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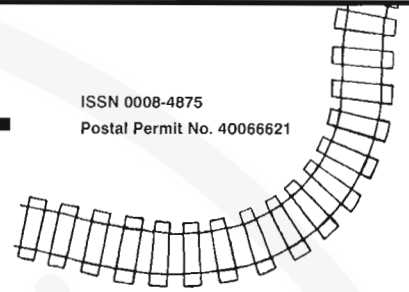


TABLE OF CONTENTS

The 2141 'Spirit of Kamloops', David Emmington	43
Book Reviews.	51
Six October Days behind 2816, Fred Angus	56
2816 Is the Star of 'Rocky Mountain Express', Peter Murphy	67
Business Car.	70

FRONT COVER: Russ Watson caught ex CNR 2141 at Campbell Creek on September 24, 2005 just prior to the start of the Armstrong Explorer trips.

BELOW: Volunteers prepare ex-CNR 2141 for removal from Riverside Park in 1994. Photo courtesy the Kamloops Heritage Railway Society.

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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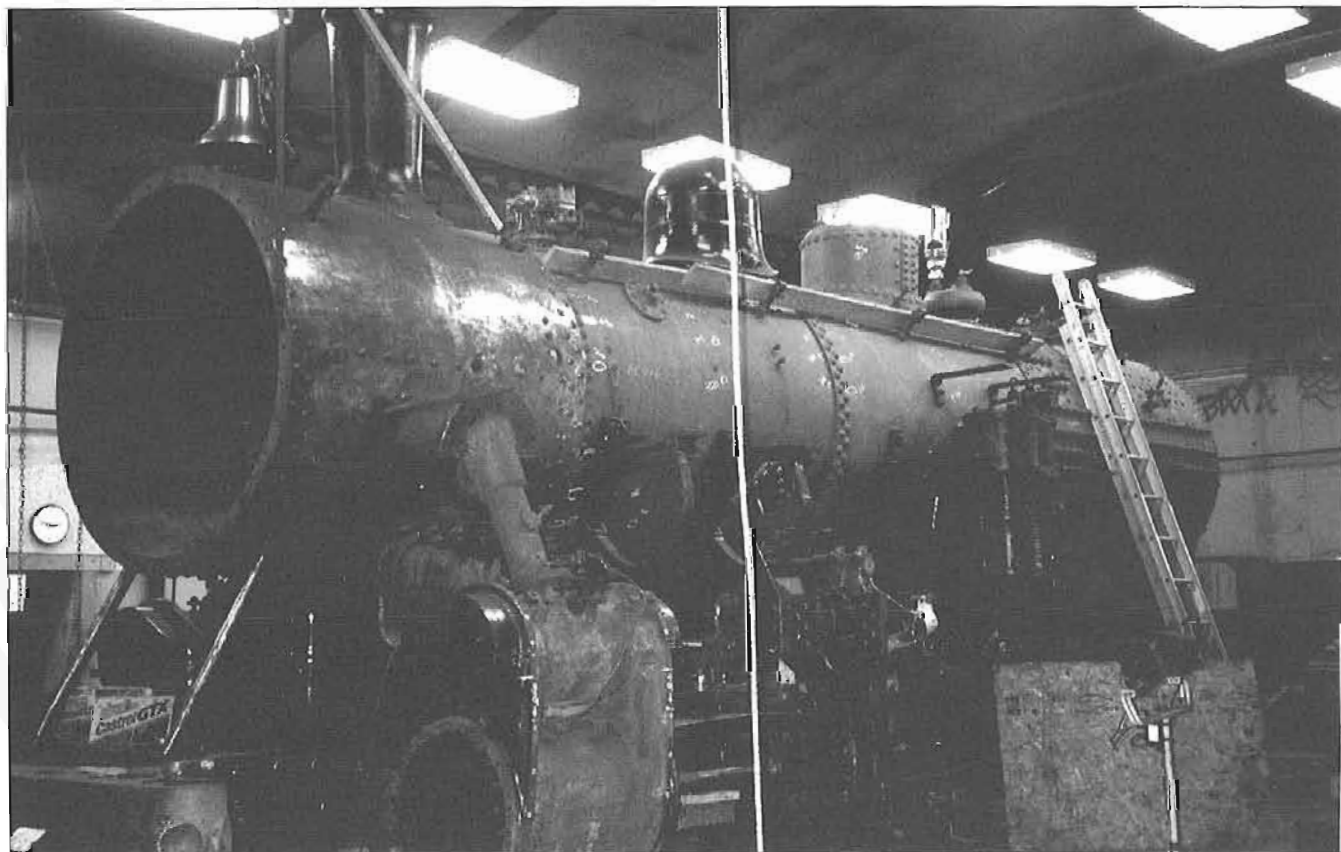


The 2141 'Spirit of Kamloops'

By David Emmington

On Monday evening, October 16, 2006, Canadian Pacific's Empress 2816 and charter train, running late, pulled into Kamloops, B.C. just before dark (see the following article). Passengers were invited to board the 'Spirit of Kamloops' for a short ride behind No. 2141 an ex-Canadian Northern Consolidation. This is the story of how a lonely steam engine that had been displayed in a park, was brought back to life by dedicated volunteers!

This article first appeared in the March 2006 edition of CN Lines, we thank Al Lill, Editor of CN Lines; David Emmington who wrote the article; Don Evans of the West Coast Railroad Association, Russ Watson, Ray Mathews and Jim Johnston who provided some of the photos for allowing us to reproduce this article in Canadian Rail.



The stripped down boiler inside the city owned warehouse, the wheels and running gear have been removed. It took 80,000 volunteer hours to restore the locomotive. Photo courtesy the Kamloops Heritage Railway Society.

Kamloops Heritage Railway steam engine 2141 has logged more than 3000 miles since restoration in 2002. This Consolidation-type engine was built for the Canadian Northern Railway (CNoR) by the Canadian Locomotive Company of Kingston, Ontario in 1913. Canadian Northern assigned her to passenger service

between Calgary and Saskatoon from 1913 to 1919. After the CNoR was absorbed into the Canadian National system, the 2141 worked on a variety of mixed freight and passenger trains in Western Canada. She was converted to burn oil at Fort Rouge in July 1954. The 2141 finished her active service hauling logs and freight between

Victoria and Youbou / Cowichan Bay on Vancouver Island. Her last trip was on July 4, 1958.

The 2141 is the only survivor of the C.N.R. M-3-d Class (2130-2154) with 57" drivers, 23 x 26" cylinders and an operating boiler pressure of 180 psi. The engine has a haulage rating of 35% and weighs 95 tons. The tender carries 6,000 gallons of water and 3,000 gallons of fuel oil. When working hard, the 2141 can go about 50 miles between water stops and 125 miles for fuel.

Sister M-3 Class engines worked all over western Canada including the CNR Okanagan Subdivision between Kamloops and Kelowna, and as pushers on the 2% Monte Creek hill. They also worked wayfreights from Kamloops west to Spences Bridge and north to Blue River. After a 46-year career moving goods across Western Canada, she was stored outside the Point Ellice engine house in Victoria in 1958 brandishing the big "D" for "demolish".

Display and Restoration

Mayor Jack Fitzwater of Kamloops BC had other ideas for the 2141. It took him three years to persuade City Council and the CNR to send the engine to Kamloops. On October 28, 1961, after a payment of \$2000, CNR Operations Manager, T.A. Mainprize presented the engine to the City. On display at Riverside

Park, the 2141 was a monument to the contribution of the railways and railway families to the development of the interior Hub City.

She was maintained by the city as a static display in the park for 33 years. In 1990 an Alberta preservation group approached City Council with a request to move the engine to Alberta for restoration and operation. Several requests for the engine to remain in BC prevented it being relocated.

The Kamloops Heritage Advisory Committee, the Parks and Recreation Department and the Cultural Commission got involved in discussions on the engine's future. The Parks and Recreation Department also fenced the 2141 to reduce vandalism and potential injury to children playing.

The 2141 Locomotive Preservation Society was formed and 16 volunteers inspected the engine on March 28, 1994 and established that restoration was feasible. The 2141 was moved from Riverside Park to a city-owned warehouse. The rebuilding, including the construction of a new tender, was completed to current standards over a period of eight years, under the watchful eye of railway inspectors. This ambitious project consumed 80,000 volunteer labour hours.

On June 15, 2002, under steam and under her own power for the first time since 1958, the 2141 was



CNR M-3-d No. 2141 at Tyup, BC near the end of her CNR career. Photo Dave Wilkie courtesy of the West Coast Railway Association.

moved to her new home on Lorne Street next to the historic Red Bridge. The City of Kamloops provided a new, 5000 square foot building to house and maintain the steam engine. Two thousand feet of track and switches were built to connect with Mile 3.0 of the Okanagan Subdivision.

On June 26, 2002 the Kamloops Heritage Railway carried the first passengers on the Spirit of Kamloops Raitour to Kamloops Junction. By 2004 the 2141 had made 200 trips the 2.8 miles each way to and from the Junction and carried 20,000 passengers. It was time for longer trips! The 56-mile trip from Campbell Creek to Armstrong on the Okanagan Branch was a great choice.

The Okanagan Sub.

The Okanagan Subdivision was a brainchild of the Canadian Northern Pacific Railway in 1912. CNoR had been authorized to penetrate southeastwards to the Okanagan Valley to take a share of the lucrative fruit traffic, but insolvency and war prevented this. Later the CNR saw the merit in the plans and built the line to Armstrong in 1925. It was granted running rights on the CPR to Vernon, and built the final section from Vernon to Kelowna with connections to Naramata and Penticton via a barge service. The last spike was driven at Kelowna on September 10, 1925.

A spur line was constructed from Kamloops Junction to the north side of the South Thompson River near the present day Red Bridge, serving as a passenger terminal until the first bridge was constructed into the city. The CNoR constructed a wooden piling and truss bridge in 1919. Initially, a Jitney or gas car transported passengers to Kamloops Junction. The present CNR steel bridge and Lorne Street station in Kamloops were opened in 1927.

CNR transcontinental passenger trains backed into the city commencing after 1920, stopped briefly in 1932 and were reinstated until 1949. A connecting track to the CPR mainline in Kamloops was constructed in 1919 and the C.P.R. granted running rights to C.N.R. in 1922 from Kamloops to Campbell Creek.

Passenger service to the Okanagan commenced in 1926 with conventional steam-powered trains using M or N Class Consolidations, J-4 Class Pacifics and lastly T-4 Class Sante Fe-type locomotives. Budd RDCs were introduced on October 29, 1961 and lasted until mid 1963 when a conventional passenger train was bought back for a short time. CNR Okanagan Subdivision passenger trains were replaced by a bus service on October 26, 1963.

The line is currently operated by the Kelowna Pacific Railway Limited, a subsidiary of the USA-based Night Hawk Industries.



The 2141 was captured by Dave Wilkie operating as train 587 at Cowichan Lake BC in the late 1950's. Photo courtesy West Coast Railway Association.



With the beautiful rolling hills of British Columbia's interior in the background, 2141 steams through O'Keefe on Sept. 24, 2005. Photo Ray Mathews.



Al Lill caught 2141 crossing the Salmon River bridge at Sweetsbridge, BC on Sept. 24, 2005.

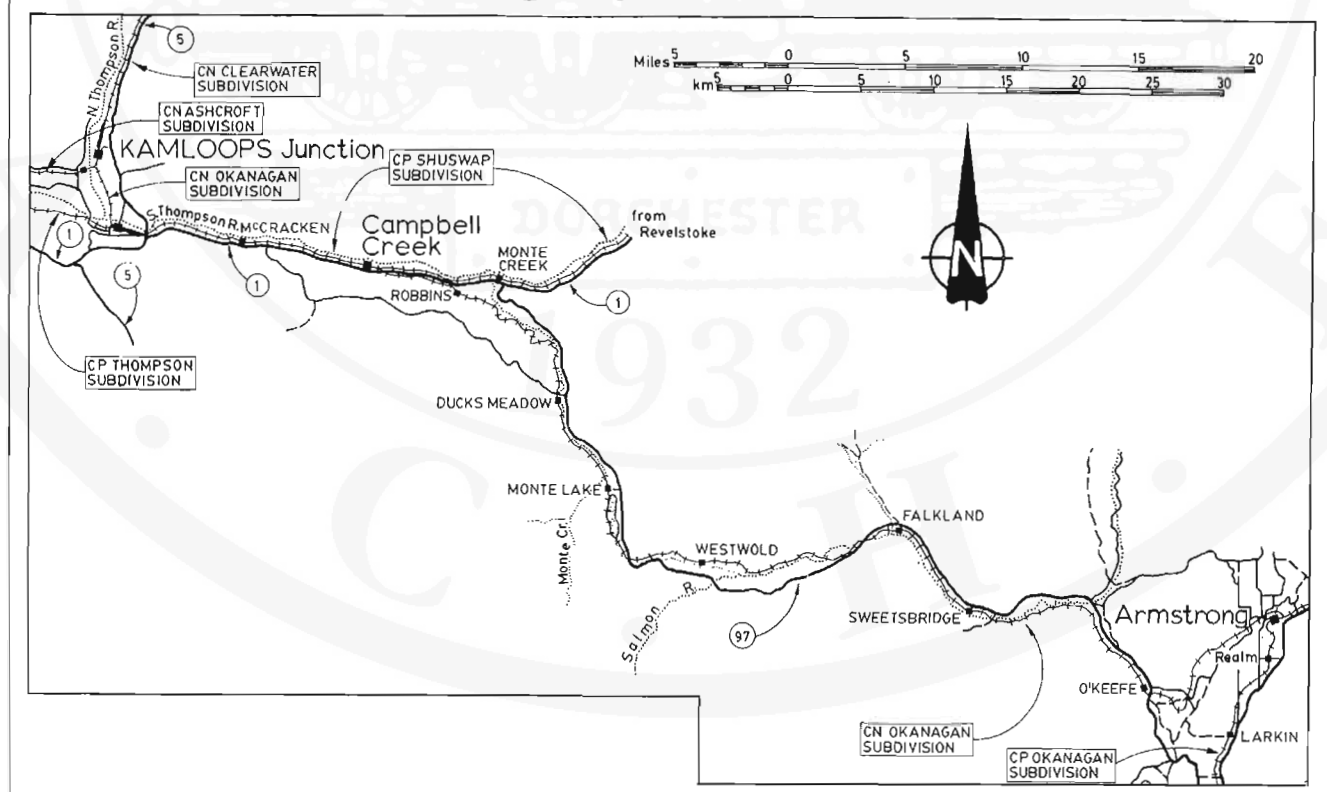


The 'Armstrong Explorer' rounding a curve at Monte Lake on June 11, 2005. Photo Jim Johnston.



End of the line, 2141 and train arrive at Armstrong, BC. Photo Ray Mathews.

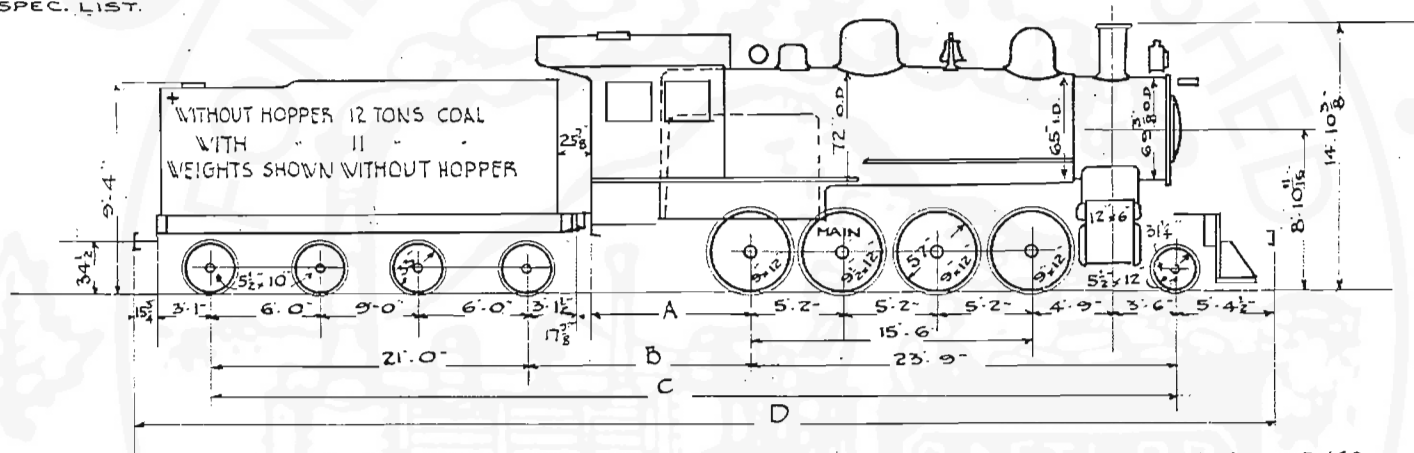
Route of the Armstrong Explorer



Map courtesy Roger Burrows (*Railway Mileposts in British Columbia Vol. 1*)

SUB CLASS	DATE BUILT	BUILDER	BUILDERS ORDER NO	BUILDER'S BOILER NO'S	PREVIOUS ROAD NO'S AND INITIALS	PRESENT ROAD NO'S	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL
M-3c	1911	A. L. Co	B-1287	50279, 80, 81, 50282, 50283	DWG. P-2123, 2126, 2127, 2128, 2129	2125, 2126, 2127, 2128, 2129	TYPE CONSOL CLASS M 3
M-3d	1912	C. L. Co		1050, 53, 55, 57 to 60, 62 to 64, 67, 68, 70 to 72	SAME - C.N.R.	2132, 35, 37, 39 to 42, 44 to 46, 49, 50, 52 to 54	
M-3e	1913	C. L. Co	C-502	1148, 50, 53, 54, 55, 56, 57, 58, 59, 1160, 61, 63, 67, 71, 72	SAME - C.N.R.	2155, 57, 60, 61, 62, 63, 64, 65, 66, 2167, 68, 70, 74, 78, 79	



* 8½" C.C. PUMP BEING APPLIED
* FOR OIL BURNING LOCOS,
SEE SPEC. LIST.



OPERATING CURVATURE 16°

SUB-CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE AREA SQ. FT.	TUBES					TENDER CAPACITY		SUPERHEATER	HAULAGE RATING
	DIA.	STROKE	O.S. DIA	DIA. CTR	LENGTH	WIDTH		LARGE	DIA	SMALL	DIA	LENGTH	WATER	COAL %		
M.3.cd	23"	26"	57"	50"	114"	40 1/2"	31.8	24	5 3/8"	177	2"	14'-0"	6000 lbs	+	SCHMIDT	35%
M.3.c	"	"	"	"	"	"	"	22	"	158	"	"	"	+	"	"

SUB-CLASS	HEATING SURFACE sq ft				WEIGHTS IN WORKING ORDER lbs					LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS.	
	TUBES	FIREBOX	TOTAL	SUPER-HEATER	ENGINE TRUCK	DRIVING	TRAILING	TOTAL ENGINE	TENDER	ENGINE & TENDER	DRIVERS				TOTAL ENGINE
M. 3 ccl	1768	176	1944	395	25,000	163,000	—	188,000	143,000	331,000	146,700	169,200	4.42	36,920	180% "
M. 3 - e	1590	179	1769	391.8	25,500	160,300	—	185,800	148,100	333,900	144,300	167,300	4.34	"	"

SUB-CLASS	TYPE OF REVERSE G ⁸	TYPE OF VALVE GEAR	TYPE OF BOILER	STEAM HEAT	N° & SIZE OF AIR PUMP	BRICK ARCH	EXTREME WIDTH
M.3.cd	SEE SPEC. LIST	WALSCHAERT	Ex. VAO. TOP	YES	2-9 1/2" 	YES	10'-1"
M.3.c	"	"	"	"	" 	—	—

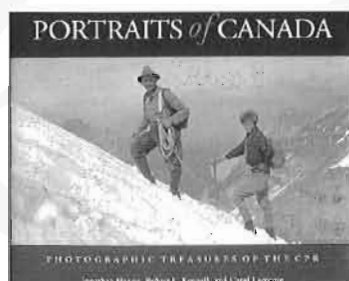
Book Reviews

PORTRAITS OF CANADA

Photographic Treasures of the CPR

By Jonathan Hanna, Robert C. Kennell,
and Carol Lacourte

Reviewed by Fred Angus



This is a book that will appeal to anyone with an interest in Canadian history, whether or not related to railways, during the last 125 years. It contains more than 150 high quality black and white photographs,

showing many aspects of Canada as seen through the photographers of the CPR. Starting in the 1880s, coverage extends to about 1960, including visits of famous persons from Governor-General Lord Stanley of Preston (1889) to Her Majesty Queen Elizabeth II (1959).

For the railway enthusiast, there is much to be seen in this book. From the small 4-4-0 locomotives and wooden cars of the 1880s to the modern steel trains of the 1950s, there is a whole cross section of CPR equipment. These include such gems as the arrival of the first through train at Port Moody in 1886, several vice-regal trains, and other depictions of historic occasions. Of course the most historic photo of all, that of the driving of the Last Spike at Craigellachie in 1885 is prominently displayed, as is the splendid interior view of soldiers, with their Snyder-Enfield rifles in a coach en route to the Riel Rebellion in the same year.

One feature that will be found of great interest is the series of views of the city skylines before the proliferation of huge glass-encased office buildings. Imagine Toronto in which the Bank of Commerce building towered above everything else (in fact it was the highest building in the British Empire from 1929 until the 1950s), or Montreal with the Sun Life building the tallest, closely rivalled by the Bell Telephone and the Royal Bank. All these buildings still stand, but are dwarfed by other structures.

Street scenes also appear in considerable quantity, including many that depict street cars which were then in regular operation in most major Canadian cities.

Railway structures are also well depicted, including stations from simple ones on the Prairies to Montreal's huge Windsor Station, then the headquarters of the entire system. Also prominent are the CPR's famous hotels, like the Chateau Frontenac, Royal York, Banff Springs, and others.

The CPR was known as "The World's Greatest Travel System", and this was due in great part to its large fleet of ships that literally "spanned the world". Many of these ships are depicted in considerable detail, especially the CPR's flagship, the second Empress of Britain, which sadly had a short career before being sunk in 1940 during World War II.

The efforts of the CPR in wartime are well covered, and excellent photos appear taken during both World Wars. Most interesting are the views of the ships painted in the "dazzle" paint job in World War I, this was an extremely garish paint scheme intended to confuse the crews of enemy submarines. Also shown are some of the hundreds of tanks produced by the CPR's Angus Shops during the Second World War, as a part of the massive effort that eventually led to victory.

Photos of the people of Canada are also very prominent in this book. Much is shown of native Indians, especially in Alberta and British Columbia, as well as mountain climbers, railway workers, tourists, and other visitors, both the famous and not so famous.

Altogether a most worthy book, and well worth acquiring.

PORTRAITS OF CANADA

Photographic Treasures of the CPR

By Jonathan Hanna, Robert C. Kennell,
and Carol Lacourte

ISBN13: 978-1-894856-77-5

Published by Fitzhenry and Whiteside,

Price (hardback) **\$39.95** Canadian.

This book is available at the Exporail Boutique.



FAMOUS NAME TRAINS

Travelling in Style with the CPR

By David Laurence Jones

Reviewed by Fred Angus

From the very beginning in 1881, the Canadian Pacific Railway has been well known for its famous trains, both transcontinental and otherwise. This book covers most of them, ranging from the "Pacific Express" of 1886 to the "Royal Canadian Pacific" of today. Not only

are there excellent black and white photos, both exterior and interior, of these trains, but also high quality colour reproductions of many of the delightful posters produced by the company over the years.

The steamboat connections on the Great Lakes are also much in evidence, including rare views of the “Algoma” which was wrecked on November 7, 1885, the same day as the driving of the Last Spike. Also included are items relating to the CPR hotels along the way. One interesting photo, combining two eras is a 1903 view of the “Imperial Limited” leaving Montreal’s Windsor Station; in the background is a coach of about 1870 which must have started its career on one of the CPR’s predecessor lines. Interesting too are colour photos of very early tickets on the lakeboats, in fact ticket No. 08, Montreal-Winnipeg via Owen Sound, is shown. This is dated 1884, before regular rail service from Port Arthur to Winnipeg began!!

While many trains are well known, others are more obscure. One such is the “Moonlight Limited”. Its career was extremely limited, as it appears to have run only once, the night of December 31, 1918, New Year’s Eve. It was scheduled to leave Windsor Station at 9:30 P.M., and run “over the beautiful midnight route between 1918 and 1919”. Its logo shows two beavers embracing

atop a heart-shaped shield which is pierced by what is evidently Cupid’s arrow. After all the horrors of the recently concluded war, this train must have offered a pleasant excursion into better times.

The book concludes with the “Royal Canadian Pacific”, running out of Calgary, which provides a luxurious land cruise through some of Canada’s most spectacular scenery. Also shown in this final section is 4-4-0 locomotive 29, owned by the CRHA, which is displayed outside CP’s Calgary headquarters, and bridges the gap between the pioneer days of 1887 and the twenty-first century.

For those with a sense of railway history, as well as an interest in the development of graphic art, this should be required reading.

PORTRAITS OF CANADA

Photographic Treasures of the CPR

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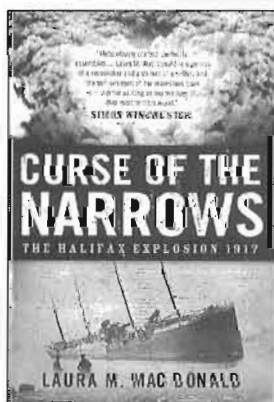
This book is available at the Exporail Boutique.

CURSE OF THE NARROWS

The Halifax Explosion of 1917

By Laura M. MacDonald

Reviewed by Fred Angus



While there have been several books on the Halifax Explosion produced in recent years, this one is different. Looking back from a vantage point of 89 years, Laura M. MacDonald has done a masterful job of covering details that have escaped attention by other writers. It starts with the early days, even before the founding of Halifax in 1749, and works its way, step by detailed step, up to, and beyond, the

horrendous events of December 6, 1917. The title of the book derives from an old Mi’kmaq Indian legend of the 18th century regarding a curse that was supposed to exist at the Narrows separating Halifax harbour from Bedford Basin.

After the introductory section, the account reaches December 1917, a time when the Great War in Europe had been in progress for almost three and a half years, with no sign of peace in sight. Many thought that it might go on for another ten years. Anyone predicting that

the war would end in November 1918 would have been dismissed as a hopeless optimist! Halifax was, of course, a major port for shipping all kinds of war supplies overseas, and the threat of sabotage, or attacks by enemy submarines, was ever present.

The main part of the story begins in the late afternoon of December 5, when a 3121 ton ship, 320 feet long, constructed in 1899, arrived at the entrance of Halifax harbour. This was the “Mont Blanc”, just arrived from New York, and the manifest of her cargo would make anyone blanch with fear. Basically, her entire cargo was explosives, not shells and bombs, but thousands of tons of high explosives, enough to wipe out a good sized city. It was already too late to enter the harbour, as the anti-submarine net was closed for the night, so the “Mont Blanc” anchored outside and waited for the opening of the net in the morning; December 6, 1917.

The story of what happened on that tragic day has been told so many times that we will not repeat it here. Everyone knows (or should know) that the “Mont Blanc” and the Belgian Relief ship “Imo” collided in the Narrows, and about twenty minutes later the “Mont Blanc” blew up, causing the greatest man-made explosion before the atomic bomb. Much of the north end of Halifax was wiped out, and about 2000 people were killed, with thousands more seriously injured.

Laura MacDonald narrates the story in such a skillful way that it is difficult to put the book down once starting to read it. Although there is lots of detail, it is never dry, as we follow the developments through the explosion,

the blizzard that soon followed, the amazingly wonderful response of the people of Massachusetts, and the innumerable events that followed right up to the present time, including the Boston Christmas tree. The official inquiry is covered in considerable detail. The conclusion of the story mentions that the Halifax Relief Commission finally ran out of money in July 2002, the Canadian government continued to pay claimants, and that, as of 2004, three people were still receiving a monthly cheque.

For the railway enthusiast, the accounts in this book are superb, and tell stories never seen before in other books. The accounts of how relief trains were made up, usually with very little advance notice, and dispatched to Halifax, are worth the cost of the whole book. Then the trains had to contend with the terrible blizzard which did its best to thwart this errand of mercy. A few well known and cherished stories are shown in a different light. For example, for decades it has been told how telegraph operator Vincent Coleman's last message, sent just before he was killed in the explosion, stopped an inbound train at Rockingham and saved many lives. A nice story but it isn't true. In actual fact the train had already passed Rockingham, but had not reached Halifax, when the explosion took place. The value, and it was an immense

value, of Coleman's message was that it was picked up by other stations along the line. Since the explosion destroyed the telegraph lines, Halifax was completely cut off from communication (except by the Atlantic cable via England). Thanks to Vincent Coleman's timely last message, plans for relief could be initiated much sooner than they otherwise might have been.

There are a number of black and white illustrations, many not seen in other books, to add more interest to the accounts. There is also an index, and hundreds of footnotes many giving valuable primary sources for the information given in the accounts.

For a fascinating book on a tragic story in Canadian history, that must never be forgotten, "Curse of the Narrows" is strongly recommended.

CURSE OF THE NARROWS

The Halifax Explosion of 1917

By Laura M. MacDonald

ISBN13: 978-0-00-639489

Published by Harper Collins Publishers Ltd.

Toronto, Ontario

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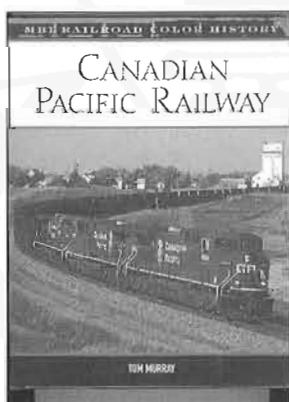
Price (paperback) **\$21.95**

Not currently available at the Exporail Boutique.

CANADIAN PACIFIC RAILWAY

By Tom Murray

Reviewed by Ronald Ritchie



Just when one has reached the conclusion that the Canadian Pacific Railway Company has been described exhaustively in a literary manner, another book is produced that gives the lie to that concept. This book admirably demonstrates this feature.

This 8 ½ X 11" vertical format hard cover book is 160 pages with

attractive dust jacket, there are 97 colour and 47 black and white pictures plus numerous additional timetable and poster illustrations.

This work by Tom Murray presents a thumbnail outline of the background of the C.P.R. from the time of its inception to the present. The text is, however, incidental to

the photographic images that appear in this book, and which deal almost exclusively with modern-day operations in Western Canada. These images are superb and represent the work of several photographers. To this Reviewer's knowledge most of them have never appeared in print before.

The fact that the book is devoted almost entirely to operations in the West is in keeping with the current status of the Company, that is, primarily a Western Canadian entity.

This book would make an excellent addition to any coffee table or library.

CANADIAN PACIFIC RAILWAY

By Tom Murray

ISBN13: 978-0-7603-2255-0

Published by Voyageur Press (Motor Books International)

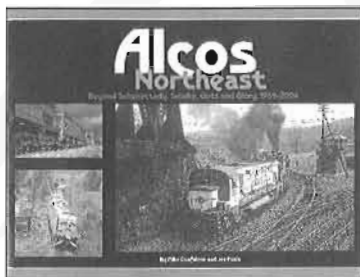
Price **\$39.95**

This book, as well as the companion Canadian National Railway by Tom Murray are both available at the Exporail Boutique for \$39.95 each.

ALCOS NORTHEAST

By Mike Confalone and Joe Posik

Reviewed by Ken Goslett



No diesel locomotives seem to stir the hearts of railway enthusiasts like those produced by the American Locomotive Company (Alco) of Schenectady, New York. Among America's premier steam

locomotive builders, Alco turned its hand to diesels initially in the 1920's and even more seriously during the years of World War II. By the 1950's Alco was firmly entrenched in the diesel locomotive market, second only to Electro-Motive, a subsidiary of the mighty General Motors Corporation.

But by the mid 1960's Alco fortunes had weakened under threat from a new entrant into the market, General Electric. Alco's much heralded 'Century Series' did not win sufficient orders to ensure the Schenectady builder's survival and diesel locomotive production ended in 1969.

Alco's Canadian affiliate, Montreal Locomotive Works (MLW) continued to produce units powered by Alco designed prime movers for 10 years thereafter. For yet another decade Bombardier offered an evolution of the MLW/Alco designs before surrendering.

The latest book offering from the publishers of Railroad Explorer magazine is *Alcos Northeast*, an 8 1/2" by 11" landscape format, hardcover volume devoted to the diesels built by Schenectady and Montreal. The authors have concentrated their study to the north eastern states of the U.S., specifically New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire and Maine. Photo selection was confined to the four decades following Alco's exit in 1969 and it is remarkable how many 539, 244, and 251 engined products remain in active service.

The book is divided into three sections. The first is devoted to Alcos on Class One railroads and opens with Amtrak's black RS-3 units. Continuing alphabetically it passes through Boston & Maine, Canadian Pacific, Central Vermont, Delaware & Hudson, Erie Lackawanna and Grand Trunk on the way to Via Rail Canada and the end of the chapter. This is followed by a second section described as 'Classic-era Shortlines'. Eleven railroads are covered therein including the Lamoille County and the Vermont Railway. The book's final section is devoted to 'Modern Shortlines and Regionals' and its seven subsections will offer Canadian fans many views of MLW diesel locomotives in the colourful paint schemes of their 'second-hand' owners.

Alcos Northeast's 300 colour photos, representing the work of 50 photographers, are for the most part, excellently reproduced. Colour is faithful to the slides submitted for reproduction. Only when pushed to full page size and beyond do some of the scans exhibit a bit of graininess. The book's layout is interesting without being contrived and it was clearly the work of the railfan authors as no photos are cropped too close to the locomotives, a fault of many professional graphic designers inexperienced in our hobby.

All four seasons are represented in the photos as are views varying from pastoral serenity to industrial decay. For the Canadian enthusiast, the Canadian Pacific lines in the U.S. are accorded eighteen photographs. Another thirteen images detail the Central Vermont and Grand Trunk in New England. *Alcos Northeast* is a fine tribute to Alco and their surprisingly durable diesel locomotives. Long may they reign over the rails of the northeast! (Or perhaps continue to rain oil over the rails of the northeast.)

ALCOS NORTHEAST

By Mike Confalone and Joe Posik

ISBN13: 978-0-9725320-2-0

Published by Railroad Explorer, P.O. Box 248,

Goffstown, NH 03045

www.alcosnortheast.com

Price \$59.95

This book is available at the Exporail Boutique.



QUEBEC CENTRAL RAILWAY

By Derek Booth

Reviewed by Ronald Ritchie

Derek Booth's books in the series "Railways of Southern Quebec" give an interesting insight into the lesser known components of the railway network in southern

Quebec. This third, and latest, book in the series deals with one of the larger such components, the Quebec Central Railway Company. The treatment of this work is by far the most comprehensive in this series to date.

This 8 X 10 1/2" vertical format soft glossy colour cover book is perfect bound, and sports 162 pages. Over a hundred sharp black and white photos, numerous engravings, maps, graphs illustrate this work.

As usual, Booth has taken great care in researching the material for this book with the result that the history of this company, including its predecessor

railways, is presented in great detail. This is handled in a manner that has resulted in a thoroughly readable book and this reviewer found great difficulty in putting it down.

The book is festooned with high quality illustrations and is complete with appendices featuring the stations and motive power of the Quebec Central.

Altogether this is a "must have" book for anyone with even the slightest interest in the subject.

Quebec Central Railway

By Derek Booth

ISBN 1-897190-02-6

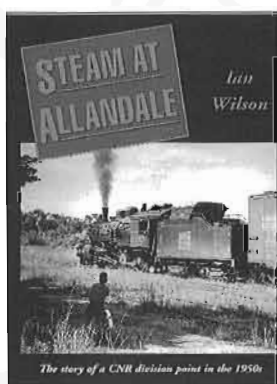
Published by Railfare DC Books

Price \$39.95

This book is available at the Exporail Boutique.

STEAM AT ALLANDALE (Re-print)

By Ian Wilson



Back by popular demand, *Steam at Allandale* was Ian Wilson's first title, which set the standard for his five subsequent titles. This 9 1/2" X 11 1/2" hard cover book has 192 pages with 58 track maps and 252 photos, 16 pages of which are in colour.

Steam at Allandale Turns the clock back more than forty years to the last decade of steam operation on the network

of CNR lines radiating out of Allandale, sixty miles north of Toronto and division point of the 672-mile Allandale Division . . . to an era before the automobile, the highway and the internal combustion engine dealt their mortal blows to traditional railway operations.

Between these covers you will journey by mixed train through the scenic crannies of the Niagara Escarpment; stand trackside at Gravenhurst as Mikado

locomotives change places on the head end of hot paper trains; travel by way freight through apple orchards to the sparkling waters of Georgian Bay; witness the Penetang mixed train winding through tall grass; study the servicing rituals being performed on steam engines coming and going from the 27-stall Allandale roundhouse; and stand on the station platform as number 41 rolls in behind a 6000-series Mountain Type.

Through descriptive narrative and more than two hundred and forty stunning photographs, you will relive the excitement of the Allandale Division in its twilight. For aspiring modellers of the fascinating Allandale lines, track diagrams, timetables, steam locomotive assignments, and commentaries on train operations and industrial customers are provided. (Front fly-leaf introduction).

Steam at Allandale

By Ian Wilson

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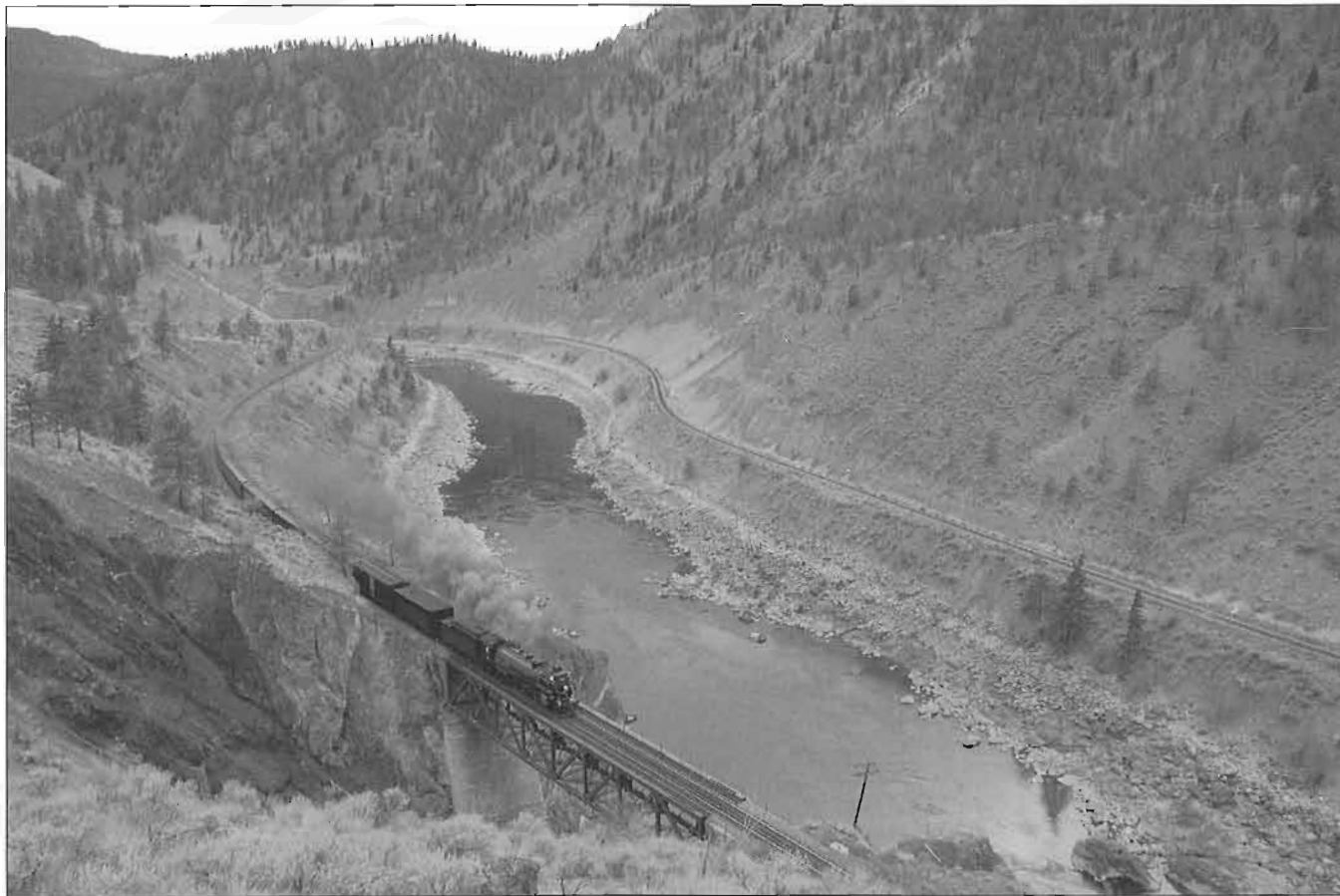
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2816 eastbound on Thompson Sub at Mile 83.4 in the Thompson River Valley between Thompson and Drynoch. Photo Bill Linley.

across the Columbia River, and in to Revelstoke. During this stop we were treated to a tour of the Revelstoke Railway Museum, which has many very historic and impressive exhibits and is highly recommended to anyone visiting the area.

Leaving Revelstoke, we experienced what was undoubtedly the highlight of the entire trip, the climb up the Selkirks toward Rogers Pass. As most CPR enthusiasts know, this was one of the last parts of the original line to be surveyed (the pass was not even discovered until 1882), and the route has always had a mystique of its own, quite different from other parts of the line. Most steam trips on this line use diesel assist to get up the grade, but this time an IMAX crew was filming from a helicopter, and it was decided that 2816 would haul the eight-car train on its own. On a few occasions we detected slipping drivers, but it to the great credit of the engine crew, and to 2816, that she made it to the top with flying colours! Needless to say, hundreds of photos were taken, from the train, the ground and the air, of this scene which no one in, say, the 1980s, would ever have dreamed would ever be seen again, let alone in the twenty-first century.

Next was a trip through the Connaught Tunnel, with all windows and doors closed to prevent smoke from getting into the train, then down the Beaver Valley. The

famed Stoney Creek bridge was a bit of a disappointment due to the number of trees that have grown up, but after the events of the preceding few hours no one could complain. Down to Beavermouth, along the Columbia, which we crossed at Donald, then on to Golden, which we reached at 8:15, and on to the Golden Rim motel for the night.

The next day, October 18, there was some snow falling, but it soon let up. Departure was at 9:15, and here we left the main line and proceeded down the Windermere Sub. This was “new mileage” for most of the participants, and was thoroughly enjoyed. There were some photo stops amid scenery quite different to that we had traversed in the last two days. One of the highlights was the sight of thousands of fish in the shallow rivers which paralleled the track. Of course the IMAX helicopter was much in evidence, recording the events for posterity. Eventually we reached Fort Steele where the line branches off to the Crow’s Nest Pass. It had been intended to turn here and be hauled backwards by a diesel to Cranbrook, but since we were running late, it was decided to run straight through, and back out the next morning. This was done, and we arrived at Cranbrook at 5:45 P.M. Then there was a tour of the Canadian Museum of Rail Travel, and all were greatly impressed by seeing



2816 eastbound along the Thompson River approaching Toketic. Photo Bill Linley.



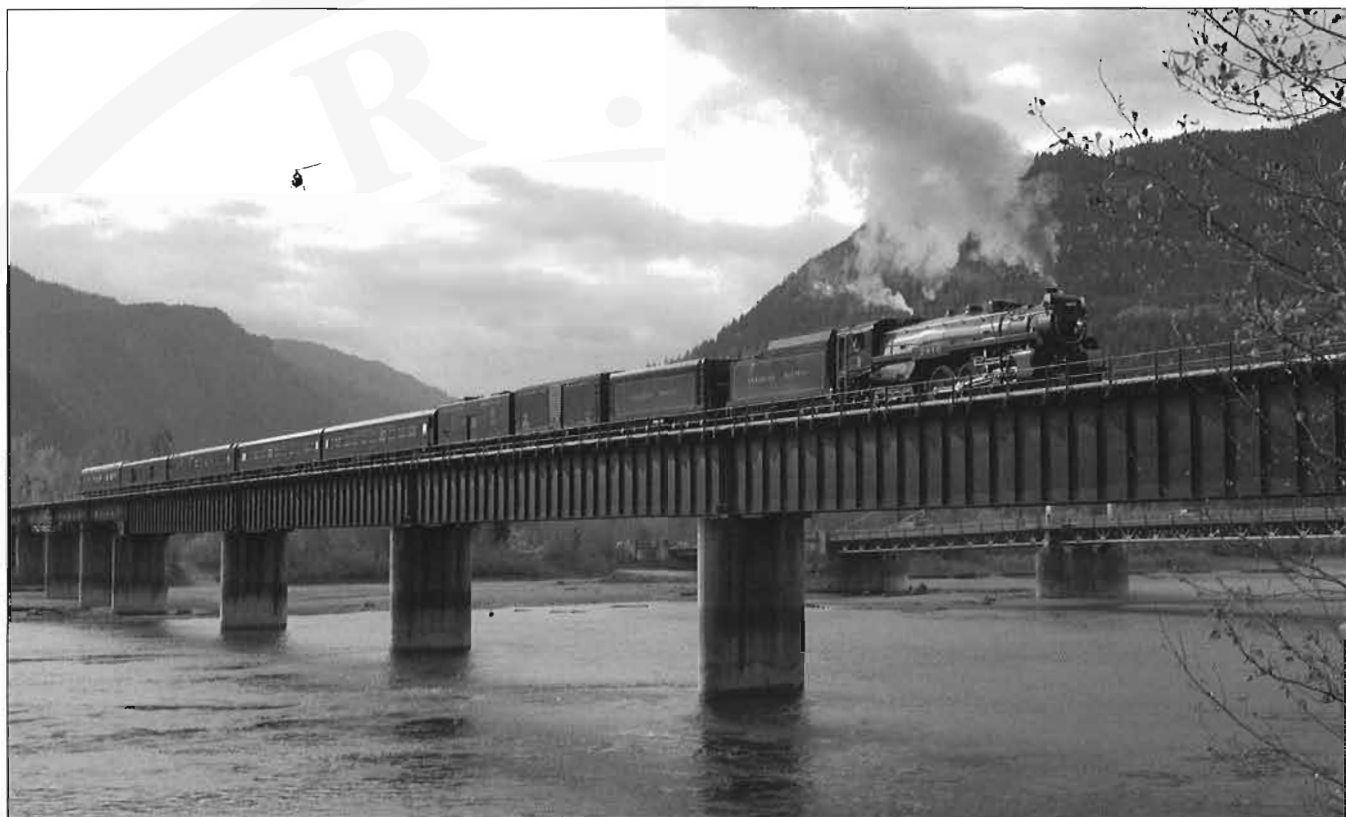
All the crew of this Sperry Rail Services car 131 were out in force to see the 2816 pass as we headed to Kamloops on Oct. 16, 2006. Photo Fred Angus.



2816 has just pulled to a stop after one of the many runpasts, this one near Sicamous on October 17, 2006. Photo Fred Angus.



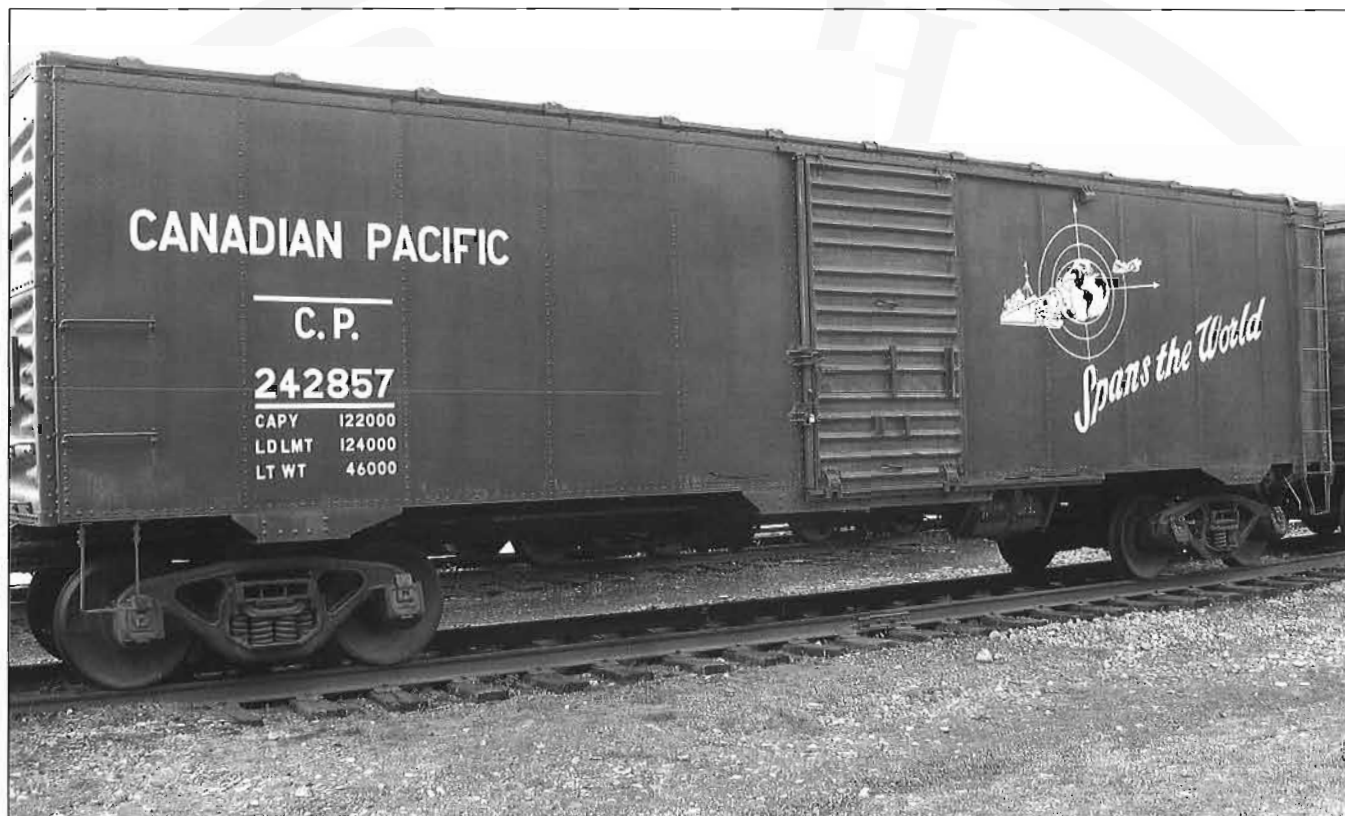
2816 exits a snow shed on CP's Shuswap Sub at Three Valley Gap along Three Valley Lake in the Monashee Mountains. Photo Bill Linley.



2816 crosses the Columbia River as she approaches Revelstoke between stations Farwell and Begbie. The Columbia River flow southerly at this point having reversed direction from its source in Columbia Lake on CP's Windemere Sub. Photo Bill Linley.



The Revelstoke Railway Museum was one of the stops on October 17, 2006. This photo was taken on a westbound excursion in 2005. Photo courtesy Revelstoke Railway Museum.



Canadian Pacific Railway 'Spans the World' painted boxcar on display at the Revelstoke Railway Museum. Photo Fred Angus.



2816 eastbound at Mile 91 Mountain Sub approaching Ross Peak in one mile as she nears the summit of Rogers Pass. Photo Bill Linley.

the interiors of the great passenger trains of the past, lovingly restored by the museum. Then followed a banquet in the Royal Alexandra room, relocated from the hotel of the same name in Winnipeg. The hotel, and the room, was built in 1906, and, although the hotel was demolished in 1971, the interior of the room was saved and, thirty years later, re-erected at Cranbrook. During dinner an entertainment was given, including a selection of music played on a piano made in 1864.

After another night's rest it was time to board the train again, and we departed at 9:42. The back-up move to Fort Steele was made without diesel assist, 2816 being the sole motive power. Then on towards Crownest Pass. Here we passed many freight trains, including some of the Union Pacific which has running rights on this line. Then on through Fernie, and over Crowsnest and into Alberta. Soon we passed the site of the disastrous Frank Slide which devastated the town in 1903. The huge stones lay everywhere, unweathered and not covered by vegetation; in fact they looked as if they had fallen last week instead of more than a hundred years ago. Altogether a solemn, and somewhat depressing, sight. Then out through the foothills, and on to Lethbridge by 8:20 P.M., and a shuttle bus to the Lethbridge Lodge.

Next morning, Friday October 20, we discovered that the parking lot behind the hotel offered an excellent

view of the world-famous Lethbridge Viaduct, built in 1909. A photo session with the train on the bridge had been scheduled, and soon 2816 and its train moved on to the structure as cameras clicked. The bridge is so huge that the train looked miniscule in comparison! Unfortunately, it was cloudy, and the sun came out less than five minutes after the train has left; a disappointment, but a relatively small one. Then followed a bus ride to the railway yard where we boarded the train, proceeded back over the big viaduct, and headed north towards Calgary. This was a relatively short distance, through the rolling country of western Alberta, and we arrived at Calgary at 3:53 P.M., in the midst of a heavy, but very short-lived, hailstorm. After a brief look at the CPR pavilion, and the cars of the "Royal Canadian Pacific" train, it was off to the hotel, and some brief sightseeing, before turning in for the night.

The following day the participants headed back to their homes, after one of the most spectacular and historic trips that can be taken in Canada in this, the first decade of the 21st century. All of us wish Canadian Pacific, the 2816 crew, and, of course, the "Empress" herself all prosperity in the time ahead. Long may 2816 continue to run as a great ambassador of goodwill, and a source of enjoyment and nostalgia to countless travelers.



Lakeside running along the western shore of Lake Windermere, the crisp fall air, autumn foliage, spectacular scenery and 2816, this was surely a day to remember. Photo Peter Murphy.

Return Engagement

GW Travel of Great Britain will again be organizing the CPR Empress steam train through the Rockies in 2007. Westbound Calgary to Vancouver via Banff and lake Louise, depart July 1, arrive July 7.

Eastbound, Vancouver to Calgary via Crowsnest Pass, depart July 8, arrive, July 14. This trip duplicates that described above but is earlier in the season this year.

For information, prices and / or ticketing we suggest you contact West Coast Rail Tours, toll free 1-800-722-1233 or Vancouver local call 604-524-1011, E mail tours@wcra.org . West Coast Rail Tours is a project of the West Coast Railway Association, a non-profit association located in Vancouver and Squamish B.C. All travel commissions go to support WCRA's activities.



2816 crosses a causeway along Columbia Lake as she approaches Canal Flats on CP's Windermere Sub. Columbia Lake is the headwaters for the Columbia River which northerly from here on its circuitous route to the Pacific Ocean. Photo Bill Linley.



A reception and dinner was held on the evening of October 18, 2006 in the beautiful (and functional) 'Royal Alexandra Hall' at the Canadian Museum of Rail Travel. This beautiful room was built in 1906 as part of the CPR's Royal Alexandra Hotel in Winnipeg. When the hotel was demolished, it was purchased by Allan and Donni Stern who saw its magnificence and carefully dismantled it and stored it away until a new destiny could be found. For 25 years these pillars and beams, fixtures and cornices rested in a semi-trailer before being purchased by Streit Brothers Antiques of Whippletree Junction near Duncan on Vancouver Island. Garry Anderson and the Canadian Museum of Rail Travel in Cranbrook worked to acquire it in 1999 and rebuild it from the floor up in Cranbrook. The arts and business community, along with a dedicated group of volunteers joined in creating a Millennium Project and saw its architectural reconstruction through to completion. Today the Royal Alexandra Hall is the multifunctional centerpiece of Cranbrook's cultural life and a prime exhibit at the Canadian Museum of Rail Travel. Photo courtesy CMRT.



Working the grade up to Crowsnest, October 19, 2006. Photo Fred Angus.



The IMAX helicopter chases the train over the 'Frank Slide' on October 19, 2006. The Frank Slide was a huge rock slide in the southern Rocky Mountains and is a significant historical event.

Frank, Alberta is a coal mining town in the Crowsnest Pass, Alberta. On April 29, 1903, at 4:10 a.m., 82 million tonnes (30 million cubic meters) of limestone crashed from the summit of Turtle Mountain and covered approximately three square kilometers of the valley floor. The slide dammed the Crowsnest River and formed a small lake, covered 2km of the Canadian Pacific Railway, destroyed most of the coal mine's surface infrastructure, and buried seven houses on the outskirts of the sleeping town of Frank, as well as several rural buildings. Frank was home to approximately 600 people in 1903; of the roughly 100 individuals who lived in the path of the slide, more than 70 were killed.

The town was evacuated, but people were soon allowed to return and both the mine and the railway were back in operation within a month. The town of Frank continued to grow, until a report on the mountain's stability resulted in the provincial government ordering the closure of the south part of the town in 1911. Photo Fred Angus, information Wikipedia free encyclopedia.



It's hard to choose a real 'highlight' on such a varied excursion (there were many), surely the sight of the 'Empress' steam train on the Lethbridge Viaduct ranks amongst the most memorable. This massive steel high level bridge over the Oldman River was designed by the Canadian Pacific Railway's bridge department in Montreal and built in 1909.. The steel work was manufactured by the Canadian Bridge Company of Walkerville, Ontario. A 100 man gang worked on the erection of the steel. This bridge is one of the largest railway structures in Canada. It was built as part of a major diversion of the Crowsnest Pass route between Lethbridge and Fort Macleod. It is 5327 feet long, rises 314 feet high above the Oldman River and contains 12,400 tons of steel sitting on 33 steel support towers. Photo Fred Angus, information Wikipedia free encyclopedia. Photo Fred Angus.

2816 Is the Star of 'Rocky Mountain Express'

By Peter Murphy



C-GSKI helicopter liftoff from trainside, the IMAX film crew chased both the train and mountain scenery for all five days. Photo Steve Low.

Back in the 1960's when we were all scrawny teenagers learning how to lay track at the Canadian Railway Museum, one of our fellow volunteers was Steve Low from Westmount, who, like so many of us, appeared most Saturdays to help build the museum rail by rail!

Steve's father Colin, was a film producer (noted for amongst others, the 3D film at the CN Pavilion at Expo 86 in Vancouver) and one of the inventors of the IMAX projection system. This would have a profound and exciting influence on Steve's future career. Fast forward to 2006, Stephen Low is an independent producer of IMAX films and is responsible for the two most successful IMAX films of all time, 'Beavers' and laterally 'Fighter Pilot', which was sponsored by the Boeing Corporation of Seattle, WA.

Always a rail and especially a steam enthusiast, Steve has always had the dream of producing an IMAX film featuring steam railroading. A survey amongst IMAX theatres proved that such a title would be extremely well received. When 2816 hauled its excursion train from Montreal to Exporail in June 2005, Steve had quietly made arrangements with CPR to take some preliminary shots on the return trip.

About a month later Steve arranged an early morning viewing at Montreal's IMAX theatre in the Old Port for a few of us to view and give our opinion on his trial 5 minute film. The result, amateurish by IMAX standards (hand held camera, etc.) was nothing short of spectacular! The most spectacular scene was taken from the tender looking forward, crossing the Adirondack Bridge with Montreal's skyline in the background shimmering beneath a clear blue sky!

Steve pursued his dream, gathered sponsors and convinced Canadian Pacific Railway to co-operate in the production of a 45 minute long IMAX film tentatively titled 'Rocky Mountain Express'. Steve and his crew filmed a summer excursion in 2006 in Western Canada obtaining some spectacular shots, not only of the locomotive and train, but also scenery as only IMAX can do. There was only one problem, the air was so dry that the steam effects were either non existent or poor at best.

Arrangements were made with Canadian Pacific for him to film the eastbound trip described above by Fred, hoping that the fall weather would be more humid enhancing the steam effects. Well they weren't



Premier looks to help with propane shortage

Proof of the heightened level of co-operation between New Brunswick and Maine was evident recently as Premier Shawn Graham worked the phones to alleviate a brewing Maine emergency over a lack of propane. The recent CN Rail strike has crippled Maine's access to propane leading Gov. John Baldacci to reach out to Graham for assistance. The lack of propane to heat many Maine homes was made more severe with a giant winter storm blasting the state.

"He's been a great help, so I really appreciate it," Baldacci said in an interview.

The CN Rail strike has stopped freight service for several days and that has meant Maine hasn't received its necessary shipments of propane fuel. The New Brunswick premier took the call from Baldacci requesting assistance and Graham started working the phones from a side office inside the legislative assembly. Graham said he called Kenneth Irving, president and chief executive officer of Irving Oil Ltd., to see if there was a way to get Maine residents propane that did not involve using the rail service.

"New Brunswick has a role to play in dealing with this issue," Graham said in an interview. "Gov. Baldacci asked if I could reach out to Irving Oil. I called Kenneth Irving explaining the urgency of the situation. And now Irving Oil is looking at ways to supply to state of Maine to alleviate the dire situation they are in." Maine had declared a state of emergency on to deal with a severe winter storm. The state of emergency was called also to guarantee the shipment of home heating fuel.

Graham said the propane shortage is just one more example on why he is working to enhance co-operation between Maine and New Brunswick. "This just reinforces the connectivity between the state of Maine and the province of New Brunswick and the role that we can play in dealing with the security of supply of energy, which is reinforced Graham said. (Telegraph-Journal)

BUSINESS CAR

March – April, 2007

Compiled by John Godfrey

Dawson pursuing intermodal container facility on unused CN line

The city of Dawson Creek, BC, is pursuing an intermodal container facility, even though the CN line in the area has been open and unused for almost two years. "At a time where our economy is as busy as it is, having an alternative to only going on road is something that I think we should pursue," Dawson Creek mayor Calvin Kruk said in an Interview.

There has not been any traffic on the CN line connecting Dawson Creek to Hythe, AB, since the tracks were re-opened in May 2005. In June 2006, CN spokesman Jim Feeny said the line was not being utilized because customers had not expressed interest in using it. "We rehabilitated (the line)...so that it could accept traffic," Feeny told the Peace River Block Daily News. "What we told customers in the area was, if you come to us with traffic that you want to move, the rail line will be ready to accept it."

In an interview recently, CN spokeswoman Kelli Svendsen said it's up to the city to convince the rail company that such an intermodal facility is needed in Dawson Creek. "CN did have a discussion with the city of Dawson Creek about an intermodal terminal. As we tell most communities, we're prepared to look at business plans or feasibility studies, but it has to make economic and operational sense," Svendsen said.

Kruk said that when he met with CN last month to discuss the intermodal facility - among other issues - they told him the idea "isn't without its challenges." To bring an intermodal facility to Dawson Creek, Kruk said the city will begin by shoring up support from industry through consultations with major players, like oil and gas giant EnCana, who he said has been a big supporter of the idea. Kruk said the intermodal facility would be on the table for discussion at a meeting with BC Transportation Minister Kevin Falcon scheduled for late February 2007. (Peace River Block Daily News)

City of St. Thomas enters railway fray over CASO line

A proposed downtown redevelopment project

which will virtually eliminate any traces of the city's iron horse heritage has prompted St. Thomas, ON, council to petition the provincial government to intervene. At the same time the pending sale by CN of the Canada Southern railway corridor, which cuts an east-west swath across the city south of Talbot Street, will take the "wind out of the sails" of the city's tourism thrust, cautions the chairman of the Downtown Development Board.

The St. Thomas Times-Journal reported recently the railway corridor, and contiguous lands including the former Michigan Central railway shops which now house the Elgin County Railway Museum, will be sold to CN-related developers to pave the way for low- and high-density housing, including apartment towers on the 32-hectare property.

Following a recent council meeting, members met in-camera to chart a course of action relating to the impact of the sale on various groups and the city's tourism marketing which is heavily based on its colourful railway history. "Council approved a resolution to petition the government of Ontario to purchase the CASO corridor and that information was sent off to Toronto, Mayor Cliff Barwick told the newspaper.

Letters have been sent to Premier Dalton McGuinty, transportation minister Donna Cansfield and Elgin-Middlesex-London Liberal MPP Steve Peters urging the province to buy the remaining trackage from the CASO station west to the Kettle Creek bridge, but excluding the contiguous lands, to keep alive the possibility of tourist train operations. (St. Thomas Times-Journal)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

Long-time CPR exec Foot to retire in July

Neal Foot's more than 35-year career at Canadian Pacific Railway is drawing to a close. The Class I announced its executive vice president of operations will retire July 1. Senior VP of Operations Brock Winter will assume Foot's responsibilities April 3, when Foot takes pre-retirement leave.

Foot has held a range of operating and executive positions at CPR, including VP of engineering and mechanical services, VP of mechanical services, and VP and chief operating officer of the Class I's Soo Line Railway subsidiary. He recently has served as chairman of the Association of American Railroads' Safety and Operations Management Committee (SOMC), vice chairman of the Railway Association of Canada's SOMC and a board member of Transportation Technology Center Inc.

"Foot's leadership has influenced the way we operate our railway," said CPR President and Chief Executive Officer Fred Green in a prepared statement. "His drive to implement process engineering and his fresh

approach to some of our recent cooperative co-production agreements with other railways have been groundbreaking."

(Progressive Railroading Daily News)

Relocating Medicine Hat railyard not an option

A letter writer to the Medicine Hat News says that with nearly 27 years service as a CP employee, he did a little research on the possible cost of relocating the CP yard in Medicine Hat. The main rail line would most likely be diverted from west of Redcliff probably to Dunmore. This would entail the building of a high-level railway bridge spanning the South Saskatchewan River in between Medicine Hat and Echo Dale park.

Other factors would be restructuring all present rail signal systems, fibre optic cables, building rail beds and new track. Dunmore would have to undergo a major re-build to facilitate the requirements of a modern marshalling yard, plus moving network offices, communications, classrooms, storage, administration and material change including compensation to all employees. The relocation of the railyard in Medicine Hat would cost more than a billion dollars and the city would have to pay the full bill. (Medicine Hat News)

Coast Meridian overpass work slated to begin later this year in Port Coquitlam

Construction on a \$98.73-million viaduct over the CP tracks in Port Coquitlam is expected to start by the end of this year. Late last month, the city released a revised schedule on its website (www.portcoquitlam.ca) for building the Coast Meridian Overpass, which shows drawings and timelines for preliminary design, environmental, and acoustic and visual reviews. A public hearing on the project is also slated for June, the schedule shows. Port Coquitlam's manager of transportation, Dave Currie, who is overseeing the project, said the city has hired Urban Systems to complete a preliminary road design plan. And the city is negotiating with the Beedie Group -- the developer proposing to build an urban centre on the old Fraser Mills site in Coquitlam -- to buy a portion of its industrial land on the north side of Kingsway Avenue, near Broadway Street, where there will be an overpass ramp. "The city will not be in a position to negotiate with several other property owners on the north and south sides (for 'minor' partial acquisitions) until the preliminary road design is prepared," Currie said.

To date, the city has bought eight properties on Coast Meridian Road, Bridgman Avenue and Lougheed Meridian for a total of about \$2.8M to make way for viaduct construction. The four-lane, north-south overpass -- the largest infrastructure project in Port Coquitlam's history -- is designed to ease gridlock in the downtown core and along Mary Hill bypass. It is expected to be built by late 2009. About 1,700 cars will travel the viaduct per peak hour, Currie said. TransLink is paying

Rappelons que les élus de la région envisagent un projet d'aménagement d'une piste cyclable sur le corridor situé entre St-Anselme et Lévis. Selon le préfet Hervé Blais, le tronçon Lévis-Scott serait probablement démantelé en priorité puisqu'il n'y a plus de circulation ferroviaire, ni aucun permis émis permettant la circulation de trains, contrairement aux lignes Charny-Sherbrooke et Vallée-Jonction-Lac-Frontière qui sont encore en bon état.

Le préfet de la MRC de Bellechasse s'appuie également sur son règlement de contrôle intérimaire qui interdit le morcellement de l'emprise ferroviaire entre St-Anselme et Lévis et qui privilégie l'utilisation du corridor pour des projets récréo-touristiques en cas de démantèlement. Ce règlement a été approuvé par le gouvernement du Québec. Notons enfin que la ligne Vallée-Jonction-Lac-Frontière serait convoitée par des propriétaires forestiers de la région intéressés à y poursuivre les activités ferroviaires. (Site Internet de la radio CFIN-FM)

Le démantèlement pourrait commencer immédiatement

Comme toutes les offres d'achat reçues concernent un démantèlement et une liquidation de la voie ferrée, le contrôleur Luc Poulin, de la firme Ernst & Young, pourrait entreprendre dès lundi le démantèlement des 250 milles de rails du chemin de fer Québec Central en Chaudière-Appalaches et en Estrie.

Placé sous la protection de la Loi sur les arrangements avec les créanciers, le Québec Central croule sous un lourd passif de 14 millions \$ et est inopérant depuis avril 2006 à l'exception d'un tronçon de 10 kilomètres entre Saint-Lambert et Lévis.

Le 12 mars à midi, heure de tombée pour le dépôt des propositions d'achat, nous avons reçu 10 propositions de ferrailleurs et d'acheteurs et de revendeurs de rails du Québec et des États-Unis. Aucune de ces propositions n'incluait le maintien en activité de la voie ferrée », explique Luc Poulin.

« Le prix de l'acier, qui a monté en flèche au cours des dernières années, fait que la valeur de liquidation du chemin de fer est très élevée et qu'elle rendrait difficile la rentabilité pour un acheteur qui s'en porterait acquéreur pour l'exploiter », poursuit le contrôleur. (Journal Le Soleil du 16 mars 2007)

PASSENGER



VIA Rail's remanufactured No. 6400 enters regular service

VIA has introduced the prototype locomotive for the potential refurbishment of its F-40 locomotives. The prototype, No. 6400 is the oldest of the original F-40 fleet and was delivered in November of 1986.

Taking into account the input provided by locomotive engineers, the overhaul involved stripping the locomotive down to the shell and rebuilding it using the latest technology. The locomotive body was completely repaired, given an anti-corrosion treatment and given a new colour scheme. The components of each system were thoroughly inspected to determine whether they had to be rebuilt, renewed or re-designed. In every case the goal was increased reliability, decreased maintenance costs, modernization, standard configuration, safety and compliance with safety and other regulations. The work was carried out by CAD Railway Services in Lachine, Quebec.

Benefits:

- Incorporates new technology and reflects engineers input.
- Costs half the price of a new locomotive.
- Re-uses 120 tonnes of steel from the fundamental structure.
- Re-uses many elements such as trucks, traction motors, prime mover, etc.
- Maintain continuity in spare parts, maintenance, etc.
- Reduced fuel consumption / layover heating, etc.
- New electrical components and microprocessor.
- Improved event recorder, headlights, horn, etc.
- Dynamic braking.
- Air conditioning and cab comfort improvements.
- New VIA image.

New rail tours offered by Rocky Mountaineer to benefit Prince George

Rocky Mountaineer Vacations will be introducing two new tours next year and Prince George stands to benefit. Both tours will feature three- night stopovers as part of their stops in Quesnel and RMV is looking for operators in the region to host the visitors. "These operators could pick the guests up in Quesnel and take them back to their lodge or resort," RMV spokesperson Ian Robertson said. "So yes, this is something that operators in the Prince George area could benefit from."

One tour is a 12-day circle tour that includes Whistler and Jasper and the other is a week long from Vancouver to Quesnel with a return flight or drive, and options to depart from Prince George, Bella Coola and Williams Lake. The next step will be to hold workshops in the next four to five weeks to give operators a sense of what RMV is looking for.

First-year numbers from RMV's Fraser Discovery route through Quesnel and east to Jasper, drew 4,500 passengers - 900 more than expected. This year, close to 6,000 are anticipated. "We're seeing great growth," Robertson said. "I can tell you from the international travel trade segment, there's a lot of interest in this particular route and this entire region." (Prince George Citizen)



VIA's newly remanufactured 3200 horsepower FP40-2 number 6400 departs Halifax at 1246, Saturday, March 10, 2007. This is its first trip leading the Ocean after it spent a week hosting crews becoming familiar with its many new features including Smart Start and an updated control system. Photo Marilyn White.

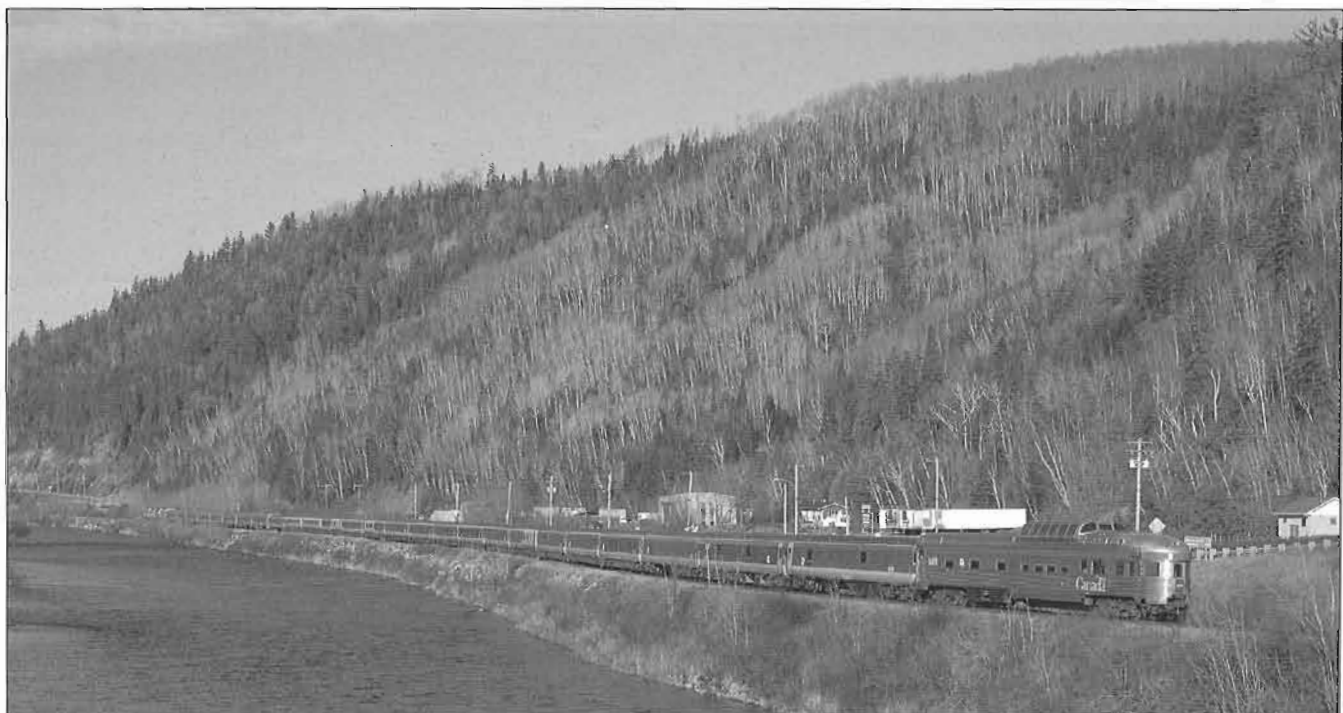
VIA's J-Train test run in November 2006



On Tuesday, November 21, 2006 VIA ran a test of a J-Train from Montreal to Matapedia to examine the feasibility of simplifying the switching necessary to cut the Chaleur in and out of the Ocean at Matapedia, Quebec. The Eastbound train consisted of a typical full-summer consist of the combined Chaleur and Ocean. The Chaleur had 8 cars with two units followed by a further two units and 18 cars of Renaissance Stock and a Park Car. Train 614 is seen at Mont Joli during a brief stop at 0449 on Wednesday, November 22nd. Only limited stops were made on the eastbound run to assess the braking characteristics of the train. The train continued on a non-stop run to Matapedia, turned on the wye and the four units were remarshalled to the head end for the return trip to Montreal. The consist included 6414 6424 4122 4105 4115 4100 4102 4104 4116 4101 6418 6419 7011 7220 7208 7311 7402 7314 7515 7509 7517 7507 7512 7309 7521 7523 7524 7602 7601 7600 WATERTON PARK. Photo Bill Linley, consist David Morris.



VIA's HEP II stock and Renaissance made a brief appearance on the Cascapedia Sub of the Chemin de Fer Baie des Chaleurs as VIA test Train 614 turns on the Wye at Matapedia at 0720 Wednesday, November 22, 2006. The train had made an overnight trip from Montreal to test the feasibility of operating in the J-Train mode: engines, occupied cars, engines, occupied cars as used between Kingston and Toronto on the recently discontinued overnight Montreal - Toronto train and a Kingston - Toronto local. This configuration is still used on some trains between Toronto and Brockville where the trains are separated; one to Montreal, the other to Ottawa. This test was unsuccessful as the enroute noise was reportedly excessive in the HEP II cars. Photo Bill Linley.



It's a rare daylight westbound departure from Matapedia as VIA Train 615 heads upstream alongside the Matapedia River at 1118 on Wednesday, November 22, 2006 some 14 hours off the normal westbound schedule. The test train of the J-Train concept was beginning a non-stop run back to Montreal. Waterton Park carries the markers on a 27 car train representing the combined Chaleur and Ocean trainsets in their summer configurations. Photo Bill Linley.



AMT cancels station proposal

Plans for a new West Island train station have been pulled from the table, but the push to improve local public transit will continue to chug, according to Montreal's transport agency. Since 1996, ridership along the Montreal / Deux Montagnes commuter rail line has nearly doubled. With almost 7.7 million trips in 2005, it carried more than half the passengers of the city's five commuter branches combined, according to the Agence Métropolitaine de Transport's (AMT) annual report.

"The Deux Montagnes line is our success story here at the AMT", said spokesman Melanie Nadeau, highlighting its frequency, service to densely-populated sectors, and rising fuel prices as main propellants for the increase. But the line's surging popularity has nudged it to its saturation point, she said. Currently, there's ample space in the Deux Montagnes rail cars, due to the lighter traffic of the summer holidays. However, the September commuter crunch is here, which means many trains will once again be standing-room-only. "The Deux Montagnes train line is full to capacity", said Nadeau. "The parking lots are already full and the trains, especially, are already full."

Demand on the electric rail line has forced AMT to push its proposal to build a \$120-million station in Pierrefonds' Rapides de Cheval Blanc ecoterritory to the side, she said. In its place, the agency deposited a \$175-million plan With Transport Quebec in January, to up its ridership potential. "For us, we have to increase the capacity on the line before adding new stations," Nadeau said. She said the proposal requests three major improvements: more commuter train cars, doubling the tracks between the Bois Franc and Roxboro-Pierrefonds station (to boost frequency) and additional locomotives.

Weekday train regular Bill Vrentas said in five years of rush-hour riding, he has yet to get a seat. "You only get a seat when it's a holiday," the Dollard des Ormeaux resident, who travels between Roxboro-Pierrefonds and Central Station, said. Afternoon trains between 4 and 7 p.m. are "wall-to-wall people," and some commuters arrive up to 40 minutes early just to get a seat, he said. In the morning, finding a place to stand can be difficult. "Come at 6:48 (a.m.) and you'll flip," he said. "You're sitting between cars." Vrentas believes trains leaving every 15 minutes during rush hour would provide the best service. "It would alleviate the traffic and people would flock to come here," he said.

Robert Baldwin MNA Pierre Marsan said improving the line is one of his priorities. "We are victims of our own success," he said of rising pressure on the commuter line. He would like to see an increase in the train line's capacity done as soon as possible. "It's really

important," he said. "We're looking into this at the moment and something has to be done."

Meanwhile, on the less-busy Montreal/Dorion-Rigaud line, AMT will continue to negotiate with Canadian Pacific - which owns the tracks - for the right to use them more often, Nadeau said. The agency aims to boost the frequency of commuter service on the line, which runs along Highway 20.

(Andy Blatchford, The Chronicle)

Conservatives consider downtown-to-airport rail line for Montreal

Many people might have scoffed when the Harper government's minister for the Montreal region, Senator Michael Fortier, recently said his Conservative Party would make it a priority to win seats in the island's anglophone and allophone ridings in the next federal election. Those ridings, after all, tend to be rock-ribbed Liberal. But this Tory ambition might be more than just talk. Fortier gave no clues about what kind of goodies the Tories might dangle before such ridings. But a rail link between Dorval's Pierre Elliott Trudeau International Airport and downtown seems likely.

It would guarantee travellers quick access to the airport from downtown and also reduce highway congestion. A spokesperson for Transport Canada said that Transport Minister Lawrence Cannon, the Harper government's Quebec lieutenant, and his ministry were "putting much energy" into this long-dormant scheme. Ministry officials will meet this month with representatives of the other parties involved - Aeroports de Montreal, the Quebec government and Montreal.

Aside from finances, the big question is: What route would the train take? Two routes are possible. One is the CN line that goes from Central Station to Dorval and on to Ontario. The other is the CP line that heads from the Lucien L'Allier metro station to Dorval and on to Rigaud. The winning route would follow the existing rail axis as far as Dorval. There, it would swing off to the airport. The chosen route would also get new tracks, a so-called "dedicated" line. This would enable the airport train - a shuttle that could run several times an hour - to travel at a good speed without concern for freight trains or other inconveniences on the same track.

It's a mystery to columnist Henry Aubin why the CN option is still under serious consideration. Because it loops around Point St. Charles, it is several kilometres longer than the CP route, which adds time to the journey. Henri-Paul Martel, vice president of the airport authority, ADM, said it could cost as much as \$700 million. The CP route, he said, would cost "considerably less." As an electoral bonbon, the CP route is also far sweeter.

One reason is that, unlike the CN line that would advance no farther than the airport, the CP would keep going: It would rejoin the Rigaud line and give residents

farther out on the West Island a commuter service that would run more frequently than now - and have longer hours. The other reason for the CP scenario's superiority is that many passengers would get off at the Vendome metro station. That's handier for public-transit connections than the Bonaventure metro, which connects awkwardly to Central Station. Vendome would also be ideal for people working at or visiting the McGill University Health Centre when it's built next door.

The CN has only one advantage. Because it would leave from VIA's Central Station, close to some of the big hotels, it would be easier for travellers from out of town to reach. Then again, out-of-towners don't vote around here, and votes are much of what this is all about. If all three levels of government approve the project and share its costs, they'd be able to boast about how they're helping the environment. That would be particularly true of the CP option: Its commuter service would entice more people from cars. (Montreal Gazette)

Take another look at tracks, railway head urges Ottawa council

The head of the Ottawa Central Railway says the city should run diesel commuter trains on existing tracks through the city, rather than going through the extraordinary trouble and expense of building a new system. The city is back to Square 1 with transit planning after cancellation of the \$880-million north-south commuter-rail project by the new municipal council.

The mayor has set up a task force on transportation headed by former federal transport minister David Collenette. James Allen, general manager of the Ottawa Central Railway, which owns about 200 kilometers of track in and around Ottawa, said his company's tracks could take commuters to neighborhoods in the quickly growing western side of the region. The Ottawa Central Railway, owned by the Quebec Railway Corp., was created in 1998 and purchased track from CN. The track runs all the way to Pembroke in the west and east of Ottawa to Coteau, QC. The short-line railway carries fewer than 100 railroad cars through Ottawa each day and Allen acknowledges that the track is "underutilized," largely because the Ottawa region doesn't have a lot of manufacturing.

Some of the city's plans for public transit range into the billions of dollars and Allen says, "It certainly makes sense to revisit, to use what you have now." He said the recent suggestion that train tracks could be run along Sparks Street downtown was "just ludicrous." Tim Lane, a longtime commuter rail advocate in Ottawa, said "creative use of existing rail lines" is the right thing to do. He said that when the grand announcement of \$600M in government funding for the north-south commuter rail service from Barrhaven to the Rideau Centre was originally made, city officials managed to get one of the diesel trains used in the O-Train pilot project down to

Barrhaven on the existing tracks. That fact only underlined how the city doesn't have to spend hundreds of millions of dollars on building new corridors, he said. Lane and other rail advocates want the city to go ahead with a simple project to use the existing north-south rail corridor to get the current O-Train farther south to Riverside South.

The former CP track bed runs from South Keys to just a couple of hundred feet north of Leitrim Road. Lane believes that the track could be extended to Leitrim Road, and a park-and-ride with a gravel surface could be built, by September. Councillor Alex Cullen, chairman of the city's public transit committee, said the city is "getting bombarded with ideas" on transportation solutions since the collapse of the north-south rail project. But he said that both the idea of using the major rail corridors in the city, and adding the leg of O-Train to Leitrim Road, "will be on the table." He said the city is taking a "cautious and deliberative" approach to transit planning after the recent spectacular collapse of the north-south rail project. (Ottawa Citizen)

GO Transit

GO to seek own train crews

CN engineers and conductor crews will likely not be staffing GO Transit trains after 2008 because CN has no current plans to bid on a new contract. Meanwhile, the latest numbers show that the on-time performance for GO Trains was better in November and December than it was in October - the worst month in two years - but still lagged behind GO Transit's target. GO

Transit indicated that it will put out its train crews contract to tender - likely within the next couple of months - and CN indicated that it will not be bidding. GO has started the pre-qualification process for prospective bidders and submissions should be entertained soon. This would end a 40-year relationship of CN providing crews for GO Transit. But GO will continue to have a contractual relationship to run trains over CN-owned rail lines and CN will continue providing dispatching services for the GO Trains. "We are not ending a 40-year relationship because we will still have a contract to run trains over their lines," GO spokesperson Stephanie Sorensen said.

The upcoming change has nothing to do with performance levels, according to GO Transit and CN spokesperson Mark Hallman. Hallman wouldn't comment on why CN isn't planning to bid on the crewing contract. Veolia Transportation, based in London, England, and Quebec's Bombardier have previously indicated an interest in running trains for GO. Veolia Transportation operates York Region's Viva buses. Currently, GO Transit is unable to penalize CN for late trains that are caused by CN issues. That would change

under a new arrangement. CN currently provides engineers and conductors for GO Transit on six of the seven lines.

CP operates the tracks and provides crews on the Milton line. Hallman said it's unlikely there would be job losses because those CN employees would be reassigned to CN's freight operations. Meanwhile, the latest numbers are out for GO Transit's performance for November and December 2006. The on-time performance for trains in November was 89% and 88% in December. Those figures are up slightly from October, when trains were on time only 82% of the time, the worst-performing month in two years. GO Transit's objective is to be in the low to mid-90s for percentage on-time performance. (Toronto Star)

Canadian government commits \$962 million for Toronto-area congestion relief

The Canadian government recently announced a plan to provide up to \$962 million for public transit and highway infrastructure projects in the greater Toronto area. Combined with funding from the Province of Ontario and five municipalities, almost \$4.5 billion in government funding will be appropriated for the projects.

Funds will be provided as part of FLOW, the federal government's long-term transportation plan for the Greater Toronto area aimed at reducing gridlock, improving the environment and increasing economic growth.

The Toronto Transit Commission will receive up to \$1.3 billion to extend the Spadina subway 5.3 miles through York University to the Vaughan Corporate Centre. The federal government will provide \$697 million and the Province of Ontario, \$670 million for the project. The city of Toronto and municipality of York will cover remaining costs. (Progressive Railroading Daily News)

INDUSTRY

Train's black boxes don't always survive crash, Canadian rules lag behind U.S. ones

Investigators probing Canada's deadliest train wrecks say they're being thwarted by rail companies' failure to install black boxes that can survive major crashes. The latest example they cite is the June 29 runaway of a CN engine near Lillooet, B.C., that killed two men and insured a third. The resulting fire in the engine, which plunged down a steep riverbank, destroyed the so-called "locomotive event recorder", leaving the Transportation Safety Board unable to determine what happened in the last moments as the train sped out of control down a steep, winding grade.

Dan Holbrook, the safety board's manager of western region rail and pipeline investigations, said this is at least the fifth fatal train accident in Canada since 1996 in which data recorders were destroyed because they had not been designed to withstand catastrophic events. For

more than a decade, he said, the safety board has repeatedly complained to Transport Canada, the federal railway regulator, that onboard data recorders need to be better protected, as they are in airliners.

The locomotive event recorders, similar to black boxes on aircraft, record specific information. Transport Canada requires them to record time, distance, speed, brake pipe pressure, throttle position, emergency brakes, brake cylinder pressure, horn signal and the "reset safety control" function - a so-called "dead man's switch", which automatically halts the train if the engineer falls asleep or is incapacitated.

In the Lillooet case, none of that vital information was recoverable, leaving investigators without hard evidence of any actions the crew may have tried to take to stop the runaway train, Holbrook said.

The issue of ensuring locomotive event recorders survive accidents isn't limited to Canada. Safety boards in both the U.S. and Canada have, for a decade, been warning about the need to improve the crashworthiness of the data recorders. In June 2005, the Federal Railway Administration, which governs the railway industry in the U.S., finally ordered that recorders be sturdier. The order gives railway companies operating in the U.S. four years to replace existing recorders, and requires new electronic data recorders to be installed in new engines as of October 2006. The Canadian railway industry closely follows the U.S. regulatory agency, and generally adopts its changes.

However, Transport Canada said it's waiting for the Railway Association of Canada, which represents 58 freight and passenger railway companies, to modify the U.S. rule for Canadian use. Rod Nelson, a Transport Canada spokesman, said the new rule should be in place by the end of the year. Recently, Roger Cameron, a spokesperson for the Railway Association of Canada, said it notified Transport Canada and the safety board late last week that it is developing new event recorder crashworthiness standards, but they are unlikely to take effect before March 2007.

Spokespeople for both CP Rail and CN say their companies are now complying with the U.S. regulation and will, over the next four years, retrofit all locomotives, including those in Canada, with hardened black boxes. CP's Ed Greenberg and CN's Jim Feeny said many of their Canadian locomotives are used on cross-border runs, so they must meet Federal Railway Administration standards anyway.

(Vancouver Sun)

Canadian government's ecoFreight program to promote environmentally friendly freight transportation

Canadian Minister of Transport, Infrastructure and Communities Lawrence Cannon announced the federal government will launch ecoFreight, a \$61 million program that aims to reduce freight transportation's

environmental effects.

Comprising six initiatives, the ecoFreight Program is designed to remove regulatory barriers, cut fuel usage and reduce air emissions.

For the railroad, air, highway and marine modes, the program directs Transport Canada to create a "Freight Technology Demonstration Fund" providing up to \$10 million for testing and analyzing new and underused technologies; establish "Freight Technology Incentives" providing up to \$10 million for purchasing and installing proven emission-reducing technologies; and spend up to \$7 million to establish "Partnerships on Freight" to bring together a range of transportation sector partners to find ways to reduce air emissions.

"Canada's new government encourages the freight industry to join the effort, as we all have a role to play in the reduction of emissions from transportation sources, and the development of cleaner transportation systems, practices and technologies," said Cannon in a prepared statement.

Canada's railways welcome the \$30 million that will be available over four years to all modes to improve freight efficiency, and will continue their efforts to reduce emissions, said Cliff Mackay, president and chief executive officer of the Railway Association of Canada, which represents 60 freight and passenger railroads.

"We will encourage and assist our members to become familiar with the new program and apply, as appropriate, to constantly improve their operations and customer service," he said.

(Progressive Railroading Daily News)

Manitoba communities concerned about rail line abandonments

The Association of Manitoba Municipalities president Ron Bell says that elections are a real opportunity to bring issues forward. And AMM is doing just that. Health care and infrastructure always at the top of the agenda, but among them this year, rail-line abandonment. The Southern Manitoba Railway, a partner of CN, is planning to halt business on its line from Morris to Mariapolis. And CP will shut-down operations from Morden to Killarney and Rathwell to Glenboro. "We're going to have a big lack of rail in our territory," Reeve Brian Schwartz. He's concerned about the impact on local farmers and roads. He says farmers will be forced to haul their grain by truck when the trains stop moving.

CP spokesperson Ed Greenberg says that abandoning the lines is a financial decision. "The unfortunate reality is that there's just not enough rail traffic on it for it to be viable for our company," Greenberg said. Communities are worried if the tracks aren't in use they'll be ripped out of the ground, so they're lobbying provincial and federal governments to stop that from happening. "Well we want to get the message across to not let anybody pull up the rail lines, even if they don't

use them they're better to keep them there and see down the road in ten years whether they come back into use," Schwartz says.

It's one thing to lobby the railways but we think that both the provincial and federal governments have a stake in this and that need to take a stand in this. We've seen our highways in Manitoba completely destroyed because of the heavy use that they see because of the loss of railways so we think let's stop this before we go too far," Bell says. A spokesperson from the Manitoba Transportation Minister's office says the province encourages third-party's to takeover abandoned rail-lines, according to CP that offer will be on the table for about 2 or 3 years before the track is pulled out of the ground. (CKX TV Brandon)

Insufficient rail capacity could hinder Vancouver ports

It may not be the impact on whales, marine habitat or air quality that stops port development in its tracks. It's more likely to be the actual tracks - rail tracks that is. Rail capacity is being squeezed now and will be further burdened if there isn't significant investment in the Lower Mainland's rail infrastructure, according to a 2004 study by the Greater Vancouver Gateway Council. "Capacity constraints on the railway corridor approaching Roberts Bank may also inhibit growth and expansion plans," said municipal engineering director Ian Radnidge in a report to Delta council.

Rail capacity and impacts on communities from Delta to Abbotsford are also the subject of a major Transport Canada study that's partially completed. What those studies say, no one knows for sure. "We haven't seen all of the information," noted Radnidge during questioning from civic politicians this week. Known as the Roberts Bank Rail Corridor, it is a 75-kilometre stretch that begins on the shores of Delta and crosses through several communities before linking container and coal terminals with the CPR main line in Abbotsford.

The route has 40 at-grade crossings in Delta, Surrey, Langley Township, City of Langley and Abbotsford. In Delta alone, there are 10 crossings that up to 18 trains from the container port travel across everyday. If the Deltaport Third Berth project proceeds, the number of trains is estimated to jump to 21 per day. Other studies put the number of trains currently at 22 a day, which includes the coal terminal. By 2011, the Gateway Council study estimates the number of trains daily to be nearly 25. By the year 2021, that number is expected to jump to 31 a day. The Gateway study and one by the province also call for an immediate grade separation at 41B Street. If an overpass isn't feasible, then closure of the road is another possibility.

Delta has been invited by TransLink to take part in Phase 3 of the Transport Canada study. Radnidge said he also expects to receive the studies covering phases one and two shortly. He will provide that information to

council once it's received. The study is supposed to be completed by December of this year. Phase 3 of the study will include project justification, an analysis, and a road/rail interface study and corridor improvement strategy. (Delta Optimist, Surrey)

BC Province unveils creation of new transportation agency.

The BC government will scuttle the current board of TransLink, local politicians who oversee the Greater Vancouver transportation system, and create a new agency that will cover most of the Lower Mainland as far east as Hope and north to Pemberton.

BC Transportation Minister Kevin Falcon announced that the Liberal government will pass sweeping legislation in the autumn that will create a "council of mayors" which will be asked to oversee all transportation decisions in the Lower Mainland. In the meantime, the current TransLink board stays in place.

The government will order the mayors to come up with a 10-year, integrated plan to deal with the booming Lower Mainland's growing gridlock and build new public transit lines. To make sure the mayor of Vancouver isn't outvoted by the mayor of Hope, the government will introduce a system of weighted voting that takes population into account. And to ensure that political bickering doesn't paralyse future planning - which Falcon says is the case with the current "dysfunctional" TransLink board - the government will also create an 11-member, full-time "board of professionals." They are expected to have the expertise in law, accounting, finance and transit-planning to oversee the system's management on a day-to-day basis.

They will work with current TransLink staff. While the government is essentially re-mapping how the agency works, it is expected to keep the name TransLink, at least for now. The transportation authority is currently facing a serious financial crunch. If it builds everything in its 10-year outlook plan, it will chalk up a \$200-million deficit annually by 2013. To prevent that sea of red ink the government is promising the re-vamped TransLink authority new revenue streams.

One could change the face of communities. Taking some lessons from transit companies in Hong Kong, the government will allow the new TransLink to develop land around rail stations and major transit hubs, perhaps selling off the right to build highrises to developers. There is often a lucrative spike in real estate value once transit hubs are created in cities, something that might entice private companies to take part in public-private partnerships to build projects such as the Canada Line from the Vancouver airport to downtown.

To keep TransLink from being too ambitious in its requests for money from the public and taxpayer, however, the government is creating an "independent commissioner" to review such things as fare hikes and

make sure that local land-use plans are followed in developments. (Vancouver Sun)

X-ray eyes coming to the border

A detection device will be installed at the Fort Covington / Trout River Point of Entry to X-ray railroad cars entering and leaving the United States. The U.S. Customs and Border Protection Unit, under the umbrella of the U.S. Department of Homeland Security, will use the Rail Vehicle and Cargo Inspection System and its gamma imaging to look at the contents of railcars without having to off load everything and have officers go through it by hand.

Any railcars that agents suspect might contain illegal cargo are probed by the gamma technology as part of a secondary inspection. An inspection that would in the past have taken two or three Customs agents two to three hours to perform takes two to three minutes with the X-ray system, said Kevin Corsaro, public-affairs officer for the Buffalo field office of the Customs and Border Protection Unit.

He said the Buffalo border crossing has two mobile units and one fixed system, which call up an image of the interior of the railcar with manifested cargo onto a computer screen for agents to inspect. "It's geared toward detection of weapons of mass destruction, but it serves other purposes, too," Corsaro said. For example, on March 29, 2006, two natives of Guyana tried to enter the country at Buffalo as stowaways in a tractor-trailer truck loaded with Styrofoam trays. Agents checked the manifest but became suspicious and used the gamma-imaging system to scan the trailer's contents.

The image called up on the video screen clearly shows two people hidden inside, one standing and one sitting with his legs drawn up toward his body.

The Styrofoam was removed, and three people were arrested. The stowaways were charged under federal law with illegal entry and conspiracy, while the driver was charged with alien smuggling. "I've had people tell me that it looks staged," Corsaro said of the photograph, "but that is exactly what agents saw when it came up on the computer screen."

At the 17 border crossings where gamma-imaging systems have been used for the past three years, agents have seized more than \$1 million in marijuana. "We feel we shut down a smuggling corridor," he said. The non-intrusive detection systems give off 1/2,000th of the radiation of a standard X-ray that humans get, Corsaro said. Officers using the machine anywhere from eight to 10 hours a day do not wear additional protective clothing, he said.

The Fort Covington-Trout River crossing accounts for about 5 percent of the rail cargo that travels between the United States and Canada. A tower with a sensor on it is built on one side of the tracks, and the radiation source is on the other inside a building with the

computer operator. As a train approaches, a beam of light activates the scanner, and the interior of the railcar is viewed. The imager records each particular car as it passes and sends the data and the image to the agent operating the system.

(Press Republican)

Transport Canada strives to make multi-track grade crossings safer for pedestrians

After investigating a February 2005 grade crossing accident in Brockville, Ontario, the Canadian Transportation Safety Board recommended that Transport Canada improve pedestrian safety at multi-track mainline crossings.

Transport Canada plans to work with railroads and communities to reduce the risk of accidents involving pedestrians and multiple trains moving on different tracks in the same or opposite direction. The agency also will continue to promote public awareness of crossing safety and trespassing dangers by supporting Operation Lifesaver.

Following the Brockville accident which killed one and seriously injured another pedestrian Transport Canada worked with Canadian National Railway Co. and the city to assess safety at four Brockville crossings. In July, the transportation agency spent more than \$800,000 to install gates, automated warning systems, lights, pedestrian mazes and fencing at the crossings.

(Progressive Railroading Daily News)

Bombardier, March Networks team up to develop on-board passenger-rail security system

Bombardier Transportation and video surveillance system supplier March Networks recently agreed to jointly develop an on-board mobile security product for the passenger-rail market. March Networks will help Bombardier develop its SEKURFLO line of transit security and surveillance systems.

(Progressive Railroading Daily News)

HERITAGE

BNSF Joins Effort to Bring Second Life to Chinese Steam Locomotives

BNSF, along with Houston's Port Terminal Railroad Association and Iowa Interstate Railroad, have combined efforts to provide a "second life" to a pair of Chinese, class QJ 2-10-2 steam locomotives used in passenger service. The locomotives have arrived in Houston and have been transported by BNSF on special eight-axle flatcars to Rock Island, Ill. Once in Iowa, the locomotives will be tested for Federal Railroad Association compliance and to ensure proper operation.

The locomotives, including No. 7081 that had the distinction of hauling the world's last regularly scheduled mainline steam passenger train, were acquired by Railroad Development Corp. of Pittsburgh (RDC), a

privately held railway management and investment company that owns or has financial interests in rail properties in the United States including the Iowa Interstate Railroad linking Chicago, Des Moines, Iowa, and Omaha, Neb., and in six other countries in Latin America, Africa and Europe.

"The final mainline passenger steam service in China ended in December 2005," says Henry Posner III, chairman, RDC. "Ideally there would be an opportunity for these locomotives to be used by regional or tourist railroads." The QJ, a derivation of the Soviet LV class, was the last Chinese steam design to go into production and was the most numerous steam class to run in China. Eventually more than 4,700 QJs were built, the majority between 1964 and 1988. Two Chinese-built steam locomotives, both 2-8-2s built in 1988, currently operate in the United States, transporting tourists.

A class JS runs on Iowa's Boone & Scenic Valley. A class SY, built for Connecticut's Valley Railroad, was sold to the New York, Susquehanna & Western, which transferred the engine to the NYS&W Historical Society. A third 1988 Chinese 2-8-2, also class SY, is in storage in Pennsylvania, having worked on the now-embargoed Knox & Kane tourist line to Kinzua Viaduct. (BNSF Railway)

Nouvelle concernant le développement futur du train touristique entre Québec et La Malbaie

L'homme d'affaires Daniel Gauthier est bien conscient que la pression est maintenant sur ses épaules, et il entend bien ne pas décevoir la région qui lui a fait confiance.

« On a hâte de passer en mode réalisation, du virtuel à la réalité, c'est un énorme défi, mais avec 86 % des employés qui ont dit oui, le financement public réglé, les six conditions réunies et le respect du concept, nous avons ce qu'il faut pour être assis sur le siège du conducteur », a-t-il dit.

Mieux, il souhaite pouvoir profiter des débordements touristiques du 400e de la ville de Québec. De quelle façon ? Avec la remise sur rails d'un train touristique entre Québec et La Malbaie. « Notre priorité ira vers tout ce qui touche de près ou de loin à la remise sur rails d'un train touristique, soit la rénovation de la voie ferrée, la construction des gares et la mise en opération d'une navette ferroviaire », précise M. Gauthier. Juste pour la réfection du corridor ferroviaire, le coût est de 16 millions \$.

Il aimerait aussi hâter la transformation de la ferme Filbaie à Baie-Saint-Paul en hôtel quatre étoiles de 150 chambres comprenant restaurant, spa, ainsi qu'une salle multifonctionnelle de 500 places. « Le tout pourrait donc être partiellement complété et ouvert à la clientèle dès l'hiver 2008-2009 », mentionne-t-il.

(Journal Le Soleil)

Winter weather delays work on canyon trestles of old Kettle Valley

This winter's weather has blown the goal of re-opening the Trans-Canada Trail through Myra Canyon from this year to the spring of 2008. Reconstruction of two of the 12 wooden trestles destroyed in the 2003 Okanagan Mountain Park fire is taking longer than scheduled, partly because of the cold snowy weather and wind this winter.

Ken Campbell, of the Myra Canyon Trestle Restoration Society, says the biggest of the trestles, number four, was slated to be complete by now, but likely it will be summer before it's finished. Even without this year's extreme weather, construction of that trestle is

under even more primitive conditions than when it was originally built in the early 1900s. Originally, construction of the bents, or trestle supports, was done in Carmi and the pieces went by rail to the construction site, where steam-operated equipment lowered them into the gap.

There are no rails left on the historic Kettle Valley Railway, so rubber-tired vehicles have to transport the pieces up from Kelowna to the elevation of the KVR corridor, 1,000 metres above the valley floor. Project manager Glen Ross estimates there's a metre of snow there this winter, so most days, crews have to shovel snow before they can begin work. (Vernon Morning Star)

Halifax and Southwestern



In the January – February issue we ran an article on the 'Best New Railway in Canada', the Halifax and Southwestern. Thanks to Jay Underwood, we obtained this 1907 photo of a Halifax and Southwestern 4-4-0 awaiting orders to depart the station at Bridgewater, Nova Scotia. Photo courtesy of Duane Porter of the Halifax and Southwestern Railway Museum in Lunenburg, Nova Scotia.

BACK COVER TOP: Southbound on the Windermere Sub along the Columbia River a few miles north of Harrogate with Steve Low and crew filming. Photo Bill Linley.

BACK COVER BOTTOM: VIA Test Train 615 passes the station at Mont Joli, Quebec at 1340 on Wednesday, November 22, 2006 on its non-stop return run from Matapedia to Montreal. Photo Bill Linley.

Canadian Rail

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