Branchline

CANADA'S RAIL NEWS MAGAZINE

September/October 2020 $5.50

One Blockade Leads to Many Parked Trains
No movement in February 2020

Long Creek Railroad
One day with a Saskatchewan shortline

Storm Leads to Silver Lining
My introduction to photographer Chuck W. Bohi

Men at Work
Dispatchers – keeping order, avoiding chaos

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Branchline

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SOCIETY MEETINGS

For the foreseeable future, the in-person Tuesday evening meetings remain cancelled. Online options are being explored for the October and November meetings. For the latest update on meeting status, please consult the Society website (***www.bytownrailwaysociety.ca***) as the first Tuesday of each month approaches.

The informal Slide, DVD and Video nights have been suspended until further notice.

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Branchline is produced by The Bytown Railway Society Inc.

Content deadline for this issue was September 4, 2020.

Deadline for submissions to the November/December issue is November 6, 2020.

COVER PHOTO

It's an early winter day as passengers wait on the station platform at Wetaskiwin, Alberta for the CPR Dayliner, destination Edmonton. The station, built in 1908, is a replacement for one originally erected by the Calgary and Edmonton Railway, taken over by CPR in 1903. Passenger service to Wetaskiwin continued until 1985. The rail line remains in use by CP, while the station, still standing, is leased to local businesses.

Photo by Charles W. Bohi, December 1980.

TEN YEARS AGO IN *BRANCHLINE*:

- CN has filed a $2-million lawsuit against two Edmonton men and a construction company. The men are alleged to have stolen an 11,000 kg compactor from a construction site, parking it on CN tracks crossing over Alberta highway 16, whereupon it was hit by a train causing numerous cars to derail. For the men's part, drugs and/or alcohol are thought to have played a role in the fiasco. The construction company is being sued for failing to secure its equipment.
- CN began movement of its largest ever out-of-gauge load, a 635-metric-ton reactor from Oakville, Ontario to Eldorado, Kansas. Measuring 131 ft. long, 14 ft. wide and 21 ft. high, it was carried on a 231 ft. Schnabel CEBX 800 railcar. Where necessary, CN upgraded track to accommodate the load.
- Things are looking rosy for Bombardier's rail car division. BC's West Coast express has ordered seven new bi-level cars at $3.25 million each. The cars will increase capacity by 2,000 riders daily. In addition, New Jersey Transit has continued its commitment to Bombardier by placing an order for 100 bi-level cars, a contract worth US $267 million. The order includes an option for an additional 79 cars. Previously, in 2003, New Jersey Transit had ordered 329 cars.

TWENTY YEARS AGO IN *BRANCHLINE*:

- CN and Burlington Northern Santa Fe have ended their proposed merger, a plan that would have created North America's largest railway. The decision follows the U.S. appeals court upholding of a 15-month moratorium on mergers in the U.S. rail industry. The railways claim that the delay would have made it too difficult to proceed.
- Toronto City Council has voted to approve a 20-year, $1 billion contract to ship its garbage by CN and Ontario Northland trains to Kirkland Lake, Ontario, for dumping in an abandoned mine pit. While many Kirkland Lake residents are concerned, the mayor of Timmins, 140 km away, believes it will have a positive impact on passenger rail service to the area.
- The American Association of Private Railroad Car Owners rolled into Winnipeg's VIA station for its annual convention. Arriving from Chicago, the 21-car train included the *Scottish Thistle*, once based in Winnipeg as CN business car No. 92. The car now resides in Los Angeles where it is available to rent for trips from LA to San Diego for a fee of $2,500 to $3,500 US per day, including crew, food and beverages.
- Set to begin in 2001, a new BC Rail excursion train has secured its first major customer with a British tour operator's purchase of 500 seats. The 224-passenger train will provide seasonal service between North Vancouver and Prince George, BC, with seats costing $1,075 to $1,375 for one-way travel. Modelled after the highly successful Rocky Mountaineer Railtours, officials hope to eventually extend service from Prince George to Prince Rupert.

Parked Trains near Belleville February 2020

By John Soehner, photos by the author.

Earlier in 2020, before the global Covid-19 pandemic hit Canada, there were protests across the country in support of the Wet'suwet'en Nation indigenous group in northern British Columbia. They were opposed to Coastal GasLink's plans to build a natural gas pipeline through their ancestral territory. After the initial protests in BC, demonstrations broke out in sympathy across Canada. One such protest was a blockade next to the CN mainline at Marysville, ON (located two-thirds of the way along the tracks from Kingston to Belleville). It brought VIA Rail service and CN freight traffic to a standstill across southern Ontario. As a result, many CN trains were stranded and were tied down or parked along the mainline tracks and sidings of the CN Kingston Subdivision. This unfortunate circumstance was a rather unique train spotting opportunity, which is documented here. The accompanying map *(next page)* shows the locations referred to in the text and indicates the approximate blockade position between Belleville and Napanee.

On February 8, CN 874 grain train with GE ES44AC, 3877, as the leader initially was held back for some time at Pentecostal Road at Spicer, on Track 2 *(photo 1)*. Spicer is a few km east of Cobourg. However, eventually it moved east and later was tied down and parked with the power just over the Trent River Bridge, at the west end of Trenton, with the train on the bridge north track. It was there for several weeks. At the same time, there was a manifest train parked on Track 1 west of Station Road, Grafton *(photo 2)*, which is 12 km east of Cobourg. Eventually several more trains were parked in these two areas: Pentecostal Road in Spicer and Track 1 near Grafton.

This same day, I had made a mail run to Bolingbroke to clear out my mail that had accumulated for about a month. On the return, I noticed a number of trains parked at Belleville. Three trains were held at the crew change area, at Elmwood Drive, just east of Belleville *(photo 3)*. They were led by (left to right): 2279, a GE ES44DC; 8021, an EMCC SD70M-2; and what appears to be a GE ET44AC.

By February 9, more and more trains were being parked and tied down. Photo 4 shows CN 322 with locomotive 8950, an SD70M-2, in the lead on Track 2 at Pentecostal Road.

1

3

2

4

5

7

2038
2038
2855
2855

6

CMA CGM
5786
CN

8

401
2
401
2
Brighton
Grafton
Colborne
13
4
14
15
1
9
16
10
2
11
18
12
17
Port Hope
Cobourg
LAKE ONTARIO

Out of curiosity, on February 11, I made a short jaunt to Napanee and found more trains parked. Three westbound trains were tied down, one on the north track at Napanee, CN 271, an all-autoracks consist *(photo 5)* and a couple of trains at the triple track west of Napanee near Oliver Side Road *(photo 6)*. Note the former Grand Trunk stone station on the left in photo 5. The train on the right in photo 6 was led by CN 2855, a GE ES44AC, and the one on the left by a blue locomotive numbered 2038, which was GECX (General Electric) ET44AC demonstrator 2038. It was purchased by CN in 2017 along with 11 sisters. It will soon be renumbered to CN 3127.

Further west at Elmwood Drive, east of Belleville, four trains blocked the lines completely*(photo 7)*. On the left in photo 7 is what appears to be a GMD SD75I; then to the right is 2270, an ES44DC; next right is a locomotive with an illegible number; and on the far right is 3031, an ET44AC. There was a fifth train, a grain train, led by 5786, an SD75I, in the east end of the yard as well *(photo 8)*!

There were still eastbound trains leaving Toronto and with Belleville plugged more places had to be found to park and tie down these trains! That ended up being an area from Colborne (24km east of Cobourg) to Newcastle near Bowmanville (37km west of Cobourg). CN maintainers checked the trains and made sure all the diesel engines had enough fuel to idle away during the almost month-long blockade.

On February 12, there were several trains parked along the stretch from west of Spicer to east of Colborne. Going from west to east, two trains were parked just west of Pentecostal Road in Spicer *(photo 9)*, and then three trains were parked on the 8-km stretch of track between Pentecostal Road, and Archer's Road bridge a few kilometres west of Grafton *(photo 10)*). Further east, two more were parked by Station Road in Grafton *(photo 11)*, and one at Wicklow Beach Road near Colborne, about 5km east of Grafton *(photo 12)*. In photo 9, the lead for the train on the near track appears to be Dash9-44CW, 2609, and for the train on the far track the locomotive is an unidentified SD70M-2. In photo 11, the train had 3089, an ET44AC, in the lead position.

A few days later, I ventured west of Cobourg and found more trains parked on the north track. Photo 13 was taken on February 14 at Port Hope, just west of the VIA station. That train had 2707, a Dash 9-44CW, in the lead, followed by 2293, an ES44DC.

There were several more trains parked further west on the north track at Newcastle near Bowmanville and into Oshawa that have not been shown.

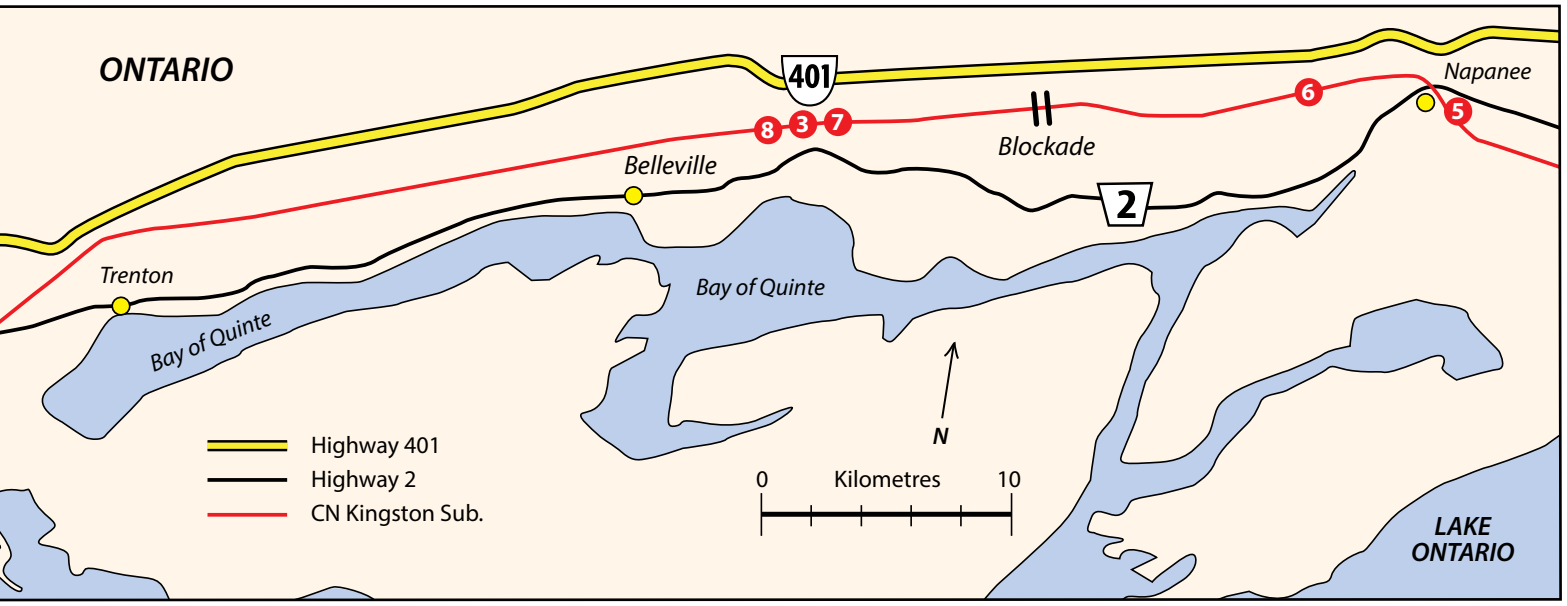
For hardy railfans, there were plenty of CP trains running during the blockade. For example, photo 14 shows CP 113 with CP ES44AC, 8820, in the lead, backed up by Union Pacific 4325. It met CP 112 at Spicer *(photo 15)*. The CN trains tied down to the north at Archer's Road can be seen at the left in photo 14 and on the right in photo 15. Another example shows CP 118 with AC4400CW, 8646, passing through Spicer while the CN trains "idle away" in the background just west of Pentecostal Road *(photo 16)*.

Thankfully by February 26, the CN trains were beginning to move again. Photo 17 shows CN 372 with ES44AC, 3827, at Wicklow Beach Road and photo 18 captures CN 322 with SD70M-2, 8950, headed east through Grafton! ▮

9

10

11



12

15

16

13

17

14

18

Long Creek Railroad

Story and Photographs by Ted Rafuse

This is the fifth ***Branchline*** *article in a series on Saskatchewan shortline railways by Ted Rafuse. The previous articles were "Encounter at Eston" (Jul/Aug 2016), "Great Sandhills Shortline" (Jan/Feb 2017), "Great Western Shortline" (Mar/Apr 2018), and "Southern Rails Cooperative" (Nov/Dec 2019).*

Yes, it is the Long Creek Railroad (LCR) and not railway! In 2012 several local agricultural producers got together to create Saskatchewan's thirteenth shortline. At that time the provincial government provided incentives to form short line railway companies to secure rail service to areas where the major transcontinental lines sought the abandonment of many of their branch lines.

CP's former Bromhead Subdivision (Sub) is the basis of the 41-mile LCR which operates from a junction with CP's Estevan Sub at MP 0.34 to Tribune at MP 40.1. Actual end of track is MP 41.

The Bromhead Sub was built in 1913 and at that time was known as the Neptune Branch. It stretched from Estevan to Neptune. Later, a second subdivision was extended from Southall to Minton and as a result the section from Estevan to Minton became the Bromhead Sub. The line from Southall to Neptune became the Neptune Sub or spur. Today the LCR operates on the Bromhead Sub from Estevan to Tribune *(see map)*.

The LCR commenced operation with 25 local shareholders as owners. Its primary role is to move agricultural producers' grain, oilseeds and pulses (legume crops harvested solely for the dry seeds) from elevators and transshipment sites along the line to the connecting CP interchange at Estevan. Additional earnings are generated from moving tank cars of crude oil from a trans-loading facility at Southall. Income is also earned through the shipment of sand for fracking and the storage of tank cars, including oil and asphalt cars.

On June 12, 2017, the day before our chase of the LCR train, I arrived with my rail fan colleagues Robin and Terry at our lodging in Estevan, near the railhead of the LCR, so we could be ready to go early the following day. We had prearranged our visit with the LCR office manager, Kathy L'Hirondelle, and we did not want to be late. Kathy was in the Torquay office, a station stop along the route. We telephoned her and she put us in contact with engineer Glenn Pohl who advised us that the LCR would operate the following day and that we should meet him at 7:30 am to witness the preparations for the trip.

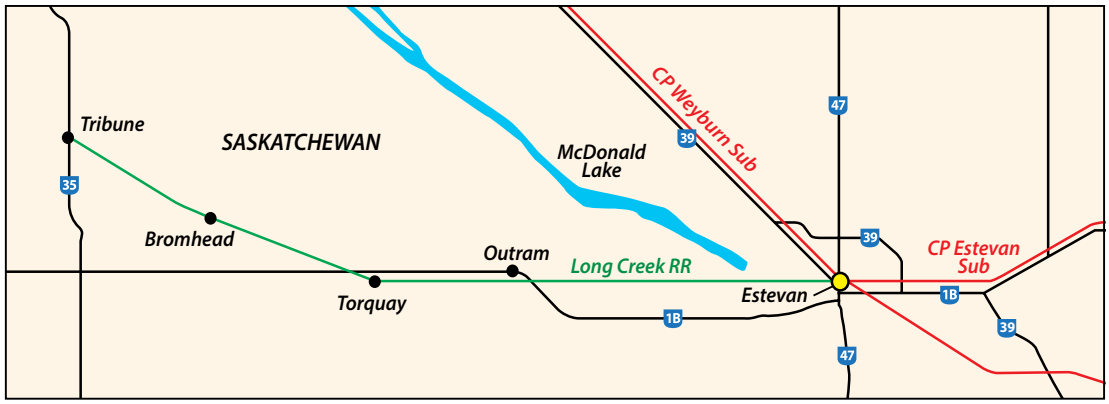
After an early breakfast, we were at the engine house with time to spare, in fact we were the first ones there such was our eagerness. Leased locomotive JLCX 2886, a GP38, one of two diesels operated by the LCR, rested on rails in front of the engine house door *(photo 1)*. It looked resplendent in its red paint scheme despite the grey and threatening cloudy sky above. A few minutes later Lincoln Wanner, the brakeman, arrived. He opened the access door to the engine house and there sat the LCR-owned unit, No. 6347, a GP35R, painted black and white and proudly displaying the railroad's insignia on its side panels *(photos 2 and 3)*. Their emblem, which reflects several important aspects of the business, consists of two wheat stalks framing a circle, inside which rails recede to a stylized creek with a mechanical oil donkey on the horizon.

After Engineer Glen Pohl and Conductor Mathew Rosiak arrived, we discussed the operational plan for the day so that we knew what to expect. This would allow us to leapfrog the train where necessary to get to the best viewpoints for photographs.

1 – *The crew are preparing for the day's work as both units are on the engine house lead track. 6347 is the LCR's first locomotive, a model GP35R built in 1965. It was originally constructed as Southern Pacific (SP) 7751. During its stint with SP, it was renumbered several times. LCR purchased it from the Dakota, Missouri Valley and Western Railway in 2013. 2886 is a GP38, built in 1967, for the Southern Railroad. It was sold and resold several times until owned by J & L Consulting Ltd. (JLCX), a holding company.*

2 – *Once released from the confines of the engine house, 6347 sputtered into operation as indicated by the puff of blue/grey smoke emanating from the exhaust stack. Greg and Lincoln are checking the diesel engine to ensure that all is in order for the day's work.*

With that discussion ended, Glen and Lincoln prepared 2886, the red locomotive, for operation and started her up. The door to the engine house was opened so that 2886 could retrieve her mate 6347. Inch by inch Glen guided 2886 forward under Lincoln's watchful eyes and direction. A clank of couplers sounded softly as the two locomotives connected. Reversing 2886's direction 6347 was brought out of the engine house and into the threatening weather gloom. It was also started and with a few grunting noises and a cloud of fumes from the exhaust, 6347 was ready to go *(photo 2)*.



3 – *Three crew and an owner pose beneath the LCR logo on the side of 6347. Left to right, Conductor Mathew Rosiak, Brakeman Lincoln Wanner, Engineer Greg Pohl and investor Robert Forester.*

5– *After climbing the 1.4% grade from Estevan the train has made it to the top of the hill. The degree of the curve and the steepness of the grade can be sensed from this view where the last few cars of the train can be seen curving beside the locomotives up front.*

4 – *The LCR's two units are about to gain the mainline at Estevan where they will pick up the string of waiting hopper cars and start their westbound trip to Bromhead.*

6 – *At last back on the prairie and no more challenging grades. For the most part, the route to Bromhead is now arrow straight with only a few ripples on the prairie. Recent large amounts of rain have filled many sloughs with water.*

With 6347 in the lead, the two units moved westward from the siding onto the mainline beyond their consist of ten covered hoppers parked on the main *(photo 4)*. Note that 6347 is facing west and 2886 is facing east. This would facilitate the return trip, since although there is a turning wye near the end of the line; it was not available for use that day. After connecting up to their train, and with all requisite tests performed, they were on the move westward towards Tribune. Today's trip would be a short turn through Outram, Torquay, and Bromhead and would not go as far as Tribune *(see map)*.

At the yard limits, the rails make a broad quarter circle prior to entering a broad valley. Macdonald Lake, which was created by the Rafferty Dam, is the source for the Souris River which flows through the middle of the valley. Rails are carried over the valley by a combination of a berm and a wooden pile trestle. A photographic opportunity using a telephoto lens can be had from Rafferty Road which runs along the top of the dam.

The trains normally operate at a speed of 25 mph. But this speed diminishes quickly after the valley is crossed and the steepest gradient on the line, at 1.4 cent, is encountered. Almost at the top of the hill is a 180 degree curve adding to the need to notch the diesels to greater power to mount these combined obstacles. Working with some duress the two aged diesels crested these impediments and at the end of an s-curve attained the generally level prairie landscape *(photo 5)*. From this point to the end of the journey the gradient becomes negligible as the land is primarily flat save for the gentle undulations inherent in the prairie landscape *(photo 6)*.

With the rails now near arrow straight, the Outram siding was soon reached *(photo 7)*. Here some switching of cars took place at the grain elevator and seven cars were added to our train. The structure is currently privately owned by a local agricultural producer, the Lievart family, who are also investors in the LCR. The elevator was once a part of the Saskatchewan Pool group. Work completed, the train continued westward, again the track was arrow straight.

Next station was Torquay also the site of the LCR headquarters. As we stopped our car outside the office of one of the grain elevators, we were again met by Kathy L'Hirondelle. After exchanging greetings, she walked us to the west side of the elevator where we all waited the arrival of the train. A few moments passed and the headlight grew larger and brighter

7 – *At Outram, the locomotives spotted the train on the mainline and retrieved seven additional covered hopper cars from the track in front of the grain elevator.*

8 – *The headlights of the train beam through the murkiness of the day, as it approaches the string of stored tank cars at the headquarters community of Torquay. The track reveals the undulations in the landscape constantly causing the diesels and cars to sway gently from side to side and simultaneously steadily bobbing up and down on the track.*

and the locomotive stopped almost even with our location *(photo 8)*. Both elevators at Torquay were formerly part of the Saskatchewan Pool.

At Torquay, rather than a series of hopper cars stored on the siding, there were multiple tank cars as well as five covered hoppers. These are tank cars which normally carry non-volatile contents such as tar and are stored on the line on a per diem basis. This storage is a boon to the bottom line of the accountant's ledger! One grain car was dropped at Torquay at the west end of the tanker line *(photo 9)*.

Next stop was Bromhead. Each of the stations on the line is about the prairie standard of eight miles apart, give or take a mile. There are two remaining elevators here. The closest one in photo 10 is identified as A and the distant one as F. We surmised that at one time there were four additional elevators between these two at this location and marked B, C, D and E. Apparently A was once a Saskatchewan Pool elevator while F was once operated by Lake of the Woods Milling Company. Much time was expended here in blocking cars in a pre-determined order under the direction of conductor Mathew Rosiak. Brakeman Lincoln Wanner rode on the tail end of a moving car, in between tasks such as activating switches or uncoupling cars and disconnecting or connecting brake hoses, as needed.

While we were 'supervising' the operation, a Ford pickup joined us in the grassy field. The driver engaged us in conversation. It was obvious to us he was a rail fan of sorts. As the dialogue continued we exchanged names and discussed our interest in observing the railway in action. Eventually the driver, who remained in his pick-up, admitted that he was, Robert Forester, one of the LCR's shareholders and always came to watch the action. He was certainly proud of 'his' railway and its operating crew *(see photo 3)*.

At Bromhead there was a simple pit with a small hopper between the rails for trans-loading from hopper to truck using a mobile elevator *(photo 11 next page)*. The intake of the elevator is placed in the pit and then it is filled by gravity by spotting a hopper with an open bottom door just above it. Then the product is lifted into a truck bed or its trailer. This particular site was used to transfer sand used for fracking, by the oil industry, from rail to truck.

Another interesting item we saw on the tracks was a sprung or spring wing frog, as shown in photo 12 *(next page)*. With this kind of frog the travel along the mainline is much smoother given that there is no gap when the frog wing is hard over against the rails of the main. Also, and perhaps more importantly in this application, a locomotive exiting from the siding onto the main doesn't need a brakeman to throw the switch. The wheels of the train push against the guard rail on the wing of the frog and open the path through the switch. However, when entering the siding the turnout still has to be manually thrown. This saves work for the brakeman. There were several of these devices on the LCR sidings. A detailed description of one type of spring wing frog can be found at ***http://patents.google.com/patent/CA2339692A1/en.***

Once the inbound cars were switched and a new outbound consist created, the locomotives were shuffled such that 2886 would be in the lead for the return journey. Recall that 2886 was facing east and 6347 west, so to have a forward-facing locomotive in the lead for the return trip, 2886 has to be moved to be in front of 6347. Several moves were required but this operation was more time consuming than intricate.

To commence the shuffle, the new consist was left on the mainline east of the stub end siding switch which had its points facing west. The first move

9 – *Brakeman Lincoln throws a switch at Torquay allowing the diesels to set out one hopper car on the siding where the tank cars are parked.*

10 – *At Bromhead a single hopper car is spotted on the track closest to the elevator where other hoppers are stored.*

was to have the locomotives take the siding at which time the locomotives were separated. 6347 then left her sister on the siding and returned to the mainline west of the train. The switch was thrown and 6347 backed down onto the cars on the mainline *(photo 13 next page)*. Once coupled, 6347 moved the train west of the switch. 2886 then came out of the siding to attach to the east end of the hopper car train. By this time 6347 had uncoupled from the west end of the consist. 2886 then moved the consist east past the switch to allow 6347 to enter the siding track. Once in the siding with the switch thrown to the mainline 2886 moved the cars west beyond the switch *(photo 14 next page)*. She then uncoupled and moved east to a position east of the switch. Then it was 6347's turn to move back onto the mainline and couple to the eastbound consist. 6347 next moved the train ahead to couple behind forward-facing 2886, which now led the eastbound train *(photo 15)*.

11 – *Small trans-loading pit and hopper used to transfer cargo from a covered hopper to a truck.*

12 – *In this photo of a spring wing frog the mainline is on the left.*

13 – *This is the first part of the shuffle to get the east-facing locomotive 2886 at the front of the eastbound train, with 6347 just behind it. 6347 has left the siding and coupled onto the west end of the consist while 2886 idles in the spur track. 6347 is about to move the train towards the photographer and beyond the switch, so 2886 can get on the east end of the train.*

14 – *6347 waits as 2886 shoves the consist past the switch. Once that is accomplished 2886 will return east beyond the switch. That will allow brakeman Lincoln to once again throw the switch to the spur tack and allow 6347 to exit and couple onto the string of hopper cars on the mainline.*

15 – *To complete the shuffling of locomotives, 2886 is backing towards 6347 and once coupled the manoeuvre will be completed. The train is now ready to return to Estevan, nonstop.*

16 – *Homeward bound, The LCR units lean into the curve at the top of a descent which will end at the berm across the valley floor. That is Macdonald Lake in the background a man-made lake created by the Rafferty Dam.*

This multiple movement to exchange the lead locomotive could have been avoided through the use of a wye at the next station west, at Southall, or by the availability of a runaround track. The use of the wye was not possible on this day as two legs of it were occupied by stored tank cars.

With all the moves completed at Bromhead, the train headed east towards Estevan and we did the same in our car. On the highway we noticed a road sign beside a bridge over a small river. It said Long Creek, hence the name of the railroad.

On the return journey, our primary destination was the hilltop on the curve just where the descent into the valley commenced. This was reached in sufficient time to allow us to stumble up through several small gullies to reach a single rock outcrop vantage point.

Within minutes a diesel horn announced the train's approach to a road crossing where the train entered an s-curve and came into view. Several images were snapped as the train navigated the hilltop curve and commenced its descent into the valley *(photo 16)*. Next photo opportunity was once again at the trestle near Estevan *(photo 17)* and the final photo location was the return to the yard *(photo 18)*.

Back in the Estevan yard, the crew coupled several covered hoppers to the consist just brought in and shunted the whole string towards the connecting switch for the CPR interchange where they would be collected at some time in the future. Some of the cars rested on the bridge over Highway 39. Perhaps this created a dramatic view for drivers passing beneath the hopper cars. The locomotives returned to the engine house where 6347 was placed inside the engine house while 2886 was left outside. Both engines were shut down.

Once the crew had 'booked' off at the end of their shift we treated them to a late lunch as a gesture of our appreciation for allowing us to follow them through their tour of duty that day. The short line personnel are one large family in their relationships, as each employee performs duties as necessary without the formality of a union structure. Most employees once worked for the CPR, but to a person they say they enjoy the home time a short line affords even if the remuneration is less.

All people we met associated with the Long Creek Railroad were exemplary ambassadors for their operation and we were treated with the utmost kindness and consideration. Thanks to all for a wonderful rail fan day.

A small postscript: we weren't able to visit Tribune that day. However, in June 2016 when Robin and I had visited only to find that the LCR was not operating that particular week, we drove over to Tribune at the end of the line. There a new trans-loading facility had recently been erected *(photo 19)*. No hopper cars were stored there the day of our visit, but there were several dozen per diem tank cars stored at the end of line.

On our tour around Tribune, we also ran across the somewhat forlorn looking Canadian Northern Colgate station. Colgate is a few miles north of Tribune. The building was sitting in a field far from any rails slowly rotting away *(photo 20)*.

Also during our trip in 2016, we were able to visit 2886 inside the Estevan engine house. It was waiting for repairs. That circumstance gave us the opportunity to look under the hood and check out the operator's stand.

Thanks to Terry Ashcroft and Robin Lerpiniere for their assistance in the preparation of this article. ▮

[Ed. Note: LCR 6347 was acquired by J&L Consulting Ltd in 2018 and this year has gone to Alberta Prairie Railway Excursions. JLCX GP38-3 3000 (built as PRR GP35 2268 in 1964) is now working with JLCX 2886.]

18

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17

17 – *Once again across the valley pile trestle over the Souris River at 10 mph and very near to Estevan and home.*
18 – *Approaching the yard in Estevan with the day's work nearly completed.*
19 – *The LCR's end of line is at Tribune, a location visited a year earlier when no train was operating. At Tribune a new trans-loading facility had recently been erected. The end of track was the repository for numerous stored per diem tank cars at the time.*
20 – *Former Canadian Northern Colgate station sits in a field near Tribune.*

Above – *For over half a century, through his research, detailed articles and images C.W. Bohi has captured the essence of North American railroading. We count him among the "most influential railway photographers" of our time.*
Photo of Charles Bohi by an unknown CP conductor. From the C. Bohi collection.

Storm with a Silver Lining: Expanding Horizons

By Leslie S. Kozma. Photos by Charles W. Bohi except as noted.

My first encounter with Charles ("Chuck") W. Bohi was a long distance phone call from him – out of the blue – in 1979. His book, Canadian National's Western Depots, had been published the previous year and I had written what he considered to be an honest and fair review. He was calling to ask if I wanted to assist with his companion book about the Canadian Pacific. I was dumbstruck with my good fortune and we have been close friends ever since. But his interest in railways started long before this.

Charles was born in Esterville, Iowa in 1940, the fourth of five children. His father was a pastor who frequently travelled by train to reach his flock. As such Charles got an early appreciation of railways. Even so, his first interests lay in short-wave radio.

In 1960 a friend gave him an Instamatic camera for Christmas, which re-ignited an interest in trains that grew into a passion. His first photos were of the Chicago and Northwestern (C&NW) depot at Marathon and the Milwaukee Road station at Albert City, Iowa – he was hooked. At that time there were depots and towers galore throughout Illinois, Indiana, Iowa and Ohio, relatively close to home.

In June 1963 he graduated from Simpson College, a Methodist liberal arts college located in Indianola, Iowa. His early teaching career took him to Cleveland, OH and Lansing, Michigan. It was in the latter city in 1969 that he met his soul mate and future wife, Lynnette. Which railfan wouldn't love a first date checking out the local railway yards? That was surely a sign of compatibility; Lynn always encouraged and provided support for Chuck's avocation.

Fate intervened in the summer of 1969. With drenching rain and impassable roads dampening his plans for North Dakota, he took a fortuitous detour into western Canada that not only altered the course of his life, but also preserved on film, in research and in publications the last years of a railway system based on an anachronistic grain-handling system that was transitioning into a more modern one.

In 1971 he commenced teaching at Hanover High School, New Hampshire and Lynn and he eventually made their home in White River Jct., Vermont. It wasn't too long before he had a major influence on the school's curriculum with the introduction of a course in Canadian Studies; something quite remarkable, but another example of his interest in this country's history.

Much to his credit, rather than gravitating to the splendour of the mountains, he entrenched himself in the expanses of the mid-west and the prairies

A pair of GMD1s leads a wayfreight on CN's Acadia Valley Subdivision at the Empress Road bridge in August 1988. I was standing next to him, and in the moment Chuck exclaimed, "Just watching this train working its way towards us was such a thrill that I nearly forgot to release the shutter on my camera."

with wide-open spaces that few had previously attempted to document on any large scale. As he discovered, the rural landscape of the 1970s offered a target-rich environment. He decided to make it his own; these areas becoming his canvas. He returned year after year adding layers and texture to his visual lexicon.

As a teacher, he was able to take full advantage of his long summer vacations through protracted road trips through his favorite spots or in exploring new areas. An added bonus was that in most years American currency was worth more than the Canadian dollar.

Navigating the dusty backroads of Canada's Prairie Provinces with Lynn during its hot summers required frequent refreshment. Chuck recalls that they could fill their water jug at practically every town, and hotel accommodations were tolerable and relatively inexpensive. At one water stop at a restaurant in Wroxton, Saskatchewan, where the first language was Ukrainian, the "American strangers" became the centre of attention and were deluged with claims of whose well had the best water.

Driving on the primitive grid road system – mostly gravel and dirt – required one eye on the weather conditions and the other on the gas gauge. Straying off the beaten path was a risk but sometimes had its rewards. On one particular occasion the Saskatchewan grid road map did not show a route between Mankota and Wood Mountain, without making a major deviation. But there was one. Ever cautious, but with encouragement from Lynn they took it, and it paid off with numerous classic depots and elevators.

In the pre-Internet age, information-starved railfans had limited sources; most communication occurred via the telephone, the regular mail and periodicals, or at club meetings. Starting about the 1970s these needs began to be satisfied through the more prodigious publication of books and articles about the varied facets of railways. Sharing the same railway interests with college friend H. Roger Grant, they co-authored numerous articles for historic journals and magazines, as well as a book, all relating to their favourite topic – the celebration of the North American depot in its many forms.

His first major solo effort was Canadian National's Western Depots – with a 1977 publication date, but not released until the following year. Up to that time articles and books about railway depots were primarily pictorial in nature, with little to no background information other than perhaps some basic location and dates: "Here's the depot at Hog Flats, Utah", as Chuck used to state – but it just wasn't enough for him. Having catalogued an impressive inventory of depots throughout western Canada, supplemented with research at the engineering offices of the respective railways in the region, Chuck was able to provide detailed information, yet he was also able to make generalizations and shed light on the subject of depots through a totally different lens. He analyzed the architecture in its context: the railway, the built environment, the economics and the people. Perhaps one of the major revelations of his research was the recognition that railway companies used the depot as an architectural logo. His depot book raised the bar for the future scholarship of railway architecture and railway themes in general.

In a move that was in large part intended to expedite our CPR depot book, in 1980-81, he qualified as a Fulbright exchange teacher in Edmonton. A major and obvious side benefit was that it provided easy access to nearby areas of interest on weekends and Chuck and Lynn, "burned the film and put the miles on the car".

My first face-to-face meeting occurred when he arrived in Edmonton – Chuck presented a large and rather intimidating physical appearance. But those first impressions quickly evaporated with his congenial and humble demeanour; the intensity was bubbling inside him. He wanted to share it with anyone who had the same interests.

After he returned home to Vermont, I coordinated my annual holidays as best I could so that we could spend at least a week of his time in Canada to follow and photograph trains together; trips fuelled by Oh Henry candy bars and McDonald's burgers and fries and Coke.

Above – *Rowley looking south from the grade crossing in July 1973 – one of Chuck's classic Canadian Northern scenes. The line is now abandoned, the rails are lifted and the number of elevators has since dwindled.*

Below – *Due to the sheer volume and quality of the images in his collection, he was prone to say in jest, "this is one of my 10,000 favorite shots." Here, a mother and child wait to board the northbound CPR Dayliner to Edmonton at the Wetaskiwin depot in December 1980; Chuck: "This is my true favorite."*

They say you have to be good to be lucky. Well, Charles seemed to excel at both; so much so, that his friends termed these blessings as "Chuck Luck". He seemed to have an instinct, somehow anticipating the emerging trends in the railway industry, satisfying his insatiable curiosity about railroads and exploring new horizons. His first objectives focused on towers and depots, then on grain elevators, then railway operations and branchlines in danger of abandonment, then the railway stock haul, and the "Bakken" oil boom. He explored his neighborhood: Vermont, Quebec and the Maritimes. Crammed in between all this he examined less than carload lot traffic (a particular article he did for Trains magazine won an award) and coal in the Powder River Basin and its re-emergence in Ohio.

Charles retired from teaching in 1998. In 2008 his life took another serious turn when he was elected to the Vermont House of Representative. Re-elected in 2010, he was able to apply his background and knowledge by serving on the state's Transportation Committee for two years.

Chuck had an adage that he certainly took to heart: "the film is the cheapest part of the trip".

He has amassed about 100,000 images, burning through at least ten SLR cameras and countless rolls of B&W and slide film, and later pixels (based on this one might suspect that this kept the world's camera and film industries in the black). Importantly, he was always careful to document the locations, dates, etc. of his images. And best of all, he has and is always willing to share; he has bequeathed his collection to various archives and repositories so that future generations can appreciate this important slice of history.

In recognition of his accomplishments and contribution in researching, photography and preservation of railways and railroading, he was awarded the Canadian Northern Society's prestigious Order of Mount Robson in 2018.

Charles Bohi has certainly been one of the greatest influences in my life – and I might add without the slightest hint of hyperbole – over 50 years he has made an incredible contribution to the scholarship, documentation and understanding of railroads and their influence on the development of North America. Thank goodness for those storm clouds in North Dakota so long ago; Charles Bohi, his efforts and his results are definitely the silver lining. ▮

THEN & NOW

TRUAX, SASKATCHEWAN CANADIAN NORTHERN RAILWAY STATION

By Jason Sailer

Those at all familiar with railways in western Canada would likely do a double take of a somber-looking, apparently abandoned, Canadian Northern-designed depot sitting at Pasqua, Saskatchewan. Pasqua is at the junction of the Canadian Pacific Railway's main line and its Weyburn Subdivision (Sub), which runs south to the international border. The station building was relocated from Truax, 50 miles to the southeast on the nearby Canadian National (CN) Avonlea Sub. This Canadian Northern (CNoR) third-class station provides an interesting opportunity to trace the life-cycle of an increasingly rare, typical prairie depot.

The immediate pre-World War I period in western Canada was one of boom and unprecedented prosperity. The public demanded more and more railways and the governments were more than willing to guarantee to have them built. They gave the people what they wanted, without managing expectations. This resulted in a web of railway lines, thousands of miles in extent –criss-crossing the prairies. One of these was the Canadian Northern's Maryfield extension, which penetrated into rival CPR's southern prairie enclave. The Maryfield extension included the line running from Radville to Moose Jaw (88.4 miles), which was designated as the Avonlea Sub. Truax was located at about the mid-point of this branch, 43.1 miles northwest of Radville. It was a typical way station.

The station at Truax, built in 1912, was representative of the third generation of the Canadian Northern's third-class station design. It had its origins in 1901, the brainchild of company architect R.B. Pratt, who had just moved from rival Canadian Pacific a few months earlier. As railway historian C.W. Bohi has postulated, the prominent roofline of these depots assumed the role of an unofficial corporate logo. By 1923, at least 344 of these stations and their variants had been built across western Canada, along with a smattering in eastern Canada, and the plan became the basis for later CN station designs.

Photo 1, taken in 1915, shows the three-year-old station with a southbound mixed train in front. There is a fair bit of activity on the platform, and the adjacent elevator track is lined with truss rod boxcars, indicating that this image was likely taken during the late summer grain rush. The station sports vertical and horizontal wood siding and shingles on the walls, as well as an attractive paint scheme.

With the transition from CNoR to CN in June 1919, it was business as usual, at least for this branch line. Prairie stations, including that at Truax, continued to be the hub of the community. It was a place to gather when the train arrived with supplies and mail, or a location to greet returning loved ones or new settlers seeking a better life.

In 1936, the Truax station was upgraded to add insulation in its walls and roof and the exterior walls received a coat of rough-cast stucco, which not only gave it a more modern appearance, but also kept drafts out! Electric wiring was finally installed in 1955, but they never had the luxury of indoor plumbing.

By the early 1960s, primarily due to competition from public highways, passenger, express and mail traffic by rail was terminated. After that, only freight trains plied the rails of the Avonlea Sub. The local agency was abolished by 1964 and the station was closed. It sat vacant before being declared surplus and put up for sale in 1976. It was purchased by a teacher from Moose Jaw who wanted to relocate it to Pasqua to convert it into a residence and possibly start a small museum on his property. In December, the station was lifted onto a trailer for the move to its new home *(Photo 2)*.

Fast forward to 2019 and things sure look different! The station is still on blocks/beams just as it was when it was dropped off in 1976 *(Photo 3)*. Those windows that have not been covered over have been broken. There is a pronounced sag in the roof; the waiting room door is missing, providing pigeons the opportunity to cause even further damage to the interior. The bracket-supported awning along the trackside has detached from the wall, threatening collapse. A 1960s GMC flat deck truck and CN caboose 79133 – converted in 1957 from a Canadian Government Railways boxcar originally built in 1918 – completed the scene of what was intended to eventually be a museum.

Stations such as that built at Truax, were originally intended to last about 50 years. Many survived in railway service nearly double that length of time. Most were demolished, but some were adapted to other uses. In the latter case, many of the new owners came to realize how expensive realizing their dream might be and the buildings were abandoned mid-project and left to decay into oblivion – much like the station at Truax. But rather than being saddened by its present condition, its very existence evokes memories of a better time, when such structures were the centre of a vibrant community life in the Canadian West. Let's enjoy them while we still can. ∎

1 – *The Truax station, c1915, shortly after it was built. Daily-Except-Sunday Mixed, No. 124, makes its obligatory stop on its way south to Radville. The Southern and Will Grant elevators loom over the scene. Frank Korvemaker Collection.*

2 – *Here on December 26, 1976, the station was being prepared for relocation. Frank Korvemaker photo.*

3 – *The Truax station in its dilapidated state in Pasqua, in January 2019, 43 years after it had been moved there. It has been on this site for almost as long as it was in Truax, next to the tracks. Photo by author.*

Sources:

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- ***www.prairie-towns.com/truax-images*** care of Frank Korvemaker.
- ***www.traingeek.ca/wp/trains/class-1-railways/cn-in-saskatchewan/avonlea/*** care of Steve Boyko.

Ed Note: *See the tribute to Charles Bohi in this issue, and Ted Rafuse's Nov/Dec 2019* ***Branchline*** *article on the Southern Rails Cooperative, a Saskatchewan shortline that now runs along the former Avonlea Sub.*

Acknowledgments: Frank Korvemaker, Regina Saskatchewan.

STATION AGENTS AND OPERATORS

by Richard Inwood

CN's old Vars railway station is now part of a heritage museum in the Ottawa suburb of Cumberland *(photo 1)*. The museum features a church, schoolhouse, general store, blacksmith shop, fire hall, sawmill and scale-model working steam engines. The station, at the museum entrance, is a prominent feature, along with the caboose just down the track *(photo 2)*.

As I worked as a CPR telegrapher back in the 1950s and still remember Morse code, the museum's directors call on me and a couple of my old railway buddies to perform telegraphy demonstrations, from time to time, on site.

One of us works in the station *(photo 3)*, while the other sets up in the caboose. People write messages in longhand and we transmit them in Morse code to the telegrapher at the other end, who types out the message on a telegram blank for them to pick up. People get a big kick out of that. Young kids even get a kick out of the typewriters we use.

STATION AGENTS

Next to the local postmaster, the railway station agent was the most important and popular person in small-town Canada, back in the 1930s, 40s and 50s. With rare exceptions (including Vars) the agent lived upstairs (i.e. above the station). They knew everyone in town and everything that was going on. During WWII, for instance, it was they who had to deliver the sad news to the family that a son or daughter was missing or killed in action. This and other news came to them by telegraph.

The skill of telegraphy was a must, although their job required them to perform many more duties. They had to provide information and sell tickets to passengers. They made sure that box cars, gondolas, or whatever rolling stock, were available to shippers when required. When the time came, they drew up the waybills and made sure the shipments were picked up by the local way freight. However, their most important job was to assure that train traffic was safe.

OPERATORS

At larger or busier stations or locations where agents weren't required, an operator might be assigned to provide some of the train operational requirements that agents would perform at their stations.

Accurate timing was critical. Scheduled trains couldn't just depart whenever the crews felt like it. They had to respect the timetable, which was governed by the clock, that is, the railway station clock, which had to be accurate within seconds. This was accomplished by sending out a daily telegraphic time signal to all stations on the network. Station agents and operators would make sure their clocks matched the time signal. For the train crews, conductors would match their pocket watches with those clocks and later, match their watches with the engineers'.

The semaphore signal atop the station was a vital piece of equipment. Vars, like many stations, was on a single track. That meant that trains travelling in both directions were using the track. How do you keep them from plowing into each other? Well, that was the dispatcher's job (in Ottawa and later Belleville for CN and in Smiths Falls for CP) and he needed the local station agents and other telegraph operators to relay train orders to the engineers and conductors of passing trains. If an order from the dispatcher came in, the agent would write out the dispatcher's instructions on a form. It might say that train A take the siding at a certain point to allow train B to pass. When an agent or operator had to pass on an order to a train crew, he would first place the semaphore signal in the proper position to alert a train to stop at his station or location and pick up orders. The orders were attached to a hoop which was held up for the engineers and conductors to put their arms through *(photo 4)*.

It sounds primitive and it was. But, it was vital, and it worked. ▮

1. *– The former Vars CN station at the Cumberland Heritage Museum. Photo by M. Vant, July 12, 2020.*

2. *– CN caboose outside Cumberland Museum. Photo by M. Vant, June 7, 2015.*

3. *– The author demonstrating telegraphy at the museum. Photo by Roland Lauriault, author's collection, c. 2010.*

4. *– The operator at Carleton Place, ON hooping up train orders to eastbound CP No. 90. Photo by L. Bruce Chapman, Oct 8, 1967.*

MEN AT WORK

The Dispatcher

by D.N. Wilson

In the beginning, trains were originally operated strictly by timetables and rule books. The railroad was divided into divisions and then subdivisions. In the timetable, each subdivision contained a station column indicating each station's location in miles from the beginning of the subdivision and the distance between the stations. The timetable also identified the trains scheduled to be operated and their time at each station. In many cases, there were few trains and they were scheduled in such a way that only one train was on the line at a time. It wasn't long before traffic increased, and trains were required to meet one and other out on the line. To avoid a standoff, it was necessary to figure out which train was required to take the siding at a meeting point. The rule book identified which trains were superior to another and directed the inferior train to take the siding. It was left up to the train crews to set up their own meets. This system worked fine when every train ran on time. However, things could cascade into chaos if one train was seriously delayed. Many readers will be familiar with the story dating from September 22, 1851, when the Erie Railroad's Superintendent Charles Minot, issued a now famous telegraphic order changing the scheduled meeting point between an eastbound and westbound train. Minot himself, according to legend, ran the 4-4-0 of the westbound to the next station, with his engineer and fireman cowering in the tender expecting death at every bend. Minot's use of the telegraph to control train movements began a revolution that created the standard method of operating on North American railways and introduced the concept of a train dispatcher which has been with us ever since.

From that day forward, each Division Superintendent had a Chief Train Dispatcher responsible for authorizing and directing all movements of trains over the railway. They accomplished this task through a network of dispatchers transmitting instructions to train crews, via operators at stations, offices and interlocking towers, initially via telegraph *(Photo 1)* and later via telephone *(Photo 2)*. The dispatcher's main tool was the paper train sheet where he recorded the train number, locomotive numbers, crew members, cars and their tonnage, weather and the time by certain stations. The dispatcher based his decisions of where opposing trains should meet or fast trains should run around slow ones based on the times reported by the operators for trains that passed their stations. The dispatcher also recorded train delays and their causes on the train sheet.

The introduction of a dispatcher-controlled signal system called Centralized Train Control (CTC) *(Photos 3, 4 and 5)* did not do away with the train sheet. While the pen graph replaced the operator in terms of recording when a train passed a control location, it was still necessary for the dispatcher to record the rest of the above-mentioned information on the train sheet. Whether it was non-CTC or CTC territory, another principal tool of the dispatcher was the train order book, where the dispatcher recorded train orders as he issued them. The microphone seen in all the photos was connected to the dispatcher's open-line phone on which everyone could talk. That phone line along with the telegraph wires were carried on the physical pole lines which followed every railway right of way.

1. *CN Train Dispatcher J. A. C. Landry worked out of the Dispatching Office located in Central Station, Montreal, QC. In this 1950-era photograph, he has written the train order in his train order book and is sending it to an operator(s) using a telegraph key. His sounder and resonator are located above and to the right of his keys. This is where he will hear the train order repeated by the operator and he will use his fountain pen to underscore the words in the train order book to ensure the accuracy of the operator's repeat. His train sheet where he enters details of each train and its progress lies beneath his train order book. CN Photo X32489, author's collection.*

2. *CN Dispatcher H.R. 'Bob' Clarke is dispatching a territory controlled by train orders in the Winnipeg, MB dispatching office. The date is September 1963. The framed board above his head contains the timetable schedules for at least four subdivisions. The railway had its own telephone network and did not normally use the commercial network for dispatching trains. Below the train schedule board and behind his microphone is a box with red and white buttons. These are used by the dispatcher to ring up an operator at each manned station. The dispatcher is writing a train order in his train order book and will soon dictate it to the applicable operators using the microphone in front of him. Once again, beneath his train order book are his train sheets, one for each subdivision he is dispatching. Peter Cox photo.*

When railway radios became common place, they were also connected to this microphone.

The large CTC panels shown in these pictures are now a thing of the past, having been replaced by desktop computer screens and keyboards. The 1990s heralded another change, that of the consolidated dispatching office, where dispatching offices located at a superintendent's headquarters were gradually consolidated into more and more central locations. Along with these changes, dispatchers in Canada became known as rail traffic controllers (RTC). ▮

3.

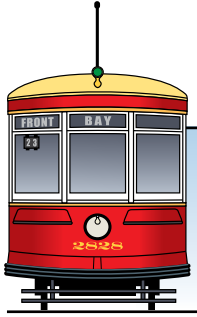
3. *CN's first Centralized Traffic Control system was installed in 1943 between Catamount, NB and Halifax, NS, a distance of 185 miles, to better handle the surge in traffic created by World War II. The second installation, installed in 1951, covered the 148-mile territory on CN's transcontinental mainline between Foleyet and Hornepayne, ON. At the top right of this photo, we see a standard clock. Below that is the Oba Subdivision timetable. On the CTC panel itself, the top line is a track schematic. The next row is a schematic of the CTC portion of the mainline with its sidings. Track occupancy lights on the panel are lit when a train is in a block. Below that is a row of levers which control the position of the switch at the end of a siding. By manipulating these levers, the dispatcher could line a train into a siding for a meet or line it down the mainline if no meet is required. Once the dispatcher had set the switch position, he requested a permissive signal over switch by manipulating a lever in the next row as Dispatcher John J. Hawreluk is doing in the photo. On the desk top in front of him is a pen graph. The pen graph moves continuously with the passage of time and makes a mark each time a train passes a control point. CN Photo X43946 taken circa 1957, author's collection.*

4.

4. *CP Dispatcher John F. Mellow makes some entries on the train sheet while sitting at the General Railway Signal CTC panel covering CP's Toronto Terminal trackage. This panel was located in Toronto Union Station. In this case, two subdivisions have been stacked one on top of the other. The top two rows control the Mactier Sub., while the bottom two track diagrams cover the Galt Sub. The white pegs seen in the top and bottom track diagrams are signal blocking applied by the dispatcher to protect track maintenance foremen while they do their work. The rows of buttons sitting in the centre along the bottom of the panel perform the same functions described earlier, i.e. manipulating switches and signals. The four rows of white buttons at the bottom right are used to call the respective signal maintainers should the dispatcher experience difficulty or if a failure of a switch or signal occurs. The size of a dispatcher's territory varied depending on the complexity of the trackage and number of trains. A dispatcher handling a heavy commuter territory might dispatch as few as 30 route miles, while a dispatcher on a transcontinental mainline would handle more than150 miles. In the case of CP's Toronto Terminal board, the dispatcher was responsible for 55.8 miles involving portions of five different subdivisions. CP Photo.*

5.

5. *Looking like something from NASA's Mission Control, the CN Dispatching Office located at MacMillan Yard in Toronto had one huge electronic display board stretching the length of the room. Positioned in front of this panel were four dispatcher's control panels (two panels can be seen in this view with the corner of a third in the top right). These four desks controlled all of the greater Toronto Region stretching from roughly Newtonville in the east to Hamilton and Copetown in the west. This included portions of nine subdivisions including the section of track having the greatest gross-ton-miles on the CN System in the 1970-1980's period, namely Burlington West to Bayview. A close look at the display board will reveal single, double, triple and even four track locations. The control panels included the usual features we have discussed above: buttons controlling switches and signals, a train order book, a train sheet and pen graph. The room was generally dimly lit to aid the dispatcher's ability to see the illuminated display board.*



UNDER THE WIRE

by J.R.Thomas Grumley

IN THE NEWS

- **Toronto, ON –TTC –** In mid-August, the Ontario Government announced the release of an RFP for tunnelling work on the subway extension of the Eglinton Crosstown West line. Selected teams from the Request for Qualifications (RFQ) phase will be invited to respond to the RFP. Upon evaluating the proposals, Infrastructure Ontario and Metrolinx expect to award the tunnelling contract in mid-2021. The Eglinton Crosstown West extension will extend the Eglinton Crosstown Light Rail project currently under construction by 9.2 km from the Mount Dennis Station to Renforth Drive.

  The Crosstown light rail line has been steadily progressing as stations and stops are being worked on along the route. Most recently, vehicle testing on the system went from Mount Dennis Station through the tunnel to Caledonia Station and return for a total of 2.6 km and marks the most eastern point to date that an LRV has travelled along the route so far. It is estimated that 25 LRVs are on hand so far at the Mount Dennis car shop.

LRV No. 6208 is parked at Keelesdale Station. (Photo courtesy of Metrolinx)

  In June, the Ontario Government and the Municipality of York signed a preliminary agreement that brings the Yonge North subway extension closer to reality. This allows York's chief administrative officer to continue negotiating agreements with the province, the City of Toronto and the TTC to ensure delivery of the estimated $5.6B subway extension. The 7.4-km extension would bring TTC's Line 1 from Finch Station to Richmond Hill. The line is expected to open in 2030.

- **Montréal, QC – Bombardier** - A recent report indicates that Bombardier is laying off 125 employees at its Thunder Bay plant this fall and another 75 next spring, leaving about 250 employees remaining. Bombardier indicated that TTC and GO contracts are winding down and no other new contracts are on the horizon. It appears that vehicles for the Crosstown LRT line are being assembled at Millhaven, ON.
- **Calgary, AB –** In mid-June, city council approved the Green Line LRT expansion project's updated Stage 1 alignment and changes to construction staging. The 20-km Stage 1 alignment will run from 16 Avenue to Shepard and includes nine stations. The $3.6B project will be constructed in three segments. Segment 1 will run between Elbow River and Shepard. Segment 2A will run between 2 Avenue SW station to Elbow River, and Segment 2B will run between 16 Avenue N to north of 2 Avenue SW station. Opening is expected in 2026.
- **Vancouver, BC –** With three bidders in the final running, a Spanish-Italian joint venture has been selected by the B.C. government to build SkyTrain's Millennium Line extension from VCC-Clark to Arbutus. Work is expected to commence this year once final contract negotiations have been completed. The 5.7-km extension will be completed by 2025 and have six underground stations and twin tunnels of 5.2 metres internal diameter. The ride will take 11 minutes. The $2.83B project will be undertaken on a design-build-finance basis with the joint bidder providing some of the initial financing.
- **Ottawa, ON –**The city is seeking public input on what to call the 24 stations in the Stage 2 extensions. Sixteen of the stations are to be located along the LRT Confederation Line and the remaining along the Trillium Line (O Train). The city has released a list of proposed names for the stations and is asking residents if they like the names or if they have better suggestions. OC Transpo was accepting feedback on station names until August 26.

  Proposed names on the western segment of the line going from east to west include Westboro, Kichi Sibi, Sherbourne, New Orchard, Lincoln Fields, Queensview, Pinecrest, Bayshore, and Moodie, while the proposed names for the two stations south of Lincoln Fields station are Iris and Algonquin. Station names proposed on the eastern segment of the line starting from west to east include Montreal, Jeanne d'Arc, Convent Glen, Place d'Orleans and Trim. (Refer to the last issue of ***Branchline*** in which the station map was illustrated at the bottom of p.19.) Some of the station names proposed above differ from those on the map. Once the City has finalized the names, work will start on preparing the maps and brochures for the public.

  As reported in previous issues, numerous operational problems have occurred with both the LRV equipment and the infrastructure on the Confederation LRT line. The pandemic gave the Rideau Transit Maintenance Group (RTMG) a much-needed opportunity to work out the kinks given that the system was shut for days at a time and a couple of occasions for a week at a time. It took from September 14, 2019 (first day open to the public) until August 7, 2020 for RTMG to deploy 15 trainsets for the first time for morning service. This was the number of trains initially envisioned for peak-hour service. By mid-August, the city announced it would pay $17.45M to RTMG for maintenance service between October 2019 and July 2020.This payment was significantly reduced because of all the problems that have occurred since the service was launched last year. It was only the second maintenance payment made to RTMG. RTMG has indicated that 15 trainsets will be available for peak service starting September 8. Stay tuned!

  Officials are awaiting final documentation sign-off for LRV No. 40 prior to it entering service. Final testing is underway for LRV 41. LRV 47 was enroute to Ottawa at press time. This is the first LRV to be shipped from Brampton, ON.
- **Miscellaneous** -

  September 30th marks the 83rd anniversary of the last day of streetcar service of the Guelph Radial Railway.

  October 1st marks the 70th anniversary of the last day of service of the Sudbury Copper Cliff Suburban Electric Railway.

  October 3rd marks the 88th anniversary of the last day of service of the Moose Jaw Electric Railway Company.

  October 13th marks the 64th anniversary of the last day of interurban service of the Montreal and Southern Counties (M&SC) Railway.

  October 16th marks the 72nd anniversary of the last day of streetcar service in Fort William, ON.

  October 29th marks the 92nd anniversary of the last day of service of the Yarmouth Street Railway Company in Yarmouth, NS. ▮

Many thanks to John Freyseng, J-L Ozorak, Earl Roberts, Ian Smith, John D. Thompson, Malcolm Vant, and Doug Wilson for their contributions to this issue.

If you have any light rail, streetcar, transit or museum news items or ideas/ suggestions for this column please forward them to me at ***underthewire@bytownrailwaysociety.ca***

WAY BACK WHEN…

Given that we are approaching the anniversary of the last day of service on the M&SC, here is a view of car No. 107 inbound along Common Street (now de la Commune), at Queen Street, on a quiet Sunday afternoon on May 1, 1955 (a mere one-and-a-half months before service would be cut from the island of Montreal). It is approaching the MS&C's McGill Street terminal. Shortly after this photo was taken, the car was sent to the Halton County Radial Museum in Milton, ON, where it currently resides. Upon arrival at Milton, the car was converted to 4' 10 7/8" gauge. Nothing has changed in the photo today except for the three small buildings seen at the rear of the car. Car No. 107 was built by the Ottawa Car Company, in 1912, as a double-ended combine motor.

Photo by Kenneth F. Chivers, C. Robert Craig Memorial Library (C1-CS1213), Ottawa, ON.

FROM THE BRS ARCHIVES

On July 17, 1930, streetcars were replaced by buses on the Toronto Transportation Company's Lake Simcoe line, which extended from Glen Echo in North York to Sutton, ON. However, part of the route, between Glen Echo and Richmond Hill, was reopened on October 9, 1930 as the North Yonge Railway. The TTC assigned interurban cars Nos. 409-416 operating out of the Eglinton Division car barn to the line. These cars were built for the Hydro Electric Railways by the Ottawa Car Company, between 1924-25, as part of a larger order for 19 double-ended cars, numbered 401-419. Cars 409-416 were assigned to the Toronto and York Mimico radial line and managed by Hydro Electric Railways under contract. When the cars became surplus in 1928, they were sent to the Hillcrest shops for conversion to single-ended, pay-as-you-enter cars. They then operated over the Bathurst route. When service was restored between Glen Echo and Richmond Hill, cars 409-416 were converted to double-ended operation for service along this line. The cars would operate for 18 years until service on this line ended on October 9, 1948. The cars were put in storage and subsequently sold as scrap to Western Iron and Metal Co. Only No. 416 survived. It was a house in Hillsboro, ON until 1972, when the car was acquired by the Halton County Radial Railway for restoration.

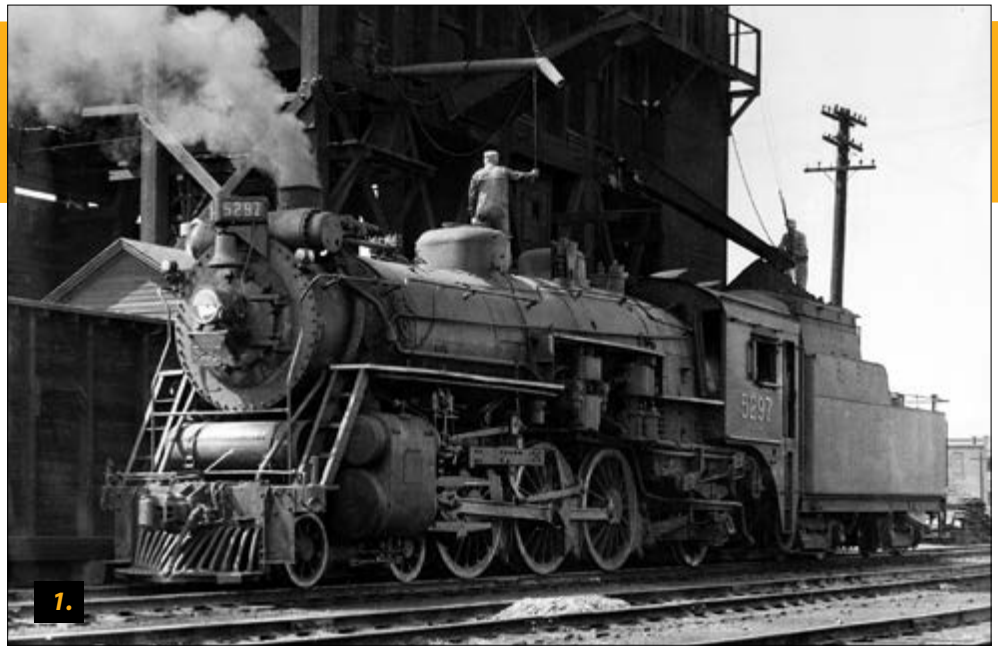
Car No. 410 can be seen along the line. John D. Thompson collection, BRS Archives.

BRS ARCHIVES

The Bytown Railway Society's Photo Archives contain the extensive work of several individuals. In this issue of ***Branchline*** we present a sampling of the diverse range of images contributed by

Robert Wanner

In 1955 Robert was a member of the United States Air Force on a one-year posting to the Pinetree Line radar station at Armstrong, Ontario. During his one-year posting he travelled through Ontario and Manitoba, capturing many scenes of Canadian railways in the waning days of steam and the beginnings of diesel power.

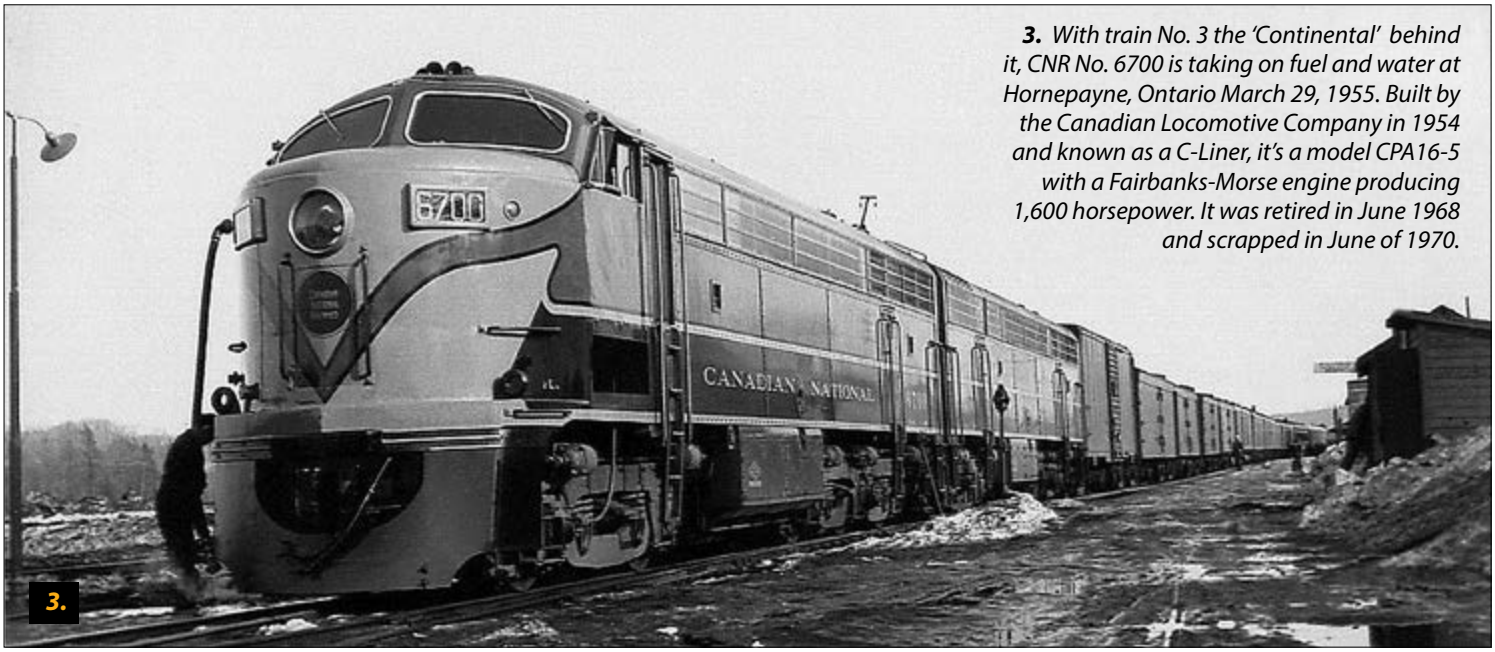


1.

1. *CNR No. 5297 is taking on sand and coal at the massive coaling chute at the Fort Rouge Yard in Winnipeg, Manitoba. Montreal Locomotive Works built this Pacific J-7-c in July of 1920. No. 5297 was in a group of ten locomotives ordered by the Canadian National Railways for the former Canadian Northern lines in western Canada. It was scrapped in May of 1959. With the advent of diesel power, the Fort Rouge Yard became quieter each year until in 1975 the land was turned over to the City of Winnipeg. Photo taken May 22, 1955.*

2.

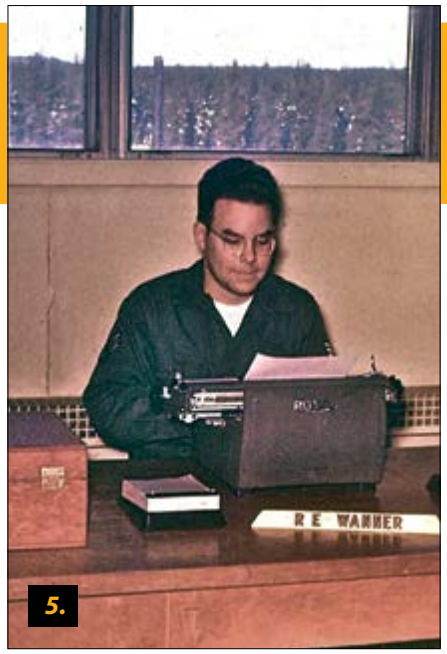
2. *CN crane No. 50025 was still steam powered when this photo was taken in the yard at Nakina, Ontario, September 25, 1955. Built in 1919 by Industrial Works of Bay City, Michigan, it was a 100-ton capacity wrecking crane built for Canadian Northern Railway, originally numbered 63033. With its number changed to 50025 at an unknown date, it was converted to diesel power sometime prior to 1965 and assigned to The Pas/Gillam, Manitoba. Still in use as late as 1986, it was retired in 1987.*



3.

3. *With train No. 3 the 'Continental' behind it, CNR No. 6700 is taking on fuel and water at Hornepayne, Ontario March 29, 1955. Built by the Canadian Locomotive Company in 1954 and known as a C-Liner, it's a model CPA16-5 with a Fairbanks-Morse engine producing 1,600 horsepower. It was retired in June 1968 and scrapped in June of 1970.*

4.



5.

6.

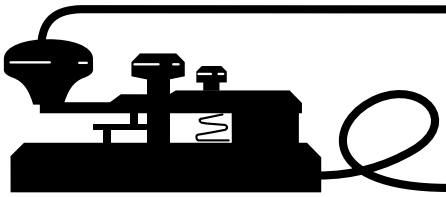
7.

4. *Niagara, St. Catharines & Toronto (NS&T) Nos. 83 and 620 are seen at the station in Thorold, Ontario on July 4, 1957. The NS&T was part of CN's electric lines. It ran across Ontario's Niagara peninsula and reached Toronto via connecting steam ships. Car 83 (on the left) was built in the NS&T shops for Toronto Suburban Railway in 1924 as No. 107. It was purchased by NS&T in 1935 and renumbered 83. The car was scrapped in 1959. No. 620 was originally owned by the Windsor Essex and Lake Shore Rapid Railway. It was purchased by the Montreal and Southern Counties in 1939, then transferred to NS&T in 1956. NS&T electric operations ceased in1959.*

5. *Just twenty years old, Airman 1st Class R.E. Wanner is a picture of concentration in the Orderly Room of the USAF Armstrong Air Base. Circa 1955.*

6. *With train No. 2 the 'Super Continental' behind it, CNR No. 6508 is taking on fuel at Redditt, Ontario, circa 1955. Built for CNR by General Motors Diesel in December 1954, this FP9A has had quite a career. Transferred to VIA Rail in 1978, it was rebuilt and renumbered as VIA 6305 in 1984. It was sold by VIA to a Québec tourist operation in December 1994. Following that road's bankruptcy it was sold to the Waterloo-St. Jacobs Railway which repainted it in the original yellow and green colours and restored it to No. 6508. Alas, that road too ceased operations and after a lengthy non-operational ownership by the West Coast Railway Association it was sold in 2012 to the Ontario Southland Railway where it remains in revenue service to this day.*

7. *Each locomotive in this photo taken at CNR's Fort Rouge Yard in Winnipeg, Manitoba was built for a CNR predecessor. No. 1278, at left, was a ten-wheeler built for Canadian Northern by Montreal Locomotive Works (MLW) in 1907. Behind No. 1278 is No. 5090, a Pacific built for the Canadian Government Railway by MLW in January 1918. At right is an 0-6-0 switcher built for Canadian Northern by Canadian Locomotive Company in 1920. Photo taken May 22, 1955.*



Infoline

Edited by Dave Stremes

CN

TSB REPORT CITES CN CREW ERROR IN SIDESWIPE ACCIDENT WITH VIA TRAIN

The Transportation Safety Board of Canada has released its report on a September 2019 sideswipe collision between a VIA Rail Canada train and two tank cars in Ernestown, Ontario, finding that switching moves by a Canadian National crew caused two cars to derail and foul the main line, where they were struck by the passenger train. No injuries were reported, but eastbound VIA train 48 from Toronto to Ottawa suffered significant damage on its right side in the Sept. 5 accident, which occurred about 9:15 p.m. Cars being switched by crew of CN local 519 were shoved through the end of the track where they were to be set out, striking and derailing the tank cars on the adjacent track, which caused those cars to foul the main line. The VIA train was traveling at 62 mph when the crew spotted the cars fouling the main line and was unable to stop. The incident could potentially have been much more serious had the VIA train derailed; about 9 seconds after its collision with the tank cars, a westbound VIA train passed going 89 mph. Transport Canada subsequently issued a letter to CN for non-compliance with the rule requiring a crew member to be in position to observe and control a shoving move.

(Trains.com, July 11)

CN REVENUE FALLS 19 PERCENT IN Q2, ANNOUNCES PLAN TO ACQUIRE 1,500 GRAIN CARS

CN yesterday reported second-quarter revenue fell 19 percent to CA$3.2 billion from nearly CA$4 billion a year ago, as financial results reflected lower volumes due to the COVID-19 pandemic. The Class I posted Q2 operating income of CA$785 million, down from CA$1.68 billion a year ago; net income of CA$545 million, down from CA$1.36 billion; and diluted earnings per share of 77 Canadian cents per share, down from CA$1.88. Adjusted earnings per share were CA$1.28, down from CA$1.73. CN logged an adjusted operating ratio of 60.4 percent for the quarter, up from 57.5 percent a year earlier. Operating expenses for the quarter climbed 6 percent to CA$2.4 billion, mainly driven by a loss on assets held for sale resulting from the decision to market for sale for on-going rail operations, certain non-core lines, partly offset by lower fuel and and labor costs. Excluding that one-time charge, operating expenses fell 15 percent compared with Q2 2019's expenses. The revenue decrease was attributed primarily to lower volumes across most commodity groups caused by the pandemic and lower applicable fuel surcharge rates, which were partly offset by increased shipments of Canadian grain, higher Canadian coal exports and freight rate increases.

"By being adaptable, we were able to swiftly rightsize our resources and continue to provide our essential transportation services to our customers, the economy and the communities we serve," said President and Chief Executive Officer JJ Ruest in a press release.

CN reaffirmed its CA$2.9 billion capital investment plan for 2020 and announced plans to purchase 1,500 new high-capacity covered hopper cars to expand its grain export business. Delivery is expected to start in January 2021. "Our strategic long-term approach to investments, together with our continued focus on cost and deployment of innovative technology, as well as our commitment to enabling trade, position us to keep delivering long-term value to our stakeholders," Ruest said.

(ProgressiveRailroading.com, July 22)

CN TO SELL 850 MILES OF LOW-DENSITY LINES IN WISCONSIN, MICHIGAN, ONTARIO

MONTREAL — Canadian National plans to spin off 850 miles of low-density routes in Wisconsin, Michigan, and Ontario, the railway said today while announcing its quarterly financial results. Railroad officials did not specify which lines will be marketed for sale to short line operators. But executives say the bulk of the routes on the block are former Wisconsin Central routes in the Badger State and the Upper Peninsula of Michigan.

CN has hired an investment banking firm to assist with the sale process and expects to close on the line sales within six to 12 months. CN recorded a $486 million loss in the quarter "to adjust the carrying amount of these track and roadway assets to their estimated selling price."

A key to the sales will be finding solid shortline operators. "We need to have the best operator to come in because they will continue to manage these non-core lines, and that business will continue to come to us on our main lines," Chief Financial Officer Ghislain Houle says.

The sales are part of the railway's Precision Scheduled Railroading operating model. "Part of PSR is you rationalize some of your network and you have better operators in terms of their cost structure … operate some of the non-core lines," Houle says.

The line sales are a turnabout for CN, which has been acquiring feeder lines in Canada and has a tentative deal to purchase CSX Transportation's line from Syracuse, N.Y., to the Montreal area. That deal, however, may hinge on U.S. federal regulators reconsidering a stipulation regarding the potential for CN to interchange with short lines in the Syracuse area.

CN acquired regional railroad Wisconsin Central in 2001 to create a link between its Western Canada main lines and the Chicago area. A person familiar with the line sales tells Trains News Wire that trackage on the block includes branches east of the CN main line in Wisconsin as well as trackage on Michigan's Upper Peninsula.

(Trains.com, July 21)

CN MARKS RECORD GRAIN YEAR, RELEASES PLAN FOR 2020-21

Canadian National announced completion of a record year for grain movement on Thursday and said it would dedicate more equipment to the commodity next year as part of its 2020-21 Grain Plan. CN moved more than 30 million metric tons of Canadian grain in the 2019-20 season, including more than 28.2 million metric tons from Western Canada and more than 1.1 million metric tons by intermodal container. As part of the grain plan, the railroad will use up to 7,600 hopper cars for grain movement outside of winter and up to 6,100 cars during the winter. The railroad recently ordered another 1,500 hopper cars for its grain fleet. "As an essential transportation service to the economy, to our customers, supply-chain partners, and the communities we serve," CN CEO JJ Ruest said in a press release, "we remain committed to making capacity-enhancing investments to our network and to upgrade our rolling stock."

(Trains.com, July 31)

TSB: 'ICE JACKING' LED TO CN TRAIN DERAILMENT

Snow and ice buildup underneath a rail led to the derailment in February of a CN crude-oil train in Emo, Ontario, according to a Transportation Safety Board of Canada (TSB) report. The train derailed Feb. 18 on a curve as it traveled from Winnipeg to Fort Frances, Ontario, on CN's Sprague and Fort Frances subdivisions, TSB officials said in their report. The train was hauling 144 freight cars, 33 of which left the track. Some of the cars spilled crude oil. The derailment caused no injuries. Six homes in the area were evacuated as a precaution, TSB officials said.

"Closer examination revealed that the snow and ice had built up between the underside of the rail base and the tie plate rail seats. This caused the rail to become unseated from the tie plate and left the rail susceptible to gauge spreading under the load of the train, which led to the derailment," the report states. "This is a phenomenon commonly referred to in the rail industry as 'ice jacking.'" A combination of weather conditions and track conditions is required for ice jacking to develop. The TSB has observed the phenomenon in at least one other investigation, according to the report. A review of the locomotive event recorder data found that the CN train was handled in accordance with regulatory and company requirements. After CN conducted an incident investigation, the railroad clarified inspection expectations in its engineering track standards.

(progressiverailroading.com, August 17)

CP

CP RAIL TO UPGRADE TESTING OF TRAIN BRAKES AFTER DEFICIENCIES FOUND

CP Rail will upgrade testing of train brakes on grain cars following a derailment that killed three workers and in light of research showing defects in the process. The Transportation Safety Board released details of a study begun in 2015 involving Transport Canada, the National Research Council (NRC) and CP Rail that showed the current manual testing of brakes, known as No. 1, was unreliable in cold weather on grain cars. It found the Automated Train Brake Effectiveness (ATBE) process to be 139 times more likely to detect faulty brakes than the No. 1 test that was used to green light a 112-car westbound train that later suffered a brake failure, sending it careening down a steep slope and through the Spiral Tunnels near Field B.C. on Feb. 4, 2019. Ninety-nine of the cars and two locomotives on train 301-349 derailed, killing conductor Dylan Paradis, engineer Andrew Dockrell and trainee Daniel Waldenberger-Bulmer.

A spokeswoman for CP Rail said the company was moving ahead with expanding the use of ATBE, which it has already employed for trains moving potash and sulphur. "CP has been in discussions with Transport Canada throughout and is anticipating that it will be ready to file its submission for the adoption of the ATBE technology for its grain fleet later this year," Salem Woodrow said in a statement. "Since the release of the NRC study, CP has and continues to gather and study additional data and test different algorithms in order to further expand the use of ATBE to its grain fleet."

A TSB safety advisory letter sent to Transport Canada in April 2019 said an examination after the accident of the 13 cars of train 301-349 that didn't derail, using a specialized testing device, revealed the air brakes on all of them were faulty. "As the 13 grain hopper cars represent about 11 per cent of the 112 cars on the occurrence train, the test results generally represent the air brake performance on train 301-349 as it operated . . . at the time of the occurrence," states the letter.

(CalgaryHerald.com, May 13)

CANADIAN PACIFIC TO SINGLE-TRACK, ADD CTC TO MAIN LINE TO MONTREAL

CALGARY, Alberta — Canadian Pacific is single-tracking and adding centralized traffic control to its main line between Smiths Falls, Ontario, and the Montreal area. The two-year project includes removing 60 miles of double track on the 104.9-mile Winchester Subdivision. The neighboring Belleville Subdivision, which runs between Smiths Falls and Toronto, is already single-track CTC. The Winchester Sub is currently equipped with an automatic block signaling system. Rail will be redeployed elsewhere on the CP system, including the former Central Maine & Quebec that it acquired in June. CP will spend $75 million over the next three years to upgrade the CM&Q to FRA Class 3 track, which is good for 40 mph, up from 25 mph today. The 262.7 miles from St. Jean, Quebec, on the outskirts of Montreal, to Brownville Junction should be a 40-mph railroad by the end of 2021.

CP aims to nearly triple revenue on the former CMQ within three years.

(Trains.com, July 28)

CP COMPLETES BIGGEST-EVER CANADIAN CROP-YEAR HAUL, STANDS READY FOR 2020-2021 HARVEST

Canadian Pacific today announced it hauled more Canadian grain and grain products in the 2019-2020 crop production year than any in its 139-year history. In total, CP moved 29.52 million metric tonnes (MMT) this crop year, exceeding last year's record of 26.77 MMT by 2.75 MMT, or 10 percent.

In addition to the record crop year, CP announced today its best-ever July for transporting Canadian grain and grain products, with 2.58 MMT hauled. The July record is CP's ninth monthly record set during the 2019-2020 crop year.

This year's successes are a testament to the efficiency of the 8,500-foot High Efficiency Product (HEP) train model. An 8,500-foot HEP train can carry in excess of 40 percent more grain than the 7,000-foot train model when combined with the additional capacity of CP's new high-efficiency hopper cars. Customers are actively investing in their elevator networks to accommodate 8,500-foot trains. By year-end, more than 30 percent of the CP-served unit train loaders will be 8,500-foot HEP qualified, increasing capacity and efficiency in the grain supply chain for customers and stakeholders.

Shipping containers also played an important role in exporting Canada's crop. This year, CP moved more than 650,000 metric tonnes of western Canadian grain to export markets in containers. With containerized grain included in the total, CP transported more than 30 MMT during the crop year.

CP continues to take delivery of high-capacity grain hopper cars as part of a half-billion-dollar commitment in 2018 to purchase 5,900 of the newest-generation railcars. The new cars can carry 10 percent more grain by weight and 15 percent more by volume than the older Government of Canada cars they are replacing; more than 2,900 are now in service. As a result of this capacity upgrade, the amount of grain CP was able to transport in each railcar increased by 1 metric tonne from a year earlier.

(CPR.ca, August 5)

CP RUNS FIRST INTERNATIONAL CONTAINER TRAIN FROM SAINT JOHN, N.B.

In a preview of the railroad's future plans, Canadian Pacific operated its first international intermodal train from the Port of Saint John, New Brunswick, today. The train carried containers from the Hapag-Lloyd ship Detroit Express, bound for terminals in Canada and the U.S. The Hapag-Lloyd container ship had diverted to Saint John from its normal route to Montreal, whose port has been sidelined by a dockworker strike four times in the past month. CP is hoping to land regular transatlantic service to the port of Saint John, which is undergoing an expansion.

"The new Port of Saint John service offers shippers a compelling value: a congestion-free port with a world-class operator, matched with CP's precision scheduled railroading model," Keith Creel, CP President and CEO, said in a press release "CP has been without access to a deep-water Atlantic Ocean port for a quarter-century, and today I'm pleased to deliver a simple message: We're back." CP gained access to the port through its recent purchase of the Central Maine & Quebec, connecting via the New Brunswick Southern and Eastern Maine short lines.

(Trains.com, August 11)

VIA RAIL TO TEMPORARY LAYOFF SOME MANAGEMENT, PROFESSIONAL EMPLOYEES

VIA Rail Canada will temporarily lay off some 30 management and professional employees, effective Aug. 14 in response to the continuing COVID-19 pandemic and its effects on rail travel, the passenger carrier has announced. This measure is in addition to retirements and vacant positions that will not be filled, which brings the total of affected positions to 80. Even though ridership is returning, "it becomes imperative that measures be taken to diligently reduce the financial impact of the current crisis on the organization," VIA's statement reads.

(Trains.com, August 4)

REPORT FINDS BROKEN RAIL CAUSED VIA DERAILMENT IN MANITOBA

A 34½-inch gap in one rail, apparently created by a fracture during the passage of a previous train, led to the Dec. 31, 2019, derailment of VIA Rail Canada's Winnipeg-Churchill, Manitoba, remote-service train, the Transportation Safety Board of Canada indicates in an accident report issued Thursday. The report found that the broken rail, which occurred at a joint bar where a section of rail had been replaced in March 2019, showed signs of fatigue fractures that had been present for some time, leading to the failure when an empty Canadian National crude-oil unit train passed about three hours before the VIA train. While an October trip by a track-inspection car had shown flaws below the level requiring immediate action, truck-mounted track inspection equipment failed to note defects during a passage in November. Westbound VIA train No. 692 derailed about 6:45 a.m. west of Portage la Prairie, Man., with its two locomotives overturning and its baggage car also leaving the track. Minor injuries were reported to both crew members in the locomotive, one passenger crew member, and two passengers. [See "VIA remote-service train derails near Winnipeg; five injured," Trains News Wire, Jan. 1, 2020]. CN has changed its track maintenance procedures regarding maintenance in the vicinity of a joint as a result of the accident.

(Trains.com, August 14)

Other Passenger News

CP SAYS PROPOSAL FOR PASSENGER RAIL BETWEEN CALGARY AND BANFF CAN'T AFFECT ITS BUSINESS

BOW VALLEY – Canadian Pacific Railway has some reservations about the return of passenger rail between Calgary and Banff. The transportation giant indicates it's willing to cooperate with the consultants working on a feasibility study by Alberta Transportation and Canada Infrastructure Bank (CIB), but any plan to co-locate a passenger rail service on its property can't hurt its business.

"CP is unable to consider a proposal to co-locate a passenger rail service on our property unless it can be demonstrated that a segregated passenger operation can be built on adjacent infrastructure without interfering with CP's freight capacity, or restricting the physical space required to accommodate future growth," said James Clements, CP's senior vice-president of strategic planning and technology transportation in a June 11 letter to Alberta Transportation Minister Ric McIver and CIB chief financial officer and chief administrative officer Annie Ropar.

On June 9, the provincial government announced it had signed a memorandum of understanding with CIB to look at the feasibility of a new passenger rail service between Calgary and Banff. Work will include a review of the project's estimated costs and revenues, exploration of financing options and assessment of environmental, social and economic benefits prior to any potential investment decision by the CIB.

Clements said there are significant safety and liability issues that would need to be addressed before CP could consider a co-location concept. In addition, he said the western corridor, including what he referred to as the critical segment in its Laggan subdivision between Calgary and Banff, is the busiest portion of CP's rail network. It handles approximately two-thirds of CP's total freight volume. "This corridor is an essential component of Canada's export driven supply chain, connecting the Canadian economy with the Asia-Pacific region, through the Port of Vancouver," Clements said. "CP is not in a position to relinquish any freight capacity on that corridor."

Clements also expressed concern about a potential link through downtown Calgary to the airport. If the proposed concept contemplates the use of CP infrastructure, he said there would be significant additional complexity and challenges that would be difficult to overcome. "For instance, our track network in downtown Calgary is already heavily constrained, and we do not have surplus land available in that area," Clements said. "It is therefore difficult to imagine a workable scenario for passenger operation to coexist on our property in the downtown core." All that said, Clements said CP will work with the consultants on the feasibility study despite the many significant challenges. "We will do so in a spirit of collaboration and cooperation so the full magnitude of these challenges can be properly understood and meaningfully assessed," he said.

The Town of Banff has thrown its support behind the study, however the Town of Canmore, while supporting further analysis of mass transit between Calgary and the Bow Valley, wants to make sure issues of importance to the community are addressed. Canmore did not sign onto a joint letter by other municipalities earlier this year, but Canmore has a list of points it wants addressed in the study. They include capital and operating costs to the community, train station locations along the route, land requirements and associated costs, the impact of increased passenger and freight rail traffic on a second line, and the potential for bus service improvements as a bridge to a potential future rail system in order to address current issues and build ridership demand for rail.

(RMOToday.com, July 14)

Short Line News

SURVEY OF RAIL ROUTE CONNECTING ALBERTA TO ALASKA BEGINS

EDMONTON, Alberta — A private corporation is saying it is starting survey work in Alberta to build a rail line that will eventually connect the Alaska Railroad with the North American rail network. The Alaska – Alberta Railway Corporation has estimated the railroad will cost $13 billion to construct.

Last year, the corporation, also known as A2A Rail, signed a deal with the Alaska Railroad for the "exclusive right" to operate in Alaska and connect with the railroad. The Alaska Railroad will not be funding the effort. Now A2A has said that it has hired the HDR engineering firm to begin to find the best route north from Alberta. The firm said that it hopes to start doing preliminary construction — such as land clearing, fencing and access road preparation — before the end of the year.

The company has said it will move oil, grain and container traffic on the 1,600-mile railroad and that it will have a strategic advantage because Alaska's ports are four days closer to Asia than most North American ports. "A2A Rail continues to gather momentum. The start of surveying activities means that we are now officially 'boots on the ground' here in Alberta," said A2A Rail Founder and Chairman Sean McCoshen. "Combining that with our progress on completing our feasibility study, it is safe to say that A2A Rail has advanced well beyond the early idea first investigated by the Van Horne Institute, into a mature infrastructure project only months away from breaking ground."

Companies have dreamed of building a rail line to Alaska for more than a century, but no effort has ever succeeded.

(Railfan.com, July 13)

LINE TO CHURCHILL NEEDS MORE FUNDING: OWNERS. FEDERAL GOVERNMENT ASKS PROVINCE TO PUT UP MORE MONEY FOR RAILWAY

OTTAWA — The railway to Churchill needs even more government funding to keep running on thawing permafrost, its owners say, arguing $74 million in federal funding to maintain the line isn't enough. The Trudeau Liberals are asking the Pallister government to pick up the tab. "There's a level of urgency with COVID, and funding ending, because of the revenue pressure," Murad Al-Katib, head of Arctic Gateway Group, told the Free Press. He would not specify how much funding the group is seeking from both levels of government. The Hudson Bay Railway washed out between Gillam and Churchill in spring 2017, leading to a lengthy dispute with Denver-based Omnitrax, which ultimately sold the rail line to Ottawa. The Liberals transferred Churchill's railway and port to a new, local consortium called Arctic Gateway in September 2018, spending $74 million to acquire the line, transfer it and fund repairs up until the end of this year. The rail line resumed service

in late 2018. The federal government has also allocated $43 million over the coming decade to subsidize operations. That's not enough money, according the consortium. (Winnipegfreepress.com, July 27)

CITY TRACKING BEST OPTIONS, FUTURE FOR BARRIE-COLLINGWOOD RAILWAY

The future of how heavily Barrie will be involved with the Barrie-Collingwood Railway (BCRY) is being investigated by city staff after a recent report suggested the municipality re-evaluate its current arrangement.

BCRY is a short-line railway that was purchased from Canadian National (CN) Rail in the 1990s by the Town of Collingwood and the City of Barrie. In 2017, Simcoe County purchased Collingwood's portion.

Barrie owns, operates and maintains 35 kilometres of active rail in Innisfil, Barrie and Essa Township.

A market feasibility study, ordered by a previous council, was done with the county on the future of rail. After that, Deloitte completed a report (Service Delivery and Modernization Review) at the end of November 2019 that recommended the city look into reducing its responsibility for rail operations over the long term and immediately implement financial improvement measures to reduce the city's fiscal obligations to BCRY. Total annual revenues are around $300,000, while maintenance and upgrade costs are approximately $330,000. The report said BCRY is costing the city money and the municipality should pursue ways to reduce its fiscal responsibility for the rail.

It also came with some suggestions. "One was to divest completely. Another was to look at increasing business on the line and the other was to find a way to diversify our ownership," Schlichter said. "That could mean working with those who use the line, (and) working with the county as co-owner to see if there is a way we can share some of that fiscal responsibility." Last week, the city issued a request for proposals (RFP) seeking a consultant to assist in providing a business-case analysis on the second and third options, as option one is not feasible, given that the current model is not fiscally sustainable for the city.

"At the end of the day, we have some users on the line in both Innisfil and Barrie that bring in bulk goods. Some of them have the rail cars come straight into their property," Schlichter said. "We certainly want to look at ways to support our industry and see if we can manage our fiscal investment into the rail." Four industrial customers use BCRY services, averaging approximately 220 carloads per year. Commodities shipped include bulk clays, chemicals, industrial products, and oversize structures. One additional company has added carloads to the line, projected to increase volume from 120 to 150 carloads per year. Two of the current users — one located in Barrie and the other in Innisfil — have indicated a dependence on the rail line as being critical to their business operations. In order to get BCRY's revenue to the point where it would exceed operational and capital costs, at least three new customers would be needed, the 82-page report says. It also suggests the city's growing manufacturing sector could tie in well to the long-term goal of increasing traffic.

(BarrieToday.com, August 25)

NO FUNDING, NO RAIL SERVICE

Montreal's Genesee & Wyoming Canada announced that its northeastern Ontario short-line carrier, Huron Central Railway (HCRY), will cease operations by the end of this year. The rail carrier's board of directors met in early August to confirm the decision, according to a company news release. The final train will run sometime in December, the railway said. The railway employs 43 and services Algoma Steel in Sault Ste. Marie, Domtar's pulp and paper plant in Espanola and EACOM's sawmill operation in Nairn Centre. The company is waiting on Ottawa and Queen's Park to put together a $40-million package for track maintenance and safety upgrades to the 288-kilometre line. The threat of closure by Genesee & Wyoming has been an ongoing and repeatedly chronic issue since 2009.

"This was a very difficult decision, and we have been working hard to avoid this outcome. As a company, we are not in the business of closing railways," said Genesee & Wyoming Canada president Rick McLellan in a statement. "We had hoped to come to an agreement with the federal and provincial governments on our proposal to collectively invest in the necessary rehabilitation of the railway infrastructure. While we have had constructive discussions with both governments, we have received no funding commitments. We cannot delay this process any further and now must regrettably take this step," he said.

The line is owned by Canadian Pacific but is leased to Genesee & Wyoming to provide regional service for industrial customers to feed CP's main line at Sudbury, providing more than 12,000 carloads of freight annually. CP does not provide any funds for track maintenance. The company makes the point in its news release that without a railway, steel and forest products will likely migrate to trucks.

Genesee & Wyoming's original deadline to cease operations was last March but was extended due to progress made in discussions with the government and due to the pandemic.

(NorthernOntarioBusiness.com, September 1)

Other News

FEDS SPENDING $28 MILLION ON WEST COAST GATEWAYS

The federal government has announced new funding for several transportation infrastructure projects in the Greater Vancouver British Columbia area. More than $28 million has been earmarked for three projects that are meant to reduce bottlenecks and improve transport flow. The Ray-Mont off-dock transload facility in Richmond, will receive $17.5 million to increase terminal capacity by about 160 percent, representing an additional 64,000 TEUs (twenty-foot equivalents) or 1.7 million tonnes per year. Rail capacity to move specialty grain exports will also increase, and transit times on rail corridors will be reduced. The Fibreco terminal in North Vancouver will receive $7.5 million to double on-site rail capacity. This improvement reduces congestion between road and rail operations and increases agri-food product and wood pellet exports. The increased capacity at the rail terminal will accommodate up to 200 additional trains, enable more efficient unloading, and improve rail access for other nearby North Shore terminals. At Annacis Island in Delta, $3.5 million will be spent to increase rail access to auto terminals and off-dock facilities that serve shipping containers. Improvements will be made to three separate areas of the Southern Railway of British Columbia rail network on the island, including building approximately 1.2 kilometres of new rail track, re-aligning track configuration at key areas, and upgrading existing rail sections to a heavier standard. The government estimates the projects will create 520 jobs during construction.

(Inside Logistics.ca, July 7)

RAILWAYS SEE UNTAPPED POTENTIAL IN ATLANTIC CANADA PORTS

Coordinated efforts among the railways, the ports and port operators to expand capacity could benefit all stakeholders along the supply chain. The ports at Saint John and Halifax have access not only to Eastern and Central Canada, but also to the coveted U.S. Midwestern market and the Eastern U.S. CN has access to both ports, while CP — with its recent acquisition of the Central Maine and Quebec Railway — has direct access to Port Saint John. Expanding the rail network capacity in eastern Canada complements the strategy of importers or beneficial cargo owners (BCOs) that have adopted a "four corners" approach to access the North American markets, Jonathan Wahba, CP's executive vice president of sales and marketing for intermodal and automotive, told FreightWaves in an interview. The four corners are ports on the northern and southern ends of the North American West Coast and the northern and southern ends of the North American East Coast.

Both the Canadian East and West Coast ports see a sizable portion of their traffic as having a final destination in the U.S. About 40% of CP's containers in Vancouver are bound for the U.S., while nearly 50% of CP's containers that are handled in Montreal have U.S. destinations, Wahba said.

CN recently announced $10 million in capital investments to Nova Scotia, where the Port of Halifax is located, and $20 million in capital investments to New Brunswick, where Port Saint John is located.

CP sees the acquisition of the CMQ as being the linchpin in its strategy to expand network capacity in Eastern Canada. The railway had access to Atlantic Canada for about 100 years after its founding, but then it lost it in the 1990s and CP subsequently started to lose market share in Eastern Canada to its competitor CN in the 2000s, according to Wahba. CP sees numerous benefits to have access to Port Saint John. It provides Canadian exporters and importers with direct access to the trans-Atlantic-to-Europe trade lane, Wahba said. It also enables CP to grow its market share in Atlantic Canada.

CP's and CN's desire to increase market share in Eastern Canada complement Port Saint John and the Port of Halifax's expansion plans. Port Saint John is in the middle of a $205 million expansion aimed at expanding port capacity from 150,000 twenty-foot equivalent units (TEUs) to 300,000 TEUs annually. The expansion includes dredging the harbor and expanding one of the piers, and it will be completed in 2023.

The Halifax Port Authority is also nearing the completion of a deepwater berth extension that will help meet the growing deployment of ultra-class vessels.

(Freightwaves.com, August 31)

TRANSPORTATION SAFETY BOARD ISSUES REPORTS ON 2018 CN RUNAWAY, 2019 CP DERAILMENT

In two reports issued last week, the Transportation Safety Board of Canada highlighted the dangers of operating trains on steep grades in extreme cold — in the case of a 2018 runaway Canadian National coal train at Luscar, Alberta — and said buckled track caused an August 2019 derailment of a Canadian Pacific train at Irvine, Alta.

The Jan. 10, 2018, CN incident saw a train of three locomotives and 58 loaded coal gondolas fail to respond when the engineer applied the emergency brake on a mine spur with downgrades as steep as 3%. The train reached a top speed of 53 mph, and finally stopped 4 miles later when it reached an upgrade as steep as 1.5%.

Subsequent inspection determined that the air brakes failed to apply on 27 of the 58 cars. The TSB determined that, with temperatures falling to minus-24 celsius (minus-11 Fahrenheit) at the time of the incident, worn seals on air-brake valves on those cars shrank in the extreme cold, leading to leakage from brake reservoirs that released the brakes on those cars.

As a result of the accident, CN implemented new brake-testing procedures during cold weather at the Luscar mine; requires owners of cars used on CN to ensure those cars have air brake control valves that are less than 10 years old; instituted new procedures regarding brakes on CN-owned cars; and set temperature limits for operations to the Luscar mine.

The limited-scope investigation of the Irvine incident determined that the accident occurred at a spot where unstable subgrade, despite prior repair work, made the track more susceptible to track buckling in high temperatures. The temperature reached 34.5 degrees Celsius (94 degrees Fahrenheit) the day of the accident; at 35 degrees, a 30-mph speed restriction takes effect. Twenty-one cars of a 108-car train derailed, including five of hazardous materials.

(Trains.com, August 24)

TRAIN SURVEILLANCE AT $79M

National railways will spend nearly $79 million installing locomotive video and voice recorders, the Department of Transport said yesterday. Parliament has mandated installation of high-grade recorders in all cabs within two years.

The department in a regulatory notice Threats To Safety Of Railway Operations said cameras will watch whether crews are sleeping, using cellphones, reading or "using intoxicants or impairing drugs" on the job, or "not verbally communicating in a clear and audible manner information they are required to verbally communicate." Parliament in 2018 passed Bill C-49 An Act to Amend the Canada

Transportation Act to exempt train crews from federal privacy laws with the installation of recorders at a $76.8 million cost.

Railways supported the measure. Unions and legislators including Conservative and Liberal appointees in the Senate opposed it as an unprecedented step in workplace surveillance. The regulations take effect September 2, 2022. The bill permits railways to randomly view recordings. The Transportation Safety Board since 2003 sought mandatory recorders to aid in crash investigations. Passage of the bill followed a fatal 2012 wreck at Aldershot, Ont. when a VIA Rail train travelling 67 miles per hour in a 15 mph zone missed a signal and derailed, killing all three crewmen in the locomotive and injuring 44 passengers.

Regulations require that locomotive cameras have an "unobstructed view of the faces and upper bodies of operating employees at a distance close enough to discern their facial features and expressions", and microphones that "allow the recording of the locomotive engineer, clearly and distinctly from the voice of the conductor." (Blacklock's Reporter, Sept. 3) ▮

LETTERS TO THE EDITOR

Re: "The Mazeppa Railway Collection"

As President of the Locomotive and Railway Historical Society of Western Canada (the "Society"), owner of the historic Fairbanks-Morse (F-M) diesel locomotives discussed in the "Mazeppa Railway Collection" article in the July/August issue of ***Branchline***, I wish to advise of several errors of facts and provide some additional overlooked information.

Canadian Locomotive Company-built H16-44 road-switcher No. 8554 returned to Alberta in 1992 to become a featured attraction in a proposed railway heritage exhibit adjacent to the Museum of the Highwood south of Calgary in the former CP station at High River. Following cancelation of the proposed exhibit and based on CP's previous experience with the Society, it was presented thereto in September 1994. Over the years several display possibilities have been and continue to be explored.

No. 8554 was stored in three different locations prior to moving to the Southern Alberta Institute of Technology (SAIT) in 2002. Despite local speculation, it was unsuitable for and was never used for SAIT's training purposes. It was stored at SAIT only as a courtesy until moving to CP/Alstom Ogden Shops in 2005.

Although it is possible to restore No. 8554 to operating condition, there are numerous practical barriers to doing so. Assuming it passed an initial exploratory mechanical examination, its distinctive F-M two-camshaft double-opposed piston engine technology (which proved unsatisfactory in railway motive power applications) would require a complete overhaul. Would the requisite skills and any needed replacement parts be available for this unconventional and long obsolete technology? What would be required in the overhaul and upgrading of the brakes and other components? Where could the overhaul be undertaken? How much would it cost? What or who would pay for it? (It would not be the Society!) What would be its ultimate restored purpose? Would there ultimately be "value for money" in an operating restoration?

According to "The Diesel Shop" (***www.thedieselshop.us/PRSVDfm.HTML***), No. 8554 is the only surviving model H16-44 in Canada and the United States.* CP acquired two lots of ten each as long-hood forwards and one lot of twenty short-hood forwards. Of the initial two lots of ten each, 18 were later converted to short-hood forward format. No. 8554 was one of only two H16-44 locomotives to retain the long-hood forward configuration until the end of service.

*Two H16-44s reportedly survive in Mexico, one intact and one essentially a hulk.

As for the Canadian Locomotive Company-built F-M CFB 16-4 "B" units, it should be noted that when CP converted some of its F-M "B" units to remote control cars (RCC), most of the underside components were removed. Former CP Nos. 4455 and 4456 were converted to RCCs after they were acquired by Pacific Great Eastern (PGE), and both still have their underside components intact. Indeed, their original ends, roofs and trucks are also still in-place; however, PGE replaced the sides (including the upper grille area) with light steel plate. The Society has been seeking a source of the applicable F-M CFB 16-4 or CPB 16-4 erecting drawings to replicate the units' original sides, including doors and grilles, in the event a restoration opportunity arises.

The Society believes that a preserved "A" unit without its accompanying "B" unit is like preserving a steam locomotive without its fuel tender. That is, they lack "aesthetic balance" in their appearance. Citing again "The Diesel Shop" summary of survivors (website noted above), only two F-M "A" units and two "B" units have survived on the Continent, and all are of CP origin. Once again, the Society believes it important that the applicable erecting drawings be found and archived for posterity in the event it ultimately becomes opportune to unify the two surviving "A" units with these two surviving "B" units. Any assistance that ***Branchline*** readers can provide will be greatly appreciated.

In conclusion, I noted with amusement the author's statement that when he and his companion checked-in to the locomotives' Mazeppa storage site, the Security Team was patrolling to prevent "vandalism and theft." The fact is that there was nothing left to vandalize or steal. However, it would have been accurate to state that Security was present to prevent trespassers from entering an abandoned and potentially hazardous "sour (H2S) gas site." Security is actually located outside of the plant perimeter, with one officer at each of the north and east gates. Curious on-lookers should be aware that the locomotives cannot be seen from the road.

Thank you for the opportunity to provide clarification and relevant elaboration.

Yours sincerely, Jim Lanigan
email – laniganj@telus.net

Thank you for the opportunity to reply to Mr. Lanigan's letter. I do appreciate him providing some of the background information on the CLC H16-44 road switcher and the CLC B-units. When I did the Mazeppa article, I used what I could at the time to do my research for it, including contacting both the Museum of the Highwood in High River, the Glenbow Archives, and as well as accessing archived magazines from both Exporail (Canadian Railroad Historical Association) and Bytown Railway Society. There is often contradictory/incorrect information online, from people that misread or do not often check background information before posting online or publishing articles. So it can be challenging to weed through everything and find what is correct and what isn't. I do apologize if I had some errors in my article.

The purpose of the article (which I wrote in June 2018 and emailed to Bytown Railway Society at that time) was to record in time what was parked at the closed gas plant in Mazeppa and try to describe to the readers of Branchline what we were able to see in person. Many of the items are historic, and I intended to summarize the history of each railway item to give the reader a sense of their importance, including Mr. Lanigan's three railway items.

I have heard of the "Locomotive and Railway Historical Society of Western Canada" over the years but have not been able to find out more about it, or what its main purpose is. Is the intention to eventually cosmetically restore and display the three locomotives in an indoor environment? I would be interested in knowing if there is a preservation plan in place for the CLC H16-44 road switcher and the CLC B-units? If such a plan exists, then perhaps it should be promoted or advertised to let other groups/companies know about it so they can partner on fundraising to support either a cosmetic or a full-blown restoration. For myself, I would even donate to the cause if I knew what the actual plan was for these three historical railway items.

I could have been a bit more clear on the comment of the security team patrolling the site to prevent "vandalism or theft", but they had told us they have had instances of criminals on the property in search of copper and other salvageable materials. The three historical railway items are parked not far away from the closed gas plant, and from what we could see have the potential for vandalism or having items to be stolen off them, as they are "rare" railway artifacts. Most criminals are not discriminating if the copper comes from equipment inside the closed gas plant or a 1950s locomotive.

Jason Sailer

Greetings,

It is with great interest that I read the series on the ONR by Bram Bailey. The series is very well done. Coincidentally a short documentary aired on German TV channel SWR on the Northlander equipment from its service as the TransEuropExpress over to its service on the ONR. I was able to find the documentary on YouTube:

www.youtube.com/watch?v=ZuWjlj4clr0

The film is in German, but the footage is very interesting.

Sascha Schreiber, Chelsea, QC

OBITUARY

Don Grove

We were saddened to learn of the August 25, 2020 passing of long-time Bytown Railway Society member Don Grove of Grimsby, Ontario, in his 91st year. Don grew up in the Hamilton area, beginning his railroading career with the Toronto, Hamilton and Buffalo Railway in a number of capacities including call boy, car checker, diesel shop labourer and diesel shop machinist's helper. He subsequently hired on in 1952 with Canadian National, eventually becoming a passenger conductor and finished his railroading with VIA Rail Canada in 1987, working out of Toronto after a distinguished 35-year career. One of his proudest moments was working the Royal Train when Queen Elizabeth II visited southern Ontario in 1973.

Don was a natural born storyteller and prolific writer. I had the good fortune to know him in my capacity as News and Features Editor for ***Branchline.*** We corresponded regularly, had several telephone conversations and he even paid a visit to my kitchen on a cold winter night while he and his wife were staying with their son in nearby Orleans. It seemed that the night went on forever as Don had story after story to tell. It was during those types of conversations where a chance remark from him would have me encouraging him to turn it into a story.

Indeed, he could write stories. Check the all-time index for ***Branchline*** under "Don Grove" and you will see no less than 110 entries for articles, letters and related submissions from Don which provide an amazing insight into the life of a trainman and conductor in and around Toronto between the '50s and the '80s.

Our thoughts and prayers are with his wife of 66 years, Pat, his son Carl (Nancy) and his daughter Peggy Daniel (Doug) as well as his six grandchildren and three great-grandchildren.

Phil Jago

Selection of Passenger Consists *Compiled by Earl Roberts*

27 July 2020

VIA #602/606 (Jonquière/ Senneterre-Montréal) at St-Paulin, Québec

- F40PH-3 6418
- F40PH-3 6416
- Baggage 8618
- Coach 4122
- Coach 8125
- F40PH-3 6406
- Baggage 8622
- Coach 8146
- Coach 8137
- F40PH-3 6411 *
- Baggage 8623 *
- Coach 8145 *
- Coach 4007 *

* from Senneterre

NOTE : The second set was stranded in Jonquière for a week due to floodings in Northern Québec and is being brought back to Montréal

24 August 2020

CP "Royal Canadian Pacific"/ Inspection at Fernie, British Columbia

- FP9Au 1401
- FP9Au 4107
- FP9Au 4106
- Baggage-Generator 95
- Sleeper 110 - H.B. Bowen
- Stateroom 84 - Banffshire
- Stateroom 79 - N.R. Crump
- Business 78 - Royal Wentworth
- Dining Car 85 - Craigellachie
- Business 74 - Mount Stephen
- Stateroom 70 - Assiniboine
- Gym Car 104 - Sam Steele
- Business 2 - Bonfield
- Dome-Lounge 3605 - Selkirk
- Track Inspection Car 1 - Sandford Fleming

23 March 1978

CN #58/48 - "Cavalier" at Toronto, Ontario

- FPA-4 6762
- FPA-4 6772
- FPB-4 6866
- Baggage 9629
- Baggage 9604
- Sleeper 1701 - Manitou
- Sleeper 2027 - Fortune Bay
- Coach 5199
- Coach 5405
- Coach 5430
- Coach 5188
- Cafe-Bar Lounge 2510
- Coach 5627
- Coach 5198
- Coach 5425
- Coach 5388
- Dayniter 5733
- Sleeper 2026 - Thunder Bay
- Sleeper 1113 - Edgeley
- Sleeper 2083 - Riviere Rouge
- Sleeper 2022 - Buckley Bay

12 October 1994

VIA #11 - "Atlantic" at Onslow, Nova Scotia

- F40PH-2 6427
- F40PH-2 6435
- Baggage 8621
- Coach 8139
- Coach 8146
- Skyline 8511
- Coach 8147
- Dining Car 8401 - Acadian
- Sleeper 8220 - Chateau Papineau
- Sleeper 8203 - Chateau Brule
- Sleeper 8219 - Chateau Montcalm
- Sleeper 8217 - Chateau Maisonneuve
- Sleeper 8206 - Chateau Denonville
- Sleeper 8205 - Chateau Closse
- Sleeper 8207 - Chateau Dollard
- Dome-Sleeper-Observation 8711 Revelstoke Park

***Thanks to** Corwin Doeksen, Bill Linley, André St-Amant, Julien Wolfe.*

Samples of Diesel Unit Consists *Compiled by Earl Roberts*

Jun 16 - CP 467 at Saskatoon, SK: CP ES44AC 8745 and CP GP38-2s 3021, 3109 and 3099.

Jul 4 - CN 304 at Edmonton, AB: IC Dash 9-44CW 2713, CN SD75I 5674 and IC Dash 9-44CW 2716.

Jul 6 - CP 143 at Dorval, QC: CP AC4400CW 9750, 14 autorack cars, then CP AC4400CW 9618 followed by 140 intermodal cars.

Jul 8 - CN eastbound at Hinton, AB: CN ET44AC 3159 and CN ES44AC 3908 with 204 cars.

Jul 8 - UP LOF74 at Colton, CA: UP ES44AC 7952, UP AC4400CWs 6209 and 6740, UP ES44AC 5423, CP AC4400CW 8619, UP ES44AC 5437, UP AC4400CW 6839, UP ES44AC 7521, and UP AC4400CWs 6604 and 6551.

Jul 9 - CP eastbound (coal empties) at Roberts Bank, BC: CP ES44AC 8723 and CP AC4400CWM 8031, with CP ES44AC 8746 mid-train and CP ES44AC 8914 on the rear.

Jul 10 - CP 141 at Komoka, ON: CP SD70ACU 7018, NS ES44AC 8007 and CP SD60 6236.

Jul 10 - CN westbound at Watford, ON: CN ET44AC 3053, CN SD70M-2 8825, CN Dash 9-44CWs 2640 and 2649, CN ES44DC 2257 and CN SD75I 5645.

Jul 11 - CP westbound (coal loads) at Roberts Bank, BC: CP AC4400CWs 9781 and 9644, with CP ES44AC 8835 mid-train and CP AC4400CWM 8029 on the rear.

Jul 12 - CN 865 at Bretville Jct., AB: CN ET44AC 3233 and CN ES44DC 2233, with CN SD70M-2s 8015 and 8928 mid-train.

Jul 14 - CN 318 at Edmonton, AB: CN SD70I 5617, CN SD75I 5628, CN SD70M-2 8920 and CN SD75I 5654.

Jul 15 - BNSF eastbound (coal empties) at Roberts Bank, BC: BNSF SD70ACe's 9228 and 8414, and BNSF ES44C4 7923, with BNSF ES44AC 5759 on the rear.

Jul 16 - CN eastbound at Bayview, ON: CN ES44AC 3886, CN ET44AC 3184, CN SD70M-2 8877, and CN ES44DCs 2285 and 2293.

Jul 18 - CP 142 at Crow Lake, ON: CP SD70ACU 7000, and CP AC4400CWs 8532, 8509, 8561 and 8631.

Jul 19 - CN eastbound (intermodal) at Payne, BC: CN ES44AC 3871 with CN Dash 9-44CW 2689 on the rear.

Jul 19 - CP N43 at Saskatoon, SK: CP SD30C-ECOs 5006 and 5009 and CP GP20-ECOs 2235 and 2286.

Jul 23 - CP 142 at Smiths Falls, ON: CP SD70ACU 7023 and CP ES44AC 9378.

Jul 25 - CN transfer at Clover Bar, AB: CN GP38-2 7520, CN GMD1-u 1438 and CN GP38-2 7530.

Jul 26 - CN 450 at Calladar, ON: CN SD75Is 5749, 5662 and 5794, and GTW GP38-2 5819.

Jul 29 - CN 312 at Edmonton, AB: CN ES44AC 2929, CN SD70M-2 8878 and CN Dash 9-44CW 2575, with CN ET44AC 3094 mid-train.

Aug 1 - CN 101 (intermodal) at Estaire, ON: CN ES44DC 2308, CN SD75I 5727 and CN SD70M-2 8895.

Aug 2 - CN 116 (intermodal) at Roberts Bank, BC: CN ET44AC 3102, CN SD60 5478, CN SD75I 5740 and CN SD70M-2 8015.

Aug 5 - CN transfer at East Edmonton, AB: CN GP38-2 7530, CN GMD-1u 1438, CN GP9RM 7227 and CN GP38-2(W) 4780.

Aug 8 - CN 524 at Saskatoon, SK: CN SD70M-2s 8882, 8877, 8958 and 8884.

Aug 10 - CP 299 at Saskatoon, SK: CP ES44AC 8842, CP SD40-2 6028 and CMQ SD40-2F 9023.

Aug 10 - CN 327 at Dorval, QC: CSXT AC4400CWs 114 and 1 (yes, number 1).

Aug 11 - CTRW 771 at Saskatoon, SK: GMTX GP38-2s 2236 and 2258, LLPX GP38-2 2261 and GMTX GP38-2 2207.

Aug 12 - CP westbound (coal loads) at Roberts Bank, BC: CP ES44AC 8790 and CP AC4400CW 8501, with CP AC4400CW 8611 mid-train and CP ES44AC 8752 on the rear.

Aug 12 - CP eastbound at Merrickville, ON: CP AC4400CWs 9839, 9709, 9655 and 8531.

Aug 13 - CN 312 at Edmonton, AB: CN Dash 9-44CW 2627, CN SD75I 5676, CN ET44AC 3114, CN ES44AC 3845 and CN ET44AC 3017.

Aug 15 - CN 451 at North Bay, ON: SD75I 5626, CN Dash 9-44CW 2591, CN Dash 8-40CM 2454 and RLHH GP38-2 2081.

Aug 15 - ONT 214 at Widdifield, ON: ONT SD75Is 2103, 2104 and 2102, ONT SD40-2 1734 and ONT GP40-2 2201.

Aug 16 - CP 113 at Wanup, ON: CP AC4400CWM 8105, and CP AC4400CWs 9655, 8575, 8580 and 8502, with SD70ACU 6644 mid-train.

Aug 16 - CN 468 at Charette, QC: CN ET44AC 3265, CN ES44AC 2872, CN Dash 8-40CM 2402, BCOL Dash 9-44CW 4651, CN SD70M-2 8920 and RS SD70ACe 81.

Aug 20 - CN eastbound at Komoka, ON: CN ET44AC 3007 and CN ES44AC 2926, with CN ET44AC 3201 mid-train.

Aug 24 - CN 575 at Taylor, BC: CN SD75I 5763, CN Dash 9-44CW 2575, CN ES44DC 2223 and CN Dash 9-44CW 2560.

Aug 26 - CP 143 at Dorval, QC: CP AC4400CW 8509 and UP SD70ACe-T4 3069.

Aug 28 - CN local at Hamilton, ON: GTW GP40-2 6420, CN GP9RM 7083 and GMD-1u 1412.

Aug 31- CN 312 at Edmonton, AB: CN Dash 9-44CW 2655, CN Dash 8-40CM 2420 and CN SD75I 5722, with CN SD70M-2 8902 mid-train.

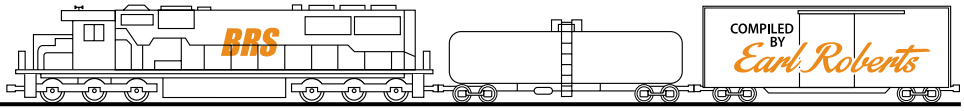
Sep 2 - CN 327 at Dorval, QC: CSXT ES44ACs 747 and 848.

Sep 3 - CP V71 at Roberts Bank, BC: CP AC4400CWM 8075, CP ES44AC 8811, CP AC4400CW 9774, CP ES44AC 8717 and CP SD60M 6261.

***Thanks to:** John Cunningham, Peter Ely, John Kool, James Lalande, Harm Landsman, Mike Lindsay, Roman Litarchuk, Jim Mason, Bill Rood, John Soehner, André St-Amant.*

LEGEND
(d/h) - deadhead
BCOL - BC Rail (CN)
BNSF - Burlington Northern Santa Fe
CEFX/CITX - The CIT Group
CMQ - Central Maine & Quebec
CN - Canadian National
CP - Canadian Pacific
CSXT - CSX Transportation
CTRW - Carlton Trail
GMTX/LLPX - GATX Rail Locomotive Group
GTW - Grand Trunk Western (CN)
IC - Illinois Central (CN)
NS - Norfolk Southern
ONT - Ontario Northland
OVR - Ottawa Valley
RLHH - Southern Ontario
RS - Roberval Saguenay
UP - Union Pacific
VIA - VIA Rail ▮

Motive Power and Equipment Scene



CN

LEASED UNITS: CN continues to lease GATX Rail Locomotive Group (GMTX) GP38-2 2163, 2248, 2250, 2252, 2254, 2255, 2257, 2260, 2264, 2273, 2274, 2277, 2279, 2281, 2284, 2289, 2293, 2323, 2325 and 2695, assigned to Ontario, Quebec and New Brunswick.

CP

SD90MAC REBUILD PROGRAM COMPLETED: In 2019 and 2020, Progress Rail in Mayfield, Kentucky, rebuilt CP's 58 remaining SD90MAC units (9100-9160 series, built 1998-99) with a new cab, rewiring and upgrades to model SD70ACU, numbered CP 7000-7057 . Also included in the rebuild program were Union Pacific SD90MAC 3551 (nee UP 8080) and 3567 (nee UP 8087), purchased in April 2019. Their rebuild was completed in August, numbered CP 7058 and 7059.

OFF LEASE: Leased CEFX AC4400CW ('Bluebirds') 1026-1059, built by GE to CP specifications in 2004, are off the roster.

Thanks to: *Ken Jones, James Lalande, "NY 4".* ∎

The Regional Scene

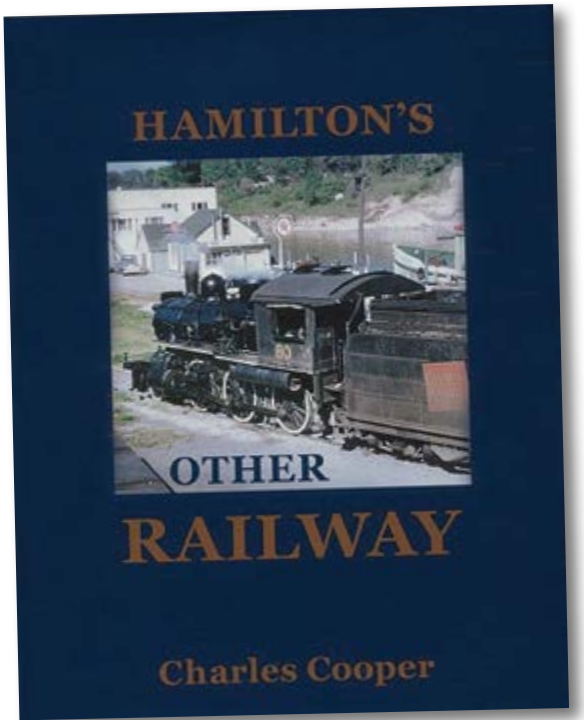
GUELPH JUNCTION RAILWAY: The 19-mile GJR, owned by the City of Guelph, Ontario, was operated by the Ontario Southland Railway from January 1, 1998 to August 28, 2020. At the end of the contract, eight OSRX units were on the property (RS-18u 180-182, RS-23 504-506, GP9u's 1591 and 1620, all nee CP). Operations have been assumed by the Goderich-Exeter Railway utilizing QGRY GP40-3M 3800 mated with QGRY RM-1 Slug 800, and RLHH GP38-2 2117.

OTTAWA VALLEY RAILWAY: RLHH GP38-2 2081 has been reassigned to the OVR from the Southern Ontario Railway. Returning to the Huron Central Railway is HCRY GP40-2(W) 3013.

The Preserved Scene

CENTURY-OLD BOXCAR DONATED: The Niagara Railway Museum in Fort Erie, Ontario, has acquired former Toronto Hamilton & Buffalo Carpenters Boarding Car X-759 from a private owner in Pelham, Ontario. The car was built by National Steel Car in December 1913 as TH&B wood boxcar 3775, renumbered 3105 in 1941 and to X-759 by 1947. She was retired and sold to a local businessman in June 1979. Plans to rebuild it into a pool house did not materialize and it has retained the majority of its original interior.

All BRS Publications Now on Sale!



HAMILTON'S OTHER RAILWAY

by Charles Cooper

This award-winning book* traces the history of the Hamilton and Northwestern Railway from its construction and ownership by the Grand Trunk to the takeover and partial abandonment by Canadian National Railways. The book is loaded with detailed information on the railway's history in words and photographs.

The CNR's line from Port Dover through Hamilton to Barrie and Collingwood includes the CNR's Alliston, Milton and Beeton Subdivisions. This volume contains a complete history of the origins and construction of the line.

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For the modeller there are chapters on stations and culverts, trestles and bridges, including several plans and photos.

Final chapters focus on the use of the line today, part of which is used by the South Simcoe Railway.

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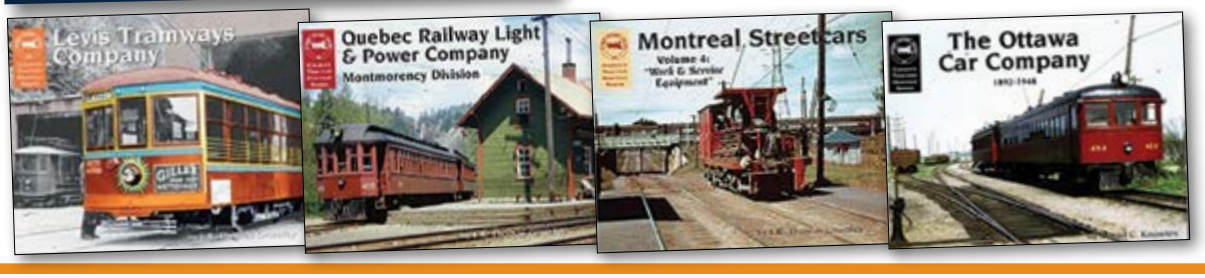
To order ***Hamilton's Other Railway*** please see the BRS website: ***www.bytownrailwaysociety.ca/index.php/sales-desk/publications*** We accept PayPal as well as major credit cards accepted through PayPal.

If preferred, you may order by mail at: Bytown Railway Society, P.O. Box 47076, Ottawa, Ontario K1B 5P9. Make cheque payable to Bytown Railway Society. Be sure to include your mailing address.

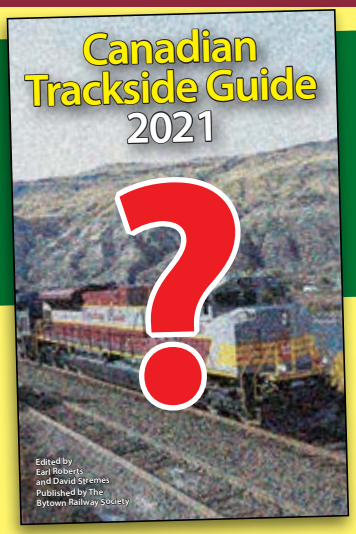


At left is a sampling of other Bytown Railway Society publications now available at reduced prices. For a complete selection please visit our website as noted above.

CPR No. 2816 leads an excursion train near De Winton, Alberta on October 20, 2007.

Built by MLW in December of 1930, No. 2816 is the only non-streamlined Hudson to survive. Retired in 1960, it was donated to Steamtown in 1964 which returned it to CP in 1998. After an extensive rebuild in a BC Rail shop in North Vancouver, it was placed in excursion service in 2001, retiring once again in 2012 when CP's steam program was discontinued.

Photo by Joshua Soles.



Call for Photos!

Canadian Trackside Guide 2021

The only comprehensive guide to Canadian Railways – 39th edition coming in March, 2021.

The BRS Publications Committee is looking for recent photographs (last two years) for the outer and inner covers of the 2021 edition of the ***Canadian Trackside Guide***. Preference for the outside front cover is a striking colour slide or high-resolution digital image (tif or jpeg format) of a current "Canadian locomotive or train in a vertical format," or a horizontal image that would, with cropping, lend itself to a vertical format measuring 5-1/2 x 8-1/2". Preference for the inner covers and the outer back cover is for horizontal images of current Canadian locomotives or railway equipment.

At a minimum, please include locomotive type, equipment number(s), date and place of photo and any other information relevant to the subject matter. Photographic categories are:

1) Class 1 Locomotives
2) Industrial and Shortline Locomotives
3) VIA Rail Locomotives and Passenger Equipment
4) Traction/Preserved Equipment
5) Work Equipment.

Please submit entries no later than December 13, 2020. ***By mail:*** "Cover Photos," Bytown Railway Society, PO Box 47076, Ottawa, Ontario K1B 5P9. Please submit digital images on a CD or USB flash drive. ***By email:*** tsg@bytownrailwaysociety.ca. Please indicate "Cover Photos" in the subject line.

There is a limit of 25 entries per contributor. All entries must be identified with: category, location, date, photographer's name, as well as the name and address of the sender. Please indicate if we may retain unused images for potential use in ***Branchline*** magazine. Upon request, submitted materials will be returned. If you submit any image with a suggested cropping, please also include the unaltered original.