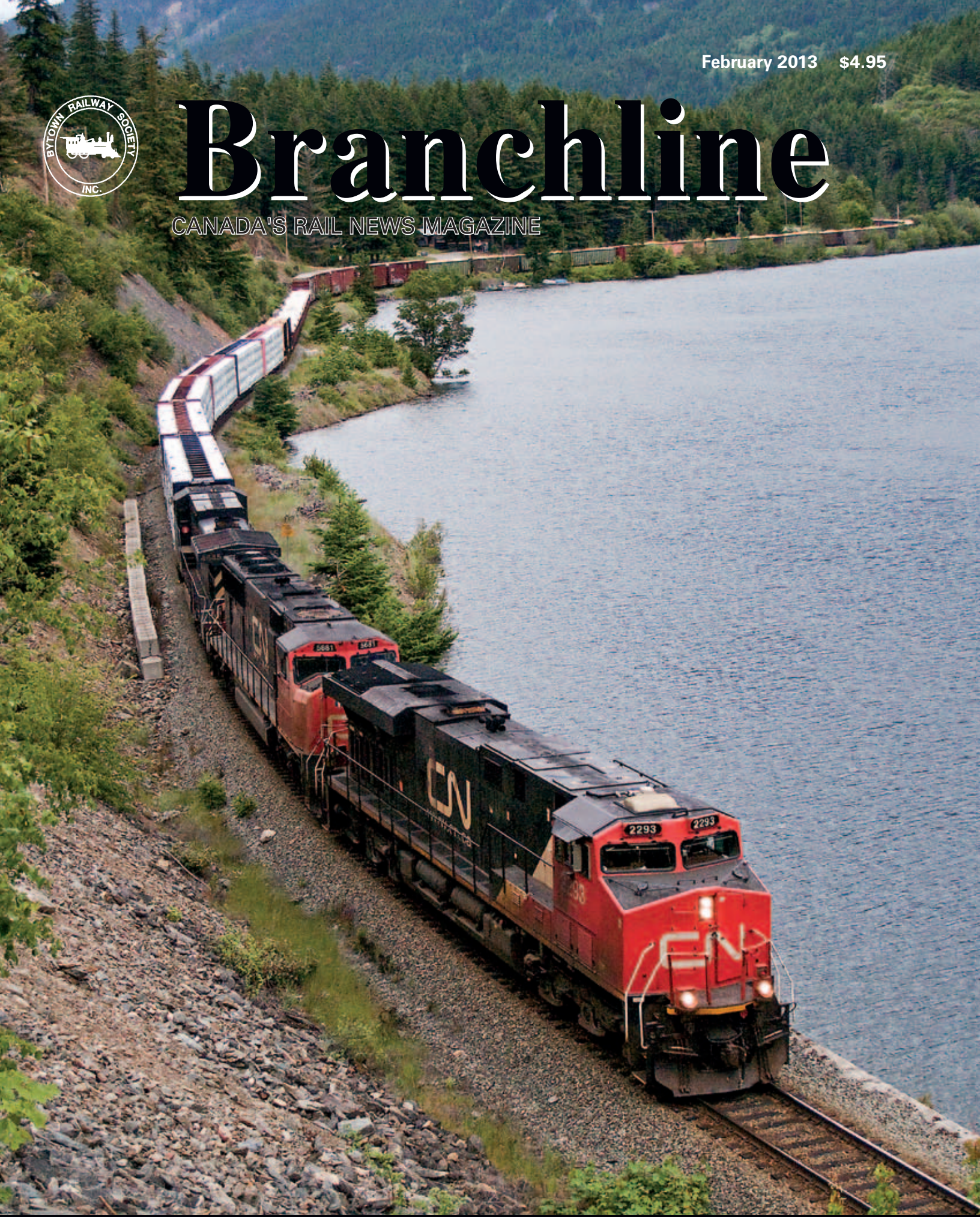
February 2013 $4.95

BYTOWN RAILWAY SOCIETY INC.

Branchline

CANADA'S RAIL NEWS MAGAZINE



Our Centurions • Project 2858 Report • Pacific Great Eastern Stories

ISSN 0824-233X

Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 47076, Ottawa, ON K1B 5P9

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

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A subscription to **Branchline** is available for any 12-month (11 issues) or 24-month period (22 issues) as follows:

	12 months	24 months
For addresses in Canada -	$42.00 CAD plus tax *	$83.00 CAD plus tax *
For addresses in the U.S-	$44.00 USD	$87.00 USD
Foreign	$75.00 CAD	$149.00 CAD

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Printed by St. Joseph Print Group, Ottawa

Branchline (USPS 015-381) is published 11 times per year for $44.00 (US); also available for two years at $87.00 (US). Periodicals postage paid at Ogdensburg, NY. US address changes should be sent to OLS, P.O. Box 1568, Ogdensburg, NY 13669. Send Canadian address changes to Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9.

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A regular meeting is held on the first Tuesday of each month except July and August in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30.

The next meeting will be on **February** 5 at which Robert Meldrum will present a series of photographs from the C. Robert Craig Memorial Library. Refreshments will be available at a small fee.

Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

An **informal slide, DVD and video** night is held on the third Tuesday of each month except July and August, at the Canada Science and Technology Museum. The next informal slide, DVD and video night will be **February 19** at 19:30.

Equipment Restoration takes place every Saturday at the Canada Science and Technology Museum, located behind the Museum, year round. Those interested in joining the "Dirty Hands Club" please come out, introduce yourself and we'll get you started.

E-mail Addresses: Many subscribers receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: lvgoodwin@rogers.com.

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

Corrections: Re January issue, Page 3, the last run of CN's "The Bullet" was on July 2, 1969, not 1968. Re the December issue, Page 21, VIA P42DC 910 leads a four car train, not three.

Ten Years Ago in "Branchline":

* CN Chief Paul Tellier resigned and moved to Bombardier. E. Hunter Harrison will succeed Tellier on January 1, 2003, as CN's president and ceo.

* CN expects to complete an agreement to buy the Ontario Northland Railway "in the near term".

* A coalition including bus operators, unions and the Ottawa Airport have denounced the federal government's possible expansion of VIA Rail in the Quebec-Windsor corridor as unfair competition. Transport Minister David Collenette is believed to be pushing for a $3-billion cash infusion for VIA to improve speed and frequencies in Central Canada to reduce traffic congestion and auto emissions.

Twenty Years Ago in "Branchline":

* Ottawa-based bus company Voyageur Colonial contends that VIA's reduced fares "have the effect of pricing subsidized train services at or below the cost of non-subsidized bus tickets even though VIA's operating costs are five times higher."

* Its tunnel clearance woes behind it, CP Rail has inaugurated double stack container service from Vancouver to eastern Canada.

* The former CP station in Winnipeg is being converted into an aboriginal culture centre.

* CN North American president Paul Tellier disclosed the company will sustain a $90-million loss for 1992. The corporation will have to look at serious cuts in its employee levels as well as significant downsizing of its overall rail network.

* On December 8, 1992, the City of Brockville (Ontario) designated the Brockville tunnel's two portals along with the first 30 metres of the south end of the tunnel under the Ontario Heritage Act. The 1,730-foot tunnel opened on December 31, 1860.

Press date for this issue was January 14
Deadline for the March issue is February 11

Cover Photo: A CN train at a classic BC Rail location - CN ES44DC 2293, CN SD75I 5681 and BCOL Dash 9-44CW 4645 lead CN Train 570 southbound beside Gates Lake in Birken, BC on June 19, 2012. Photo by Ian Smith.

Our Centurions

By Bob Webster

Except for the City of Toronto and the British Columbia Railway, the electric railway era in Canada ended over 50 years ago, and most of the remaining pieces of equipment are nearing their 100th birthday. The following is an overview of the survivors in British Columbia. Please see the December 2012 issue of "Branchline" for more information on their current status.

The "St. Louies"

In March 1912, the British Columbia Electric Railway (BCER) placed an order with St. Louis Car Company in St. Louis, Missouri, for 28 interurban cars. This order included six cars which had been ordered but cancelled by the Pacific Northwest Traction Company for use out of Bellingham, Washington. Upon arrival these six cars were assigned to the interurban line operating out of Victoria (Saanich Line) on Vancouver Island. The other 22 were assigned to the Vancouver-Marpole-Steveston-New Westminster, Burnaby Lake, Fraser Mills and the Queensboro Lines.

When the Saanich Line was abandoned in 1924, the six cars were brought over to the mainland and were rebuilt for operation on the Central Park Line.

Abandonments took place and eventually the few remaining "St. Louies" ended their days on the Marpole-Steveston Line. On the "Last Day", February 28, 1958, seven of these cars remained, of which five have survived and are currently celebrating their Centennials.

BCER 1220 and 1222 at Cambie Road in Richmond, on the Marpole-Steveston Line on May 31, 1951. Bob Webster Collection.

In 1958, three of these cars (1220, 1231 and 1235) were purchased by an individual and taken to a private museum near Chehalis, Washington. In 1975, the three interurbans were purchased by the BC Government and returned to British Columbia.

Car 1220, which was built in January 1913, is on display at Steveston. Car 1223 was released from St. Louis on December 13, 1912, and after several reincarnations is presently on display in Burnaby. Car 1225 was released on December 24, 1912 - after the end of service, it travelled to the Orange Empire Trolley Museum in Perris, California and returned to BC on August 11, 2005 and is now owned by the Fraser Valley Heritage Railway in Cloverdale, and will be back in service later this year. Car 1231 was released on February 20, 1913 - for 10 years it operated on the Downtown Historic Railway in Vancouver but was placed in storage in 2008 and saw only sporadic in 2010 and 2011. Car 1235, released on August 18, 1913, was moved to the National Museum of Science and Technology (now Canada Science & Technology Museum) in Ottawa in 1975, and is stored indoors. (The release dates were kindly supplied by Henry Ewert).

Other survivors

Streetcar #23 - this car was not owned by the BCER, but by the Nelson Street Railway in Nelson, BC. The car was built in 1906 by the Stephenson Car Company for the Forest City Railway (Ohio) as their #3334. In was later sold to the Cleveland Railway Company (renumbered 934). In 1925 it was sold to the Nelson Street Railway as their #3 (renumbered 23 in 1933). After the abandonment of the line in 1949, the body was sold and used for several purposes, ending up as a dog kennel. In the early-1980s a group was formed to restore the car and the body was taken to Selkirk College in Nelson where the work was done. Once rebuilt, operation commenced along the shore of Kootenay Lake, and the car has been in summer service ever since. This is the only survivor of the small Nelson Street Railway.

Streetcar #53 - was built in BCER's New Westminster Shops in 1904. It was later converted to a sand car and survived the mass scrappings of the 1940s and 1950s. The car was cosmetically restored and placed on display for many years at the Pacific National Exhibition in Vancouver before being moved inside the Old Spaghetti Factory Restaurant in the Gastown area where it remains today.

Streetcar #153 - built by John Stephenson Company in 1908 and was mostly used on the three streetcar lines in North Vancouver. Its carbody was sold in 1946 and eventually ended up on a farm at Ryder Lake, BC. In the 1970s it was returned to North Vancouver and restored, but unfortunately nothing has been done with it since and it is currently stored in North Vancouver.

Streetcar #400 - even though this car is much younger that the rest of the cars listed here, I have added it as a survivor. This Birney design was assembled by the Preston Car & Coach Company in 1922 and was one of 10 used in Victoria, BC. At the end of service in 1948, its body was sold and moved to a logging operation in Paldi, BC. The Provincial Museum in Victoria put out

Nelson Street Railway #23 running along the shore of Kootenay Lake, Nelson, BC, on August 20, 1992. Bob Webster photo.

BCER #53 on display at the PNE Grounds, Vancouver, BC, in June 1957. Behind #53 is 0-4-4ST "Curly", built in 1879 as D.O. Mills & Co. 0-4-0T #2 - "Emory", now displayed at Burnaby Village Museum in Burnaby, BC. Bob Webster photo.

BC Hydro freight motor 961 rests in the Carrall Street Yards in Vancouver, BC, on April 2, 1965. Bob Webster photo.

a search for a remaining streetcar that they could put on display and in spite of the many streetcar bodies having been sold after the end of service in Victoria, the 400 was the only survivor (a complete derelict). After restoration, the car sat outside the Provincial Museum in Victoria for many years before being sent to the Nelson Electric Tramway Society in Nelson where it is currently stored in the car barn.

Locomotive S-103 - was built in the BCER New Westminster Shops in 1911 as #952. It was used in freight service and later a snow plow blade was installed and it was used as a plow. She was later renumbered S-103. After many years in storage, the locomotive was sold in 1966 and taken to the Railway Museum at Snoqualmie Falls, Washington, where its remains can be seen.

Locomotive #960 - was built by the American Locomotive Company for the Oregon Electric Railroad as their #22. It was one of four Oregon Electric locomotives purchased by BCER in 1946. It was extensively used on the Vancouver-Marpole-Steveston-New Westminster Lines until the wire was removed in 1959. The locomotive was then taken to a small freight yard in downtown Vancouver and operated at that location until the land was cleared out during the 1980s in preparation for Expo 86. After many years of storage, it was taken to the West Coast Railway Heritage Park in Squamish, BC, and is undergoing a major restoration.

Locomotive #961 - was also built by ALCO, as Oregon Electric #21, with a similar story to the 960. (Oregon Electric 23 and 24 have been scrapped - 24 was purchased only for parts). After service ended at the freight yard, the 961 was sold in 1980 to Edmonton Transit for use in work train service on the LRT lines. In 1998 she was moved to the Trolley Museum at Fort Edmonton Park in Edmonton, Alberta.

Interurban #1207 - was built by the BCER in New Westminster (as the "Steveston") in 1905 and was one of three cars built for the for the opening of the Steveston Interurban Line when the BCER took over the service from the Canadian Pacific Railway in 1905. Years later, 1207 was one of four cars used in the special "Last Run" ceremony held on February 28, 1958. The car was sold to two trolley fans and moved to the Puget Sound Railway Historical Association Museum in Snoqualmie Falls, Washington, where it remained for many years. In 1989, BC Transit brought the car back to the Lower Mainland and it was restored at the Coquitlam bus garage. For 10 years, 1207 operated on the Downtown Historical Railway (with 1231) but now, due to a change in the political climate in Vancouver, it is unfortunately again in storage.

Interurban #1304 - this is the only surviving "Valley Car" (Vancouver-Chilliwack Line). The car was built in BCER's New Westminster Shops in 1911. In 1912, the 1304 was selected to be rebuilt into a Parlor Car for use by the Duke and Duchess of Connaught on part of their tour of the Lower Mainland. Soon after it was converted back to a regular passenger coach and continued being used on the Chilliwack Line until September 16, 1945, when on a trip west, the empty car caught fire and was gutted, leaving only the floor, trucks and burned out shell. Because of the War, equipment was at a premium and so a new 'body' was built on the

remains and the 1304 returned to service on December 29, 1945. Declared surplus in 1954, the car was sold and eventually was taken to a museum in Glenwood, Oregon. After operating there for several years, and later moved to another location in Oregon, the Fraser Valley Heritage Railway "brought her home" to Surrey, BC, on April 24, 2009. She will be refurbished and returned to operation on a portion of her "home" rails. So in 2011, 1304's floor, electrical equipment and trucks celebrated their 100th birthday, however, the body will have to wait until 2045 for its Centennial!

All but one of the 13 cars listed above are under cover and in secure locations. It is too bad that only two of the cars (1225 and 1304) have any chance of operation as they come up to their hundredth year. Hopefully, circumstances will soon change and many other sets of wheels will once again shine while carrying a carload of enthusiastic passengers on a nostalgic trip to yesteryear.

P.S. Further to The Status of Electric Traction on Canada's West Coast in the December "Branchline":

Land has been cleared and forms are in place for the concrete in preparation to build a new "repro" station in Cloverdale. The building will be as originally built (there was an addition put on but this will not be included). The station will be used as a ticket office for the proposed interurban operation in Surrey and also a museum. Also, at the old barn, the repro Sullivan Station has been moved over to the right-of-way in preparation for use at the western end of the initial operation. The passenger service on the Chilliwack Line ended on September 30, 1950, and now there are three stations in existence: "Sullivan", "Cloverdale" and the original station "Upper Sumas" now in the MSA Museum at Abbotsford, BC. ◘

Edmonton Transit freight motor 2001 (ex-BCER 961) pauses from her work train service in Edmonton, Alberta, on October 4, 1984. Bob Webster photo, BRS Collection.

BCER 1207 and 1208 leaving Marpole for Steveston in December 1957. When the Oak Street Bridge in the background was completed it spelt the end of the interurbans. Bob Webster photo.

BCER 1304 after catching fire while operating on the Chilliwack Line., fall 1945. Bob Webster Collection.

The interior of BCER 1304 after a fire on September 16, 1945. She was rebuilt and returned to service on December 29, 1945. Bob Webster Collection.

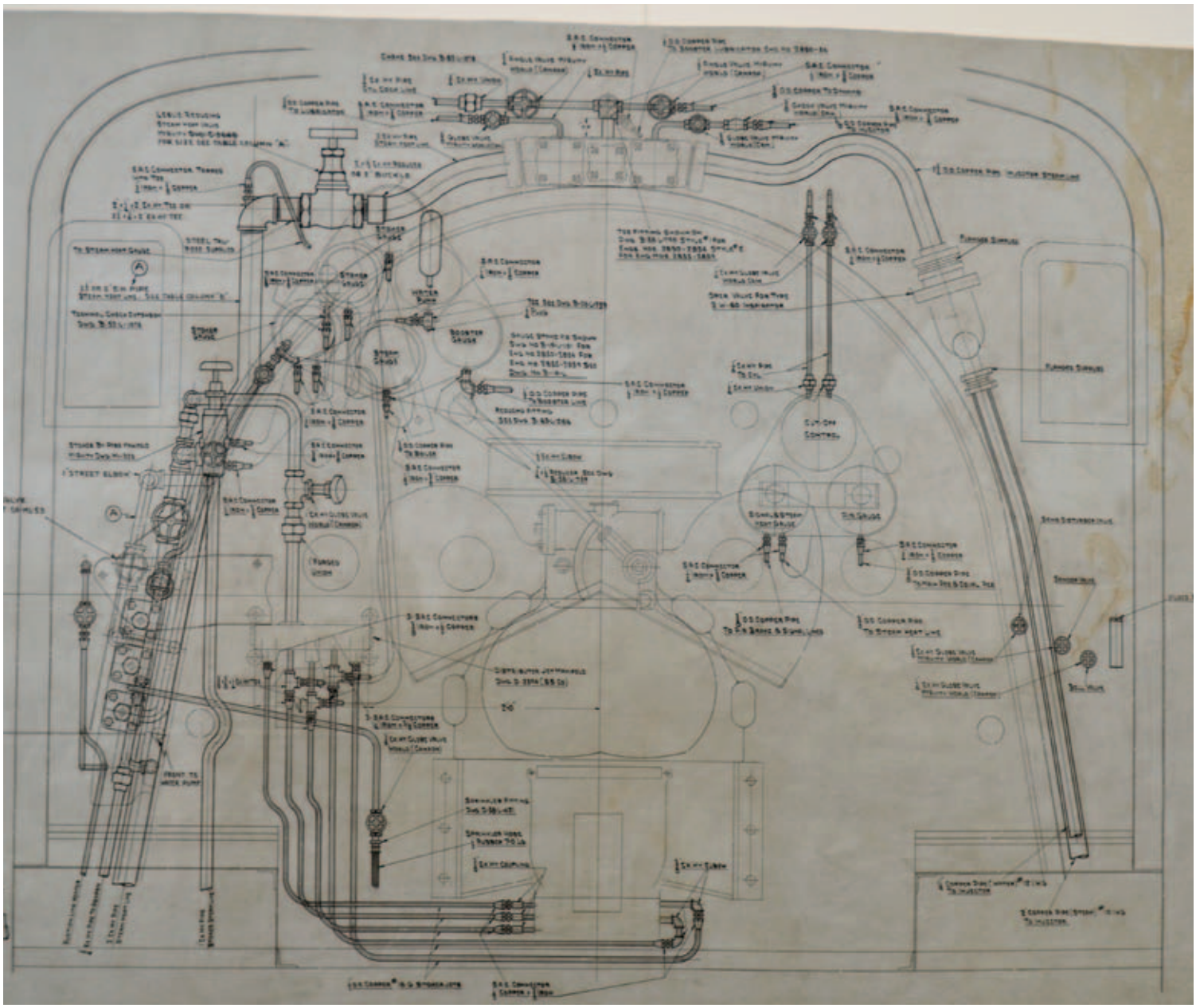
Project 2858 Report

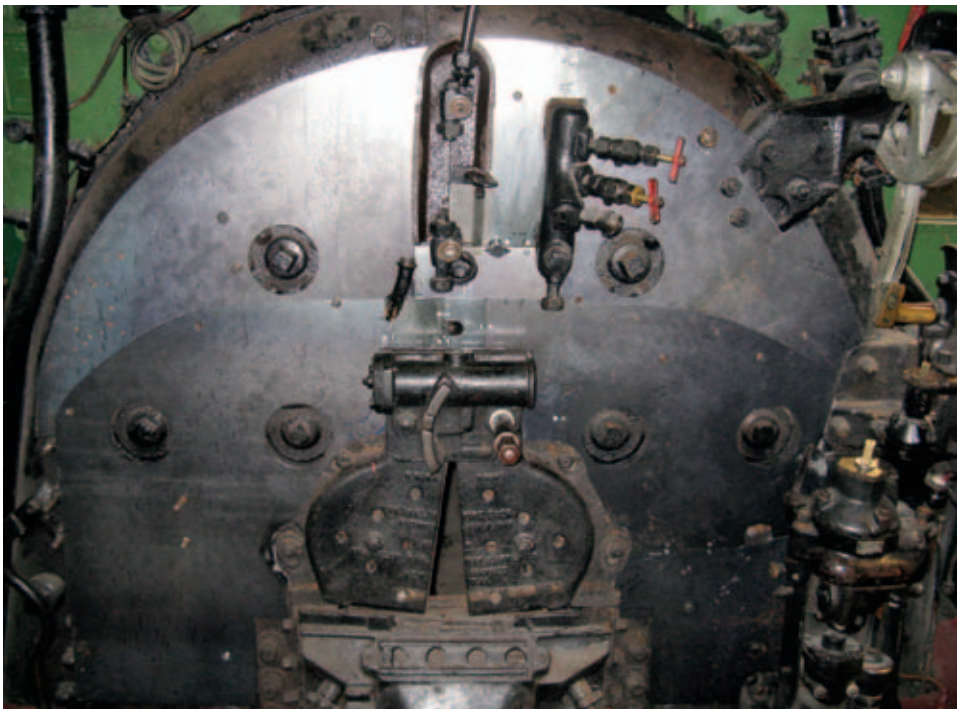
by John Bryant

Following Duncan du Fresne's untimely passing in June 2012, the Bytown Railway Society executive gave much thought to a fitting memorial and the restoration of the cab of CP 4-6-4 2858 displayed in the Canada Science & Technology Museum's pavilion was seen as being appropriate in many ways. The following is an update to that chronicled in the January 2013 "Branchline".

While the picture of 2858's backhead shown on Page 7 might not appear at first glance to be all that different from the one in the January 2013 "Branchline", a considerable amount has been accomplished over the last month despite the inevitable loss of working days due to the holiday season. All of the pieces for the replacement "flat" portion of the boiler jacket have now been cut and fitted (in some cases more than once!) and, instead of just being loosely in position, some of the pieces are now connected to each other (using the original method - tabs rivetted to one piece and screwed to the other). Also a start has been made on the jacket pieces that cover the transition between the back of the boiler on one hand and its top and sides on the other. As the curved shapes of these pieces would be difficult to replicate, as the originals are in relatively good shape, and as the rightmost such pieces were in fact never removed from the engine, this set of pieces will be repaired rather than replaced. The first piece to be worked on can be seen in the photograph (above the water column) but because its colour blends in with that of the bare boiler to its left it is unfortunately difficult to make out.

Much of what has been done is not visible in the photograph. Rotten lumber and corroded sheet metal around the cab roof ventilator have been removed and replacement pieces have been made. Great progress is being made on a new shroud for the brake stand, two standoffs that had broken off have been reattached to the boiler, and a start has been made on removing components to the restoration area so that they can be worked on. All of the seats and armrests are now in the restoration area, as are the grate shaker covers (one of which had been glued in position and was coated with at least a quarter inch of epoxy !) and some of the plumbing (hence the missing sight glass in the photograph).



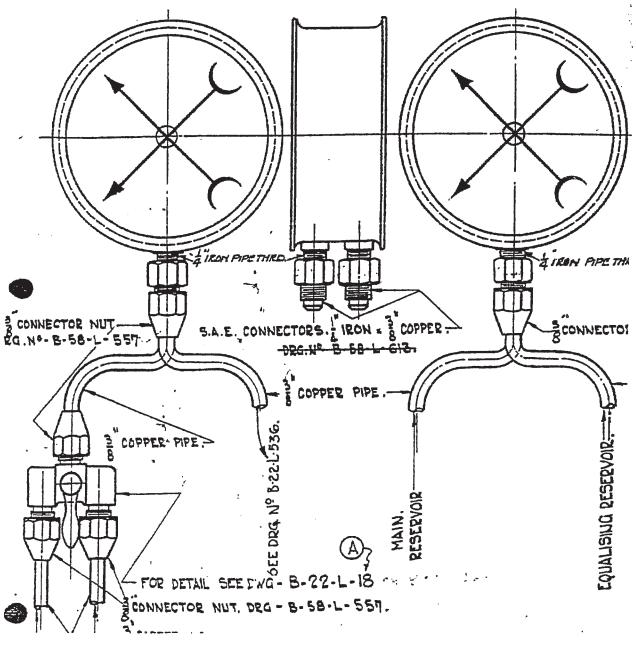


shows the standard arrangement of the engineer's brake gauges. Both gauges are duplex gauges (two input, two needles). The key element is the two way cock visible to the lower left of the drawing. It connects either the brake cylinders or the signal line to one of the inputs of the left gauge. The right gauge gives the main and equalizing reservoir pressures, and the left gauge gives the train line pressure and either the signal line pressure or the brake cylinder pressure (depending upon the position of the cock).

The arrangement shown in the H1d drawing takes the principle of economy one step further, with one of the left gauge needles shared between the train and signal lines, the other used for the steam heat, and with brake cylinder pressure losing out entirely. Presumably a means of measuring brake cylinder pressure was felt unnecessary because the engines were to be equipped with the type of "on/off" brake cylinder pressure indicators that both 2850 displayed at Exporail in Saint-Constant, Quebec) and 2858 had at the end, although this is not shown on the drawing. Given that the steam heat control valve is on the fireman's side and looking after the steam heat was presumably the fireman's job, it's hard to understand the logic of having the steam heat gauge on the engineer's side. Also the whole arrangement seems very clumsy and to my mind the surprising thing is not that it was evidently unsatisfactory and so got changed (on both 2850 and 2858, and presumably all of the other H1d locomotives as well), but that it was proposed in the first place.

We've also sourced and obtained appropriate fasteners (slot, not Robertson) and Dave Elliott from the Museum has trawled through the Museum's collection of drawings and made copies of a large number of them. A part of one particularly useful drawing is shown on Page 6. It is specific to the H1d locomotives (2850-2859) and shows the "as built" arrangement of the major backhead components. It contains a wealth of detail (although of course this can't be made out in the picture) and the arrangement of the engineer's side gauges is especially interesting.

Duncan was fond of saying that the CPR was a Scottish company, and economy does seem to have been a driving concern. Instead of providing a separate gauge for monitoring signal line pressure, the usual CPR practice was to share a gauge (or more precisely, one half of a duplex gauge) between the signal line and the engine's brake cylinders. The drawing below ("for all classes")



In the case of 2850 the change involved adding a steam heat gauge on the fireman's side (with an "ear" being added to the gauge plate for the purpose) and converting the engineer's side gauges to the standard arrangement. In the case of 2858 the situation is unfortunately less clear cut. According to Dave Elliott's 1993 condition report there should be a 5" duplex steam heat / signal line gauge on the fireman's side, with the engineer's side standard apart from brake cylinder pressure getting its very own gauge needle. One the basis of this report Alan Westland went out and produced the very nice duplex gauge mentioned in the last issue, but there have since been second thoughts. The arrangement described in the report was presumably based on something, and the fact that Duncan was involved gives everything and anything in the report a certain weight. On the other hand any physical evidence that there might have been has since vanished (the gauge itself is completely missing), the added "ear" on the fireman's side gauge plate isn't large enough for a 5" gauge (in this respect at least the report is clearly incorrect) and having the signal line gauge far removed from the adjusting valve doesn't make a lot of sense. Hopefully somebody will eventually come up with a photograph which shows whether the steam heat gauge had one or two connections and so provide a definitive answer, but in the meantime we're working on the assumption that, like 2850, 2858 had just a straight steam heat gauge on the fireman's side. It's a sensible arrangement that we can be sure was used on engines of the class, and Alan is now working on a straight 4.5" steam heat gauge will fit nicely on the "ear".

It is to be expected that as the project proceeds we are going to run into many more such issues and that we are sometimes going to have to resort to "best guesses". We do hope to get as much as possible absolutely correct, however, and to this end would really appreciate receiving copies of any H1d cab photographs that might be out there. If you have anything that you think could be useful (e.g. a shot of Auntie Bertha passing through the cab with the steam heat gauge in the background) please contact me at bryant@sce.carleton.ca. ◘

COALSPUR AND CN AGREE ON KEY SUPPLY CHAIN: Coalspur and CN have agreed on an innovative seven year commercial contract that forms the foundation for a collaborative coal supply chain for Coalspur's Vista Coal Project. At full production of twelve million tonnes per annum , the agreement with CN will enable Coalspur to achieve savings in total logistics costs from the Vista Feasibility Study released in January 2012. Coalspur President and CEO, Gill Winckler said, "Securing these key terms of the rail agreement with CN is an important milestone for us, providing certainty around our logistics costs and confirming the strong business relationship that we are building with CN. The agreed terms effectively recognise the scale of the Vista operation and will reduce our projected total FOB operating cost to deliver savings of approximately C$20 million per annum over the first five years of production as compared to the Vista Feasibility Study". Production is to commence in 2015. (**CNW**, Dec. 28)

LABOUR AGREEMENT REACHED: CN has reached a tentative agreement with the International Brotherhood of Electrical Workers (IBEW) System Council 11 to renew the labour contract for approximately 700 CN signals and communications employees in Canada. Details of the agreement - negotiated prior to the expiry of the current contract on Dec. 31, 2012 - are being withheld pending ratification by the union's membership. CN expects to hear the results of the union's ratification vote before the end of January 2013. (**CNW**, Dec. 14)

CN COMPLETES INTRA-CORPORATE MERGER OF ELGIN, JOLIET AND EASTERN INTO WISCONSIN CENTRAL SUBSIDIARY: CN will complete the merger of the Elgin, Joliet and Eastern Railway Company (EJ&E) into its Wisconsin Central Ltd. (WC) subsidiary, effective Jan. 1, 2013. The merger of the two rail affiliates that connect in the Chicago area will simplify CN's corporate structure and operations in the United States. The merger was authorized through a notice of exemption for transactionswithin a corporate family filed with the U.S. Surface Transportation Board (STB) on May 23, 2012, that became effective on June 22, 2012. Voluntary implementing agreements with the unions representing the various crafts were reached, allowing the company to complete the merger. The merger will not affect or alter the STB's continuing oversight and reserved jurisdiction over CN's 2009 acquisition of the EJ&E, the mitigation conditions imposed by the STB, or the Voluntary Mitigation Agreements reached by CN and numerous communities along the EJ&E. (**CNW**, Dec. 31)

CN OPENS NEW INTERMODAL TERMINAL: CN has started to serve the new state-of-the-art intermodal terminal for containerized goods at Calgary Logistics Park. Jean-Jacques Ruest, CN executive vice-president and chief marketing officer, said: "The opening of this intermodal terminal launches our logistics park operation, which will provide seamless transportation solutions to rail customers moving products and commodities into and out of Calgary - one of the fastest growing regional markets in North America. The new facility, with ready access to Stoney Trail, the Trans Canada Highway and other major roadways, is situated on Twp Road 250/McKnight Boulevard and is 10 kilometres from Calgary International Airport. The new intermodal terminal, relocated from CN's Sarcee Yard in southeast Calgary, has:
- 30 per cent more capacity than CN's existing Calgary intermodal terminal and space for further expansion;
- Four automated in-gates and three automated out-gates to keep truck turnaround times in the terminal to below 45 minutes;
- A container yard for convenient storing of international containers;
- Specialized equipment for temperature-controlled products, allowing CN to expand its existing reefer volumes.

The logistics park has space to accommodate more than 2.5 million square feet of warehouse distribution facilities, including a rail-to-truck transload operation and a new CN Autoportfacility to serve the regional finished vehicles market. (**CNW**, Jan. 10)

TEAMSTERS, CP SIGN 5-YEAR DEAL FOR MAINTENANCE WORKERS: Teamsters Canada has reached a 5-year labour deal with CP that will help increase the company's efficiencies and lower their operating ratio; while at the same time protecting maintenance workers' jobs and providing a 15 per cent increase in wages over the life of the contract. "Bargaining this time was much different than in years prior," says William Brehl, president of the Teamsters Canada Rail Conference, Maintenance of Way Employees Division. "Not only were talks more civil, but the company used a conscience as well as a calculator. We have brokered an agreement for labour peace which allows the company flexibility, while greatly enhancing the quality of life for our members."

Brehl's division represents more than 2,600 CP workers who maintain, repair and build the track, bridges and structures. He said new CEO Hunter Harrison and his team is quickly changing the culture of CP as the company moves to lift its operating efficiencies. "They're cutting fat, not muscle," Brehl says. "And presently, they're working with us instead of treating us like enemies which was the modus operandi of previous regimes. The long term safe and productive operation of the railroad is in all of our best interests." For years, the Teamsters have argued that outsourcing track renewal was more expensive for a number of reasons. "Previous management would never accept this or even listen to our argument. They just kept hiring managers, and expensive out-sourcing firms, and cutting our membership to the bone. On average there was one manager for every 10 workers. That's a great ratio for teachers in the classroom but our members are trained professionals, not school children. Hunter Harrison's team looked at the numbers and agreed with us. In-sourcing the work will save money and save CP jobs," Brehl says. The deal must be ratified by members, which is expected sometime in January. (**CNW**, Dec. 11)

PRIME MINISTER'S VOLUNTEER AWARD FOR HOLIDAY TRAIN: CP welcomed the Prime Minister of Canada's recent recognition of the CP Holiday Train and specifically the hard work and dedication of thousands of community and employee volunteers who have made the annual rolling food bank fundraiser a success since 1999. CP's annual Holiday Train received one of the first Prime Minister's Volunteer Awards, recognizing the role it plays in helping Canadian communities and food banks. "Canadian Pacific is honoured the Prime Minister has recognized the Holiday Train initiative and we are extremely proud to receive this award," said E. Hunter Harrison, President and Chief Executive Officer of Canadian Pacific. "The Prime Minister's Volunteer Award acknowledges the hard work, commitment and dedication of CP employees, food bank volunteers, and community organiz ers, who continue to demonstrate the importance of community and concern for their neighbours through the Holiday Train. They are the people who truly deserve this recognition." The Prime Minister's Volunteer Awards recognize the exceptional contributions of volunteers, local businesses and innovative not-for-profit organizations in improving the well-being of families and their communities. The Awards highlight best practices in community leadership and encourage partnerships across sectors. (**CNW**, Dec. 17)

CANADIAN PACIFIC COMMENTS ON DECISION OF FEDERAL LABOUR ARBITRATOR: CP is pleased the collective bargaining process with the Teamsters Canada Rail Conference, on behalf of Running Trade Employees, and Rail Traffic Controllers has finally

concluded and an agreement is now in place. CP has received the award of federally-appointed arbitrator, William Kaplan. The award contains, among other changes a cap on pension growth and a new pension accrual rate for future hires. The deal is three years in length and is retroactive to January 2012. "Mr. Kaplan had an extremely difficult job. He was thoughtful and sought at all times to close the gap between the parties. CP is appreciative of his efforts," said Peter Edwards, vice president of Human Resources. (**CNW**, Dec. 19)

ELECTRICAL WORKERS RATIFY: The five-year agreement between CP and the International Brotherhood of Electrical Workers on November 15, 2012, has been ratified with 94% acceptance. This contract begins January 1, 2013. "I am pleased we were able to reach another agreement with a key union and we are looking forward to working with the IBEW," said E. Hunter Harrison, president and CEO. "With our labour situation settled, CP is in very good position to continue the work of being an even more reliable and efficient railway for our customers." (**CNW**, Dec. 19)

CP HOLIDAY TRAIN WRAPS SUCCESSFUL 2012 PROGRAM: Results for the 14th year of the Canadian Pacific Holiday Train are in and the mission of making a difference one stop at a time has resulted in one of the most successful rolling fundraisers for local food shelves along its Canadian and United States rail network. The 2012 CP Holiday Train Program raised more than $1 million and 400,000 pounds of food for local food bank programs in Canada and the U.S. Since 1999, the CP Holiday Train program has now raised $7.4 million and 3 million pounds of food for local food shelves.

The 2012 Holiday Train Program officially wrapped up in Port Moody, British Columbia, on December 18, 2012. Making this year's three-week trek even more important was the support for Hurricane Sandy rebuilding efforts. At the Minneapolis Holiday Train event, CP presented Feeding America with $250,000. In Canada, the Holiday Train program received special recognition with one of the inaugural Prime Minister's Volunteer Awards. The award recognizes the role the 'train of lights' plays in helping communities and food banks and, specifically, the hard work and dedication of thousands of community and employee volunteers who continue to make the annual rolling food bank fundraiser a success.

From the end of November until December 18, the two Holiday Trains travelled across Canada and the U.S. raising money, food, and awareness for local food banks and hunger issues at over 150 communities. Thousands of Holiday Train supporters were treated to live performances on the modified boxcar stage. On the Canadian Holiday Train, Brothers Dube, Miss Emily, and Doc Walker lit up the stage while on the U.S. Holiday Train, Tracey Brown and The Claytones entertained supporters of local food shelves along the U.S. Northeast and Midwest. (**CNW**, Dec. 30)

VIA Rail Canada

BMT HELPS DELIVER COST SAVINGS FOR VIA RAIL CANADA: BMT RailBMT Group Ltd (BMT), the international engineering, maritime and risk management consultancy, through its specialist companies BMT Fleet Technology and BMT Reliability Consultants, has successfully completed a Condition Based Maintenance (CBM) study for VIA Rail Canada Inc. The final CBM project report, delivered to VIA in October 2012, included recommendations to help VIA further improve levels of performance and availability across its rolling stock fleet, while reducing costs. The project focussed on VIA Rail Canada's newly refurbished fleet of GPA-30H locomotives. BMT reviewed the company's existing condition monitoring capability and recommended additional techniques and equipment.

BMT also carried out a Reliability Centred Maintenance (RCM) analysis of the locomotive and its sub-systems including the newly installed Head End Power generating set. One output of the RCM study was to identify and add to the condition monitoring procedures and techniques that are currently used by VIA Rail, in order to develop an optimised CBM strategy. Bob Becker, Director of Technical Services and Chief Engineer for VIA Rail Canada comments: "We are delighted to have had BMT on board. The company brought a unique mix of experience and knowledge in carrying out condition monitoring tasks on our rolling stock. BMT's customer focussed approach from initial study to final report places VIA Rail on the correct track for optimised maintenance procedures, cost effective Condition Monitoring techniques and our ultimate goal of full Condition Based Maintenance. The initial recommendations have already produced significant cost reductions for the generator set overhauls, with more locomotive savings to come in the future."

Aaron Dinovitzer, Vice President of BMT Fleet Technology, explains: "We are pleased VIA Rail Canada chose BMT to provide them with the tools to further improve their performance in this important aspect of fleet management. BMT's experience in delivering significant improvements in maintenance programs helped ensure an equally successful outcome for VIA Rail Canada." He continues: "We're driven by a belief that things can always be better, safer, and more efficient. This project is one of two which we are working on with VIA Rail Canada and both are a perfect example of how BMT can deliver complex projects using its global engineering resource, while still maintaining a local presence." Andrew Cooper, Managing Director of BMT Reliability Consultants, adds: "We're delighted to have been able to assist this prestige rail transportation company in further improving their maintenance planning to achieve optimized availability and operating costs. Working with our colleagues in Canada, we have demonstrated the benefits of specialized expertise, combined with deep industry understanding, and global reach. We look forward to continuing our relationship with Via Rail Canada." (**BMT.org**, Nov. 22)

VIA RAIL CANADA PUBLISHES ITS THIRD QUARTER 2012 RESULTS: VIA Rail Canada's Board of Directors has released the Corporation's third quarter 2012 results. Between July and September 2012, VIA Rail's ridership and revenues were lower than last year for the same period, due partially to challenges faced by the travel industry. However, as a result of stringent cost management measures, the Corporation's bottom line was within approved funding levels for the quarter. "In the third quarter, VIA Rail continued to face significant challenges with respect to both ridership and revenues, in all parts of its passenger rail network. We launched new strategies to retain customers and attract new ones, while at the same time, working harder than ever to control costs, and improve our productivity. Now, we have to look at the best ways to use our resources to deliver a better return for our operating funding. As we move forward, our long term goal is to make VIA Rail a financially and commercially viable operation, with a new approach to operating as a publicly-owned business," explained VIA Rail President and Chief Executive Officer Marc Laliberté. The report also states that, by the end of the third quarter of 2012, 80% of the $923 million fund committed by the Government of Canada to upgrade tracks, modernize passenger stations, and renew passenger trains and technology had been invested. Highlights of the quarter include:

Track:

- In June 2012 VIA, in cooperation with Goderich-Exeter Railway (GEXR), released a tender for major safety improvements and signal work on the Guelph Subdivision between Georgetown and London, Ontario. The work package includes Centralized Traffic Control (CTC) of approximately 90 miles (144 Km) of track as well as significant level crossing upgrades. Tenders have now closed and it is planned that the construction work will get underway thisfall and will continue into 2013.
- Work also continued on major projects to increase the capacity of CN-owned track between Brockville and Toronto, which will allow VIA to add more frequencies between Ottawa and Toronto as well as future additional frequencies between Montreal and Toronto. With projects at Brockville and Gananoque already complete, the new third track section between Grafton and Cobourg was put in service at the end of July 2012.
- Improvements to VIA-owned infrastructure started in early July. This work includes the replacement of approximately 28,000 ties on the Alexandria and Smiths Falls Subdivisions and another 16,000

on the Chatham Subdivision. Also included is the replacement of sections of track ballast and crossing rehabilitations. Design work for the replacement of Centralized Traffic Control systems in the Ottawa area and between Coteau and De Beaujeu, Quebec is also underway.

Trains:

- VIA is rebuilding most of its locomotives and passenger cars to extend their life, enhance environmental performance and efficiency, and to provide better comfort and service to customers – including better accessibility for people with special mobility needs.
- As of September 30, 2012, 51 of VIA's 53 F-40 locomotives have been completed, along with 16 of VIA's 59 Renaissance passenger cars and 10 of 97 Light, Rapid Comfortable (LRC) passenger cars. Six Rail Diesel Cars (RDC) have yet to be completed.
- During the quarter, VIA finalized a new contract to complete 12 HEP-I Park and sleeper cars with new reconfigured interiors.

Stations:

- VIA is upgrading and modernizing key passenger stations across the country to serve customers more efficiently, and to address operational and safety needs.
- Work is advancing well at Oshawa and Cobourg, where, together with track capacity improvements to be completed later this year, the new fully accessible overhead walkway structures will accommodate the growing number of passengers who use the facilities each year. The new overhead walkway at Oshawa was opened to passengers in July 2012.
- The new Windsor Station opened to the public on September 11, 2012. Demolition of the existing station building and site work will follow, and should be completed by this year end.
- VIA recently started a new project to upgrade its Winnipeg Station that will improve public areas and passenger services, upgrade the exterior of the East side of the station and both sides of the train shed, and improve accessibility from the boarding lounge to the platform level, and various other building improvements to ensure long term tenant retention. This work is forecasted to be complete by December 2013. (**VIA release**, Nov. 30)

VIA WON'T RETURN TO GASPÉ UNTIL FALL 2013: The Gaspé Railway (Société du Chemin de fer da la Gaspésie) doesn't yet have enough money to repair all the bridges on its line between New Carlisle and Gaspé. The repairs would enable VIA Rail to restore passenger service to Gaspé. Over the past two years, Quebec has invested $17 million to repair the line, but the railroad says it would take $5 million more to repair 14 bridges deemed the most damaged. If Quebec agrees to their request, the railroad says that passenger service could be restored in the fall of 2013. The railroad hopes to get a response by January to its request. The railroad has given priority to the segment between L'Anse-à-Beaufils (near Percé) and Gaspé, so that the tourist train "The Admiral" can run in 2013. Work continues to repair various sections of the line. Repairs to bridges between Cascapédia-Saint-Jules and Saint-Siméon are being scheduled. VIA Rail's Montreal-Gaspé service, formerly the "Chaleur", operates tri-weekly. Buses began substituting for the train east of Matapedia, Que., in December 2011 due to the unsafe condition of several bridges. (**Trains.com**, Dec. 14)

OTHER PASSENGER

GO TRANSIT LAUNCHES NEW WEB TOOL TO KEEP PASSENGERS IN THE KNOW: GO Transit is introducing GO Tracker, another customer communications tool released by the region's transit agency to keep their passengers in the know. GO Tracker is a web tool that provides real-time GO Train departure information right in the palm of the customer's hand. On their mobile device or computer, passengers can view their estimated train departure times and platform information at gotransit.com/gotracker. GO eSignage is now on display at all GO stations, providing real-time service status information when and where passengers need it. GO Mobile, GO's first mobile app, allows users to view schedule information directly from their mobile device. GO Mobile, which has now been downloaded over 240,000 times, recently received an update, improving its iPhone accessibility functionality and providing users with direct access to GO's Service Updates webpage. "On the GO" alerts give subscribers up-to-the-minute information by email or SMS text. Passengers can subscribe to specific GO stations, lines and routes to ensure they get service information relevant to them. (**CNW**, Dec. 7)

DELAY SEEN FOR AMT SERVICE ADDITION: Montreal's Agence métropolitaine de transport (AMT) reportedly will not increase frequency on its Vaudreuil-Hudson regional rail line until 2014. AMT originally had hoped to bolster service early in 2013. Nicolas Girard, AMT's CEO, recently said to local media, "When we made the announcement, we always said it would be in 2014." But area rail advocates say AMT began backing away last month from a prior commitment to add service by January 2013. "AMT is a creature of the Quebec [provincial] government and its changing priorities," Avrom Shtern, a member of advocacy group Train de l'Ouest Group and a spokesperson for Green Coalition, a Montreal environmental group, told Railway Age. "The current ... government's priorities are more 'go slow' with the Train de l'Ouest, as it faces budgetary constraints, the ballooning costs of Train de l'Est, and its natural tendency to favour eastern sectors of metropolitan Montreal and the construction of an eastward extension of the Blue Metro line to Anjou." Shtern added, "The eventual introduction of electric multiple-units (EMUs) would do wonders to efficiencies. That unfortunately is not being planned." (**RailwayAge.com**, Dec. 26)

METROLINX EXTENDS CONTRACTS: Bombardier Transportation announced that Ontario's Metrolinx/GO Transit has exercised options for 10 years of fleet operations and maintenance services for its commuter rail system serving the city of Toronto and surrounding regions. The total value of these two contracts, which are extended to 2023, is approximately $927 million. A division of Metrolinx, GO Transit is the regional public transit service for the Greater Toronto and Hamilton area, carrying 62 million passengers a year. GO runs 187 train trips and 2,075 bus trips daily, transporting about 226,300 passengers on a typical weekday – 175,300 on the trains and 51,000 by bus.

Since service began in the late 1960s, more than a billion riders have taken the GO Train or Bus – to work or school, to go home, or for leisure activities. "GO Transit is one of the most vibrant commuter rail operators in North America and has been a huge success story for more than 40 years. For Bombardier, being part of this success is more than gratifying," said Raymond Bachant, President, Bombardier Transportation North America. "This extension confirms once more Bombardier's leadership position as a services provider for passenger rail fleets in North America and worldwide. Our strong services portfolio complements our innovative products and technologies, allowing us to form a true partnership with our customers throughout the entire product life cycle."

Bombardier has provided fleet maintenance services to GO Transit since 1997 and operations since 2008 and has also supplied more than 600 BiLevel rail coaches that make up the transit authority's commuter rail fleet. BiLevel coaches are manufactured at production facilities in Thunder Bay, Ontario. The BiLevel car is the most popular multi-level commuter rail car in North America, with operations in 14 major cities across Canada and the United States. (**Bombardier.com**, Dec. 21)

GO TRANSIT ADJUSTS SERVICE: Starting Jan. 5, GO Transit is adding more service and adjusting schedules to serve passengers better. Stouffville and Richmond Hill GO line passengers will have an earlier train option in the afternoon; Lakeshore West passengers will have more train trip options during rush hours, particularly those travelling out of Aldershot GO Station; and some existing trips along the Lakeshore and Barrie GO lines will be more comfortable with 320 additional seats per trip thanks to the addition of 16 rail cars. Some of this new train service will have an impact on GO Bus service as connections will be adjusted and some trips will be replaced by the new GO Train trips. Since GO assesses service on a consistent basis, some regular GO Bus service will be adjusted and increased according to demand. GO Train service also begins

at the new Acton GO Station on Jan. 7. Located at 45 Eastern Avenue, the newest GO station will see two trips during every rush hour along the Kitchener GO line. (**CNW**, Dec. 20)

METROLINX ASKS PUBLIC HOW TO PAY FOR BETTER TRANSIT: TAX? TOLL? FARES?: It's being billed as the Big Conversation. But it represents a big hope to transit advocates and civic leaders eager for signs the province is prepared to do something politically risky: imposing taxes dedicated to a massive regional transit expansion. They're the first plank in a public engagement process leading up to a June release of the provincial agency's investment strategy — a plan for how the region will raise about $2 billion annually to build the transit improvements prescribed in Metrolinx's The Big Move regional plan. The province has committed about $16 billion toward various projects in the $50-billion, 25-year plan. But taxes, tolls and other fees will be needed to get the remaining projects moving and keep gridlock from stunting the region's economy. In announcing the roundtables, though, Metrolinx made no mention of taxes or tolls. That's because, more than four years after Metrolinx released The Big Move, the public still doesn't understand it, said Dina Graser, director of community and stakeholder relations. "Of course (the roundtables) will talk about the need for transportation investment, but they're also really about getting people to understand not just who Metrolinx is, but what is The Big Move... "People need to understand what they're paying for before you get into the conversation of how you're paying for it," she said. The roundtables are expected to attract between 80 and 120 people each. Participants will be placed in smaller groups and supplied with a consultation kit, including a piece on how other jurisdictions fund transit. The Metrolinx roundtables are a welcome sign that the province is living up to its promise of holding a public discussion on what can be a politically toxic issue, said Toronto Councillor Josh Matlow. There was widespread skepticism last year, he said. Many worried that a minority Liberal government approaching an election would stall Metrolinx's work on the investment strategy. "We will all benefit from transit and therefore we should all share in the burden of building it," Matlow said.

Former Toronto mayoral candidate Sarah Thomson is among the few civic leaders who has stated her preference for a 1 per cent regional sales tax dedicated to transit. Although she wants Toronto to endorse the tax, Thomson — who hasn't ruled out another run at the mayor's office if Rob Ford is forced to vacate the seat — says the city has to be a leader for the region. "When you look at gridlock, the way traffic flows, this isn't just a Toronto issue," she said. Metrolinx officials stress that the roundtables aren't the only forum for public input. The have issued 10,000 invitations to households across the region, from which a 36-member Residents' Reference Panel will be selected for a weekend-long discussion. There's also an online tool at the bigmove.ca website that allows people to design their own transit system and figure out how to pay for it. "What we're striving for," Graser said, "is a really lively, provocative conversation that gets people thinking about what it means." (**Toronto Star**, Jan. 9)

AMTRAK 2013: NEW YEAR BRINGS MAJOR PROJECTS: Amtrak enters 2013 with a full and robust agenda of infrastructure upgrade projects, significant milestones for new equipment orders and key actions to advance its Northeast Corridor (NEC) high-speed rail program. Among the projects include completion of the NEC Niantic River Movable Bridge replacement project, delivery of the first units of new equipment orders for 70 electric locomotives and 130 single-level long-distance passenger cars, expansion of Acela Express high-speed service with an additional New York - Washington round-trip and initiation of the process to acquire next-generation high-speed train sets. "Amtrak continues to advance and invest in projects that provide both near-term benefits and long-term improvements for the effective delivery and reliability of intercity passenger rail service," said President and CEO Joe Boardman.

During the coming year, three Amtrak-owned or maintained corridors will be under various stages of construction to enhance and ultimately increase rail capacity including the Springfield Line in Conn., the Hudson Line in upstate New York and a section of the NEC in New Jersey. In addition, Amtrak anticipates reaching agreement in 2013 with the Michigan Department of Transportation to operate, dispatch and maintain a section of state-owned railroad from Kalamazoo to Dearborn that will lead to track improvements to support 110 mph service.

Other projects in 2013 include: advancing planning work for the Gateway Program to increase tunnel, track and station capacity into Manhattan for intercity, commuter and next-generation high-speed rail service; improving accessibility at stations under requirements of the Americans with Disabilities Act; completing installation of Positive Train Control safety technology along the NEC and Keystone Corridor; and upgrading the AmtrakConnect Wi-Fi service to 4G/LTE. Boardman explained these and other projects support a strong focus on strengthening the Amtrak bottom line and its strategic goals. He said the 2013 agenda builds on the successes from 2012 which saw record ridership, the best-ever system-wide on-time performance, the national launch of eTicketing and the start of new Northeast Regional service to Norfolk, Virginia, the extension of Downeaster service to Freeport and Brunswick, Maine, and the beginning of 110 mph operations on the Lincoln Service in Illinois and on the Wolverine and Blue Water services in Michigan. (**PRNewswire**, Jan. 10)

REGIONAL / SHORTLINE NEWS

NORTHERN IRON WANTS DOMTAR AS RAILROADING PARTNER: Northern Iron Corp. is knocking on Domtar's door to gain access to a railroad right-of-way to advance a proposed open-pit iron ore operation in northwestern Ontario. The Vancouver junior miner has a series of iron deposits spread out over 14,600 hectares, east of Ear Falls and south of the Red Lake gold mining district, that includes the former Griffith open pit, once operated by Stelco. The project contains an historic estimate of more than 500,000 million tonnes that the company is trying to prove up. The company wants to build an on-site processing plant that converts iron ore into premium hot briquetted iron (HBI) for the North American and global steel industry.

They've secured two advance orders of 960,000 tonnes of HBI from two Chinese state-owned companies if the mine goes ahead with production in 2016 as planned. But to move product out, the company wants to gain access to a railway right-of-way that runs 120 kilometres south from the Griffith site to Amesdale, a spot on the CN's main east-west line. The rails were lifted years ago, but a significant length of the track bed remains largely in the hands of forestry giant Domtar. "We would like to negotiate a joint right-of-way with Domtar," said Michael Hepworth, Northern Iron's vice-president of corporate affairs. "They don't want to give it up, so we'd like to reconstruct the railway line and put a road right beside it."

Northern Iron's plan is to finance, build and maintain a railway, while CN would run its rolling stock over the line to move either iron ore concentrate or HBI. Hepworth estimates the cost to re-lay the track at between $70 million and $80 million. As well, some bridges over river crossings would likely have to be replaced. Northern Iron was told Domtar wants to keep the corridor as a logging road. Bonny Skene, Domtar's regional manager of public affairs in Dryden, confirmed that's, indeed, the case. "Future plans (for the right-of-way) are similar to its current use – providing access to the network of forestry roads in the area," she said in an email. "We have been approached by Northern Iron Corp. and we have indicated that we would require more information to assess any related requests." But she classified talks as very preliminary in nature. "CN is very keen to help us, but we've got to make things actually work," said Hepworth. The project requires a natural gas pipeline connection and substantially more power transmission capacity than what's currently available in the area. (**NorthernOntarioBusiness.com**, Oct. 24)

CHATHAM-KENT CONSULTING AGREEMENT: The municipality of Chatham-Kent has entered into a railway consulting agreement with Cando Contracting Ltd. with respect to the CSX rail line. The line, which Chatham-Kent has committed to purchase, runs from Chatham to beyond Wallaceburg, via Dresden, Ontario. "Council's decision to create a rail corporation has allowed us to move the

project forward and the retention of a proven expert such as Doug Peters is a natural step," said Chatham-Kent's business development manager Stuart McFadden. Council also approved creating a municipal corporation for the railway, and decided to appeal a Canadian Transportation Agency ruling, believing the salvage value of just under $6.3 million was too high. In the meantime, negotiations are ongoing. (**ChathamDailyNews.ca**, Nov. 2)

SUPPORT BUILDS FOR NEW DEAL TO REVITALIZE ONTARIO NORTHLAND, CONNECT RING OF FIRE: The New Deal for Northern Ontario (www.newdealnorth.ca), an initiative to revitalize the Ontario Northland Transportation Commission (ONTC), build a rail link to the Ring of Fire and create thousands of new jobs, has expanded its base of support among key stakeholders. Liberal leadership candidate Harinder Takhar recently issued a policy statement calling for "Divestiture of the ONTC to an independent, self-sustaining organization, and the development of a new rail line for the 'Ring of Fire' operations." Takhar's statement is closely aligned with the New Deal plan to transfer ownership of provincially-held ONTC's railroad and other assets to a new ports authority to be operated under the Canada Marine Act. ONTC operations will be strengthened, and a new rail line to the Ring of Fire mineral deposits will be developed to ship chromite, nickel and other minerals and finished products to markets around the world. MPP Glen Murray, another Liberal leadership candidate, has called on the government to "pause" its plan to divest the ONTC, while Gerard Kennedy is seeking a "review" of the sell-off decision and further examination of ONTC's potential role in developing the Ring of Fire mineral deposits.

A growing number of Northern Ontario municipalities have also spoken up either directly in support of the New Deal or for a pause in the sell-off. The Federation of Northern Ontario Municipalities (FONOM) has spearheaded recent resolutions by at least 18 Northern Ontario municipalities urging the provincial government to "immediately suspend plans to divest from ONTC and to consult with local municipalities, stakeholders and regi onal economic development organizations regarding the long-term plans for improving the effectiveness of ONTC as a government asset." Previously, the New Deal has received the unanimous endorsement of unionized ONTC employees and retirees, and support from First Nations communities, Nipissing-Temiskaming MP Jay Aspin, and mining and other business interests. "We are delighted that more organizations and individuals recognize the New Deal's benefits to a wide array of interests and to all of Northern Ontario," said Roy Hains, CEO, the James Bay & Lowlands Ports Trustee Corporation. (**CNW**, Dec. 17)

GENESEE & WYOMING RECEIVES U.S. SURFACE TRANSPORTATION BOARD APPROVAL TO CONTROL RAILAMERICA: The U.S. Surface Transportation Board ("STB") has approved the application by Genesee & Wyoming Inc. to control RailAmerica, Inc., effective December 28, 2012. The voting trust that has controlled RailAmerica since the transaction closed on October 1, 2012 is expected to be dissolved on December 28, 2012. Thereafter, GWI would assume control of RailAmerica and begin integration of the two companies. GWI owns and operates short line and regional freight railroads and provides railcar switching services in the United States, Australia, Canada, the Netherlands and Belgium. Operations currently include 66 railroads organized in 10 regions, with more than 7,600 miles of owned and leased track and approximately 1,400 additional miles under track access arrangements. RailAmerica, Inc. owns and operates short line and regional freight railroads in North America, operating a portfolio of 45 individual railroads with approximately 7,500 miles of track in 28 U.S. states and three Canadian provinces. (**BusinessWire**, Dec. 20)

CÔTE-NORD MINING RAILWAY PROJECT - FEDERAL FUNDING AVAILABILITY: The Canadian Environmental Assessment Agency is making available $91,800 to support public participation in the federal environmental assessment of the Côte-Nord Mining Railway Project in Québec. This funding will support participation in upcoming steps of the environmental assessment such as consultation related to the Environmental Impact Statement and consultation on the draft Environmental Assessment Report. To apply for funding or for more information on the project and the environmental assessment process, visit the Agency's website at www.ceaa-acee.gc.ca (registry reference number 80006).

Applications received by January 28, 2013 will be considered. As part of the strengthened and modernized Canadian Environmental Assessment Act, 2012 (CEAA 2012) put in place to support the government's Responsible Resource Development Initiative, the Agency is conducting a federal environmental assessment of this project. Côte-Nord Mining Railway Company Inc. is proposing the construction and operation of a railway network in the Côte-Nord and Labrador regions. The railway right-of-way (ROW) will extend between Sept-Îles in Quebec and Wabush/Labrador City area in Labrador, where the ROW will join the Tshiuetin Railway. The project would include handling and storage facilities located at the Port of Sept-Îles in Pointe-Noire. The ore will be transported daily on an up to 550 km railway in trains containing up to 250 cars and five locomotives.

Administrative buildings and railway maintenance facility and equipment are also planned in Pointe-Noire. The construction phase of the project should begin in early 2014 and is believed to require between one year and a half to three years. The operation phase is expected to be progressive, starting in 2016.

This project is being assessed using a science-based approach. If the project is permitted to proceed to the next phase, it will continue to be subject to Canada's strong environmental laws, rigorous enforcement and follow-up and increased fines. The CEAA administers the federal environmental assessment process, which identifies the environmental effects of proposed projects and measures to address those effects, in support of sustainable development. (**CNW**, Dec. 27)

RAIL SERVICE BACK ON TRACK AFTER INSPECTION SOLVES BRIDGE-SAFETY ISSUES: Rail cars will continue serving Cowichan's Top Shelf Feeds after its owner heard his freight service would stop due to local bridge-safety issues. Robert Davison seemed relieved Tuesday's Southern Rail bridge inspection near Westholme okayed its use for hauling ingredients to Top Shelf for custom-making farm-animal feed. But now he's exploring other transportation options, such as boosting truck use, after what Davison saw as E&N freight rail service being threatened on short notice. "We saw this as a wake-up call. We'll be better prepared in future about our options. We're looking at reducing our reliance on rail," he told the News Leader, still concerned about the pre-Christmas call from Southern Rail's brass. They basically said Top Shelf's freight service from Nanaimo would be sidelined by month's end due to line maintenance and concerns about a bridge. But those fears about the safety of hauling freight over the Chemainus River ended with Southern's inspection, explained Graham Bruce of the Island Corridor Foundation. "Freight service between Nanaimo and Top Shelf will continue," said Bruce. "The bridge inspection, undertaken with a fully loaded train, showed the bridge performed well, and chief superintendent of engineering, Gary Smith, for Southern indicated the freight can continue crossing this bridge."

Bruce declined to comment about why Southern told Davison it couldn't continue shipping freight to Duncan from Nanaimo because of the line's deterioration. "There is no story there," Bruce told the Leader. But there was to Davison. "I still don't understand why Southern wouldn't have informed the ICF as to why this (safety and stoppage notice) was happening," said Davison whose firm receives an average of six rail cars — some 12 truckloads — of wheat, barley, corn and other feed ingredients weekly. Top Shelf has started using more trucks "but hands down, we'd prefer to use rail," he said, upset about looming rail rate hikes. And while other countries are boosting rail use, Victoria seems bent on shutting island service, Davison added.

Bruce was busy buffing a proposed service agreement with VIA Rail he hopes to ink by February's end "so we can meet budgetary timing of regional districts and get (bridge and track repair) work started by late April, early May." Davison called that fix — using $18.5 million from federal, provincial and local governments — "positive, but I'm told unless the ICF has an agreement with VIA,

that funding won't come." Repairs are expected this year. E&N passenger service was pulled in 2011, and freight service slowed, due to track safety issues. (**CowichanNewsleader.com**, Jan. 10)

OTHER

ALASKA-BOUND RAIL PROJECT COULD SOLVE CANADA'S OIL SANDS PROBLEMS: A group of Canadian businessmen has obtained the blessing of Alaskan tribes and Canadian First Nations to build a railroad through their lands that could carry up to five million barrels per day from the oil sands to the super tanker port in Valdez, Alaska. Preliminary feelers have been placed and it's clear that the concept is the most viable and pragmatic solution for Canada's logistical problems. The proposed 2,400-kilometre railway would link Fort McMurray, Alta., with the Alaska oil pipeline system then on to Valdez for export. The proposal, conceived a few years ago in studies commissioned by Alaska and Yukon, would liberate the stranded oil sands and bypass opposition to new pipelines in both countries. Other solutions have been proposed, but this is the best for many reasons: The group promoting this realizes that any major infrastructure project is a non-starter without a social licence. So they began by seeking and obtaining local support.

"The greatest strength of our Alberta-Alaska railway concept is the support it has received from First Nations along the route and from the Assembly of First Nations across Canada," said consortium CEO Matt Vickers. "And the railway was first proposed by Alaska and Yukon, which still support it." His group calls itself G7G, Generating for Seven Generations, based on a First Nations' belief that any major decision today must take into account how it will affect people seven generations in future. "We found these studies by Alaska and Yukon done in 2005 and 2007, we knew that Valdez faced declines from the North Slope oil fields and we knew that the B.C. pipelines and Kitimat port were opposed. This railway was an obvious solution," said Vickers. "To ensure this could be a real project, we began to knock on the doors of all the First Nations and tribes in Alaska along the route. I finished doing, getting letters of support from all, and the National Assembly of First Nations in the form of a resolution representing all 603 chiefs in the Assembly."

The group is seeking financial support for a feasibility study from industry, investors, B.C., Alberta and Ottawa. Reception has been somewhat cool, not surprising given the existence of powerful vested interests that support current pipeline proposals, such as China, banks and certain oil patch players. But this railway trumps alternatives and represents the most important, strategic infrastructure project in recent Canadian history with the added benefit that it bypasses pipeline-and-port politics. The railway with a single track would cost $8.4-billion and carry 1.5 million barrels per day. A twin-tracked railway would cost $10.4-billion and transport up to five million barrels daily. By contrast, Northern Gateway pipeline to Kitimat on the B.C. coast would cost $5.5-billion and ship up to 525,000 barrels per day; and the Kinder Morgan proposal to Vancouver would cost $4.1-billion and add 300,000 barrels a day to its existing pipeline. G7G estimates that oil producers would have to pay a per-barrel cost by rail of $6 and $8. By contrast, Northern Gateway would charge $5 a barrel. Shipping oil to Asia is cheaper, and would be two to four days shorter, from Valdez. If the railway was double-tracked Canadian potash, grains, lumber, metals, minerals and other exports could be taken to port for shipment around the world. The rail line could return from Valdez bringing equipment, supplies and water from the coast to the oil patch, at lower costs compared with current modes and distances.

This railway is the only alternative if the B.C. pipeline proposals or Keystone XL fails. In fact, it's a superior alternative. Despite benefits, Canada has become notorious for political sclerosis. Only $60-million is needed to complete final engineering and environmental studies in order to seek necessary approvals; divided among a few players, that would amount to very little impact on budgets. Once a process is launched, Mr. Vickers said the railway could be operating as soon as 2018. (**FinancialPost.com**, Nov. 16)

OIL RAILWAY THROUGH YUKON HEADED TOWARD PUBLIC CONSULTATION: The promoter of a railway from northern Alberta to Alaska through Yukon denies that he is telling people it has been approved by Yukon First Nations and the territorial government. A story in the **Financial Post** (above) makes the claim. The multi-billion dollar project would see oil from the oil sands shipped by rail to the port at Valdez in Alaska. B.C.-based business consultant Matt Vickers, who is promoting the railway, said the project hasn't gone to the formal approval stage yet. "We would never, ever think of trying to say we've got approval when we haven't even done consultation and accommodation. We're at the information-sharing stage and that's the permission we've got to go forward," he said. Vickers acknowledges the proposal has been kept relatively quiet. He said public consultation will be ramped up as part of a future feasibility study.

The railway is being touted as a less controversial alternative to the pipeline across northern B.C. Vickers said the Yukon government's Economic Development Minister Currie Dixon has given him a letter of support. He added that the project has also been approved by Kaska leaders through the feasibility study stage. The Yukon government has released a letter it sent to Vickers about the railway. In the letter, the government says the project could decrease transportation costs to and from the territory and increase Yukon's competitiveness. But the letter does not explicitly support the proposal. Liard McMillan, the chief of the Liard First Nation in Yukon, said his First Nation is still considering whether the railway would be a benefit. "I think we also need to consider the potential environmental and socio-economic impacts of the project that basically goes right through the heart of our traditional territories as something we take very seriously," he said. (**CBC News**, Nov. 20)

NEW RAIL FREIGHT SERVICE REGULATIONS ANNOUNCED: Ottawa has tabled long-awaited freight service regulations that include hefty fines in a move to balance the playing field between the country's largest railways and shippers who have complained of poor service. Amendments to the Canada Transportation Act were announced by Transport Minister Denis Lebel and Agriculture Minister Gerry Ritz. The changes follow a five-year review of service provided to shippers such as grain handlers, miners and manufacturers by federally regulated railways such as Canadian National and Canadian Pacific. Lebel said legislation gives shippers the right to an arbitrated service agreement if negotiations with the railway fail. "We have introduced legislation that will enhance the effectiveness, efficiency and reliability of Canada's rail system," the minister told reporters. "The railway-shipper relationship is vital to Canada's economy as a whole because when shippers can move more volume this means more exports, more revenue and, for sure, more Canadian jobs," Label said.

The Fair Rail Freight Service Act bill comes after shippers and the railways spent four months unsuccessfully trying to hammer out an agreement. Shippers wanted the railways to pay penalties for poor service, while the railways have decried the idea of legislated rules as a costly outcome that would undermine their efficiency. The amendments require railways to provide service contracts within 30 days of a shipper's request. If terms cannot be reached through negotiations, the shipper can seek arbitration from the Canadian Transportation Agency. The interest-based arbitration process will have a 45-day timeline but can be extended for up to 20 days. The agency will provide arbitrators for two years before private arbitrators are appointed with costs being split evenly between the two parties. The arbitrator's decision would be binding and not subject to appeal. The imposed contract would be akin to a confidential contract and have a one-year term, or longer if both parties agree.

Railways face administrative penalties of up to $100,000 for each violation of an arbitrated service level agreement, in addition to other existing remedies in the act. The legislation requires approval by the House of Commons and Senate andit is not clear when the law might receive royal assent. The government launched a review in 2008 to address issues by shippers with Canada's rail freight service. A preliminary report found overall rail freight service was inadequate, in part because of a market power imbalance between the country's two large railways and hundreds of shippers. CN president Claude Mongeau denounced the legislation, saying it puts at risk innovation and supply chain collaboration. He added

there is no evidence of systematic rail service performance problems in Canada that warrants federal government intervention. "The objective fact is that Canada has a world-class rail system, one known internationally for efficiency and reliability - a key asset for a trading nation like Canada - and that reflects a well-functioning market for rail services," he said in a news release. Mongeau acknowledged that the review process was a driving factor in spurring further rail service improvements at Canada's largest railway. He said CN has already entered service agreements with many customers and said the improved service is inconsistent with the government's agenda to foster economic prosperity. Shippers acknowledge that service by CN and CP has improved but they fear such changes will dissipate without legislative teeth to force continued positive action. (**The Canadian Press**, Dec. 11)

THE CANADIAN RAILWAY HALL OF FAME ANNOUNCES 2011 INDUCTEES: The Canadian Railway Hall of Fame (CRHF), a virtual exhibit that pays tribute to the heroes, leaders and communities of the Canadian railway industry, has announced its 2011 inductees. Across all three categories, each honouree's profound efforts have made a resonating impact and have fostered the growth of Canada's thriving railway sector for years to come.

The **Leaders** category recognizes those individuals who have had a significant influence in the construction, development and promotion of the Canadian railway industry. This year's inductee is Paul Côté, former president of VIA Rail Canada, the nation's only Class 1 passenger rail service. He was appointed head of the Crown Corporation in March 2005, following his period as the company's Chief Operating Officer. Côté got his start in the rail industry with Canadian National (CN) in 1972. Six years later, he embarked on his career with VIA, where he steadily mastered his knowledge of passenger trains. During his 32 years with the Crown Corporation, he managed a range of different departments, including Marketing, Human Resources and Government Affairs, to name a few. Throughout his 38-year career, Côté was devoted to the passenger rail sector. At VIA, he became known for his management philosophy which put a clear emphasis on customer service and employee equality. He was the driving force behind VIA's renaissance in the 1990's which was founded on improved customer satisfaction. "Mr. Côté's customer-focused management style motivated and empowered every VIA employee," said Gérald Gauthier, Chairman and President of CRHOF. "When we think of Paul Côté, we think of honesty, integrity and respect." A year before retiring from VIA in March 2010, he secured $900 million from the federal government to invest in rail infrastructure and equipment. The improvement and modernization of passenger trains is a testament to the customer service and rider experience that Mr. Côté prioritized throughout his career.

The **Heroes** category celebrates explorers, pathfinders and individuals involved in the day-to-day delivery of service, operations and maintenance of Canadian railways. The 2011 inductee into the Heroes category is Cliff Mackay, former President and Chief Executive Officer of the Railway Association of Canada, the organization that promotes the safety, viability and development of the railway industry within Canada. While at the helm of the RAC, Mackay worked collaboratively with various government and regulatory agencies to improve safety in the industry. One of Mackay's most impactful efforts was his review of the Railway Safety Act Review Panel work, which resulted in a valuable report on how to improve rail safety in Canada. The association collaborated with Transport Canada to implement more than 30 safety recommendations contained in this report, including those dealing with Safety Management Systems, safety data collection and research and innovation. A staunch advocate of freight and passenger rail, Mackay spent the twilight of his career ensuring that Canadian regulatory agencies, as well as elected and non-elected officials, gained a better understanding of the strategic economic role railways play in Canada. Mackay's decades of experience and contributions improved the rail sector and Canada's transportation industry as a whole. Before being appointed head of the RAC in May 2006, Mackay was President and CEO of the Air Transport Association of Canada (ATAC) for nine years. Prior to taking on lead roles representing the transportation industry, Mackay spent twenty years serving in the federal government. The pinnacle of his federal government stint came when he was appointed Senior Assistant Deputy Minister, Industry and Regional Operations, at Industry Canada. In 1992, he was named Senior Vice President responsible for the Space Division at Spar Aerospace. Subsequently, Mackay was appointed the head of ATAC in 1997, a po sition that he held while serving on the Board of NAV CANADA. "Cliff Mackay dedicated his career to transportation in Canada," said Gauthier. "His experience and pa ssion for the development of the sector within Canada was unmatched and his legacy will undoubtedly live on."

The **Communities** category honours communities across Canada that have current or historical significance to the railway system, or the related individuals associated with the railway industry who have been instrumental in building communities. Few Canadian communities have a richer rail history than this year's inductee and one of the country's oldest railway centres: Brockville. When the Grand Trunk Railway decided to route its Montreal-Toronto main line along the St. Lawrence river, it made Brockville its first division point west of Montreal. Couple this milestone with the northward Brockville & Ottawa Railway which was already underway, and Brockville became one of eastern Canada's busiest rail hubs midway through the 19th century. The community is also home to Canada's first railway tunnel, a 1,700-foot passageway completed in 1860.

Supported by The Railway Association of Canada (RAC), representing some 50 member, freight, tourist, commuter and intercity Canadian railways, the Canadian Railway Hall of Fame plays a major role in promoting the safety, viability and growth of the railway industry within Canada. (**CNW**, Dec. 11)

RAILWAYS EXCEED WESTERN GRAIN REVENUE CAPS FOR CROP YEAR 2011-2012: The Canadian Transportation Agency has ruled that the revenues of CN and CP for the movement of western grain have exceeded their revenue caps for crop year 2011-2012 by less than 0.1 percent. CN's grain revenue of $542,756,316 was $240,185 above its cap of $542,516,131. CP's grain revenue of $494,436,705 was $400,132 above its revenue cap of $494,036,573.

In the 2011-2012 crop year, 33.1 million tonnes of western grain were moved, which is 6.2 percent higher than the volume moved during the previous crop year. As well, the average length of haul of 952 miles was 13 miles, or 1.3 percent lower than the previous crop year. CN and CP now have 30 days to pay the amount by which they exceeded their 2011-2012 revenue cap, in addition to a five percent penalty of $12,009 and $20,006, respectively. Government regulations stipulate that such payments must be made to the Western Grains Research Foundation, a farmer-financed and directed organization set up to fund research that benefits Prairie farmers.

The Canada Transportation Act requires the Agency to determine each railway company's revenue cap annually and whether each cap has been exceeded. The revenue cap is a form of economic regulation that enables CN and CP to set their own rates for services, provided the total amount of revenue collected remains below the ceiling set by the Agency. Revenue caps are calculated using a formula containing numerous elements which are established by the Act. The Volume-related Composite Price Index (VRCPI) is one of these elements and is determined by the Agency, no later than April 30 every year. The VRCPI is an inflation index which reflects forecasted price changes for railway labour, fuel, material and capital purchases by CN and CP, the two federally-regulated railways. The index, along with the actual tonnage of grain that was hauled and the average length of haul during the crop year for each railway, is used to determine the annual revenue caps. (**CNW**, Dec. 19)

OTTAWA PUTS KEY B.C. LINK IN ASIAN TRADE ON THE BLOCK: The federal government is looking for buyers for Ridley Terminals Inc., built in Prince Rupert with taxpayers' money three decades ago to ship coal around the world from northern B.C. and Alberta. It is the first major public asset that Ottawa has decided to unload after a lengthy review of what Crown properties should go on the block. The Crown Corporation is a vital piece of the infrastructure that makes up Canada's trade gateway to Asia, an increasingly important destination for this country's natural resources. The ice-free deep-water port is the closest in North America to Asia by

two or three days' shipping time.

The government began looking for public assets to sell in 2009, in part as a means of improving Ottawa's deficit-soaked bottom line. Sources say it is expected that different consortia of bidders will make offers for Ridley Terminals – proposals that would be at least partly financed by pension-fund cash. Pension funds are hungry for infrastructure investments in an era of low interest rates. People familiar with Ridley suggest it could fetch more than $1-billion. In 2011, the terminal reported a netoperating profit of $34-million on revenue of $74-million. Selling the terminal would rid Ottawa of ownership and responsibility for a major industrial asset, and aligns with the Conservative government's belief that business is best left to the private sector.

The operations and management of Ridley were overhauled in 2007 and 2008 to end the practice of subsidies for some customers that included interest-free loans and contracts set below market rates. That, along with rising coal prices, greatly improved the terminal's profit and performance. Ottawa is attaching a non-negotiable clause to the sale that stipulates the terminal must remain an "open access" facility that can be used by anyone.

Ridley was built in the 1980s at a cost of $250-million. It was part of an ambitious plan to ship B.C. coal to global markets and spur economic development in the northeast part of the province. Hoped-for coal prices did not materialize. This is the second time Ridley has been marked for sale in less than a decade. In 2005, Paul Martin's Liberal government decided to sell the troubled asset to an Ontario-based coal-mining company for a mere $3-million. Stephen Harper's Conservatives cancelled the sale after they took power in 2006, citing the lack of an open-access guarantee. The list of potential buyers is long. Those that might want to bid include transportation firms such as CN, terminal operators such as Kanawha River Terminals or mining and energy firms including Teck Resources and Kinder Morgan. Potential infrastructure investors and private equity players that might be attracted include Brookfield Asset Management, Jim Pattison Group, Ontario Teachers' Pension Plan and the Blackstone Group. The Canada Development Investment Corporation is handling the sale of Ridley. (**The Globe and Mail**, Dec. 13)

GROUP WANTS PIECES OF CNR SHOPS TO STAND: Five months after receipt of the Goldsmith Borgal report and the Read Jones Christoffersen engineering report on the former CNR/Grand Trunk locomotive repair sheds, Heritage Stratford is recommending retention of only certain features of the building, including portions of the facade and steel framing. The advisory committee does not, however, favour retention of the massive structure because of its condition and "the vast cost of rehabilitating the building." It recommends the site "be recognized as a site with Heritage significance," and that the building be commemorated "in an appropriate fashion that reflects its importance as a major industrial site and employer." The recommendation avoids specifics as to how exactly the site should be commemorated but suggests city council leave the door open for additional input from Heritage Stratford. But even the generalities of the advisory group's recommendations failed to inspire endorsement from the city's planning and heritage subcommittee, who backed staff advice to defer the Heritage Stratford recommendations "until a further public process has been conducted." There was no discussion. (**The Beacon Herald**, Dec. 24)

BOMBARDIER TRANSPORTATION OPENS ITS NORTH AMERICAN PROTOTYPING CENTRE: Bombardier Transportation has inaugurated its Prototyping Centre (research and development) in Saint-Bruno-de-Montarville's Gerard-Filion eco-industrial park to consolidate its leadership position in the North American rail industry. Facing the challenge of an increasingly competitive market, Bombardier is reinforcing its presence in Quebec by consolidating the product development activities that precede manufacturing, namely design and engineering testing. "This is where we test and validate the design elements for every new generation of the products we manufacture in North America," said Mr. Raymond Bachant, President, North America, Bombardier Transportation. "Our decision to centralize our North American design and product development teams in the Montreal area means hiring close to 200 engineers, project managers and procurement specialists. We are building our expertise here and creating wealth in Quebec." Having examined all the possibilities in North America, Bombardier chose Quebec for the expansion of its research and development activities, the priority being to always remain one step ahead in matters of innovation. (**Marketwire**, Dec. 17)

CARLOADS UP MARGINALLY IN DECEMBER; BETTER FOR YEAR: Carloads on Canadian railroads (including their U.S. operations) totaled 299,002 in December 2012, up 0.5% (1,603 carloads) over December 2011 and an average of 74,751 carloads per week. Seven of the 20 carload commodity categories saw increases on Canadian railroads in December 2012 over December 2011, led by petroleum and petroleum products (up 5,774 carloads, or 27.6%); grain (up 2,239 carloads, or 6.1%); metallic ores (up 1,623 carloads, or 3.3%); and coke (up 700 carloads, or 45.7%). Commodities seeing carload declines on Canadian railroads in December 2012 included farm products excluding grain (down 3,120 carloads, or 21.4%), coal (down 1,133 carloads, or 3.4%), and nonmetallic minerals (things like crude sulphur, rock salt, and clay down 710 carloads, or 11.3%). Canadian intermodal volume in December 2012 totaled 189,083 containers and trailers, up 4.6% (8,388 units) over December 2011 and an average of 47,271 per week.

For all of 2012, Canadian railroads originated 4,009,097 carloads, up 78,382 carloads (2.0%) over 2011 and the highest annual total since 2007. The commodity breakdown for Canadian railroads is far different from the commodity breakdown for U.S. railroads. Petroleum and petroleum products led the way, with carloads in 2012 up 30.1% (70,949 carloads) over 2011. The biggest commodity decline in 2012 was chemicals, carloads of which were down 5.7% (32,657 carloads) in 2012 from 2011. Canadian intermodal traffic totaled 2.7 million containers and trailers in 2012, up 6.6% (165,158 units) over 2011 and a new annual record. In fact, each month in 2012, Canadian railroads set a new record in terms of intermodal originations. Seasonally adjusted Canadian rail carloads in December 2012 were up 2.5% over November 2012, while seasonally adjusted Canadian intermodal volume in December 2012 was up 1.3% over November 2012. (**AAR.org**, Jan. 4)

ALDERON READY TO START NEW IRON ORE MINE IN LABRADOR: A feasibility study on the Rose deposit of the Kamistiatusset (Kami) property conducted by Alderon indicated that the property has proven iron ore resources. With demand for the product and financing in place, Eldem said the company can proceed with a plan to start up the new mine. Eldem said he expects the environmental assessment for the mine to be released by October, and permits in place by November. With that in mind, Eldem said the company is ready to start preliminary work. The mine project will employ 800 workers during its construction phase, and close to 500 workers when the mine starts operation in 2015. The initial plan is for the mine to produce 8-million tonnes of iron ore concentrate annually. Eldem said the mine has an estimated lifespan of 30 years. [A short rail connection will be built to connect with the Quebec North Shore and Labrador Railway near Wabush; ed.] (**CBC News**, Jan. 9)

BAFFINLAND PUTS OFF IRON MINE'S PORT AND RAILWAY: Baffinland Iron Mines is now proposing a phased approach to its plans for the Mary River mine, saying the project has become difficult to finance in the current global market. The company has sent a letter to Nunavut regulators outlining its revised plans. They include putting off the construction of the port at Steensby Inlet, and the railway connecting the mine to the port. Instead, Baffinland is proposing the company use the existing port at Milne Inlet and a tote road to the mine site in its initial phase. The ore will then be shipped from Milne Inlet, only during the open water season. Plans for year-round shipping using icebreakers have been put off along with the port at Steensby Inlet. The company expects to move about 3.5 million tonnes of ore per year during the initial phase. The original plan was to move about 18 million tonnes per year through Steensby Inlet and Foxe Basin. Baffinland blames tight global financial markets for the change of plans and it says the phased approach will generate revenue sooner, and give time to prepare for an expansion of the project. The company said it still plans to develop the railway and port at a later date. (**CBC News**, Jan. 11)

Thanks this month to Roman Hawryluk and John Thompson. ◘

Pacific Great Eastern Stories

by Patrick Hind

Stuck on the apron

I have quite a number of all but interesting stories from my many years of chasing trains in British Columbia. One incident in 1951 comes to light. I had been posted to Squamish by the BC Forest Service to work, as I thought, on the fire suppression crew for the summer in case of forest fires. Squamish was then the southern terminal of the old Pacific Great Eastern Railway (PGE). As a result much of my spare time was spent either in the PGE's North Yards where their shops were, or the wharf where the rail barges brought rail cars in or out [Squamish then was not connected by rail to North Vancouver - everything came in by barge along the Howe Sound]. Showing the usual railfan interest I soon became friends with the yard crew. At that time the PGE was still 90% steam and the yard engine was usually either No. 4 or 5, two small 2-6-2 locomotives.

The loading and unloading of cars off the barge can be tricky at the best of times. However, it was compounded at Squamish by the rise and fall of the tides. One evening all was going well until a rather long flat car loaded with construction materials destined for the Bralorne mines became stuck on the wharf apron. The tide was falling and the more it fell the more the car became stuck until the centre of the car was caught firmly on the tip of the apron and both trucks were almost hanging in the air, one pair over the barge and the other over the apron. No manner of pulling by the yard engine could pull the flat car free. The tide fell still further until the car was literally hanging like a teeter totter. Then bang, the trucks fell off on the barge end, hit the end of the barge and fell into the water. Here we had a flat car fully loaded and they were unable to get it free. They waited for the tide to change. When it did they then pulled the car off the apron but managed then to damage the apron so that they could not unload the rest of the barge. As well they could not lift the car as there was no room to bring in the yard crane to lift it clear of the track. They then had to haul the car along the track minus one truck to where the crane could lift it, damaging the track in the process Needless to say the yard crew got heck for trying to pull such a long car off when the tide was falling. However, in those days on the PGE the rules were very lax compared to the CP or CN and after a good balling out the crew went back to work, while the B&B gang fixed up the track to allow the rest of the barge to be unloaded. The PGE was quite the railway in those good old days.

The perils of a railfan

It was in June 1970 while BC Rail was still the dear old PGE. I was at Pavilion, then Mile 178.1 from Vancouver. I had my scanner with me and I knew that a southbound freight was due around 17:00. As well there was a northbound Train No.1 with two RDCs. I had never been able to get a meet at Pavilion which if I shot at the right angle I would get the old Pavilion store [built 1880 as a stage stop, in the background]. On the scanner I heard that the freight was headed by C-630 No. 702. At that time the big MLW's had only just been allowed to go north of Lillooet as until late-1969 the rail was not heavy enough. [The C-630s only ran to Lillooet for a while as PGE gradually laid heavier rail north]. So having never caught a C-630 on the big hill I was anxious for a good meet.

Around 17:05 I saw the freight approaching down the hill on the other side of the big Pavilion loop. He gradually slowed down and stopped right with the old store right in line for my shot. About ten minutes later along comes No.1 with RDC-3 BC-33 and RDC-1 BC-10. The RDCs snuck into the short 400 foot siding there. I got my shot and then thought "Hey if I rush I can get the 702 at Glenfraser at Mile 173.0" but my car was down the hill and to take the pathway down I would not get to Glenfraser in time. So I took a short cut. Managing to get across the track before 702 started I dashed down the hill jumping over every obstacle [it's a wonder I did no break my legs]. Halfway down I ran right through a rattle snake nest and scattered snakes everywhere. Very fortunately I was wearing cowboy boots so was not bitten. Had I slipped I would have been badly bitten. I made it to the car, roared off down the old [then] gravel road and got to Glenfraser ahead of the 702. I had my tape recorder with me and wanted to get the 702's Swanson whistle as the echo there across the canyon is wonderful. Along comes the 702, my camera, tape recorder and me are all ready. But what should happen, a noisy helicopter flies over and spoils my tape entirely, but I got my shot of 702 and of course the meet at Pavilion with the old Cariboo Stage station in the background with C-630 No. 702 and RDC-3 BC-33 in the foreground. Lucky I did as the very next year the old stage station burnt down. It had been the last stage station still standing on the old road. Quite a day on PGE's big hill.

Chrunch!

When the Pacific Great Eastern first built the North Vancouver diesel shop they had two tracks into the shop. During the construction of the shop buildings the chaps constructing the building parked their cars alongside the track. On the day they opened the shop they had a little ceremony to run a locomotive through the shop to celebrate the completion. Nobody told the chaps building it that they were going to run a locomotive through the shop! Being an open ended shop the locomotive continued right through and wiped out about six cars that were parked too close to the tracks. I happened to be there along with the late Dave Wilkie. Of course I didn't have a camera with me but Dave did, and he got a photo of all six cars piled against each other. There were some red faces including the late Bob Swanson, then the chief locomotive inspector for the BC Government. Bobhad a new car and the PGE bought him a new one. Such are the woes of Railroading.

Who is the joker claiming to be the PM?

By J. Guy Hamel

In the early-1950s while working as second trick operator at Canadian National's Coteau, Quebec, station, Train No. 50 from Ottawa arrived around 6:30 pm. Conductor Tannehill booked in, and told me that Train 50 would make a second stop for Prime Minister Louis St. Laurent, riding in Private Car 100 on the rear, to make a telephone call from the telephone booth in the waiting room of the station (no cellular phones in those days!). Train 50 pulled ahead and the brakeman flagged the head end when Car 100 was in front of the station.

The small independent Soulanges Telephone Company only had one telephone booth, and it was located in the station. The Prime Minister walked into the station and told me to hold the train for a few minutes and went into the telephone booth. Shortly after my telephone rang and the operator said "Who the hell is the joker in the phone booth saying he's in a hurry and claims he is the Prime Minister of Canada?" I told the operator that indeed he was the PM and the train was waiting for him.

Terminating his call, the PM walked by my wicket and with a wink has said "Thanks for holding the train and tell the telephone operator she did a good job."

The operator told me afterwards that she just about fell off her chair when I told her she was speaking with the PM. Quite regularly car checkers or brakemen would use the telephone booth and play jokes on her and she thought this was just another case. From then on she was on her toes.

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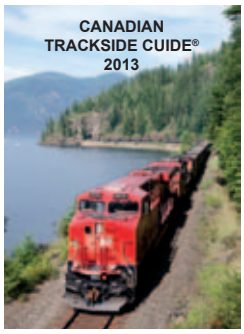

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AVOID THE PAIN - TAKE THE TRAIN

Letters to the Editor

When the November 2012 issue of "Branchline" arrived, I was pleasantly surprised by the story on pages 10 and 11. There was Hogi running the Seaton-Portage shuttle cars. Right up until my last trip as a BC Rail engineer before I retired in 1999, guys like Hogi saved our lives by getting us stopped before we hit a land slide or washout. Many stories can be told through the years of the experiences with rocks down on the track between mileage 1 and 191 on the Squamish and Lillooet subdivisions, respectively. They have truly done a great job. I am happy for Hogi and others that they are able to run the shuttle cars well, and are still able to be alert and cool.

In the five years I have been living in Nova Scotia, it has been good to have family nearby, but "Branchline" (and other media sources) has kept us in touch with our real home in BC, and helps me relive my days on the railroad. I thank you for that.

P.S. Thanks to Mike Mastin, the author of the story and who submitted beautiful pictures for it.

[Lorne Muirhead, Kingston, Nova Scotia]

This is in reference to CN 0-6-0 7312 as mentioned in recent editions of "Branchline". In Ottawa we had two of a similar class, one was 7372, which were assigned to Bank Street Freight Yard and 'CD' (Union Station). We often referred to these as a "PUP" and we also hated them to ride on. When in forward motion the slant on the water tnk afforded no protection from the weather, smoke stack, etc. Other yard engines we had in those days had a square back and at least gave us some protection.

With reference to the recent picture of a switchtender at Deep Cut, Ottawa (Page 17, December issue), if you will agree from the picture he had one arm, this would have been Mick Young. Deep Cut was a busy place - CN and CP passenger trains arriving and leaving Union Station, 'CD' yard crews turning passenger equipment on the wye, Bank St. Yard freight movements to the freight yard at "CD' and return to Bank St. and all engines off the shop track for "CD" and/or Bank St. yard.

[George McLellan, retired as Yardmaster (CNR) Ottawa Station on November 30, 1987]

Anything for a Beer: Bruce Beatty of Banff, Alberta, a former CP steam locomotive repairman, was fired from his job for going for a case of beer. The *Toronto Star* reported a few years ago that Bruce, who had a keen thirst for beer, "borrowed" a large steam locomotive and ran it ten miles to Canmore. When the engine arrived back at Banff, pushed by a scheduled passenger train, Bruce was arrested and charged with theft. In court he pleaded not guilty. "How come?" asked the judge. "Well your honour," he explained, "theft means removal and that locomotive never left CPR property." The case was dismissed but Mr. Beatty was fired the next day.

Everyone Pitched In: Even passengers had it tough 100 years ago. Back then all male passengers were expected to gather wood when the train ran out or pitch in with a shovel when it got stalled in a snow drift. If passengers showed any reluctance to "wooding up", the engineer and fireman would settle down for a nap until the passengers "took a more favourable view of the request." (VIALOGUE, December 1984)

Working on the Railroad 40 Plus Years Ago

Photographs by James A. Brown

The hostler on CN 4-6-0 1564 eyes the photographer at Palmerston, Ontario, on August 8, 1958. No. 1564 was built in 1912 as Canadian Northern 1374, and was scrapped in April 1960.

The hogger on CN 'excursion' 4-8-4 6167 is oiling around while stopped behind a freight train near Stratford, Ontario, on October 6, 1962. No. 6167 operated some 50 excursion trips from 1960 to 1964 and in 1967 was placed on display in Guelph, Ontario.

CP 44-ton Diesel-Torque-Converter No. 15 was one of 14 (Nos. 10-23) built by Canadian Locomotive Company in 1957-60 for light switching duties. No. 15 switches at Victoria, British Columbia, on October 17, 1964.

CN Industrial Brownhoist 250-ton wrecking crane 50397 and another wrecking crane deal with the results of a major derailment near Bathurst Street in Toronto, Ontario, on June 10, 1961, all under the watchful eyes of several 'suits'.

..... *The Bathurst Street 'incident' destroyed a CN wooden caboose.*

Canadian National GMD1 1904 accelerates the one-car "Markham Commuter" away from the station at Unionville, Ontario, on May 31, 1967.

Plans Announced for Resumption of Steam Train Service to Wakefield in June of 2014

At a special press conference convened admist the freezing rain and snow of December 18, 2012, Louise Boudrias, President of the Administrative Council of the Compagnie du chemin de fer de l'Outaouais (CCFO) announced plans for the relaunch of steam passenger excursion service between Gatineau (Hull) and Wakefield, Quebec.

Formerly known as the "Wakefield Steam Train", the operation has been renamed the "Steam Train of the Gatineau" or "Train a vapeur de la Gatineau", recognizing the distinctive local geography of the scenic Gatineau Hills (part of the Laurentian Shield) and the train's route adjacent to the Gatineau River over the remainder of what once was Canadian Pacific's Maniwaki Subdivision.

The last run of the train was on June 22, 2011, and it was shut down following heavy damage inflicted by a once in 200-years rainfall that affected the entire region on June 23 and 24.

Following a number of months to identify both necessary repairs to the storm damage as well as work to update the motive power, rolling stock and station and terminal facilities, Ms. Boudrias used a backdrop that included former Swedish Railway 2-8-0 No. 909 under steam and a special reception car to announce that operations should get going in June of 2014.

Resumption of service is estimated to cost in the neighbourhood of $13.2 million broken down as follows: $5.8 million for repairs to the storm damage, primarily on the Mile Hill, an almost 2% grade that comprises Mile 3.8 to approximately 4.8 of the line. The grade is used to access the transition between the current Ottawa River and the original bank of the river which dates from glacial times. A further $1.1 million will be required for start up expenses and the balance of the costs ($6.3 million) will be used for a variety of measures aimed at making the overall steam train experience more popular. Some of this investment will be used to upgrade station facilities in Gatineau (Hull) and Wakefield. Some funds will be devoted to creating a stop at the on-line community of Chelsea (Mileage 6.6) and the balance towards improvements in the motive power and rolling stock.

As noted in the December issue of "Branchline", the nine cars that make up the rolling stock date from the second world although their interiors have received some updating while in service on the Swedish National Railways but they are tired and in need of a facelift. Other amenities to be added will include the provision of wi-fi service for passengers who are so inclined.

Other aspects of the new plan include a decision that the Gatineau terminus of the train will be moved from its current location, where it is combined with the locomotive shop, to a station stop adjacent to the former CPR/VIA Hull West station in the heart of the Hull sector of Gatineau's heritage district. When launched in 1992, the train operated from this terminal but it was soon closed because of excessive charges for the rental of track time over CP's former Lachute Subdivision and the junction with the Maniwaki line at a place called Laman. The purpose-built station at Hull West has been used in a variety of food-service/pub platforms in the intervening years. There is also talk about a stop at the nearby and world famous "Casino Lac Leamy". An extended operating season is also in the works with plans to run later in the year - Santa Trains - and to start earlier as well to take advantage of local maple syrup festivals and related events.

Earlier issues of "Branchline" had mentioned the possibility of abandoning the Gatineau service completely and moving the whole operation to Chelsea which would have eliminated the Mile Hill as well as approximately six miles of track. This idea has since been discarded, primarily due to very poor geological conditions in and around the proposed site of the new terminal which would have made the cost prohibitive.

The Administrative Council has set up a Finance Committee to secure local investors in the enterprise. To date, 80% of the funding has been committed by different orders of government, but the balance will need to come from the private sector. A number of ideas are being kicked about - one involving the establishment of some form of co-operative where shares would be sold to individual investors.

According to Ms. Boudrias, the Gatineau business community as well as others need to get behind the project to make it a success. During its heyday, the train employed 80 individuals on a full and part time basis, carried between 40,000 and 50,000 passengers a year and generated almost $22.5 million in taxes to all orders of government.

For ongoing details on the train, readers are encouraged to sign on to the CCFO Facebook site at: http://www.facebook.com/CompagnieDeCheminDeFerOutaouais. Information is also available on the Friends of the Steam Train web site. http://www.steamtrainfriends.org/?q=en/node/1223

(CCFO Press Release, December 18, 2012, adapted by Philip B. Jago)

Hull-Chelsea-Wakefield Railroad's ex-Swedish Railway 2-8-0 No. 909 is heading south near the former Alcan plant in Farm Point, Quebec, on July 6, 1992. Photo by Pierre Ozorák.

PHOTO CORNER

Top: *British Columbia Electric Railway streetcar #22, on the 10 BURNSIDE route, is seen on Douglas Street coming up to Yates Street in Victoria, BC , in the late-1940s. The church in the background is St. Andrews Presbyterian Church. Spencers Department Store (later Eaton's) is on the corner of Douglas and View which the streetcar has just passed. The Dime Store is now a Shopper's Drug Mart. The Dominion Bank shown on the corner of Douglas and Yates is still in business as a bank but under another name. Photo courtesy Peter Cox collection, with caption data by Wally Young.*

Middle: *Viewed from the dome of VIA "Tremblant Park" on the eastbound "Canadian", CN SD75I 5683 and ES44DC 2223 lead a westbound loaded grain train at CN Entrance Station, near Hinton, Alberta, on March 26, 2012. Photo by Corwin Doeksen.*

Bottom: *Quebec Central Railway GP11 SG2 (nee Reading GP7 661) and two helpers are climbing the grade at rue de l'eglise in Saint-Jean Chrysostome, Quebec, after departing from CN's Joffre Yard in Charny on October 8, 2010. The train is en route to QCR's only customer at Saint-Lambert de Levis. Photo by Alexandre Boucher.*

CANADIAN
PACIFIC

Top right: *CN SD70M-2 8890, CN Dash 8-40CW 2162 and IC Dash 8-40CW 2460 kick up the snow as they lead Halifax-Toronto Train 121 through Montmagny, Quebec, at 15:00 on March 5, 2012. Photo by Dannick Fournier.*

Page 22 top: *GO Transit MP40PH-3C 617 leads a 10-car eastbound deadhead train on track O2, Union Station Rail Corridor, seen looking west from Toronto's Spadina Avenue bridge at 15:30 on October 15, 2012. The new unballasted track at right in the dive-under is for the future Air Rail Link line to Pearson International Airport, slated to open in 2015. Photo by Ian Smith.*

Middle right: *CP two-axle scale test car 420939 and four-axle scale test car 420936 sun themselves in Winnipeg, Manitoba, in the summer of 2012. Scale test cars are used to calibrate track scales that are scattered across the country. No. 420939 was built in 1945 as Milwaukee 980239 and weighs 177,000 lbs; 420936 was built as a 32-foot covered hopper in 1969, and in 1989 became a 203,000 lb. scale test car. Photo by A. Ross Harrison.*

Page 22 bottom: *With the Bow River in the foreground, and the high peaks of the Bow Range in the background, CP ES44AC 9351 and AC4400CW 9565 are eastbound at Mileage 113.0 of the Laggan Subdivision, three miles east of Lake Louise, on November 14, 2012. The location is known as "Morant's Curve", in recognition of the many photographs taken there by Nicholas Morant, CPR's "Special Photographer" for close to 50 years. Photo by John Soehner.*

Bottom right*: CN ES44DC 2301 and SD75I 5669 lead CN Train 309 across the Thompson River at Mile 47, Ashcroft Sub. (near Ashcroft, BC) on January 6, 2013. At Boston Bar this train will be taken over by a CP crew and head for the Vancouver waterfront via Coquitlam. Photo by Mike Mastin.*

Twenty-four Treasures From the Canada Science and Technology Museum

The CN Images of Canada Collection at the Canada Science and Technology Museum (CSTM) in Ottawa contains more 200,000 photographs related to Canadian National Railways and its predecessor railways. There are thousands of pictures of historic stations, bridges, yards and equipment in the collection. CSTM Archives presents the 22nd of a selection of 24 special photographs.

The Borden Boat Train (CN Photo CN003329)

With a G-16-a Class (4-6-0) 1100 series at the head end, train No. 53 is photographed in the mid-summer sun as it rolls west toward Hunter River, heading for Borden, Prince Edward Island, and the passenger ferries. At Borden the passengers and any head end cars would be loaded directly onto the *S.S. Prince Edward Island* or *S.S. Charlottetown* (sunk by a U-Boat on June 7, 1941). For many years, the boat train was the primary means of travelling from the Island to the rest of Canada and back again. Arriving at Cape Tormentine and connecting in Moncton, Islanders could travel directly to Montreal or Boston on the same day.

The last passenger train left Charlottetown for Moncton on October 25, 1969. Freight trains continued to operate until the end of 1989, after which CN's tracks were abandoned. Today, railway buffs can study one of the last remaining PEI main line steam locomotives at the Railway Museum of Eastern Ontario in Smiths Falls, Ontario, where CN 1112 (built by Montreal Locomotive Works as Canadian Northern 1112 in 1912) is lovingly preserved. (Rian Manson)

For more images visit: http://imagescn.technomuses.ca.

A SELECTION OF PASSENGER CONSISTS

10 December 2012
VIA #1 - "Canadian"
at Winnipeg, Manitoba

F40PH-3 6456
F40PH-3 6442
Baggage 8609
Coaches 8137, 8107, 8117
Skyline 8512
Dining Car 8408 - *Empress*
Sleeper 8339 - *Sherwood Manor*
Sleeper 8331 - *Jarvis Manor*
Sleeper 8309 - *Brant Manor*
Sleeper 8321 - *Draper Manor*
Dome-Sleeper-Observation
8718 - *Yoho Park*

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13 December 2012
VIA #51 at Ottawa, Ontario

P42DC 901
LRC Club 3467
LRC Coach 3364
LRC Coach 3350
LRC Coach 3366

21 December 2012
VIA #15 - "Ocean"
at Truro, Nova Scotia

F40PH-3 6416
F40PH-3 6432
Renaissance Baggage 7003
Ren. Coach 7220
Ren. Handicap Coach 70217
Ren. Coach 7231
Ren. Coach 7227
Ren. Service Car 7309
Ren. Dining Car 7401
Ren. Service Car 7308
Ren. Handicap Sleeper 79515
Ren. Sleepers 7518, 7506, 7525, 7500, 7502, 7513
Ren. Transition Car 7601
Sleeper 8225 - *Chateau Rouville*
Skyline 8517

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12 December 2012
CN (AC) 631 at Hawk Jct. Ont.

F40PHR 104
AC Coach 5654
AC Baggage 312
AC Generator Car 79

21 December 2012
VIA #16 - "Montréal-Gaspé"
at New Richmond, Québec

F40PH-3 6428
Baggage 8613
Coach 8116
Coach 8119
Skyline 8501
Sleeper 8215 - *Chateau Lemoyne*
Sleeper 8214 - *Chateau Laval*
Sleeper 8209 - *Chateau Iberville*

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4 January 2013
VIA #601 - "Montréal-Jonquière"
and #603 - "Montréal-Senneterre"
at St-Paulin, Québec

F40PH-3 6404 *
Coach 8145 *
Coach 8146 *
Baggage 8604 *
F40PH-3 6401
Baggage 8608
Coach 8147

* to Jonquière

29 December 2012
VIA #2 - "Canadian"
at Jasper, Alberta

F40PH-3 6454
F40PH-3 6434
Baggage 8616
Coach 8117
Coach 8122
Coach 8133
Skyline 8504
Dining Car 8414 - *Palliser*
Skyline 8516
Sleeper 8322 - *Drummond Manor*
Sleeper 8340 - *Stuart Manor*
Sleeper 8338 - *Rogers Manor*
Sleeper 8316 - *Christie Manor*
Sleeper 8326 - *Franklin Manor*
Sleeper 8327 - *Fraser Manor*
Skyline 8509
Dining Car 8410 - *Frontenac*
Sleeper 8334 - *Macdonald Manor*
Sleeper 8305 - *Bayfield Manor*
Sleeper 8325 - *Elgin Manor*
Dome-Sleeper-Observation
8711 - *Revelstoke Park*

1 January 2013
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-3 6437
F40PH-3 6451
Baggage 8609
Coach 8137
Coach 8107
Coach 8112
Skyline 8512
Sleeper 8306 - *Bell Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8311 - *Burton Manor*
Sleeper 8313 - *Cabot Manor*
Skyline 8515
Dining Car 8408 - *Empress*
Sleeper 8331 - *Jarvis Manor*
Sleeper 8309 - *Brant Manor*
Sleeper 8321 - *Draper Manor*
Dome-Sleeper-Observation
8718 - *Yoho Park*

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2 January 2013
VIA #50 at Ottawa, Ontario

P42DC 909
Club 4009
Coaches 4115, 4103

(Thanks to Barry Brake, Grant Keith, Harm Landsman, Barry MacKinnon, Tim Mayhew, Elizabeth Reid and André St-Amant)

SAMPLES OF DIESEL UNIT CONSISTS

Dec 9 - CN 522 at Edmonton, AB: CN Dash 8-40CW 2159, CN Dash 9-44CW 2547, CN SD40-2(W)s 5267 and 5329, CN SD40u 6007, CN Dash 8-40CM 2451 and CN SD60F 5529.
Dec 11 - CN westbound at Brighton, ON: CN SD70M-2 8898, BCOL Dash 8-40CMu 4613, CN SD70M-2 8928, CN SD75I 5760 and CN SD70M-2 8803.
Dec 12 - CN northbound at Squamish, BC: CN SD75I 5668, CN Dash 9-44CW 2559 and CN SD70M-2 8873.
Dec 13 - CP northbound at Cranbrook, BC: CP SD40-2s 5878 and 6037, and CP SD40-2F 9021.
Dec 13 - CN 806 at Ardrossan, AB: CN SD60Fs 5504, 5545, 5519 and 5527.
Dec 13 - MMA southbound at St-Jean-sur-Richelieu, QC: MMA SD40-2 758, ICE SD40-2 6450, MMA C30-7s 5023 and 5026, and DME SD40-3 6075.
Dec 13 - CN U70091 (oil loads) at Montreal, QC: CN SD75I 5664, CN SD70M-2 8936 and CN Dash 9-44CW 2627.
Dec 14 - CN westbound at Brighton, ON; CN GP9RMs 4115 and 7039, and CN GP40-2L(W) 9576.
Dec 15 - CN 422 at Aldershot, ON: CN SD75I 5710, CN Dash 8-40C 2121, CN ES44ACs 2813 and 2812 (maiden trip) and CN Dash 9-44CWL 2519.
Dec 15 - CP eastbound at Saskatoon, SK: CP GP38-2 3021, CP GP9u 8252 and CP GP38-2s 3100 and 3070.

Dec 15 - CP transfer at Clover Bar, AB: CP SD40-2s 5866, 5927 and 5977.
Dec 15 - CN 148 at Aldershot, ON: IC Dash 9-44CW 2697, CN Dash 8-40CM 2404 and ex-CREX Dash 8-40Cs 9040 and 9046 (to be CN 2017 and 2023).
Dec 16 - CN 368 at Dorval, QC: CN SD70M-2 8916, CN GP40-2L(W) 9576 and CN ES44DC 2233.
Dec 20 - CN eastbound at Burlington, ON: CN Dash 9-44CW 2590 and CN Dash 8-40CW 2153, with ex-CREX Dash 8-40Cs 9064, 9047, 9024, 9042, 9062, 9048 and 9055.
Dec 20 - CN 556 at Trout, AB: CN Dash 9-44CW 2587, CN SD40-2)W) 5261, CNW 1 (LNG tank) and CN SD40-2(W) 5258. (5258 and 5261 burn Liquified Natural Gas).
Dec 20 - CP westbound at Fort Macleod, AB: UP SD90MACs 8305 and 8281, with CP ES44AC 8844 on the rear.
Dec 20 - CN 347 at Edmonton, AB: CN SD70I 5602 and CN ES44AC 2814.
Dec 21 - OVR 431 at North Bay, ON: LLPX GP38-2 2221, GEXR GP38 3856, and CP SD40-2s 5766 and 6019.
Dec 21 - CP eastbound at Saskatoon, SK: CP AC4400CWs 9681 and 9738, CP GP38-2 3100, CP GP38AC 3016, and CP GP38-2s 3098 and 3044.
Dec 22 - Big Sky (loaded producer cars) at Lucky Lake, SK: MGLX SD40-3s 6935, 6901 and 6934.

Dec 22 - CN 557 at Edmonton, AB: CN SD40-2(W)s 5280 and 5319, and CN GP40-2(W) 9672.
Dec 23 - CN 450 at Trout Creek, ON: CN SD70I 5625, CN SD75I 5665 and CN SD60 5405.
Dec 24 - CP 201 at Saskatoon, SK: CP ES44AC 8869, CP GP38AC 3016, CP GP38-2s 3088, 3100, 3098 and 3044, and CP AC4400CW 8602.
Dec 25 - CP 198 at Roberts Bank, BC: CP AC4400CWs 9718 and 8650, with CP AC4400CW 8649 mid train and CP AC4400CW 9712 on the rear.
Dec 28 - CN 121 at Truro, NS: CN SD70M-2 8961, BCOL Dash 8-40CMu 4626, CN SD75I 5740 and CN Dash 9-44CW 2594.
Dec 28 - CP 491 at Saskatoon, SK: CEFX AC4400CW 1036, CP AC4400CWs 8539 and 9553, and CP GP38-2s 3122 and 3106.
Dec 29 - CP 347 at Ardrossan, AB: CN ES44ACs 2817 and 2818 (maiden trip).
Dec 29 - CP northbound (coal) at Environ, BC: CP AC4400CWs 9595 and 8647, with CP AC4400CW 9568 on the rear.
Dec 31 - CP empty coal at Roberts Bank, BC: CP ES44AC 8707 and CP AC4400CW 9507, with CP AC4400CW 9837 mid train and CP AC4400CW 8636 on the rear.
Dec 31 - CN local at Edmonton, AB: CN GP38-2 7516, CN HBU-4 518 and WC GP40-2R 3026.

Jan 5 - CN 460 at St-Paulin, QC: CN SD70M-2s 8922 and 8825, CN Dash 9-4CW 2568, CN GP9-Slug 221 and CN GP9RM 7229.
Jan 5 - CN 522 at North Edmonton, AB: GTW SD40-3 5942, CN SD38-2 1652 and CN SD40-2(W) 5266.
Jan 7 - Great Western westbound at Melaval, SK: GWRS Dash 8-40BW 563, and GWRS M-420(W)s 2000, 2003 and 2001.
Jan 7 - MMA 2 at Frontenac, QC: SOO SD60 6022, MMA Remote Control Caboose VB-4, CDAC F40PHRm 450 and MMA B39-8 8553.
Jan 8 - CP 198 at Roberts Bank, BC: CP AC4400CW 9557 and CP ES44ACs 8879, 8784 and 8921.
Jan 8 - BNSF westbound (coal) at Roberts Bank, BC: BNSF ES44AC 6380, BNSF SD70MAC s 9530 and 8847, and BNSF SD70ACe 9278, with BNSF SD70ACe 9399 on the rear.
Jan 8 - CN northbound at Squamish, BC: CN SD70I 5606, CN Dash 8-40CM 2422, IC Dash 9-44CW 2708, CN SD60F 5508, CN SD75Is 5797 and 5626.
Jan 9 - CN westbound at Brantford, ON: CN Dash 8-40CM 2423, CN Dash 8-40C 2134 and CN Dash 8-40CW 2177.
Jan 9 - Stewart Southern at Regina, SK: SSS B23-7s 1009, 1010 and 4255, and CEFX GP15Ds 1503 and 1504.
Jan 10 - CP southbound at Environ, BC: CP SD40-2Fs 9001 and 9021, and CP SD40-2 5961.

Jan 10 - GEXR 431 at Guelph, ON: GEXR SD45T-2 9392 and GSCX SD40-2 7369.
Jan 11 - CN 396 at Sarnia, ON: CN Dash 8-40C 2104, CN SD75I 5742, CN SD60F 5501 and CN SD75I 5722, with QNSL SD70ACe's 514-523 (not in that order) dead-in-tow.
Jan 12 - CN 305 at Brighton, ON: CN Dash 8-40CW 2158, CN SD75I 5760 and CN Dash 8-40CM 2452, with CN Dash 9-44CW 2672 mid train.
Jan 12 - CP 198 at Roberts Bank: CP ES44ACs 8766, 8872, 8784 and 8879.

(Thanks to Chris Boon, Dave Durant, John Eull, Patrick Hind, François Jolin, John Kool, James Lalande, Harm Landsman, Roman Litarchuk, Jim Mason, André St-Amant, David Stalford, Doug Thorne, Paul von Huene and Douglas Wells)

LEGEND: **(d/h)** = deadhead; **AC** = Algoma Central (CN); **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CDAC** = Canadian American Railroad; **CEFX/CITX** = The CIT Group: **CN** = Canadian National; **CNW** = Chicago & Northwestern; **CP** = Canadian Pacific; **CREX** = Citicorp Railmark; **DH** = Delaware & Hudson (CP); **DME** = Dakota, Minnesota & Eastern (CP); **EJE** = Elgin Joliet & Eastern (CN); **GEXR** = Goderich-Exeter; **GSCX** = GATX Rail Locomotive Group; **GTW** = Grand Trunk Western (CN); **GWRS** = Great Western; **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern (CP); **LLPX** = GATX Rail Locomotive Group; **MGLX** = Mobile Grain; **MMA** = Montreal, Maine & Atlantic; OVR = Ottawa Valley; **SOO** = SOO Line (CP); **SSS** = Stewart Southern; **STLH** = St. Lawrence & Hudson (CP); **UP** = Union Pacific; **VIA** =VIA Rail; **WC** = Wisconsin Central (CN). ◘

NEW ARRIVALS: As of January 14, 25 of the order for 35 CN ES44AC units (2800-2834) were delivered by General Electric: 2801-2804 were delivered in November, 2800 and 2805-2818 in December and 2819-2824 in January. They are mainly being utilized north, south and west of Prince George, BC.

ADDITIONAL USED UNITS ARRIVING: Forty-two former Citicorp Railmark Dash 8-40C units (CREX 9023-9064, exx-Union Pacific 9023-9064, nee Chicago & Northwestern 8501-8542 series) were delivered to CN in December. The units are being renumbered CN 2000-2041 respectively.

RETIRED:
- CN YBU-4 202.
- CN GP9-Slug 251, 271, 275.
- CN S-3 Slug 264, 266.
- CN HBU-4 501, 509.
- CN GMD1u 1406, 1407, 1415, 1418.
- IC SW14 1477, 1484, 1490, 1491, 1496, 1498, 1500, 1505, 1507, 1509, 1511.
- WC SW1500 1560.
- GTW GP9R 4618.
- CN GP9RM 7064, 7076, 7207, 7225, 7235, 7244, 7262.

UN-RETIRED: CN SD40-2(W) 5291, retired in 2010, has returned to service freshly painted.

RETIRED UNITS SOLD:
- Lambton Diesel Specialists Inc. in Sarnia, Ontario, has acquired CN SW1200RS 1375, IC SW14 1501 and CN SW1200RM 7316.
- Florida Central Railroad has acquired CN GP9RM 7008.

Canadian Pacific Railway

NEW ARRIVALS: CP GP20C-ECO 2200-2218, and 2220-2222 were shipped from Progress Rail/EMD in Muncie, Indiana, in late-December and early-January. All have been assigned to St. Paul, Minnesota. Units 2219 and 2223-2229 will follow.

DECLARED SURPLUS ON DECEMBER 13: CP SD40-2F 9000, 9002, 9005, 9010, 9016, 9018, 9019, 9022 and 9024.

TRANSFERRED:
- CP SW900-Slug 1014 from Toronto to St. Paul.
- STLH GP9u 1625 from Coquitlam to Alyth (Calgary).
- CP GP38-2 3041, 3042 and 3061 from Moose Jaw to Toronto.
- ICE SD40-2 6400-6408, 6410-6412, 6414-6416, 6418-6424, 6426-6434, 6436, 6437, 6439-6446, 6448-6452, 6454 and 6456-6459 from Huron, South Dakota, to Davenport, Iowa.
- CP ES44AC 8950 from Moose Jaw to Alyth (Calgary).

OVERHAULED, REPAINTED AND RESTENCILLED: SOO SD60 6049 to CP 6249 effective December 21.

STORED SERVICEABLE: (* added since last issue)
- ICE GP9 103, 114.
- CP SW1200-Slug 1002.
- CP FP9 1401.
- CP MP15AC 1404, 1422, 1428, 1433, 1445, 1446, 1447.
- CP GP7u 1507, 1509.
- CP GP9u 1529, 1535*, 1540, 1545, 1549, 1550, 1564, 1571, 1596, 1599, 1601, 1624, 1626, 1629, 1630, 1642, 1651.
- SOO MP15AC 1532, 1535, 1544, 1546, 1550, 1553.
- CP GP7u 1684.
- CP F9B 1900.
- SOO GP40 2064.
- CP 4-6-4 (steam) 2816 .
- CP FP9u 4106, 4107.
- ICE GP40-2 4200-4209 (stored pending return to lessor).
- SOO GP38-2 4431.
- CP GP38-2 4511.
- CP GP40 4612, 4615, 4616.
- CP SD40-2 5731, 5765, 5838, 5846, 5853, 5932, 5975*, 6002, 6058, 6065, 6078.
- SOO SD60 6024, 6027, 6032, 6033, 6035, 6037, 6044, 6048*, 6051*, 6053.
- SOO SD60M 6061.
- CP SD40-2 6616.
- SOO SD40-2 6617.
- CP GP9u 8213, 8244, 8247, 8251.
- CP GP9 8263, 8275.
- CP AC4400CW 8508, 8512, 8522, 8576, 8629*, 8643.
- CP ES44AC 8700.
- CP SD90MAC 9100-9113, 9116-9121, 9123-9126, 9128, 9130-9132, 9134-9137, 9139-9144, 9146, 9147, 9149-9154, 9156, 9157, 9159, 9160. (All were offered for sale on November 2, 2012 - bids closed on December 21, 2012 - all stored in Winnipeg).
- CP AC4400CW 9504*, 9505*, 9510, 9511*, 9512*, 9514, 9516*, 9530, 9533, 9534, 9546, 9547, 9549*, 9550, 9551, 9554, 9566, 9573*, 9574*, 9586*, 9671*, 9719, 9733, 9756, 9757, 9763, 9780, 9801*, 9811*, 9820, 9840.

STORED UNSERVICEABLE: (* added since last issue)
- CP MP15AC 1415.
- STLH GP7u 1502.
- CP GP9u 1539*, 1541*.
- CP GP38AC 3007*.
- CP GP38-2 3025, 3040, 3050*, 3075, 3084*, 3124, 3128.
- SOO GP38-2 4423, 4439*.
- STLH SD40-2 5615.
- CP SD40-2 5648, 5787, 5795, 5844, 5902, 5913, 5924, 5930, 5931, 5940, 5944, 5947, 5948, 5963, 5967, 5992, 5984, 5998, 6001, 6004, 6006, 6022*, 6026, 6602*, 6618, 6620, 6622.
- SOO SD60 6031, 6039*
- SOO SD60M 6058*, 6059*.
- DME SD40-3 6074, 6082.
- ICE SD40-2 6217.
- DME SD40-2 6369.
- ICE SD40-2 6403, 6459.
- STLH GP38-2 7308.
- CP GP9u 8219.
- CP SD40-2F 9013*.
- CP SD90MAC 9114, 9115, 9122, 9127, 9145, 9148, 9155, 9158. (All were offered for sale on November 2, 2012 - bids closed on December 21, 2012 - all stored in Winnipeg).
- CP AC4400CW 9503.

FOR ECO PACKAGE: The following 20 CP SD40-2 units are at Progress Rail/EMD in Mayfield, Kentucky, undergoing conversion to SD30C-ECO units to be numbered CP 5000-5019: 5415, 5672, 5691, 5728, 5734, 5735, 5745, 5789, 5869, 5918, 5933, 5934, 5950, 5971, 5980, 5983, 6027, 6039, 6056, 6606.

LEASED UNITS IN SERVICE:
- CEFX AC4400CW 1002, 1006, 1007, 1014, 1019, 1020, 1024, 1026-1059.
- CEFX GP38-2 3807.

VIA Rail Canada

NUMBER OMITTED IN JANUARY ISSUE: The last of 53 F40PH-3 units rebuilt at CAD Railway Services in Lachine (Montreal), Quebec, on November 20, 2012, was 6453.

BEING REPAIRED: Sleeper 8328 - *Grant Manor,* sideswiped by CN SD70M-2 8904 at Jasper, Alberta, on July 6, 2010, is undergoing repairs at CAD Railway Industries in Lachine (Montreal), Quebec.

PASSENGER CAR REBUILD PROGRAMS:
- LRC Coaches 3303, 3310, 3320, 3321, 3326, 3327, 3330, 3332, 3345 and 3362, and Club Cars 3451 and 3601 were undergoing rebuild at Industrial Rail Services in Moncton, NB, when IRSI was placed into receivership in April 2012. CAD Railway Industries took over IRSI's contract on October 31 and will complete the refurbishing of the ten LRC coaches above over a 19-month period at the Moncton plant. IRSI will remain under receivership.
- IRSI RDC-1 6105, RDC-2s 6208, 6217 and 6219 were also being rebuilt by IRSI. The four RDCs were purchased by IRSI from VIA in 2000. CAD took over the rebuild contract on October 31. As well, IRSI completed the rebuild of RDC-4 6250 and 6251 (nee CP 9251) and carried out road tests before IRSI was placed into receivership - 6250 was released in late-November 2012 and was

shipped on the rear of VIA's "Ocean" to Montreal, and arrived in Sudbury on December 10. However, 6251 has not been released to VIA.

- In 2010-2011, eight "Chateau" sleepers and four "Park" cars were shipped to Avalon Rail in Milwaukee, Wisconsin, to be rebuilt and reconfigured with "Deluxe Bedrooms". All have been returned with modified window openings but lacking interiors. A contract has been awarded to have the interiors of the cars completed by CLN Railway Industries and Services Ferroviaires Julien at the former CN roundhouse in Charny, Quebec. At press time, six cars were at Charny and six cars were stored in Toronto as follows:
  * At Charny: Sleepers 8206 - "Chateau Denonville", 8207 - "Chateau Dollard", 8213 - "Chateau Lauzon" and 8226 - "Chateau Salaberry"; and Dome-Sleeper-Observations 8708 - "Kootenay Park" and 8709 - "Laurentide Park".
  * At Toronto: Sleepers 8204 - "Chateau Cadillac", 8210 - "Chateau Joliet", 8217 - "Chateau Maisonneuve" and Sleeper 8227 - "Chateau Varennes"; plus Dome-Sleeper-Observations 8706 - "Glacier Park" and 8710 - "Prince Albert Park".

ON THE REGIONAL SCENE

BATTLE RIVER RAILWAY: A late report .... BRR acquired former CN SD40-2(W) 5251 in late-2011. She joined former CN SD40-2(W) 5353 acquired in 2010.

CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY: CBNS leased CEFX SD40M-2 3131 (nee SP SD45 8886) and 3143 (nee ATSF SD45 1867) in mid-December.

QUEBEC NORTH SHORE & LABRADOR RAILWAY: Electro-Motive Diesel's facility in Mexico has constructed SD70ACe 514-523 for the QNSL. The units were shipped in January by Kansas City Southern to Jackson, Mississippi, for furtherance via CN to the ferry at Matane, Quebec, and delivery to Sept-Iles.

ON THE COMMUTER SCENE

AGENCE METROPOLITAINE DE TRANSPORT (MONTREAL):

- On December 14, AMT posted a tender for the sale of GP9RMs 1310, 1312 and 1313; Electric Generator Units 600-602 and 604-606; and 68 former GO Transit single level coaches (AMT 100, 200, 1000, 1100 and 1200 series). Bids close on January 23.
- The lease of New Jersey Transit F40PH-2s 4117 and 4118, and NJT GP40FH-2s 4135, 4137, 4140, 4143 and 4144 has ended.

ON THE PRESERVED SCENE

SCRAPPED: The West Coast Railway Association in Squamish, BC, has scrapped on site their former CP Official Car 32, ex-CP Sleeper-Buffet-Lounge "Lake Chamcook", nee CP "Lake Winnipeg", built by National Steel Car and CP in 1928.

TO MUSEUM: The Alberta Railway Museum in Edmonton, Alberta, has acquired long stored CN GMD1m 1179 (ex-CN GMD1 1079, built in 1959 as NAR GMD1 302 - *Chief Moostoos)*.

SIX MOVED, TWO SCRAPPED: In December and January, four of the eight cars from the defunct Ossawippi Express Dining Cars in Orillia, Ontario, were moved to Skyline International Development's mixed-use development in Port McNicoll, Ontario: 1) ex-CP Safety Instruction Car 41 (nee CP Coach 1431), 2) ex-CP Vision Test Car 65 (nee CP Sleeper "Hungerford"), 3) ex-CN Baggage 9180 and 4) ex-CN Express-Refrigerator 10627. Former Dominion Atlantic Railway wood Business Car "Nova Scotia" is to be moved to the Toronto Railway Historical Association's Toronto Railway Heritage Centre (at former CP John Street Roundhouse). Former London & Port Stanley Interurban #4 was relocated to the Halton County Radial Railway in Milton, Ontario, in September, 2012. Two cars were scrapped: ex-CP Official Car 37 (nee Buffet-Solarium-Parlor "River Avonmore"), and ex-CP Baggage 21054 (nee 4361).

A-B-A SET ACQUIRED BY NORFOLK SOUTHERN: NS has purchased a trio of classic "F" units from National Railway Equipment that are planned for employee and other special trips as well as stand-ins for the current executive "F" fleet. Included are: 1) former CN F7Au 9177 (nee CN F7A 9088) which NRE acquired in 1990, 2) former CP F7B-Slug 1019 (ex-CP F7B-Slug 6801, nee CP F7B 4462) which NRE acquired in 1999, and 3) CRLE (Utah Central Railway) F7A 407 (nee C&NW 4072A). The three units will be shipped to Altoona, Pennsylvania, where NS' Juniata Shops will perform the rebuilding of the units.

Thanks to Charles Cooper, Roman Hawryluk, Ken Lanovich, Jon Snook, "NY 4" and "Engine 4466". ◘

Coming Events

DUNDAS, ONTARIO: The Copetown Train Show, presented by the Canadian Association of Railway Modelers, will be held on **February 10** (10:00 to 16:00) at the Copetown and District Community Centre, 1950 Governor's Road.

BARRIE, ONTARIO: The Barrie-Allandale 43rd Annual Model Train Show will be held on **February 16** (10:00 to 17:00) and **February 17** (10;00 to 16:00) at Bradford Greenhouses, Highway 90 at Highway 27. Adults $6, Seniors and Students $4, Children under 6 free.

SMITHS FALLS, ONTARIO: The Railway Museum of Eastern Ontario continues its 'Stories for the Railway' series on **February 23** (14:00 to 16:00) at the Station Theatre, 53 Victoria Avenue (former CPR station). In this installment David and Andrew Jeanes will discuss the architecture of railway stations in eastern Ontario. Information from www.remo.org, tel: 613-283-5696.

COBOURG, ONTARIO: The Cobourg Model Railroaders will sponsor the Cobourg Model Train Show on **March 2** (10:00 to 16:00), at the Lions Community Centre, Elgin Street East. Adults $5. Children under 12 $1. Information from Ted Rafuse, 181 Armour Court, Cobourg ON, 905-372-8375 or tedrafuse1@gmail.com

ST. CATHARINES, ONTARIO: The Niagara Model Railway Show will be held on **March 3** (10:00 to 15:30) at CAW Hall, 124 Bunting Road. Adults $5, under 12 free with adult. Vendors, layouts and displays. Information from 905-357-6539 or www.nfrm.ca

TORONTO, ONTARIO: The annual Toronto Railway Prototype Modellers Meet will be held on **March 16** (09:00 to 14:30). The day consists of clinics by prototype modellers about auto frame cars, detailing prototyped trackwork and prototype freight car weathering. There will also be the unique "show and tell" component, an open forum for modellers to discuss and display models. Each attendee is urged to bring a model, whether completed or not, for this, although this is not mandatory. The Meet's location is the same as last year: Humber College, North Campus, Building B, rooms B201 and B202. Admission is $10 and parking is free. For further information contact Brian Gauer at: bdgauer@rogers.com

KINGSTON, ONTARIO: The Kingston Rail O Rama Model Train Show will be held on **March 16 and 17** (10.00 to 16:00) at the Ambassador Hotel, 1550 Princess Street, close to VIA station. Admission per day: Adults (13+) $6; Seniors (60+) $5: Children (5-12) $3. Information from Peter Macdonald at 613-389-8517, machobby@hotmail.com; or Graham Oberst at 613-542-9461, graham.oberst@bell.net. Presented by Canadian Railroad Historical Association, Kingston Division.

KITCHENER, ONTARIO: The Kitchener Model Train Show will be held on **March 17** (10:00 to 15:00) at Bingemans, 425 Bingemans Centre Drive. Admission $5. Vendor tables, model trains, rolling stock, photos, railroad memorabilia, operating layouts and more. Information from www.kitchenertranshow.blogspot.com

QUEBEC CITY (STE-FOY), QUEBEC: The 17th Annual Railway Symposium & Rail Show will be held on Wednesday, **March 20** and Thursday, **March 21** in the Chateau Bonne Entente. The Rail Show will take place on Wednesday only (no charge until 4 PM; suppliers are welcome). The Wednesday afternoon symposium will relate to freight trains. Mines versus railway mines will be covered on Thursday morning, and passengers trains will be covered on Thursday afternoon. M. Mario Brault, VP of Genesee & Wyoming, will be the Chairman. Information from Colloque du Groupe TRAQ, c/o Louis-François Garceau, C.P. 45005, Charny QC G6X 3R4; Tél.: 418-832-1502; Mobile 418 955-2466; e-mail: colloque@groupe-traq.com; www.groupe-traq.com

LINDSAY, ONTARIO: The Lindsay & District Model Railroaders will hold their 39th Annual Model Railway Show on **April 6** (10:00 to 17:00) and **April 7** (10:00 to 16:00) at the Lindsay Armoury, Kent Street at Victoria Avenue. [K9V 2Y8 for GPS]. Adults $5, Children (6-12) $2, under 6 free. Contact: ldmrshow@gmail.com and see http://ldmr.org.

Train Touristique de Charlevoix RS-18-3 1868 (nee CP RS-18 8792) hauls an 'extra' train past the Basilica at Ste-Anne-de-Beaupré, Québec, at 09:36 on July 15, 2012. This train will only go as far as Baie-St-Paul, but the regular train, about 45 minutes behind, will continue all the way to La Malbaie. The four refurbished coaches were originally Chicago & Northwestern gallery coaches built by Pullman Standard in 1960-61. Photo by Geoff Doane.

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