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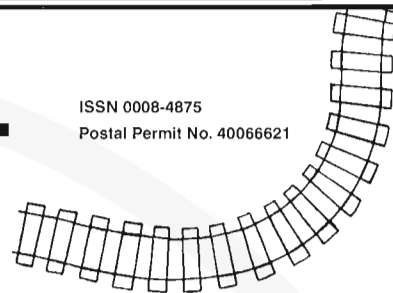


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FRONT COVER: CNR steam in colour on freight and in 1973! U1F 6060 performs flawlessly on her first main line run since 1960. Seen here on Kingston Sub local freight 319 at Valois, Quebec on September 12, 1973, 6060 will uncouple from 319's diesels at Coteau and return to Montreal as a light engine move. She will then begin a busy career as CNR's last operable steam locomotive until 1978. Stan J. Smaill

BELOW: The CNR look in action – 4-8-4 Northern Type operating as Extra 6231 East is passing through Beaconsfield, Quebec on November 16, 1957. Ronald Ritchie # 3146

PAGE COUVERTURE AVANT : Locomotive à vapeur CNR tirant un train de marchandises en 1973! La U1F no 6060 performe admirablement bien dans son premier parcours sur une ligne principale depuis 1960. On la voit ici à Valois, au Québec, le 12 septembre 1973, tirant le train de marchandises no 319 de la subdivision Kingston. La 6060 se détachera des diesels du 319 à Coteau et retournera à Montréal en solo. Elle commencera bientôt une carrière fort remplie jusqu'en 1978 en tant que dernière locomotive du CNR utilisée pour des excursions à vapeur. Stan J. Smaill.

CI-DESSOUS : Une vue de la 4-8-4 Northern du CNR en tant qu'Extra no 6231 Est, en pleine action, traversant Beaconsfield, au Québec, le 16 novembre 1957. Ronald Ritchie no 3146

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The CNR Look – A family of steam locomotives

By Lorne Perry

“Lorne Perry has been a member of CRHA since 1950, holding membership number 133. Two years later he started work at CNR in Public Relations, and from 1959 onward participated in and presided over the introduction and application of the CN logo.

Lorne has written a number of articles for Canadian Rail and its predecessors, was on the CRHA Board when the museum was first mooted, and helped on the work parties during the early days at Delson/St. Constant.

He spent 40 years at CN, retiring in 1992 as Assistant VP - Public Affairs and Advertising. He is married to Roberta, has two daughters, both married, and four grandchildren.

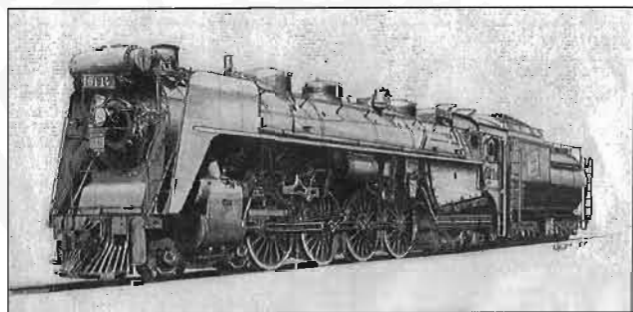
Lorne resides in Ville St. Laurent, QC, and remains an active observer of railway development, a keen student of Canadian steam locomotive history, and a dedicated participant in the life of his chosen Christian assembly.”



There are CNR locomotives, CPR locomotives, New York Central locomotives, Pennsylvania locomotives, and Delaware & Hudson locomotives, to name a few.

Each railway's locomotives had a distinctive look made up of a number of details, both in basic design and cosmetics. It was an early application of what later came to be known as “Corporate Identity”. The intent of this article is to examine CNR in this respect and sort out:

1. how it came to be that CNR had such a distinctive looking fleet of steam locomotives,
2. what elements contributed to what we might call the CNR look,



This rendering of 6114 sums up the CNR look, at its height. Headlight above center, overhanging feedwater heater, standard illuminated number board, brass number plate and standard pilot are a few of the key features.

Voici quelques caractéristiques du devant de la locomotive 6114 du CNR. Phare excentré par le haut, réchauffeur d'eau d'alimentation devant la cheminée, plaque numérale éclairée, plaque numérale de laiton et chasse-pierres conventionnel.

3. the variations on a theme that permitted adaptation to a great variety of power,
4. some notable exceptions to the standard look, and
5. how the look played out through the locomotives of subsidiary railways.

I make no claim for this being an exhaustive, carefully researched analysis of my premise, but rather a casual ramble back through the years based upon impressions from my 70 years of close association with CNR steam power and with the general subject of corporate identity.

Model railroaders may be intrigued to note that:

- (1) the CNR operated a remarkable range of locomotive designs coming from 31 builders, providing lots of opportunity for adaptation of models representing other railways, and.
- (2) the application of a few distinctive features and markings went a long way towards establishing a CNR steam identity.

1. The Backdrop for the CNR Look

Canadian National Railways came into being during World War I when the Dominion Government picked up the assets of several financially over-extended railways, among them the Canadian Northern. As the newest transcontinental railway, it would have been natural for the managers to seek to put a distinctive stamp upon the company. However, the exigencies of wartime made override such instincts. The Canadian Northern had designed a red-trimmed brass number plate that was



The standard brass number plate, in a more or less standard location, was adapted from the design initiated by Canadian Northern. Lorne Perry

La plaque numérale de laiton, dans sa position plus ou moins conventionnelle, est une adaptation du design créé par la Canadian Northern. Lorne Perry

located just below the headlight. The Canadian National Railways adopted it as their own, merely changing the legend below the numerals from "Northern" to "National".

Canadian Northern had picked a style for its numerals that was much later described by typographers as almost ideal for transportation graphics. The CNR continued to use it for numerals on the cab side and other applications.

Some years after the Grand Trunk system was absorbed in 1923, CNR adopted their tilted wafer logo, changing only the text. These identifying elements remained more or less constant all the way to the end of the line for steam in 1960. By uniting key features of the corporate identity of their predecessors, the CNR maintained continuity with its predecessor railways to which many of its first employees had been affiliated and to which they had strong sentiments. The other elements making up the CNR look can be examined in detail on the locomotives at Exporail.

2. The Building Blocks

The items mentioned above, inherited from predecessors, served as strong identifiers for CNR, even in the absence of some others added later. Some locomotives, many of which came into CNR from predecessors, served their time with only these identifying marks. And a few sub-classes were never up-dated with brass number plate or preferred headlight position, leaving very little to set them apart as CNR locomotives.

As CNR got into its stride and major motive power decisions were made regarding new acquisitions,

shopping programs and application of new appliances, the distinctive look gradually became more pronounced. Features leading to the enhanced look were as follows:

The illuminated number board: It was a CNR idea to install a triangular-shaped number board displaying the locomotive number on two faces aimed diagonally, one towards each side of the right of way. It made the job of tracking trains at meets and when passing stations en route much easier, especially at night. Since it occupied a prominent place on the locomotive boiler front, it became a distinctive CNR identifying feature. Its use continued until the end of the steam era, but the practice of illuminated unit numbers at the front end has continued with diesel locomotives up to the present.

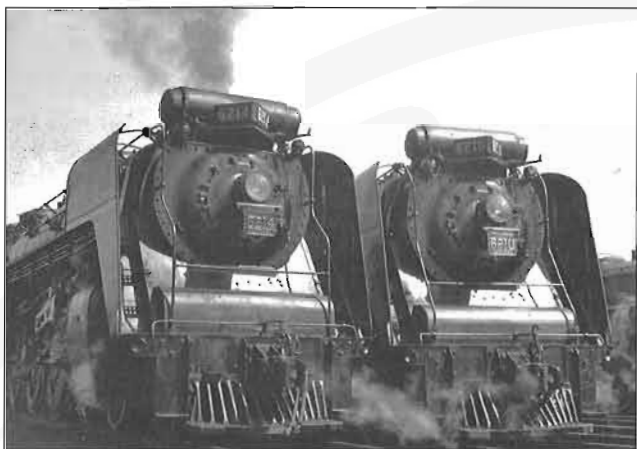
The Elesco Feedwater Heater: One of the appliances added by CNR to many locomotives, both new and old, was the Elesco bundle-type feedwater heater. This gadget used steam to pre-heat water on its way from tender to boiler, thus increasing thermal efficiency. CNR typically mounted it either at the top front of the smokebox either set into it a little or hanging on brackets over the top front of the boiler and projecting out about as much as the headlight did. Since most of the new locomotives added to the fleet in the twenties and thirties were thus equipped, it added to the identity package. The CNR seemed to favour the overhanging position more than other railways did.

Smoke gets in your eyes: As passenger train speeds rose in the thirties, the constant complaint of locomotive engineers was the tendency for smoke to trail down from the stack when drifting along, obscuring the view ahead. The railways of the day, including the CNR, experimented with a wide variety of homemade appurtenances. Most turned out to be of very limited value. The best results came from the addition of large flat panels on either side, and slightly spaced away from,



Upward smoke deflection was the subject of experimentation in the thirties. This model didn't last long.

Le déflecteur de fumée, style ascendant, était à l'essai dans les années 1930. L'utilisation de ce modèle fut de courte durée.



The "elephant ear" style of smoke lifter was adopted in the forties as standard for most of the larger passenger and dual-service locomotives.

Le déflecteur, style « oreille d'éléphant », fut installé dans les années 1940 sur la plupart des grandes locomotives utilisées pour le service passagers et le service mixte.

the smoke box plus closing in the open area below the boiler front. The deflectors had the effect of trapping the air at the front and forcing it swiftly upwards to lift the lazy, drifting smoke high above the cab.

CNR began applying deflectors to passenger and dual-service locomotives in the late thirties. They lasted for ten years or more, until some bright spark concluded that a two-inch taller stack worked just as well. The deflectors were sometimes called "elephant ears" or "smoke lifters". During that period, they added to the distinctiveness of the CNR look.

The All-weather cab: The harsh Canadian winters made it logical to develop a cab that provided improved protection for the crew. CNR and CPR were on a parallel course in this objective. At the beginning, in the 1910s, there wasn't much to distinguish the styles adopted by these two railways, but beginning in the later 1920s CNR sloped the front edge of the cab on its new locomotives to match the slope of the boiler backhead. This set it apart from CPR and became an element in the CNR look.

The Vanderbilt Tender: This type of tender, with a cylindrical tank as its outstanding feature, originated in the US and was adopted by CNR in 1925 for the new, large Mountain 4-8-2 U-1 class locomotives. Its use extended to all later U-1 locomotives and as well as the Northern 4-8-4 U-2, U-3, and U-4 classes, the Hudson 4-6-4 K-5, the Mikado 2-8-2 S-4s and the 2-10-2 T-2s and 2-10-4 T-3 (CV) classes. Thus it became an additional identifying feature of main line power.

Green paint: CNR settled on olive green as its passenger car colour, and in 1936 it appeared on the special centennial series of streamlined Northern locomotives



The U-4-a Northern was flag carrier from birth in 1936. The stripes continuing to a point on the front were later carried over to the early diesels. Ronald Ritchie

À partir de leur création en 1936, les locomotives Northern ne cessèrent d'impressionner par leurs caractéristiques visuelles. Les raies continues à partir d'un point situé sur le devant furent utilisées également sur les premières locomotives diesels. Ronald Ritchie

numbered 6400 to 6004. To accentuate their sleek lines, the wide running board skirt was painted green, outlined in gold, and the lines extended onto the front in a curving V-pattern. This design was only repeated on a companion series built for the Grand Trunk Western. But CNR made this series of locomotive the flag leader in all advertising and promotion from the late thirties through to the mid fifties. This gave it a prominence out of all proportion to the small number of locomotives.

In assigning one such locomotive to the 1939 Royal Train, CNR retained the same design scheme but changed the colours to blue, silver and black. Other locomotives of different classes were also chosen for Royal Train duty and two of them were the next to have wide running board skirts, which they kept long after Royal Train duties.

Then in the forties two additional complete classes featured the wide skirt and olive green paint trim; the famous 5700s designed for the International Limited and other trains between Montreal and Toronto, and the

6060 series, the so-dubbed Bullet Nose Betties. Again because of the trains they pulled and the use of their image in publicity and advertising, these series of locomotives became quite prominent and added to the CNR identification factor.

In fact, this feature of horizontal green bands coming to a V-point in front, continued as identifying features on the first and some subsequent series of road and road switcher diesels purchased beginning in 1948.

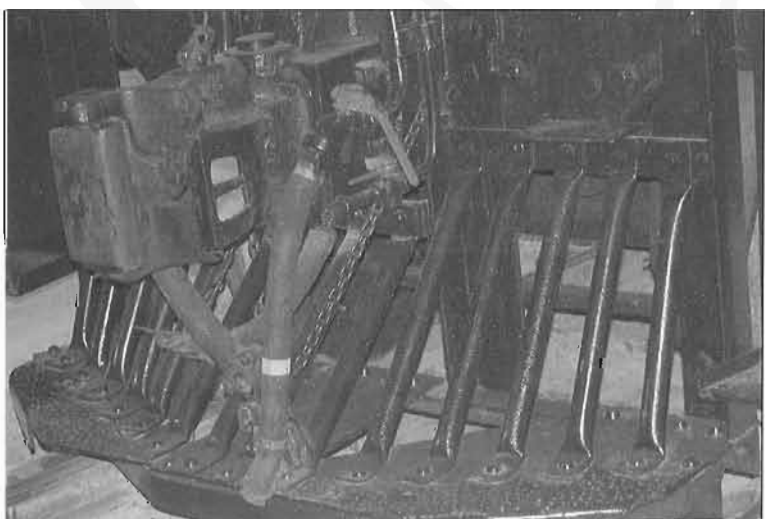
3. Variations on a theme

Illuminated number boxes were variously placed above the feedwater heater, below the feedwater heater, suspended from it, at the top of a plain smokebox front, as



Some features, like the giant antique headlight shown here, were carry-overs from predecessor railways, and often remained unchanged.

Certains éléments, comme le phare ancien que nous voyons ici, furent souvent transférés tels quels à partir d'entreprises ferroviaires précédentes.



An exception to the rule for pilots was the Western special; made of wood in honour of the route through the Rockies where rocks often splintered pilots.

Les « Special Western », de la région des Rocheuses, furent une exception à la règle concernant les chasse-pierres. Ils étaient faits en bois, car ceux en métal avaient tendance à plier sous le choc des pierres qui parfois obstruaient la voie.

a unit riding above the smokebox front, midway between the top of the smokebox front and the headlight or as two separate boxes straddling the bell.

Brass Number Plates were normally just below the headlight, but on switchers were often flat on the smokebox door, and in the case of the 6400 series, were convex on the rounded front.

The Elesco Feedwater Heater often sat atop the smokebox, or set into the top of the smokebox, or on brackets hung over the top front of the smokebox.

Headlights varied in diameter with some of the older ones being very large. Another variation was the Western practice of mounting it on a swivel platform for directional viewing in the Rockies. Headlights were normally placed a bit above the smokebox centerline. A number of locomotives had them placed well below the centreline (a US influence) or high atop the smokebox (a carry-over from predecessor lines).

The standard CNR Pilot was fabricated from boiler pipe, but the West favoured a horizontal bar version made of wood (easier to remove when fractured by a rock on the roadbed). Switchers had footboards instead of pilot, and the GTW applied a combination pilot and footboards to locos used in branch line service. One series of GTW 4-8-4s wore a modern cast pilot, making them look very American.

4. Exceptions

In a steam loco fleet the size of CNR's, there were bound to be a few exceptions; especially when quite a number of locos came from predecessor railways. The

The standard CNR pilot was a subtle identifying feature. Lorne Perry

Le chasse-pierres standard du CNR était un élément d'identification subtil.



Boston and Albany 1100 before the CNR look! Library and Archives Canada PA191440

La locomotive de la Boston & Albany avant de revêtir sa livrée aux couleurs du CNR! Bibliothèque et Archives Canada PA191440



CNR 4207, class T-1-a, was acquired by CNR from Boston and Albany in 1928, along with nine others in the B&A 1100 series. Upon arrival they looked very American (built by Alco(Brooks) in 1919). But after shopping, they began to look very much at home in the CNR fleet, especially when the overhanging feedwater heater was added. This photo was taken on September 20, 1950 in Quebec City. Lorne Perry

L'une des neuf locomotives de la classe T-1-a, acquises par le CNR de la série 1100 de la Boston & Albany en 1928. Au moment de leur arrivée, elles avaient une configuration très américaine – Alco (Brooks) de 1919. Cependant, après leur achat, elles affichèrent une configuration typique du parc des locomotives du CNR, en particulier avec l'ajout, devant la cheminée, du réchauffeur d'eau d'alimentation. Cette photo fut prise le 20 septembre 1950 à Québec. Lorne Perry

pressure to make them conform seemed to be related to the extent of their public exposure or to their age. Yard engines often coasted through their life sporting details left over from earlier days, and locomotives already elderly when CNR took them on, simply remained as they were. But even these bore standard numerals, standard decal on the tender and the ubiquitous triangular lit number board.

There were also multiple exceptions on the US subsidiaries, where local motive power folk seemed to be free to exercise their US-influenced preferences. For example, the Grand Trunk Western preferred a pilot made of flat steel strapping rather than boiler tubing.

Even though there were significant exceptions to

the CNR appearance standards, it was easy to see the corporate relationship among them resulting from the few details that CNR insisted upon, primarily numeral style, emblem on the tender and triangular lit number board. So it was that the CNR look, made up in most cases of many separate items, became so pervasive that it only required a very few to establish the link.

To a certain extent, the products of Canadian loco builders had a rather Canadian look to them, markings apart. But once in awhile locomotives from other sources showed up. An example was a series of 2-10-2's that CNR purchased from the Boston & Albany Railroad. When they arrived on the property they looked rather American, but after a trip through the shops they sported the customary Elesco feedwater heater, CNR markings and other details. Suddenly they were unmistakably CNR.

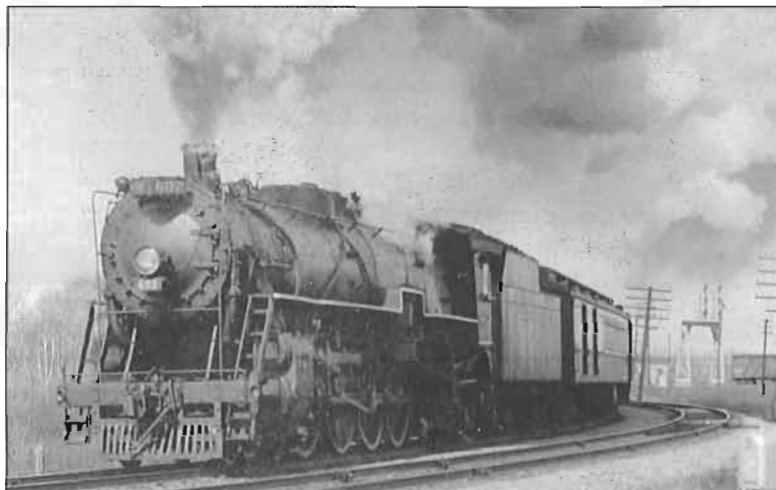
5. The Subsidiary Railways

There was an interesting dichotomy in the way CNR managed the Grand Trunk Western and the Central Vermont. On the one hand they were clearly part of a corporate empire that crossed over the border. But on the other hand, CNR permitted the subsidiaries to do their own thing, to a large extent, in order to be accepted by their US customers as indigenous American railroads.

The principal motive power shops were at Battle Creek, Michigan for the GTW and St. Albans, Vermont for the CV. Each had a style of its own, markedly different in the way it applied details to locomotives from the CNR Shop standard bearers. These differences in approach sometimes bothered the folks at head office in Montreal, but not enough to force the issue. One aberration was in the font chosen for numerals. Even when CV eventually

CN's US subsidiary railways were distinctive, but reflected a few of the CNR standard features, among them the illuminated number board gracing Central Vermont's 602.

Malgré les caractéristiques distinctes des chemins de fer des filiales américaines du CN, tous avaient certains éléments en commun. Par exemple, la plaque numérale éclairée qu'on peut observer sur la locomotive du Central Vermont no 602.





Many Grand Trunk Western locomotives like 4-8-4 6324 looked very American, in deference to the need for the railway to look home-grown to its shippers.

Plusieurs locomotives comme la 4-8-4 no 6324 possédaient des caractéristiques typiquement américaines par déférence envers les clients locaux.

conformed to CNR and adopted a sans serif style, they fashioned the stencils with a much thinner bar stroke. What's interesting about this trend to separatism is that the subsidiaries usually recognized a good idea and when they saw one emulated the CNR for their own logical reasons. A good example was the triangular lit number board. This was cheerfully adopted by GTW and CV, not because CNR insisted upon it, but because they liked the night visibility it afforded, making the job of engine crews and line operators easier.

The tilted square logo was probably a case of "We'd better fall in line or else they'll order us to use it". But each railroad displayed it in distinctive ways at times. CV enjoyed a period in the forties when the tilted square had a Vermont green background instead of red. And GTW used a stencil and silver paint to apply a one-colour logo, the background being basic locomotive black.

Although GTW applied the brass number plate under the headlights of most of its locomotives, the CV did not. The CV style was to retain the builder's standard cast number plate showing the number without reference to the railroad name. All this didn't stop the GTW

and CV locomotives from appearing to be cousins of CNR power.

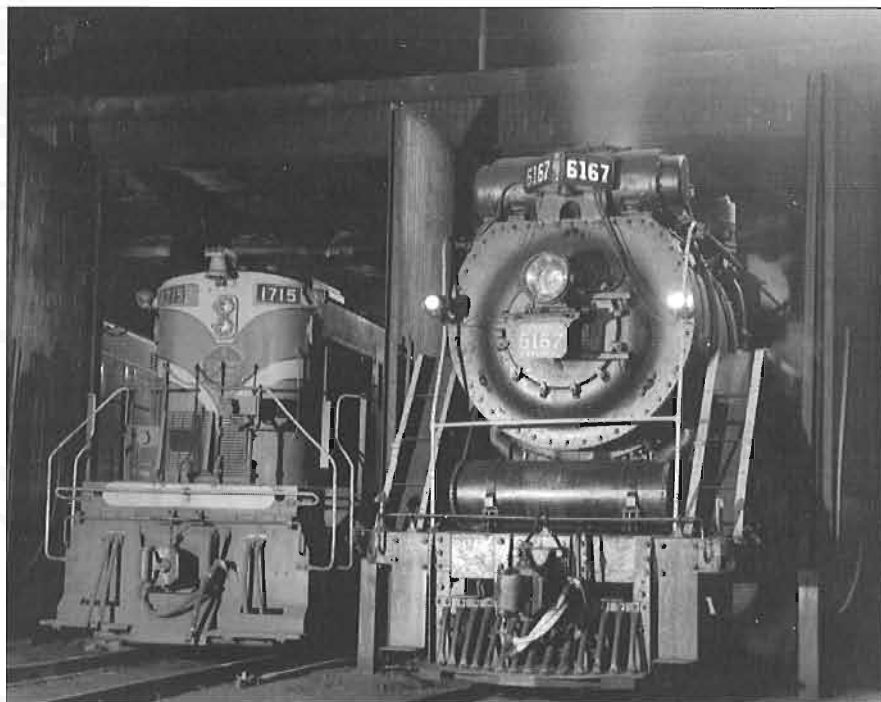
The End of the Line

By the time steam was winding down in the late fifties, one of the common features of CNR power was the lack of cleanliness. A layer of road grime muted CNR's distinctive features that earlier had been part of prideful spit and polish.

As US railway photographers migrated north to document the last bastions of steam on the continent, their work shows both the accumulated dirt on the freight and yard locomotives, and the excellent appearance of much of the power assigned to prime passenger trains. The roundhouses staff that remained perpetuated the pride in appearance that was a hallmark of CNR in earlier days, even if the effort were confined to prestige steam power. Diesels had taken over as the standard bearers and their spit and polish condition made them look the part.

I think we all knew there was a distinctive look to CNR steam power, but this quick scan makes it clear what were the essential elements of it, and just how it came to be that CNR differentiated itself from the other major lines in Canada and the USA.

(This article is a condensed version of a presentation made by the author at the CRHA / CARM 2006 Conference.)



Diesels finally took over as flag-bearers, displaying their own version of the CNR look.

Les locomotives diesels arboraient leur propre version des couleurs du CNR.

Alcos' RSC24 on CNR's Murray Bay Subdivision

Those awkward looking diesels locomotives!

By Denis Fortier

Several types of locomotives have operated over the Québec – La Malbaie line since the start of operations by the Quebec, Montmorency & Charlevoix Railway in 1881. Initially, there were the 4-4-0 American steam type locomotives, followed by 2-6-0s and different types of electric locomotives belonging to the Quebec Railway, Light & Power, and by small 4-6-0s of Canadian National.

With the end of steam and electric operations, the CNR began using lightweight diesels engines because of the 85 pound rails on the branch. It is then that a very special fleet of four RSC24 locomotives appeared on the line. Resembling a cross between the GMD-1 built by General Motors and the RSC24 built by Montreal Locomotive Works appeared, the four were built by the Montreal Locomotive Works in 1959. In deference to the 85 pound rail, they weighed only 238,000.

Equipped with three axle A-1-A type trucks, they carried only 39,666 pounds of weight per axle. They were equipped with 244 prime movers from FPA-2 6751 and 6755 and FPB-2 6851 and 6855 that were used on CN's passenger trains. The 244 engine was considered a liability for main line passenger service. These FPA and FPB locomotives were repowered in 1958 with 251 engines that were better suited for passenger service and they emerged as CN 6758, 6759, 6858 and 6859 respectively.

The four RSC24 locomotives were equipped with the 244 engines which were derated from 1,600 to 1400 horsepower and were turbocharged. The units were assigned the numbers 1800 to 1803. There was very little space between the trucks for a modest 950 Imperial gallon fuel tank.

At the beginning, they pulled freights between Quebec and La Malbaie. When I was younger and travelling with friends by bike to Sainte-Anne-de-Beaupré, these 'awkward' diesel locomotives really intrigued me.

In the mid 1960s, they were reassigned to the service in Montreal and Ottawa. Around 1968, they ran between Campbellton and Gaspé. Their final assignments were to Bridgewater, Nova Scotia where they worked the branch lines to Middleton and Caledonia running over sections of 56 pound rail. The 1802, however, never made it to Nova Scotia. On May 21, 1969, it had an accident at Pointe-à-la-Garde on the Gaspé coast and was retired in August of the same year. The 1800 was retired in September 1975, followed by the 1803 in November 1975 and the 1801 in 1976.

Les Alcos RSC24 sur la subdivision « Murray Bay » du 'CNR'

Ces locomotives diesels avaient une drôle d'apparence!

Par Denis Fortier

Plusieurs types de locomotives ont circulé sur le réseau du chemin de fer Québec – La Malbaie depuis la mise sur pied de la compagnie de chemin de fer Québec, Montmorency & Charlevoix en 1881. Il y a eu des locomotives à vapeur 4-4-0 type 'American' et différents types de locomotives électriques avec la compagnie de chemin de fer Québec Railway, Light & Power.

Ces unités à vapeur « lightweight » ont fait leur apparition tels que les types ten-wheelers 4-6-0, moguls 2-6-0 et pacific 4-6-2 sur le Québec Railway, Light & Power et le Canadien National. À partir de 1960, il fallait bien remplacer ces types de vapeurs avec des locomotives type diesel également à faible poids, compte tenu du rail de 85 livres. C'est ainsi que les locomotives diesel bien spéciales ont vu le jour, dont les GMD-1 de la General Motors et les RSC24 de la Montreal Locomotive Works.

Ces dernières unités ont été achetées en 1959 et équipées de moteurs 244 provenant des locomotives diesel FPA-2 (6706-6711) et des locomotives FPB-2 (6806-6811) du Canadien National déjà en service dans les trains voyageurs. Ce moteur 244 ne répondait pas bien aux exigences du service voyageur. Les locomotives FPA & B ont été équipées par la suite de moteurs 251, plus performants pour le service voyageur et renumérotées 6758, 6759, 6858 et 6859.

Donc les quatre locomotives RSC24 se sont vu octroyer les moteurs 244, dont le nombre de chevaux vapeur est passé de 1600 à 1400, étant turbochargées et les locomotives numérotées de 1800 à 1803. Il y avait très peu de place entre les bogies afin d'insérer le réservoir pour le 'fuel' de 950 gallons impérial.

Au début, elles ont circulé sur le chemin de fer Québec – La Malbaie (voir photos), tirant des trains de marchandises. Plus jeune, lorsque je faisais de la bicyclette avec des copains jusqu'à Sainte-Anne-de-Beaupré, la « drôle d'apparence » de ces locomotives m'avait toujours intriguée!

La 1802 a subi un accident à Pointe-à-la-Garde en Gaspésie le 21 mai 1969 et a été retirée en août de la même année. La 1800 a aussi été mise hors circulation en septembre 1975 et la 1803 en novembre 1975 et la 1801 en 1976. Ces locomotives pesaient 238 000 livres et le poids était réparti sur des bogies A1A-A1A, soit environ 160 000 livres par bogie.

ref. : Revue d'histoire de Charlevoix, Numéro 52 – mars 2006 – page 6

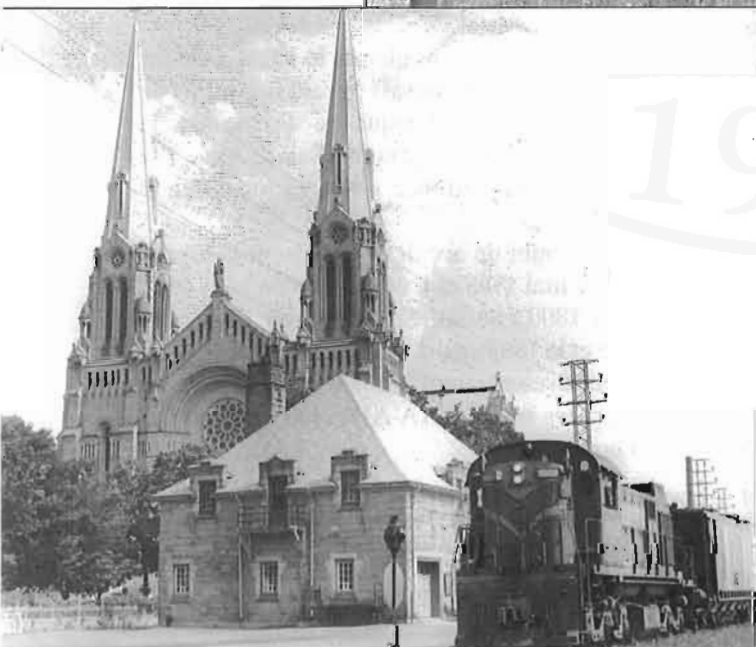


On August 26, 1964, CN's eastbound freight No. 522 passes the impressive stone station at Sainte-Anne-de-Beaupré, Quebec. Four photos, Jim Shaughnessy

Le train de fret No. 522 se dirigeant vers l'est, passe devant la gare de Sainte-Anne-de-Beaupré, Québec le 26 août 1964. Les quatre photos, Jim Shaughnessy

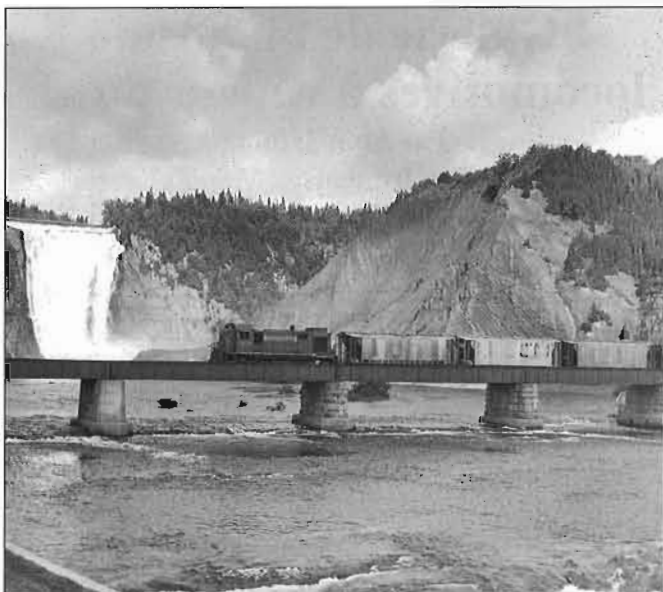
On August 26, 1964, CN's westbound freight No. 523 passes the station at Château Richer, Quebec en route to Quebec City.

Le train de fret du CN No. 523 se dirigeant vers l'ouest, passe devant la gare de Château Richer, Québec, en route vers la ville de Québec".



On August 26, 1964, CN's westbound freight No. 523 passes the basilica and the station at Sainte-Anne-de-Beaupré, on the Murray Bay Subdivision.

Le train de fret No. 523 se dirigeant vers l'ouest, passe devant la basilique et la gare de Sainte-Anne-de-Beaupré, sur la subdivision du Murray Bay.



On August 26, 1964 Jim caught CN freight crossing the bridge at Montmorency Falls, Que., heading west from Sainte-Anne-de-Beaupré as train No. 523 (see schedule). The 1802 is a rare RSC24 1400 h.p. diesel unit (one of four 1800-1803) designed for light rail branches.

Le 26 août 1964, nous apercevons le train de fret du CN No. 523 en direction ouest (voir horaire), traversant le pont aux chutes Montmorency, en provenance de Sainte-Anne-de-Beaupré. La locomotive 1802 est une des quatre locomotives légères du CN (1800-1803), utilisée pour les embranchements et possédant 1400 c.p.



This is the the first CN RSC-24, the 1800, executing a runpast on the west side of the Richelieu River at Fort Chambly on Saturday, May 28, 1967 during a CRHA fantrip from Montreal to Waterloo, Quebec and return. The trip's main feature was a run over the full 52.3 miles of the freight-service only Granby Sub from Castle Gardens on the Rouses Point Sub, southeast of Montreal. The Granby Sub hosted the electrified service of the Montreal & southern Counties interurbans west of Granby until November 24, 1951 and west of Marieville until October 13, 1956. Bill Linley

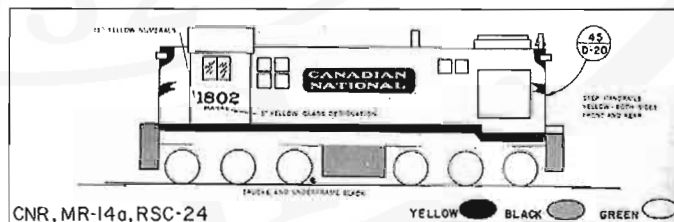
La 1800 du CN, la première d'une série de locomotives de type RCS-24, passe devant la gare de Fort-Chambly, au Québec, lors d'une excursion pour amateurs du rail organisée par l'ACHF, le 28 mai 1967. Le trajet : de Montréal à Waterloo et retour, une distance de 52,3 milles de la subdivision Granby entre Castle Garden, sur la rive sud, et Waterloo. Il n'y avait alors qu'un service de marchandises sur cette ligne, qui avait auparavant été utilisée par le service des trains électriques de la Montreal & Southern Counties entre Granby et Montréal jusqu'en novembre 1951, et à partir de Marieville jusqu'en octobre 1956. Photo : Bill Linley.

12 TIME TABLE No. 47, JUNE 14th, 1964

WESTWARD TRAINS				EASTWARD TRAINS			
SECOND CLASS				SECOND CLASS			
173	175			176	522		
Page	Page			Page	Page		
Daily	Daily			Daily	Daily		
ex. Sun.	ex. Sun.			ex. Sun.	ex. Sun.		
and Mon.	and Mon.						
MURRAY BAY SUBDIVISION				MURRAY BAY SUBDIVISION			
STATIONS				STATIONS			
12.1	12.1	Z	CLERMONT	58			
10.7	10.7	Z	WILKINS	82			
6.00	7.00	BWZ	LA MALBAIE	MA	YARD	5.10	12.30
6.03	7.03	Z	GOLF	22	5.05	12.15	
6.04	7.04	Z	POINTE AU PIG.	ND	31	5.00	12.10
6.15	7.15	P	ST. IRVINE	15	4.47	11.55	
6.28	7.28	P	CAP AUX OIES	32	4.35	11.40	
6.40	7.40	P	LES ÉBOULEMENTS	NS	17	4.20	11.20
6.55	7.55	Z	BAIE ST. PAUL	NY	15	4.00	10.50
7.08	8.08	Z	POINTE D'AUJUN	44	3.47	10.28	
7.10	8.10	P	MAILLARD	3	3.45	10.25	
7.14	8.14	P	PETITE RIVIÈRE	13	3.42	10.20	
7.25	8.25	P	LABATIS	27	3.31	10.05	
7.30	8.30	P	SAULT AU COCHON	3	3.26	9.57	
7.35	8.35	P	LES CAPS	13	3.21	9.50	
7.51	8.51	P	CAP TOURMENTE	30	3.05	9.25	
7.59	8.59	P	ST. JOACHIM	38	2.55	8.59	
8.02	9.02	PZ	DONOHUE	34	2.52	8.47	
8.03	9.03	Z	BEAUPRÉ	FC	2.51	8.45	
8.07	9.10	Z	STE. ANNE CHURCH (St. Anne de Beaupré)	AG	41	2.45	8.34
8.15	9.18	P	CHATEAU RICHER	58	2.36	8.20	
8.24	9.29	P	L'ANGE GARDIEN	25	2.26	8.05	
8.32	9.37	Z	MONTMORENCY	GI	49	2.18	7.48
8.35	9.40	Z	VILLENEUVE	54	2.14	7.43	
8.39	9.44	PZ	GIFFARD	30	2.10	7.37	
8.45	9.50	C	LIMOULOU (St. with St. Raymond Sub.)	V	YARD	2.05	7.30 A.M.
8.55	10.00	P.M.	LIMOULOU QUÉBEC	H		8.00	
Sum. only	Daily ex. Sun. and Mon.			Daily ex. Sun.			
173	175			176	522		

Rules 41 and 44 applicable
Times at Québec are for information only and convey no authority on St. Raymond Sub.

SEE FOOTNOTES ON PAGE 13





Another trio of Northern's. This time at Montreal's Turcot roundhouse and this time three of the famous "war baby" U2g 4-8-4's built by Montreal Locomotive Works in the summer of 1942. Judging by the sheen on the boiler jackets of the engines, they must be almost new. No less than fifteen 15 cars of Pennsylvania locomotive coal are seen in this very clear view probably taken in August 1942. Three U2g's survive: 6200 at Ottawa, 6213 at Toronto and 6218 at Fort Erie. CN / Smaill Collection

Un trio de type Northern. Photo prise près de la rotonde de la cour Turcot de Montréal. Il s'agit de trois des fameuses locomotives du temps de guerre, des U2G 4-8-4, construites par la Montreal Locomotive Works durant l'été de 1942. À en juger par leur apparence, elles semblent pratiquement neuves. À leurs côtés, on aperçoit au moins 15 wagons de charbon destiné aux locomotives en provenance de la Pennsylvanie. Cette belle photo date probablement du mois d'août 1942. Trois locomotives de ce genre survivent toujours, soit la 6200 à Ottawa, la 6213 à Toronto et la 6218 à Fort Erie, en Ontario. Photo CN : collection Smaill.



Central Vermont 708, one of the famous T3a 2-10-4s, rides the turntable at Montreal's Turcot roundhouse probably in the early nineteen-forties. The 708 was built in 1928 by Alco and retired in 1954. Sister 707 was held for preservation along with 4-8-2 602, but both were scrapped in November 1959. CN 43544 / Smaill Collection

La 708 du Central Vermont, une énorme locomotive de type T3A/2-10-4, est sur la plaque tournante de la rotonde de la cour Turcot de Montréal. La photo date probablement du début des années 1940. La 708 a été construite en 1928 par la société Alco aux É.-U. Elle fut mise à la ferraille en 1954. Une autre, la 707, avait été gardée en vue d'être préservée dans un musée avec une autre locomotive, la 602, une 4-8-2, mais finalement toutes deux furent démolies en novembre 1959. Photo CN 43544 : collection Smaill.



In late March 1958 a certain blond haired 20 year old young man went down to one of his usual haunts, CNR's Turcot West where Mr. Bannon was the operator on duty. A freight headed up by a pair of GP9's had just left the yard bound for Toronto. Four whistle blasts (a call for signals) came from westbound Baltic type No. 47 as its commuter train was held at the red absolute signal. Meanwhile U2h Northern 6245 travelling light was backing from the L'Assomption Subdivision onto the mainline. It was too late in the day for it to be power for the Montreal – Toronto Pool Train, why was it there? In any case, the scene was captured for posterity by Paul McGee.

Fin mars 1958, un jeune homme de 20 ans visitait l'un de ses endroits favoris, à l'extrémité ouest de la cour Turcot du CN, après le départ d'un train de marchandises vers Toronto. L'opérateur de service, M. Bannon, entendit les quatre coups de sifflet en provenance de la locomotive de type Baltic qui attendait, avec son train de banlieue, de recevoir le signal du départ. Pendant ce temps, la locomotive de type Northern U2H 6245, roulant seule, arrivait des voies des ateliers pour entrer dans la cour. Elle devra ensuite reculer afin d'aller chercher son train de marchandises en instance de départ vers l'ouest du pays. Le jeune homme put capter cette scène pour la postérité. Photo : Paul McGee.

The 8300 and 8400 series 0-8-0 switchers were the heavy yard power of choice at CNR's Turcot Yard in Montreal until the mid-1950s. In this March 1958 view at Turcot West, the operator is hooping up orders to Extra 8444 West, the St. Laurent Switcher. The 0-8-0 8392 to the left of 8444 will follow "on block" with "the Glass", a local freight assignment that switched the massive Consumer's Glass factory at Ville St. Pierre. Today, condos occupy the former glass plant site. Paul McGee.

Les locomotives des séries 8300 et 8400 étaient de lourdes et puissantes 0-8-0. Elles furent les principales locomotives de manœuvre de la cour Turcot jusqu'au milieu des années 50. Sur cette photo, prise en mars 1958 à l'extrémité ouest de la cour Turcot, on peut voir le préposé au triage passant les feuilles de route au conducteur de la 8444, qui amènera ses wagons vers Saint-Laurent. À sa gauche, la 0-8-0 8392 suivra à son tour avec le train en direction de l'usine de la Consumer Glass à Ville Saint-Pierre, usine maintenant remplacée par des unités d'habitation. Photo : Paul McGee.





CNR's U2h 4-8-4 6227 is seen here at the west entrance of Montreal's famous Turcot roundhouse in the fall of 1958. The hostler appears to be moving the 6227 to the shop after dumping her ashes. The overhead cranes with their clamshell buckets were landmarks of the Turcot engine facility. With 56 stalls, CNR's Turcot roundhouse was the largest in Canada. Paul McGee

On peut voir ici la locomotive de type U2H du CN 6227 à l'entrée ouest de la fameuse rotonde de la cour Turcot à l'automne 1958. Elle semble se diriger vers les ateliers d'entretien après avoir vidé les cendres de sa chaudière. On aperçoit, derrière le pont roulant typique de cette installation; la rotonde de la cour Turcot, avec ses 56 places, qui était la plus grande au Canada. Photo : Paul McGee.



Grand Trunk 0-6-0 7527 does not sport a CNR "look". In fact she was a "U.S." engine that spent most of her career on the CNR's Grand Trunk New England lines. The 7527 was one of five 0-6-0's in class O19a built in 1919 by Alco's Schenectady works for the Grand Trunk. This photo was taken on April 22, 1956 at Portland, Maine. Ronald Ritchie # 2323

La 0-6-0 7527 du Grand Tronc ne ressemblait pas aux autres locomotives du CN. En effet, elle avait été fabriquée aux États-Unis et mena toute sa carrière sur la ligne du Grand Tronc de la Nouvelle-Angleterre. La 7527 était l'une de six locomotives de type 0-6-0/O19A construites en 1919 par la compagnie Alco à Schenectady, New York. On peut la voir sur cette photo prise le 22 avril 1956 à Portland, dans le Maine. Photo : Ronald Ritchie 2323.



Back on June 20, 1956, CNR 4-8-4 6166 arrived at the Saint John, New Brunswick from Moncton with train No. 43 at 0740. CPR passenger equipment shared the trackage at Union Station. Ronald Ritchie # 2562

Le 30 juin 1956, la locomotive 4-8-4 6166 du CN en tête du train 43 est en gare de Saint-John, Nouveau-Brunswick, en compagnie de wagons de passagers du Canadien Pacifique. Photo : Ronald Ritchie 2562.

Ten wheeler 1447 simmers quietly as station work is performed in this marvellous view of mixed train railroading at Prince George, British Columbia taken on June 25, 1953. The 4-6-0 began life on the books of the Grand Trunk Pacific as number 624. Built at Kingston Locomotive Works in 1910, the 1447 was scrapped in fifty one years later. Ronald Ritchie #1359

Le 25 juin 1953, cette locomotive Dix-roues 4-6-0 est en attente en gare de Prince George en Colombie-Britannique avec un train mixte, passager et fret. La 1447 du CN a commencé sa carrière au Grand Trunk Pacific en portant le 624. Elle fut construite en 1910 par Kingston Locomotive Works et fut mise à la ferraille en 1961. Photo : Ronald Ritchie 1359.





Nicolet, Quebec is the wintry setting for this view of CNR J7c 4-6-2 5304 heading up train No. 138 en route from Montreal to Des Ormeaux in February 1955. The 5304 was retired in 1961, but sister Pacific 5270 survives as a park exhibit in Moncton, New Brunswick. Ernest Modler Collection # 335

Scène d'hiver à Nicolet, au Québec, en février 1955. La Pacific J7C 5304 est en tête du train 138. Cette locomotive fut mise à la ferraille en 1961, mais sa sœur, la Pacific 5270, est en montre dans un parc de Moncton, au Nouveau-Brunswick. Photo : collection Ernest Molder 335.



CNR 2-6-0 411 seen here at Kelowna, British Columbia, was one of four Moguls built for contractor J.D. McArthur by Montreal Locomotive Works in 1909. Of the twelve "McArthur Moguls" acquired by the CNR, 411 was the last to survive, operating in B.C. branch line service. She was retired October 1955. Ronald Ritchie #331

À Kelowna, en Colombie-Britannique, la 2-6-0 411 du CN faisait partie d'une série de quatre locomotives de type Mogul construites pour J. D. Mc Arthur par la Montreal Locomotive Works en 1909. Des 12 Mogul de Mc Arthur acquises par le CN, la 411 fut la dernière survivante. Elle avait été en service sur des lignes secondaires de la Colombie-Britannique et fut mise à la ferraille en octobre 1955. Photo : Ronald Ritchie 331.



Locomotive H6G 4-6-0 1395 and train is at Rawdon, Quebec in October 1955. It was one of the last CNR Ten-wheelers to operate in the Montreal area. Locomotive 1395 was often the power for the Montreal-Rawdon passenger train. Retired in June 1959, 1395 went to Nelson Blount's collection of steam locomotives spending her retirement on display at Steamtown, U.S.A. CRHA Archives, Fond Stannard

La locomotive H6G 4-6-0 1395 avec son train en gare de Rawdon, au Québec, en octobre 1955. Ce fut l'une des dernières Dix-roues en service dans la région de Montréal. Souvent utilisée pour tracter des trains de passagers entre Montréal et Rawdon, elle a été mise à la retraite en juin 1959. Par la suite, elle a abouti dans la collection des locomotives à vapeur Nelson Blount. Elle est en montre à Steamtown, aux États-Unis. Photo archives SCHF : Fonds Stannard.

White exhaust steam billows skyward as CNR Extra 6212 U2G 4-8-4 running "light" makes her way eastward through Valois, Quebec on the CNR Cornwall Sub on a wintry March 7, 1959. Ronald Ritchie # 3376

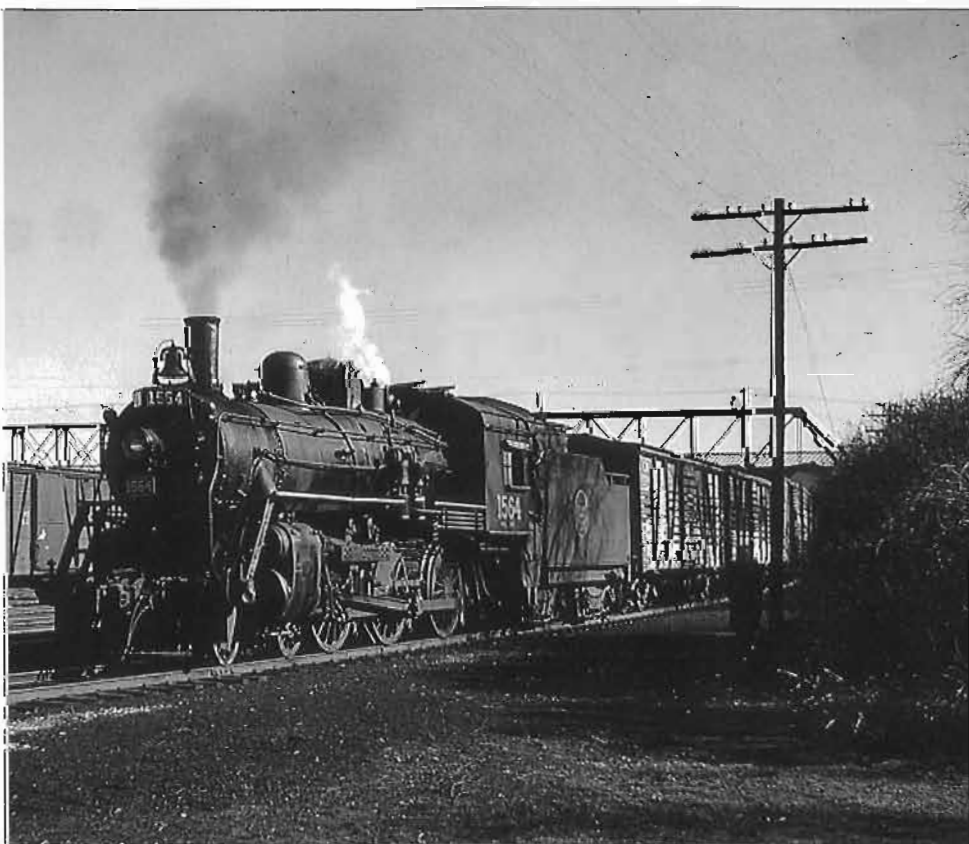
Des volutes de vapeur blanche s'envolent dans un ciel d'hiver au passage de la 6212, une Northern U2G/4-8-4 en direction est à Valois, au Québec, en mars 1959. Une autre locomotive du même genre, la 6218, reine des excursions, fut souvent aperçue dans des circonstances similaires entre 1964 et 1971. Photo : Ronald Ritchie 3376.





It's 1958 and the end is near both for CNR Northern 6155 and the temporary track she's running on. The temporary bypass track was laid to permit the construction of the approach tracks (lower front) to CNR's new Taschereau Yard at Lachine, Quebec. Paul McGee

Nous sommes en 1958 et la fin est proche pour cette Northern 6155 ainsi que la voie sur laquelle elle circule. Cette voie temporaire a été construite pour éviter les approches en construction de la nouvelle gare de triage Taschereau du CN à Lachine, au Québec. La 6155 tracte un train de produits pétroliers en provenance des raffineries de Montréal-Est. Photo : Paul MC Gee.



Palmerston, Ontario was the hub for CN operations in the Bruce Peninsula. Several times each day trains converged from the north, south, east and west to exchange passengers, express and mail. The afternoon of March 30, 1957 was typical with several trains arriving and leaving between 3:45 and 4:30. First we see the arrival of mixed train 332 from Kincardine hauled by ten wheeler 1564. The 1564 was built by Montreal Locomotive Works for the Canadian Northern Railway in 1912 and carried road number 1374. It was re-numbered to 1564 in 1956 and was scrapped in 1960. Ronald Ritchie

Nous sommes à l'heure de pointe à Palmerston, en Ontario, le 30 mars 1957. Le train 332 arrive en gare tracté par la Dixie 1564. Cette locomotive, construite en 1912 par la Montreal Locomotive Works pour le chemin de fer Canadian Northern, portait à l'origine le 1374. Ce numéro fut changé pour le 1564 en 1956. Elle fut utilisée pour le transport aussi bien de passagers que de fret, et fut mise à la ferraille en 1960. Photo : Ronald Ritchie.

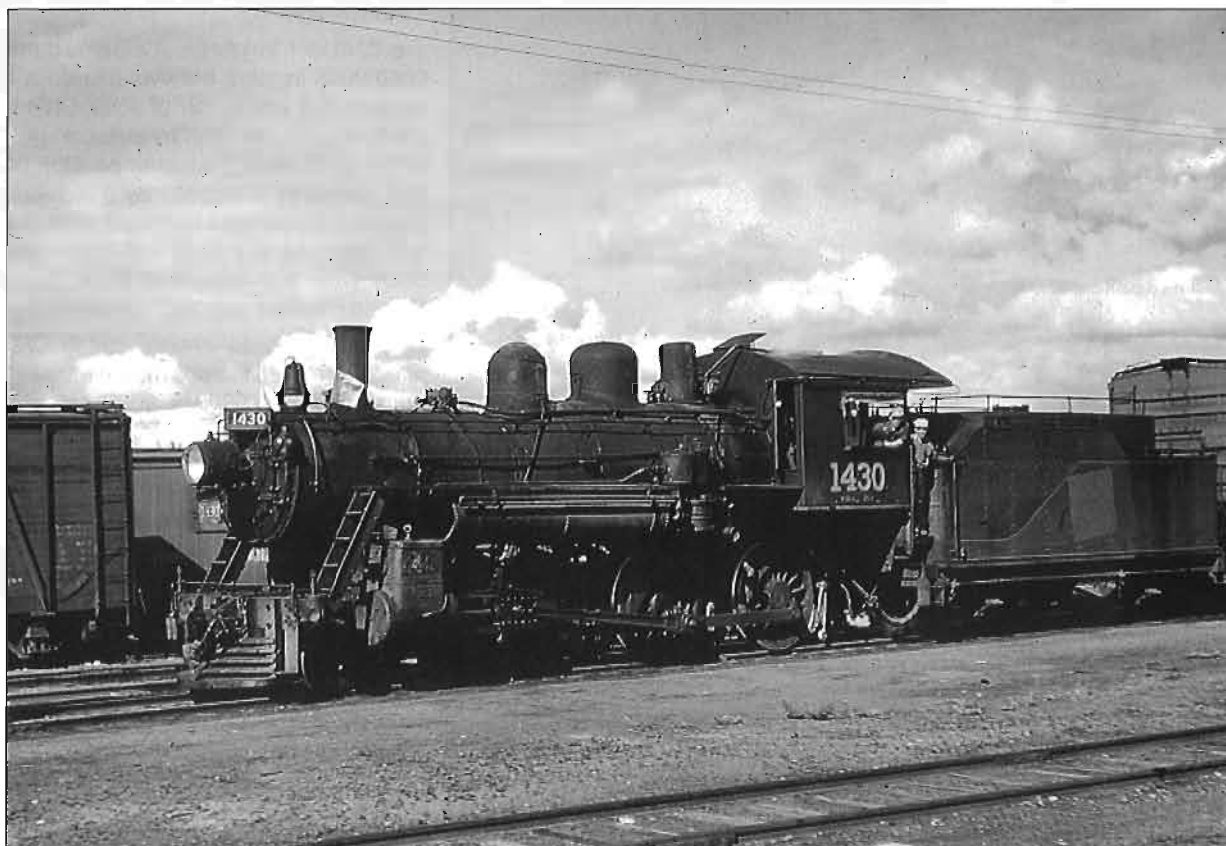


The afternoon rush continues at Palmerston continues with 4-6-0 1401 arriving with mixed train 330 from Southampton. The locomotive was built in 1913 by Montreal Locomotive Works for the Canadian Northern Railway and was scrapped in 1960. Within a short while trains 171 for London and 174 for Hamilton would each be hauled by a Pacific type locomotive. Ronald Ritchie

L'heure de pointe continue à Palmerston, en Ontario, en ce 30 mars 1957 avec l'arrivée du train 330, lui aussi tracté par une 4-6-0, la 140; cette locomotive, construite en 1913 par Montreal Locomotive Works pour le chemin de fer Canadian Northern, fut mise à la ferraille en 1960. Bientôt, les trains 171 et 174 arriveront, tractés eux aussi par des locomotives de type Pacific 4-6-2. Photo : Ronald Ritchie.

The crew of CNR 1430 are greatly taken with the attention as Ronald Ritchie photographs the scene in the yard at Prince George, British Columbia on June 25, 1953.

L'équipe de la locomotive Dix-roues 1430 semble vouloir s'assurer de passer à la postérité alors que le photographe immortalise cette scène le 25 juin 1953 dans la gare de triage du CN à Prince George, en Colombie-Britannique. Photo : Ronald Ritchie.





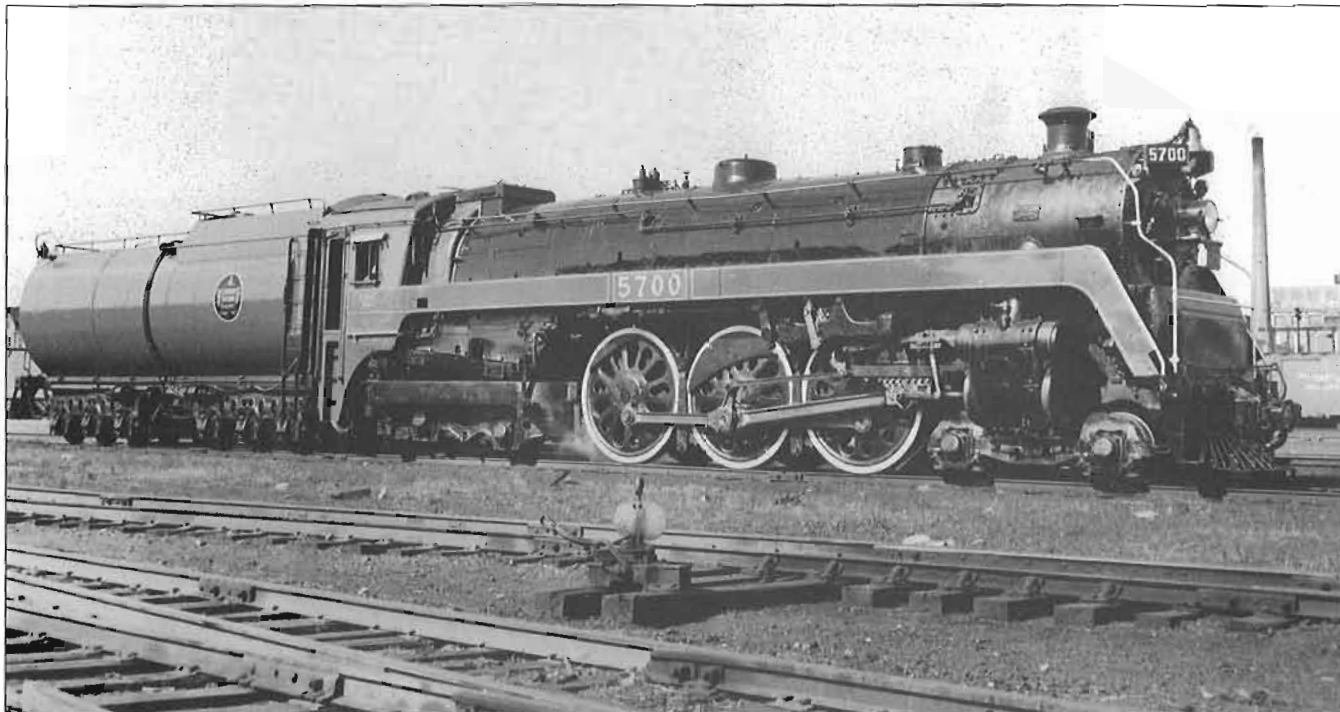
The shadows are long, but shrinking, as the spring sun shines on CNR 8392 switching at Montreal's Turcot yards in March 1958. The LaSalle coke plant is visible in the background. It was rendered obsolete when the Trans Canada Pipeline brought Alberta gas to eastern Canada. Paul McGee

La locomotive de manœuvre du CN 8392 est au travail dans la gare de triage Turcot par cette belle journée ensoleillée du mois de mars 1958. On peut voir, à l'arrière-plan, l'usine de gaz de charbon de la compagnie La Salle Coke, qui fut démantelée après que le gaz naturel en provenance de l'Alberta eut été amené dans l'est du pays par le pipeline transcanadien. Photo : Paul Mc Gee.



The CNR look freight paint scheme dates back to that applied to 9000-9005 in 1948 but was altered a little by the time it was applied to A and B pair of units. CNR olive green and real gilt paint, replaced in 1955 by imitation gold, named yellow No.11 by the CNR. Note the higher position of the non-standard logo and narrower V-stripes. By 1955 the CNR was no longer purchasing cab units for freight operation and the paint scheme was modified slightly to suit road switchers. Here CNR Extra 9056 West was caught at Dixie, Quebec on May 10, 1952. Ronald Ritchie # 606, caption information Lorne Perry

La première livrée choisie par le CN pour ses locomotives affectées au service des marchandises fut peinte sur les unités numérotées de 9000 à 9005 en 1948, mais on la modifia légèrement un peu plus tard lors de l'utilisation en tandem des types A et B. La couleur vert olive du CN est restée, mais la peinture dorée fut remplacée en 1955 par une imitation appelée « jaune 11 » par le CN. Sur cette photo, on peut noter le positionnement plus élevé du logo et la rayure en V plus étroite. En 1955, le CN a cessé d'acheter des locomotives avec des cabines à l'avant pour son service des marchandises et a modifié la livrée pour l'appliquer sur des locomotives de type manœuvre-ligne (road switcher). Ici, on peut voir le train supplémentaire 9056 passant devant la gare de Dixie, au Québec, le 10 mai 1952. Photo : Ronald Ritchie 606 - information pour le texte fournie par Lorne Perry.



The CNR's first Hudson – the 5700 – is resplendent after her last overhaul at Stratford Shops about 1954. Special features of this engine were her Boxxox drivers and the circular "passenger service" herald on her unique Vanderbilt tender. The 5700 was scrapped in November 1961. However, sister engine 5703 was restored and renumbered as "second" 5700 when the National Museum of Science and Technology in Ottawa sought a CNR K5 for its collection. "Second" 5700 is now at the Elgin County Railway Museum in St. Thomas, Ontario. Trains and Trolleys / Smaill Collection

La toute première des locomotives Hudson du CN, la 5700. On la voit fraîchement sortie de sa dernière remise en état aux ateliers de Stratford en Ontario vers 1954. On peut facilement observer ses roues motrices de type Boxxox ainsi que le logo circulaire sur son ravitailleur (tender) de type Vanderbilt, indiquant qu'elle était affectée au service des passagers. Cette 5700 fut mise à la ferraille en novembre 1961, mais une locomotive de la même série, la 5703, fut remise à neuf. On lui a donné le 5700 afin de l'exposer au Musée de la science et de la technologie d'Ottawa, qui voulait une telle locomotive pour sa collection. Elle est maintenant au Elgin County Railway Museum de Saint-Thomas, en Ontario.

Pinch- hitter! Substituting for diesels that failed between Capreol and Hornepayne, CNR U2h 4-8-4 6259 heads up the "Super Continental" at Armstrong, Ontario in 1955. Alemite is being administered to the rods while the "Super" does her station work. Soon, she will be off and running for Sioux Lookout and points west. The 6259 was retired in 1961. No U2h's were saved. Paterson-George Collection

Remplaçante d'urgence! La 6259, une Northern 4-8-4/U2H, est ici en tête du train Super Continental à Armstrong, en Ontario, après avoir remplacé au pied levé une locomotive diesel tombée en panne entre les gares de Capreol et d'Hornepayne, en Ontario, en 1955. On en fait le service avant son départ pour l'ouest, vers Sioux Lookout. Cette locomotive fut mise à la ferraille en 1961 et aucune autre de la même série ne fut conservée. Photo : collection Patterson George.





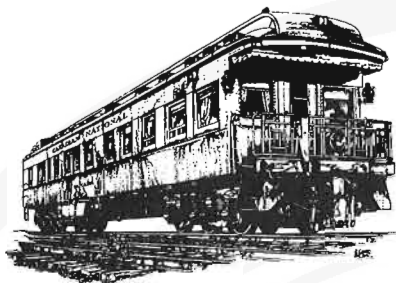
Polar bears are not evident in this view of CNR J4b 4-6-2 5088 at Churchill, Manitoba in this 1951 scene. The 5088 was built by CLC in 1916 as Canadian Government Railways 466. After her assignment to Winnipeg, she received the distinctive 'Lines West' CNR front-mounted bell and number box arrangement particular to engines based in the CNR Prairie West. CN 47556-1 / Smaill Collection

On peut constater que les ours polaires ne rôdent pas autour de la gare de Churchill, au Manitoba, en cette journée de 1951. On peut voir la 5088 du CN, une Pacific 4-6-2/J4B, avec un train de passagers. Elle a été construite en 1916 pour le Canadian Government Railway par la Canadian Locomotive Company. Elle portait le 466 lors de son transfert au CN. On l'envoya à Winnipeg. Son apparence est caractéristique des locomotives des lignes de la région ouest du CN avec sa cloche à l'avant au-dessus du phare ainsi que son boîtier du numéro lumineux devant la cheminée. Photo CN 47556-1 : collection Smaill.



CNR 2-6-0 674 is the power for a plow extra seen here under the wire at Val Royal, Quebec on December 24, 1950. Mogul 674 enjoyed notoriety as the original motive power for the famous CNR Museum Train in the early 1950's. Sister Mogul 713 from the Grand Trunk New England Lines replaced 674 and that engine is now on display in the Angus Pavilion at Exporail. Ronald Ritchie # 898

La locomotive Mogul 2-6-0 674 du CN pousse un chasse-neige sous les fils de caténaire à Val-Royal, près de Montréal, le 24 décembre 1950. Cette locomotive eut son heure de gloire lorsqu'elle fut choisie pour tracter le train Musée du CN au début de la décennie 1950. Une locomotive du même genre, la 713, en provenance du Grand Tronc de la Nouvelle-Angleterre, la remplaçait. Elle est maintenant exposée au pavillon Angus du musée Exporail de Saint-Constant, au Québec. Photo : Ronald Ritchie 898.



BUSINESS CAR

November - December, 2008

By John Godfrey

Edited by David Gawley



HERITAGE

The Restoration of the Annapolis Royal Train Station

You don't decide one day that you're going to restore a train station. It just happens to you. This is the story of how it happened to me.

My husband grew up in Annapolis Royal, Nova Scotia, and for years he traveled by train - as a small boy entrusted to the care of a porter until picked up by his grandfather in Cape Breton, and as a young man taking himself off to Dalhousie University in Halifax.

The Annapolis Royal station of his youth had been built in the Arts and Crafts style over the winter of 1913-1914 to replace an earlier wooden station that had burned. It was designed by the chief architect of the CPR and featured brick construction with a slate roof and decorative granite trim. The station operated until 1990 when VIA Rail lost its funding and the trains were discontinued. It was then boarded up and left to rot.

For years after that I would walk past and ask why nobody did anything to help this poor dignified little building, gradually sinking into disrepair in the middle of town. It was designated as a heritage railway station, after all. Well, you know what happens to people who ask questions...sometimes they get an answer they don't expect. The answer I received was "Well, why don't you buy it and fix it up yourself if you like it so much?"

It's not rational to buy and restore a flooded, abandoned and rotting commercial structure that nobody wants, but the idea had a certain charm! I had to form a company to own it, find a construction team who'd help me save it, and locate a tenant who would be willing to rent a heritage-designated building. But three years of legal machinations later, I owned the train station and a half-hectare of land and the Town of Annapolis Royal



owned the rest of the original station property. It was a perfect partnership.

I started the restoration in June of 2005. The first thing we had to do was dig out the foundation, break a hole in the side and shovel out years of accumulated sludge. We then installed \$30,000 worth of French drains



to solve the water problem, and tore out the floors, joists and sills, all of which were rotten. It took us a year to restore the building, but in June of 2006 more than 200 people came to the open house, and there was many a tear as visitors told their own stories of what the station had meant to them.

Today, the station you see is essentially the station that was completed in 1914. At that time, it comprised two waiting rooms – one for men and one for ladies – each with its accompanying washroom. Between the two were a hall and the stationmaster's office, facing the main tracks. A large luggage room, accessible from the outside only, was located next to the ladies' waiting room. The only structural changes I made to the original design were the transformation of the gentlemen's washroom into a small kitchen and the insertion of an interior door into the original luggage room.

It is a tribute to the workmanship of 1914 that so much could be saved by today's craftsmen. The hardware on the sliding doors of the luggage room, the ticket window's brass grille, the radiators in the two waiting rooms, the beautiful oak woodwork, the stationmaster's office desk, the lovely old windows... all are original.

Today the Annapolis Royal Train Station is the home of CARP, the Clean Annapolis River Project, an ideal tenant. Its vintage railway garden is lovely all year round, and full of daffodils in the spring. The station is a municipally and provincially designated heritage building and in 2006 won the Town of Annapolis Royal Building Award for adaptive reuse of a commercial structure. This past month, the project won the 2008 Heritage Trust of Nova Scotia Built Heritage Award in the commercial category.

If you'd like to read the complete story of the Annapolis Royal Train Station restoration, with lots of Before and After pictures, please go to my website, www.mrsnicholson.com and click on Train Station. You will see what is possible when you talk too much! (Jane Nicholson)

CPR's Windsor Station in Montreal to receive Quebec heritage protection

For Michael Fish, now 75, it started more than half a lifetime ago. In 1970, at the age of 37, the young architect was appalled that Canadian Pacific Railway proposed to tear down Windsor Station on Peel Street.

It's taken 38 years and unrelenting dedication by heritage activists, notably Fish, but now the neo-romanesque building is about to receive Quebec's permanent seal of protection from the wrecking ball. Quebec Minister of Culture Christine St. Pierre has sent a notice of intent to classify the train station as a cultural site and hence out of reach of bulldozers.

As a result of pressure by heritage conservationists, the 119 year old building was already

safe from destruction under the federal Heritage Railway Station Protection Act. But CPR put the station up for sale last year, and Dinu Bumbaru, policy director for Heritage Montreal, said that when a rail company divests itself of such a building, that protection becomes null and void.

This notice of intent by Quebec ensures a seamless regime of protection. Provinces are the real protectors of heritage, and the nanosecond that federal protection runs out, it will be reinstated by the province, and this time on a permanent basis. Bumbaru credited Fish with 'getting the ball rolling' 38 years ago and staying on the issue unswervingly for many years.

But informed of the minister's notice of intent, Fish himself was modest in his reaction. "I'm delighted and I congratulate them for it," he said. But he emphasized that he was helped by others, including former mayor Jean Drapeau, who exerted considerable influence with CPR at the time. (Montreal Gazette)

Province asks Regional District to outline plans for trail in BC

When the CPR abandoned the southern subdivision of the Kettle Valley Railway in the Okanagan in the early 1990's, the Corporation retained a number of sections of the line through Kaleden. In the intervening years, CPR has slowly been divesting itself of the lands retained. These included a portion of the line south of Pioneer Park to Ponderosa Point, and a section paralleling Alder Avenue which was once designated as a railway siding.

In acquiring the rest of the right of way for use as a recreational corridor, the Province believed that existing roads could be used in these areas, so did not pursue their purchase. Recently, the former siding property in Kaleden was posted for sale by Collier International. The asking price is between \$2 million and \$2.5 million. At the time of abandonment the Province negotiated two 25 foot easements at the north and south ends of the siding property to allow trail access to Alder Avenue. However, CPR has not yet registered these agreements and the Province wishes to ensure that these agreements are registered before the property changes hands.

The Province recently queried the Regional District to find out what might be considered in terms of a development approval that might guarantee a recreational corridor. The Regional District's response stated that it was their wish to encourage the preservation of the CPR right of way as much as possible. The Regional District would rather see the trail stay on the right of way as opposed to detouring along local roads. They expressed an interest in protecting agricultural viability along the trail as well. (Okanagan Falls Review 080909)

Funding announced for Rail-with-Trail study on Vancouver Island

The city of Courtenay, BC, has received a \$10,000 grant from the provincial Ministry of Community Development to complete a rail with trail feasibility study. The study will look at the feasibility of constructing a rail with trail - a trail that runs along an active rail corridor - within the E&N Railway corridor, which extends from the railway terminus at the Puntledge River to the southern regional district boundary, and associated community connector routes. The town of Comox has also received \$10,000 for the same study. (Comox Valley Record)

Governments to help get Wakefield steam train back on track

A popular century-old tourist train that stopped chugging up to Wakefield, Que., last spring will get funding from the province to help get it running again.

The Quebec government will provide \$200,000 for an assessment of railroad repairs needed to get the Hull-Chelsea-Wakefield steam train back on track, announced Benoît Pelletier, the Quebec minister responsible for the Outaouais.

Once that is complete, the Quebec and federal governments could cover up to two-thirds of the cost of the next step — the repairs themselves, confirmed Pelletier and Pontiac MP Lawrence Cannon. Another third would be expected to come from within the region.

Private and municipal funding of \$3 million had been committed earlier to help with the project.

If all goes according to plan, elected officials hope the train could be running again in 2009.

The steam train ceased operations in May after a landslide near its tracks, which are owned by La compagnie de chemin de fer de l'Outaouais (CCFO) run by local municipalities. The train's owner, who was responsible for repairs to the tracks under an agreement with the CCFO, subsequently put the train up for sale.

André Groulx, the manager of the steam train company, said he was "very, very happy" with the government announcement Monday and made it known that he no longer plans to part with the train, at least in the short term.



The CCFO estimated in August that the track needs \$4 million in infrastructure work before the century-old locomotive could safely run again.

According to the Outaouais Tourism Board, the train used to bring 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues. (CBC News via David Gawley)

An update: Massive \$65 Million for Calgary's Heritage Park expansion

A massive, \$65-million Heritage Park expansion includes the new Heritage Town Square entryway, revamped educational programs and restorative work to the existing park, including excavation of 60,000 cubic meters of soil, and leveling the once arduous hill leading to the old entrance.

Officials say the massive overhaul will be a breathtaking facelift. But also, it will be a retelling of a culturally significant, national history, one that is more user-friendly, reaching all demographics. The new expansion project will completely remove the hill, bringing the new town square and three new buildings replicating a 1930s urban streetscape, now visible from 14th Street SW at Heritage Drive, level with the rest of the park.

Heritage Park's new look, an ongoing project since 2006, is coming together, thanks to \$35.6M in government grants, \$12M from the city, \$19.8M from the province and \$3M from the federal government. Up to \$17.6M has come from fundraising, corporate sponsors, charitable foundations and a long list of individual donors. Along with the Haskayne family, which has contributed \$1M to the Heritage Town Square, is a long list of major financial contributors, including CPR, Husky Energy, Engineered Air, Trimac, the McCaig and Bissett families, and Sam and Betty Switzer. But the park is still looking to raise some \$6.5M, "says Alida Visbach, Chief Executive and park president, some of which could still come from the federal government and possibly more corporate donors.

The expansion includes a CPR station that is modelled after downtown Calgary's original Palliser Station, built in 1893. It will include a self-directed orientation program in a sitting room for visitors awaiting the new, relocated trolley to take them into the main village. Multimedia and informational wall panels will provide context and background on what's inside Heritage Park. Alongside a formal English garden, the station will also house a cafe designed in the traditional CPR theme, to be open 360 days a year for breakfast and lunch with a view of the reservoir and Rocky Mountains. The historical display of Engine 5931 will also be moved from 14th Street to take up residence beside the station. (Calgary Herald)

Provincial plaque commemorates CPR in Mattawa, Ontario area

The Ontario Heritage Trust and the Mattawa Bonfield Economic Development Corporation will unveil a provincial plaque commemorating the French-Canadian Settlement and CPR in the Mattawa Area. Situated at the confluence of the Mattawa and Ottawa rivers, the small town of Mattawa saw its first permanent settlers when the Hudson's Bay Company opened a fur trading post there in 1837. It was not until the arrival of the CPR, however, that the region's population grew. By 1880, there were 4,000 men working on the railway line.

The CPR also benefited several towns to the west, including: Eau Claire, Bonfield, Astorville and Corbeil. Although living conditions were harsh, half of the workers and their families remained in Mattawa following completion of the railway in 1881. Of the men who stayed, 1,000 were French-Canadian. Population growth due to the booming lumber industry eventually led to the construction of churches and hospitals.

The introduction of the CPR contributed greatly to the development and prosperity of Mattawa and other towns in the area. Opportunities presented by the construction of the railway also attracted many French-Canadian settlers who left a lasting imprint on the region's culture and heritage. The Ontario Heritage Trust's Provincial Plaque Program commemorates significant people, places and events in Ontario's history. Since 1953, over 1,200 provincial plaques have been unveiled. (CanadaNewswire)

TRANSIT

New TTCTR subway trains



The traditional utilitarian appearance of TTC subway cars will change dramatically when the new subway trains enter service in late 2009. And, the new aerodynamic appearance will not be the only difference featured on the new Toronto subways. The new subway

rolling stock mark a radical departure in the traditional arrangement of TTC's subway trains in that they will be permanently connected as built up trains.

To date, all Toronto subway trains have consisted of individual cars coupled into 'married pairs'. Such an arrangement allowed for two separate cars to share some common mechanical equipment, keeping weight and costs down. As well, each car had a control cab which allowed for each pair to be operated in either direction as the cabs were always facing outward. In earlier times, subway train lengths could be varied as service levels dictated, with trains being assembled in multiples of two.

This practice is no longer done as subway passenger levels require full length trains at all times. (One exception is the Sheppard Subway which operates four-car trains as opposed to the now standard six-car trains).

The new TR train sets will have control cabs on the two end cars only. Further, all cars will be wide open to each other car (as in articulated buses or streetcars) allowing for free passenger flow along the entire length of the train. This configuration will apparently increase overall train capacity by 10%. The exterior skin will be welded with the familiar riveted appearance replaced with smooth sides.

In other regards, the TR trains will be similar to the T-1 cars which feature a wider passenger door and flip up seats for wheelchair access. The seating configuration will be essentially the same with an earlier idea to have only wall hung perimeter seats rejected. Cameras and stop announcement equipment will be included.

The order is for 39 six-car train sets which works out to 234 cars. Presumably 78 will be cab-cars and 156 will be open ended passenger cars.

Edmonton takes wraps off new light-rail vehicle



The city of Edmonton, Alberta, unveiled its new light-rail vehicle recently at the MacDonald Maintenance Facility. The day marked the 30th anniversary of the display of Edmonton's first light-rail vehicles.

Built by Siemens Transportation Systems Inc., the vehicles will run on the South LRT extension, which

will open to South Campus in April 2009 and Century Park in 2010. The city also will operate the cars on the existing Health Sciences line to north Edmonton.

Siemens has shipped the first of 37 LRVs to Edmonton. The first trains are scheduled to enter revenue service in late 2008.

(Progressive Railroading)

Trains could be chugging in two years on E&N

The E&N railway between Langford and Victoria can be turned into a commuter route for as little as \$16-million, according to a report released recently. The 33-page report, commissioned by several proponents of the revitalized line, calls for \$6M in rail upgrades, \$2M in station-related work and the purchase of two modern train cars for \$6.5M. The upgrades would allow the new cars to travel at speeds of up to 80 kilometres an hour and make the 36-kilometre round trip in less than an hour, said the report's author, David Colledge of Colledge Transportation Consulting.

The rail service would cost about \$2M a year to operate. That would be offset by fare revenues ranging from \$950,000 to \$1.7M annually, depending on ridership, with a round-trip ticket selling for \$4-\$5, the report said. "The idea is to get something going in the short-term at a modest cost," Colledge said, comparing the proposed service to Ottawa's successful O-Train commuter line. The report's release came two weeks after the BC government announced plans to spend \$14-billion on transportation infrastructure over the next 12 years.

The massive spending plan includes funding for a "rapid bus" service from Victoria to the Western Communities, but makes no mention of the E&N rail corridor, an omission that angered commuter rail supporters on the Island. Cowichan Mayor Jack Peake, head of the Island Corridor Foundation, which owns the historic rail line, urged the province to re-think its priorities. "Had the senior levels of government looked at all the transportation options out there, they would have realized some of that money should have gone to the E&N," Peake said. "It's unfortunate, but Minister [Kevin] Falcon's focus seems to be pretty much on asphalt and tires."

Langford Councillor Denise Blackwell, whose community has been pushing for the commuter rail link for more than a decade, expressed hope that the report will spark renewed interest from the Transportation Minister. (Victoria Times-Colonist)

Proposed Calgary commuter trains

The Calgary Sun reported that the business plan for a \$1.5-billion commuter train service operating on heavy rail track between Calgary and neighbourhood communities would be presented to Premier Ed Stelmach, the man who has the final say over the

provincial government's cheque-writing machine.

The blueprint from the Calgary Regional Partnership, representing the communities in the Calgary area, includes detailed work now being done on everything you need to run a train system, including the locations of stations, any issues over land, the actual routes, and what is needed to upgrade the existing rail. "I'm still very amazed we've been fast-tracked as much as we have," says Truper McBride, mayor of Cochrane and lead hand on this file. "He's going to see a complete business plan. It's going to be very strong. There is some pretty sophisticated modelling involved. And I think there is definitely support."

Truper says the first commuter rail line would probably be a 30-minute run between Cochrane and downtown Calgary with rush-hour service, followed by possible midday service and weekend runs to Banff. The other lines will take a little more work, but they would be scheduled between High River and Okotoks and Calgary with another train from Airdrie to Calgary, with yet-to-be-determined stops along the routes.

Truper and others working on the rail plan have met with the Premier's transportation people, whose idea of utopia usually involves 16-lane highways everywhere. The Cochrane mayor says they had "a very open attitude" and realize huge road projects to solve all the transportation troubles is not the wave of the future. He also says CPR is on board, "working in close collaboration." A public consultation on the nuts and bolts of the trains is planned early in 2009. (Calgary Sun)

GO eyeing Union Station as site for head office

GO Transit, a major user of Union Station, is considering a move of its head office into the historic city-owned building slated for an overdue facelift. "The board believes we should be downtown, and obviously Union Station is an important part of downtown and part of the transit network," GO board chairman Peter Smith has confirmed.

He and others refused to say whether GO is the prospective tenant identified only as a "third party" expressing interest in a long-term lease of 87,300 square feet of the vacant west wing of the station. GO currently has 91,000 square feet of space at its headquarters at 20 Bay St., with a lease that runs until 2013. In 2007, council gave a green light to efforts by city officials to work out a \$388-million, private and publicly financed renovation of Union Station, Canada's busiest transportation hub.

A move by GO into the station, Mr. Morse added, would be a "sign of confidence" in the site, as city officials continue talks with pension funds and others as possible investors

in new commercial and retail shops, including a new underground concourse. The committee report says the city would make \$16.6M in building improvements by Jan. 1, 2012, with the costs recovered from rent payments

by the tenant, which in turn would complete renovations at its own expense by Dec. 31, 2013. (Globe and Mail)

Montreal's Off-islanders get transit relief with big increase in train frequency

An infusion of \$155 million by the Quebec government into Montreal-area public transit - much of it poured into suburban commuter train service - is good news for those off-island residents tired of watching their gas gauges head south while their cars go nowhere in traffic, the spokesperson for a provincial public transportation lobby group says. But Normand Parisien of Transport 2000 Quebec says he's less enthusiastic about what the province did - and didn't do - for public transportation in Quebec's largest city.

"Our reaction is more restrained when it comes to the island of Montreal," he said. "For us, the (lack of) a reserved bus lane on Pie IX Blvd. is of the utmost urgency and our president will be seeking a meeting with the Minister (of Transport). In the present context, neither the Metropolitan Transportation Agency nor the Montreal Transportation Corp. seem capable of settling the issue, so the next step is to speak to the Minister." The reserved bus lane on Pie IX carried 40,000 passengers daily until it was shut down in the wake of two fatal accidents involving buses and pedestrians.

Parisien's comments follow an announcement by Quebec Transportation Minister Julie Boulet that money would be spent to beef up commuter rail service into Montreal from the West Island and North and South Shores, and to create reserved bus lanes on a stretch of Highway 15 in Laval and along St. Michel Blvd. in Montreal between Henri Bourassa and Rachel Sts. "The popularity of commuter trains is such that over the past 10 years, we've seen our ridership increase by 125 per cent," Metropolitan Transit Agency chairperson Joel Gauthier told reporters.

"What we can say today is that beginning in January, we'll be able to offer 80 extra departures on our lines, which represents an additional 60,000 extra places for commuters on our trains." The Mont St. Hilaire line will offer 30 extra departures, the Delson-Candiac line 20 more departures, as will the Dorion-Rigaud line, while the Two Mountains line will offer 10 additional departures, Gauthier said.

That increase in service will be made possible in part by a deal between the MTA and the New Jersey Transit Authority that allows the former to rent 35 Comet 1 commuter rail cars and five locomotives. The MTA has also negotiated the increased use of tracks operated by CN and CP. Commuters will also benefit from an additional 2,000 parking spots made available at stations along MTA commuter lines. (Montreal Gazette)

Vancouver's 2010 Olympic Games Offer Showcase Opportunity for Streetcars

The City of Vancouver is reviewing tenders for a project that will bring the streetcar back to Vancouver for the 2010 Winter Olympic Games. However, there is no guarantee that the service will continue once the games are over.

"We are just getting in the tenders for the track work, which means putting the rails and the ties together," said Dale Bracewell, director of Olympic transportation with the city of Vancouver. "There is another tender for the overhead catenary systems and for all the power systems, which includes a couple of substations. Prior to these tenders, we did all the material tendering for the rails, ties and turnouts (switches). And, there is one at-grade crossing along the Olympic line."

Four tenders have been received and are being finalized with the city's purchasing department and lawyers. "The streetcar demonstration project is a big part of getting closer to a modern accessible European transportation system," said Bracewell.

"The system will fill the gap between the regular bus system and the regional railway. It will also help get people out of their cars. It's time again for Vancouver to get into the regional streetcar business."

The City of Vancouver announced recently that it has signed an agreement with Bombardier Transportation to showcase a modern streetcar during the Vancouver 2010 Winter Games. Under the agreement, Bombardier will bring two streetcars from Brussels, Belgium, in order to connect Granville Island to the Canada Line Olympic Village Station.

It will replace the single-track line between Granville Island and the 2nd Avenue Canada Line Station, to allow the continued operation of the Downtown Heritage Railway. Earlier this year Vancouver city council threw their support behind the project, estimated to cost \$8.5 million. Council also requested that the planning include integration with a possible future streetcar route along the Arbutus corridor.

Council approved awarding a contract to Hatch Mott Macdonald (HMM) to provide professional engineering services for preliminary engineering and design. "We have a consultant helping us with Phase Zero of the project and we have retained them to get the demonstration project completed," explained Bracewell. "They have done the detailed design and will help to the end of the project, which includes construction and project management."

According to a report presented to Council in March, HMM has been completing professional services related to both the Phase Zero preliminary engineering for the Downtown Streetcar and the reinstatement of the Downtown Historic Railway service on 1st Avenue in Southeast False Creek. The work to date has focused on

minimizing construction costs, addressing design issues and safeguarding the streetcar alignment for modern equipment and track infrastructure.

In order to ensure that design and construction of the infrastructure is ready for the Olympics, staff recommended extending and amending the existing professional engineering services contract to include completion of detailed design and construction management of the track infrastructure upgrades. After

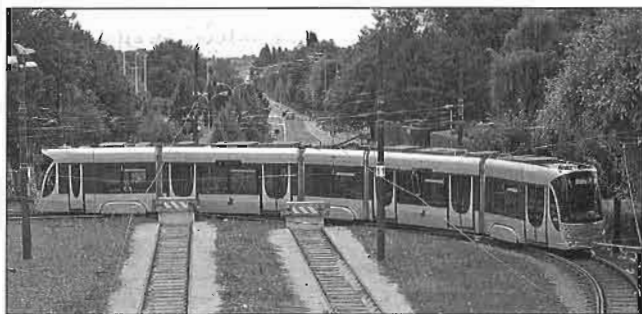


Photo Ian Smith

the Olympics, the streetcar system could be expanded to run from False Creek to Stanley Park, as well as along Pacific Boulevard or even along the Arbutus corridor.

"We don't know when this might happen, but ultimately the city would realize a project with a cost of about \$100 million," said Bracewell. "TransLink would own and operate the system and they would need to be involved in putting together a funding package. We would also need federal government funding." Bombardier will operate and maintain the vehicles between January 21 and March 21, 2010. (Daily Commercial News)

Airport train link nears for Montreal

A dedicated train link in Montreal between the airport and downtown has been talked about for years, but concern about the environment is what's going to make the project finally happen, airport boss James Cherry has predicted. All the agencies involved agree a shuttle train is needed to serve Pierre Elliott Trudeau International Airport,

but it's really the need to provide more efficient mass transit, so West Island commuters will leave their cars at home, that probably will seal the deal, said Cherry, president and CEO of Aéroports de Montréal.

Although it is premature to talk of any dates, Cherry says, it couldn't happen soon enough. CN and CPR tracks are already in almost constant use, mostly for freight, so there must be a new passenger train corridor to be shared by Aéroports de Montréal, the Metropolitan Transportation Agency, which runs commuter trains, and Via Rail.

Building such a line would cost \$250 million to \$400M, but would be a viable investment if it is shared by all three agencies, Cherry said. The good news is that, though the funding is not committed, all agree it's a good

idea. Studies on the traffic potential, cost and a financial structure for the dedicated line are under way and are expected to be made public in the fall, Cherry said.

Cherry said he'd like to see a light train to shuttle passengers to and from the airport every 20 or 30 minutes. Such a shuttle would consist of two to four cars, he said. His preference is for it to depart from Central Station. Many travellers complain about long delays in reaching or leaving the airport. (Montreal Gazette)

Ottawa proposes light-rail plan for downtown transit network

The city of Ottawa, Ontario's transit and transportation committees obtained a staff recommendation for a new downtown rapid-transit network — the first step toward converting the city's transit system into light rail as the population grows, transit ridership increases and funding becomes available.

The recommendation calls for constructing a tunnel through the downtown core and converting an existing bus rapid-transit system to a double-tracked, electrified light-rail corridor between the Baseline and Blair stations. In addition, the O-Train rail bed would be upgraded to accommodate a double-tracked light-rail system and extended south to Bowesville, with a link to Ottawa Macdonald-Cartier International Airport.

The remainder of the network would involve the completion of the East/West Transitway to provide passengers access to rail and bus transfers at six stations. (Progressive Railroading On-line)

GO to improve Milton service

It will be three years before the Milton GO line sees all-day, two-way service. Ditto on an east-end service expansion from Oshawa to Bowmanville. But the improvements are a giant step forward for the Milton line, which carried about 6.3 million people last year, said MPP Bob Delaney (Mississauga- Streetsville), who rides the service from the Streetsville station to Queen's Park.

The line "had two tracks way back when these railway carriages were made of hand-rubbed wood and pulled by steam-run locomotives," he told reporters at a trackside news conference at his home station recently. The expansion that is likely to add 1.2 million trips annually can't come soon enough for commuters, but at least the GO projects won't be held up by red tape, thanks to a shortened six-month environmental assessment process for new transit projects, said municipal and provincial politicians. Touting the new rules as long overdue, Mississauga Mayor Hazel McCallion said residents are fed up with waiting for better transit. "It's time we shortened the procedure, cut out the red tape and got on with the job."

People want the job to happen. They want the service to be improved," she said. The GO improvements

are among 52 projects covered by the province's \$11.5 billion MoveOntario 2020 plan. The federal government still has not committed to paying an extra \$6B share of that plan. The transit projects are expected to generate 800 million new trips a year and reduce car trips in the region by about 300 million, according to Queen's Park. (Toronto Star)

Alberta Government 'Green' program to provide \$2 billion for public transit

The Alberta government recently announced a \$4 billion "climate change" action plan designed to cut greenhouse gas emissions in half by 2050. The plan includes \$2 billion to fund public transit improvements and expansions.

Under the Green Transit Incentives Program, or Green TRIP, the government will provide \$2 billion to municipalities, regional entities, non-profit organizations and private-sector groups for various initiatives, such as purchasing transit vehicles, extending existing or adding new transit service, acquiring transit corridors, planning transit-oriented development projects, and constructing regional transit terminals and facilities.

Funds will be allocated on a project-specific basis, with no per-capita formula. The program's aim is to "generate creativity and innovation, and to fund projects that will significantly reduce the number of vehicles on roads," according to the government.

Green TRIP is separate from the Public Transit Trust Fund established earlier this year. (Progressive Railroading)

Canadian Government grants \$100 million to Toronto Transit Commission

The Toronto Transit Commission (TTC) recently received a \$100 million grant from the Canadian government — one of the largest one-time federal reimbursements of public transit funding, according to a prepared statement.

TTC will use the proceeds to purchase 78 subway cars and 212 hybrid buses.

The installment is part of an overall \$350 million federal funding commitment to the agency through the Canada Strategic Infrastructure Fund. The funds will help TTC improve subway tracks and tunnels, escalators, elevators, fire ventilation and radio systems, as well as repair or replace streetcar infrastructure (Progressive Railroading)



CN adds track geometry vehicle to rail inspection equipment arsenal

A new track geometry vehicle is moving across CN's lines to electronically inspect track curvature and

alignment. CN recently took delivery of the self-propelled vehicle, which was produced by Gateway Rail Services Inc. and features a geometry system developed by ENSCO Inc.

Part of CN's Track Evaluation System, or TEST, that's designed to gather continuous, real-time track condition reports, the vehicle uses high-speed cameras and optical recognition software to detect possible flaws in joint bars that connect rail sections.

Last year, CN conducted geometric testing of about 65,000 miles of track, up 35 percent compared with 2006's track miles. This year, CN plans to boost testing by 15 percent to 75,000 track miles. "The acquisition of the new vehicle will permit us to increase the amount of in-house mainline track-geometry testing across our network," said CN Chief Safety and Transportation Officer Paul Miller in a prepared statement.

CN also employs contractors who operate vehicles with ultrasonic technology to detect internal rail defects that normally can't be found visually during routine track inspections. This year, CN plans to perform ultrasonic tests on about 145,000 track miles — double the track miles from five years ago. (Progressive Railroading On-line)



CN taps Wi-Tronix for Distributed Braking Car fleet

Wi-Tronix®, LLC said Tuesday that CN is deploying Wi-Tronix's remote monitoring equipment on CN's fleet of Distributed Braking Cars. CN hopes to use the upgrade to run longer trains in the winter months from Winnipeg to Edmonton. The Distributed Braking Cars are placed at the end of trains to maintain airbrake pipe pressure at a certain operational level. The Wi-Tronix system provides CN with GPS asset tracking, as well as information on fuel levels, refuel alerts, engine monitoring, main reservoir pressure reporting, battery voltage, and alarm reporting. (Railway Age)

CN launches Eastern Québec-to-Western Canada intermodal service

CN is rolling out a new intermodal service tailored for forest products producers serving key

markets in Ontario and western Canada.

CN will provide the service between the Eastern Québec region, Toronto and Western Canada, with daily service to Toronto; Winnipeg, Manitoba; Edmonton and Calgary, Alberta; and Vancouver, British Columbia. The service will appeal to shippers of heavy products that can load 60,000 pounds of freight into a 40-foot container, CN said.

"We believe there is strong interest in this intermodal option in the Québec City area and beyond," said CN Senior Vice President of Sales Stan Jablonski in a prepared statement. "The service will reduce wear and tear on long-distance truck fleets and extend the environmental benefits of rail to a new group of shippers." (Progressive Railroading On-line)

CN notes intermodal business boost from ongoing container train service, new Chicago grain terminal

After six months in operation, CN's container train service between Prince Rupert, British Columbia, and the U.S. Midwest is meeting expectations.

CN is providing fifth-morning container availability in Chicago and sixth-morning availability in Memphis, Tenn. In addition, the railroad recently opened a new \$6 million grain distribution center in Chicago that enables CN to containerize export grain for overseas markets in what otherwise would be empty containers, said Executive Vice President of Sales and Marketing James Foote in a prepared statement. The terminal can handle grain, corn, soybeans, distillers dried grains and other dry grain products.

The railroad offers intermodal service from the Chicago facility to the ports of Prince Rupert; Vancouver, B.C.; Montreal; Halifax, Nova Scotia; and New Orleans.

"This new Chicago facility will add critical mass to our backhaul traffic capabilities for export markets in Asia," said Foote. (Progressive Railroading On-line)

Projet de terminal intermodal à Lévis (Charny)

Le CN est prêt à aller de l'avant avec ce projet qui nécessiterait des investissements mineurs à ses installations de Lévis pour permettre l'intermodalité entre le camion, le train et le bateau pour les destinations outre-mer.

Un terminal intermodal desservant les entreprises des régions de la Chaudière-Appalaches, de la Capitale-Nationale et du Bas-Saint-Laurent pourrait voir le jour à la gare Joffre du CN dans l'arrondissement Charny à Lévis.

Pour que le projet se réalise, le CN doit espérer réaliser au moins 10 000 mouvements de réception et d'expédition par année. Une cible atteignable, soutient Développement PME Chaudière-Appalaches. À partir de données initiales recueillies auprès d'entreprises

exportatrices de son territoire, l'agence de développement économique a déjà identifié un potentiel de 6 000 mouvements par année.

Pour avoir une bonne idée du bassin d'utilisateurs et du nombre de mouvements de réception et d'expédition estimés, Développement PME entreprendra, ces prochains jours, une enquête auprès de 300 entreprises des régions de la Chaudière-Appalaches (170), de la Capitale-Nationale (100) et du Bas-Saint-Laurent (30). Bon pour les entreprises Directrice générale par intérim de Développement PME, Hélène Latulippe indique qu'il y a déjà plus de six mois que l'organisme planche sur le projet en collaboration avec le CN.

«Gérer une entreprise, aujourd'hui, ça coûte cher. Dans la foulée de l'augmentation du prix du pétrole, nous avons décidé de nous attaquer à la réduction des coûts de transport en misant sur l'intermodalité entre les moyens de transport», explique-t-elle. Pour les distances dépassant plus de 700 kilomètres, le transport intermodal (camion-train-camion) est plus avantageux que le camionnage, estime l'agence de développement économique. «Pour une tonne-kilomètre transportée, le coût de transport ferroviaire est deux fois moins cher que le camionnage.»

Ainsi, pour les entreprises, ça peut représenter une réduction de coûts non négligeable entre 50 \$ à 100 \$ par voyage pour aller à Toronto; de 600 \$ à 800 \$ pour se rendre dans la région de Chicago et jusqu'à 2000 \$ de moins pour transporter ses produits dans l'Ouest canadien et en Californie.

De l'avis de Développement PME, l'avènement d'un terminal intermodal pourrait permettre à la zone économique des régions de la Capitale-Nationale et de la Chaudière-Appalaches de redevenir un point d'origine et de destination maritime — titre échappé depuis que Québec a perdu les services du CP Navigation — et de bénéficier des mêmes taux offerts à Montréal et à Toronto par les compagnies maritimes pour le transport de marchandises.

«Il pourrait s'ensuivre un accroissement des activités au port de Québec», fait remarquer Hélène Latulippe. Bon pour l'environnement en utilisant davantage le train et le bateau, les entreprises donneraient un coup de pouce à l'environnement grâce à une réduction des émissions des gaz à effet de serre.

«Faire 250 kilomètres jusqu'à Montréal par camion génère autant de pollution que d'aller jusqu'à Chicago par train», note Développement PME, en soulignant que le transport intermodal représentait des économies au chapitre de l'entretien des routes pour l'ensemble de la collectivité. «Il est bien documenté que le passage d'un camion semi-remorque à pleine charge sur une portion d'autoroute équivaut au passage de 40 000 automobiles.» (Le Soleil Québec)



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CPR steam crew restoring F-unit to service

Canadian Pacific Railway's steam excursion crew is restoring a stored FP9A to service to operate with 4-6-4 2816. The unit was part of an A-B-A set of Fs CPR acquired from the Nebkota Railway and was used for several years on the Royal Canadian Pacific and business trains. After a few years of operation FP7 1400 was withdrawn from service and used for parts, while F9B 1900 and FP9A 1401 were stored as they needed overhauls. Rather than repair the units CPR acquired a pair of ex-VIA / CN FP9As from Ohio Central that are now used on specials.

When Empress 2816 hits the road it often takes a diesel along as backup power. Rather than use a unit from the freight pool, the steam crew decided to use an existing unit and restore 1401 to service at minimal expense. The locomotive was built for CN in July 1958 as 6541 and was transferred to VIA with the same number. After VIA retired its F-unit fleet, the engine was sold to Nebraska's Nebkota Railway, which renumbered it 54 along with ex-CN F9B 6612 (Nebkota 66) and ex-CPR FP7A 1400 (Nebkota 55). CPR purchased the three units in 1998 for the Royal Canadian Pacific luxury train and renumbered the units 1401-1900-1400 respectively. (Trains Newswire)

CPR to test two GenSet locomotives

Canadian Pacific Railway has ordered two National Railway Equipment Company "GenSet" locomotives and will test the two environmentally friendly locomotives in southern Ontario. Instead of one 2,100 horsepower diesel engine the GenSets utilize three independent diesel engines to achieve the same amount of total horsepower. Overall, the technology aims to achieve significant fuel savings, low emissions and longer engine life.

The purchase was made possible through Transport Canada's ecoFREIGHT Program, CPR Executive Vice-President and Chief Operating Officer Kathryn McQuade said in a news release. "We commend Minister Cannon and his colleagues for helping us improve the environment in the communities we serve," McQuade says. "The Government of Canada's ecoFREIGHT program helps us test and prove innovative products sooner." (Trains Newswire)

SHORTLINES & REGIONALS HEADING

Southern Railway of BC has big shipping ideas

If the Southern Railway of British Columbia, which hauls freight throughout the Lower Mainland and Fraser Valley, has its way all communities south of the Fraser River will breathe cleaner air and will enjoy

reduced traffic congestion. Southern Railway's new president, 41-year-old Frank Butzelaar, outlined his vision recently at a transportation forum sponsored by the Surrey Board of Trade.

Southern Railway is a short line operator and has about 200 kilometres of track locally, including about 100 kilometres of mainline rail running from Annacis Island to Chilliwack. It also connects with the major carriers, including CPR and CN. Because of his railway's access to the rail corridor at Roberts Bank, Butzelaar sees an opportunity to change the way many bulk commodities such as lumber, sulphur or potash are exported through Deltaport. Many of these containerized commodities are now transported to Deltaport on diesel trucks. Butzelaar envisions a shuttle rail service through which bulk commodities from other parts of BC and the rest of Canada are collected at a container-stuffing transfer terminal located somewhere up the Fraser Valley, then carried by Southern Railway to Deltaport for export.

"In these days of \$117 per barrel oil, a railway is 34 times more fuel efficient as a truck and generates significantly less greenhouse gases," he says. No, he says, his plan won't eliminate trucks at Deltaport but it will reduce their trips significantly. There's already enough shipping business to justify Southern carrying 100 containers per day in one unit train five days a week. And since a truck carries just one container, the Southern shuttle would effectively eliminate 26,000 truck trips annually at Deltaport.

"The local benefits are clear," he told the forum. "There will be less traffic congestion, less wear on the roads, fewer traffic accidents and decreased emissions." And while rail crossings are a significant problem in the region, grade separation projects are already under way. Southern Railway is actively looking for investment partners to make the shuttle service happen and the company is also talking to municipalities throughout the region about acquiring industrial land for a transfer terminal. (Vancouver Province)

Torch River Rail becomes Canada's newest short line

Last week, a new short line launched operations in Saskatchewan, Canada. Torch River Rail Inc. began to move trains between Nipawin and Choceland.

The Nipawin Region Economic Development Department formed the short line earlier this year through a cooperative effort with the cities of Nipawin, Choceland and White Fox, and a number of shareholders.

Torch River Rail purchased a 30-mile line from Canadian Pacific Railway in December 2007. (Progressive Railroading On-line)

BACK COVER TOP: Canadian National Railway's first colour schemes for post-war diesels were differentiated between freight and passenger units (see bottom photo on page 242). The passenger paint scheme was introduced in 1955 for diesels purchased to power the new Super Continental and other name trains. The black band on the side was to match the colour scheme chosen for the order of new lightweight passenger equipment ordered (359 cars from Canadian Car and Pullman). The logo on the nose of the passenger units was positioned lower, permitting more of a V-shape on the upper stripes. By 1955 (when this photo was taken) the maple leaf logo had become standard, other logos fell into disuse. On September 7, 1957, the 6530 headed up the Montreal to Toronto afternoon Pool Train # 15. Having left Canadian Pacific's Windsor Station, the train is on the interchange crossover track to the CNR at Dorval, Quebec and it will complete its run to Toronto on CNR rails. Ronald Ritchie # 2837, caption information Lorne Perry

BACK COVER BOTTOM: Extra 1800 North switching at Middleton, Nova Scotia around noon on Friday, June 1, 1973. The Middleton Subdivision was 66.9 miles long with Middleton at mile 53.2. It was a further 1.2 miles from Bridgewater Junction into the yard at Bridgewater. The switching set out some empty chip-hoppers that were being returned empty to points on the Dominion Atlantic after having made the trip to the Bowater Mersey Mill on CN's Chester Subdivision in Liverpool. The train was enroute from its home terminal in Bridgewater to Bridgetown home of Acadian Distillers, another significant source of revenue. The light-rail of the Middleton Sub mandated the use of A1A-trucked units including the 1700 series RSC-13's and the RSC-24's. These latter units weighted just over 119 Tons when loaded. At this time the three remaining RSC-24's were often found in Bridgewater and were regularly used on the line to Bridgetown. Prior to 1968 diesels on this line featured the 1600-29 series of CN H-12-64's built to FM designs at the Canadian Locomotive Company in Kingston, Ontario. Bill Linley

COUVERTURE ARRIERE-HAUT : La livrée peinte par le CN sur ses locomotives diesel d'après-guerre était différente pour les services du fret et des passagers (page 242, photo du bas). Celle du service des passagers commença en 1955 sur les locomotives diesel utilisées sur le nouveau train Super Continental ainsi que sur d'autres convois de prestige, la rayure noire sur le flanc devait être semblable à celle peinte sur les nouveaux wagons légers qui avaient été commandés (359 wagons chez Canadian Car et Pullman). Le logo appliqué à l'avant de la locomotive était situé plus bas afin d'accentuer la forme du V des rayures supérieures. En 1955, seul le logo avec une feuille d'érable était utilisé, les autres logos ne l'étaient plus. Le 7 septembre 1957, la 6530 était en tête du train commun CN/CP no 15 entre Montréal et Toronto. Ce train venait de quitter la Gare Windsor à Montréal et s'apprêtait à laisser les voies du CP à l'échangeur de Dorval, au Québec, pour continuer vers Toronto sur les voies du CN. Photo : Ronald Ritchie no 2837, information fournie par Lorne Perry.

COUVERTURE ARRIÈRE, BAS DE LA PAGE : L'Extra 1800 Nord manœuvrant à Middleton, en Nouvelle-Écosse, vers midi, le vendredi 1er juin 1973. La subdivision Middleton avait 66,9 milles (107,6 km) de long, Middleton étant à la borne 53,2 (85,6 km). C'était à une distance de 1,2 mille (1,9 km) de la jonction Bridgewater dans la cour de Bridgewater. Des wagons trémies vidés de leurs chargements de copeaux étaient acheminés vers la Dominion Atlantic après avoir fait le parcours jusqu'au moulin Bowater Mersey, à Liverpool, sur la subdivision Chester du CN. Le train en provenance du terminal Bridgewater était en route vers Bridgetown, où se trouvait l'Acadian Distillers, un autre client important. Le rail léger de la subdivision Middleton imposait l'utilisation des locomotives RSC-13 et RSC-24 de la série 1700 avec leurs bogies à configuration A1A. Ces trains, lorsque chargés, avaient un poids d'un peu plus de 119 tonnes (120,9 tonnes métriques). À cette époque, les trois RSC-24 subsistantes étaient souvent vues à Bridgewater, sur la ligne de Bridgetown. Avant l'arrivée des diesels de 1968 sur cette ligne, on utilisait des locomotives H-12-64, des FM de la série 1600-1629 du CN, construites par la Canadian Locomotive Company de Kingston, en Ontario. Bill Linley



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