi and Leslie S. Kozma

A derelict wood-crib elevator awaits its end on an abandoned branch line...a giant concrete granary looms over a unit grain train on the main line. So it is today with the grain handling and transportation system in prairie Canada. It is in the midst of this evolution that the Great Western Railway (GWR), a subsidiary of Westcan Rail Limited of Abbotsford, British Columbia, acquired about 350 miles of former Canadian Pacific Railway (CPR) trackage in southwestern Saskatchewan.

In September 2000, GWR commenced operations on the Shaunavon Subdivision from Mileage Point 8.9 (from Assiniboia), east of Limerick, to Shaunavon (109 miles), the Altawan Subdivision from Shaunavon to just west of Consul (65 miles), and the Notukeu Subdivision from Consul to Val Marie (97 miles). On 6 November, following completion of CPR repairs to the extensively flood-damaged Vanguard Subdivision, GWR assumed control over another 76 miles of track, to Blumenhof. The new shortline also has trackage rights over 8.9 miles of the Shaunavon Subdivision, 18 miles of the Vanguard Subdivision and the CPR yards at Assiniboia and Swift Current. Since the history of GWR lines mirrors that of western Canada's rail network, it is a useful case study of the evolution of the entire railway and grain-handling system in the region.

Between the end of the worldwide economic depression in 1896 and the beginning of World War I in 1914, Prairie Canada saw explosive economic development that added more than 11,000 miles of track to the existing network of 3,000 route miles in this area. The GWR line between Limerick and Consul was built near the end of this period.

The CPR's south prairie main line - the so-called "Weyburn-Lethbridge" - was projected to run from Weyburn, Saskatchewan, to Lethbridge, Alberta. Construction proceeded from both ends more-or-less concurrently. By 1917, from the west the line had reached Manyberries, Alberta, while from the east it had attained Altawan, Saskatchewan. It was this 38-mile gap between Altawan and Manyberries that became the focus of much local frustration and exasperation after World War I. More will be said about this gap.

It is hard to overstate the importance of the rapid development of the prairies to Canada as a whole. Creation of the "wheat economy" in western Canada required hundreds of locomotives and incredible amounts of steel from the factories of Ontario and Quebec. In British Columbia development of the forestry industry was spurred by the need for lumber to build thousands of grain elevators and hundreds of new towns. This "wheat boom" was so robust that, as historian Alan Artibise put it, "it [had been] sufficient to vitalize and integrate the entire Canadian economy and diffuse this economic vitality throughout the North Atlantic trading area." Moreover, it also provided an important boost to public morale. After years in the economic wilderness the prosperity during the first 15 years of the century caused "Canadians to believe themselves a great people." Small wonder that Prime Minister Wilfred Laurier dared to hope that the 20<sup>th</sup> would be "Canada's Century."

After World War I, desiring to get back to what U.S. President Warren G. Harding called "normalcy," and faced with vast areas without adequate rail service and numerous incomplete lines, prairie Canadians demanded railways and more railways. While many Canadians thought the prairies had enough rail lines, the convergence of economic and political forces set off a new round of branch line construction, primarily in Saskatchewan and Alberta. Confronted by a severe economic recession when he took office in 1921, Prime Minister William Lyon Mackenzie King and his Liberal Party saw renewal of prairie development as a way to revive the economy. If supporting the wheat economy by building needed transportation infrastructure could renew that boom; it made good sense to do so.

In addition, with only a tenuous hold on power that made him dependent on western support, King knew that he had to mollify that region. The political importance of branch line construction to prairie Canadians became abundantly clear when Canada's Senate, controlled by the Conservative Party, blocked the CNR's branch line construction programs of 1923 and 1924. Provoking traditional western anger about eastern elites who were allegedly growing fat from the sweat of western farmers, the Eastend [Saskatchewan] *Enterprise* spoke for many when it called the Senate, "the tool and mouthpiece of Eastern interests... sacrificing the interests of the Province of Saskatchewan." Given such western vehemence it is not surprising that King found supporting new branch lines politically and economically expedient.

Though railway building between 1919 and 1935 never reached the frenzy of the pre-war years, the CPR saw fit to proudly announce to its shareholders the amount spent on new branch lines in its annual reports. In southwest Saskatchewan during this period the Company spent \$5,000,000 completing the 38-mile gap between Altawan and Manyberries, building the Notukeu Subdivision and completing the Vanguard Subdivision between Vanguard and Meyronne. In all the CNR and the CPR added a total of some 4,600 miles to their prairie networks during the inter-war period. ["The End of an Era," *Trains* November 1991, pages 48-52]. With the bumper wheat crops of the late 1920s - especially that in 1928 - and the unbounded optimism of the time, the CNR and CPR announced vast new branch line construction programs. It seemed that the halcyon days to the pre-1914 boom might yet return. The economic crash of 1929 however, dashed these hopes.

With the onset of the Depression Canadians turned Mackenzie King out of office in 1930 and elected R. B. Bennett's Conservative Party to govern Canada. Trying to end the economic slump by cutting expenses to the bone, Bennett fixated on the increasing deficits of the CNR as an example of waste. Moreover, he thought the cause of this waste was the extravagant expenditures by both railways during the 1920s.

To investigate further, in 1931 Bennett empanelled the Royal Commission on Railways and Transportation, usually



Saskatchewan Wheat Pool Elevator #914, Mankota, Saskatchewan, on September 17, 2000. Once found in every nook and cranny of Saskatchewan, the Pool elevator at the end of the abandoned Wood Mountain Sub. at Mankota is one of the few classic red Pool elevators still standing in September of 2000. There is another at Wood Mountain. Photo by Charles Bohi.





CP GP38-2 3122 and two sisters are at Instow, Saskatchewan in August 1988. The elevator at Instow was typical of many granaries that were upgraded after line abandonment decisions were made in the late 1970s. Gone by the turn-of-the-century, elevators like this can not compete with the HTPs. Kodachrome slide by Charles Bohi.

referred to as the Duff Commission, after its Chairman, Chief Justice Lyman Duff. To make its case the Duff Commission noted that the United States had 336 people for every mile of railway route mileage while Canada had only 236 per mile. Saskatchewan, where most of the new branch lines had been built in the 1920s, had only 108 people per mile. Furthermore, all the inter-war branch lines comprised part of the 41% of prairie Canada's railways, which carried only 4.3% of the traffic. From these data, the Duff Commission concluded that the \$70,000,000 spent on branch lines in Saskatchewan had been largely squandered. In short there was "no doubt as to the disastrous effects of this [branch line] competition." On the face of it, the lines built in GWR territory after World War I would appear to be convincing proof for critics of branch line construction, like the Duff Commission.

The line between Manyberries, Alberta, and Altawan, Saskatchewan, is a good example. Completed in 1922, it ran through trackless, unpopulated country with such poor farmland that it had no elevators at the intermediate stations. While most prairie railways were built to gather grain, connecting the 38-mile gap between Altawan and Manyberries was about moving coal. In the arid, largely treeless country of southwest Saskatchewan coal was critical to survival during the fierce winters.

Domestic grade lignite coal was available in sufficient quantities from the Souris fields, about 400 rail miles to the east. But competition was the operative word, and Galt coal from Lethbridge was of a superior grade and closer, geographically speaking. But because of the 38-mile gap, the Galt coal was uncompetitive because it had to be shipped via Medicine Hat, Moose Jaw and Assiniboia. This meant that coal bound for Shaunavon had to make a time-consuming 541-mile trip, nearly double the mileage than a direct route available via "the

gap". In practical terms the direct routing over the gap would save \$1.40 per ton - "another sack of flour" - for each ton of coal brought in. In all, the towns along the Weyburn-Lethbridge in southwest Saskatchewan received of 45,000 tons of coal in 1918, coal that would have been much cheaper if Altawan and Manyberries were linked by rail. After much pressure from the Board of Railway Commissioners, this gap was closed in 1922. Clearly, it would be very difficult to criticize the construction of this branch line.

At first appearances, the Notukeu Subdivision would also seem to support the critics. After all, the line only served 56 people per mile, anemic even when compared to Saskatchewan's 108. About the only good thing critics could possibly say about this line was that the projected 40-mile link between Val Marie and Mankota was never built.

However, after World War I farmers in the border country of southwest Saskatchewan were justifiable in complaining about the long hauls to towns on the Weyburn-Lethbridge. Grain delivery to lineside elevators was unnecessarily laborious, and transporting coal and the other necessities of life back to the farm was equally difficult. Making matters worse in this geographic area was the Frenchman

River valley, a glacial scar that greatly impeded communication between the border country and the CPR's south main line. To serve this area the CPR opened a line from near Consul to Climax in 1923 and on to Val Marie in 1926, one that was desperately needed if wheat was to be profitably grown in the region.

Furthermore, in 1931, when the Duff Commission began its investigation, the road system in Saskatchewan was very poorly developed: 97% of the farms were served by means of dirt roads. In the area now served by the GWR, 98.5% of the farms were in that category. Difficult in the best of conditions, many of these roads were impassible in bad weather. Even the Duff Commission



CP GP38-2 3040 pauses at Shaunavon, Saskatchewan, in July 1984. The CPR station dominated the beginning of main street in Shaunavon at least through much of the 1980s. The crowded yard at the right shows that the CPR was still pulling lots of grain off of its lines in southwestern Saskatchewan. Kodachrome slide by Charles Bohi.



conceded that, "some producers had a road haul of 40 miles, which meant a three-day trip with each load of grain." No doubt many in the area would have agreed with historian H. Roger Grant when he argued that "when built every railroad was needed." Looking at the individual lines built in southwest Saskatchewan after 1919 it is easy to concur with Grant.

If the Duff Commission was saying branch line construction was a mistake, other political leaders were urging more to relieve unemployment. To supply some jobs in an area hard hit by the Depression, and to provide Swift Current with a link to southwest Saskatchewan, the CPR completed the Vanguard Subdivision in 1935. Not only were Swift Current merchants elated, but also even in far off Toronto the Sales Manager of farm implement giant Massey-Harris wrote to thank the CPR for competing the line. Until then he noted, the Company's Swift Current distributor had been forced to use trucks to reach Shaunavon. This added expense had led to costly delays at harvest time. Political and local desires aside, the completion of the Vanguard line in 1935 brought the CPR's branch line construction to a close. The last new CNR branches were also finished that year. By then the prairie rail network had grown to some 19,000 miles serving over 5,000 elevators at more than 2,000 stations. The present GWR lines represented just fewer than 2% of the total prairie rail mileage and its 171 granaries were 3% of the total grain elevators in the region.

This grain handling and transportation system remained remarkably stable for the four decades after 1935. While some would dismiss these lines as an unnecessary deadweight on Canada's economy, they were crucial links to the outside world for farmers growing a cash crop for the international market. In fact, Saskatchewan's inadequate roads had actually deteriorated during the Depression and World War II. In addition, the Province did not begin construction of its rural "wheat grid" road system until 1956. Moreover, trucking regulations also prevented really serious competition from that source until the late 1950s. Because of these factors, the 20 years from 1945 to 1965 could be called the "glory days" of Saskatchewan's branch lines, like those now owned by the GWR. With the war over, with the Depression but a memory, and absent the road competition that was to come later, branch lines had even more to carry to and from the rural communities they served.

Of course, the most important commodity shipped was grain, but this was not the only agricultural commodity loaded in these communities. In 1946, railways throughout Saskatchewan moved 75% of the livestock in the province (266,373 head). Since GWR country was prime stock raising country, it is fair to assume that these lines handled more than most. Indeed, cattle were loaded at Consul as late as 1986 ["Heading for the Last Roundup," *Trains* May 1988, pages 53-54]. Not surprisingly, along these rail lines the stockyard was once as common as the grain elevator.

Beyond that these lines also carried virtually all of the necessities of life into southwestern Saskatchewan. One of these staples was fuel. Saskatchewan's farmers used over 100 million gallons of gasoline in 1946, most of it moved by rail. Almost every local business track had at least one bulk station equipped to handle the marketing of petroleum products. Coal sheds were equally common.

Also important were manufactured products. Farm implements were shipped from Eastern factories. Less-than-Carload-Lot (LCL) brought tires, auto parts, candy, furniture and mail order items to the depot at the head of Main Street.

By the late 1960s, though, the impact of truck and auto competition had reduced most prairie branches to grain dependency



Southern Rails Cooperative at Canopus, Saskatchewan, on June 30, 1990. Saskatchewan's first shortline, Southern Rails Cooperative, took over the CPR's 24-mile Colony Sub from Rockglen to Killdeer in 1990. Dependent on "producer cars" like this one spotted at Canopus, it did not get enough traffic to retain the line. If the GWR is to succeed, it will need the support of farmers willing to load producer cars. Kodachrome slide by Charles Bohi.

at the so-called "Crow Rate" based on charges set in 1897. A losing proposition, by the early 1970s deferred maintenance made major rehabilitation a necessity. The aging elevator system was also in need of upgrading. Nevertheless, aside from minor abandonments elsewhere and some reductions in the elevator system, by 1975 all of what is today GWR trackage was intact and 78% of the elevators existing in 1935 still remained. As well, 91% of the delivery points still existed. Indeed, the lines now owned by the GWR were seen as so important to retain that they were not even considered for removal by the Commission on Grain Handling and Transportation (more popularly known as the Hall Commission), nor the Prairie Rail Action Committee (PRAC). Their futures assured, during the 1980s the Canadian Government's Branch Line Rehabilitation Program poured over



CP AC4400CW 8557 delivers the first unit train to the new Agricore HTP elevator at Reed Lake, Saskatchewan, on the CPR main east of Herbert, at 17:15 on September 20, 2000. Able to load 56 cars in eight hours, granaries like this have lower operating costs for loading and storing grain. Tied with incentives offered by the railway, HTP elevators draw farmers from a wider radius, sometimes up to 75 miles. Any smaller elevators, such as those located along the GWR are hard-pressed to compete. Fujichrome slide by Charles Bohi.





A "B Train" near Val Marie, Saskatchewan at 12:00 on September 27, 2000. Combined with incentives that HTPs can offer, "B Train" trucks like this one on a farm near Val Marie make it possible for area farmers to profitably haul grain 70 miles to Swift Current on the CPR mainline. It is this competition that has made it difficult for smaller elevators to compete and threatens the future of the GWR. Photo by Charles Bohi.

\$43,000,000 into what are now GWR lines. Elevator companies also expanded and upgraded their facilities, though none became sufficiently large to handle enough grain to match the High Throughput (HTP) elevators coming on line today.

During the 1980s, too, the first line closure took place in southwestern Saskatchewan. No longer needed for coal and without elevators, the Altawan Subdivision west of Consul was closed, though the track was left in place. Grain bound for the west coast that had previously run via Lethbridge, Alberta, was doubled east on the Shaunavon Subdivision to Meyronne and then up the Vanguard Subdivision to the CPR main line at Swift Current. The line between Consul and Manyberries, Alberta, was finally abandoned in November 1989.

The CPR continued to haul grain out of southwestern Saskatchewan. Elevators at no less than 25 locations along what are now GWR lines still loaded grain into ubiquitous covered hoppers. However, when the Crow Rate was finally terminated in the 1990s and new regulations allowed lower freight rates for large granaries that could load unit trains of wheat, the writing was on the wall for many of the smaller elevators.

By the end of the 20<sup>th</sup> century the economics of grain handling had caused grain companies like the Saskatchewan Wheat Pool to close many smaller elevators. "The Pool", formerly a farmer-owned cooperative whose granaries were once located in every nook and cranny of Saskatchewan, has faced severe financial reverses in the late 1990s. To cut losses The Pool is concentrating on its "Project Horizon," a \$270,000,000 investment in 22 HTPs in all three Prairie Provinces, and a drastic reduction in its elevator system.

While most of the elevators remained when the GWR took over, the majority were closed. However, with community support that GWR General Manager, Gary Wicentowich calls "overwhelming," local groups had purchased eight elevators by April of 2001 with more groups forming to purchase others. Additional traffic could come from "producer cars," loaded at trackside by individual farmers.

Even so, the GWR has a hard sell. Because HTP elevators at places like Swift Current and Assiniboia can offer incentives to draw farmers from even as far away as the border country it is uncertain whether the smaller granaries can compete. Using large "B Trains," double semi trailers, grain growers in the Val Marie area, for example, can haul grain 75 miles to Swift Current for about one-third of a cent per bushel mile. Whether these grain handling incentives well remain if the GWR ultimately fails is a source of considerable concern. It is also not clear that southwest Saskatchewan's road system is up to the pounding it

will take from these longer hauls.

This is not the first such operation in western Canada. Since the Central Western Railway took over a marginal CN property in 1986 ["Canada's New Rail Barons," *Trains* February 1999, pages 38-44], other regional railways have been formed. Southern Rails Cooperative runs some its lines using a modified truck as its motive power ["Saskatchewan's First Short Line," *Trains* February 1991, page 28]. OmniTRAX (the Hudson Bay and the Carlton Trail railways) has also entered the western Canadian railway scene. Since the financial results of these operations have been mixed, the GWR represents a significant entrepreneurial gamble that between the remaining elevators and producer cars it can generate enough traffic to be viable. If the GWR fails some 10,000 square miles, an area larger than New Jersey, will have no nearby rail service and hopes will dim for salvaging other branch lines. If it succeeds the trend toward similar operations throughout prairie Canada will gain momentum.

Between Eastend and South Fork the GWR crosses a continental divide. No fleets of whining six motor power are needed here. Even a pair of small diesels has little difficulty crossing from the Frenchman, whose water flows to the Gulf of Mexico, to the valley of Swift Current Creek, which drains into Hudson Bay. Like the GWR, Saskatchewan's grain handling system is quite literally standing at a "divide." While this makes the future of lines like the GWR problematic, if entrepreneurial spirit, high employee morale and community support are enough, it is a "divide" that will be successfully crossed.

### Railfanning the GWR

The CPR transferred these lines to the Great Western Railway on 8 September 2000. The GWR's *pro forma* was based on moving up to 3,600 cars of grain yearly, so the new shortline was caught completely off-guard when the Saskatchewan Wheat Pool unexpectedly closed all of its elevators along the line. Indeed the Pool immediately commenced trucking its grain from these southwestern Saskatchewan stations to its elevators located along the CPR mainline, then put its vacated elevators up for sale. Fortunately, Patterson (Limerick), United Grain Growers (Woodrow) and Pioneer (Kincaid, Shaunavon and Eastend) continued to ship grain through their respective elevators.

To offset the traffic lost to the Pool, the GWR commenced an aggressive incentive program for local farmers to load their own grain into "producer cars". Indeed, one of the key factors in ensuring the success of this loading program is Ken Fondrick, GWR Road Manager of Operations, who precedes every train over road by truck. He talks directly with the customer at the business track and expedites the spotting of all cars for loading. Prospects



Built toward the end of the pre-World War I boom in 1914, this large depot at Shaunavon, Saskatchewan, seen in April 1981, is an indication of the important role that the CPR thought this community was going to play in the prairie rail network. Photo by Charles Bohi.

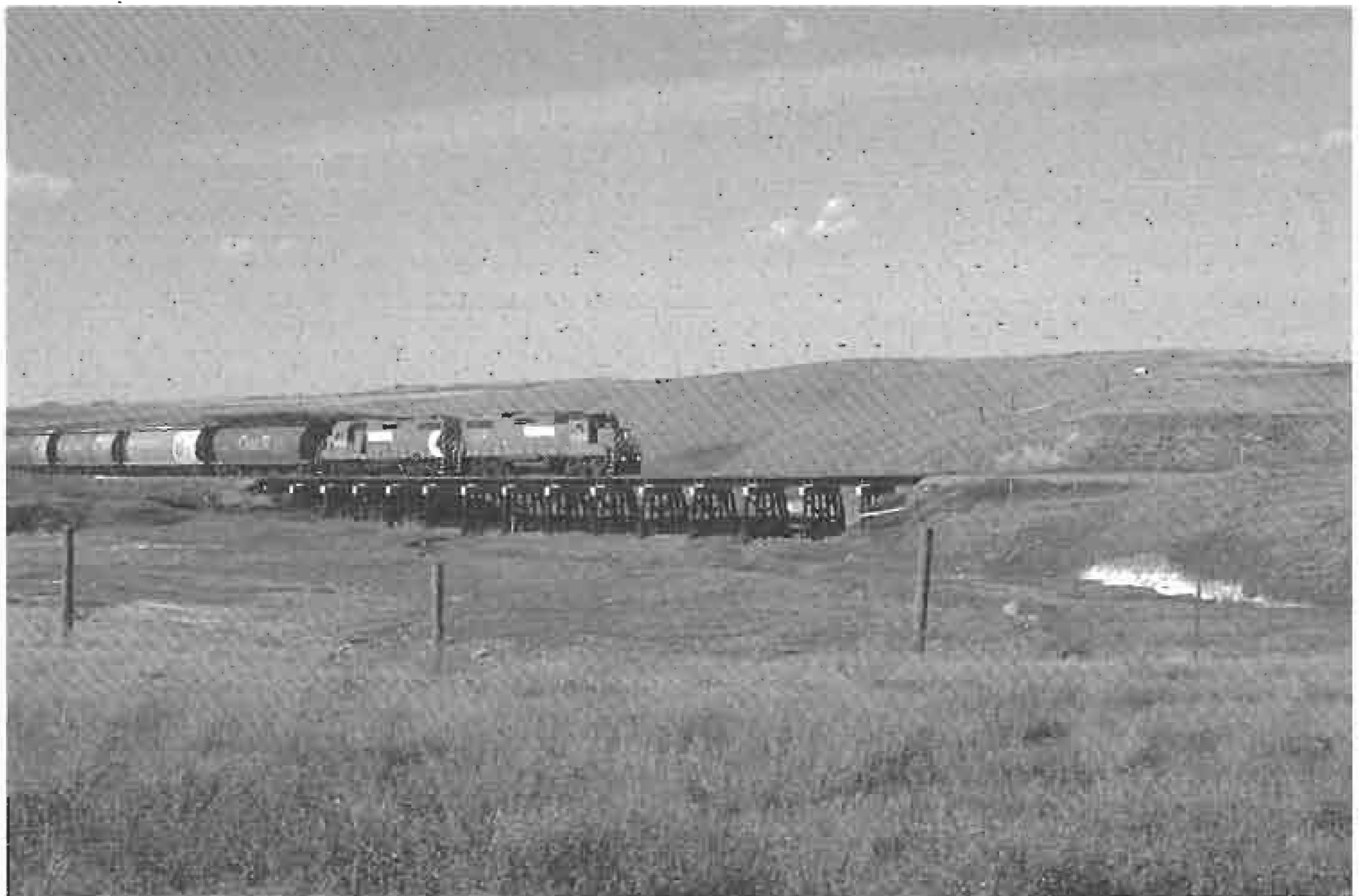


for the "producer car program" appear promising, with customers and their augers and loaded grain trucks eagerly anticipating the arrival of trains at most loading points.

Trains operate "as required", based on the car orders received by the Canadian Wheat Board, and empties received through the CPR at Assiniboia. The first GWR train left Assiniboia on 19 September 2000 spotting cars along the line to Eastend. Meanwhile, the flood-damaged Vanguard Subdivision was inspected and accepted by the GWR on 6 November, with its first train spotting cars along this line eight days later. While operations depend entirely on traffic requirements, by the spring of 2001 the GWR had evolved a somewhat consistent operating pattern. Trains operate weekly from Assiniboia to Eastend, running north to Swift Current or south to points on the Notukeu Subdivision on alternate weeks. Trains depart Assiniboia about 08:30 on Mondays, running through to Eastend where the crew stops for supper. "South trains" continue west to Consul where they tie up for the night. The next morning the Notukeu Subdivision is spotted as far east as necessary. As soon as the cars at the easternmost station are loaded - sometimes the same day, sometimes the next morning - the train starts its trip back to Assiniboia.

For "North trains" the crew turns at Eastend and ties up at Shaunavon. The next morning they double back to Meyronne and follow the Vanguard Subdivision up to Swift Current, where they can drop some of their loads. The next day they return to Assiniboia, lifting more loads along the way. All trains deliver their loads to the CPR at Assiniboia for furtherance via Moose Jaw. Currently, the GWR has 13 employees, including five in Maintenance of Way and one two-man crew to serve its customers. Because the GWR runs on *Yard Limit Rules*, dispatching is not required.

Initially, a pair of CPR GP38-2s (3108 and 3115) was leased to power GWR trains. Then, in April 2001, two former CN M-420(W) units (built by Montreal Locomotive Works in 1973 as 2514 and 2522) were leased painted up in the company's attractive new livery and commenced their work. The topography



GWR GP38-2s 3115 and 3108, leased from CPR, near Scottsguard, Saskatchewan, at 15:53 on September 26, 2000. The units, clearly showing the GWR banner, are crossing one of the three trestles located just west of Scottsguard. Photo by Charles Bohi.

varies from nearly flat, to rolling with the towering bluffs in the Frenchman River Valley. Grades on the GWR are moderate so trains of up to 50 cars are common. Fortunately, most of the lines are accessible by means of paved highways or good gravel roads.

The Great Western has some of the last vestiges of old-time prairie branchline railroading. The combination of accessibility, scenery, classic wood crib elevators, colorful MLW locomotives, operations and a friendly staff is everything a railroad photographer could ask for.

Thanks to Gary Wicentowich, General Manager GWR, and Stacey Dunham, Administrative Assistant GWR for their assistance in preparing this article.

#### Recommended Further Reading

Anyone interested in Canadian railways would be well advised to start with *History of the Canadian National Railways* by G. R. Stevens (Macmillan 1973), and *History of the Canadian Pacific Railway* by W. Kaye Lamb (Macmillan 1977). These works lay a solid foundation for understanding much of Canada's railway history. For those interested in detailed studies of prairie railways *Grain and Rail in Western Canada: The Report of the Grain Handling and Transportation (Hall) Commission* and the *Prairie Rail Action Committee Report* are highly recommended.

Research in the Saskatchewan Archives at Regina and Saskatoon, the Glenbow Archives in Calgary, the National Archives in Ottawa and the CP Corporate Archives now in Calgary, yielded a treasure trove of commission reports, correspondence, engineering studies and other information that would be of interest to any researcher. Especially useful was the background material used by the Duff Commission held at the National Archives. Canadian Grain Commission reports were also very helpful in determining the evolution of Canada's grain elevator system. ■



GWR M-420(W)s 2001 and 2000 haul 31 empty grain hoppers at mile 104.6, Shaunavon Sub. on May 22, 2001. Photo by Les Kozma.



# CPR 2816 Reborn for 21st-Century Service

by Ian Smith



With its train on the crossover tracks between the two main lines, CPR 2816 charges through Maple Meadows, B.C., at MP 106.2 on CPR's Cascade Subdivision, with the first eastbound run of the day to Mission, B.C., on August 18. Photo by Ian Smith.

Forty years after its boiler went cold, one of Canadian Pacific Railway's steam thoroughbreds has been reborn in a magnificent job of 21st-century restoration.

After nearly three years of rebuilding by BC Rail steam shop craftsmen and various contractors, CPR H1b class Hudson 2816 moved under its own power on August 16 to begin three days of break-in running and testing on CPR's Cascade Subdivision between Coquitlam and Mission, B.C.

Testing began the day after 2816 passed its federal boiler inspection. The locomotive, its auxiliary tender and a single caboose were hauled by two CN SD60F diesels from North Vancouver via CN and BNSF trackage to Fraser Mills, on CPR's Westminster Subdivision in suburban Coquitlam. From there, 2816 worked solo to CPR's major classification yard in Port Coquitlam, where it picked up its train for the test runs.



Displaying the form that made it one of CP's thoroughbreds, CPR 2816 storms down the two-mile straightaway stretch at Silverdale, B.C., MP 91.4 on CPR's Cascade Subdivision, with the second eastbound run of the day to Mission, B.C., on August 18, 2001. Photo by Ian Smith.

Consist for the tests was 2816, auxiliary tender CP 35508, GP38AC 3007, caboose CP 434430, eight grain hoppers and caboose CP 434558.

Over three days, 2816 made five round trips operating as a work train between Port Coquitlam and Mission, stabled overnight in CPR's Vancouver Intermodal Facility yard in Pitt Meadows, just east of the main yard in Port Coquitlam. It covered some 250 miles while testing.

During the first two round trips, 2816 was stopped regularly en route for inspection. But the final three runs were non-stop in each direction, with the train running at track speed for freight equipment.

Since more work might have been needed as a result of testing, the locomotive ran without its boiler jacketing, but it still made a splendid sight. Both the main tender and the auxiliary tender, which originally ran with Delaware & Hudson 2-6-6-4 Challenger 1517, sported immaculate Tuscan red panels and gleaming, smooth bodywork.

The main tender, which was originally paired with H1c class Hudson 2822 but ran with 2816 for many years, was modified to hold fuel oil during the restoration, as 2816 itself was converted from coal to oil burning while at North Vancouver. The auxiliary

tender is for water only.

The locomotive now carries a second steam turbogenerator to handle such modern day appliances as ditch lights, radar-type speedometer, bearing temperature monitoring system, crew-alert system and other lighting.

After 2816 was repatriated by CPR from Steamtown in



Almost her last revenue trip, CPR 2816 accelerates a Vaudreuil to Montreal commuter train away from Grovehill (Lachine), Quebec, on May 28, 1960. Ektachrome slide by Earl Roberts.





CP 2816 being serviced at Mission, BC, after a high speed test run on August 17, 2001. Photo by Jan Stroomenbergh.



CP 2816 circles the Glen Yard passenger yard on February 25, 1961, to resume coach yard heating duties after returning from servicing at St. Luc Yard. Photo by Earl Roberts.

Scranton, Pennsylvania, in September 1998, and deadheaded across the country in a spectacular cavalcade, work began immediately at BC Rail's steam shops to bring it back to life.

But not all the work was carried out directly by BC Rail. The task of turning the driving wheels was farmed out to a museum in Tennessee (Branchline, September 2000, pp. 19-20). The major job of rebuilding the boiler was contracted to Doyle McCormack's Daylight Machine & Locomotive Works in Portland, Oregon. And Burrard Mechanical in North Vancouver fabricated an all-new cab (welded, rather than rivetted) and a new smokebox, the latter being sent south to Portland in July 2000 to be mated to the rebuilt boiler. Boiler and smokebox returned to North Vancouver in January this year, in a special train headed by one of McCormack's own locomotives (Branchline, March 2001, p. 21).

McCormack himself was in the cab for the tests in August, along with the foreman of BC Rail's steam shops, Al Broadfoot, who led the restoration project.

The rebirth of 2816 in August 2001 in North Vancouver

came more than 70 years after the locomotive was born in December 1930 at Montreal Locomotive Works, and some 40 years after it was last in steam, in the humble role of stationary boiler at CPR's Glen Yard in Montreal, along with eight other steam locomotives, used for heating coaches. It last ran in operating service in May 1960 on Montreal-Rigaud commuter trains. She was sold to the Steamtown Foundation in January 1964, and was moved to the Steam National Historic Site in Scranton, Pennsylvania, in 1988.

An active future lies ahead for what now will surely be Canada's premier working mainline steam locomotive.

That future was scheduled to begin September 19 with a special passenger train to Calgary, departing from Port Moody commuter rail station (near CPR's first terminus on the Pacific coast), and reaching 2816's new home in the Alberta city on September 23. Overnight stops were planned for North Bend, Kamloops, Revelstoke and Lake Louise. By the time you read this, that trip will have been completed, representing the climax of the year for Canadian railway enthusiasts.

The plan also called for 2816 to play a role in the historic occasion of CP Ltd.'s break-up into five separate companies on September 26, when shareholders were to meet in Calgary to vote on the proposal.

The new, separate Canadian Pacific Railway plans to use 2816 as a roving goodwill ambassador at community events throughout its far-flung system in both Canada and the United States. The locomotive could be on the road for up to 180 days per year, giving 21<sup>st</sup> century audiences across the continent a rare glimpse of the age of steam. ■



CPR 2816 rests outside BC Rail's steam shop in North Vancouver on August 18, 2001, alongside two former CPR locomotives whose future as working steam locomotives is very uncertain. Ex-CPR H1e Royal Hudson 2860 is shrouded under a blue tarp, while ex-CPR N2b 3716 behind has suffered major firebox damage. What a sight this would be if all three locomotives were under steam, in the first year of the 21st century. Photo by Ian Smith





# The Unspectacular History of the Oriole Sub.

Article and Photographs by F.G. (Joe) Howard

This story is prompted by a note in *Branchline* early last year to the effect that Canadian National's Oriole Subdivision in Toronto has been abandoned. Although there has been no service on the line since December of 1999 and the crossing protection at Lawrence Avenue has been removed, this little-known piece of Canadian Northern (CNoR) history in Toronto still survives - long after the demise of the first transcontinental system to take on Canadian Pacific.

Canadian Northern's main line from Toronto the west ran up the Don River valley for the first few miles and then climbed out of it to continue its way north through a boondocks location called, for their purposes only, Oriole. The line is now Canadian National's Bala Subdivision and Oriole is a stop for GO Transit. Lots of people live there.

Canadian Pacific's main line through North Toronto crosses high over CN's Bala Subdivision and the Don River, to continue west through Leaside. It was considered useful to connect the Canadian Northern and Canadian Pacific, so a branch was built from Oriole, now at the same grade as the CP line, south to another boondocks place called Dolans Junction on CP. This took place in the late-1910s. Today, Dolans is no longer in the boondocks.

The branch, all of 3 and a bit miles long, was called the Oriole Subdivision. In early-2000, the CP switch at its southern end was removed. The north end, off CN, is sometimes used for storage.

CP granted the 'Northern' switching rights along the north side of their track, jointly operated under CP rules, west to about Bathurst Street. It must have been one reason for this little branch. CP had built their North Toronto station, west of Leaside, at about this time. The building, which saw little official passenger activity, survived for many years as a Liquor Control

Board of Ontario outlet. It is now to be restored, thankfully. There is, moreover, no record of its use by the 'Northern'. Some historians believe that this was the case, along with a connection to be made where CP and the CNoR came close together some miles east. But the CN records have all been destroyed so there is no way to confirm or deny this.

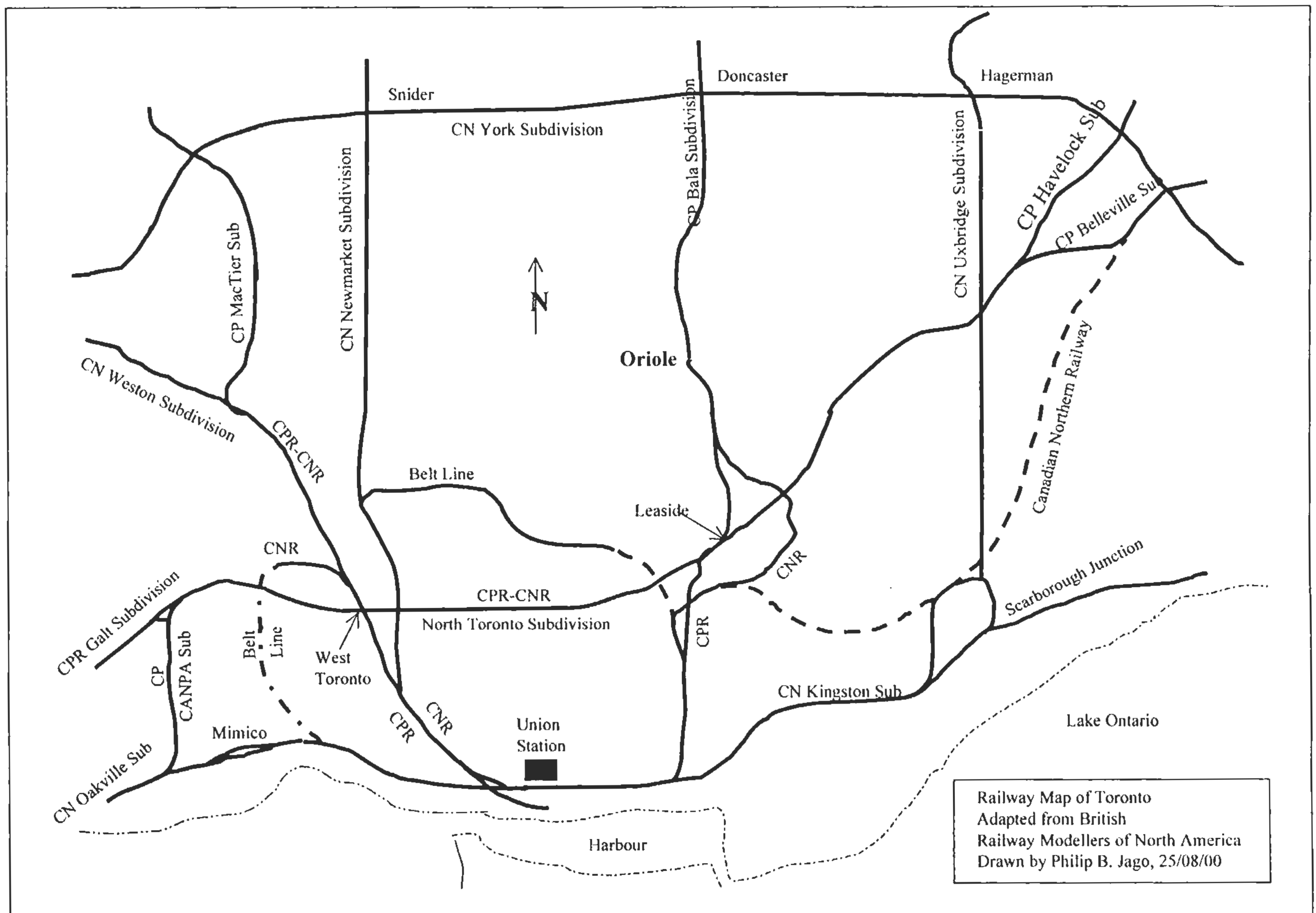
The writer can recall seeing a CN 0-6-0 moseying along the CP track. This, he found surprising, being a young teenager and not knowing much. He can also recollect an 0-6-0 being helped up the hill towards Oriole by a huge Toronto transfer 2-10-2 of the 4100 series.

Also surprising to this writer is the discovery of a Canadian Northern backshop in Leaside, off Laird Avenue, which survived as a work equipment storage and repair facility after its new owner, CN, moved the locomotive work to Stratford. Access to it was via CP, another reason for the Oriole Subdivision. Not understandable is why the shop was located along CP and not in the Don Valley flats along the CNoR main line.

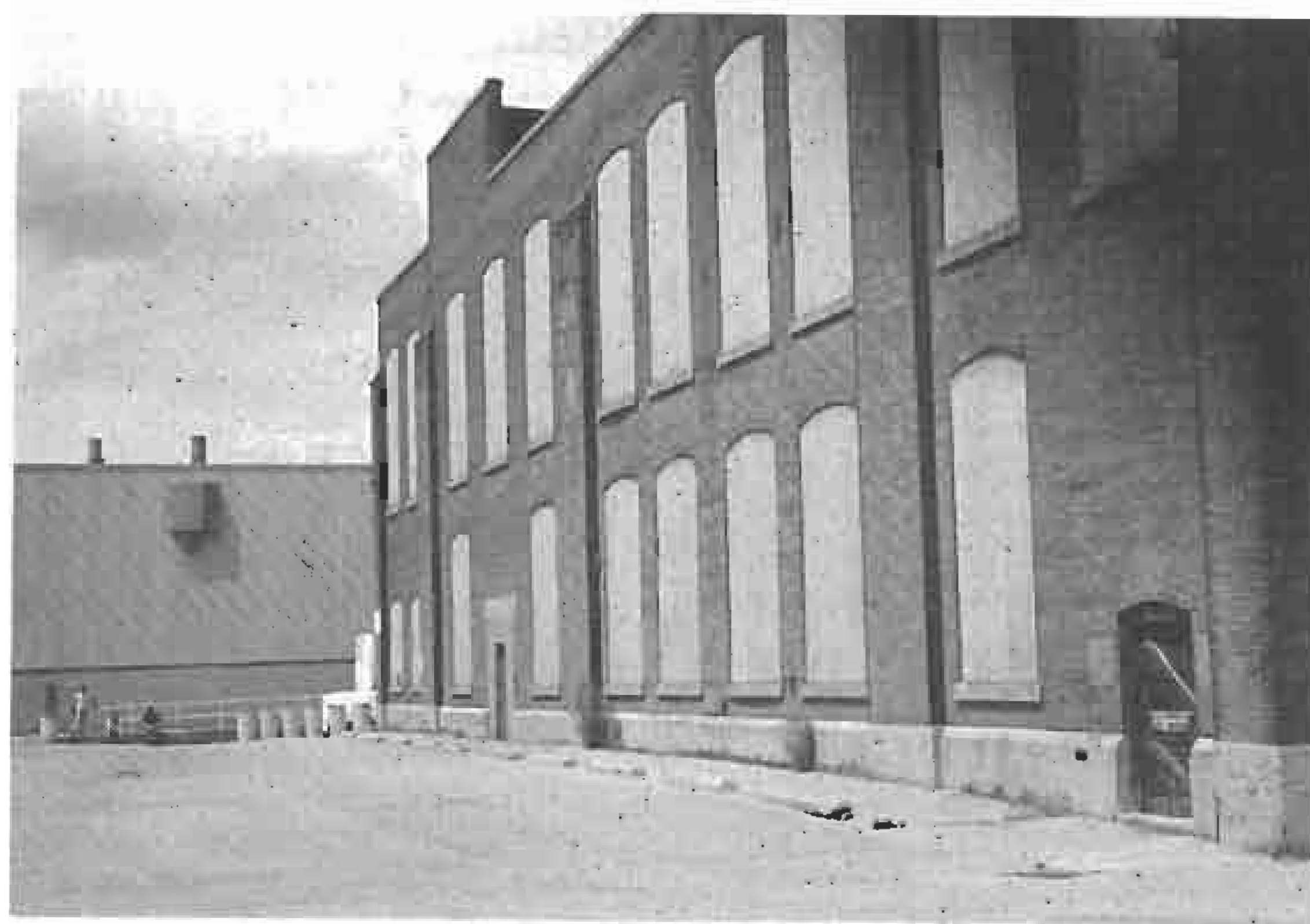
The Oriole Subdivision was in use five days per week until December 1999, but serving only a group of industries clustered around the old back shop. It is closed now, boarded up and a candidate for leasing out. Although CP had a station in Leaside, it was CNoR territory, even boasting a street named Hanna, after D.B. Hanna, CNoR's last president and CN's first, before being removed by Prime Minister MacKenzie King. Interchange was sometimes performed there but that activity no longer takes place.

The Oriole Subdivision ran to the west of and parallel to Don Mills Road, crossing Lawrence Avenue at a gameness but protected crossing. The protection was removed in early-2000.

Thus passes from history yet another reminder of the ill-fated Canadian Northern Railway.







UPPER LEFT: The CPR switch at Donlands - now removed.

ABOVE: Ghost from the past - the former Canadian Northern backshop at Leaside, Ontario.

LEFT: GO Transit's Oriole Station. ■

### *B.R.S. "Sales Desk Service"*

PO Box 141, Station 'A', Ottawa, Ontario, K1N 8V1  
or e-mail: [brspaul@sympatico.ca](mailto:brspaul@sympatico.ca)

	PRICE/SH:PPING
<b>Canadian Trains Calendar 2002</b> - produced by Steamscenes, this all-colour work features a good mix of historical and contemporary scenes. Includes photos of CN 4-8-2 6000 at Allendale, a 2-6-0 at Hamilton, and the "Royal Canadian".	12.00 * 2.50 - NEW -
<b>Steam on the Move 1955-1958: The Final Years and Years After, Vol. 1</b> - video filmed and narrated by John Freyseng. Includes CPR 4-4-0s in New Brunswick, CP gas car in Fredericton, CP 4-6-2 2467 on a CRHA excursion, and CPR trains on the Interprovincial Bridge between Ottawa and Hull. Colour, some original sound, narration, 50 minutes.	24.95 * 5.00 - NEW -
<b>Last Train to Lindsay</b> by Keith Hansen, with assistance from John Cowan. This massive volume concentrates on the many lines radiating out of Lindsay, Ontario, from the construction details through to abandonment. In addition to many photographs, the volume is loaded with maps and diagrams. Hardbound, 482 8½" x 11" pages.	65.00 5.00 <b>BACK IN PRINT</b>
<b>Canadian Railway Station Guide:</b> Produced by the Bytown Railway Society, this Guide provides a province by province inventory of all know stations, regardless of present use, eg. passenger stations, museums, residences or simply abandoned, current to January 1998. Soft cover, 304 5½" x 8½" pages, colour covers.	15.95 5.00
<b>Canadian Pacific: Color Guide to Freight and Passenger Equipment, Volume 1</b> by John Riddell. A detailed look at the rolling stock of the CPR system during the 1950s, 1960s and 1970s. A cross section of everything: scale test cars, stock cars, tuscan and stainless steel passenger cars to official cars. All colour. 128 8½" x 11" pages, hardbound.	60.00 5.00
<b>Newt Rossiter: A Last Look at Steam</b> - This is the 5 <sup>th</sup> video from Rail Innovations featuring Newt Rossiter's films. In the last days of steam, Newt ventured into the US to catch the big time action. This video includes scenes on the NKP, DW&P, GTW, an articulated locomotive on the DM&IR, and more. Narrated by Newt, colour, 29 minutes.	19.95 * 5.00 - NEW -

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address. ■ Items identified with an asterisk (\*) are subject to 8% Ontario Retail Sales Tax when shipped to an Ontario address (the Ontario tax does not apply to shipping charges). ■ U.S. orders in U.S. funds, please, to cover higher shipping charges, however, please deduct 25%.



# Information Line



## **RAIL UNIONS PICKET CN'S SYMINGTON YARDS IN WINNIPEG:**

Three railway unions joined forces and staged an informational picket line at the entrance to CN's Symington Yards in Winnipeg, MB, in early-August. They wanted to draw public attention to CN for placing the Canadian public and their own employees at risk. Rick Bacchic, of the United Transportation Union, says there is harassment and intimidation of employees, bad cars are being allowed on tracks and the use of long trains are causing excessive delays in all communities. He says CN is being Americanized with new management from the United States. The picket line coincided with the visit to the Symington yards of CN president Paul Tellier. The United Transportation Union was joined by the Brotherhood of Locomotive Engineers, and Canadian Auto Workers. (Canadian Press, August 9; and Winnipeg Free Press, August 10, thanks to Jim Lewis)

## **CN MAKES SHELF PROSPECTUS FILINGS FOR US\$1 BILLION OF DEBT:**

CN has made required filings with Canadian securities regulators and the US Securities and Exchange Commission with respect to a preliminary shelf prospectus providing for the issuance by CN of up to US\$1 billion of debt securities in Canadian and US markets. CN expects to use net proceeds for general corporate purposes, including the redemption and refinancing of outstanding debt, acquisitions and other business opportunities. One of the main reasons for the financing is CN's acquisition of Wisconsin Central Railway. (Canadian Press, August 15; Globe & Mail, August 16)

## **LAKE ERIE STEEL COULD START TRANSPORTING BY RAIL:**

The general manager of Lake Erie Steel has announced plans to make greater use of rail service to move the plant's product. Lake Erie Steel (LES), a division of Stelco, is consulting with CN about increasing its reliance on a shuttle service between the Nanticoke plant and Hilton Works, LES's sister plant in Hamilton, Ontario. CN spokesman Ian Thompson said his company is always willing to do what it can to accommodate its customers. (Canadian Press, August 16)

## **STB OKs CANADIAN NATIONAL BUY OF WISCONSIN CENTRAL:**

On September 7, the U.S Surface Transportation Board conditionally approved CN's \$800 million purchase of Wisconsin Central Transportation Corp. The railroads agreed to keep open all existing active gateways and track segments that were operating before the combination, and to inform the regulatory agency for one year on the progress made in integrating the two operations. "We approve the application because the evidence demonstrates that there is not likely to be either a substantial lessening of competition, the creation of a monopoly or a restraint of trade in freight surface transportation in any region of the United States," the STB said in its decision. Canada's antitrust regulatory board, the Competition Bureau, gave its approval in August to the takeover of Rosemont, Illinois-based Wisconsin Central for \$17.15 per share. CN will also take on \$400 million in Wisconsin Central debt, lifting the total value of the deal to \$1.2 billion.

The purchase of Wisconsin Central by CN - Canada's largest railway and the fifth largest in North America - will expand CN's rail network by about 2,800 miles and give CN access to markets in Chicago; Duluth, Minnesota; and Milwaukee and Superior, Wisconsin. CN's network consisted of 15,500 miles of track in the United States and Canada before its purchase of Wisconsin Central. CN promises to "maintain gateways affected by the transaction, greater operating efficiencies and assurances that service on the combined CN/WC network will be as good as, or better than, what existed before the merger," Paul Tellier, chief

executive of CN, said in a statement

However, STB did impose certain conditions requiring CN/WC to: keep all merger-affected gateways open on commercially-reasonable terms; waive defences the railroads otherwise might have under STB's bottleneck rates policy; report to the board for one year concerning the progress of integrating operations; comply with the railroads' proposed Safety Integration Plan; participate and fully cooperate with Federal Railroad Administration and STB until FRA advises that the merger has been safely implemented; and adhere to New York Dock Labour protection conditions.

The STB decided not to impose terms of a settlement agreement between Great Lakes Transportation LLC (GLT) and CN, under which taconite traffic originating at mines served by a GLT affiliate would move via other GLT affiliates to destinations via rail-water routes incorporating the Great Lakes. The board determined that there was no merger-related harm that the agreement needed to address; other remedies under law would be available if CN/WC were to engage in below-cost pricing for the traffic; and other parties raised sufficient doubts regarding the anti-competitive nature of certain agreement elements. The STB also ruled that the board would remain open to any below-cost pricing complaints should they arise, and that GLT and CN could enter into a private agreement without board approval.

The STB also noted that "Applicants state that the CN/WC control transaction will not cause any identifiable, adverse effects on intercity passenger and commuter operations on CN's and WC's systems in the United States and Canada."

CN and WC officials expect to close the transaction on or about October 9. Immediately after the merger's complete, CN plans to begin a step-by-step integration of the two companies' North American operations. WC's North American network would become the Wisconsin Central Division - CN's sixth operating division, headed by Gordon Trafton, vice president. (Progressive Railroading)



**CANADIAN  
PACIFIC  
RAILWAY**

**CPR UPDATES ITS THREE-YEAR NETWORK PLAN:** CPR has updated its three-year network plan. It is the first step toward discontinuance of five low-volume branch lines in Western Canada as a result of long-term traffic declines. Under this latest revision to its network plan, CPR identifies the following five lines as candidates for discontinuance:

\* Saskatchewan: 1) Arcola Subdivision, 41.3 km (25.7 miles), between Redvers and Carlyle; 2) Burstall Subdivision, 88 km (54.7 miles), between Burstall and Ingebright Lake; and 3) Rocanville Subdivision, 3.3 km (2 miles), connecting the Sylvite Spur to Rocanville.

\* Alberta: Willingdon Subdivision, 209 km (130 miles), between Lloydminster and Star.

\* British Columbia: Kimberley Subdivision, 25.7 km (16 miles), between Cranbrook and Kimberley.

(CP Press Release, August 17)

**HISTORIC CPR SPUR LINE TO BE SHUT DOWN:** With the impending closure of the Sullivan Mine in Kimberley, BC, CPR has announced in late-August that the Kimberley line has been placed on its three year network plan as the first step toward discontinuance of the branch line. "Adding Kimberley to the network plan is the first step in a process we must follow under the Canada Transportation Act," said Ian La Couvée of CPR. "Whenever we have a line we believe may be shut down we have a procedure to follow. The decision to add the line to the



plan must be made public. The line must be offered to the short line market place, then the provincial government and finally to municipal governments adjacent to the line. So there is plenty of opportunity if anyone has a use for it." If no one comes forward to take the line over it will be discontinued. The 26 kilometre line was built by the CPR in 1899 in order to ship ore from the Sullivan to Nelson and Trail. (Kimberley Daily Bulletin, August 28; Cranbrook Daily Townsman, August 29)

**UNION PACIFIC HAPPY WITH CPR PARTNERSHIP, SAYS 'NO' TO TAKEOVER THOUGHTS:** The chief executive of North America's largest railroad company says he prefers to work with - and not take over - Canadian Pacific Railway once it splits from its parent company in October. Union Pacific head Dick Davidson praised the strategic alliance between the two railroads and said he has no plans to even buy shares in CPR when it begins trading as a separate entity following the splintering of conglomerate Canadian Pacific Ltd. in early October.

With nearly 52,000 employees and more than 61,000 kilometres of track, Union Pacific is about four times the size of CPR and is often mentioned as the most-likely suitor for Canada's second-largest railroad since they have been working together for three years. But Davidson says Union Pacific suffered "indigestion" after two large acquisitions in the past five years and is content with teaming up with CPR rather than taking over the railway. CPR and UP started an alliance in 1999 in the north-south corridor from Alberta to California, and are now trying to apply it to corridors in the Midwest and eastern North American markets.

CP Rail invited journalists on a special train to talk with its senior executives and those from Union Pacific about CP's upcoming division and how the companies' alliance is working. CPR President Rob Ritchie has been opposed to mergers, preferring strategic alliances instead, which he hopes will help railways expand their businesses without having to go through disruptive takeovers. However, Ritchie said CPR would remain competitive, and if another wave of consolidation came through the industry the railway would be active, not passive. (Canadian Press, August 30)



**TOURISTS TAKE PRIORITY WITH VIA:** Disruptions caused by train derailments, and the treatment of northern residents after several derailments, was the topic of discussion between officials from VIA Rail, OmniTRAX and mayors of northern Manitoba communities, at a recent meeting in Thompson, Manitoba. Three grain trains derailed in July leaving many passengers stranded. Some passengers were upset over the way VIA treated them. They claimed that local people who board the train in their communities have to wait until they arrive in Thompson to buy a ticket. But people who are able to buy tickets before boarding get priority treatment from VIA in emergencies. Local people say they should be able to buy tickets when they board the train and be treated the same as people who already have tickets. VIA regional director Marc Beaulieu says the meeting helped improve the company's relationship with the communities. He says VIA will look at the ticket issue, and look at making other improvements. (Nickel Belt News, August 2)

#### **REGIONAL / SHORTLINE NEWS**

**GOVERNMENT OF CANADA GRANTS \$5 MILLION TO THE QUEBEC CENTRAL RAILWAY:** The Government of Canada will provide a repayable contribution of \$5 million for the Quebec Central Railway's planned upgrading of the rail line running from Lac Frontière in the Bellechasse-Etchemin region to Sherbrooke, via the Beauce and the Amiante region. The project should encourage major industrial projects, especially in the Amiante

region. The Quebec Central Railway Company plans to upgrade over 10,000 metres of siding over a three-year period and carry out a substantial amount of work on its railway installations, including 71 switches, five wye tracks, a turn table and a storage track. (Canada Economic Development for Quebec Regions, Press Release, June 20)

**RAIL PRESENCE A MUST, CLAIM BUSINESSES:** Representatives from Nova Scotia Power and industrial Cape Breton businesses were unanimous on August 10 in supporting the need for a continued rail presence on the island. They met in the Northside Industrial Park at the offices of COPOL International to discuss common concerns regarding the future of the Cape Breton and Central Nova Scotia Railway. The general consensus was that keeping the rail line up and running is important to the area. The businesses and Nova Scotia Power will share information over the next several weeks and work to raise awareness around the issue. (Cape Breton Post, August 11)

**ONTARIO GOVERNMENT EXPLORING OPTIONS FOR ONTARIO NORTHLAND:** The Ontario government has placed advertisements in papers titled "Request for Expressions of Interest in Ontario Northland Rail Freight and Passenger Services". They are exploring options to divest rail freight services and for alternative delivery of passenger services. Responses are due September 14<sup>th</sup>, and to be qualified for "subsequent stages of this process", interested parties must respond to this request. (Globe & Mail, August 11, thanks to John Thompson)

#### **OTHER INDUSTRY NEWS**

**TRANSPORT CANADA ISSUES NEW TRANSPORTATION OF DANGEROUS GOODS REGULATIONS:** Transport Canada has announced new "clear language" regulations governing the transportation of dangerous goods in Canada. The Transportation of Dangerous Goods Regulations, 2001, which take effect August 15, 2002, set out requirements for testing, classification, labelling, containment, and documentation under the Transportation of Dangerous Goods Act, 1992. They will replace the previous version, which was enacted in 1985. The agency said the main purpose of the revision was to clarify, simplify and modernize the regulations, and to streamline the process for shipments involving several forms of transport, including ships, trucks, and trains. The new regulations were published in the Canada Gazette Part II on August 15, 2001. (Transport Canada release, August 15)

**GLOBAL RAILWAY IS AWARDED \$1 MILLION CONTRACT FROM GO TRANSIT:** Global Railway Industries, a provider of railway products and service equipment, announced that the Company's wholly-owned operating subsidiary Bach-Simpson, was awarded a \$1 million contract from the GO Transit system to supply replacement railroad event recorder systems. "Our railroad event recorder system is the product of choice by many of the largest transit systems," says Mike Kohut, president of Global.

Global's subsidiary Bach-Simpson is a market leader in railroad instrumentation and vehicle monitoring equipment. The company specializes in state-of-the-art Event Recorder Systems for transit railcars and industrial freight locomotives with thousands of units already installed and operating. Event Recorders are specifically designed for the adverse conditions of the railroad environment. The recorded data provides vital information for accident investigations, train handling studies, fuel conservation, vehicle performance, and preventative maintenance programs. (Canada Newswire, August 8)

**FEDERAL STUDY SUGGESTS EASTERN CANADA TRAIN EXHAUST CONTAINS MORE TOXINS:** A Transport Canada study suggests exhaust from trains travelling the Ontario-Maritimes railway corridor contains more smog-causing toxins than elsewhere in Canada. But critics of the report say the trucking industry is twisting the statistics to suit its own



agenda. "Someone in the trucking industry is trying to argue that black is white," said John Pearce, president of the Atlantic branch of Transport 2000. "The implication that railways are dirtier is definitely wrong."

The study has prompted officials with the Canadian Trucking Alliance to call for regulation of locomotive diesel fuel. "Locomotive engines in Canada are not regulated and truck engines are," said CTA spokesman Steve Laskowski. "You have some environmental issues here." The study found that while western Canadian diesel fuel comes from Canadian tar sands, fuel used in Eastern Canada is usually derived from crude oil. As a result, the sulphur content of fuels used in eastern Canadian engines is potentially higher. But that doesn't mean the engines are emitting more sulphur, said Railway Association of Canada spokesman Roger Cameron.

Although diesel trucks must meet specific emissions requirements by law, RAC and Environment Canada have signed a memorandum of understanding that says emissions from diesel locomotives can be no higher than the current threshold for trucks. The study pointed out that the railway association is meeting the terms of that agreement. Mark Tushingham, head of fuel processing for Environment Canada, said a plan is in place to gradually reduce emissions even from the current limit, "Locomotive emissions would contribute (to pollution), but would be a small contribution in the whole scheme of things." (Canadian Press, July 28; Transport Canada) [The report is available from Transport Canada's website at [www.tc.gc.ca/tcd/summary/13700/13783e.htm](http://www.tc.gc.ca/tcd/summary/13700/13783e.htm)]

#### **KAMLOOPS COUNCIL BACK RAILWAY GROUP WITH \$360,000:**

On July 31, Kamloops city council approved more than a quarter million dollars to get former CN 4-6-0 2141 chugging on track, unanimously supporting the motion to give the Kamloops Heritage Railway Society \$360,183 to build a new shop/storage building and get the train operating. Mark McVittie, treasurer for the society, said the money will cover the first two phases of the three-part project. The first phase involves building a secure siding to store the train and cars. The second phase is to start up the rail tour business, including sales and marketing. The final phase involves a heritage rail theme park and a 1905 historical turntable. (Kamloops Daily News, August 1)

**WEST ISLAND RAIL RIDERS DECRY CUTS:** At a time when Montreal's mayor is proposing a subway to the West Island, some suburban residents are upset that their existing commuter-train service is being cut back. "People are screaming for extra trains and they're cutting back," said Dorval resident Heather Miller. "Either provide the service or get someone else to do it." The Agence métropolitaine de transport (AMT) announced that it is adding a train departing Windsor Station at 3:15 pm. In fact, this train replaces the cancelled 3:45 pm departure, so there's no addition. Another departure has been moved up from 4:40 pm to 4:30. A note from angry commuters, circulating on trains, urges commuters to call the transit agency to complain and demand "at least two departures at or after 8 pm, if not adding a third one." Raynald Bélanger, AMT vp (commuter trains), said that its hands are tied by CPR and its freight schedule. "Freight is the bread and butter of CP; commuter trains come second," Bélanger said. (Montreal Gazette, August 11, thanks to Gilles Chevrier)

**TRINITY INDUSTRIES AND THRALL CAR MANUFACTURING TO MERGE:** Trinity Industries and Thrall Car Manufacturing have announced that they have entered into a definitive agreement under which Thrall will merge its operations with Trinity Industries' railcar manufacturing business in exchange for cash and Trinity stock. Under the terms of the agreement, Trinity will pay approximately \$165 million in cash and issue 7.15 million shares of its common stock to the shareholders of Thrall. Trinity has also agreed to make additional payments, not to exceed \$45 million over five years, based on a formula related to annual railcar industry production levels. The newly combined railcar manufacturing business will offer customers an industry-leading, full product line of rail solutions, underscored by Trinity's strength

in the tank car segment, Thrall's strength in auto rack manufacturing, and their combined research and development expertise across the entire spectrum of railcars. (PR Newswire, August 13)

**CN GETS OK FOR SALE OF PART OF ITS STATION:** St. Catharines, Ontario's committee of adjustment has approved CN's sale of part of its Great Western St. station for industrial use. The committee approved the sale of about 1.3 hectares (3.2 acres) of the property for industrial use. CN is to retain 2.22 hectares (5.4 acres). The land is already zoned for industrial use. The sale is conditional on a number of factors, including the station remaining heritage-designated. (St. Catharines Standard, August 23)

#### **ENTHUSIASM IS BUILDING FOR CASO STATION PURCHASE:**

A proposal by On Track to develop the Canada Southern Railway station as a community attraction, received an enthusiastic reception on August 22 in St. Thomas, Ontario. On Track confirmed it is bidding to buy the historic station from CN and CPR, co-owners of the Canada Southern. On Track chairman Paul Corriveau says the non-profit organization is acting after at least two private-sector proposals for the property failed to materialize. On Track would work with the private-sector and community partners to develop the station as an attraction. Corriveau said details of the project, which he said could cost \$3 million, would be worked out with them. (St. Thomas Times-Journal, August 22)

#### **RAIL PLAN RISES TO LINK UNION STATION AND PEARSON:**

A plan for a rail link between Toronto's Union Station and Pearson Airport would see tracks lifting off the ground and running up on pillars to the top of the airport's new terminal. Sources at Pearson and the federal transport ministry, which is keen to launch the project, say both sides have agreed on a basic configuration for the link. Instead of earlier plans, which would have seen the line terminate at Woodbine Raceway, where passengers would have to transfer to an airport "people mover" for several kilometres, the link will now likely run right into the top of Pearson's new \$3.3 billion terminal. While transport ministry officials are still reviewing plans from eight private consortiums who have expressed an interest in building a line, officials say any link will almost certainly have to run right into the terminal building to draw customers. The ministry is hoping to put out an official request for proposals on the project in January. (Toronto Star, August 27)

**SAFETY FEARS DELAY LIGHT-RAIL PROJECT:** Safety violations caused Ottawa's much-touted light-rail project to miss its September 4 launch date. Delays building track and other infrastructure have limited the amount of time trainee drivers have received behind the controls. Three safety related incidents caused railway safety inspectors to give OC Transpo until September 14 to find solutions to the safety issues. No date has been given for the light-rail project to begin (ed. note - likely in October). (Ottawa Citizen, August 28)

#### **CASH-STRAPPED TTC APPROVES \$2.5B SUBWAY EXPANSION:**

The Toronto Transit Commission has approved preliminary plans for a \$2.5-billion expansion of the Spadina and Sheppard subway lines. The TTC wants to expand the Sheppard subway line east as far as Scarborough Town Centre, and to extend the Spadina line through York University to Steeles Avenue and the border of Vaughan. The commission voted to instruct staff to begin preparations for land acquisition, detailed planning and financial analysis. "It's a plan that takes rapid transit into the next 10 to 15 years, if you can afford to build it," Brian Ashton, chairman of the TTC, said.

The TTC does not have enough money to maintain its existing fleet of buses, streetcars and subway trains over the next decade, let alone build new subway extensions. However, Mr. Ashton said the August 29 decision was necessary because the city's population is projected to grow by a million in the next



20 years. He said it will take eight years to build the new lines and believes it is crucial to have an expansion plan in place now.

Lorna Marsden, president of York University, said the Spadina-York subway extension is desperately needed. "We have over 40,000 students, going up to 55,000 students very, very soon," Ms. Marsden said. "We have 36,000 cars a day coming on to our campus and 11,000 parking spaces. The provincial and federal governments are discussing the possibility of extending money to municipalities to fund public transit. The failure of Ottawa and Queen's Park to help pay for public transportation has been a major irritant between municipalities and senior levels of government. Local officials expect the province and Ottawa to announce a joint program later this year to fund transit infrastructure, Mr. Ashton said. "This plan gets Toronto's transit needs on the table because the 905 regions are now looking at similar capital projects for their own particular needs," he said.

He said even if Queen's Park and Ottawa come through with money, Toronto council would still have to pay 25% of the project's costs. The TTC is one of the only transit systems in North America solely paid for out of the fare box and property taxes, and the system is badly in need of cash. "We're now facing the prospect in the next couple of months of making decisions on bus purchases where we're going to have to reduce service in Toronto to a level we can afford," Mr. Ashton said. The TTC needs 509 new buses by 2003 to prevent widespread deterioration of existing services. "The public could very much scratch their heads and say 'are you crazy, you're trying to buy a subway system when you can't even buy a bus,' " he said. "Right now, our particular position is we need, in the next 10 years, \$3.8-billion just to maintain our existing service. Anything for expansion would be above and beyond that." The city needs about \$6.5-billion to maintain and expand its transit system, money which he believes the province, with its federal partner, should provide. "Public transit needs public sector funding, and it has to be secure commitments or we can't plan for the next 10 years." (National Post, August 30)

**CPR PITCHES IDEA OF HAULING MILLION TRUCKS A YEAR BY RAIL:** A \$2-billion proposal that would get one million trucks a year off Ontario's Highway 401 and onto flatbed railway cars is being considered by the federal government. Robert Ritchie, president and CEO of CPR, made the pitch at a private meeting with Transport Minister David Collenette and his senior officials, according to CPR documents obtained by Global News. The objective is to ease traffic on one of the most heavily travelled highways in North America. It is estimated 400,000 vehicles drive on the 401 every day in the Windsor-Toronto-Montreal corridor - 80,000 of them trucks.

Proponents for the private-public partnership maintain it would make the highway safer, save taxpayers millions of dollars in road repair costs, reduce energy consumption and cut one of the largest sources of greenhouse gas emissions in Canada. But it would require a huge, five-year \$2-billion investment in new and upgraded rail lines. In some areas, it would involve construction of a second set of tracks so trains could run simultaneously in opposite directions. And it would also require the co-operation of the Ontario government - while at the same time outraging truckers fearful of losing their jobs.

"As congestion grows, trucks are becoming less competitive," a federal source explained. "Drivers are also getting pissed off at all the trucks on the 401. It's a radical proposal and it's being pushed from within" government. Under the proposals, truck trailers would be delivered to the rail yards, loaded on rail flatcars and then picked up by truck cabs at the final destination. "Ontario will be central to the future of this concept," the documents say. "CPR has not yet presented its ideas to Ontario." According to Ontario's Ministry of Transport, 35,000 trucks travel daily between Toronto and Detroit. That total will increase by an additional 320 round trips a day next year when Toronto's garbage is hauled to Michigan. An additional 25,000 trucks travel between Toronto and Montreal.

The rail upgrades would allow for heavier loads to be shipped by train and the trains to move faster. It would also create second rail lines between Smiths Falls and Toronto and between Toronto and Windsor. "Truckers will suffer but this isn't an attack on them," one CPR source said. "The reality is from an economic and environmental point of view, it makes sense. That's why we are seeking to enter into partnerships with them and the government." (Ottawa Citizen, September 5)

**TRUCKERS ASK FEDERAL TRANSPORT MINISTER TO END THE SPECULATION ON RAILWAY SUBSIDY PROPOSALS:** The Canadian Trucking Alliance (CTA) has written to federal transport minister David Collenette asking him to end weeks of rumours and speculation on the status of railway proposals to use taxpayer dollars to move more Ontario Highway 401 freight by train. While details of this latest proposal are sketchy, they point to a \$2 billion scheme to subsidize railway intermodal operations - an amount equivalent to what truckers and motorists in Ontario pay in federal fuel taxes each year.

The reports quote government sources as saying it is being pushed from 'within'. David Bradley, chief executive officer of the Alliance, said that the reports are creating confusion and concern in the industry. According to Bradley, these rumours risk derailing transport minister Collenette's Transportation Blueprint consultations. "A few months ago, transport minister Collenette asked our industry to join him in developing a 'blueprint' for transportation in Canada," said Bradley. "In light of persistent rumours suggesting that Transport Canada is pushing for rail-friendly subsidy programs, we're left wondering whether the minister's mind is not already made up." "The minister should answer a simple question: does he support using taxpayer dollars to subsidize rail operations?" (CTA release, September 5)

**PLAN TO GET TRUCKS OFF THE 401 HAS UNION SUPPORT:** "The \$2 billion plan to get trucks off the 401 has the support of rail workers," says Tim Secord, Canadian Legislative Director of the United Transportation Union. "We're ready to do our part. Obviously it will mean more jobs for rail workers, but for the general public there are also big advantages," Secord says. "Rail workers are subject to much tougher safety regulations than truckers including a rigorous operating code, mandatory drug and alcohol testing and a much tougher hours of service regime. If there is a crash in the rail industry the Transportation Safety Board investigates. We get answers and improvement are made." Secord says: "About 600 Canadians a year are killed and 12,000 injured in collisions involving big trucks. Reducing truck traffic will not only cut traffic jams but it will save lives. The initiative will also help Canada fulfill its commitments under the Kyoto accord to reduce greenhouse gases. The cost issue must be considered in light of an annual \$5.5 billion dollar subsidy for Canadian roads." He notes that big trucks do 16,000 times more damage to roads than ordinary automobiles. The United Transportation Union represents 8,500 Canadian workers, including conductors and yard personnel at CP and CN Rail. (UTU release, September 6)

**NEW GO TRAINS INTRODUCED:** Starting Tuesday, September 4, GO Transit introduced additional service. On the Georgetown line a new westbound GO Train leaves Union Station at 14:50, serving Bloor, Weston, Etobicoke North, Malton, Bramalea, and Brampton GO stations. Passengers travelling beyond Brampton can take a westbound bus to Georgetown and Guelph. GO Transit also added one new morning and one new evening train on its Bradford rail line. The new train is possible because GO added a train to its fleet by leasing a locomotive and six passenger railcars from commuter rail systems in British Columbia and Florida. A new afternoon rush hour express train has been added on the Lakeshore east service, leaving Union Station at 16:10, running express to Rouge Hill GO station in east Toronto, then serving Pickering, Ajax, Whitby, and Oshawa. (Canada Newswire, August 29) ■



## A SELECTION OF PASSENGER CONSISTS

<p>9 August 2001 VIA #1 - "Canadian" at Edmonton, Alberta</p> <p>F40PH-2 6443 F40PH-2 6457 F40PH-2 6442 Baggage 8610 Coaches 8100, 8127, 8126, 8118 Skyline 8501 Sleeper <i>Elgin Manor</i> Sleeper <i>Brock Manor</i> Sleeper <i>Allan Manor</i> Skyline 8516 Diner <i>Frontenac</i> Sleeper <i>Laird Manor</i> Sleeper <i>Craig Manor</i> Sleeper <i>Wolfe Manor</i> Sleeper <i>Chateau Maisonneuve</i> Sleeper <i>Chateau Closse</i> Sleeper <i>Brant Manor</i> Sleeper <i>Amherst Manor</i> Sleeper <i>Grant Manor</i> Sleeper <i>Rogers Manor</i> Sleeper <i>Draper Manor</i> Skyline 8510 Diner <i>Imperial</i> Sleeper <i>Monck Manor</i> Sleeper <i>Osler Manor</i> Sleeper <i>Dawson Manor</i> Dome-Sleeper-Observation <i>Assiniboine Park</i> (27 cars)</p> <p>-----</p> <p>13 August 2001 VIA #6 - "Skeena" at Prince George, BC</p> <p>F40PH-2 6456 Coach 8110 Club Cars 4004, 4002, 4006 Dome-Sleeper-Observation <i>Prince Albert Park</i></p> <p>-----</p> <p>11 August 2001 BCOL #2 - "Cariboo Prospector" at Prince George, BC</p> <p>RDC-3 BC-31 RDC-1 BC-21, BC-15</p>	<p>11 August 2001 VIA #15 - "Ocean" at Truro, Nova Scotia</p> <p>F40PH-2 6458 F40PH-2 6453 Baggage 8620 Coaches 8142, 8108, 8130, 8133, 8144 Skyline 8506 Diner <i>Louise</i> Sleeper <i>Chateau Papineau</i> Sleeper <i>Chateau Lasalle</i> Sleeper <i>Chateau Montcalm</i> Sleeper <i>Chateau Jolliet</i> Sleeper <i>Chateau Marquette</i> Dome-Sleeper-Observation <i>Waterton Park</i></p> <p>-----</p> <p>10 August 2001 VIA (Amtk) #88 - "International" at Kitchener, Ontario</p> <p>B32-8WH 519 Horizon Coaches 54582, 54523, 54575 Horizon Dinette 53003 Private Car 800588 - <i>Northern Sky</i></p> <p>-----</p> <p>22 August 2001 VIA/HBRY #291 at Wanless, MB:</p> <p>HBRY M-420(W) 3548 Ex-BRC C-424 602 OMLX/HBRY GP38-2 2000 35 freight cars VIA Baggage 9631 VIA Café-Coach 3248 VIA Combine 5649</p> <p>-----</p> <p>1 September 2001 VIA #72 at London, Ontario</p> <p>F40PH-2 6436 LRC Club 3469 LRC Coaches 3318, 3316, 3363, 3324, 3361, 3314, 3311, 3353, 3317 LRC Club 3466 F40PH-2 6418</p>	<p>24 August 2001 VIA #15/17 - "Ocean" at St-Lambert, Quebec</p> <p>F40PH-2 6415 * F40PH-2 6431 F40PH-2 6455 Baggage 8619, 8615 * Sleeper <i>Chateau Rigaud</i> * Sleeper <i>Chateau Levis</i> * Sleeper <i>Chateau Bienville</i> * Diner <i>Emerald</i> * Skyline 8515 * Coaches 8138*, 8140*, 8142, 8131, 8103, 8139, 8136 Skyline 8511 Diner <i>Kent</i> Sleeper <i>Chateau Cadillac</i> Sleeper <i>Chateau Dollard</i> Sleeper <i>Chateau Brule</i> Sleeper <i>Chateau Dollier</i> Sleeper <i>Chateau Vercheres</i> Sleeper <i>Chateau Iberville</i> Sleeper <i>Chateau Papineau</i> Dome-Sleeper-Observation <i>Revelstoke Park</i> (24 cars; * from Gaspe added at Matapedia)</p> <p>-----</p> <p>24 August 2001 AMT #111 at Beaconsfield, Que.</p> <p>FP7A 1302 Coaches 730, 802, 809, 831, 819, 813, 803, 820, 735 EGU 600 FP7A 1301</p> <p>-----</p> <p>6 September 2001 ONT/VIA 698 - "Northlander" at Richmond Hill, Ontario</p> <p>SD40-2 1733 EGU 202 Coach 600 Snack Car 702 Coach 612</p>	<p>26 August 2001 CN Special from Whistler at North Vancouver, BC</p> <p>IC (CN) E9Ar 102 IC (CN) E9Ar 103 CN Service Car 15162 - <i>Coureur des Bois</i> CN Reception Car 15165 - <i>Tawaw</i> CN Track Inspection Car 15050 - <i>Sandford Fleming</i></p> <p>-----</p> <p>28 August 2001 CP/UP Business Car Special at Calgary, Alberta</p> <p>CEFX SD90MAC 116 CP SD90MAC 9157 CP Business 73 - <i>Mount Royal</i> CP Business 71 - <i>Killarney</i> UPP Power Car 208 UPP Staff Car 202 - <i>Cabarton</i> UPP Sleeper 200 - <i>Omaha</i> UPP Business 114 - <i>Feather River</i> UPP Business 102 - <i>St. Louis</i> UPP Baggage/Museum 5779 - <i>Promontory</i> UPP Sleeper 1605 - <i>Powder River</i> UPP Sleeper 413 - <i>Lake Bluff</i> UPP Sleeper 1602 - <i>Green River</i> UPP Sleeper 1610 - <i>Portola</i> UPP Dome-Lounge 9005 - <i>Walter Dean</i> UPP Diner-Lounge 5011 - <i>City of Denver</i> UPP Observation 420 - <i>Fox River</i></p> <p>-----</p> <p>4 September 2001 GO #832 at Richmond Hill, Ont.</p> <p>Tri-Rail Cab Coach 504 Tri-Rail Coaches 1008, 1009 WCE Coaches 304, 306, 307 Tri-Rail F40PH 811</p>	<p>30 August 2001 VIA #17 - "Chaleur" at New Carlisle, Quebec</p> <p>F40PH-2 6435 Baggage 8615 Sleeper <i>Chateau Rigaud</i> Sleeper <i>Chateau Levis</i> Sleeper <i>Chateau Closse</i> Diner <i>Emerald</i> Skyline 8515 Coach 8138</p> <p>-----</p> <p>31 August 2001 VIA #1 - "Canadian" at Thunder Bay, Ontario (detouring)</p> <p>F40PH-2 6439 F40PH-2 6456 Baggage 8605 Coach 8112 Coach 8102 Coach 8100 Skyline 8500 Sleeper <i>Sherwood Manor</i> Sleeper <i>Cameron Manor</i> Sleeper <i>Franklin Manor</i> Skyline 8507 Diner <i>Fairholme</i> Sleeper <i>Macdonald Manor</i> Sleeper <i>Craig Manor</i> Sleeper <i>Butler Manor</i> Sleeper <i>Drummond Manor</i> Sleeper <i>Cornwall Manor</i> Sleeper <i>Bayfield Manor</i> Skyline 8517 Diner <i>Empress</i> Sleeper <i>Carleton Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Cabot Manor</i> Dome-Sleeper-Observation <i>Kootenay Park</i></p>
--	--	--	---	---

(Thanks to Doug Bardeau, Paul Bloxham, John Bruketa, John Cowan, Robert Eull, Don Kew, Harm Landsman, Claude Léger, Barry MacKinnon, David Maiers and Bryan Martyniuk)

## SAMPLES OF DIESEL LASHUPS

<p>Jul 20 - CP 924 at Wolverton, ON: GP38-2 3134, Control Cab 1102 and GP38-2 3096.</p> <p>Aug 2 - Lakeland &amp; Waterways 579 at North Edmonton, AB: RLK GP9-4 4001, RLK GP40 4057 and RLK GP9-4 4004.</p> <p>Aug 11 - CP 439 at Smiths Falls, ON: CP SD40-2 5605, SOO SD60M 6061, and CP SD40-2s 5603 and 5578.</p> <p>Aug 12 - CP 107 at Tappen, BC: SD90MAC-H 9302 and SD40-2 5762.</p> <p>Aug 12 - CN 111 at Edmonton, AB: CN Dash 8-40CM 2401, GCFX SD40-3s 6038 and 6046, and WC SD45u 7637.</p> <p>Aug 12 - CP 811 (coal) at Notch Hill, BC: AC4400CWs 9626, 9635 (off line), and 9680, with AC4400CW 9604 operated remotely (17,124 tons).</p> <p>Aug 13 - CN transfer at New Westminster, BC: GP9RM 7045, GMD1u 1420, and GP9RMs 7067 and 7046.</p> <p>Aug 14 - CN 118 at Clover Bar, AB: CN SD40-2(W) 5343, GCFX SD40-3s 6060 and 6053 and CN SD40-2(W) 5297.</p> <p>Aug 16 - BCOL southbound coal train at Prince George, BC: Dash 9-44CWLs 4643, 4642 and 4641.</p> <p>Aug 17 - CN eastbound at Prince George, BC: Dash 9-44CWLs 2595, 2542 and 2504, and SD40u 6000.</p>	<p>Aug 21 - CN 323 at Montreal, QC: NECR GP40s 4047, 4048 and 4049, and GSCX SD40-2 7362.</p> <p>Aug 22 - HBRY Grain to Churchill at The Pas, MB: OMLX GP35m 6657, HBRY SD9 1752 and OMLX SD35 3108.</p> <p>Aug 22 - CP Glen Tay turn at Glen Tay, ON: GP9u's 8220 and 8246.</p> <p>Aug 23 - NBSR Woodland [Maine] turn at McAdam, NB: NBSR GP9Es 3760 and 3744, and CDAC (Helm) GP40 40.</p> <p>Aug 23 - SLQ 393 at Richmond, QC: LLPX GP38-2 2238, LLPX GP40 3000, and LLPX GP38-2s 2252, 2249 and 2235.</p> <p>Aug 24 - CN 223 at Paris, ON: Dash 9-44CWL 2591, and GP40-2L(W)s 9618 and 9402.</p> <p>Aug 24 - CN 423 at Melville, SK: CN SD40u 6015, CN SD40-2(W) 5252, CP SD40-2 5765, CN SD40-2 5385 and CN GP38-2(W) 4792.</p> <p>Aug 25 - CP 103 at Redcliff, AB: AC4400CW 9553, SD90MAC-H 9302 and SD40-2 5817.</p> <p>Aug 25 - CP 460 at Calgary, AB: CEFX SD90MAC 122 and SOO SD60 6018, hauling dead CP SD40 6404, CP SD40-2 5417 and CP SD40 6407 to Moose Jaw.</p>	<p>Aug 28 - CN 528 at Clover Bar, AB: SD40 5000, SD38-2 1652 and GP38-2(W) 4781.</p> <p>Aug 29 - CTRW at North Battleford, SK: OMLX GP9E 3372, ex-BCOL M-420B 681 and ex-CN M-420(W) 3532.</p> <p>Aug 29 - SOR at Paris, ON: TOR GP9 4205, RLK GP35 2210 and SOR GP35 5005.</p> <p>Aug 30 - NBSR 901 at McAdam, NB: BAR (Helm) GP38 300, HLCX GP38 3662, HATX GP40 416, HATX GP38 175, NBSR GP9E 3760 and NBSR GP38-3 9803.</p> <p>Aug 31 - Lakeland &amp; Waterways 580 at Edmonton, AB: CN SW1200RS 1375, CN GP38-2(W) 4780, RLK GP10 1754, RLK GP40 4057, and RLK GP9 1759.</p> <p>Sep 1 - CN 528 at North Edmonton, AB: SD40-2 5370, GMD1u 1409 and GP9RM 7036.</p> <p>Sep 1 - CP 106 at Canoe, BC: AC4400CWs 9620, 9500 and 9527.</p> <p>Sep 1 - UP at West Chicago, IL: UP SD40-2 2983 and 2978, and CP SD40-2 5841.</p>	<p>Sep 2 - CN 303 at Toronto, ON: Dash 9-44CWLs 2641 and 2607, SD40-2(W) 5298 and SW1200RMs 7313, 7311, 7300 and 7303.</p> <p>Sep 4 - CN 112 at Vancouver, BC: CN Dash 9-44CWL 2518, CN Dash 8-40CM 2419, GCFX SD40-3 6035, and ONT SD40-2 1734.</p> <p>Sep 4 - CBNS at Truro, NS: HATX SD45-2s 914 and 912, CBNS GP50 5004, and HATX SD45-2 910.</p> <p>Sep 4 - CN eastbound at Brighton, ON: SD75I 5671, SD50F 5415, SD75I 5655 and GP9RM 7068.</p> <p>Sep 5 - NYLE (Kelowna Pacific) at Kamloops, BC: M-420(W)s 3571, 3500, 3575, 3563 and 3504.</p> <p>Sep 5 - BCOL northbound at Prince George, BC: Dash 8-40CM 4616, SD40-2 746, B39-8E 3901, B36-7s 7498 and 7488, and B39-8E 3905.</p> <p>Sep 7 - CN 119 at Goodeve, SK: CN Dash 9-44CWL 2556, CN SD75I 5728 and IC E9Ar's 100 and 101.</p> <p>Sep 7 - CN 418 at Morinville, AB: CN GP40-2(W) 9673, CN SD40 5030, CN GP40-2(W)s 9676 and 9639, RLK GP35 5013, and LLPX GP38-2s 2241 and 2221.</p>
---	--	--	---

(Thanks to Steve Adamson, Bruce Blackadder, Paul Bloxham, Paul Huene, Don Kew, Harm Landsman, David Maiers, Tim Mayhew, Mark Paterson, Peter Phillips, Glenn Roemer, Fred Scott, Stan Smith and David Stafford)

**LEGEND:** AMT = Agence metropolitaine de transport; AMTK = Amtrak; BAR = Bangor & Aroostook; BCOL = BC Rail; CBNS = Cape Breton & Central Nova Scotia; CDAC = Canadian American Railroad; CEFX = CIT Financial; CN = Canadian National; CP = Canadian Pacific Railway; CTRW = Carlton Trail; GCFX = Connell Finance (lettered GEC Alstom); GO = GO Transit; GSCX = Locomotive leasing Partners; HATX/HLCX = Helm Financial; HBRY = Hudson Bay; IC = Illinois Central; LLPX = Locomotive Leasing Partners; NBSR = New Brunswick Southern; NECR = New England Central; NS = Norfolk Southern; NYLE = New York & Lake Erie; OMLX = OmniTRAX; ONT = Ontario Northland; RLK = RailLink (now RailAmerica); SLQ = St. Lawrence & Atlantic Quebec; SOO = Soo Line; SOR = Southern Ontario Railway; STLH = St. Lawrence & Hudson; TOR = Trans Ontario; UP/UPP = Union Pacific; VIA = VIA Rail; WC = Wisconsin Central; WCE = West Coast Express.



# *News from the Locomotive & Railway Historical Society of Western Canada*

## Exhibit Upgrade - "The First of the Diesels and the Last of the Steamers", Calgary

The Locomotive & Railway Historical Society of Western Canada (LRHSWC) has received a \$40,000 grant from the Calgary Community Lottery Board. In partnership with Calgary's Heritage Park Historical Village, the funds are being used to re-paint the historic railway equipment at Heritage Park's Heritage Drive and 14th Street S.W. entrance.

Preservation and restoration of ex-CPR DES-3b/DS-10b diesel-electric switcher 7019 (Alco, 1944) in 1986 and accompanying "period" caboose ex-CPR 437358 (CPR, 1949) in 1987 were the LRHSWC's first projects. As Calgary's first diesel locomotive, 7019 is again being painted in CPR's original diesel switcher black and tuscan red livery, to which it was originally restored.

Ex-CPR T1c 2-10-4 Selkirk-type steam locomotive 5931 (MLW, 1949), the second-built of an order for the final six standard gauge steam locomotives built in Canada, has been displayed at Heritage Park's entrance since 1980. Although restored in CPR's steam passenger livery of tuscan red, gray and black, it is being re-painted with the correct shade of CPR's steam locomotive gray for the first time since its 1959 preservation. The latter has been made possible as a result of historical research conducted by both the Canada Museum of Science & Technology in Ottawa, and CPR Corporate Archives in Calgary and Montreal, as part of CPR's current H1b 4-6-4 Hudson-type "Steam Locomotive 2816 Restoration Project".

The actual coating application is being undertaken by Park Derochie Coatings Ltd. of Calgary (using PPG Industries' "Delta" polyurethane industrial coating products for long-term finish durability and colour integrity), and the historically-accurate graphics are being applied by Streamline Studios Inc. of Calgary.

## Ex-CPR Fairbanks-Morse Locomotive 8554 Re-Located to N.R. "Buck" Crump Building, Calgary

The LRHSWC's ex-CPR DRS-16d (Fairbanks-Morse model H16-44) diesel-electric road-switcher 8554 (CLC, 1955) has been re-located to the N.R. "Buck" Crump Building at the Southern Alberta Institute of Technology's (SAIT) Mayland Heights Campus in northeast Calgary. Located at 1940 Centre Avenue N.E., the Crump Building houses the SAIT Transportation Department's Centre for Rail Training & Technology Programs. This historic locomotive's presence at the N.R. "Buck" Crump Building is appropriate since, as a CPR Vice President in the early-1950s, Mr. Crump was responsible for accelerating CPR's dieselization programs.

Through an agreement with SAIT, the 8554 will be cosmetically-restored to its as-delivered July 1955 appearance. Certain parts of its restoration process will serve as hands-on training exercises for both SAIT's railway equipment repair training and autobody apprenticeship programs. Acting in an advisory capacity to SAIT, the LRHSWC will ensure that the restoration is undertaken in accordance with generally-accepted professional restoration standards and that the 8554 is restored to its historically-accurate appearance. A relationship with SAIT had been contemplated since July 1998, and the LRHSWC is pleased that a mutually-advantageous agreement has been achieved. Following restoration, it is anticipated that the 8554 will be displayed at SAIT's Crump Building.

Originally part of CPR's Historical Diesel Collection from 1975 to 1992, the 8554 was donated to the LRHSWC in 1992 and intended for placement in a railway heritage preservation project at High River, Alberta. Following the project's cancellation in 1995, 8554 was stored at various industrial locations in east

Calgary, and plans for its ultimate display remained uncertain. The 8554 is believed to be the only surviving FM model H16-44 locomotive in North America, outside of Chihuahua-Pacific 525 (FM, Beloit, 1963) reportedly preserved at Nueva Casas Grande, Mexico.

## The Locomotive & Railway Historical Society of Western Canada (LRHSWC)

Incorporated in February 1985 and based in Calgary, the LRHSWC's purpose is generally to serve in a catalytic capacity to preserve for posterity historically-significant Canadian railway equipment, especially where such equipment is integral to Western Canada's heritage. As a matter of policy, the Society does not pursue equipment preservation where it conflicts with, or it is being adequately addressed by, the objectives and activities of a complementary railway history group.

In 1992 the LRHSWC was a Founding Member of the Canadian Council for Railway Heritage (CCRH), for which it presently serves as the Secretariat for CCRH's Western Region Committee. The CCRH was formed in June 1992 by interested railway history groups from the four Western Provinces. The Council's principal objective is to increase the professional credibility and further the collective objectives of organized railway heritage and preservation groups in Canada. Operating to date as the "Western Region Committee", the CCRH has been effective as a medium of communication and cooperation among most participants within Western Canada's railway museum and historical societies community.

For the first time, the CCRH's Autumn Meeting will be held in Central Canada, at the Canada Museum of Science & Technology, 1867 St. Laurent Boulevard in Ottawa, on Saturday, October 20th 2001, at 09:30. Among the topics to be discussed are a "Proposal for a Designated but Decentralized 'N' National Canadian Railway Heritage Collection" and the "Suggestion of the Formation of a Counterpart CCRH Central Region Committee". An "open invitation" exists to all railway heritage museums and societies to attend, meet representatives from similar Western Canadian institutions and interests, and to actively participate in discussion of the agenda topics. The meeting will be chaired by Garry W. Anderson of the Canadian Museum of Rail Travel in Cranbrook, BC. ■

### ***Coming Events***

**OTTAWA, ONTARIO:** OVAR and BRMNA will sponsor Railfair 2001 on **October 13** (11:00-17:30) and **October 14** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, and more. Adults \$6; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible.

**LONDON, ONTARIO:** The Forest City Railway Society will hold its 6<sup>th</sup> Annual Fall Slide and Photo Sale and Swap Day on **October 13** at the Riverside United Church, 451 Dunedin Drive (off Riverside Drive) from 11:00 to 16:00. Admission \$2. Dealers welcome. Information from Ian Platt at (519) 438-3330, or e-mail: [platti999@yahoo.ca](mailto:platti999@yahoo.ca)

**NORTH VANCOUVER, BC:** The Seymour Art Gallery is inviting artists to be part of its annually held DicCOVERy exhibition. The juried show is themed "Trains & Rails" DisCOVERy 2002. Applications may be obtained at (604) 924-1378 or FAX (604) 924-3786. The entry fee is \$35 (includes one year membership and benefits with Seymour Art Museum, guest lecture and jury selection). Entry date is Saturday, November 17, from 10:00 to 15:00. Exhibition dates from January 12 to February 17, 2002. Open to all artists.



# The Story of the Hard-luck Pacific - CPR 2329

by George Pearce

Since the beginning of railways in Canada, there have been many locomotives that survived for upward of a half-century or more. They soldiered on faithfully, year after year, providing the services for which they had been designed. There were others that lasted only a few weeks or months unfortunately - their careers being cut short by an "incident" of such proportion to render their rebuilding/reclamation to be unfeasible. Then there's a third group - the "hard-luck" group! This group consists of units or locomotives that did not survive as long as the rest of the members of the same class, and did not enjoy a trouble-free existence when they were operating. Canadian Pacific 4-6-2 2329, the subject of this story, would be a "member in good standing" of this group.

In 1919, William Winterowd, CPR's Chief Mechanical Engineer, introduced the G3/G4 series of Pacific (4-6-2) locomotives to the road. These engines were designed to take over the passenger trains currently being hauled by class G1 and G2 Pacifics. The G3/G4 classes were larger and heavier so that they could pull longer and heavier trains. Steel cars were adding substantial weight to the trains of the times, hence the need for more power locomotives. The class G3 came with 75" inch drivers while the class G4 came with 70" drivers. Otherwise, the G3s (2300s) and G4s (2700s) were fairly similar.

Number 2329 was one of a group of 24 G3s (2326-2349) delivered new in the August-October period of 1926. Designated class G3d, it was assigned to the Ontario district, and started off on what looked to be a long career hauling passenger trains throughout the province and in Quebec. But it was not to be!

On Sunday, November 27, 1927, 2329 was heading up westbound train #19, The Canadian, from Montreal to Toronto, with William Burnett at the throttle. The train of nine cars was approximately 30 minutes late at Smiths Falls, Ontario, but was running freely and gradually making up time as it headed westward towards Glen Tay, Tichborne and Belleville.

While The Canadian was making its way westward, a freight, 2<sup>nd</sup> 910, was slowly slogging its way eastward hauling 45 cars of flower and grain bound for the Atlantic seaboard. Although 2<sup>nd</sup> 910 was a heavy train for its day, it was not travelling through very difficult terrain, and was assigned a little ten-wheeler, class D10g 951. This factor was to play a key role in the events about to unfold.

At about 2 P.M., 2<sup>nd</sup> 910 had arrived at Lens, Ontario, 61 miles west of Smiths Falls. Engineman Lenn Bradford knew about the oncoming #19, and also was aware that it was running a few minutes late. His responsibility was quite simple - be off the main line in advance of #19's passage. Thus, at Lens he faced a decision - take the siding there or proceed on to Dockrill siding, approximately four miles east of Lens. At this point he made his first serious error. He decided to "go for it" and clear #19 at Dockrill. He figured it would take approximately 18 minutes to get up to speed, travel over the Dockrill and slow down for the west siding switch, and a further five minutes to open the switch, clear the main line and close the switch behind his train - 23 minutes in all. Off he went!!

Approaching Dockrill siding he made his second serious error. The main line at this point is coming down a very slight grade towards the west siding switch. Past the east siding switch heading east, the tracks take a curve through a cutting deep enough to block out the presence of a train. In his rush to get to Dockrill, Bradford overestimated the stopping ability of his train on the slight downgrade and slid past the west switch of the siding by about five car lengths. On attempting to back up westward to clear the siding switch, the D10 simply could not move such a heavy train from a standing stop back up the grade. Had he had a more powerful locomotive at his command the unfolding scenario probably wouldn't have taken place.

Realizing his predicament, and perhaps beginning to panic somewhat, Bradford now made his third serious error. If he had simply left the train where it was and sent a flagman on ahead as fast as he could run, enough space might have been gained to provide #19 the chance to come to an emergency stop before the two trains collided. Even if a flagman couldn't have made it the length of



CP Pacific 2326, the first member of class G3d, lifts a train out of Windsor Station in Montreal, Quebec, likely in the 1930s. She was scrapped in October 1961. CPR Photo 24281.



the siding and far enough through the cut before Burnett would have spotted him, enough space probably would have been gained to let #19 slow down enough that a collision would occur at a much lower speed. However, Bradford decided to cut off the first five cars of his train and run ahead to the east switch with them. This would now leave the rest of his train west of the west switch. He wanted to clear the east switch completely, then back up through the siding and out onto the main line again at the west end of the siding, couple onto the rest of his train, and pull it into the siding. It was a good plan! Unfortunately, he had used up too much of his available time.

The engine and five cars were uncoupled and taken up to clear the east switch. Just as Bradford began to reverse direction into the siding #19 came around the curve out of the cut and collided head-on with 951 at track speed. Bradford and the rest of the crew, fully aware that #19 could appear at any moment, were watching the cut closely. As soon as they saw #19 appear, they jumped! This action saved their lives. William Burnett on the other hand, expecting nothing to be blocking the tracks, rode 2329 to his death. The rest of the crew on 2329 survived but six passengers on the train were killed, and fireman Rhynard Post was seriously injured.

William Burnett, 57, of Smiths Falls, came from a family of four brothers and three sisters. Three brothers were also locomotive engineers. Just over a year previous to this, Burnett had survived a horrible level crossing accident when his train collided with a gasoline truck, killing the two occupants.

After this, D10g 951 was scrapped in June 1928 - only the second D10 to go since construction of the 502 members of this class was completed in 1913. Pacific 2329 had its boiler sheared off from its frame in the collision. Nevertheless, Canadian Pacific picked up all the pieces, took them to Angus Shops in Montreal, and put them back together again. After 15 months and one calamity, 2329 was now ready to "get on with its life". So it did - for another 13 years and 8 months.

On July 22, 1941, 2329 was heading east from Port Arthur/Fort William (now Thunder Bay, Ontario) to Montreal with train #8 - The Dominion. Percy Buncombe was at the throttle. At the same time the counterpart Dominion, #7, was heading west behind sister Pacific 2339 with Jack Corston at the throttle. The two trains normally met east of White River, Ontario, each day about 3 P.M. On this particular afternoon the operator at Franz passed on orders to 2339 stating where it was to meet #8. Unfortunately, he was issuing a "lap" order - an order that gave #7 authority to operate on a section of track where another train (#8) had already been granted authority to operate. The error was not discovered before the two trains collided head-on at Tripoli, about 27 miles east of Schreiber.

In this incident Percy Buncombe lost his life. Although he had ample opportunity to try and save himself by jumping from his locomotive, he chose to stay at the throttle. He knew a collision was inevitable, but tried to slow his train down as much as possible in order to save the lives of the passengers. After the collision passengers and crew members tried frantically to remove him from the wreckage but were unable to do so. Those closest to him at the site later remarked that, as he lay dying, he was concerned solely for the well-being of the passengers on his train. At another time in northern Ontario his courage was noted when he ran a locomotive over a section of burning track to rescue a group of forest fighters who had become trapped in a blaze when the wind changed direction.

Again 2329 was broken, battered and in pieces. Again Canadian Pacific came and gathered up all the pieces and took them back to Angus Shops. However, like Humpty, this time there was no "magic" available at Angus to put all the pieces together again. The engine was scrapped and removed from the roster in September 1941. Pacific 2339 was so badly damaged that it met the same fate then too. The rest of the members of the class soldiered on for another 16 years before the next one was scrapped in 1957, almost at the end of the steam era. No. 2341 was the only one of the 26 class G3d locomotives to escape the scrapper's torch - she was saved and is displayed at the Canadian Railway Museum in St-Constant, Quebec. But 2329, the "hard-luck" Pacific was gone at 15 years. ■

## Thoughts on the Russell Shale Bricks Railway by Dr. D.C. McCaffrey

Having grown up in the village of Russell, Ontario, I was most interested in Colin Churcher's article "The Russell Shale Bricks Railway" which appeared in the June 2001 edition of **Branchline**.

My parents' home was made of Russell brick and I still have in my possession several bricks with the Russell logo stamped on them. Many of the fine old homes in the village were made from these bricks. The bricks made in Russell were shipped by rail all over eastern Ontario and to Montreal. The most famous Ottawa structure built with these excellent bricks was the original Ottawa Civic Hospital.

As a child I played "Cowboys and Indians" in the derelict ruins of the brick plant yard. I remember swimming in the "shale pit" which had become flooded by the tapping of underground springs. The water on the surface was warm and a reddish brown in colour. However, several feet under the surface it was ice cold. The pit was north of Russell village and the New York Central Railroad line. Here the soil itself has the reddish tint of the shale and the rolling tilled fields gives one the impression they have been transported to Prince Edward Island. There was an old steam shovel left at the south end of the pit after the brick plant was closed. This steam shovel was used by young children as a wharf from which to fish - obviously someone had introduced fish from the Castor River which flows through Russell village. Older, more adventurous children would climb up and dive off the shovel's boom.

As pictured in the middle picture of Colin's article (page 10) the most striking feature of the brick plant was the two tall chimneys towering over the surrounding countryside, one 175 feet in height, the other 150 feet in height. The story is told that when the mason finished the tallest chimney, he walked around the top and then placed the princely sum of ten dollars - remember this was 1912 - under a loose brick. He said that anyone who could climb the chimney and walk around the top could collect the \$10. The bill was never collected. ①

Prior to WW 1 employment levels at the Russell Brick company reached their peak of about 125 employees. As a result of the rapid growth of the company a housing shortage resulted in the village and many area residents took in boarders but stories were told of many people sleeping in tents and under the stars. The top picture in Colin Churcher's article would seem to corroborate these stories as a tent is clearly visible behind the saddle tank engine in his top picture.

Russell village today is once again undergoing a growth boom as it is a beautiful spot situated on a picturesque river. The village itself is less than an hour drive to downtown Ottawa via Highway 416. As elsewhere in the modern world the car is king and variety, price and quality dictate where one shops. Russell, like so many modern settlements, perhaps is losing some of its sense of identity as a community. Few people work or shop there but use the village primarily as a beautiful dormitory.

In the early 20th century Russell was an almost self contained community where people worked, lived, shopped and socialized. The Brick plant provided employment for over one hundred men. A milk plant thrived along with many cheese factories. Over 40 small businesses were listed in 1912 including: a bakery, a Blacksmith, sheet metal workers, harness makers, shoe makers, a lumber, planing and chipping mill, a livery, a bus line, a mason. The community was not isolated but had fast easy connections to Ottawa via the NYC and to Montreal via the NYC with a convenient "cross platform" change in Finch with the CPR.

The connections at Finch were tight but the old CPR milk train would always wait for the little train from Russell as the Russell station agent would telegraph his counterpart in Finch to hold the train to Montreal. ②

As Colin Churcher mentioned in his article, in 1960 Domtar purchased all the rights to the remnants of the Russell Shale Brick Company from Merkle. In addition, Domtar increased their property holdings in the North Russell area and presented a proposal to the Russell municipal council to rebuild the brick plant near to the site of the shale pit. The council did not see fit to make the financial concessions requested by Domtar and the largest industry ever to exist in Russell was lost forever. ③

① Wendell M. Stanley, From Swamp and Shanty (Ottawa, Ont.: Runge Press, 1987) 34

② The Canadian Official Railway Guide, The Dominion Gazetteer (274 Beaver Hall Hill, Montreal : International Railway Publishing Co. Ltd., Jan. 1922) Tables 600,869

③ op sit., From Swamp and Shanty p34



# Along the Right of Way

**COMMUTER SERVICE EXPANDED:** Agence métropolitaine de transport, Montreal's commuter rail agency, introduced several changes on September 4:

\* service between Montreal and McMasterville increased from one inbound and two outbound trains to two inbound and three outbound trains. Inbound trains 801 and 803 depart McMasterville at 07:00 and 07:40; outbound Trains 804, 806 and 808 depart Montreal at 16:30, 17:20 and 18:10.

\* a new service between Montreal and Delson (travel time of 35 minutes with intermediate stops at St-Constant, Ste-Catherine, LaSalle, Montreal West and Vendome). Inbound Trains 80 and 82 (same trainset) depart Delson at 06:05 and 07:40; Outbound Trains 83 and 85 (same trainset) leave Montreal at 15:40 and 17:15.

\* some revised departure times for Montreal to Vaudreuil trains, with reduced evening service.

**DID YOU KNOW?:** Since 1986, the BNSF track from CP Jct. into Vancouver, BC, has hosted nine live steam locomotives, a far greater number than any other piece of track in Canada. Visitors were:

CP 4-6-2 1201, 4-6-4s 2816 and 2860 and 2-8-0 3716

CN 4-6-0 1392 and 4-8-2 6060

Great Western 2-8-0 51

Macmillan Bloedel 2-6-2 1077

Southern Pacific 4-8-4 4449.

(John Cowan)

## NEW LIVES FOR STATIONS:

\* The former CPR station in Parry Sound, Ontario, has begun a new life as the non-profit Parry Sound Station Gallery. To save the 1908 station from decay and demolition, Parry Sound Town Council bought it from CPR in the 1990s after passenger service was dropped. The town offered to lease the station to the local arts and crafts association. The members of this group felt they did not have the skills or experience to mount a full-scale rehabilitation effort so they promoted formation of a non-profit community corporation to do the job. (*Toronto Star*, August 15)

\* CN has been authorized, by Order-in-Council 2001-1530, to sell its Moose Jaw, Saskatchewan, station to the Moose Jaw Sash & Door Company.

\* The former CN station in Chicoutimi, Quebec, has been converted to a restaurant. An addition matching the original station has been added at the west end of the building. (Pierre Ozorák)

\* The former Ontario Northland station in Iroquois Falls, Ontario, has been converted to a restaurant. The displayed former Abitibi Power & Paper 3-Truck Shay No. 70 has been relocated near the golf course east of the station. (Pierre Ozorák)

**REPOWERED:** The Napa Valley Railroad, operator of the Napa Valley Wine Train in California, acquired VIA FPA-4s 6760, 6775, 6787 and 6790 in 1988. They were renumbered 70 to 73 respectively, however, 73 was never operated. No. 73 entered service on August 21, 2001, after being repowered with a Caterpillar prime mover fuelled by CNG, and had her brakes upgraded to a 26L system. (Internet)

**LAST TRAIN FROM ABILENE JCT.:** The last train left Abilene Jct., Alberta (junction of RailAmerica's Lakeland & Waterways former CN Bonnyville and Coronado Subdivisions) on August 29. Power was CN GP38-2(W) 4780, RaiLink GP10 1754 and CN SW1200RS 1375. The 61-mile Bonnyville Subdivision (from Grande Centre to Abilene Jct.) has been lifted and the Coronado Subdivision has been lifted from end of track at Elk Point to Abilene (22 miles). At press time, rails were being lifted on the Coronado Subdivision west from Abilene to Vilna. (Glenn Roemer)

**UNDER STEAM AFTER 44 YEARS:** The Kamloops Heritage Railway successfully steamed former 2-8-0 2141 on August 24, and the next day she moved under her own steam, the first time in almost 44 years. At press time, plans were to have 2141 displayed at the old CN railway station for Railway Day on September 15. (Mark McVittie)

**80<sup>TH</sup> ANNIVERSARY:** On September 1, 1921, a new authority - the Toronto Transit Commission - took over a mix of private and municipal

street railways by an Act of the Province of Ontario. On September 6, 2001, the TTC celebrated with an 80<sup>th</sup> Anniversary Parade of Vehicles which included five streetcars and five buses making two trips around downtown Toronto, going west on Queen, north on Spadina, east on College, south on Bay, east on Dundas, south on Church, and west on Queen. The streetcars included Open Car 327, a replica built by TTC employees in 1933 of the original 327 (which operated from 1893 to 1915) which was loaned by the Halton County Radial Railway in Milton where 327 has resided since 1968; Peter Witt 2766 (only example on TTC roster); PCC 4500; CLRV 4019; and ALRV 4201. The buses included New Flyer D40LF 7331; Ford Overland Custom Coach (Wheel-Trans) ELF 9854; OBI 06-501 Low Floor, Natural Gas 9235; rebuilt GMC T6H 5307N 2300 (nee 8800); and Nova T80206 (RTS) 7217. (Ray Corley).

**CORRECTION:** Page 18 of the July-August 2001 *Branchline* described the 7.35-kilometre Australian 82,000-tonne ore train, powered by eight GE AC4400CW locomotives, as the world's longest and heaviest train. Not included was the 13,000 tonne tare weight of the train, bringing the total weight to 95,000 tonnes. (Ray Corley)

**GREMLINS!:** A couple of errors crept into Bill Cole's article "Oops! - Wrong Engine" on Page 23 of the September 2001 *Branchline*. Near the bottom of the left column: a) Climbing into the cab, I observed a standard BK stoker and water "pump" (not trip). b) We went through the usual routine in the yard and headed off "eastward" (not westward).

**ADDITIONAL DATA:** Further to the roster of INCO electric locomotives in the September 2001 *Branchline*:

\* Nos. 103 to 106 were acquired from HEPC in 7/1926

(note: 104 was originally HEPC E-16, not E-14);

\* No. 107 was acquired from HEPC in 3/1928;

\* No. 108 was acquired from HEPC in 12/1930;

\* No. 109 was acquired from Detroit United Railway in 1/1936. It had serial Westinghouse serial LE-74 and BLW serial 41872.

(Colin Churcher) ■

---

## FALL FOLIAGE EXCURSION OVER LENGTH OF QUEBEC CENTRAL RAILWAY

The St. Lawrence Valley Division of the Canadian Railroad Historical Association, in cooperation with Semaphore Services and Trains Touristiques Chaudière-Appalaches will operate a unique two-day rare mileage fall foliage excursion on October 19 and 20 between Breakeyville and Sherbrooke, Quebec, over 125 miles of the recently re-born Quebec Central Railway. Rail travel will be in Trains Touristiques Chaudière-Appalaches' excursion consist.

Depart from de la Gauchetière St. W. taxi entrance to Montreal's Central Station at 10:00 on October 19; return to the same location at approximately 21:00 on October 20.

This two-day package includes: 1) connecting transportation from downtown Montreal to Breakeyville and from Sherbrooke to downtown Montreal; 2) 127 mile special train trip from Breakeyville to Sherbrooke, with overnight stop in Vallée-Jonction; 3) tour of the Centre d'Interprétation Ferroviaire de Vallée-Jonction; 4) traditional Quebec meal with entertainment at the 'Cabane à Pierre' in Frampton; 5) transportation to/from supper and to (evening)/from (morning) L'Invitation Inn and La Difference Motel in Ste-Marie (accommodation not included - see note below); 6) en route light snacks and beverages and entertainment between Breakeyville and Sherbrooke; 7) on-board guides between Breakeyville and Sherbrooke; 8) picnic lunch on shore of Lac Aylmer; 9) photo-stops as operating conditions permit; and 10) applicable taxes.

Space is limited. Trip operates rain or shine. Tickets will be distributed in Montreal at point of departure on day of trip. No refunds after October 9, 2001.

Additional information from [www.education.mcgill.ca/slvd](http://www.education.mcgill.ca/slvd); e-mail: [semaphor@ican.net](mailto:semaphor@ican.net) or [crhasec@aei.ca](mailto:crhasec@aei.ca); or call Maurice Gervais (514) 337-6471 or Warren Mayhew (514) 630-9737.

Note: Accommodations in Ste-Marie are NOT included and reservations must be made by each passenger: L'Invitation Inn (888) 213-7800, and La Difference (800) 838-4061.

Make cheque or money-order for \$209.00 CAD or \$138.00US payable to: St. Lawrence Valley Division - CRHA, PO Box 22, Station B, Montreal, QC H3B 3J5.



## A Blast from the Past

Canada Science and Technology Museum (CS&TM) and the Bytown Railway Society (BRS) put on a railway show over the 2001 Labour Day weekend that was pretty spectacular. In addition, one of the latest (in Ottawa) Light Rail transit system articulated trainsets (O-Train) was on display on the Museum's "back track". Imagine the very latest "TALENT" train equipment on one track and parallel to it the CS&TM restored 1923 Shay steam locomotive followed by the BRS's restored 1913 caboose and 1907 business car.

Here's how it worked out. The "Shay train" left it's westerly location on the property beside the Talent "O-Train" and proceeded up the track and around the curve to the shop area where its passengers detrained so that they could visit the former CN Museum Train 1859 coach, spotted just outside the workshop doors. They could also watch the BRS's 1919 50-Ton steam crane in operation (for the first time in 8 years) and see it lifting a passenger car wheel set, swinging it, setting it down, picking it up, swinging it in the opposite direction, setting it down on the rails, blowing its ex- CPR locomotive steam whistle, etc., etc. Those who attended the Saturday show also saw the crane travel under its own power along the track down to the shop switch and back, mainly to ensure our efforts at lubricating the travel gears, shafts and bearings, were successful. Our restored 1927 boom car looked great as well and served our purposes in support of the coal-fired steam crane. We thought it was very entertaining and very educational for just about anyone there, of any age, including BRS personnel. In addition to this, we also ran our Fairmont Speeder and had our 1958 Pontiac HY-RAIL station wagon on display beside the BRS restored former CN baggage cart which acted as a sales desk for BRS wares. Inside the shop, the CS&TM's ex- CPR light Pacific 1201 was placed so that it could be observed from a secure viewing area. CS&TM provided a number of interpreters both on the Shay Train and on the ground in the workshop area. - Well Done!

This show was a lot of work for Society members taking part. In the first place you had to be there at 07:30 to get all the set-up work done. The BRS's little GE 50 tonner, also an operating display, was the biggest help imaginable when it comes to moving the stuff around. It would have taken so much longer, and been so much more work, with nothing more than a tractor to do this. This weekend proved that certain moves with the tractor could supplement those made by the 50 tonner diesel-electric unit if co-ordinated properly. By Monday evening the BRS crew had this down to a science! Finish up time was around 17:30. A long and fulfilling day by all and in weather that wasn't that sweltering heat we survived during July and August.

On behalf of the BRS, I want to say how pleased we were to help



The Bytown Railway Society's ex-Central Vermont 1919-built Industrial Brownhoist 50-Ton steam crane 4251 performs for guests at the Canada Science & Technology Museum on September 1. Photo by Paul Bown.

put on this Labour Day weekend show for the Canada Science and Technology Museum. I also want to point out that we are proud to be associated with the CS&TM in that they have full trust in us and feel confident when turning over their precious artifacts and equipment to us knowing we will handle such pieces safely and responsibly without someone supervising us and standing over our heads. The Society used, operated, and gave the required routine maintenance to all CS&TM artifacts and enjoyed doing it!

I suppose I would be remiss if I did not mention those BRS members who participated in this extravaganza. First off, our President, Paul Bown. It was Paul who spearheaded the BRS efforts and to him goes the major part of the credit for our success. Also, Paul headed up the effort to get our steam crane back into operation - a long haul since that began about one year ago. And speaking of our steam crane, I want to single out a person whom we lost during the work along the way. He wanted so badly to see and participate in the running of this machine, but missed out because of his retirement from the Canadian Armed Forces (Navy, Lieutenant Commander). He worked on the preparation of the crane's many parts and repairs, got filthier than most, and was just as determined as Paul to see it through and pull its (leaky) throttle. It didn't happen! I speak of course of John Land. John retired just a little too soon for this to happen, but those of us "regulars" at the shop were thinking of you, John, and we all wish you and Diane a long, healthy and well earned retirement. If it's any consolation John, the damn thing ran real well, except for the coal, but that's another story and will follow.

I've fouled up before by trying to remember just exactly who helped out, and ended up only thanking some of them as a result, so this time on behalf of the BRS, and that of the CS&TM, I want to thank all of those who came to help out; one, two, or all three of the days we "did our thing". You are the BRS'rs who rose to the challenge, undertook a "labour of love" in the truest sense of Labour Day spirit and, one more time, "put BRS on the map". Congratulations to you all!!!, and you all know who you are.

Coal, yup, that's the stuff we put into our crane's firebox. A few years ago we got a load of coal for free. BRS being BRS never looks a gift horse in the mouth, if it's free, generally, we take it. Well we took quite a few tons of this coal, knowing it was not steam, or bituminous coal, but anthracite. We thought we had mixed it up a bit with a few tons of bituminous coal in our storage box, but not mixed well enough, I guess. Anyway, we soon learned the error of our ways. This stuff needs a tremendously hot fire in order for it to ignite, - we didn't have one. The only way to get one going in our circumstances was to fire the boiler with copious quantities of wood sprinkled liberally with kerosene, - more wood and more kerosene, add coal, more wood and more kerosene, add coal. Repeat as required, which, as it turned out, was quite often.

We soon learned that firing with anthracite was like working with big government. You know, you have to push like hell to get it going and when it finally goes, you can't get it stopped. Well that's what happened. Finally, a deep but bright fire and the pop valves open, put on the injector to cool things down for a minute, and the pops are open again. This goes on and on, but it's easier to put up with listening to those pop valves than it is to fight with the fire to try and get steam up over 60 PSI. So what did we learn? Mix bituminous coal with the anthracite (if you can find the soft coal in the pile), have a pressurized kerosene sprayer handy, design and build a proper steam and air blower and (hopefully) a smoke stack that has a venturi shaped interior, perhaps, just perhaps, this might help. One really good point about the anthracite though, it doesn't smoke! Only almost invisible heat waves emanated from the stack.

From a personal point of view I learned something else. Years ago when I was earning a living with steam power I learned that if I got mad enough and called the thing that wouldn't co-operate a few unprintable bad names, and took the thing by the horns, so to speak, it knew I was going to get the upper hand and no damn big ugly black chunk of junk was going to get the better of me. Look out. And, oh yes, it still works! ■



# PHOTO CORNER



**LEFT TOP:** VIA F40PH-2 "Home Hardware" 6429 and CN GP9RM 4138 (with 4R Illinois on her nose from a movie assignment) are in a 'race' at Kingston, Ontario, on July 19, 2001. The smoke from 4138 is reminiscent of Alco and MLW units. Photo by Hugues Bonin.



**RIGHT TOP:** CP C-424 4240 and two sisters power an eastbound freight on the Havelock Subdivision at Balsam, Ontario, in July 1995. The last of CP's 51 C-424s was retired in 1999. Photo by Ron Lipsett.

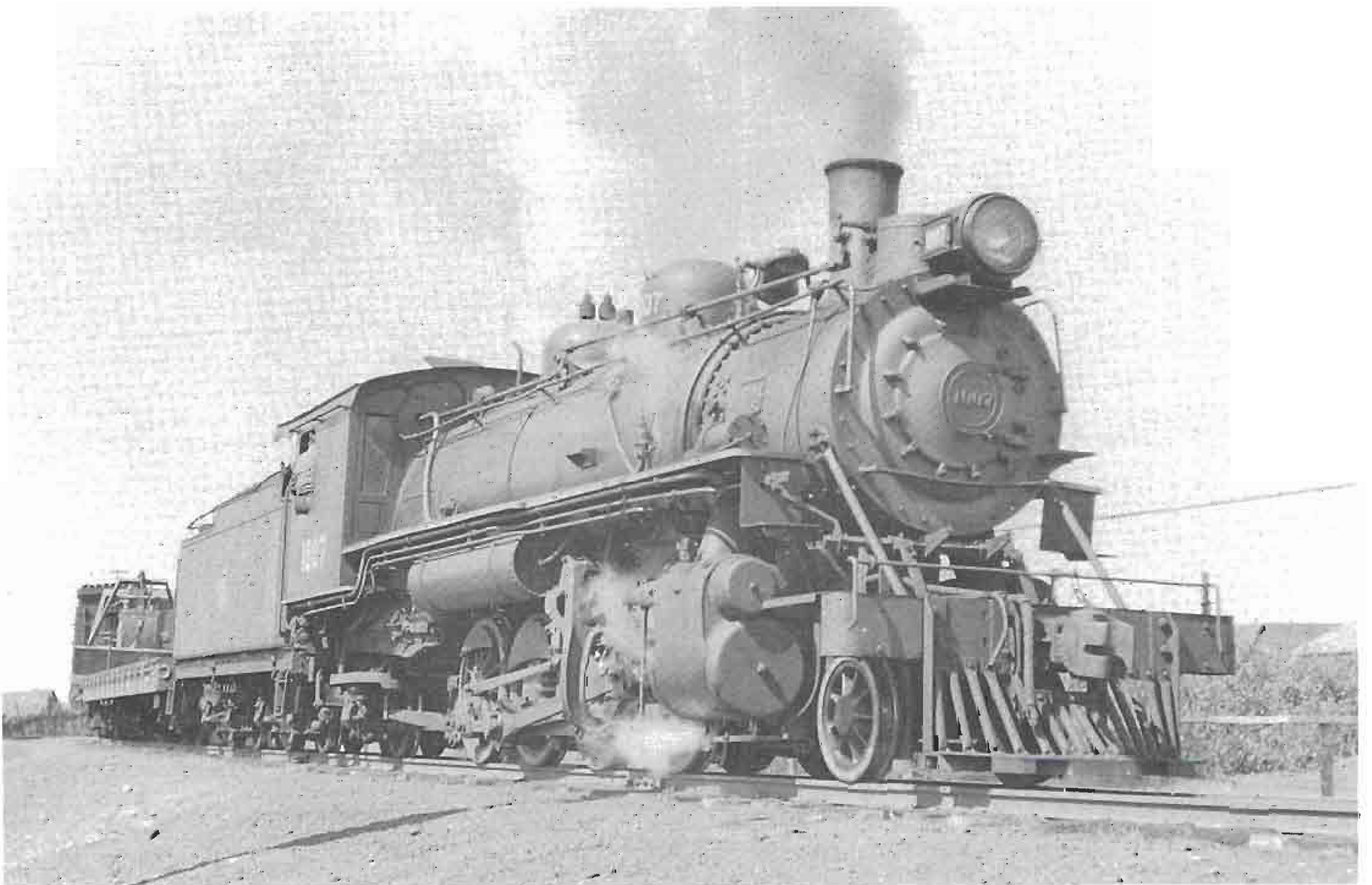
**LEFT MIDDLE:** CPR RS-10s 8582 and RS-23 8046 with Train 81 leave the Gibson Subdivision and enters the Southampton Subdivision at Southampton, N.B., with a train for the St-Anne Naukawic mill. Photo by Wendell Lemon on June 24, 1971.

**RIGHT BOTTOM:** Newfoundland Railway 2-8-2 1007 heads up a work train at Bishops Falls, Newfoundland, on June 30, 1943. No. 1007 was built by Montreal Locomotive Works in 1941 and was renumbered 308 when Canadian National took over the Newfoundland Railway when Newfoundland became Canada's 10<sup>th</sup> province in 1949. CN 308 was sold to the Botwood Railway in April 1957. Photo courtesy Paterson-George Collection.



**LEFT BOTTOM:** A caboose in transit - STLH GP9u 8245 and CP GP9u 8233 are about to interchange a covered hopper and Cando Contracting caboose 200001 to the Orangeville-Brampton Railway at Streetsville Jct., Ontario, on August 20, 2001. The caboose was being transferred from Cando's Barrie-Collingwood Railway to the Orangeville-Brampton Railway. Photo by Paul Duncan.











**RIGHT TOP:** Former Carlton Trail Railway GP10s 1049 and 1064, wearing Central Kansas lettering over Okanagan Valley Railway colours, are back in Prince Albert, Saskatchewan. They are being led by CTRW GP10 1020 with the noon train to Saskatoon on September 5, 2001. Photo by George Gazuk.



**LEFT TOP:** CP AC4400CW 8546 powers a 13-car Union Pacific business train east of Indus, Alberta, en route to Calgary, on August 25, 2001. With CPR about to be spun off from CP Limited, CPR and UP officials were making shareholders aware of what they will own and explain the alliance between the two railways. The train departed Calgary for Portland, Oregon, on August 28 (see Page 16 for details of the consist). Photo by Tom Newton.



**RIGHT MIDDLE:** Ontario Northland FP7Au 2001 has received some modifications to her nose with the addition of the lettering "Polar Bear Express". The 2001 is one of three rebuilt ONT FP7As which have been repowered with a Caterpillar 3516 engine rated at 2,075 hp. No. 2001, built as 1509 in June 1952, and repowered in 1996, was photographed at Cochrane, Ontario, on July 28, 2001. Kodachrome slide by Pierre Ozorák.

**LEFT BOTTOM:** On May 8, 2001, Luscar Coal SW1001s 84161 and 6901 (nee 84160) power 20 empty cars at Coronach, Saskatchewan, after dumping their coal loads at Sask Power's Poplar River Power Station. The third unit on Luscar Coal's roster is former UP SW1500 1322, built as MKT 50. Kodachrome slide by Mark Perry.

**RIGHT BOTTOM:** West Coast Railway Association's FP7Au 4069, restored to her original Canadian Pacific livery, is leaving Lillooet, BC, on a North Vancouver to Kelly Lake excursion on May 27, 2001. The WCRA acquired the unit (former VIA 6569) in 1995. Photo by David Meridew.





# The Motive Power and Equipment Scene



## 38 UNITS RETIRED:

- CN GMD1m 1179 (Aug 17).
- CC&P SW13 1301 (Aug 16).
- CN SW1200RS 1357 (Aug 17).
- IC SW14 1476 (Aug 29), 1483 (Aug 29).
- CN GP9RM 4101 (Aug 16), 4106 (Aug 16), 4127 (Aug 16), 4128 (Aug 16), 4142 (Aug 16).
- CN SD40 5049 (Aug 17), 5081 (Aug 21), 5083 (Aug 21), 5116 (Aug 17), 5129 (Aug 17).
- DW&P SD40 5910 (Aug 16).
- CN GP40-2L(W) 9409 (Aug 17), 9424 (Aug 17), 9439 (Aug 17), 9444 (Aug 16), 9453 (Aug 17), 9462 (Aug 24), 9467 (Aug 17), 9469 (Aug 21), 9489 (Aug 21), 9492 (Aug 24), 9501 (Aug 24), 9518 (Aug 24), 9519 (Aug 24), 9529 (Aug 27), 9539 (Aug 27), 9558 (Aug 27), 9569 (Aug 27), 9580 (Aug 27), 9593 (Aug 27), 9604 (Aug 27), 9624 (Sep 7), 9630 (Aug 27).

**TRANSFERRED:** From Toronto to Edmonton: CN GP40-2(W) 9639, 9673, 9675, 9676.

## UNITS LEASED OUT:

- To Okanagan Valley Railway (OmniTRAX): CN GP38-2 4700 and 4718.
- To Kelowna Pacific Railway (Knighthawk): CN GP40-2(W) 9675.
- To Mackenzie Northern Railway (RailAmerica): CN GP38-2(W) 4780, 4783, 4784; SD40 5013, 5030, 5035, 5051, 5055, 5109.
- To Hudson Bay Mining and Smelting, Flin Flon, Manitoba: CN SW1200RS 1375.
- To St. Lawrence & Atlantic Railroad: CN GP40-2L(W) 9574.
- To Chemin de fer de Matapedia et du Golfe: CN GP40-2L(W) 9543.
- To Cape Breton & Central Nova Scotia Railway: CN GP40-2L(W) 9445 and 9524.

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

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200-203.
- CN GP9-Slug 219\*, 238\*.
- CN HBU-4 513.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177.
- CN SW1200RS 1339, 1355, 1363, 1371, 1385.
- IC SW14 1407, 1419, 1438.
- CN GP38-2 4701, 4703, 4704, 4705, 4710, 4712\*, 4715, 4716\*, 4717.
- CN SD40 5078\*, 5096\*, 5215\*, 5222\*, 5229\*, 5232\*, 5233\*.
- GTW (IC) SD40 5900\*, 5901\*, 5913\*, 5914\*, 5916\*, 5919\*, 5921\*, 5922\*, 5925\*.
- GTW (IC) SD40-2 5934\*.
- DW&P (IC) SD40 5903\*, 5905\*, 5907\*, 5911\*.
- GTW (IC) GP40 6401\*.
- GTW (IC) GP40-2 6419, 6420.
- CN GP9RM 7064\*, 7235\*, 7253\*.
- CN SW1200RM 7300, 7301, 7303, 7304, 7309, 7311, 7313, 7314.
- CN GP38-2m 7510.

## UNITS STORED UNSERVICEABLE: (\* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 246, 248\*.
- CN HBU-4 503\*.
- CN GMD1u 1406, 1414, 1417.
- CN Dash 9-44CWL 2574\*, 2606\*.
- GTW GP9R 4623\*.
- CN GP38-2 4706, 4707, 4714.
- GTW (IC) GP38-2 4917.
- CN SD50F 5403\*, 5421\*, 5455\*.
- CN SD40u 6010\*, 6017\*.
- CN GP9RM 7000, 7001, 7003, 7005, 7007, 7008, 7010, 7011, 7012, 7041, 7042\*, 7043\*, 7210\*, 7240.
- CN SW1200RM 7306\*, 7316\*.
- CN GP38-2m 7521.
- CN GP40-2L(W) 9415\*.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

**UPGRADED UNITS RELEASED FROM TRANSCONA:** LLPX GP38-2 2266 and 2267, upgraded from Illinois Central GP40R 3125 and 3135 respectively, were released from CN's Transcona Shops in Winnipeg on August 23 and August 31.



**CANADIAN  
PACIFIC  
RAILWAY**

**ADDITIONAL UNITS:** Delivery of the first of 56 AC4400CW units (Nos. 8600-8655) is expected in September. Five additional units (8651-8655) were recently added to the previously-announced order for 51 units.

## TRANSFERRED:

- Moose Jaw to Calgary: GP9u 1529.
- Binghamton to Toronto: SW1200RS 8153, 8156.

## UNITS STORED SERVICEABLE: (\* added since last issue)

- SOO SD40 738\*, 745\*.
- CP SD40-2 (ex-SOO) 760.
- SOO SD40-2 763, 767, 769, 781.
- CP Control Cab 1116.
- CP SW1200RSu 1241, 1245\*, 1250.
- CP GP9u 1522, 1530, 1557, 1593.
- STLH GP9u 1594.
- CP SD40-2 5389, 5390, 5392\*, 5393, 5394, 5395, 5396, 5397, 5398, 5431, 5485, 5565, 5567, 5572, 5581, 5600, 5602\*, 5609, STLH 5614\*, 5638, 5641, 5650\*, 5653\*, 5674\*, 5716, 5717, 5721, 5726, 5727, 5728, 5737\*, 5746\*, 5750, 5767\*, 5776\*, 5795\*, 5797, 5828, 5831, 5838, 5844, 5847, 5864.
- CP SD40 5404.
- SOO SD40-2 6601, 6608.
- CP SW1200RS 8111, 8132, 8133, 8167, 8171\*.

## UNITS STORED UNSERVICEABLE: (\* added since last issue)

- SOO GP9 402, 414.
- CP (SOO) SD40 741, 752.
- SOO SD40 748\*.
- SOO SD40-2 757, 758, 761\*, 764, 765, 768.
- CP (SOO) SD40-2 762, 785, 786\*.
- CP SW1200RSu 1210, 1240, 1244.
- UP SW10 1212, 1213, 1217, 1220, 1221, 1222, 1231, 1240 (were to be renumbered CP 1280-1287 respectively; 1221 has been repainted and renumbered CP 1284 but remains as UP 1221 on the records) - CPR has advertized these eight units for sub-lease.
- SOO SW1500 1400, 1401.
- CP GP7u 1507.
- CP GP9u 1531, 1536, 1539, 1603, 1635.
- CP F9B 1900.
- SOO GP40 2015, 2036.
- CP GP38-2 3100\*.
- SOO Fuel Tender 4001.
- SOO GP9R 4201.
- CP SD40 5410, 5413, 5414, 5534, 5536, 5541, 5550.
- CP SD40-2 5388, 5568\*, 5574, 5580\*, 5618, 5624\*, 5635\*, 5644\*, 5670, 5678, 5680\*, 5683\*, 5718, 5734\*, 5744, 5759, 5798\*, 5805, 5821\*, 5848\*, 5853\*, 5857\*, 5907, 5956, 6618\*.
- CP SD40M-2 5495\*.
- STLH SD40 5542.
- STLH SD40-2 5636, 5648.
- SOO SD60 6021.
- CP SD40A (ex-SOO) 6409\*.
- SOO SD40-2 6611.
- CP SW1200RS 8166.
- STLH GP9u 8205.
- CP SD90MAC 9136\*.
- CP SD90MAC-H 9300, 9301\*, 9303.
- CP AC4400CW 9523.

## UNITS DECLARED SURPLUS:

- SOO SD10 532, 543.
- CP (ex-SOO) SD10 534.
- SOO SD40 739, 746, 747, 755.
- CP SD40 (ex-SOO) 740, 749.
- SOO SD40-2 759, 770, 771, 772.
- CP SD40-2 (ex-SOO) 780, 783, 784.
- CP SD40 5412, 5500, 5507, 5515, 5529, 5538, 5540, 5546, 5547, 5553, 5564.
- CP SD40-2 5416, 5417, 5424, 5425, 5426, 5610, 5689, 5705, 5706, 5921.
- STLH SD40-2 5448.
- STLH SD40 5524.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- SOO SD39 6240.
- CP SD40 (ex-SOO) 6404, 6405.



- CP SD40A (ex-SOO) 6406, 6407, 6408, 6410.
- CP SW1200RS 8134, 8139, 8158, 8162.
- CP GP9u 8236.

#### UNITS LEASED:

- CEFX SD90MAC 120-139.
- EMDX GP40 200-205 (ex-GO 725, 726, 723, 724, 720, 721; exx-CRI&P 3004, 3000, 3001, 3006, 3005, 3002; nee CRI&P 380, 381, 377, 379, 374, 375).
- LLPX GP40 3202 (ex-CSX 6776; exx-SBD 6776; nee SCL 1622)
- LLPX GP40 4401 (ex-EMD/EML 206; exx-GO 722; exxx-CRI&P 3003; nee CRI&P 376).

**UNDER TEST:** Trail-only SD40-2 6058 is being tested on the humps at Winnipeg with the view to having one SD40-2 replace two GP9u units. The 6058 is mated with remote-controlled GP9u 1562 which is shut down with power from the 6058 powering 1562's remote-controlled computer.

# ALSTOM (Montreal)

#### RELEASED:

- GCFX SD40-3 6055 from repairs.
- AMT former GO Transit coaches for Montreal-Delton service: 1036 (ex-GO 9931, nee GO 4731); 1038 (ex-GO 9932, nee GO 4740); 1039 (ex-GO 9933, nee GO 4741); 1041 (nee GO 9946); and 1043 (nee GO 9947).
- AMT former GO Transit coaches for Montreal-McMasterville service: 1206 (nee GO 1100); 1251 (ex-GO 1045, exx-GO 9945, nee GO 4753); 1256 (nee GO 9973).
- AMT former GO Transit coach 1084 from repairs.
- Caltrain (California) Bi-Level Coaches 3806 and 3824 from overhaul.

#### WORK IN PROGRESS:

- Agence métropolitaine de transport (AMT) newly-constructed F59PHI 1327 for painting.
- IC SD40-2 6100 and 6104 for rewiring.
- Massachusetts Bay Transit Authority GP40-2L(W)m 1123 for repairs.
- The following AMT former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service:
  - ex-GO cab-coach 7850 (ex-MARC 7850, exx-GO 9828, nee D703); and ex-MARC 7851 (exx-GO 9831, nee D706) - to be numbered AMT 203 and 204.
  - ex-GO coaches 1035, 1037, 1042, 1055, 1102 and 1104 - to be numbered AMT 1246, 1247, 1249, 1201 (second), 1207 and 1208 respectively.
- AMT former GO Transit coaches for Montreal-Delton service:
  - ex GO Cab-Coach 9827 (nee GO D702) and 9829 (nee GO D704) - to be numbered AMT 105 and 108.
- AMT Gallery Coach (nee CP) 920 for repairs.
- AMT former GO Transit coach 1079 for repairs.
- Caltrain (California) Bi-Level Coaches 3808, 3809, 3810, 3812, 3816, 3825, 4011, 4013 and 4016 for overhaul.
- GO Transit bi-level coaches 2004, 2047 and 2067 for repairs.
- VIA Sleepers *Chateau Denonville* and *Chateau Latour* for wreck repairs from the April 12, 2001, derailment of the "Ocean" at Stewiacke, Nova Scotia.

#### LOCOMOTIVES AWAITING REPAIR OR STORED:

- ex-CN GP40-2L(W) 9405, 9407, 9428, 9430, 9509, 9528 and 9628 (all purchased by Alstom).
- ex-HLCX SD40 5035 (CR 0801, CR 6242, PC 6242).
- ex-MKCX SD45 9530 (BN 6516).
- ex-PNC SD40 3011 (UP 3011); 3013 (UP 3013); 3021 (MP 3021, 721); 3026 (UP 3026); 3064 (UP 3064).
- ex-SP SD40E 7343 (SP 8452); 7353 (SP 8449); 7368 (SP 8486).
- ex-SP SD45E 7402 (SP 8803); 7411 (SP 8835); 7417 (SP 8846); 7422 (SP 8856); 7423 (SP 8858); 7425 (SP 8865); 7431 (SP 8804); 7436 (SP 8819); 7438 (SP 8801); 7441 (SP 8873); 7476 (SP 8924); 7512 (SP 8903); 7518 (SP 8916); 7531 (SP 8987); 7534 (SP 9004).
- HATX GP40 403 and 404, HLCX GP38 3616, and BAR (Helm-owned) GP38 303.



**EURO EQUIPMENT UPDATE:** At press time, 107 of the 139 recently-acquired Euro passenger cars had been shipped from England, mostly to Bombardier in Thunder Bay, Ontario, for various modifications. Their first use is expected to be on the Montreal-Toronto overnight "Enterprise" late

in 2001.

**MOTIVE POWER ADDITIONS:** The delivery of the first of 21 GE P42DC units (Nos. 900-920) is expected in late October. Their arrival is expected to result in the withdrawal of the last seven FP9Au (6300s) and last seven LRC (6900s) units, along with a few F40PH-2 (6400s) units.

#### ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**NAGEL TOURS (FUNTRAIN):** Funtrain has sold former VIA coaches 5440, 5446, 5487 and 5532 to the Great Canadian Railtour Company (Rocky Mountaineer). The four coaches were acquired by Funtrain in 1998 but not placed into service. The sale brings the Rocky Mountaineer passenger car fleet to 70.

**MACKENZIE NORTHERN RAILWAY (RailAmerica):** With the lease of nine CN units (detailed above), all leased EMDX, HLCX and LLPX units have been returned or stored except for long-term leased LLPX BL20-2 2120-2122. Stored at McLennan, Alberta, are HLCX SD40-3 6058, 6061 and 6091, and SD40M-2 6522. Stored at Smith, Alberta, are EMDX GP40 191, and LLPX GP38-2 2236 and 2263. LLPX GP38-2 2221 has been reassigned to the Belt Railway of Chicago, and LLPX GP38-2 2241 is en route to the Otter Tail Valley Railroad in Fergus Falls, Minnesota.

**HUDSON BAY RAILWAY (OmniTRAX):** In September, HBRY leased FURX SD40-2 3050-3052 (nee CP 5589, 5622 and 5632).

**ORANGEVILLE-BRAMPTON RAILWAY (Cando Contracting):** In August, Cando Contracting caboose 200001 (nee CN 79843) was transferred from the Barrie-Collingwood Railway (Utopia, Ontario) to the Orangeville-Brampton Railway (Orangeville, Ontario).

**TRAIN DU HAUT-SAINT-FRANÇOIS:** This new group recently purchased Quebec North Shore & Labrador RDC-1s 6101, 6115, 6121 and 6125, and RDC-2 6203 and 6218 for excursion operation over the Quebec Central Railway. RDC-1s 6121 and 6125 have been repainted in a CP-inspired maroon and yellow livery and 6121 had entered service at press time. The other four RDCs are stored at CLN Industries in Charny, Quebec, and are for sale by Train du Haut-Saint-François.

#### ON THE INDUSTRIAL SCENE

##### CANAC CHANGES:

- Former CN SW1200RS 1352 has been leased to Scotts Co., in Marysville, Ohio.
- Former CN SW1200RM ("Sweep") 7105 has been leased to Cargill Grain in Eddyville, Iowa.
- Former CN SW1200RM 7317 has been leased to Vopak Terminals North America Inc. in Deer Park, Texas, where she joined Canac's former CN SW1200RS 1377.

**IMPORTED:** Louis Dreyfus Corp. has moved its GP7u 2015 (ex-ATSF 2244:2, built as ATSF 2789A in 1952) from its facility in Tacoma, Washington, to its terminal in Dawson Creek, BC.

**SYSCO SWITCHERS SOLD:** Five switchers at the closed Sysco steel plant in Sydney, Nova Scotia, were sold in mid-August:

- To Simons Trucking of Fredericton, NB, for resale into South America: GE 65-Ton No. 3; GE 80-Ton Nos. 7 and 9; and GMD SW8 No. 15.
  - To Znidar Bros of Toronto: EMD SW9 No. 14.
- Recently scrapped were: GE 65-Ton Nos. 2 and 4, GE 80-Ton Nos. 8 and 10, and GE 3-foot gauge 50-Ton No. 72.
- Three derelict units remain on the property: GMD SW8 No. 12 and GE 3-foot gauge 50-Ton Nos. 73 and 74.

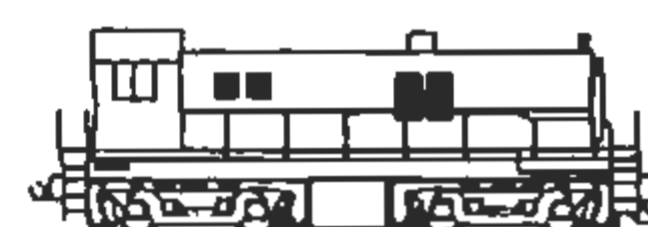
**TO REBUILDER:** Recently-retired Norfolk Southern GP40X 7000 and 7002 were moved to NRE-Alco in Capreol, Ontario, in late-August.

#### ON THE PRESERVED SCENE

**NEW HOME:** Former CN Edmonton Auxiliary Diner 60504 (ex-CN Cafeteria Car 494, built by CC&F in 1920 as CN Diner 1253) and CN Work Service Coach 40113 (ex-VIA Café-Coach 3216, built by CC&F in 1954 as CN Coach 5472) have been acquired by the Southern Ontario Locomotive Restoration Society in St. Thomas, Ontario.

**CN DONATES LOCOMOTIVE:** Last June, CN donated IC GP11 8733 to the Monticello Railway Museum, in Monticello, Illinois. The locomotive was to be dedicated during the museum's annual Railroad Days on September 15 and 16, organized to mark the 150<sup>th</sup> anniversary of the creation of the Illinois Central Railroad.

*Thanks to George Bergson, Bruce Chapman, Doug Cummings, Paul Duncan, Marc Giard, Ross Harrison, Roland Legault, Jimmie Lefresne, Bill Linley, NY Fore, Rob Sterne, Paul Tatham and John Thompson. ■*








*Back in steam after 40 years: With steam billowing from the cylinder cocks, CPR 4-6-4 2816 eases forward to start its first test run of the day at CPR's Vancouver Intermodal Facility in Pitt Meadows, B.C., on August 18, 2001. Photo by Ian Smith.*

Return undeliverable address blocks to:

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

CANADA		POSTES
POST		CANADA
Postage paid		Port payé
Publications Mail		Poste- publications
<b>40009943</b>		

Expiry 200301  
 David Stremes  
 214 Reiford Crescent  
 Ottawa ON K1Z 7B1

1/9  
 xx22(C)

**PLEASE DO NOT BEND!**