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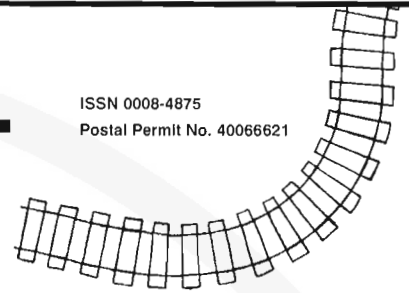


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FRONT COVER: Canadian National Railways narrow gauge train No. 1 ready to depart St. John's Newfoundland for Port aux Basques on June 26, 1952. Photo Ronald S. Ritchie.

BELOW: Side view of Newfoundland Railway mail car 231 taken at the Canadian Car and Foundry shops in Ville Saint-Pierre, Quebec (Montreal). The car was moved around the property on 'shop trucks', the 3' 6" gauge trucks were supplied separately. Photo CC&F C-6294, author's collection.

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Newfoundland Railway Mail Cars 231 & 232

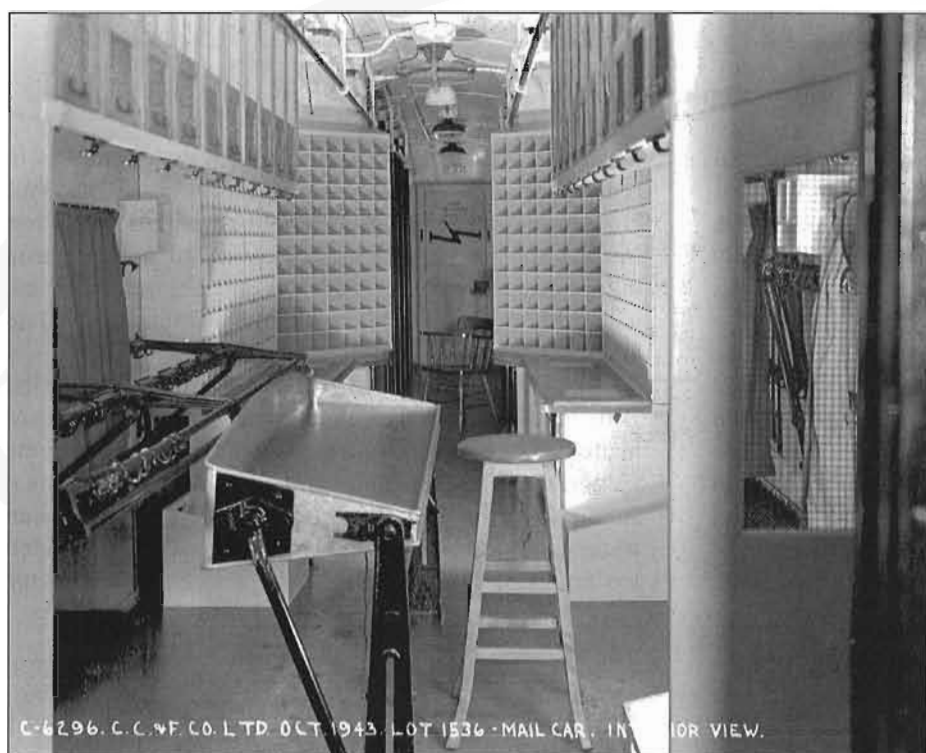
Information and photographs provided by Brian T Stalker

1933 saw Newfoundland in parlous financial circumstances; the general depression was at its deepest and the Dominion was crippled by interest payments due on its unsustainably high level of public debt. The only financially and politically acceptable solution was suspension of constitutional government in favour of a Commission of Government consisting of three Newfoundlanders and three British civil servants, chaired by the Governor. However, within the general gloom there were a few patches of brightness. Thanks to effective management, inspirational leadership and promotional efforts of Herbert J Russell, General Manager of the Newfoundland Railway, the latter half of that decade brought major investment in the rolling stock

and track replacement, and the railway system was in remarkably good condition at the outbreak of World War II. Dramatic changes were about to unfold and a few introductory comments are necessary to set the scene before introducing Mail Cars 231 and 232 which arrived, with other new passenger stock, in Newfoundland in late 1943.

At the outbreak of war with Germany in 1939 the British, Canadian and American governments were acutely aware of the strategic importance, and extreme vulnerability, of Newfoundland. In particular, German submarines were regular visitors to North American waters, and newly developed long-range bombers added to the threat. By mid 1940, the Royal Canadian Air Force





C-6296. C.C. & F. CO. LTD. OCT 1943. LOT 1536 - MAIL CAR. INTERIOR VIEW.



C-6297. C.C. & F. CO. LTD. OCT 1943. LOT 1536 - MAIL CAR.

was patrolling the island's approaches using the seaplane base at Botwood, other airbases were being expanded and constructed, and Canadian troops were arriving in significant numbers to guard strategic locations. In the fall of 1940, despite the then 'neutral' status of the U.S., the British and U.S. Governments were negotiating what was to be known as the 'Leased Bases Agreement' which was signed on 27 March 1941. Under that Agreement, Britain was to receive fifty 'older' (some say superannuated) U.S. Warships, and the U.S. was given, without charge, ninety-nine year leases on various military and naval bases in Newfoundland and the Caribbean. To coin a well-used phrase 'The Yanks are coming'...and they came by the boat-load!

Newfoundland's Railway faced a tremendous challenge; not only transporting the huge influx of military personnel, but also carrying supplies for the construction and maintenance of the military bases, transporting construction and support workers to and from those bases, also carrying much needed supplies for

forwarding to Britain and its allies. Passenger traffic was twice the pre-war volume; freight tonnage increased by almost 50%. Extra rolling stock was needed and it was needed urgently. Newfoundland's Commission of Government borrowed \$2.1 million in U.S. funds at 2½% interest, payable in fifteen years, to fund the purchases. First to arrive was a batch of five 1000 Class 2-8-2 Mikado type steam engines built by the American Locomotive Company, Schenectady, N.Y.. Four more arrived from Montreal and Glasgow, Scotland. Passenger facilities, equivalent to the consist of two 'cross-country' trains for the 547 miles main line from St. John's to Port aux Basques, including sleeping cars, passenger cars, dining cars, baggage cars, express cars and mail cars, were ordered from the Canadian Car and Foundry Company Ltd., Montreal, but because of prioritisation of 'war supplies' they were not delivered until October 1943. They were transported from the Port of Montreal on 'S.S. Livingstone', a Bowater pulp and paper carrier, to Corner Brook where they were mounted on to their narrow gauge



C-6298. C.C.&F.CO.LTD.OCT.1943. LOT 1536 - MAIL CAR. INTERIOR VIEW.

running gear, entering service immediately and relieving pressure on the by then 'emergency-only' maintained fleet.

The increase in traffic is only partly evident from the timetabled passenger service levels which fail to indicate the levels of over-crowding and disclose nothing about the additional, longer, heavier freight trains.

Summary of Time-tabled passenger services
(return journeys per week)

	Summer 1939	Summer 1941	Summer 1942
Cross Country: St. John's – Port aux Basques	3	3	3 sleeper + 3 coach
Placentia & Argientia Branch	1	3	6
Brigus Branch to Carbonear	3	3	3
Bonavista Branch	2	2	2

The following are part of a portfolio of 'official photographs' taken by (or for) the C.C. & F.Co. Ltd, dated October 1943:

Exterior Views of Mail Car 231;

C-6295 End view.

Interior Views of Mail Car 232:

C-6296/7 Mail sorting tables, sorting frames and mail-bag racks: note the wire-mesh cinder-guards adjacent to the side-opening doors.

C-6298 Water tank, side heater with vertically stowed screen above, end of car door.

C-6299 The 'boiler-room'!

C-6301 The washroom with water basin in horizontal position, normally stowed vertically.

C-6303 Essential equipment...the stove (naptha burner?) with protecting screen open, normally closed.

C-6304 The broom cupboard! Emergency lights (?) mounted in wall cupboard.

At Confederation with Canada in 1949, the Newfoundland Railway became part of the CNR. A later inventory of CNR rolling stock in Newfoundland includes Mail Cars 1700-1703, 33 tons; 1800-1805, 49 tons; Mail Cars 231 and 232 probably were two of the latter group of six.

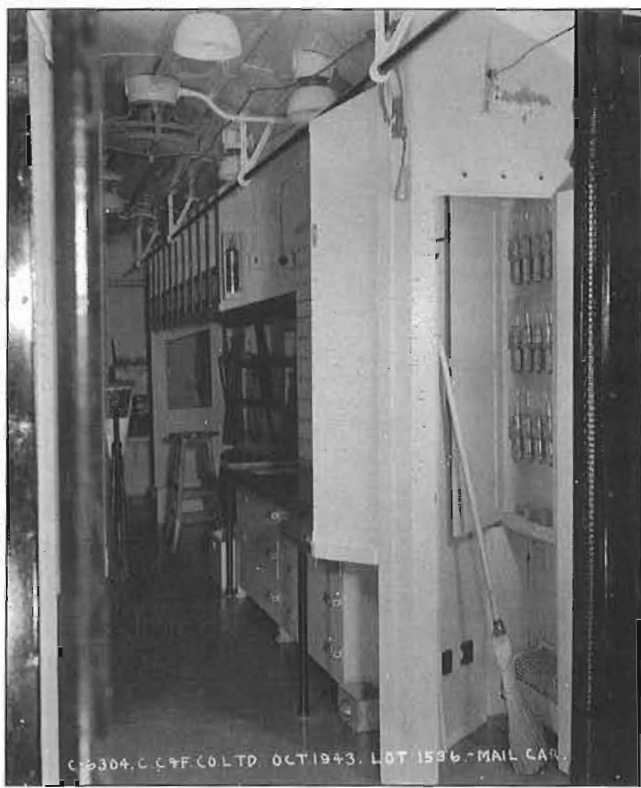
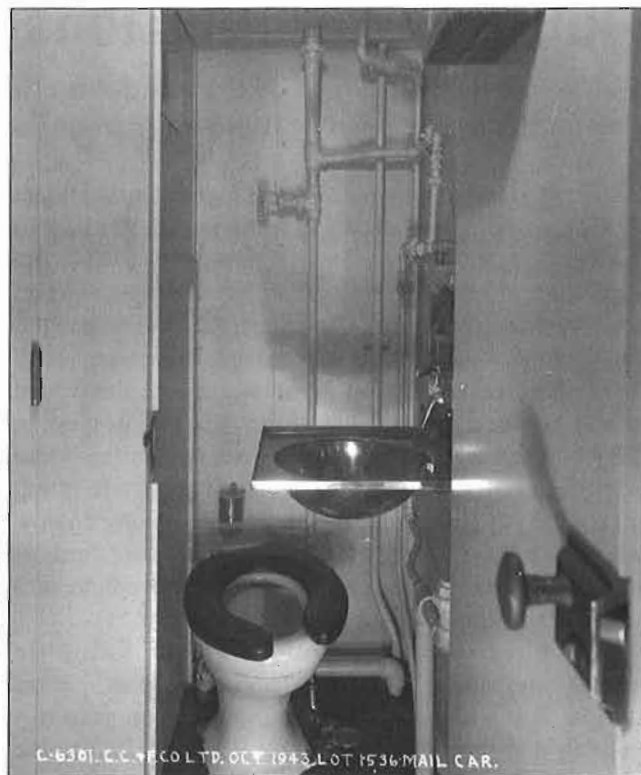
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Railway Recollections of a B.C. Sheep Rancher

By the late John (Jack) K. Moilliet [1919-97]

With an Introduction by David L. I. Davies

Pastoral farming in British Columbia is almost wholly involved in the raising of cattle but there was a 50 year period lasting from about 1920 to about 1970 in the regions around Kamloops and the North Okanagan when a thriving sheep ranching industry erupted and then in the same manner disappeared. At its peak, there were some 50,000 sheep reared on over 30 ranches, where each ranch carried between 500 and 4,000 ewes, the typical holding being 800-1,000. The sheep were wintered on the home ranch at 1,000 to 2,000 ft. elevation and then in late spring were moved to open alpine meadows. This involved a slow trek of 50 to 100 miles and was in the care of shepherds as in Biblical times; then in the fall the movement was reversed, the flock swollen with mature lambs.

These sheep produced two valuable commodities, wool, and fresh lamb meat plus mature mutton. It is to be remembered that a sheep produces annually a sheared fleece of about 10-12 lbs. Before the advent of synthetic fibres in the 1950s and its increasing

share of the textile market ever since, most cold weather garments were made of wool and so it was a commodity in demand. In 1929 a co-operative wool warehouse was built in Kamloops as an 'in transit' facility and CNR built a short spur to it at Mile 3.7 on the Okanagan Subdivision, which was called the Wool Spur and was only removed in recent times. After World War II wool slowly fell out of favour because of the onslaught of artificial fibres and so its selling price fell. Parallel with this trend, in the late 1950s the price of beef eclipsed that of lamb, per lb, for the first time since the early 1930s Depression. These two price movements made sheep raising unprofitable and one by one the ranches turned to cattle in the 1960s and 70s.

Only one sheep ranch now operates in the Kamloops region and could be the oldest of all those that once existed. It is called Aveley Ranch and lies 90 road miles north of Kamloops near the village of Vavenby. The place was homesteaded in 1907 by a young English



"This is the Sheep Breeders Association's warehouse in Kamloops, built in 1929 and restored in 1991 as being of historic value. It now houses the scene sets of the Western Canada Theatre Company who have been resident in the city since 1975. The CPR mainline is immediately behind the property."



Jack Moilliet, aged 30.

emigrant called Theodore [Tam] Moilliet [pronounced moil-e-et of Swiss ancestry] and he formed his first flock of 50 ewes in 1913. Tam was a founding member of the BC Sheep Breeders Co-operative Association (formed 1917) and the Canadian Co-operative Wool Growers and was also an assiduous and discriminating reader, obtaining much of his material from Britain; this interest and practice he passed onto both his sons and we as present-day readers have become beneficiaries of such intellectual activity. He died prematurely in his mid 50s in 1935 and much of the responsibility of running the ranch passed to his 16 year old son Jack, who now had to look after 500 ewes. It is this son who wrote [in late 1980s] the absorbing and detailed railway recollections reproduced below. There will be general agreement that John [Jack] Moilliet, as a man of the land, had a fine eye for railway detail and had recall and descriptive powers to match. These remembrances appear by kind permission of his son and daughter, Ian Moilliet and Valerie Gerber (nee Moilliet), who as the third generation continue to manage the ranch with its current flock of 1,000 ewes. The extract is part of a detailed history of the ranch which can be accessed on web site www.aveleyranch.com.

The first wrangling of the season's lambs of Aveley ranch took place in late August, with this crop being trailed directly off the mountain range at 6,000 ft elevation to the CNR railway station at rural Birch Island, for dispatch to Vancouver. This movement continued until late Fall as successive batches of lambs reached marketable weight. These 'cuts' consisted of all the male lambs plus those females not retained for breeding.

Birch Island station was located at Mile 61.5 on

the 139 mile long CNR Clearwater Subdivision that ran south from Blue River to Kamloops Junction and was part of the transcontinental line built by the Canadian Northern Railway. It opened for passenger traffic between Edmonton and Vancouver in November 1915. Though not originally intended to have an enhanced status, Birch Island came to have some significance as it was roughly halfway along the Subdivision and so became a suitable point for trains to pass on the single line. All westbound freights stopped here for hot axlebox inspections and it eventually boasted a water tower, coal dock, wye, telephonic repeater station, and had day and night telegraph operators. Stock loading facilities consisted of two small corrals and a loading chute. Birch Island station was closed in 1964 but neighbouring and slightly larger Vavenby retained its agent to handle customers and train operations until its closure in 1975. Sheep loadings at Birch Island continued until 1970 when a railway strike forced the Moilliets to transfer cartage to road trucks. This loss of business did not worry CNR because, like other Canadian railways, it was more than happy to get out of carrying livestock as being borderline profitable and operationally tedious. The creation of modern highways in the 1950s and 60s allowed trucks to offer a ranch-to-plant delivery at reduced transit times and cost and took away most of the business from the railways. So a 50-year era of carrying 'sheep by rail' came to an end.

The Stock Trains

"When my father homesteaded in 1907 there was a rumour that a railway from Edmonton might be built down the valley within the next decade. This was made into a reality with the arrival of construction crews in 1912-14. [Note 1] In fact the certainty of it probably had an effect on my father's decision to raise sheep in 1913.

By the late teens and early twenties, we were shipping lambs to Vancouver by the carload. It should be noted, of course, that the Canadian Pacific Railway handled many times more livestock than the C.N.

During those early years, it was a long, slow and rough trip for livestock. There was a daily, through freight, No.403, sometimes called the "Seaboard Limited", and supposed to be fast, but, oh the holdups and delays! From my father's description of those early trips, there was nearly always a washout and/or a slide or derailment somewhere. I remember he told me of one trip when there was a very sudden stop, so sudden that he feared lambs might have piled up. He hurriedly walked from the caboose to the head end of the train on this dark and stormy night, to see how things were. Well, everything was all right, but he had no sooner inspected the lambs than the train started, rapidly gaining momentum. There was nothing else to do but climb on or be left behind. So, it was over the top for him and walk back along the tops of the cars. He was not experienced at this, but, with due



Loading sheep photo. Loading sheep at Birch Island in 1962 onto top deck of CN stockcar No 173602. It is believed to be a relatively 'modern' car, having being rebuilt from a 1913 boxcar in 1949-50. It had 6 ft. wide doors. Moiliet family.

caution, he made out quite well. Unfortunately, when he reached the tail end of the train, he found that there was a passenger car in front of the caboose, the roof of which almost touched the end of the last box car. He stopped and considered awhile. At unpredictable moments, the two cars came almost together and then would open up, giving room to climb down the end ladder to the platform of the coach.

He (for which his descendents should be very thankful) was of a careful, cautious nature and did not take unnecessary risks, so he thought better of trying to climb down. He wended his way back to the middle of the train, where there was a flat car which was partly loaded with old rails and other scrap iron, which vibrated and jumped up and down at high speed and rough places. It was an uncomfortable last half of the night, but better than the windy, swaying top of a boxcar. Much later in time, we used to open the little end door, or man hole, of a stock car, nail a slat over the opening and securely tie a claw hammer to the outside, [Note 2]. Thus one could easily get in or out of the top deck alone so that if caught in a similar predicament, one could join the lambs. The top deck was quite a comfortable place, at least to the next stop.

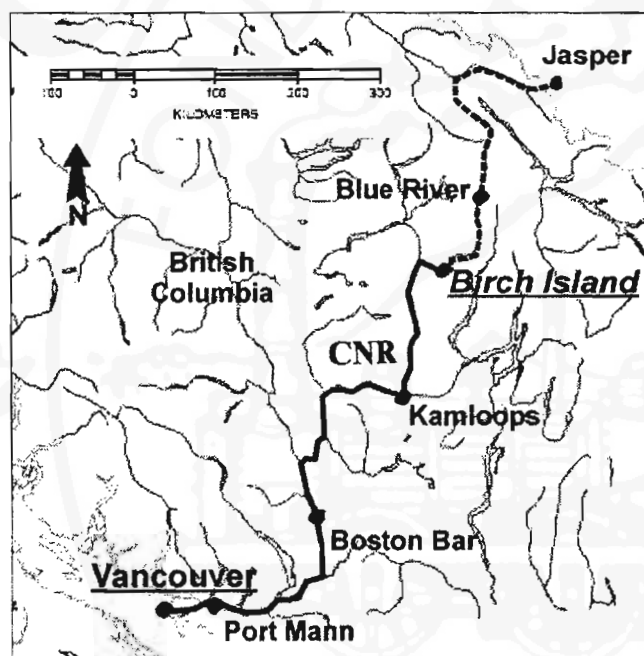
I remember purposely riding there once, on a cold fall night. We had used damp shavings or sawdust for bedding, the top deck had not been sanded and the surface turned to ice. Luckily, in the few minutes between completion of loading and the 'pickup', we realized that the lambs were losing footing, getting panicky, with danger of a pileup. Someone ran back to the caboose with my grip and told the conductor where I was, and why. So, away we went.

If I had not been with the lambs for that first hundred miles there would have been a severe loss of life from suffocation. It should be noted that, particularly on some occasions, range lambs did not travel too well. The contrast from the peace and quiet of the range, compared to the sorting, the fast, seven mile trailing down to the valley, then the loading followed by the noise, crashing and banging of the train, was a bit too much. However, after the first few hours, they settled down very well mostly lying down and chewing the cud. It is interesting that sheep seem to take up less room lying down than standing up.

On looking back, I realize that we probably let them graze and water too much before loading. This was tempting, as we were paid on the 'offcar' weight and

always, at least, hoped for a quick trip! On the other hand, on some occasions, when they were really full, we had very good and trouble free trips so I never really knew the answer.

By the mid thirties, the railway had a biweekly, much faster, stock train running between Edmonton and Vancouver. This train took only six hours longer than the transcontinental passenger train run of about 25 hours. [Note 3] This time improvement also saved the delay caused by having to stop at Kamloops for hours to feed and water the stock from Edmonton. There was still a thirty six hour limit between loading and delivery of livestock. [Note 4]



Drawn by Lyle Morgenthaler

My first trip on the stock train was in the fall of 1936, my father having passed away the previous year and my brother, Ted, not yet being back on the ranch. This was a great adventure and an exciting trip for a seventeen-year-old. I was most fortunate in the fact that most of the train crews knew me as my father's son and set out to make the trip as enjoyable and interesting as possible. They taught me many of the "do's and don'ts" of railroading and told me many stories of the past narrow escapes and the art and mystery of it all! Unusual and mostly great characters, those oldtime railroaders. I think of some of their nicknames: "Sharky" Shaw, "Speedy" Fields, Art McCulloch, "Windy" Miller, "Babbling" Brooks, and so on. These were conductors and engineers. There was also "Whistling" Rufus. He had once killed a patrolman on a velocipede because he hadn't whistled on a corner, which he made up for afterwards!

Of course, there were some fiends, too. Remember that the conductor was the boss of the train

and the caboose was his little palace, home away from home. His caboose went out to the end of his division, where he and his brakeman cooked and slept until their return trip. Some resented sharing this with a stranger and who could blame them. Later, there was often an old 'Colonist' coach put on to accommodate the many so called stockmen and others who used that train for a free trip to Vancouver. This got to be a racket. Almost anyone with a little 'pull' could get his name put on a waybill as caretaker of a carload, or loads, of cattle or hogs being shipped from dealer to dealer or packer in Vancouver. A few railroaders with passes also used this means of transportation.

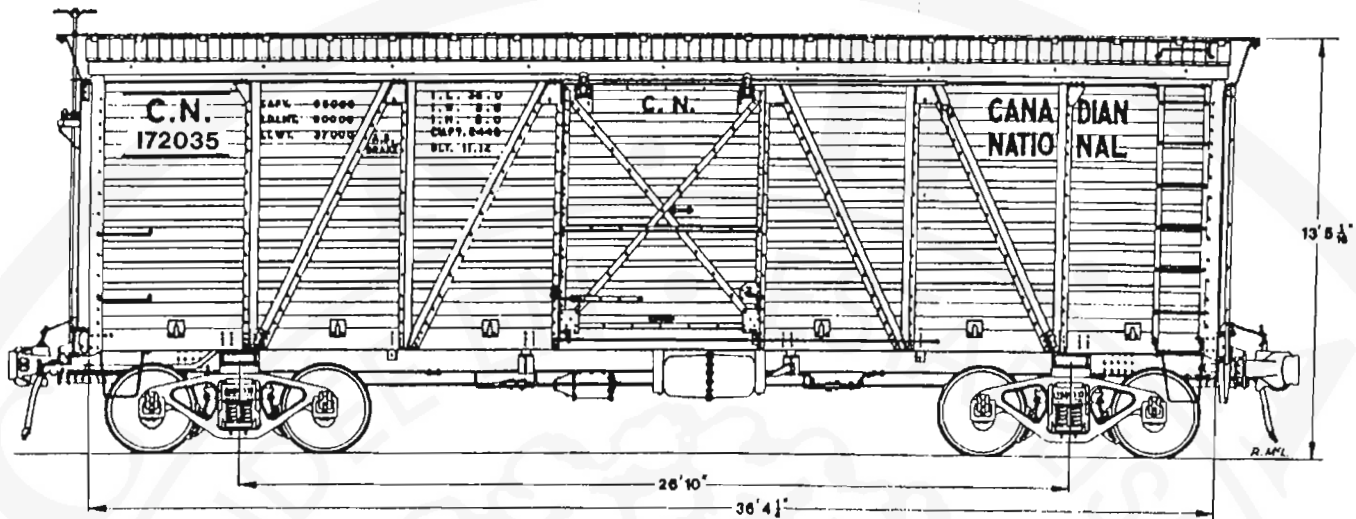
I well remember a young man from an extra gang catching our caboose 'on the fly'. He appeared and walked in the front door of the caboose. The conductor leapt to his feet, grabbed the fellow by the scruff of his neck, held him at arms length and gave him the talking to of his life! I guess he had taken a fifty percent chance of being killed by catching the front end where one either made it or went under the wheels. The back end is designed for this and is safe if you don't succeed; you just get left behind with a few bruises and some missing skin!

There would occasionally be a few stockmen with loads of their own cattle. These came from northern and western branch lines plus a few pickups of lambs or cattle en route to the coast. Some lasting friendships were made, both on these trips and at the terminal packing house, which, in our case, was usually Pat Burns & Co., where sheepmen were greeted with open arms and as old friends by all. [Note 5]

It was common to arrive there on a Sunday morning. After the lambs and other incoming stock were weighed, the lambs taken to the spacious sheep pens, which were situated on a loft with one side open to the Pacific Ocean (actually, Burrard Inlet!) with the cool sea breeze blowing over them. Sheep handling went like clockwork there because the layout was right and they always had a Bellwether for leading purposes [Note 6]. Anyway, after this, someone was always available to drive you to your hotel, not forgetting to remind you to be sure to come to the Company cafeteria for breakfast next morning, where, if three eggs weren't enough for you, to ask for six, together with a platter of their best "Shamrock" brand ham.

On Monday morning, it was usual to find the nicest carload of lambs grazing the half-acre of lawn in front of the office, a pretty sight to a sheepman, and also for the office staff. The butchers always claimed to enjoy working with the Alpine lambs which came in directly from the mountains. They claimed they could smell the alpine flowers on the wool and in the fat.

When business was completed, with a tour of the plant and a visit with the butchers, it was common for oneself and one or two other shippers to be taken out to dinner by the manager or his assistant and so ended



Courtesy of 'Railroad Model Craftsman' magazine, January 1986 issue.

P. Burns & Company

LIMITED

Packing Houses: Vancouver, Calgary, Edmonton

Wholesale and Retail

Meat and Provision Merchants

Live Stock Dealers and Packers

General Offices and Packing House:

Foot of Woodland Drive

Vancouver

another trip [Note 7]. One could not help but shed a tear and feel a pang of sadness when leaving his lambs behind for slaughter. My philosophy was, "Better to have lived and lost than never to have lived at all". Their short life was a happy one and their sacrifice was necessary so that most of their sisters could live and carry on. It was a sad day when Burns closed their operation in Vancouver in the mid sixties. The personnel seemed like a happy family of cooperation, with few changes in personnel, year after year. One reason that Burns and several other packers stopped or slowed their butchering in Vancouver was that,

after the completion of the Rogers Pass Highway, dressed, chilled meat was brought to our coast from Calgary, by refrigerated trucks.

The foregoing was planned to be brief, but in that I have failed and already realize how much I have left out. One of these is the role and, I think, heroic effort of the railways during World War II. The traffic on our line must have more than doubled and yet they managed to speed things up, particularly the so-called stock train, which became the fast freight to carry important "hot" cargo to the west coast.

Trip Mileage for the Sheep

CNR Clearwater Subdivision

Birch Island to Kamloops.....77.8 miles

CNR Ashcroft Subdivision

Kamloops to Boston Bar.....125.6 miles

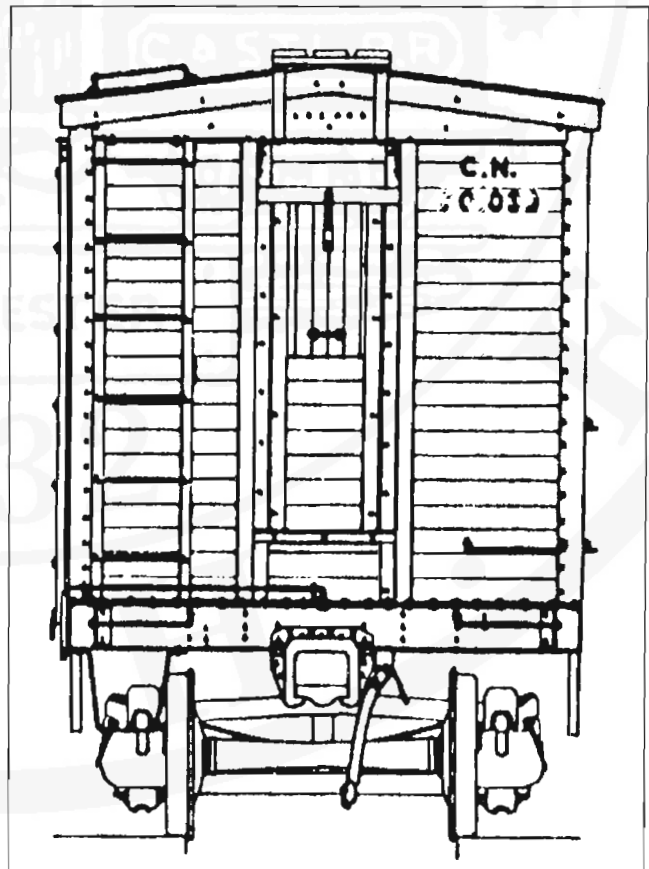
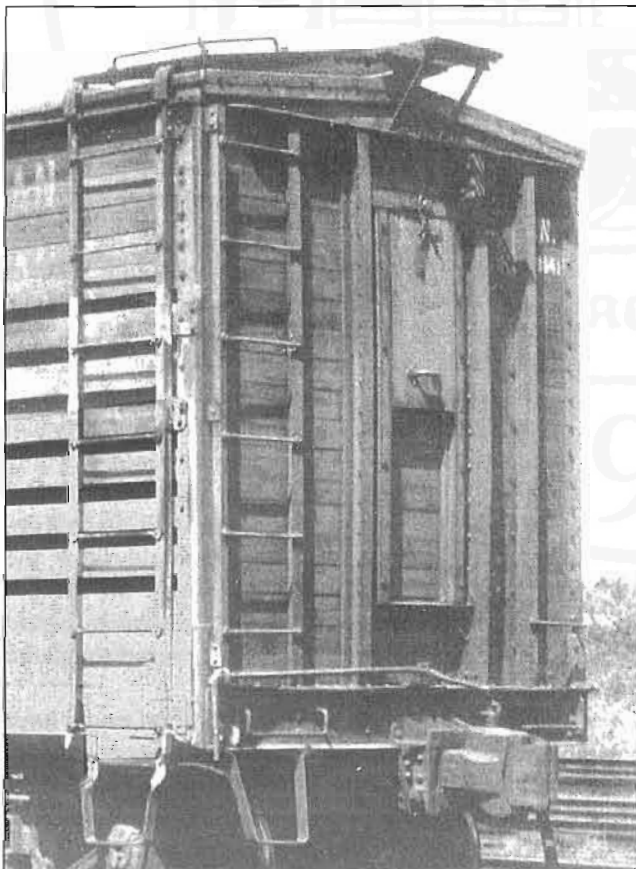
CNR Yale Subdivision

Boston Bar to Port Mann.....114.9 miles

Port Mann to Vancouver.....16.9 miles

Local switching to packing house.....2.0 miles

Total = 337.2 miles



Composite view of end door.

First, remember the engines were all steam and had to stop for water every 40 to 80 miles, and coal (by that time most of the engines were converted to oil burners). Engines were changed and serviced at every division. Bearings, 'journal boxes', had to be inspected for heat and grease, by two or more 'car knockers', who proceeded, one on each side, to give each wheel a vigorous wallop with their hammers. This was to check for cracks developing in the wheels.

Secondly, there was no radio communication between the head end and tail end crews or between crews, operators and dispatchers, and, of course, no CTC, Centralized Train Control, or automatic switches. All orders were picked up by both crews on the fly from the few stations which had 24-hour telegraph operators, who were in constant communication with the dispatchers.

Here, may I describe one particular trip of this train, which, by then, was known as Extra 419 or Special 419. We were fortunate in having a 24-hour operator at Birch Island, our shipping point, so that we usually knew within minutes of the arrival time and so, loaded accordingly. We gave ourselves 45 minutes per car, though it was usually accomplished in 20 minutes, even with only two people. Three was, however, most efficient, particularly if two or three cars were being loaded or if the weather was warm. [Note 8]

This particular day, the train was running late and came into Birch Island just before 6 PM., or, I should say, 1800! Taking on water together with picking up the two cars of lambs took about 15 minutes and we were away. The orders gave us a clear track and nonstop to Kamloops, with the Trans-Canada passenger train forty minutes behind us. Two eastbound freights were to be in sidings ("in the hole").

We did it. By the mile posts, I estimated that, on the longer straight stretches of track, we did just a shade under 60 miles per hour. I have been told that the bearings and wheels of freight cars of that time had been designed and guaranteed for a maximum of 20 mph! Noel Montagnon, our shepherd, and nicknamed Nailo, remembered seeing this laid down in one of his father's "rule books" that freight trains "should proceed at a maximum of no more than 25 miles per hour".

We came into Kamloops yard and were switched onto a long, straight track, three tracks over from the main line. There was a freight on track two, ready to go east the moment the passenger came in, ten minutes after us. A yard engine was already waiting at each end of our train. Almost instantly, our caboose was picked up, the crew and I were left off opposite the station and yard office. The caboose was then taken to the line where incoming cabooses were kept and the outgoing caboose brought out and placed on the line that our train would leave from.

Meanwhile, the livestock had been taken off the front end of our train and placed on a quiet, angling spur,

away from some of the noise and shunting. Next, the "reefers" (refrigerator cars) were taken off to the ice house for checking and re-icing. Another job that had to be done, if the train was stopped for long at a division point on a hot day, was to spray the carloads of hogs with cold water.

While this was being done, I would check the lambs. Sometimes it would be necessary to find out from the yardmaster where they were, what track, and also find the number and whereabouts of the outgoing caboose. I usually managed to find a car knocker or switchman to help me look through the four decks of lambs. This needed two people. One would climb up opposite the top deck while the other would open the door just wide enough to squeeze through, and then close it [Note 9]. One slowly circled the deck and, if all was well, squeezed out of the door and down to the lower deck. If there was a dead lamb, it had to be got out or others might pile up on the carcass; then you might have three or four dead at the next stop.

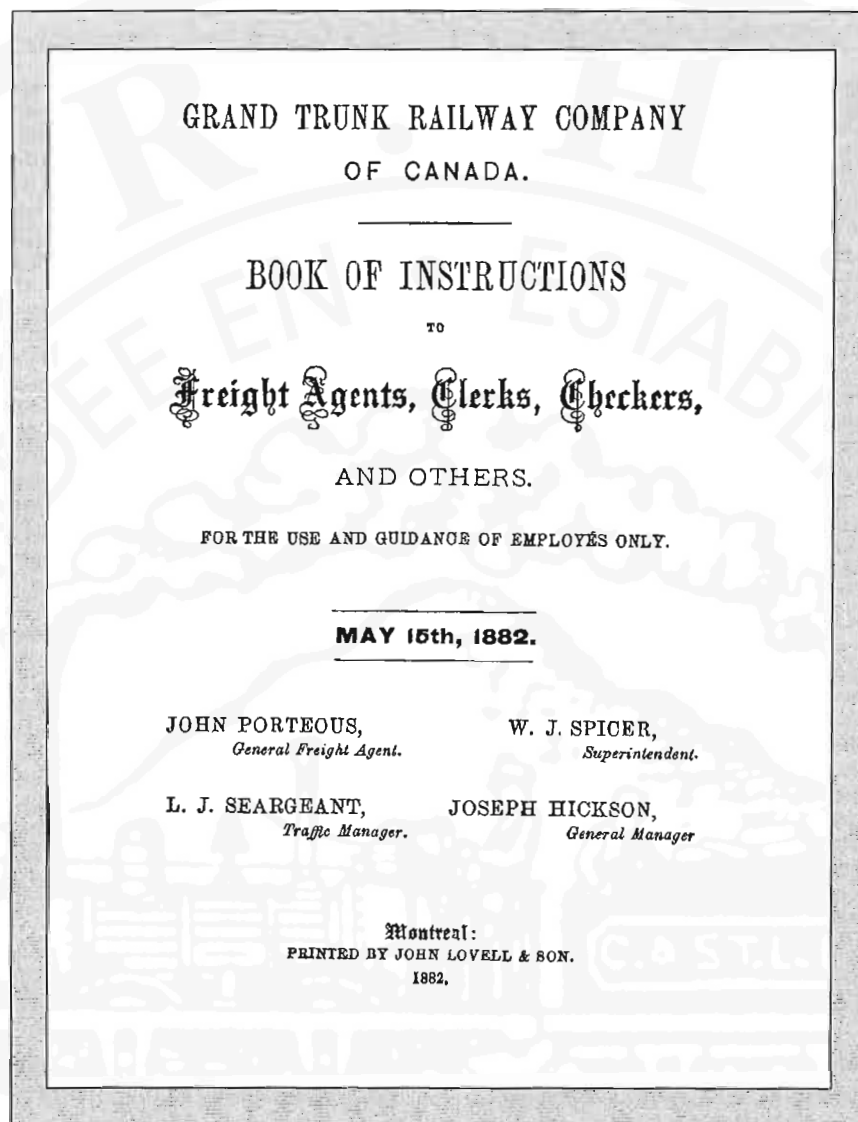
I remember once the helper had to leave me locked in the car while he did a job of throwing a switch or took the brakes off a car or something. Meanwhile, the cars had to be moved. I was worried for a while, but all ended well.

One time, I found a lamb almost dead, which I dragged out. Says the helper, "Do you think it would be fit to eat?". I said "You can but try!", and while he held a light, I hogdressed the lamb, propped the carcass open and threw it on a pile of ties where he could pick it up later.

Another sheepman told me of having a beautiful 100 pound lamb jump out of the lower deck when he was getting in the top. It looked pretty hopeless, but, with two helpers and the glare of an engine headlight, they caught it.

To carry on; I would rush to the yard office, pick up my grip, and head for the outgoing caboose, which by then was usually just in the process of being hooked onto the reassembled train, now probably on track four and almost ready to go. The caboose had a homey atmosphere. The coal oil lamps and running lights had been filled and cleaned and lit, the coal heater burning brightly. Soon, a quiver would run through the train and one would know that the outgoing engine had coupled on. A glance at the air pressure gauge would show the pressure going up and one could hear the brakes releasing. Next, the outgoing 'tailend' brakeman would appear and we would slowly start moving west through the yard.

From memory, this whole operation would have taken about 40 minutes. While this was going on, another eastbound freight had come into the yard, the passenger train had come in, made its 20 minute stop, and pulled out west ahead of us. As we came opposite the yard office, Mr. Conductor, with his briefcase of waybills, etc. and orders, would grab the caboose on the fly (about 10 mph), the



Grand Trunk Railway instructions for moving livestock, from Book of Instructions to Freight Agents, Clerks, Checkers, and Others, effective May 15th, 1882. This makes an interesting comparison to the instructions issued by CP Rail ninety years later. CRHA Archives.

brakeman would signal the Engineer (known as the Hogger) with the air valve, to 'High Ball', and, so, we were away, about ten minutes behind the passenger.

If you were a stranger to the conductor, his first words were probably, "Well, who the hell are you?", whereupon you would produce your copy of the waybill and contract to prove yourself a legitimate traveler. During those war years, it was not uncommon to be accosted by a railway policeman or military men to whom you had to prove your reason for being in the yard, or climbing on a freight. Sometime these people would help me look through the lambs. Also, any young man not in uniform was often stopped and asked for credentials and reason as to why he was not in the forces. I had already received an exemption certificate on the proviso of producing wool and meat. I was "Bound to the ranch for the duration of the war"!

On leaving an important divisional point and junction, like Kamloops, where cars had been both taken off and added, the conductor had more than an hour of office work to do. All waybills were put in order and all car numbers written down in sequence, and, I believe, in their sequence or position on the train. All waybills also had to be filed in sequence with the car numbers.

While this was being done, I was usually invited to ride in the cupola, with the brakeman, where one had a view of the whole train and all around it, an unforgettable experience on a moonlit night, down the edge of Kamloops Lake and the through the lower Thompson valley. Later, the conductor would climb up, suggesting that you go down and have your supper (brought with you) and using his boiling kettle to make tea or coffee, followed by a snooze on his bed, but take your shoes off! Most of them were so good. The secret was to take

On no pretence whatever may articles be loaded outside, on the top of box or cattle cars.

34. All live stock must be loaded and unloaded at the expense and risk of the Owner, and should, as far as practicable, be accompanied by a man in charge, when consigned to a local station. Horses *must* always be accompanied by a man in charge. When live-stock is shipped in less than a car load, the party in charge must purchase a second-class ticket, but the Agent must not advance the money and enter it as a "paid on" charge, without proper authority. When authorized to give passes to men in charge of live stock, unless otherwise advised, the Agent will only do so on the proper form. See Assistant Manager's general order No. 7, March 29th, 1882. Passes supplied to drovers and parties in charge of live stock and perishable freight, must not be issued to points upon other Railways beyond the G. T. R. Junction stations, unless specially authorized. Where the receipt is given for more than one car of live stock, the numbers of all the cars must be entered on the pass. For any one lot of 1, 2 or 3 cars belonging to one person, the Shipper will be entitled to a pass for one man; for a lot of 4, 5 or 6 cars, for two men; for 7, 8, 9 or 10 cars, for three men; for over 10 cars in one lot, for four men. Return passes must not be given unless specially authorized by the General Freight Agent or his Assistants. Hogs ^{and} sheep must not, under any circumstances, be loaded in the same car with cattle, unless each description is partitioned off. When a Shipper half or quarter decks a car, the full rate for a double deck car must be charged, unless otherwise advised. Race horses, stallions, blood or other valuable live stock, for the purposes of transportation to or through the United States, must be declared on the consignment note and shipping receipt as not exceeding \$100.00 in value for each horse or horned animal, or \$10.00 each for sheep and hogs, otherwise they must not be accepted; if the Shipper desires to protect himself against accident for a higher value, he

must do so in some other way. (See special Customs regulations reimported live stock into Canada and the United States).

35. Live stock receipts must be surrendered by the Owner or man in charge, before the live stock is delivered.

36. The Agents will note, that when a Shipper consigns his live stock with the privilege of its being stopped off, for sale or other purpose, at an intermediate station, except for feeding purposes as herein advised, there will be an additional charge of \$5.00 per car. This additional charge must be added to the through rate, to cover the terminal expense, and must be way-billed in the "net freight" column, with a remark "additional charge for privilege of having the car stopped at...." When delivery is taken at an intermediate station, the Agent there must telegraph the Auditor, Montreal, stating the number of the car stopped, the station from and to, and the amount collected; and he must also write to him enclosing the original way-bill, with the receipt for the live stock given by the Agent at the forwarding station. (See clause 76.) The current rate to the station must be charged by the Agent at which the livestock is stopped, and the amount collected must be entered in the cash book "to await debit way-bill," which will be sent by instructions from the Auditor. Extra charges will not be made on United States cattle stopped off at Sarnia, Lyn or Island Pond, and hogs at Don or Island Pond, or on Canadian live stock at Don, Brockville, Point St. Charles or Island Pond, for FEEDING PURPOSES ONLY. (See clause 33, page 104, re Toronto West cattle market.) The feeding charges advanced on live-stock in transit must be paid or charged forward; in the latter case particulars must be entered on, and re-charge way-bill must be attached to, the original way-bill; and should there not be a sufficient space on the face of the original way-bill, the G. T. R. Agent at the Junction station or destination, as the case may be, must be advised by letter of the additional charge.

nothing for granted, wait to be invited or ask permission. If they had time, the crew would usually cook themselves a good meal, either a late supper or an early breakfast, as they neared the end of their run.

That night, we didn't have too much time. We had one passenger train 20 minutes in front of us and another fast passenger train 40 minutes behind us and we were to travel between these two for the 130 miles to Boston Bar, the next divisional point. We would stop for water once only and 'go in the hole' twice, for two fast eastbound passenger trains, which were also travelling an hour apart.

I don't know how many times we picked up new orders, but do know that time was pretty tight on some of those passes. To enter a siding in those days, the train slowed down and allowed the headend brakeman to run ahead, unlock and throw the switch, and then catch the engine as it went into the siding. As the caboose cleared the switch, the tailend brakeman would throw the switch back to the mainline position, lock it and run to catch the train. After the 'pass' the headend brakeman would throw the switch at the other end of the siding, to let us back onto the main line and the tailend brakeman would again have to put the switch back and run to catch the caboose. There

was certainly some amazing, and sometimes worrying, split minute timing involved, with very little time wasted.

I have a vivid memory of us approaching or slowly going into a siding - the conductor standing out on the back end of the caboose, watch in one hand, fusee in the other - really a tense moment. Would we make it in? Should he throw the fusee? He didn't. We made it in with one minute to spare. It was a troop train behind us. I think a fusee would burn for 10 minutes and thus protect the tail end of the train.

All went well and we came into 'the Bar' (Boston Bar) a few minutes ahead of that passenger train that had been right on our tail. While it made its 15 or 20 minute stop, our train was inspected, caboose, engine and crews changed, ready to go out right on its tail. We followed that train nonstop to Port Mann yard which is really the terminus of the C.N.R., eighteen miles out from Vancouver station, which is actually on the Great Northern tracks [Note 10].

At Port Mann, the train was all broken up for its various destinations, some for the New Westminster interchange for B.C. Electric to forward to Marpole in South Vancouver, some to Swift Canadian Ltd. at Sapperton, and most of the remainder going to

Vancouver, with much of that being picked up by the Harbour Board Railway for delivery to the waterfront, including P. Burns Ltd. along the C.P.R. tracks. So ends a fast, wartime trip.

After the war, things seemed to slow up and not run so smoothly. Many of the oldtimers retiring, probably the unions becoming stronger, with crews tending to 'work to rule' rather than with a spirit of cooperation and efficiency. Finally, with the passing of steam, the addition of CTC and radio communication, followed by trucking, a large segment of the romance of shipping and selling livestock has gone for ever.

One thing that I have not mentioned was the great discord that developed between the crews at the tailend and headend of a train on some trips. This was before the days of radio communication, when communication was by hand signals in daylight or by waving and wagging lanterns at night. These were mostly used when the train was stopped, starting or moving slowly, with the brakeman, (or brakemen, as sometimes they used two on long trains, especially when it was wound around a curve) on the ground or on top of the cars. On moving trains, the tailend could signal by briefly opening the air valve at the back of the caboose. This operated a whistle in the cab of the engine, to alert the headend crew and to pass coded messages.

The tension would build up as we progressed through the division. Nothing the hogger did was right, too slow, too fast, too jerky, you name it! I've seen conductors get so mad they'd finally pull the air brake and stop the whole train dead! Then it would take 10 to 20 minutes to get the brakes off again!

I think perhaps I witnessed a case of the hogger playing a trick of retaliation on a conductor. This must have been preplanned by the whole crew. We pulled out of Kamloops one dark rainy night, and that hogger opened his throttle wide, going out of the yard so fast that Mr. Conductor, realizing that they planned to leave him behind, had to jump the middle of the train, on the fly. Of course, the brakeman could have pulled the air, but he didn't. I asked the brakeyer where the conductor was and he looked at me a bit oddly saying he expected that he'd turn up! Well sir, it was a long time before that soaked, angry man climbed down the ladder into the caboose. I think he went through the Battle Bluff tunnel (just west of Kamloops and nearly 3000 feet long) on top of the cars, can't be sure. It is a wonder he survived it, particularly, as I realized later, he was soaked in another way that wasn't from the rain!

I remember one trip in the thirties, with Nailo, our shepherd. We were picked up on the regular through-freight, No.403, which was late. We got away from Birch Island about dark and for some reason rode the tender on top of the water tank, into Kamloops. It was dirty, even though the engine burned oil, there was still a lot of ash and dust blowing. Later, the water under us began to get

uncomfortably hot. We had to sit on our bags! [Note 11]

The trip from Birch Island to Kamloops was fast. The train was late and the crew wanted to get home. On one stretch, I think it was from Louis Creek in, that we estimated the speed at nearly 70 mph!

That was the fast part. We were held up in Kamloops for about six hours, waiting for some cars which had to get to the coast. These cars, half a dozen empty tankers, finally arrived and we got underway in the morning. About seventy miles out, we came to an unscheduled stop, somewhere near Ashcroft, because one of these cars had developed a 'hot box'. It was really hot, with flames licking up around the tank. When the crew discovered that this "empty" was actually full of some 20,000 gallons of gasoline, they hastily uncoupled the whole lot and left them, with the journal still flaming, on the siding. They didn't seem to carry fire extinguishers. During this stop, the caboose crew climbed over the fence with several large pails and shortly reappeared with bushels of huge tomatoes from the adjacent field.

There was another terrible trip, made by Gerry Constable, our shepherd, in 1958. There was a CN or union inspector aboard. He took over the caboose and made everyone work to rule. Gerry was told to "Sit in a chair and stay there!" He wasn't allowed up in the cupola. At Boston Bar, the outgoing crew had not been called, so had to be given one hour for breakfast. Then it was found that they hadn't had enough rest, so a fresh crew was sent by taxi from Kamloops to take the train out. Poor lambs! Poor Gerry! On top of all this, the lambs were delivered to the wrong packing house through an error.

I will always remember some of the stock car numbers, ones that were kept in Kamloops, that we used so often, such as a very old car, No. 170509, which was dated 1914 or earlier and had "Grand Trunk" painted over with "Canadian National". Then there were 171199 and 170450, and so it went until the larger cars were brought into use [Note 12]. The old ones were 36 by 8 feet and held 200 to 210 lambs.

My recollection is that the 1930s freight costs were \$68 for 200 lambs, each weighing about 80 lbs. Of course the trip as caretaker with livestock was free, however one had to sign a contract absolving the railway from all responsibility of life and limb! There could only be one caretaker with up to two cars, with three and more cars two people could legally travel, though in those days, we seldom shipped more than one or two cars at a time. Nailo and I were still able to make many unforgettable trips together as Nailo had a rail pass, his father being a railroad man. Now on looking back it is surprising that the freight conductor honored a pass or took one's word so readily on a freight train, however we are looking back to those days when almost everyone seemed to know of or be aware of everyone. This was toward the end of the great Depression which I believe had tended to create a time of trust and cooperation. Perhaps one tends to only

remember the best in both people and circumstances.

On returning homeward one obtained a half-fare ticket by presenting the stamped waybill of the shipment to the ticket agent, I remember the cost was \$6.60 from Vancouver to Birch Island, about the value of one lamb. If one felt rich enough to take a top berth, it could be obtained for an extra \$1.50, but we never did." [Note 13]

NOTES

No. 1: Kamloops had been a sternwheeler centre since before the arrival of the C.P.R., so it was no surprise that the railway contractor used a sternwheeler on Kamloops Lake and North Thompson River. It was the 'Distributor', launched in 1912, and the largest ever seen on these waters. It carried supplies for the emerging right-of-way along the riverside to head-of-navigation at insignificant Peavine, which happens to be about a mile downstream of Avey Sheep Ranch. This ranch received its tin roof and other items by steamboat.

No. 2: For more details of this small end door, see end of article.

No. 3: This sentence suggests that Moilliet's lambs were attached to a unit train consisting only of stockcars, carrying cattle owned by Swift Canadian and Burns Meats. Such a train had running rights over all other trains excepting First Class ones, which meant they held the mainline at meets except for passenger trains. Such trains did not stop to make pickups en route, so this incident may have been an exception. The late Walter Emmington of Kamloops, a CNR freight conductor, said these stock trains usually consisted of 15 to 30 cars and ran at the weekend and at mid week. He said they usually had an old coach at the rear, in front of the caboose, to accommodate the stockmen who had a pungent odour about them! These coaches were deadheaded back to Edmonton on the day following the westbound movement. These dedicated stock-only trains ceased running in the late 1960s.

No. 4: In the USA from 1873 there was a federal law that said livestock must not remain in a car for more than 28 hours. Beyond that period the stock had to be 'grounded' for 4-5 hours for water, feed and rest. But it was a law that was largely ignored until the first decade of the 20th century when more effective controls were introduced. Canadian law followed suit but made the time limit 36 hours, presumably because the country's climate was considered more moderate, with a minimum of a 4-hour grounding. In moving cattle from Edmonton to Vancouver, the grounding rule was invoked when nature or derailments blocked the line. Most of these occurred between Ashcroft and Hope, so very adequate grounding facilities were provided at Kamloops Junction. The corrals [and overflow fields] were located on a spur away from the switching areas and there were several chutes, so enabling a cattle train of 15-30 cars to be unloaded in less

than ten switching movements. CNR also had an adjacent feed house as it was the railway's responsibility to feed the grounded cattle. Loading of sheep at Birch Island would be deferred if there were problems in the coastal canyons, so sheep groundings at Kamloops did not happen.

No. 5: Burns Meats Ltd. was named after colourful Pat Burns [1856-1937] who, with limited education and no initial capital, created one of the world's largest meat packing firms, centred on Calgary. He got a start with a two-way trade with ranches, supplying them with stock to create herds and then buying their young animals. From there he progressed to providing meat on-the-hoof to Yukon prospectors and railway construction gangs in the West. Back in 1911-12 his company was active in the North Thompson valley. A Vavenby oldtimer said "When railway construction came, P. Burns & Co. put in a little slaughter house and bought all McCorvie's cattle, some of which had gone part wild. The story goes that Burns paid for about a hundred head but rounded up over two hundred." Burns built a new then-state-of-the-art multi-storey packing house and cold storage plant in Vancouver in 1907, fronting the harbour, close to downtown and fed by rail spurs off the CPR mainline. It operated till the mid 1960s and was then closed down because of geographical changes in the meat industry and its old age. It was demolished in 1969.

No. 6: Bellwether is defined as a male sheep that wears a bell and leads a flock, a wether being a castrated male. Ernie Ottewell, a long-ago CPR fireman, recalls taking loaded stockcars from Coquitlam yard to the Burns packing house. "They had a bellwether to help unload the sheep. He was led to the lower open car door and turned about and the sheep obediently followed him to the pens. The bellwether then made a sharp turn and was brought back to repeat the process with the sheep on the upper deck."

No. 7: The cordial atmosphere at the Burns plant was likely due to the influence of the first owner, Patrick Burns. He was a multi-millionaire when he sold the business in 1928 and retired aged 72. Apparently he was no ruthless business baron but always made fair bargains and the legend grew that he never made an enemy. One associate said "I never heard anything bad about him - except his dancing".

No. 8: Remember this is the loading time for two levels in a car. For mature cattle on one deck the time allowance was about 20 minutes.

No. 9: This description of entering a stockcar is contrary to that expressed elsewhere in the article. In a double deck car the 'man hole' would give access to the top deck but the side central door would have to be used to reach the bottom deck.

No. 10: The rail distance between Birch Island and Burns' meat plant in Vancouver was 337 miles and when

everything was running smoothly could be traversed in 21-22 hours, inclusive of 40-60 minute stops at Kamloops, Boston Bar and Port Mann. This last yard was named for Sir Donald Mann [1853-1934] who with his partner William Mackenzie, created the Canadian Northern Railway, which through insolvency became a part of Canadian National Railways. It was the western terminal of this trans-continental line and still is, but was renamed Thornton Yard in 1978 after Sir Henry Thornton, second president [1922-32] of the newly created 'National' organisation.

No. 11: Loaded stockcars were always attached to the headend of a freight to make for fast switching movements and also to lessen the swaying movement. The first car(s) would have held Moilliet's sheep and it is probable the two men were not given time to walk to the rear of the train to board the caboose; hence the ride on the tender.

No. 12: More details about these particular cars are given below.

No. 13: The custom had arisen in the States in the last quarter of the 19th century to give stockmen free round-trip transportation. But it appears that latecomer Canadian Northern Railway decided this was too generous and so half fare was demanded for the return journey. The argument was that the stockman had done his work, cleaned up, had a night or two on the town and was now occupying a revenue seat on a regular passenger train.

The Stockcars of this article

The three identified stockcars, numbered 170450, 170509 and 171199, belonged to the first batch of stockcars built by the newly created Canadian National Railways. Stockcars were rarely built new and usually were conversions of obsolescent boxcars. Such was the case here, being 1923-24 conversions of Fowler boxcars built in 1912-14. A 500-car batch numbered 170100-599 came from the Grand Trunk Railway and a 1,000-car batch numbered 170600-171599 came from the Intercolonial Railway, so creating these much needed 1,500 stockcars.

These cars had a long life - because their use tended to be intermittent - and 1,400 of them were still in service in 1946. The last 23 survivors were withdrawn between 1967 and 1976. The withdrawal dates of these three specific cars are unknown.

These cars were of 36 ft. internal lengths, 8 ft. 6 inch internal width and 8 ft. internal height. This last dimension in a double deck car meant that a stockman had to crouch to walk either floor. The cars came with 5 ft. or 6 ft. wide centre doors, depending upon their origins. They were painted boxcar red except for the six side slats which were in white. The floor and lower sides of these cars were disinfected with a quick-lime wash so after a time the lower part of the cars became blotchy.

Most North American stockcars up to about 1920 had a small door built into one end as a standard feature. This would allow access to the car without having to open the main door with its potential of losing stock. Out of the 3,250 Fowler conversions made between 1923 and 1950, only the first 500 conversions mentioned above, a batch of 300 cars in 1934, and 200 more in 1949/50, had such end doors. The policy behind this selectivity, amounting to about a third of all such conversions, is not known. The design adopted by CNR was a sliding vertical hatch, 2 ft. x 3 ft., held closed at its top position by a latch.

The purpose of the 'man hole' was to allow a stockman to give aid to a 'downer', an animal that had fallen to the floor and could not get up and would be trampled by other occupants. The loss of footing was usually due to severe train jerks and jolts caused by starting slack, sudden braking, careless switching or poor loco handling. Prior to 1900 about 5% of stock died in transit or later from this cause. Considerable improvements in eliminating slack in draft gear, in brake systems, and the use of dedicated engine crews, by the end of World War I had largely eliminated the problem, so hence the elimination of these hatches.

It is most probable that the three cars of this story were returned empty to Kamloops for stabling until their next loading which could be somewhere on the Okanagan branch or the mainline between Birch Island and Ashcroft. Only a small minority of stockcars were fitted with double decks so it was to everyone's advantage to have them readily available at selected locations.

SECTION 12

CP Rail instructions for handling of livestock by rail, undated, but after 1968.

1.0 Handling of Livestock by rail

1.1 Method of handling livestock and the condition of cars furnished for the transportation thereof is important. Packing companies, livestock associations, railway companies and stockyards are making every effort to convey livestock from shipper to packing house with a minimum of damage and loss, due to bruising of livestock in transit.

1.2 It is important that all employees be fully aware of the necessity of carefully inspecting equipment and that defects such as loose or protruding nails, bolts, broken slats, damaged floors etc., be corrected before the cars are supplied or placed for loading.

1.3 Care must be exercised to ensure rough couplings are not made when handling cars containing livestock.

1.4 Defective or non-standard gang planks or toe boards which do not fit closely into the car doors should not be used. All such appliances should be inspected at frequent intervals and repairs effected at Once.

1.5 Bruising may be caused by the use of rods, sticks, canes or whips in loading and unloading animals; this practice must not be indulged in by employees, who should also endeavour to prevent others from doing So. Extreme care should be exercised in keeping platforms and unloading docks, etc., in good condition; when wet or icy, they should be properly cleaned and sand or cinders sprinkled on such spots as well as in alleys where the cattle are required to make a sharp turn in order to get into the pen. If any injury does occur from any cause, it should be promptly reported to the Superintendent.

1.6 When spraying of hogs is performed; as requested by shippers or consignees, a steady stream of water is not to be directed on the animals, but it is to be sprayed against the ceiling of cars and allow to drip on the animals.

1.7 Exchange of animals at stockyards is not permissible. Employees observing or being informed of such exchanges must promptly report all available information to the railway representative in charge of yards.

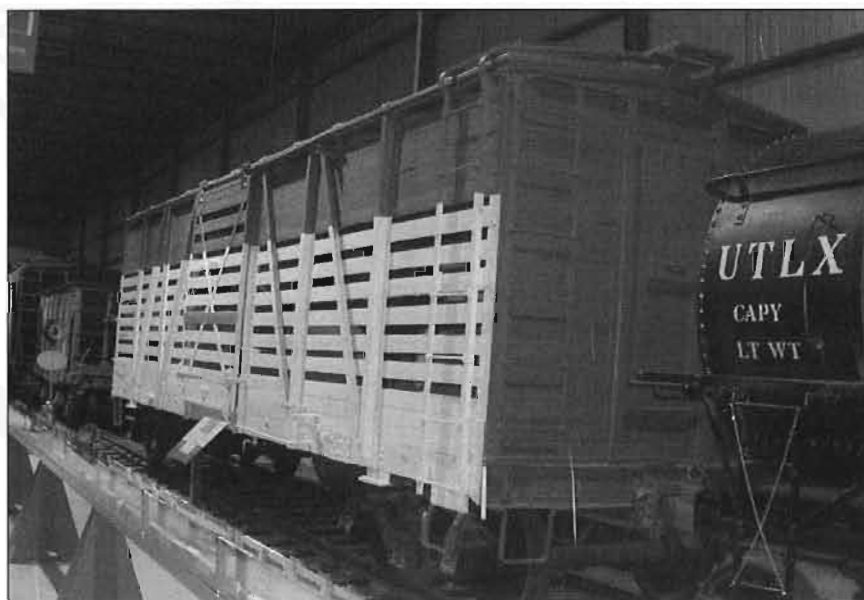
1.8 In the case of all livestock shipments originating at or destined to any point on CP Rail, or passing over any of its lines, the date and hour at which said livestock was loaded must be clearly shown on the waybill and where livestock has been rested, fed and watered in transit, the date, hour and place at which it was last rested, fed and water must also be shown on the waybill.

1.9 United States laws, violations of which provide for heavy penalties, prohibit confining of livestock in cars for over TWENTY-EIGHT HOURS, unless prevented by storm or other accidental or unavoidable causes which cannot be anticipated or avoided by the exercise of due diligence and foresight, except when the THIRTY-SIX hour release (CPR Form 1090) is signed by the owner or person in charge of that particular shipment, and notation made on the waybill accordingly in the place provided for this purpose on the front of the waybill, in which event, the time of confinement may be extended to THIRTY-SIX HOURS.

1.10 No carrier shall confine in a railway car,

- a) equines, swine or other monogastric animals for longer than 36 hours; or
- b) cattle, sheep, goats or other ruminants for longer than 48 hours.

1.11 Subsection 1.10 does not apply to ruminants that will reach their final destination in Canada where they may be fed, watered and rested without being confined longer than 52 hours.



CN Stock cars are represented the CRHA Collection by 173543, this is a 1913 product of Canadian Car & Foundry and the CNR. Photo Iglica Avramova.

Planes, Trains and Buster

An Afternoon With Acclaimed Filmmaker and Animator Gerald Potterton

By Robert and Marco Marrone



Buster Keaton & Gerald Potterton on location during the filming of "The Railrodder"

The rain fell furiously in Montreal the night before we went to Gerald Potterton's farm. When it let up, the façade of Windsor station was enveloped in wetness, dripping huge water drops that only a building with that kind of history could dribble. Montreal was quiet by storm and slowly kindled by daylight when we got on the highway towards the eastern township. His farm, sprawling on a lush landscape, has the ability to simply take your breath away. Its big, the countryside is big, and we have a hell of a time trying to find the place! It's in a part of the province that even ex-Prime Minister Paul Martin calls home. As we finally arrive we're greeted by a hearty gentleman in his seventies who, despite his white hair, could pass for much younger. He says, "Hello," and we know it's the voice we've heard before, the voice that

once directed the legendary Buster Keaton. And it's Keaton who gilds our meeting soon after the director welcomes us with an easy smile into his almost two-hundred-year-old farm house.

We ask, "What was it like to work with Buster?" "Great fun! He was a great man and a great friend," Potterton utters fondly. Words seem unnecessary, for there are plenty of photographs of the silent-film legend decorating his home. "He was an incredibly nice person. He never had anything bad to say about anyone. He never did anything half way. In some scenes of 'The Railrodder' he was asked to cheat, namely at the beginning when he emerges out of the Atlantic Ocean. I told him to only go in a little way, but he insisted on going quite a way out into the water to give the full effect... He went all out as he did

in life." At one point during our visit we actually sit down with Potterton and watch the film with him. We'd seen it a hundred times since childhood and the notion of taking it in one more time with the director himself was simply surreal. He slaps in the video and the movie begins on the television, which nestles in the corner by the window and the view of rolling hills.

'The Railrodder' was a twenty minute short produced by The National Film Board of Canada in 1964. Keaton, using his celebrated talents, played an old man careening across Canada on a runaway railway speeder. The idea for the movie came to Potterton in 1963, when on the way to work one day, he saw one of those speeders crossing a railway bridge above the road he was driving on. Later that day, during lunch with his colleagues at the film board, he mused about doing a film-short about the subject involving a single actor. Once the idea started rolling, Buster Keaton's name came up in conversation, but it had been so long since he starred in anything noteworthy that someone actually asked, "Is he still alive?" Certainly, Buster was alive, and arrangements were made for Potterton to meet him in New York City, where Keaton was starring in a Samuel Beckett film. Potterton remembers going to the Swiss Hotel across from Central Park and knocking on a door. He remembers a raspy voice answering dryly, telling him to, "Go ahead!" It was Buster, straight and to the point. In fact, he answered the phone in the same manner. Much of his life could be inferred in that staid greeting, Potterton believes.

During that initial meeting in Manhattan, their discussions were interrupted by persistent outside noise. Keaton walked over to an open window and yelled to an unsuspecting city street below, "QUIET!" And then, resumed the conversation, stipulating that he'd do the film on one condition, "I want a wild duck dinner written in my contract." To which, Potterton responded, "Yes."

The script was a page in length. It outlined the premise of the film with an introduction and conclusion. All the gags were improvised by Buster as shooting proceeded. Preproduction took place during '63 into early '64, and filming began in

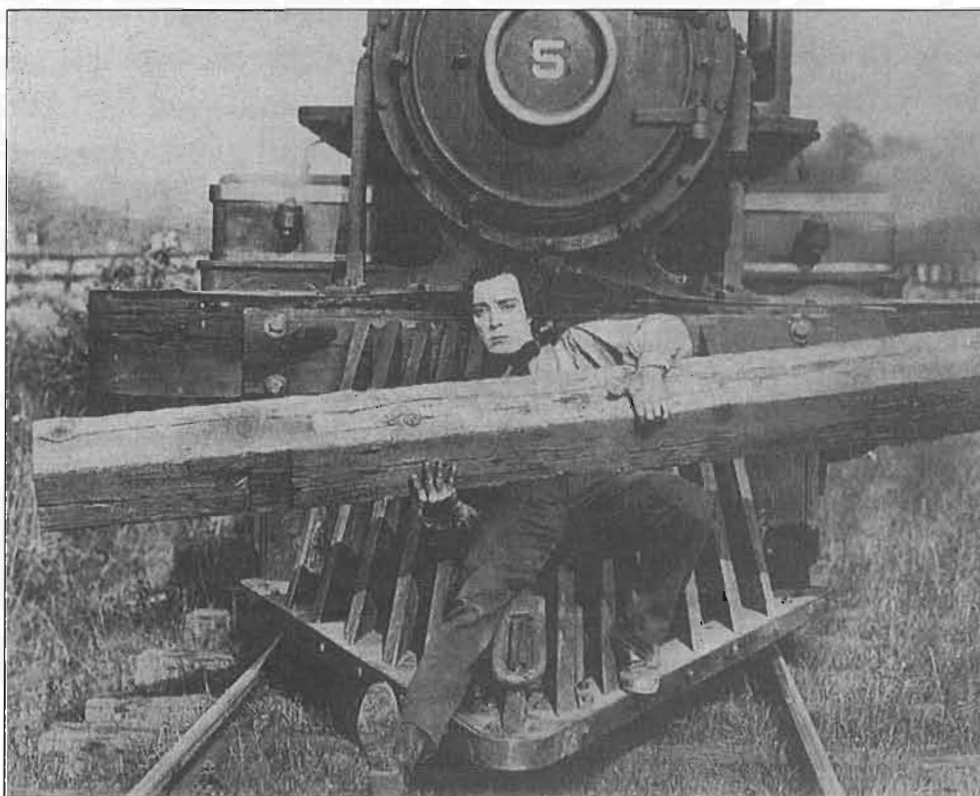
September of that year. It took five weeks to shoot, beginning in Nova Scotia and wrapping up in White Rock, British Columbia, at the cost of around ninety thousand dollars.

Keaton was given a private rail car with a staff for his every need. The CNR crew treated him well and he in turn treated them with great respect. Two cooks that served him meals had previously served Queen Elizabeth on her royal tour of Canada.

Since the National Film Board and the Canadian National Railway were both government agencies, it simplified bureaucratic red tape, and in the end, Potterton says, "We had the entire CNR at our disposal to make this film." Yet, in places like Wakefield, Quebec, they had the benefit of using CPR tracks.

When Buster and his wife Eleanor initially arrived at the film board's offices in Montreal, Potterton arranged a special screening of Keaton's epic work, 'The General.' Eldon Rathburn, who would score the music for 'The Railrodder,' provided live musical accompaniment to the 1927 classic. Buster was very moved. He was proud of the film. In 'The General' there were no stunt doubles and no special effects, unlike today's movies. It was Keaton riding a real steam locomotive and concocting the breathtaking stunts and mechanical gags, always with that famous deadpan face of his. The camera man had orders to keep shooting until Keaton yelled "CUT!" or was killed.

The 'Railrodder' has certain moments where Keaton seems to be paying homage to his younger self, to



Buster in a promotional photo for his 1927 classic "The General".

that fresh-faced star at the very heights of Hollywood, before alcohol had taken its toll. "Although Buster appears to be a tired old man, Potterton says, "There were times during filming that he looked like the young Keaton. His agility and energy was remarkable." It's unmistakable when you see him at Yarmouth, Nova Scotia, the Victoria Bridge in Montreal, Edison station in Alberta, the Fraser Canyon at the joining rivers of the Thompson and Fraser, and White Rock, B.C.

An elevated shot depicts Buster's approach into the Rockies with opposing bodies of water on either side of the right-of-way. Of that particular shot, Potterton says, "There was a CN travel poster at the time that had this amazing photograph of the mountains, and I thought it would make a good scene in the film." It was in those awe-inspiring Rocky Mountain sequences that the director realized how much the iron road was a thread in the tapestry of the nation. "The railroad was absolutely necessary in connecting Canada from coast to coast, especially through this region. In the Fraser Canyon you have this amazing sight, CNR tracks on one side and CPR on the other."

Though the making of film was an experience early in Potterton's career, it marked the end of Keaton's. The director recalls, "Buster had a coughing fit and I knew

he was not well. He had coughed up blood. We were out in the middle of nowhere - Rivers, Manitoba - and only halfway through shooting. I was concerned." Keaton worked far into the next year on other projects, assuming he had bronchitis. Buster didn't know he had cancer, and no one would ever tell him. He continued chain-smoking, even when he was down to half a lung. He died on February 1, 1966, with Eleanor by his side.

When the end credits appear Potterton gets up and retrieves the video from the VCR, sighing Buster's name, affectionately. On a trip back to his native London, England, where he was born in 1931, Potterton had come face to face with Charlie Chaplin. They made eye contact, and Potterton thought about introducing himself to the legend, and telling him who he was, and that he'd once directed an old friend of his in a movie. But for some reason he couldn't bring himself to say a word, and just walked on by. He regrets it now, "I'm sure we would have gone off and had a coffee and talked." But so is life. He believes that he may in fact be a distant relative of Chaplin's, since his grandmother's maiden name was Spencer, a name in Chaplin's own family. Potterton spent part of his childhood in Wiltshire, near Stonehenge, surrounded by military bases. He developed a fascination for airplanes, in part from his pilot uncle. At nineteen, he



Buster "Looking West" promotional photograph for "The Railrodder" by National Film Board photographer Sam Tata.



Potterton in his study, surround by his work and mementos.



Potterton with his garden railway. Note the CNR loco and car with CPR caboose. The cooperation of the two railways like he had in "The Railrodder."

himself entered the RAF, during which time he studied at London's acclaimed Hammersmith Art School. Upon his discharge in 1954, he came to Canada, landing at Saint John, New Brunswick. He rode a train to Montreal for seventeen hours. "I got on this train and everyone's speaking French, and I thought doesn't anybody speak English?"

He joined the National film board of Canada in 1954, and by the time he directed Keaton, was twice nominated for Academy Awards for his Animation shorts, 'My financial Career', 1962, and 'Christmas Cracker', 1964. Though he has directed such greats as David Niven and Vincent Price, and created Oscar-nominated works, as well as having his own film company, his best known direction is the wildly popular full-length animation fantasy, 'Heavy Metal.' He is an artist. In recent years, he has turned his attention to painting. He paints the rural Quebec countryside, where he can indulge in capturing the expansive sky and clouds. Around these parts people refer to him as 'the cloud guy' since clouds are so prominent on his canvases. Planes, certainly, are his other theme. In some paintings they simply garnish the

sky while in others they are the lone subjects, like his rendering of the Avro Arrow, a portrait executed with exacting line and colour. He lists Magritte, Botticelli, and Titian, as his primary influences, and likes to experiment in different styles.

When our visit this afternoon winds down he brings us outside to show us his other passion. In the expanse of his farm there is a garden railway in his yard. He sets the engine on line and directs it on a brisk run around the tracks. "This is something that I shared with Buster," he says, "except he had one in his basement."

As we leave him, he waves to us with the same graciousness he accepted us into his home. Interspersed with the beauty of the hills, the warmth of the man, the English accent, and a new friendship, there is Buster Keaton forever riding the rails in his flat hat.

POSTSCRIPT

If you wish to learn more about Gerald Potterton, you can visit his web site @ www.geraldpotterton.com.



Last Day. Potterton, Eleanor Keaton and Buster at the airport following the filming of "The Railrodder".

Working CPR's Westminster Branch: Memories of a Trainman in the 1940s

Re-printed from *The Sandhouse*, published
by the Pacific Coast Division of the CRHA.

Editor's note: This article is based on the detailed recollections of Jack Stewart, who worked as a brakeman on the Westminster Branch throughout the 1940s, soon after joining CPR in 1939 as a labourer at Drake Street yard in the hopes of becoming an electrician. While waiting for an apprenticeship position to open up, he seized the unexpected opportunity for a better-paying job as a brakeman. He would go on to management positions with CPR in British Columbia in the 1950s, rising to trainmaster and, ultimately, Assistant Superintendent.

Jack left CPR to pursue a railroading career south of the border, and he spent 25 years in management with Southern Pacific in California, retiring in 1985 as Assistant Vice-President, Operations, Planning and Control. In this article, he recalls the busy days of the 1940s on the Westminster Branch.

In 1941, and in previous years, the Westminster Branch operated with two assigned crews, seven days a week. Work started at New Westminster at 14:00 for the day crew and 23:00 for the night crew.

The engine crews were generally men either of senior rank or in restricted service as a result of partial disability or other cause. Train crews consisted of a conductor and two brakemen, the conductors being of high seniority.

But the brakemen would be men of lower seniority. On the day job, this reflected the fact that they seldom worked more than eight hours, and hence made only modest wages. The night job paid well, but it involved working long hours, often under less-than-desirable conditions, and with starting and tie-up times that were not readily accepted by most. In winter months, the continuous rain and river fog contributed to miserable outdoor working conditions.

Day or night, brakemen tried to avoid branch jobs because the work began in New Westminster and there was no company transportation. Also, conductors and brakemen were not paid for travel time to New Westminster when relieving other crews.



In this August 20, 1938, scene, CPR eastbound transcontinental train No. 2 has arrived at Coquitlam behind class G4a Pacific 2704. Mail and express traffic from New Westminster was transferred from the Westminster Branch train at left, with its mail and express car (nearest) and passenger/baggage combination car awaiting the return of their engine and caboose for the trip back to the Royal City. (Photo by Addison Lake)

The long-service conductors, however, tended to be men living in New Westminster who were nearing retirement.

The regular engine for branch work was 3458, an M4f class 2-8-0 built by CPR in 1906. It had a cut-down tender equipped with headlight and pilot, which aided movements in reverse from Coquitlam to New Westminster on the single-track branch. The regular caboose was 435158, which had long been assigned to this work and was shared by the day and night crews.

Track speed on the branch was 15 mph, with a 10 mph limit from a point near the station at New Westminster as far as the yard because of heavy auto traffic along Front Street. (However, the night job was known to exceed track speed at times, when travelling light engine between Coquitlam and Fraser Mills to pick up a late load for expediting.)

The Mixed Trains

A timetable change in 1943 reassigned the starting times to 08:00 for the day job and 17:00 for the night job at 17:00, with the work program practically the same as before.

However, with this change, the day assignment no longer handled the mixed train consist of Train 813, with express, mail and baggage cars, and a passenger coach, all being of ancient vintage. Train 813 now left New Westminster for Coquitlam station at 17:45, to make early

connections with eastbound mainline trains during the summer months.

The equipment was quickly returned to New Westminster for the departure of a second northbound mixed train, No. 815 at 19:20, with express, mail and baggage, and passengers for connections with eastbound passenger trains and westbound Train 1. Train 816, the return southbound movement to New Westminster, consistently left Coquitlam station 20 minutes after the arrival of Train 1.

The mixed trains handled express shipments that were loaded and unloaded by station staff. Mail was handled by the rear brakeman and was off-loaded to a mail clerk at Coquitlam for transfer. As noted below, the mixed trains did not haul many freight cars.

Passenger traffic was minimal. These trains were rarely required to make flag stops at Fraser Mills, and never at Essondale, and there were very few passengers making mainline connections at Coquitlam.

Freight Business

By the 1940s, the New Westminster Branch already had an exceptionally long history dating back to the CPR's earliest days in 1886, and an established pattern of freight business.

There was no industry between Coquitlam and Fraser Mills. Going south from Fraser Mills were the Swift's meat-packing plant, the B.C. Distillery and a



Running northward on the Westminister Branch, CP class M4f Consolidation locomotive 3458 nears Coquitlam station with a caboose, a mail and express car, and a passenger/baggage combination car, on August 24, 1942. The line saw few passengers, and the conductor and two brakemen rode in the caboose. (Addison Lake collection)

brewery on the Great Northern. These were all at Sapperton, where CPR and GN had an interchange adjacent to Swift's. CPR serviced Swift's, although CNR had the odd load, while GN worked the B.C. Distillery, including traffic interchanged with CPR.

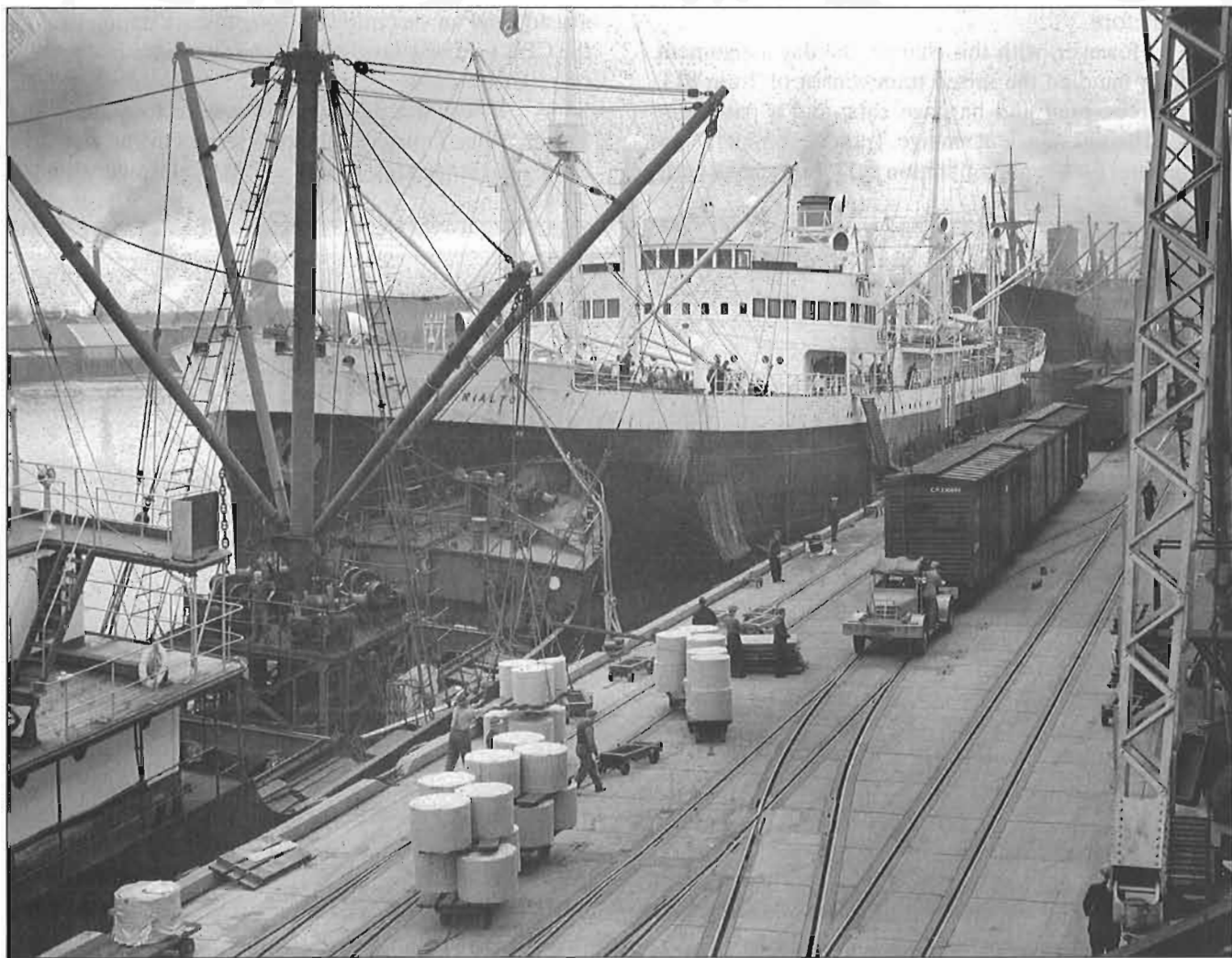
About a mile south of Sapperton were two semi-automatic interlockings, which gave GN and CNR access to a creosote plant and Fraser Mills. Next came the B.C. Penitentiary (which was served by rail but had no spur of its own), the Royal City Cannery on the Great Northern, and then an adjacent track along the New Westminster waterfront that CNR used to service a few dock tracks.

Immediately opposite New Westminster station was the CPR team track that CPR and CNR used as an interchange, but this did not involve much traffic.

At New Westminster, CPR served Pacific Coast Terminals (on the site of the current Westminster Quay), and a spur to Gilley Brothers. CNR also had track rights, but most of the traffic was handled by CPR. PCT was a busy export operation with an ice storage plant, and had its own locomotives and crews for switching.

The yard at New Westminster consisted of 12 tracks. Track 1 was a storage track, while Track 2 was known as the end of the branch mainline and was the receiving track for deliveries by the Vancouver & Lulu Island (V&LI) Railway from points west of New Westminster. Track 3 was a storage track, Tracks 4, 5 and 6 were open, and Track 7 held the passenger equipment and caboose, being a very short track. Track 2 was the longest, with each of the others being correspondingly shorter. The lead was actually Track 8, but was never identified as such.

There was an engine spur with a standpipe to supply water to Engine 3458 as necessary, and a small two-room structure for the engine crew and watchman. Also, there were four rarely used tracks of 56-lb. rail dating from the early years, which received no maintenance. These were stubbed at each end, with access being through a turnout from Track 2 crossing over Track 1, and were awkward to utilize, and thus were used mainly in urgent circumstances to store out-of-use equipment.



This view looking east depicts the busy scene at Pacific Coast Terminals in New Westminster, with dockside tracks serving ocean-going vessels. (Stride Studios/Photo courtesy of New Westminster Museum and Archives IHP1652)



Assistant General Yardmaster Frank Walters (left) and veteran Westminster Branch conductor Orville Clapperton are seen aboard a CPR caboose at New Westminster, circa 1944. (Photo by Jack Stewart)

Altogether, yard capacity at New Westminster was limited.

During the war years, duties on the New Westminster Branch involved heavy work, both day and night. It was not unusual for the V&LI to deliver 100 loads to the yard, more or less filling tracks 2, 4, 5 and the lead. Deliveries to the V&LI consisted of similar volumes, except that CPR operation was limited to the west end of the interchange, which had room only for the engine and no more than 10 cars, depending on whether they were 36-ft., 40-ft. or longer. The interchange was secured with a locked gate, which limited CPR's working or switching room on the lead.

All of the traffic to and from the V&LI was delivered in the CPR yard. As much switching as possible was done at the west end because of the heavily travelled road crossing at the throat of the yard. The crossing made work time-consuming, hazardous and difficult, owing to the frequency of motor vehicles crossing the tracks in both directions to and from a major street to downtown New Westminster. Eventually, plans were made to eliminate the street crossing, but this took a long time to accomplish.

The Day Job

The general practice for the day job was to do local switching, servicing lumber mills, the team track and Pacific Coast Terminals as required.

The V&LI delivered its traffic to the yard during the morning. With yard space being limited, the interchanges between the CPR and V&LI were timed so that the yard could generally accept deliveries from each without conflict.

The day crew assembled its train and then ran it north to Coquitlam. There, Engine 3458 was serviced with coal and water, to get ready for the train for New Westminster that had been made up by Coquitlam yard forces.

On the way back, the day crew would stop at Fraser Mills to set out empties required for mill orders, and then continue to New Westminster, where balance of train would be switched as necessary. (In the evening, the V&LI crew would pull their cars from the interchange tracks for distribution to points along their line.) The day assignment would always check with the New Westminster station agent for last-minute switching instructions before going off-duty.

During the mid-war years, the day crew would sometimes make a rare passenger move from Coquitlam to Pacific Coast Terminals, connecting with a mainline train to bring Lascars from India and other foreign sailors to man Victory ships docked at PCT. For this move, the day crew ran light engine and caboose from New Westminster, leaving their switching work to be completed later.

At Sapperton, cars to and from the Great Northern Railway interchange were handled by both day and night crews. Both also handled industrial switching at Canada Western Cordage, Brunette Lumber Mills and others plants as required, including delivery of fertilizer, lead, zinc and lumber to Pacific Coast Terminals for export.

The Night Job

In 1945, a timetable change shifted the starting time for the night job from 17:00 to 18:00, with the night crew picking up from the day job and then proceeding to New Westminster station with the passenger equipment for the mixed train, which remained parked until departure time at 19:00.

From there, the usual move was to go into the Pacific Coast Terminals dock track to pick up one or two refrigerated loads for Coquitlam. From the team track, there would on occasion be a load or two for that night's Seaboard symbol train to the east. A scheduled second-class train numbered 952, the Seaboard departed Coquitlam following a night transfer connection from Vancouver.

The mixed trains seldom had more than four or five freight cars, except on a rare occasion. On arrival at

NORTHBOUND TRAINS INFERIOR DIRECTION					Miles from Coquitlam	Telegraph and Telephone Offices	WESTMINSTER SUBDIVISION				Telegraph Calls	Car Capacity Passing Tracks	SOUTHBOUND TRAINS SUPERIOR DIRECTION				
SECOND CLASS							STATIONS						SECOND CLASS				
				815 Royal City Mixed 1 Daily										816 Royal City Mixed a Daily			
				19.00	8.4	D N	WESTMINSTER	3.5	ZK M S			22.00					
				f 19.12	4.9	D Z	FRASER MILLS	2.7	ZS F 82	f		21.48					
					2.2	★	ESSONDALE	2.2									
				19.25	.0	D N Z	COQUITLAM		YWK J N			21.35					
				a Daily			★ No passing track						1 Daily				
				815								816					

Westminster Subdivision employees timetable dated 25 September, 1949. CRHA Archives.



A long line of boxcars is seen being loaded from one of two covered sheds at Fraser Mills. (Photo courtesy of Antonio Paré Collection)

Coquitlam, Train 815 took its head freight cars to the main yard, usually making a drop into a yard track, and then returned to the station to become Train 816, returning to New Westminster immediately after connecting with No.1 or at the scheduled departure time.

Back at New Westminster, the equipment was parked in Track 7. The crew then performed minimal yard switching for any late cars from V&LI and routinely went to dinner uptown.

After their meal period, the job went north to Fraser Mills on Monday, Wednesdays and Friday nights, to switch the main mill and creosote plant. It was not unusual for the crew to switch for eight hours, although longer or shorter at times, and then take the mill traffic north to Coquitlam. From there, they would return with whatever was readily made up, such as cattle, hogs and sheep for Swift's meat-packing plant at Sapperton, a job that included unloading.

The unloading was done by Swift's men, but because of restricted space, cars had to be spotted, unloaded, pulled, and then another set of cars would be put through the same sequence, until all cars were unloaded. Stock trains would arrive at Coquitlam at various times, although usually at night, and were generally handled by the night crew. At times, a Coquitlam pool crew had to be called to handle the Swift's stock if there was a volume of loads and the night crew was either off-duty or working Fraser Mills.

On the four nights that Fraser Mills was not switched, the crew would still stop there to pull special loaded cars for Coquitlam (and the day job performed this work too).

On these nights, the night crew generally handled the stock car connection from Coquitlam to the Swift's plant. On Saturday and Sunday nights, if there was no stock arriving at Coquitlam for pick up, the night crew usually was released upon arrival at New Westminster, for an early tie-up. That was generally the case on Sundays, but most Saturday nights entailed waiting at Coquitlam for the stock train's arrival. Sometimes, the night crew would be late getting back to New Westminster after delivering and unloading stock at Swift's. It was seldom that the day crew would handle stock, but they did at times pick up a car of meat from Swift's or spot an empty refrigerator car there for loading.

Of course, there were variations in the switching work by the night job. For example, a carload of meat from Swift's occasionally had to be picked up for Coquitlam. The engine would run light from New Westminster station to Sapperton, pull the load and return with it to the station for movement on No. 815. While this was going on, the conductor would remain at the station to oversee express, mail and baggage loading if necessary.

A special circumstance that I recall involved a special run, after arriving at Coquitlam with No. 815. Before making the return move with No. 816, the engine would make a quick run down to Fraser Mills for special loads required for the building of planes in the war effort. Then, it was back to Coquitlam to pick up No. 816.

During the winter, the night job was performed under difficult circumstances. For example, working at Fraser Mills in dense fog required careful vigilance at the mill's main entrance, because switching movements traversed the crossing many times, and it was standard practice to protect the crossing with fuseses. On nights of heavy rainfall, the chalk markings on the cars would be washed away, switch lists would become soggy, and the brakemen would be soaked. All of this made it difficult to keep track of which cars remained in the plant, which specific cars were to be placed at the ordered spots for loading with particular lumber products, and which were loaded cars to be picked up for specific destinations.

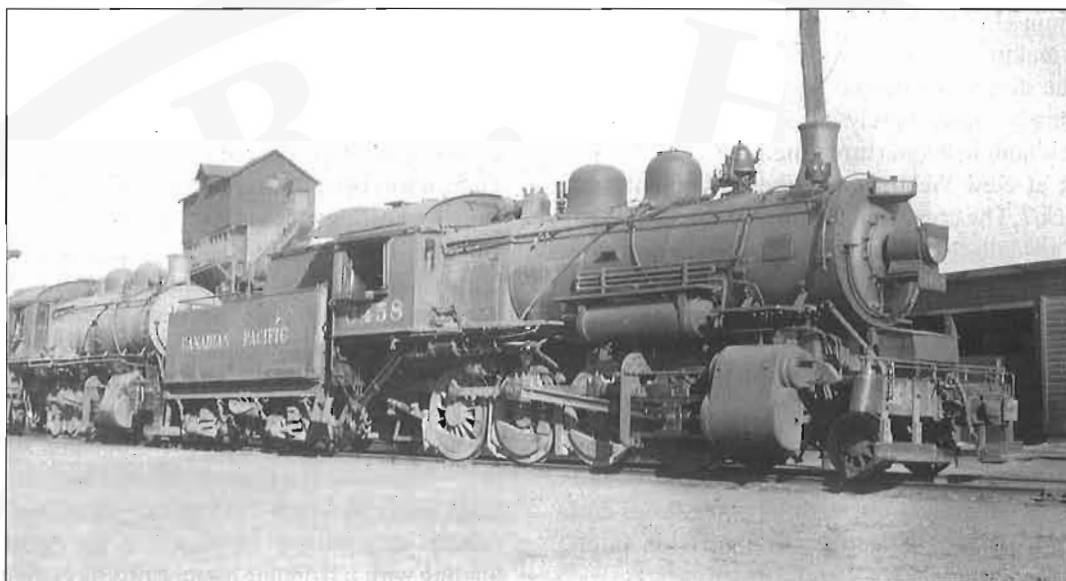
Remembering the Men of the Branch

Some 60 years have passed, but I can still recall many of the men who worked the Westminster Branch, all of them with long seniority. Some of those in engine service were Charlie Ades, John Cherry, Jack Dowling, Bert Knight, Con Moller, Bill Sharp, Jack Upton and Ed Wise. I worked for conductors Orville Clapperton, Irwin Coffee, Ed Davidson and Ken Morrison at various times, and with trainmen Les Chapman, Curly Clifford, Al Dingwall, Herb Forrest, Harold Hyde, Bob Lucas, Monty Monteith, Jack Petrie and Doug Physick. The New Westminster station agent for many years was T. Clark, also a man of long seniority. All of these men always gave loyal service and were a credit to CPR.

Fraser Mills was a Major Source of Traffic for CPR

Inside the plant at Fraser Mills, the layout consisted of several tracks, including tracks beside two long covered sheds that held about 20 cars each. The crews had to spot cars at specific loading points for different lumber sizes and qualities. There were three or four open tracks, with one being a lead to the riverfront, where the skid track was situated. This lead was used for loading as well.

West of the mill tracks was another lead that led to a creosote mill, where railway ties and bridge timbers were treated and loaded. CNR and Great Northern had access to this plant and Fraser Mills via a track that led in from the west, off a connection from the mainline about one mile south of Sapperton. GN and CNR switched Fraser Mills on opposite days to CPR, but their activity was minimal, with CPR having the majority of revenue traffic and performing most of the switching.



Three photos of CPR 2-8-0 No. 3458 which was assigned to the Westminster Branch. All photos are dated circa 1939, the first showing 3458 on a yard track somewhere is from the CRHA Archives, fonds Corley. The photo of 3458 as a pusher engine and on the head end of a two car passenger train are both from the CRHA Archives, fonds Addison Lake.



BUSINESS CAR

May – June, 2006

Compiled by John Godfrey

ABANDONED

Effective March 28th, 2006, all traffic destined to St Thomas, Shedden, Dutton, West Lorne, Rodney, Highgate, Ridgetown, and Fargo on the former CASO has been embargoed, owing to the abandonment of another significant portion of the former Michigan Central across southern Ontario. (American Association of Railroads)



SHIPPERS' MEETING SIDETRACKED

CN recently scuttled Transport Canada's attempt to organize a meeting with shippers over complaints about poor rail service. The federal department had invited the rail company to a meeting in Ottawa on March 31 with officials from commodity shippers and terminal operators to discuss complaints about CN's performance. However the railway decided not to participate in the meeting, saying it prefers to deal with customer concerns on a one-to-one basis.

CN spokesperson Jim Feeny said the railway never considered that a meeting was scheduled because no agenda or time was set. "We have been awaiting information from Transport Canada on who the shippers are and what are the concerns they would like to address," he said. "We don't have the information and therefore no meeting has been scheduled."

Transport Canada spokesperson Cathy Cossaboon said the department was disappointed by CN's decision. She said the department decided to go ahead with a meeting involving just shippers. Cossaboon added that Transport Canada may organize a one-on-one meeting with the railway later to discuss the situation. CN's performance has been a growing concern among grain shippers in recent months, culminating in public criticism leveled by a senior grain company executive at a recent meeting in Saskatoon. Shippers say they are unable to get enough cars to meet demand or co-ordinate shipments to port on CN lines, and say the railway is being

outperformed by CPR. Feeny defended CN's performance, saying there is strong demand for rail transportation and there are bound to be complaints at times. (Transport Canada 060330)

REDEVELOPMENT OF CN POINT ST CHARLES SHOP PROPOSED

Developer Vincent Chiara wants to build "a big-box type shopping centre" in the old CN rail yards in Point St. Charles - the cornerstone of a sweeping effort to reshape much of the neighbourhood's destiny and vocation. Chiara wants to open shop by 2009, offering as much as one million square feet of selling space inside and 3,000 parking spots outside.

The Point's old rail lands are the biggest swath available for redevelopment anywhere near downtown. Chiara and partner Pierre Martin are poised to acquire 3.45 million square feet - about one-quarter of the Point's total turf, with the shopping complex covering almost three-quarters of that terrain. Chiara's ambitious plan is one of the potentially more controversial elements of a long-term redevelopment equation for the city's waterfront area that includes turning the Bonaventure Expressway into a ground-level boulevard. Future use of the Point's land will exert a big influence over how the steady southward expansion of the downtown core will play out.

In March, the Point's feisty 13,000 residents rebuffed plans to move the Montreal Casino to their doorstep, a tumultuous battle of which Chiara is mindful. "We have to respect the neighbourhood, we've got to keep the feeling of the neighbourhood," he said in an interview.

With the death of the proposed move of the Casino from Ile Notre Dame to the Peel Basin, a series of related projects went into the dumpster, too. That opened the big-box door for Chiara and his team at Groupe Mach, who've already given their project a working name: the St. Charles Yards, which they say would be similar to the north-end Marche Central, only smaller. But like everything else to do with Montreal's long-term

waterfront redevelopment, the project is far from a slam-dunk. Success for Chiara will require significant zoning changes, substantially better road access and careful stickhandling for a project that will bring public hearings and potential turmoil to a neighbourhood already in transition. The outcome will depend on difficult decisions by officials at the borough and city levels amid the lure of significant tax revenues that such a project would generate.

CN has agreed to sell the land - heavily contaminated in places by 150 years of industrial use - for \$1 plus decontamination costs expected to exceed \$20 million. Cleanup discussions with the provincial Environment Department have already begun, said Chiara. (Montreal Gazette 060415)

CN HONOURS 93 SHIPPERS HAZ-MAT SAFETY EFFORTS

Canadian National Railway Co. recently presented 2005 Safe Handling Awards to 55 U.S., 37 Canadian and one European shipper.

Launched in 1992, the awards recognize shippers that load 100 or more hazardous-material cars annually and meet strict safe-handling standards.

Last year, CN bestowed the awards to 51 U.S., 34 Canadian and one European shipper. (5/11/2006 Progressive Railroading Daily News)

CN CHANGES SALES AND MARKETING STAFF'S DIRECT REPORTS IN BULK COMMODITIES UNIT, APPOINTS AVP OF INTERMODAL MARKETING

Canadian National Railway Co. continues to realign sales and marketing functions to streamline and standardize the department's business activities. The latest restructuring involves the Class I's bulk commodities unit where sales personnel now report to Vice President of Sales Stan Jablonski and marketing staff report to VP of Marketing Jean-Jacques Ruest.

Jablonski already is responsible for the forest and industrial products, and intermodal business units' sales activities; Ruest is responsible for the forest products, metals and minerals, petroleum and chemicals, and automotive business units' marketing functions.

Meanwhile, CN announced VP of Bulk Commodities Ross Goldsworthy has retired and Peter Ladouceur has been appointed to the newly created position of assistant VP of intermodal marketing for the IMX (Intermodal Excellence) group.

Responsible for intermodal pricing, product development and market intelligence, Ladouceur most recently served as AVP of sales for the Western Region. Since joining CN in 1995, he has held various senior marketing positions. (5/12/006 Progressive Railroading Daily News)

CN BANS NIGHT-TIME TRAIN HORNS IN ONTARIO TOWN

Last week, Canadian National Railway Co. instituted a partial whistle ban in Brockville, Ontario. Trains don't sound horns at five grade crossings equipped with automatic gates between 10 p.m. and 6 a.m. daily.

In July 2005, CN began sounding train horns 24 hours a day in Brockville after one young girl died and another was seriously injured in a February 2005 crossing accident.

The Class I has applied to Transport Canada to obtain federal funds to improve the crossings, such as by modifying and / or installing pedestrian gates and electronic warning devices. The agency would cover 80 percent of the project's \$800,000 cost; the city and CN would cover 12.5 percent and 7.5 percent, respectively. A decision on federal funding is expected later this year.

"The new whistling policy achieves a reasonable balance between the company's vital interest in rail safety and its willingness to try to accommodate the concerns of some Brockville residents who have requested a reduction in train whistling, particularly during night-time hours," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. (5/12/2006 Progressive Railroading Daily News)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

NEW GE UNITS A HIT WITH CPR CREWS

GE Transportation's 'Evolution' locomotive has become an answer to the Class I call for cleaner, more fuel-efficient motive power. It's also given GE a 'green' product-development platform. All of the large railroads in North America have placed orders for the EVO series. CPR took delivery of 60 AC units late last year.

Maintained in Vancouver, the locomotives mostly have been limited to use in western Canada, says Dave Meyler, CPR's gm-technical standards. Although it is too soon for CPR to gauge overall EVO performance, the early reports have been positive, with just a handful of minor problems that GE addressed quickly. "GE is a very good partner in that respect," says Meyler, who expects the 60 4,000-horsepower EVOs to be used widely throughout CPR's system.

One feature of the EVO series that's winning praise from locomotive crews is the new cab design. GE's decision to isolate the engine from the alternator and place the engine on shock mounts has led to quieter rides and much less cab vibration. "The crews really like that," Meyler says. (Progressive Railroading 0603)

IAN SINCLAIR, LAST OF THE RAILWAY TITANS: 1913-2006

He ran Canadian Pacific almost single-handedly, operating the giant company at a time when it was still the most powerful corporate force in the country

F.F. LANGAN Special to The Globe and Mail
Tuesday April 11 2006

He was Canadian Pacific's last titan. Ian Sinclair ran CP from 1969 to 1981, a time when it was still the most powerful company in the country and owned everything from the railway, a shipping line and a hotel chain, to an airline and oil-and-gas assets. In 1988, he was identified as one of six Lords of the Line, a book by writer-historians David Cruise and Alison Griffiths that put him right up there with the first presidents of Canadian Pacific Railway: George Stephen, William Van Horne, Thomas Shaughnessy, Edward Beatty and Norris Roy (Buck) Crump.

Ian Sinclair was a tough and demanding boss at CP Enterprises. "We don't go to work at CP, we report for duty," he once said and cracked down on office workers goofing off in the middle of the day. He did not want to see them loitering around the concourse of Windsor Station, the head office of the CPR. In his view, being seen in the favorite public gathering spot of the railway employees outside of lunch hour or coffee breaks could be a firing offence. Later in his career, he was known as Big Julie, but it's unlikely anyone ever called him that to his face.

Unlike many corporate leaders of the day, Mr. Sinclair was outspoken on public issues and even a bit of a Canadian nationalist. He got on so well with prime minister Pierre Trudeau that he was named to the Senate after he retired in 1984. The empire Ian Sinclair ruled over had started out as the Canadian Pacific Railway. The CPR picked up a lot of its assets in the 19th century, including a land grant of 25 million acres to build the railway. Much of the land was sold to settlers, but oil was later found on the railway's properties. Hotels were built along the way, as well as a shipping line to bring immigrants and goods to Canada. By the time he left, the railway no longer took passengers, the airline was gone and the company had strayed so far from its roots that it had invested in huge swathes of forest. The trees were a mistake but, even so, Ian Sinclair had increased the assets of the CPR and made it easier for the company to be broken into five pieces in 2003.

Mr. Sinclair rose to prominence under Buck Crump. Both men were tough and confident leaders of Canada's greatest company. Mr. Sinclair joined CPR in 1942 in Winnipeg. His father had come from Scotland to work in the repair shops of the Grand Trunk Railway, one of the railways that made up rival Canadian National. Ian Sinclair went to the University of Manitoba, where he took a degree in economics and then another in law.

His first job at the CPR was as an assistant solicitor and he quickly made his mark. Four years later, he moved to head office at Windsor Station in Montreal. Mr. Sinclair was known as the Perry Mason of railway law, for his resemblance to the burly television lawyer and for his dogged defense of railway interests in a series of royal commissions and tribunals.

At that time, it was still a railway world. Mr. Sinclair and other top executives would travel across the country in private railway cars kept on sidings in Windsor Station. Ian Sinclair straddled the era of the steam engine and the diesel locomotive; a struggle with the unions over who was to man the trains was one of his great victories.

The job, as he saw it, was to get rid of firemen. Steam engines required an engineer to drive the train and a fireman to feed the boiler. With the end of steam and the introduction of diesel electric trains, there was no need for firemen, but the union contract still called for them. It was a textbook case of feather-bedding. Mr. Sinclair won his case against the unions and the firemen were gone. In 1960, he became vice-president of law at CPR. He was next put in charge of the operating and traffic departments, so that by the time he was made president in 1969 there wasn't a piece of the railway he didn't know. He was 52.

Mr. Sinclair was a textbook workaholic who read the Globe and Mail and Report on Business first thing every morning and loved his job. "Some people may think that work is distasteful, but not I. I'm very happy when I work," said Mr. Sinclair. To him, running CPR was a group exercise. "Sometimes, we have our disappointments and we back off and take another look. Then we solve something -- when we make it good -- that's when work's most enjoyable."

There were many problems to solve at the start of his reign. CPR wanted to get out of the passenger business. People were using highways and planes to get around and railways across the continent were dying. As a result, Via Rail was born as a merger of the passenger services of CP and CN.

That did not mean there weren't profitable parts of the business. In 1958, Canadian Pacific Oil and Gas, the predecessor to PanCanadian Petroleum -- later Encana -- was formed with the purpose of reassembling the land, which had been leased to oil companies. Four years later, Mr. Crump created a subsidiary called Canadian Pacific Investments, which was given all of CP's non-transportation assets (a structure designed to keep those interests off limits when CP had to undergo review by federal regulators). The new subsidiary's mandate was to acquire and develop resource operations.

The chief architect in the execution of this was Mr. Sinclair, who oversaw a period of unprecedented growth at CP. At the start of 1970, CP's asset value was \$2.2-billion. A decade later, it was \$13-billion, a spectacular growth even allowing for inflation. In the same period, CP's annual revenues swelled to \$10-billion from \$616-million, moving CP to No. 1 from No. 6 in the corporate size sweepstakes. And he did it all in a way that is denied today's corporate executives.

David O'Brien, the last man to run the entire CP empire, said in 2001 that life was different for Chairman Sinclair. "I knew Ian Sinclair when I was a young boy. I

don't think he met with more than three analysts the whole time he was running CP," said Mr. O'Brien. "Now, they're banging down your door every day."

Though Mr. Sinclair became a politician late in life, he was often frustrated by politics. In particular, he disliked the victory of the separatist government in Quebec and how it had hollowed out the business centre of Montreal. One after the other, companies fled for Toronto, Calgary and Vancouver. Corporate chronicler Peter Newman told a story of visiting Mr. Sinclair in his office at Windsor station and interviewing him across the giant oak desk once owned by Sir William Van Horne, the man who built the CPR. Mr. Newman asked him about the corporate exodus from Montreal. "What's left in Montreal?" bellowed Mr. Sinclair, pounding his desk. "This damn desk."

That gruff personality was usually misunderstood, his daughter, Christine Sinclair, said yesterday. "In fact, he was a shy person and had trouble approaching people unless he already knew them." She said he enjoyed gardening, particularly roses, and reveled in chopping wood. "He loved to see a cord of wood stacked neatly."

All things considered, Mr. Sinclair probably would have taken to retirement earlier if Mr. Trudeau had not come calling. In 1983, Mr. Sinclair was made Senator Sinclair, just as he was leaving CP after 42 years. He surprised many of his corporate friends by supporting the National Energy Policy and fighting free trade. He said the Americans were protectionist.

Mr. Sinclair was one of the toughest businessmen of his generation, and one of the most colourful. He stood well over six feet and once weighed as much as 240 pounds, bringing columnist Allan Fotheringham to describe him as "a linebacker who stumbled into the chairman's office by mistake."

For that, he did commit some spectacular errors. The man who engineered CP's enormous growth also made giant blunders. Among his mistakes was a missed opportunity to buy MacMillan Bloedel in 1979. A proposed buyout of the forestry giant prompted a corporate brawl between premier William Bennett and Mr. Sinclair. "B.C. is not for sale," declared Mr. Bennett, who had visions that MacMillan Bloedel would become little more than a branch office of the Montreal company whose railway had opened up the West. Years later, Mr. Bennett confided that Mr. Sinclair had rubbed him up the wrong way -- much too arrogant, he said.

Another mistake was Mr. Sinclair's 1981 attempt to buy Hobart Corp. of Ohio, the appliance maker. For years, CP had wanted to establish a manufacturing arm, and by all accounts it was to be the foundation of that core business. Reports at the time suggested Mr. Sinclair mishandled the situation.

For all that, he didn't make many mistakes in office. While other North American railways failed in the

transition from steam, Mr. Sinclair did his job -- he made Canadian Pacific hugely profitable. Ian David Sinclair was born in Winnipeg on Dec. 27, 1913. He died on Oakville, Ont., on April 7, 2006. He was 92. His wife Ruth died in 1994.

He is survived by his four children, Ian, Susan, Christine and Donald.

CPR INCREASES REVENUE AND INCOME, LOWERS OPERATING RATIO DURING RITCHIE'S LAST FULL QUARTER AS CEO

The Rob Ritchie era is closing on a high note. During the first quarter Ritchie's last full quarter as chief executive officer before he retires in May Canadian Pacific Railway increased revenue 10 percent to \$976.5 million, boosted net income 38 percent to \$97.5 million and improved its operating ratio 3 points to 79.4 compared with first-quarter 2005.

Quarterly freight revenue registered double-digit growth in four of CPR's seven business lines, with grain up 28 percent, industrial and consumer products up 13 percent, and intermodal and automotive up 12 percent each.

Quarterly operating expenses of \$774.2 million rose 6 percent but would have gone up only 1 percent if the Class I's fuel costs hadn't increased 17 percent. In addition, compensation and benefits costs rose 6 percent compared with first-quarter 2005.

"Our Execution Excellence strategy has delivered an outstanding first quarter," said Ritchie in a prepared statement "[And] our operations team has done an excellent job delivering improved fluidity, with average train speed increasing 17 percent, yard processing time decreasing a full 32 percent and car velocity up 15 percent over the same period last year."

For the remainder of 2006, CPR officials expect revenue to increase between 5 percent and 8 percent, expenses to go up between 3 percent and 6 percent, and capital investments to fall between \$810 million and \$825 million. (4/25/2006 Progressive Railroading Daily News)

SHORTLINES & REGINALS RAIL-AMERICA AND THE E&N.

RailAmerica Inc. announced it will transfer ownership of the E&N Railway's right of way in British Columbia to the Island Corridor Foundation for \$850,000 in cash and a \$300,000 promissory note.

The non-profit foundation which is managed by 13 First Nations groups and six Vancouver Island municipalities plans to use the 181-mile line to provide passenger-rail service.

E&N Railway will continue to operate the railroad until operations are transferred to a new operator on or before June 30. In fall, RailAmerica, which owns and operates 42 U.S. and Canadian small roads,

announced plans to dispose of the short line. (3/23/2006 Progressive Railroading Daily News)

RURAL MANITOBA RAIL LINE IN DANGER OF DISAPPEARING

ANOTHER rural Manitoba railway line is in danger of disappearing after its operator announced plans yesterday to either sell the line or shut it down.

Morris-based Southern Manitoba Railway said it has asked the Motor Transport Board for permission to discontinue service on the 127-kilometre-long line running from Morris west to Mariapolis. Steven Van Wagenen, Southern's vice-president and general manager, said grain shipments along the line have declined to the point where it is no longer economically viable to keep it open.

However, Van Wagenen said before Southern can discontinue service, provincial regulations require that it first try to sell the line. If there are no private sector parties interested in it, Southern then has to give the province and the five municipalities the line runs through a chance to buy it. If they're also not interested, Southern would then likely be allowed to shut it down.

Van Wagenen said the process will likely take 12 to 18 months to complete, and that Southern will maintain regular service on the line until then.

He said he's still hoping someone else can find a way to make the line economically viable, perhaps another railway line operator, although he declined to speculate on who that might be. A spokesman for one of the province's largest short line railway operators -- Brandon-based Cando Contracting Ltd. -- said Cando might be interested in operating the line. But Lee Jebb said while he doesn't know all of the financial details, he suspects there would have to be some kind of public-private partnership in which the province or municipal governments in the area purchased the rail line and paid Cando or someone else to operate and maintain it.

He said Cando has a similar arrangement with two railway lines it operates in southern Ontario, and it works well.

The reeves of two of the five rural municipalities that would be affected by the loss of the line -- the RMs of Roland and Lorne -- said yesterday they're willing to discuss such an option. But Lou Bladiou, Reeve of Lorne, and Bill Whitehead of Roland said all of the municipalities would have to be involved because they couldn't afford to do it on their own. A spokesman for the provincial government said the province would consider such a proposal.

Van Wagenen said a combination of factors contributed to the decline in grain shipments along the line, including two consecutive years of poor grain crops in southern Manitoba and the opening of high-throughput grain elevators on adjacent railway lines which have been drawing grain away from the Southern line." (Winnipeg Free Press)

NATIVE-BLOCKED RAIL LINE FORCES LAYOFFS ON SHORTLINE

The railway that operates the line between Caledonia and Nanticoke has laid off about 25% of its workforce because its line is blocked by native protesters. The Southern Ontario Railway has laid off nine train engineers and conductors since the line was blocked by debris from a wooden pedestrian bridge burned down by protesters April 20 after a failed OPP raid to oust natives from a nearby housing site.

The railway's workforce is down to 34 and the firm's trainmaster Doug MacKenzie indicates there could be more layoffs. "We're trying to hang on as long as we can," MacKenzie said yesterday. The bridge lies in ruins across the tracks with police and protesters on either side of the divided road. The protesters are now in their third month of being at the Douglas Creek Estates, which they claim Six Nations never surrendered. Canada and Ontario say it was surrendered and sold in 1841 to help develop the Plank Road (Highway 6). Protesters moved onto the housing site a little over 10 weeks ago.

Talks are to resume today in Brantford between the Six Nations Confederacy and provincial appointee David Peterson on the possibility of lifting the blockade on the rail line, Argyle Street South and the Highway 6 bypass. It will also deal with other issues, such as whether to hire an archeologist to do a survey of the site to determine if there are native graves. The developers, Henco Industries, had a survey done and it found no evidence of burial grounds. (Hamilton Spectator 060512)

PASSENGER

NEW PASSPORT RULES AT AMTRAK

New passport rules for Canadians travelling to the U.S. seem to have kicked in early at Amtrak. The rail service now requires passengers to provide passport numbers and expiry dates before buying tickets.

The Western Hemisphere Travel Initiative -- legislation setting out rules for U.S. entry -- officially takes effect at the end of this year for sea and air travel, and on Dec. 31, 2007 for border crossings on land.

But according to Amtrak spokesman Cliff Black, the application of existing rules has nonetheless been tightened up, so that the future laws are for all intents and purposes already in place.

"We do what U.S. Customs and Border Protection tell us to," Black said from his office in Washington, D.C. "They make the rules." Right now, U.S. law requires that Canadians provide both proof of citizenship and proof of identity, "and the best way to provide those things is with a valid passport," Black said.

Today, Canadian travellers without passports are required to produce two pieces of identification at the U.S. border: A certified birth certificate or certificate of citizenship; and a valid piece of government-issued photographic identification.

According to the U.S. Customs and Border Protection website, a valid driver's license is an acceptable example of the latter, as is a provincial health insurance card. But anybody requesting a government health card aside from a health care professional can be subjected to a hefty fine. In no cases, said an official from the Ontario Ministry of Health and Long-term Care, should Canadians allow their health card number to be scanned or recorded, even by U.S. Customs officers.

Meanwhile, U.S. Customs and Border Protection has urged Amtrak to start requesting passports, Black said. And Amtrak is taking this request seriously, to the point that Canadian travellers crossing into the States from Vancouver, Montreal or Toronto -- Amtrak's three Canadian hubs -- are required to provide passport information before being permitted to purchase train tickets.

Black warns that border protection officers have been known to delay and even deny entry to travellers whose documents do not conform to what they understand as the current requirements, which means any traveller crossing the border without a passport could be turned away if the official at the gate doesn't like the look of their I.D.

The bottom line? "If you wish to avoid significant delay at the border and potential denial of entry, bring a passport," Black says.

Foreign Affairs Canada agrees. Its website (http://www.voyage.gc.ca/main/before/travel_us-en.asp) "strongly advises" Canadian citizens to obtain and use a Canadian passport for all international travel. (Globe and Mail)

VANCOUVER ISLAND TO SEE COMMUTER RAIL SERVICE?

A commuter rail service linking the Cowichan Valley and Victoria is a few whistle stops closer with the announcement Tuesday that Rail America is handing over its portion the historic Esquimalt and Nanaimo rail line. With the donation of Rail America's Nanaimo-Parksville and Parksville-Port Alberni segments, the Vancouver Island Rail Corridor Foundation, a non-profit consortium of local governments and First Nations, now owns the full E&N line, which dates back to 1884. The foundation has many ideas for the line, including the commuter link and a tourist steam train between Parksville and Port Alberni.

Rail America has donated continuing lease revenues, maintenance and right-of-way equipment, vehicles and various rail assets. Tuesday's deal follows a similar one three weeks ago between the foundation and CPR for its portion of the railway from Victoria to Courtenay, totalling 651 hectares. That was worth \$236 million. The full Island rail corridor is valued at more than \$370M. Rail America and the CPR have said owning the

E&N line doesn't make business sense for them because freight traffic has largely disappeared. Making the donations also brings tax benefits for the companies.

The last hurdle standing in the way of a workable rail service is finding a new operator, foundation co-chairman Jack Peake said Tuesday. Nanaimo mayor Ken McRae said that the ICF is already in serious negotiations with one candidate. While the ICF would not disclose who the lone potential operator is, it did say the operator is Canadian and that talks are going well. In the meantime, Peake and ICF co-chairwoman Judith Sayers, who is also chief of the Hupacasath Nation, said service will continue as usual. RailAmerica will continue to look after maintenance of the railway until a new operator is hired. The foundation now aims to work with stakeholders along the corridor to promote business, tourism, recreation and cultural opportunities. "We can be as creative and as innovative as we want," Sayers said.

"We can dream." Port Alberni mayor and ICF director Ken McRae said the acquisition of the corridor is "a means to the gateway" of the Pacific Rim. It also could reinvigorate the railway as a mode of transportation to ship goods in and out of his community, as well as a boost to tourism. McRae hopes in the future, the railway can be used to operate a steam engine between Port Alberni and Parksville as a tourist draw. (Nanaimo Daily News, Alberni Valley Times, Victoria Times Colonist 060322)



VIA'S MALAHAT SUNDAY SERVICE TO OFFER MORE DAYLIGHT VIEWING. CHANGES COMING TO SCHEDULE ON APRIL 30.

VANCOUVER, March 27 /CNW/ - VIA Rail Canada is pleased to announce that beginning April 30th, passengers travelling on the Malahat between Victoria and Courtenay will have more daylight hours to enjoy the spectacular views from the train. From Monday to Saturday, the train will depart 15 minutes earlier, and on Sunday (a popular travel day for tourists), the train will depart two hours earlier than the current schedule. The earlier departure from Victoria on Sunday means that travellers will have more daylight time in Courtenay, and likewise, the earlier departure from Courtenay will provide more opportunity to make evening plans in Victoria. The Malahat is a dayliner service that operates from Victoria to Courtenay serving the popular communities of Chemainus, Nanaimo and Qualicum Beach. (Transmitted by CNW Group on : March 27, 2006 11:00)

EXTRA CARS TO SERVE WESTERN CANADA

VANCOUVER, April 18 /CNW/ - VIA Rail Canada today announced it has added an extra train set consisting of at least 21 cars that will be "ready to go" to

ensure on-time departures from Vancouver, three times a week. Until now, the Company operated the Canadian with three sets of train cars.

"At VIA we are constantly looking for ways to better serve our customers," explained Joe Volk, VIA's Regional Director for Western Services. "This particular route is very well patronized, but recently there have been some late departures, which affected travellers on a schedule. This new additional set of train cars will be ready to go at all times, ensuring on-time departures from Vancouver."

In the late 1980s and early 90s, VIA undertook a major investment to fully refurbish its Western fleet and launched its first large-scale tourism initiative with Silver & Blue class. The premium service, designed to attract tourists from around the world to the region, was successful right from the outset and remains a very popular travel experience. It is recognized by National Geographic Traveler as one of the top five rail trips in the world to experience "That success helped to bring financial stability to VIA Rail's services in Western Canada, and we are proud of that. Today, the service is still a resounding success," added Volk.

VIA has been testing the "extra train set" concept during the off peak season and is pleased with the results. In addition to providing dependable, on-time service, VIA is confident that this additional set of train cars will help to generate savings in overtime, maintenance and recovery costs. This coming summer, when tourist travel reaches its peak, all four sets of train cars will be in full service.

VIA's flagship western transcontinental train, the Canadian, operates three times per week in each direction between Vancouver and Toronto, year-round. It's a legendary and remarkable journey that includes on-board fine dining, accommodations and attention par excellence. No matter the time of year, the images are unforgettable: mountain sheep grazing in the Rockies, elk loitering outside Jasper, the skyline of Toronto looming on the horizon. The one-way trip of close to 4,500 km spans five provinces and takes three days and nights. VIA Rail's western services provide a glimpse into the history of Canada while showcasing some of the most spectacular landscape in the country.

As Canada's national passenger rail service, VIA Rail Canada's mandate is to provide efficient, environmentally responsible and cost effective passenger transportation services, both in Canada's business corridor and in remote and rural regions of the country. VIA serves more than 450 communities with a network of inter-city, transcontinental and regional trains. Demand continues to grow as more Canadians turn to train travel as a safe and convenient travel choice.

Transpo

TRANSIT

OTTAWA SELECTS SIEMENS FOR NEW COMMUTER TRAIN

The city of Ottawa announced it has selected a consortium led by German giant Siemens to build the \$725-million line from Rideau Centre to the outskirts of Barrhaven. The Siemens consortium was chosen ahead of two others, a group led by Bombardier and another led by Kinkisharyo International Canada. Ottawa mayor Bob Chiarelli said the city chose Siemens because their proposal was the best deal, predicting that the 28-kilometre project will be a major boost to the Ottawa economy. Rejean Chartrand, the city's project director, said all three bidders were eminently qualified for the job and in the end, the choice came down to money. "It came down to the numbers.

Siemens submitted the best proposal, meaning the lowest bid," he said. The decision paves the way for the city to begin detailed financial negotiations with the Siemens group to build and then manage the system for 15 years. The group includes such construction giants as PCL Constructors, who built the new war museum, Dufferin Construction Company and Ottawa architects Griffiths Rankin Cook.

While the maximum cost of the project is \$725M, the actual price offered by the winning consortium was not made public. The city is withholding the information to protect its ability to open negotiations with the second, or if necessary, third-place bidder if it cannot reach agreement on a contract price with its preferred consortium. (Ottawa Citizen 060408)

GO Transit

TORONTO'S GO TRANSIT CONTRACTS AECON GROUP TO CONSTRUCT GRADE SEPARATION

GO Transit recently awarded a \$32.9 million contract to Aecon Group Inc.'s Construction and Materials division to build a grade separation in Markham, Ontario.

The project calls for constructing a 0.9-mile concrete-walled open rail tunnel, which at certain points will pass under Canadian National Railway Co. tracks and a road.

Aecon will complete excavation and drainage work, tunnel and bridge construction and most of the utility work. The company subcontracted design work to a team headed by Totten Sims Hubicki Associates.

Construction will begin in late May and be complete in fall 2007. (Progressive Railroading Daily News 5/8/2006)

BOMBARDIER

MONTRAL TRANSIT AGENCY TO NEGOTIATE SUBWAY CAR CONTRACT WITH BOMBARDIER

The Société de Transport de Montréal (STM) and Bombardier Transportation soon will begin hammering out a contract for replacing the agency's MR-63 subway cars.

STM plans to establish a project management office that will outline specifications and compare costs of similar procurements. Bombardier will prepare detailed rolling stock requirements and draft a specification book.

Once a contract is approved, Bombardier would design, manufacture and assemble the cars, which will feature twin-engine bogies and stainless steel car bodies. Vehicles could be delivered beginning in 2010. (Progressive Railroading Daily News 5/12/2006)

HERITAGE

EX-CPR 2860 BEING REASSEMBLED

British Columbia's world famous Royal Hudson #2860 steam locomotive is going back together. The final phase of a three-year major repair project to the boiler and firebox got underway this past week, when the first of the newly manufactured boiler tubes was installed. When completed, the three-year project will have cost \$500,000. "It's exciting to see this huge project nearing completion", said Don Evans, executive director of the West Coast Railway Association, whose volunteers and staff are carrying out the project at the West Coast Railway Heritage Park in Squamish, BC. "We hope to be able to complete all the tests and steam the giant locomotive before this summer".

Royal Hudson #2860 carried tourists between North Vancouver and Squamish from 1974 until 1999, becoming one of the Vancouver area's top attractions. After completing the 1999 season, however, the locomotive was not able to pass inspections for continued operation without boiler work. (West Coast Railway Association 060313)

GRAND CANYON RAILWAY FOR SALE

WILLIAMS AZ -- Max Biegert will be the first to admit that he nearly lost his shirt in the first seven years after he brought Grand Canyon Railway back from the dead.

He and his wife, Thelma, were advised against buying the defunct 65-mile railroad. Critics said people wouldn't buy tickets for a ride that was pricey and not picturesque.

That was 17 years ago. Today, with a lot of business savvy and a boost from the 1995 opening of a hotel in Williams, the Paradise Valley couple have built the vintage railroad into a healthy enterprise. It has nearly 500 workers and revenue that has almost doubled to nearly \$40 million since 2000.

Now the couple are ready to go out on top.

They are putting the railroad, which provides daily tour service between Williams and the South Rim of the Grand Canyon, on the market. They're trying to ensure that the railroad retains its Wild West theme - daily rides feature an old-fashioned shootout and train robbery - and that their future development plans for Williams will be realized. Max Biegert said a price has not been determined.

"If I was 20 years younger, you couldn't pull me away from this, and I'm going to be extremely careful in



Grand Canyon Railroad NRHS Excursion train headed up by FPA-4's at Williams, Arizona on August 22, 2002. Photo John Godfrey

who I let buy it," said Biegert, 78. "We think we are going to have quite a few choices in buyers."

Employees told

The railway's 469 employees, along with others in the city, were told of the planned sale on Friday. "There's a lot of concern here because anytime there's a change in by far your Number 1 economic driver, everyone wants to know what it means for the future," Williams City Manager Dennis Wells said.

But Kim Dent, co-owner of Rustic Raspberry gift shop, said she isn't worried. "I think it will continue to grow no matter who owns it," Dent said. "It's an engine unto itself now. Every time they have added new rides, like the Polar Express during the Christmas season, they have been wildly successful."

The Biegerts have hired Phoenix investment banking firm Peacock, Hislop, Staley & Given to locate a buyer within the next two years for about 1,000 acres they own in Williams and west of Grand Canyon Airport, near the community of Tusayan.

In addition to the Williams depot, railroad stock, and track and right of way, the Biegerts own a restaurant, 300-room hotel and RV park within the city. All that would be sold as part of the railroad. Biegert said he also would like to see the buyer follow through with a master plan for more than 100 acres of railway property east of the depot.

New rides planned

After a tenuous beginning in 1989 and a few rough years in the early 1990s, ridership began taking off after the mid-1990s, spurred by innovations like the Polar Express, a train ride modeled after a popular children's book (and now a movie). The ride is marketed to parents and their children.

David Chambers, president of Grand Canyon Railway, said other rides with special themes will begin this year, including Thomas the Train for the young and a Sunset Limited late-afternoon run to the Grand Canyon featuring big-band groups, wines and hors d'oeuvres.

The number of tourists riding the train's vintage cars has jumped from about 90,000 the first year to nearly 225,000 this year, railway figures show. Revenues have climbed from \$4 million in the railway's first year to nearly \$40 million last year, Chambers said.

He said any buyer would have to receive an operating permit from the National Park Service to use a rail terminal and track within the national park. It costs \$19,500 annually.

Unintentional owners

The Biegerts never intended to get into the rail-tour business. They thought they had retired to Paradise Valley in the early 1980s after making a fortune in aerial crop dusting and, later, the day-care business. But

money they lent to an investor trying to redevelop the railroad in the mid-1980s wasn't repaid and, in a settlement, the 20 miles of track south of Grand Canyon Village went to the Biegerts. Consultants who had worked previously for the Walt Disney Corp. told the Biegerts that any business proposition linking the Grand Canyon, which has nearly 5 million visitors a year, and Interstate 40 was promising. But they recommended not developing it because of the expense and time involved. But the Biegerts plowed ahead, pouring millions of dollars into new track and some of the best historic rail cars and engines in the country. (Mark Shaffer - Arizona Republic, Flagstaff Bureau Mar. 25, 2006)

DOUBLEHEADER WILL LAUNCH KETTLE VALLEY STEAM RAILWAY'S 2006 SEASON

There will be two engines on the rails of the historic Kettle Valley Railway when the Kettle Valley Steam Railway in Summerland, BC officially kicks off its season on May 20th. The KVSr's two steam locomotives - the 3716, a restored consolidation engine built in 1912 and the 1924 Shay will do double duty taking passengers along six miles (10 kilometres) of track to the Trout Creek Bridge and then back to Prairie Valley Station for opening day ceremonies.

"We wanted to start the season with a special event and this double-header will definitely add an air of excitement to our Opening Day," says Debbie Kinvig, KVSr General Manager. "The 3716 is about twice the size of the Shay so it will take its place behind the smaller logging locomotive during both our morning and afternoon runs," explained Kinvig.

The May 20th event will officially kick off the season which along with its regular scheduled runs will offer more Great Train Robbery & BBQ Events, three new Summer Sunset Wine Trains featuring Sumac Ridge Estate Winery and a Trick or Treat Train for a ghostly ride through Prairie Valley on the Saturday before Halloween.

The Kettle Valley Steam Railway also offers an Easter Train, Mother's & Father's Day Trains and a weekend of Christmas Trains complete with Santa & goodies for the kids.

"We are looking forward to a very exciting season," says Kinvig. "The addition of the Sunset Wine Trains is a natural fit for the KVSr which makes its home in Wine Country. We are also doing our part to help celebrate Summerland's 100th Birthday with our July 2nd Sunset Wine Train and a "Historic Trails and Rails - Wine & BBQ Event" on October 1st. We can't think of a better way to celebrate the community's history than taking a ride on the only remaining portion of the Kettle Valley Railway built between 1910 and 1915," stated Kinvig.

The Kettle Valley Steam Railway last year recorded its highest ridership in its eleven year history at over 23 thousand passengers. (KVSr, March 1st, 2006)



Kettle Valley Railway's double headed inaugural 2006 steam train as photographed by Peter Leyland.

E&N ROUNDHOUSE LANDS UP FOR BIG CHANGES

Victoria's historic E&N Railway roundhouse is on track to become the hub of a new development in the Songhees area. Bayview Properties plans to buy the 1912 structure along with 10 acres of land from CPR.

Bayview, headed by developer Ken Mariash, is holding an open house Wednesday from 5 to 8pm on the site -- with tents and displays -- to gather ideas for its future. Bayview vp Patricia Mariash envisions the possibility of a Granville Island-type "festival retail area" that will continue to see the roundhouse used by the railway. The Victoria roundhouse, regarded as the best-preserved in BC, is protected from demolition by a heritage designation, along with a turntable, a long car shed and a stores building. "We want to have this as an operating workshop," said Patricia Mariash, while pointing out features during a quick tour of the industrial-zoned property.

Several lines of track are overgrown, giving only a hint of how busy the railyard was when it employed up to 200 people during the age of steam engines. Only one of the building's 10 bays is still in use. Dayliners, self-propelled diesel passenger cars, are stored and maintained in the dilapidated building.

Victoria city hall threatened legal action against the CPR in 2004 over the roundhouse's leaking roof. The

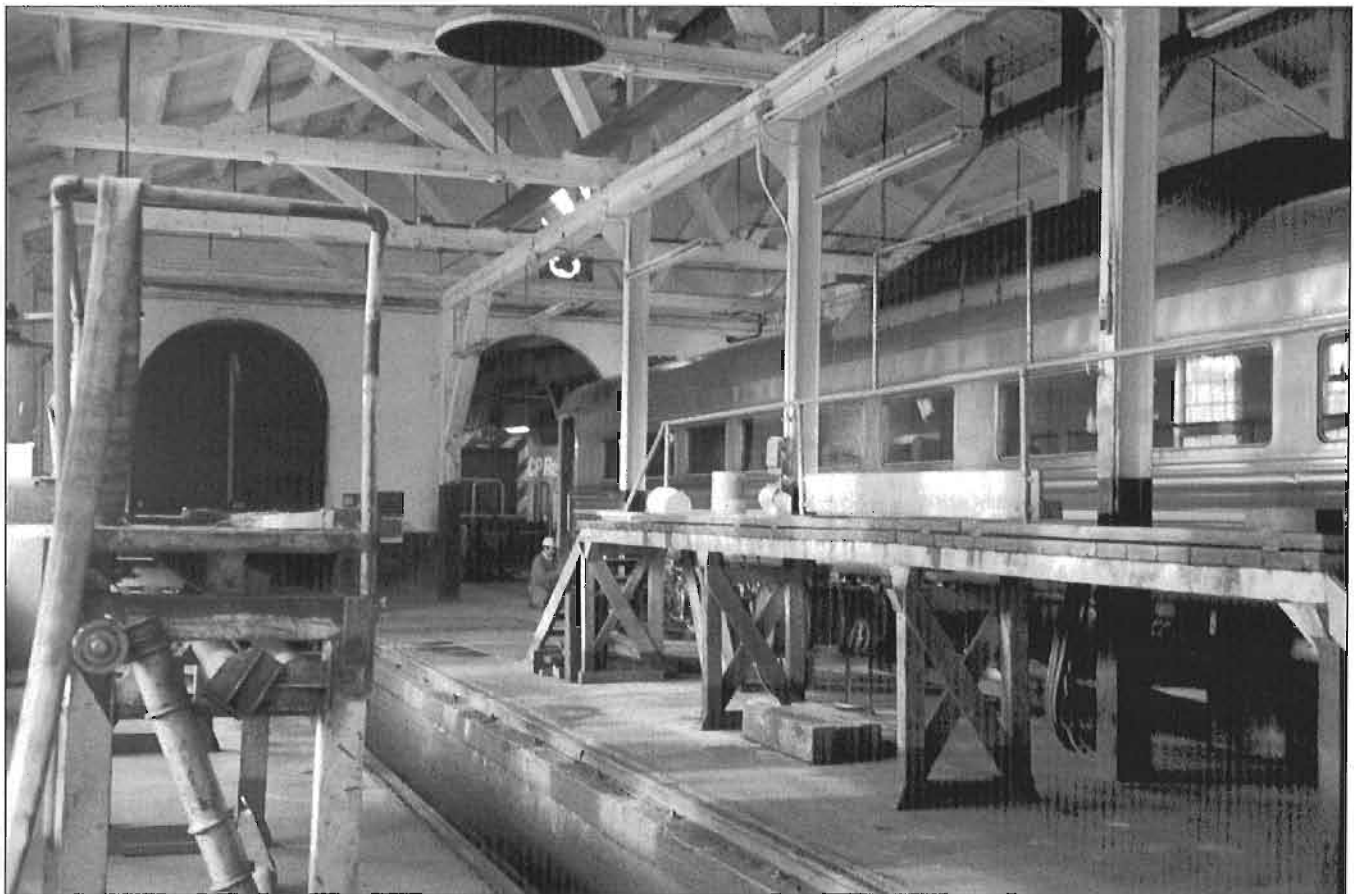
municipality and the company reached an out-of-court settlement to ensure temporary repairs were done. Steve Barber, city heritage planner, said the roundhouse's new Owner will be responsible for its upkeep. Bayview has not yet filed plans with the city for the property, he said. Mariash wasn't specific about plans for the land, "Live-work, office, hotel, spa -- anything you could see in a vibrant new area." She did say the company is not planning 20-storey buildings on the site. (Victoria Times Colonist 060411)

KETTLE VALLEY STEAM RAILWAY TO OFFER WINE TRAIN

One of the South Okanagan's top tourist draws is hoping to gain steam from several new twists, including one that will appeal to wine lovers. The Summerland-based railway, which has been offering tourist trips for 11 years, is getting ready to follow last year's record season. "We're really excited about this coming season," said Kettle Valley Steam Railway marketing manager Jo Ann Reynolds.

"Last year we had almost 24,000 people ride the train." Reynolds attributes the railway's growing success to word-of-mouth from past visitors and research by out-of-towners. "We get passengers from all over the world. Last year I found it very interesting how many people from England found us and wanted to ride the train," she





Three photos of the E&N property in Victoria, B.C., the top two courtesy Ronald S. Ritchie Collection, the bottom photo courtesy Peter Leyland taken in 1985.

said. "A lot of our passengers are from Alberta, the Lower Mainland and we are getting lots of local people riding the train - they bring their friends and family or people that are visiting them.

" New to the steam railway this year is a wine train. Partnered with Sumac Ridge Estate Winery, on July 2, Aug. 5 and 19 trains will depart, offering riders wine tastings, hors d'oeuvres and live entertainment. Another new addition will be a Halloween trick-or-treat train where riders can dress up for the event. (Penticton Western 060416)

HISTORICAL TRETTLES REBUILDING CONTINUES

Six of the 12 wooden trestles destroyed in the 2003 Okanagan Mountain Park fire have now been rebuilt, on time and on budget. The reconstruction project management committee hopes to award the contracts for three more trestles this month. A fourth small trestle could also be completed this year. A dozen BC construction companies attended a site meeting on May 2, including the two companies that built five of the six completed trestles, said Ken Campbell, chairman of the management committee.

The committee has put reconstruction of trestles No. 10 and No. 11 in one package and No. 4 as a separate project since it is the largest of the wooden trestles at 131 metres long and 37 metres high. "It will have a very close resemblance to the original destroyed in the fire," said Campbell, adding it is expected to take most of the summer to complete. The completion of six trestles means the public will have access from the Myra forest service road end to trestle No. 12 over seven trestles (four rebuilt, three originals). The society is planning to install a lot of interpretive signs when the reconstruction is done, and students will likely return over the summer months to act as trail hosts. (Kelowna Daily Courier 060511)

INDUSTRY

In March, the Railway Association of Canada (RAC) announced it appointed Cliff Mackay president and chief executive officer, effective May 1. Most recently president of the Air Transport Association of Canada and board member of NAV Canada, Mackay previously held a senior executive position in the aerospace industry and various leadership positions with the Canadian federal government during the past 20 years.

Bruce Burrows has served as acting president and CEO since July 2004, when former President and CEO Bill Rowat retired from the RAC. Burrows previously served the association as vice president of public affairs and government relations. The RAC represents the interests of 58 freight and passenger railroads in Canada. (Railway Association of Canada 3/27/2006)

STRONG CANADIAN DOLLAR AND YSD PLANT CLOSING DRAG DOWN GLOBAL RAILWAY'S 2005 REVENUE, EARNINGS

Last year, Global Railway Industries Ltd. generated revenue of \$29.9 million, about a 1 percent decrease compared with 2004 primarily because of the strengthening Canadian dollar vs. the U.S. dollar.

Annual operating income of \$3.2 million fell 39 percent and the company posted a \$3.7 million net loss. Global Railway reported a \$1 million one-time plant closure charge related to merging Rafna Industries Ltd. into G&B Specialties Inc.'s operations and discontinued operation costs tied to closing YSD Industries (2004) Inc. in October.

"Our decision to close YSD in 2005 had a profound impact on Global's overall operating results," said Global railway President and Chief Executive Officer Terry McManaman in a prepared statement. "During the next three to six months, we will focus on improving the bottom line performance of our continuing operations through revenue growth, expense reduction and capitalizing on synergies between subsidiaries."

In the fourth quarter, the company generated revenue of \$7.1 million, a 22 percent increase compared with the same 2004 period. Quarterly operating income of \$300,000 rose 200 percent compared with fourth-quarter 2004 income of \$100,000.

Through subsidiaries Rafna, G&B Specialties, Bach-Simpson Corp. and Prime Railway Services, Global Railway supplies event recorder monitoring/control systems, train speedometers, track and signal components, and rail gear. (Progressive Railroading Daily News 3/28/2006)

CANADIAN RAILROADS MUST COMPLY WITH NEW FEDERAL REFLECTIVE MATERIAL RULES

Today, new Canadian rules requiring reflective material on locomotives and freight cars take effect.

Applicable to all Canadian-owned locomotives and cars operated by railroads regulated under the Railway Safety Act, the federal rules outline standards for applying, maintaining and inspecting reflective materials. All locomotives must be equipped with retro-reflective sheeting within four years; all cars must be equipped with the same material within seven years.

Previously, Canada only required that reflective materials be displayed on both sides of all cars owned or

leased by Canadian National and Canadian Pacific railways.

"Rail cars ... will be significantly more visible at night," said Canadian Parliament member Brian Pallister in a prepared statement. "This increased visibility will reduce the likelihood that a driver will drive into the side of a train at a crossing." (Progressive Railroading Daily News 5/1/2006)

CANADA TO PONY-UP MORE FEDERAL DOLLARS FOR RAIL SECURITY, INFRASTRUCTURE IMPROVEMENTS

The Canadian government recently approved a budget that includes funds to increase capacity for commuter and short-line railroads, and West Coast ports.

The budget will provide \$95 million to improve passenger-rail security; \$2 billion during the next four years for Canada's Strategic Infrastructure Fund; \$591 million during the next eight years for the Pacific Gateway; and \$370 million during the next two years in tax credit savings for urban transit users. (Progressive Railroading Daily News 5/4/2006)

RAILPOWER MOVES TO QUEBEC

RailPower Technologies has quietly moved its corporate base from British Columbia to Quebec and stacked its executive ranks with former Bombardier managers as it finds its legs as a train locomotive manufacturer. The move marks a rare departure from corporate Canada's obsession with the West as the land of opportunity in recent months, particularly Alberta's oil patch and commodity-rich BC. It also represents a rare growth story in Eastern Canada's struggling manufacturing industry.

Alberta and BC may be leading Canada in job creation. But for growing Railpower, Quebec's the place to be. The Montreal area has the transportation labour talent Railpower says it needs to grow. Its supplier-base is nearby. Plus, the company says the province's favorable corporate tax rate, lower housing prices, and government subsidies for research and development are big bonuses. "Everything speaks for us to get to Montreal," Jose Mathieu, RailPower's new CEO, said in an interview ahead of the company's first quarter results today. "From all sides, it is the best place to go. The advantages are very clear, black and white." (National Post 060504)

ALSTOM EXPANDS MONTREAL DIVISION TO PROVIDE TRANSIT-RAIL SECURITY SYSTEMS

Alstom recently expanded its Montreal division and renamed it the Passenger Information and Security division. In addition to providing passenger information and video surveillance systems, the unit will develop products and systems designed to help transit-rail agencies improve security.

The division recently opened new facilities in Montreal's St. Laurent district. Alstom plans to increase the division's research and development budget, and add about 200 employees during the next two years.

The division will be charged with developing more advanced and integrated security systems, such as "intelligent" video cameras and incident detection systems designed to automatically detect if an object is left on a train or a person remains stationary for a long period of time.

Formed in 1990 as Télécité, the division was acquired by Alstom in 1999. (Progressive Railroading Daily News 5/9/2006)

WESTERN CANADA'S CONTAINER AND EXPORT COAL TRAFFIC TO MORE THAN DOUBLE IN A DECADE, STUDY SAYS

By 2015, western Canadian container traffic will nearly triple and coal exports moving through British Columbia ports will more than double, according to a Western Transportation Advisory Council (WESTAC) study.

To handle the traffic increases, the region will need additional rail and highway capacity, and improved border crossing processes, the study states.

"We're good for the short term but a long-term [capacity] strategy is needed," said WESTAC President Ruth Sol in a prepared statement.

Transport Canada provided the majority of the funding for the study, which provides 10-year volume forecasts for containerized freight and six export commodities (coal, forest products, grains, fertilizer and potash, sulphur and chemicals). The study also recommends operational and investment options, and policy needs.

Founded in 1973, the non-profit WESTAC aims to promote transportation as a critical sector supporting western Canada's economy. (Progressive Railroading Daily News 5/11/2006)

PRODUCTION DELAYS CONTINUE TO PLAGUE RAILPOWER

Railpower Technologies produced only one diesel-electric hybrid locomotive in the first quarter as delays continued to slow production, but the company says it has made progress and will be able to meet its targets for the year. "The transition from a research-and-development company to a railroad manufacturer presents its challenges, but we have made advancements," ceo Jose Mathieu told a conference call with analysts. "While only one locomotive was produced during the quarter, we had 52 locomotives in various stages of production at the end of the quarter. We have taken the necessary steps to execute on our plans to achieve our previously committed targets." At March 31, Railpower had firm orders for 162 locomotives.

Railpower has said it hopes to deliver 90 to 100 of its hybrid locomotives in 2006 after struggling to ramp up production last year when it produced 32. The company is hoping to deliver 10 to 15 in the second quarter, ramping up in the second half of the year. (Canadian Press 060505)

DYMINUTIVE LOCOMOTIVE FINDS NEW HOME IN THE EAST

A 101-year-old locomotive that spent its first six decades in the Yukon has found a new home in Ontario, after spending the intervening years in the unforgiving damp of Vancouver Island.

I wrote about Detroit Yukon Mining Company locomotive No. 1 in Mining Railways of the Yukon (published by CRHA Pacific Coast Division in 1994 and now out-of-print). By then, DYMC Co. No 1 had spent many years in residence at Whippetree Junction, a retail emporium beside the Island Highway south of Duncan, B.C.

Now, DYMC Co. No 1 has a new lease on life in southern Ontario with a proud new owner. That life began in April 1904, when the 0-4-0 saddle tank locomotive was built for a 36-in. gauge mining railway at Bear Creek in the Yukon, by H.K. Porter & Co. of Pittsburgh, Pa., which gave it constructor's number 3022. It would stay in the Yukon until 1965, when Roger Brammall bought it from the Yukon Consolidated Gold Corp., its fourth owner.

Roger brought No. 1 to Vancouver Island, and installed it on a perch outside Whippetree Junction, where it would be seen by countless passersby on the Island Highway.

In its 61 years in the Yukon, DYMC Co No. 1 had been stored outdoors, but the long Yukon winters and dry summers did not create much deterioration through weathering. But in the 40 years since then, the little locomotive did not fare so well while stored outdoors, first at Whippetree Junction, and then at a sawmill in nearby Mill Bay. Both sites are subject to warm and wet winters that are conducive to corrosion of metal and decay of wooden parts.

In October of 2005, Dave Gould of Guelph, Ont., became the new owner of No. 1. Dave is a railfan who enjoys both modelling and full-scale narrow gauge railways, and he had read Mining Railways of the Klondike. On a visit to B.C. last July, he met with Roger Brammall, who informed him that No. 1 just might be for sale -- and within weeks they had a deal.

In preparation for the move, Dave designed a steel pallet onto which No. 1 would be placed. Fabricated by a steel shop in Cobble Hill, the pallet would make for safe loading of the locomotive by forklift, and protect it during its long haul eastward. In a second visit to Mill Bay, Dave completed installation of the pallet, and with Roger Brammall himself working the forklift, DYMC Co

No. 1 was set onto a step trailer of Deck-X Transport. On September 27, truck and trailer set out for Ontario.

At Guelph, DYMCo No. 1 is safely ensconced in a dry and heated welding shop belonging to a friend of Dave's -- its first indoor home since its date of manufacture 101 years ago. Dave has already begun repair work, and plans on making the locomotive operational one day.

But for now his focus is on cosmetic restoration and he's searching for missing parts, and has already located a correct bell. Dave has removed many parts and cleaned, lubricated, and reinstalled them, and has rebuilt

both the sand dome and the smoke stack. Slated for total rebuilding is the cab for which, fortunately, the original decayed parts can serve as patterns.

It looks like DYMCo. No. 1 will soon be in fine shape for its second century.

Eric L. Johnson via the Sandhouse, CRHA Pacific Coast Division.

John Godfrey
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After 101 years, DYMCo. No. 1 finally has an indoor home, at Guelph, Ont. (Photo by Dave Gould)



The diminutive size of DYMCo. No. 1 can be gauged by comparison with the forklift, set to unload it after the cross-country journey last autumn. (Photo by Dave Gould)

BACK COVER TOP: Newfoundland mail car 231 photographed in St. John's yard on June 26, 1952. Photo Ronald S. Ritchie.

BACK COVER BOTTOM: Newly arrived CPR 'Evolution' locomotive 8754, one of 60 fuel efficient, cleaner burning locomotives that are a 'hit with crews' on the CPR. Photo Ken Goslett.

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