



# Canadian Rail

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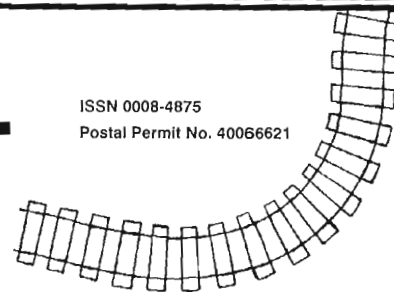
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*FRONT COVER: It was a sunny crisp day on October 17, 1958, when Al Chione caught CNR K-3-f, 4-6-2 No. 5609 at Listowel, Ontario hauling Train No. 169. 5609 was built by the Grand Trunk as No. 288, it was scrapped in 1960. Photo taken by Al Chione, CRHA Archives, Fonds Bury, CNF-20-56*

*BELOW: Karl Bury looks right at home in the fireman's seat of CPR 1201, Photo by David Paterson via James Brown.*

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

EDITOR: Fred F. Angus

CO-EDITORS: Douglas N.W. Smith, Peter Murphy

ASSOCIATE EDITOR (Motive Power): Hugues W. Bonin

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## The Fonds Bury

Introduction by Peter Murphy

Sharp eyed readers of Canadian Rail will have noted two photos in the March – April article on 4563 credited to the Fonds Bury, these are but two examples of images from a major donation to the CRHA archives in 2004

In April 2004, the CRHA received a call from a Mr. Scott Bury of Regina, Saskatchewan. Scott wanted to know if the CRHA archives would be interested in a slide collection belonging to his late brother, the family was willing to donate the collection for preservation. It was established that the collection belonged to Karl Bury of Brantford, Ontario although no further details were provided at this initial contact.

That name (Karl Bury) did not 'ring a bell', but obviously a major photo collection was in need of a permanent archival home so we pursued the matter. As it turned out, Karl was very well known to a tight knit inner circle of friends in the Brantford / Toronto area. We contacted Andy Panko of our Niagara Division, he along with Frank Delogu went up to Brantford to meet with Norman and Madeleine Bury (Karl's parents) and have a look at the extent of Karl's slide collection.

The slide collection (railway portion only) consisted of no less than 60,700 slides, 31,200 of which are Canadian. The family wished that the collection be kept intact (Canadian and other), the CRHA agreed to this condition. After formal appraisal, the collection was donated to the CRHA archives and moved to Exporail.

The collection is almost exclusively images of diesel locomotives spanning the years 1960 to 2003. The collection is significant in several respects. Most important is its size and scope, spanning as it does the first forty years of railway dieselization in Canada. Secondly is that it spans the many livery changes that took place on the various Canadian railways during that period. In the case of USA views, the various mergers and liveries are represented as well as several manufacturers of diesel locomotives.

Most importantly, each slide is identified with the date and location, the great majority of slides are stored in carousels and are fully indexed on hand written



*Portrait of Karl Bury courtesy Madeleine and Norman Bury.*

## Le fonds Bury

Introduction par Peter Murphy  
Traduction: Denis Vallières

Les lecteurs du Canadian Rail ont sûrement remarqué les deux photos accompagnant l'article sur la locomotive 4563 et attribuées au fonds Bury dans l'édition de mars-avril du magazine. Ce ne sont que deux exemples d'images provenant d'un don important aux archives de l'ACHF en 2004.

En avril 2004, l'ACHF a reçu un appel de monsieur Scott Bury de Regina, Saskatchewan. Scott désirait offrir aux archives ACHF la collection de diapositives de son défunt frère. La famille souhaitait faire don de cette collection afin de la préserver. Il fut établi que la collection avait bien appartenu à Karl Bury de Brantford, Ontario mais aucune autre information ne fut émise lors de se premier contact.

Ce nom (Karl Bury) nous était inconnu mais nous étions justement à la recherche d'une importante collection de photos pour combler nos archives. Nous avons donc poursuivi la démarche. Karl était un membre très bien connu d'un cercle d'ami tricoté serré de la région Brantford/Toronto. Nous avons communiqué avec Andy Panko de notre Division Niagara. Accompagné de Frank Delogu, ils sont partis pour Brantford afin de rencontrer Norman et Madeleine Bury (les parents de Karl) et jeter un regard sur l'étendue de la collection de diapositives de Karl.

La collection (seulement la partie ferroviaire) comprenait pas moins de 60,700 diapositives dont 31,200 concernant le chemin de fer canadien. La famille souhaitait que la collection soit gardé intégralement (partie canadienne et l'autre), L'ACHF se plia à cette demande. Après les procédures d'usage, la collection fut remise aux archives ACHF et transportée à Exporail.

La collection est constituée presque exclusivement de photos de locomotives prises entre les années 1960 et 2003. Cette collection est très significative sur différents aspects. Le plus important est son ampleur et sa vision des quarante premières années du diesel dans les chemins de fer canadiens. Le deuxième aspect est le regard sur les nombreux changements de livrées des différents chemins de fer canadiens pendant cette période. Dans le cas des images prises aux Etats-Unis, les

accounting type loose leaf sheets in binders. Most slides were taken by Karl Bury, some slides are 'trades', Karl partook in the old trick of take two shots, trade one with someone like minded.

We wish to sincerely thank Madeleine and Norman Bury and their surviving son Scott for donating this extensive slide collection to the CRHA. The Fonds Bury will be an invaluable source of illustrative material for future use in Canadian Rail and other publications. The CRHA archives is most fortunate to have been chosen as the repository for Karl's voluminous and comprehensive slide collection.

We hope that you enjoy a few representative views that we selected to reproduce in this article from the Fonds Bury.

Peter Murphy  
20 March, 2006

*Acknowledgement: We wish to acknowledge Stan J. Smail who contributed to the writing of the captions for Karl Bury's (and friends) selected images.*

### **Karl Ross Bury 1951-2004**

**By James Brown**

Karl Bury was a dedicated steam man, and enthusiast of railway and marine technology and history. When he died unexpectedly in his 53rd year, on 27 February 2004, he left a legacy of warm friendships, rewarding experiences, and a lifetime not fully lived. Fortunately, his passion survives him, in his massive photographic record of the railway, ship and aircraft scene, in Canada and the United States.

Karl was born on 16 August 1951 in Brampton, Ontario, he was excited at the sight of a train from almost infancy! His father would take him up to the station for train watching and one evening engine No. 5700 was in and Karl was giving the locomotive a very close inspection. The engineer asked if Karl would like to come up into the cab and sit in the engineer's seat for a few moments and 'have a look around'! At the age of five, Karl was hooked and his lifelong interest in steam was born! Karl attended school in Brampton and once a teenager he got the urge to travel. He would head out on his bike, his lunch packed and he was gone, he always had to know what was on the other side of the hill just ahead. After graduating from high school he faced a defining moment in his life: discovery of Ontario Rail Association's

différentes tendances et livrées sont autant représentées que les manufacturiers de locomotives diesels eux-mêmes.

Fait important à noter, chacune des diapositives est identifiée par la date et le lieu du cliché. La plupart sont entreposées dans des chargeurs de type carrousel et fichées par des inscriptions à la main sur des feuilles insérées dans des cartables. La plupart des clichés ont été pris par Karl Bury lui-même et d'autres ont été échangés, Karl appliquait un vieux truc qui consistait à prendre deux poses du même sujet afin d'en échanger éventuellement une.

Nous souhaitons remercier sincèrement Madeleine et Norman Bury et leur fils survivant Scott pour le don de cette vaste collection à l'ACHF. Le fonds Bury deviendra une source incalculable de matériel d'illustrations pour les éditions futures du magazine Canadian Rail et autres publications. La section des archives de L'ACHF est très choyée d'être choisie comme dépositaire de cette large et volumineuse collection de diapositives.

Nous espérons que vous apprécierez les quelques images extraites de la collection que nous avons sélectionnées pour vous dans cet article sur le fonds Bury.

Peter Murphy  
20 mars 2006

### **Karl Ross Bury 1951-2004**

**Par James Brown  
Traduction : Denis Vallières**

Karl Bury reconnu comme un homme dynamique, était un passionné de la technologie et de l'histoire du chemin de fer ainsi que de la marine. Suite à sa mort inattendue survenue le 27 février 2004, à l'âge de 53 ans, il laissa derrière lui des amitiés chaleureuses, des expériences enrichissantes et, malheureusement une vie trop courte. Heureusement, sa passion lui a survécu au travers de son imposante collection d'images de chemin de fer, de marine et d'aviation, du Canada et des États-Unis.

Karl est né le 16 août 1951 à Brampton en Ontario. Enfant, il était excité à la seule vue d'un train. Son père l'amenait avec lui observer les trains à la gare et un soir que la locomotive no.5700 était présente, Karl se mit à l'inspecter minutieusement. Le mécanicien demanda à Karl s'il désirait monter à bord de la cabine et s'asseoir sur le siège du mécanicien pour quelques instants et "jeter un regard autour"! Âgé de cinq ans, il fut fort impressionné et ainsi naquit son intérêt pour la vapeur. Karl fréquenta l'école de Brampton et une fois adolescent il eut envie de voyager. Il partait sur sa bicyclette avec son lunch afin de découvrir ce qu'il y avait



*Karl Bury on the business end of 1201, Photo David Paterson via James Brown.*

ambitious project to return several steam locomotives to active operation.

Karl happily joined the small coterie of volunteers – guided by steam expert John Coulter -- who willingly and enthusiastically tackled the mysteries of tube rolling and needle gunning and pressure testing, all with the objective of breathing steam into the veins of these old dinosaurs once again. CPR made its John Street roundhouse available, and several times a week the steam crew assembled there to pursue its daunting tasks. No one could have been more proud than Karl, when in May 1973 locomotives 136 and 1057 both emerged from John Street and began new careers as operating steam locomotives, which endure to this day.

The steam crew's work was not done then either. The locomotives required continuing attention as they built up operating miles. And a third steamer – the 1201 – had to be restored as well, under contract to Ottawa's

de l'autre côté de la colline juste devant. Après avoir terminé l'école secondaire il fit face à un moment déterminant de sa vie: la découverte du projet ambitieux de l'Ontario Rail Association, de remettre en état de marche quelques locomotives à vapeur.

Heureux, Karl joignit la petite coterie de volontaires, guidée par l'expert en vapeur John Coulter qui, avec coeur et enthousiasme leur révéla les mystères de l'enroulement des tubes, du décapage au pistolet à aiguilles et du test de pression, tout cela ayant pour but d'introduire de nouveau de la vapeur dans les veines de ces vieux dinosaures. Le CPR mis à leurs dispositions la rotonde de la rue John et plusieurs fois la semaine, l'équipe de vapeur s'y donnait rendez-vous afin de poursuivre leurs tâches rebutantes. Personne n'était aussi fier que Karl quand, en mai 1973, les locomotives 136 et 1057 émergèrent de la rue John et débutèrent leurs nouvelles carrières actives en tant que locomotives à vapeur. Ce qui se poursuit encore de nos jours.

La tâche de l'équipe vapeur n'était pas terminée pour autant. Les locomotives nécessitaient un entretien constant au fur et à mesure des kilomètres parcourus. Une troisième locomotive, la 1201, devait subir une restauration suite à un contrat avec le Musée des Sciences et Technologies d'Ottawa.

Le mécanicien favori de l'ORA, le regretté Frank Bunker, affirmait que le fait de sentir la vapeur, le fumée et l'huile brûlante émanant des trains qui passaient près de la demeure où il a grandi, était responsable de sa passion de tout ce qui fonctionnait à la vapeur. Il en était de même pour Karl Bury. Son intérêt pour le chemin de fer depuis son enfance le motiva au début à se présenter à l'atelier de la rue John. Tout comme Bunker, la vapeur, la fumée et l'huile brûlante ainsi que les encouragements de ses mentors et de ses pairs alimentèrent sa passion pour le reste de ses jours.

Au fur et à mesure que l'équipe de la rue John apprirent à mieux se connaître, ils établirent une routine dans leur univers de la vapeur: reconstruire des locomotives à la rue John; observer les navires empruntant le canal Welland; aider John Coulter à restaurer son embarcation, "le Nottingham Castle"; se rendre à Gravenhurst où on y projetait de faire renaître le R.M.S.Segwun.

Sans doute, Karl (à l'instar d'une douzaine de ses camarades de la rue John) décida de faire de la vapeur et

Science Museum.

ORA's favourite locomotive engineer, the late Frank Bunker, always claimed the vapours of steam, smoke and hot oil from trains passing his childhood home were responsible for his passion for anything that ran by steam. So it was with Karl Bury. He had to have had a boyhood interest in trains to show up at John Street in the first place. But it was the steam, smoke and hot oil, and the encouragement of his mentors and peers, that fired the passion that was to be Karl's for the rest of his life.

As the John Street crew got to know each other better, they evolved a routine that lived and breathed steam: locomotive rebuilding at John Street; ship watching visits to the Welland Canal; helping John Coulter restore his steam launch "Nottingham Castle; forays to Gravenhurst where R.M.S. Segwun was becoming yet another subject for resurrection.

Not surprisingly, Karl (and indeed a half dozen of his John Street compatriots) decided to make steam, and the preservation of the heritage of steam machinery, his life's work. The age of steam power on the railways was truly over by the 1970s so logically his attentions turned to shipping, where steam was still in everyday use. He attended the Great Lakes College of Marine Technology in Owen Sound, graduated in Marine Engineering, and went sailing on The Lakes. Naturally, Karl was always in the engine room serving as an Engineering Officer, with increasing responsibilities as his experience grew.

By 1977, ORA's activities began a hiatus as CPR faced development pressures for the John Street roundhouse area. Undaunted, Karl smoothly transferred his spare-time attentions to the R.M.S. Segwun project. At Gravenhurst, as at John Street, Karl was a willing and able hand as the little passenger vessel was transformed from dereliction into the oldest operating steam passenger vessel in North America.

A busy life? Yes. But Karl found time for still more spare-time pursuits. He investigated the Canadian Warplane Heritage Museum at Mount Hope, liked what he saw, and joined its aircraft restoration program. He studied railway and marine history, especially its technological side. He traveled extensively to experience first-hand as much as he could. And he took pictures.

Given his nomadic sailor's life, and his continuing interests in railways and transportation heritage taking him hither and yon, Karl chose to remain single. His work took him to such places as the arctic circle, North Sea, the Mediterranean, the Caribbean, eastern seaboard, Great Lakes, he worked on freighters, ice breakers, and oil rig supply ships. Indeed, for those comparatively rare times when Karl was not on the move, "home" continued to be in Brantford with his parents, Madeleine and Norman. When at 'home', he enjoyed swimming and could be found at the aquatic club at 7 AM doing his daily 3K swim. He enjoyed sports, took in the

de la sauvegarde du patrimoine des machines à vapeur, son projet de vie. L'ère de la traction à vapeur sur les chemins de fer s'étant éteint dans les années 1970, il fut donc naturel pour Karl, que son intérêt se tourne vers la navigation où la vapeur était encore largement utilisée. Karl fréquenta le Great Lakes College of Technology de Owen Sound. Il termina ses études en génie maritime et par la suite navigua sur le Grands Lacs. Évidemment, Karl était constamment dans la chambre des machines, en tant qu'officier ingénieur, avec des responsabilités accrues en fonction de l'expérience acquise.

En 1977, les activités de l'ORA commencèrent à décroître au moment où le CPR subissait des pressions face à l'avenir de la rotonde de la rue John. Non découragé pour autant, Karl orienta graduellement son temps libre vers le projet du R.M.S. Segwun. À Gravenhurst, tout comme à la rue John, Karl usa de toute sa bonne volonté et de son talent afin que l'épave puisse se transformer et devenir par la suite le plus ancien navire à vapeur en fonction en Amérique du Nord. Une vie fort occupée ? Oui. Mais Karl trouva le temps pour s'affairer à d'autres activités. Il s'intéressa au Canadian Warplane Heritage Museum à Mount Hope. Ce qu'il a vu lui a plu et il se joignit ainsi au programme de restauration d'avions. Il étudia l'histoire du chemin de fer et de la marine, particulièrement l'aspect technologique. Il a voyagé autant qu'il a pu afin d'acquérir son expérience aux sources. Et il a photographié.

Sa vie de marin nomade, son intérêt continu pour le patrimoine du chemin de fer et autres modes de transport qui le mena dans toutes les directions, incita Karl à demeurer célibataire. Sa carrière l'amena à des endroits tels que le cercle polaire, la mer du Nord, la Méditerranée, les Caraïbes, les voies maritimes de l'Est et les Grands Lacs. Il travailla sur des cargos, des brise-glaces et des navires-citernes. Pendant les rares moments où Karl était libre il retournait à Brantford chez lui, dans la maison de Madeleine et Norman, ses parents. Chez lui, il adorait nager et on pouvait le voir au club aquatique dès 7h, faire ses 3 kilomètres quotidiens. Il aimait le sport et assistait occasionnellement aux joutes des Blue Jay et à ceux des Rough Riders de Regina lorsqu'il visitait son frère dans l'Ouest. Lorsqu'il était à la maison, il occupait ses soirées à trier et à cataloguer ses innombrables diapositives.

La passion de Karl, pour la vapeur et la technologie des transports, n'était pas vraiment partagée avec son frère Scott. En fait, Karl se complaisait dans ses activités sans subir les formalités des clubs et des organismes. Avec ses amis, évidemment, il n'y avait pas de formalité et Karl demeura très près de quelques uns des membres de l'équipe de la rue John, et cela pendant plus de trois décennies.

Il n'y avait pas de formalité non plus dans sa tenue vestimentaire. Karl, "Harley" pour ses collègues, était dans son élément en salopette souillée et casquette

occasional Blue Jay game and Regina Rough Riders when visiting his brother Scott out west. Evenings at ‘home’ were usually spent organizing and cataloging his vast slide collection.

Karl’s love of steam power and transportation technology was not really shared by his brother Scott. In fact Karl was happiest enjoying his interests at his own pace, without the formality of clubs and organizations. With his friends, of course, there was no formality, and Karl remained extremely close to a number of his John Street crew members, three decades on.

There was no formality in his appearance either. Karl – “Harley” to his confreres – was in his element in sooty coveralls and engineer’s cap, Sasquatch-like with uncontrollable hair and bushy beard. He had a ready sense of humor, and possessed an eye and mind for detail that served him well in all of his many undertakings.

Karl left behind a legacy of over 1000 books and two vast slide collections, one dealing with marine, the other being the railway collection. This legacy has been divided up between interested specialized museums, we are most fortunate that the Bury family chose the CRHA as the recipient of his railway slide collection.

Karl Bury was a very gentle, caring and honorable friend to everyone privileged to know him.

J.A. Brown  
10 March 2006

de mécanicien, cheveux et barbe ébouriffés. En plus du sens de l’humour, il possédait l’œil pour le détail, ce qui le servit dans ses nombreuses investigations.

Karl laissa derrière lui plus de 1,000 volumes et deux vastes collections de diapositives, une concernant la marine et l’autre le chemin de fer. Le legs fut distribué entre les différents musées spécialisés et nous sommes privilégiés que la famille ait choisi l’ACHF en tant que dépositaire de la collection de diapositives de chemin de fer.

Karl Bury fut un aimable, attentionné et honorable ami pour tout ceux qui ont eu le privilège de le connaître.

J.A. Brown  
10 mars 2006



*Switching action at Burlington, Ontario on September 11, 1971: CPR maroon and grey switcher SW 1200RS No. 8168 is coupled to a similar unit in the then new corporate livery.*



*CN 1229 in the green and gold paint scheme is busy performing similar duties.*

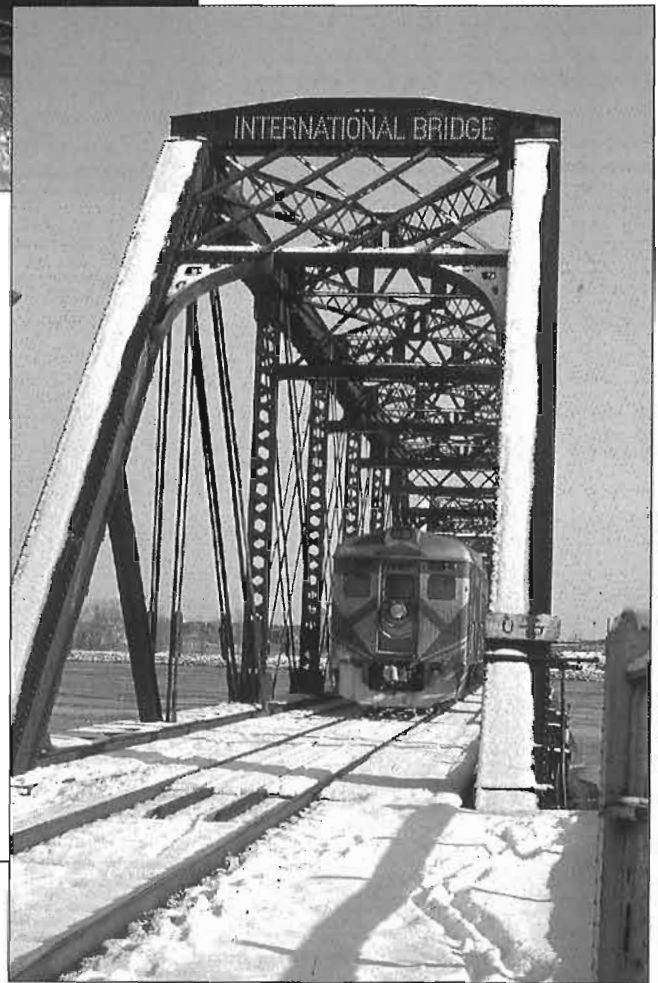


*CN GP-40 No. 4017 and freight rumbles through Brantford, Ontario on September 25, 1971, note the Massey Ferguson farm machinery loaded in the background, this plant has long since closed its doors. CRHA Archives, Fonds Bury, CPF-1-6, CNF-1-14 and CNF-1-66.*





*An eastbound freight, headed led by CN 60-38 No. 5504 works the grade out of the St. Clair Tunnel (prior to double tracking) in October, 1982.*



*CPR RDC 9024 operating as train 321 crosses the International Bridge at Fort Erie, Ontario on December 22, 1974.*



*Toronto Hamilton and Buffalo 'Starlight' headed by TH&B GP-7 No. 75 was caught at Burlington, Ontario on April 17, 1972. CRHA Archives, Fonds Bury, CNF-9-52, CPP-1-90, CPF-1-38.*

*Tail end of the Terra Transport mixed train at Bishop's Falls, Newfoundland on August 3, 1982.*



*VIA RDC 6220 operating as train No. 152 passes CN RS-18 No. 3616 in Halifax, Nova Scotia in November, 1982.*

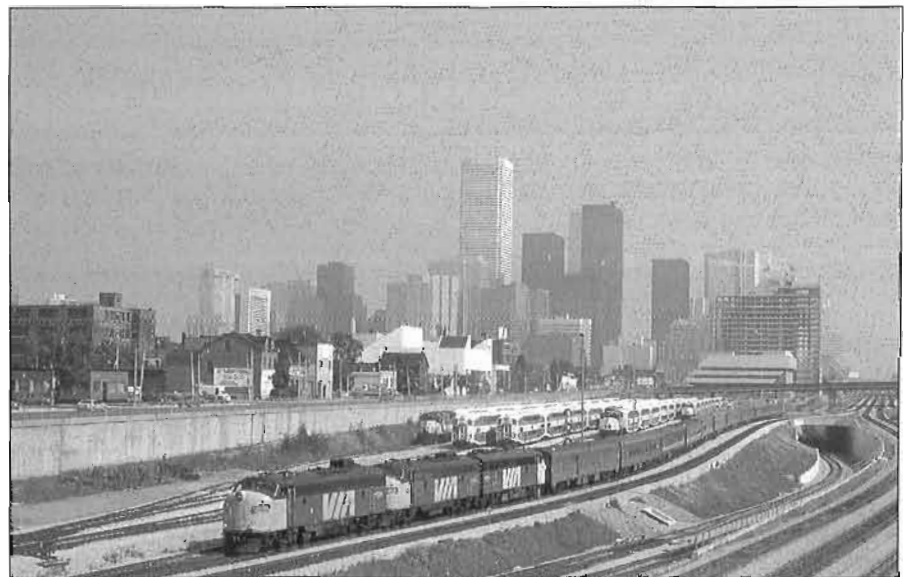
*VIA FP-9 unit 6530 pulling her train into Brantford, Ontario, Ontario in November 1982. CRHA Archives, Fonds Bury, CNP-1-64, VIA-4-107, VIA-2-120.*





*Grand Trunk Western 1767 and sister photographed in Chicago, Illinois circa 1950.*

*VIA's Canadian departs Toronto, Ontario on Sept. 19, 1995 hauled by FP-76550, FP9's 6512 and 6307.*



*VIA FPA-4 unit 6775 charges through a level crossing at Brantford, Ontario in August, 1982. CRHA Archives, Fonds Bury, CNP-1-64, VIA-5-137, VIA-2-87.*

*Karl caught Via's train No. 69 hauled by Bombardier built 6914 at Pickering, Ontario one day in July, 1982.*

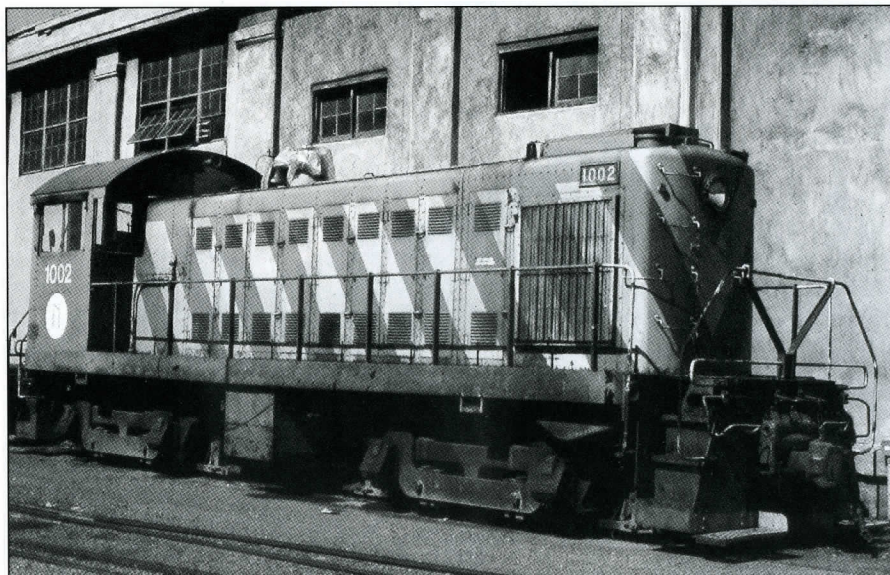


*A pair of CN GMD-1's push a grain train up the unloading dock at Thunder Bay, Ontario in August of 1978.*

*Amtrak's train 97, hauled by F-40 No. 352 as pictured departing Toronto's Union Station in May, 1982. CRHA Archives, Fonds Bury, VIA-2-75, VIA-2-46, CNF-5-139.*



*Port of Montreal S3 No.1002 was captured by John C., Benson on July 22, 1981 at the Montreal Wharf. This unit was donated by the Port of Montreal to Exporail and is still in service.*



*Tunnel Hauler 6722 and associate have pulled VIA Rail's Senneterre train through the Mount Royal Tunnel on July 3, 1981. The electric units will pull the train to EJ Tower where they will be cut off and the train will proceed east out of the electrified zone.*

*Amtrak's New York train headed by E8 No. 4036 was caught in St. Lambert just before crossing the Victoria Bridge inbound to Montreal in June, 1982. CRHA Archives, Fonds Bury, CDN-1-MLW-48, VIA-2-40, VIA-2-65.*





*CN GP-9 No. 4488 carrying white flags holds as RS-3 No. 3900 hauling the local Sherbrooke to Montreal passenger train approaches kicking up snow at Richmond, Quebec in March, 1972.*

*Ken Borg caught Central Vermont S-4 No. 8081 at St. Albans, Vermont on September 18, 1979.*



*Helmut Ostermann photographed this varied mix of 'Canadian' colours at Mission City, British Columbia, May 11, 1980. CRHA Archives, Fonds Bury, CNF-1-112, CNF-9-1, VIA-4-34.*

*BC Rail, diesel / electric lash up captured by John C. Benson on July 23, 1984 at Tumbler Ridge, British Columbia, wide cab SD-40-2 No. 5337 was in the lead position.*



*A typical BC Rail way freight with logging products north of Squamish B.C., power is C-425 No. 801 and MLW RS-18 No. 608. Photo by Helmut Ostermann.*

*BC Rail freight lead by GE built No. 4619 was photographed at Lone Butte, British Columbia on August 28, 1990 by Glenn Courtney. CRHA Archives, Fonds Bury, BCR-1-106, BCR-1-34, BCR-1-35.*





*Edmonton transit steeple cab 2001 photo taken by John C. Benson on July 25, 1986.*

*Karl Bury visited Edmonton in November of 1982 and snapped Northern Alberta 1077 in the yard. No. 1077 was the last GMD-1 built for CN, its previous owner. It was sold to the NAR and re-numbered to 312, then re-numbered back to 1077 when CN took over the NAR.*



*From the station carousel, this one of South Edmonton's CPR station with the Calgary bound Budd car loading in September, 1975. CRHA Archives, Fonds Bury, CDN-1-MLW-130, CNF-8-43, Stations 54.*





*CN snow plough and F7 unit No. 9179 at Kitchener, Ontario on March 9, 1978. Photo taken by B. Jolliffe, CRHA Archives, Fonds Bury, CNF-5-136*



*BC Rail Budd cars at Squamish, British Columbia on July 2, 1987. Freight train headed by SD-40 No. No. 765 is waiting in the background. Photo taken by Max Hawkins, CRHA Archives, Fonds Bury, BCR-1-51.*



*Karl Bury caught VIA's Turbo Train at Oshawa on a sunny day in July 1982, Photo CRHA Archives, Fonds Bury, VIA-2-80*



*Roberval and Saguenay's RS18 No. 25 was sporting a new paint scheme when Doug Boyd caught it on May 4, 1989 in Jonquiere, QC. CRHA Archives, Fonds Bury, CDN-1-MLW-71*



Rebuilt F unit No. 1986 heads up Ontario Northland's 'Northlander' at Washago, Ontario on August 28, 1986. CRHA Archives, Fonds Bury, ONT-1-49.



With its orange paint scheme, 'Tempo' RS-18 No. 3150 pulls into Brantford, Ontario with train No. 145 on December 24, 1971. CRHA Archives, Fonds Bury, VIA-5-110.



*The 'Hudson Bay' with F7-m No. 9155 on a snowy day at The Pas, Manitoba. Photo taken by Helmut Ostermann, CRHA Archives, Fonds Bury, CNF-8-104.*



*The picturesque Canadian National station at Pointe Claire, Quebec was already abandoned and vandalized when Karl caught M636 No. 2329 and sisters heading an eastbound freight through the fog on August 24, 1972. CRHA Archives, Fonds Bury, CNF-1-125.*

## Book Reviews

### Ottawa's Streetcars

By Bill McKeown

*Reviewed by David Knowles*

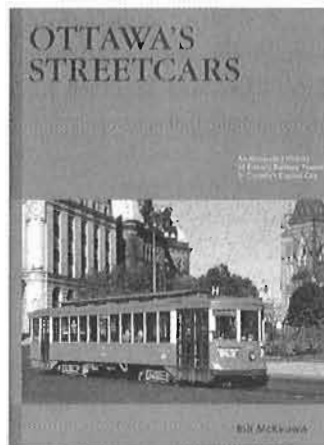
The publication of Bill McKeown's book on the Ottawa Electric Railway, *OTTAWA'S STREETCARS*, (Railfare DC Books, 2006) fills an important gap in the history of Canada's streetcar systems. It has been a long time coming, but is well worth the wait.

Bill died in 2004 and the book has been prepared for publication by Fred Angus and other members of the Canadian Railroad Historical Association. When Fred Angus fell ill, Ian Cranstone was called in to "pull all the book production materials together". When I first thumbed through the book I found that I was familiar with a considerable number of the photographs from my own research on the Ottawa Car Company. I also realized that someone had done a real job of working them over for publication. I understand that along with his many other contributions to the publication of the book it was Fred Angus who had reworked the photographs.

All who were concerned in its publication deserve a really substantial round of applause. This book's purchase should be a major priority for all railfans especially those devoted to traction history. In addition to the basic text the book contains some thirteen appendices. Bruce Dudley has contributed a substantial memoir on what the system was like when he worked for the Ottawa Electric Railway (Appendix D) and Margaret Helig, an incident in her life in which the streetcar system played a significant role. (Appendix C). The other appendices include a roster, endnotes, bibliography etc.

I found the extensive collection of colour and b&w photographs, very comprehensive and well chosen. I recognized many locales and felt that they fleshed out the text in a substantive way. The photos provide a major picture of how Ottawans moved around town in the six decades in which streetcars traveled the streets.

The book is well mapped. These include maps of the horse car system 1870-90, the overlap of horse and electric cars in 1891, and the Ottawa Electric Railway in 1895, 1929, 1950 and 1954. The dust jacket is striking, and unusually it is printed on both sides. One, rarely if ever, sees foldout maps included in books these days and



printing the 1929 Ottawa Electric Railway route map in colour on the inside cover of the dust jacket was a truly inspired solution. I'm going to crop it top and bottom and attach it inside the back cover to protect it.

I do have a number of comments, however, on both arrangement and content. Believe it or not one of the first things I do is check the reference section to gauge the author's research sources, in an effort to expand my own. This led me to the back of the book where it took me a few minutes to find the references and bibliography, (in Appendices E & F, rather than in the more traditional location at the end of the substantive text). I was surprised at the limited number of endnotes - only 157 for a volume of this scope is unfortunate. I would have liked to explore some of the sources more fully. The remaining appendices are useful and important additions to the book.

The material on "The Missing Sevens" might better have been included as an appendix rather than as a one page chapter, fleshed out with pictures of snow removal equipment. Given that Ottawa was where it was proved that streetcars could operate all year round in our climate, the latter deserve a more comprehensive treatment and an appendix of their own. (No Ottawa passenger streetcars, after the first few years, carried the number "7" alone or in combination) I missed the fact that the discussion of the Missing Sevens was in Chapter Seven!

A very important feature of any streetcar system book is a roster of the equipment. This can be found as Appendix E. It covers the Ottawa City Passenger Railway as well as the Ottawa Electric Railway / Ottawa Transportation Commission equipment. This roster is very complex due to re-buildings and re-numberings and it takes patience to decipher. The inclusion of capsule photos of the equipment provides a good break from the lines and columns which inevitably are used to provide the data, and the high lighting of alternate lines is excellent. I was interested to see that the mail cars are included in the "work car" group, other listings I have seen have treated them as non-revenue equipment.

Certainly the Ottawa Electric Railway viewed them as revenue-producing and numbering them in the #400 series perhaps reflects this. The absence of an index, let alone the comprehensive one that this book deserves, is most unfortunate. There is a short five-paragraph nod to the Ottawa Car Company. This is a very limited recognition of the close relationship between the Ottawa Electric Railway and the Ottawa Car Company over the six decades of their existence. McKeown avoids the usual urban myth that the Ottawa Car Company was a subsidiary of the Ottawa Electric Railway.

There is a single reference to the fact that for a time the Ottawa Electric Railway was a subsidiary of the

Ottawa Traction Company. Ottawa Car Company was a subsidiary of neither Ottawa Electric Railway nor the Ottawa Traction Company. McKeown notes that W.W. Wylie, the owner of the carriage works was a larger shareholder of the OCC than Ahearn and Soper together. His statement however, that the initial capitalization was \$50,000 is incorrect. The initial incorporation papers in the Ontario Archives state it as \$25,000 of which Wylie owned \$8,000 (represented by the value of his carriage works which formed the core of the Ottawa Car Company).

In the discussion of the Royal car of 1901 McKeown indicates that it was a conversion of one of the closed Britannia cars. The newspapers of the day quite clearly indicate that it was a new build specifically for the visit, and built in 1901 not 1900 as suggested in the roster. The story of the Britannia line cars is in fact complicated and has not yet been fully uncovered.

As a librarian, while I do like the colour

endplates, I regret that the designers have not left space for a library book plate. Such plates can be used to indicate ownership, acknowledge donations of books, and to hide the electronic flags that activate alarm systems. I also like the reverse of the title page, to be solely dedicated to the cataloging, copyright and publishing information etc.

Notwithstanding any of the foregoing comments, this is an excellent book and certainly all Ottawans and Traction fans generally should have it on their bookshelves.

Ottawa's Streetcars

By Bill McKeown

ISBN No.1-987190-07-7

Published by Rrailfare-DC Books & CRHA

Price: **\$59.95**

*Available at the Exporail Boutique.*

## Atlas of Alberta Railways

Edited by Geoffrey Lester, MA



Several years ago at the urging of Dr. R.G. Ironside, then Chairman of the Department of Geography, University of Alberta, I undertook to compile an historical atlas of railways in Alberta. As a proponent of regional geography, Alberta presented a well-defined and manageable political region with an interesting railway history. As a cartographer, an atlas was the way I chose to show this geographical history. Atlas of Railways in Alberta is one man's idiosyncratic look at a particular reality over time.

Alberta's history is tied to the development of railways in Western Canada from the early days of the CPR and other incorporated railways that criss-crossed the prairies. Alberta, along with Saskatchewan, was granted provincial status in 1905 with the power to grant charters of incorporation to various enterprises, including railways, within its boundaries. Throughout the Atlas there has been a conscious effort to place Alberta in the context of Western Canada and many maps cover the entire region.

The maps in the Atlas of Railways in Alberta have been designed for variety. Those showing pre-CPR

transcontinental line ideas have been drawn to reflect the originals as closely as possible. Such is the case for Sandford Fleming's "prairie network" a compilation of three separate maps appearing in his reports. Other maps are based on the 3 miles to the inch Sectional maps. A large number are based on the 1:50,000 National Topographic Series. Two are based on the style of map that appeared in passenger timetables.

Photographs, drawings, diagrams and graphs have been included to aid in understanding railwaying and provide further information, adding to the maps and text.

To show the geographical distribution of the railways in Alberta and their history I have used criteria in the form of questions suggested by J.W.Alexander in his book Economic Geography:

**LOCATION:** Where were/are the railway lines? The pattern of their distribution is shown by the maps. What has not been shown, except in a few instances, are the possible alternative routes that might have been chosen but for other factors determining their rejection.

**DESCRIPTION:** What were/are they like, their characteristics? Apart from sharing the general physical ones each line nevertheless had its own peculiarities that gave it a "personality".

**RELATIONSHIPS:** Why were/are the railways located where they were/are? The location of a line was determined by physical (engineering), economic, political (including military) and social factors. The decision by the Edmonton, Dunvegan, and British Columbia to bypass Grouard was an engineering one, while its diversion from Rycroft to Grande Prairie was political. The decision by the Canadian Pacific Railway to abandon Sandford Fleming's surveyed route using the Yellowhead Pass in

favour of a more southerly route using the Kicking Horse Pass was largely economic.

COSEQUENCES: What were the consequences of their being as and where they were? Perhaps the decision of greatest significance has already been alluded to in the decision by the CPR to reroute their main line across the southern prairies. One can only surmise how the history of the prairie provinces and British Columbia would have been different had Fleming's route been used. Or what would have happened if the Laurier government had not allowed the Grand Trunk Pacific to use the Yellowhead Pass, the rightful route of the Canadian Northern.

Some of the answers to these questions can be found in the Atlas, others are to be found in the many histories about the railways in Canada. Many aspects of railwaying are not covered in the Atlas, so reference must be made to other sources - from the philosophical to the technological. An extensive bibliography has been included for further studies on Alberta's railway history.

Atlas of Alberta Railways begins by exploring "Alberta's Geography". The introductory chapter shows the physical environment in which the railways operated and looks at climate and land resources. The location of natural resources, especially coal, in the province influenced where railways were built. The railways needed a close and secure supply of coal, and the abundant reserves in Alberta met their need.

In "Development of Railways", the growing railway network in Alberta and the pattern of settlement on the prairies is explored. Maps detail the Dominion Lands Survey and the lands granted to the "colonization" railways. Population and railway networks are profiled and in a series of maps, the growth of accessibility for settlers to the railways is shown from 1886 to 1931.

During the 1840s, the expressions of "Manifest Destiny" in the United States of America caused concern to the people of British North America. The desire to maintain the political integrity of the latter led to the presenting of various schemes for a transcontinental railway that would bind the area together. Some of these schemes have been mapped in the style of the originals.

The subject of a transcontinental railway introduces Sandford Fleming, Engineer-in-Chief of the Intercolonial Railway, who initiated and carried out surveys for a line to the Pacific Ocean. Also his contribution to the subject of standard time has been illustrated.

"Building Railways" and "Infrastructure" focus on the corporate identity of the railway companies as seen especially in station architecture and also in town layouts. The railways created a new environment both physical and mental and disciplined the lives of people with the introduction of standard time zones and the timetable, Omnipresent, often economically omnipotent, the railway revolutionized Canada.

"The Railways" focuses on the four main railway systems affecting Alberta - the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific, and the Northern Alberta Railways. The Atlas looks at the history and development of these railways, explores individual lines and provides extensive maps of the passes through the Rockies.

Of particular interest regarding the CPR is the contribution rendered by Sir Alexander Galt and his son Elliott in establishing the town of Lethbridge at the site of their coal mines and the introduction of irrigation in partnership with Mormon settlers in the region. The original line from Dunmore to Lethbridge became the first leg of the CPR's Crow's Nest Branch into British Columbia to serve the company's mineral interests and to forestall a greater American presence.

The policy of the Canadian Northern of receiving provincial charters can be seen, although these soon were absorbed by the parent company. By looking at the permitted lines one can only stand in amazement at the audacity of William Mackenzie and Donald Mann, the architects of the CNOR system.

The Grand Trunk Pacific, built to very high standards, had less of a presence in Alberta. The final plight of the CNOR and the GTPR led to the consolidation of their main lines and their eventual incorporation into the Canadian National Railways.

The father of the Northern Alberta Railways was J.D. McArthur, a well-known and respected railway contractor. His entrepreneurial spirit led to the building of the Edmonton, Dunvegan and British Columbia, the Central Canada, and the Alberta and Great Waterways, the main components of the NAR incorporated in 1929.

The Atlas also looks at obscure railways from the "Betsy" Logging line to the Edmonton Interurban in a chapter on "Small Resource Railways and Other Lines".

The Atlas was first conceived to cover only the steam era, which ended in 1960. However, two railways built in Alberta in the 1960s could not be ignored and have been included. They are the Alberta Resources Railway and the Great Slave Lake Railway. The whole matter of abandonments has not been covered.

The irrational optimism and wishful thinking of the period from 1896 to 1914, summed up in the words of Sir Wilfred Laurier that the 20th century belonged to Canada, saw the incorporation of a multitude of railway companies whose vision had no possibility of realization in actual railway lines. Many in fact were merely cynical ventures. The final chapter looks at these plans.

I have striven for accuracy I but perfect accuracy is an impossibility and quite literally an insurmountable barrier to any kind of publishing. Errors of fact there will always be, but as G.K. Chesterton was purported to have said "The man who never made a mistake never made anything". Robert C. Post in his essay "Railroad History - What's the Object?" states the case of one noted railroad

historian who attracted a little band of Lilliputians devoted to perpetually ferreting out "errors" in his work. I am sure tie and spike counters will not be disappointed by this atlas.

In 1943 as a 13-year old newly released from a Japanese internment camp in the Philippines and repatriated to Canada, I first saw a part of the country from Montreal to Vancouver from a passenger coach of the Canadian Pacific Railway. It was an entrancing experience.

Notes:

1. The use of the word railway follows common Canadian practice as opposed to the use of railroad commonly used in the United States.
2. Dates. These can sometimes be hard to establish. Discrepancies can occur when it is uncertain if the date

refers to the completion of a line, or whether it refers to the date on which the line is handed over to the Operating department by the Construction department or when it was officially authorized to carry traffic by the Board of Railway Commissioners.

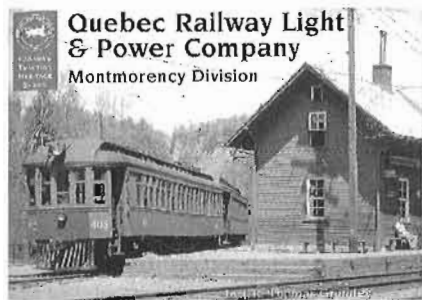
ATLAS OF ALBERTA RAILWAYS,  
Editor, Geoffrey Lester, M.A.  
Published by: University of Alberta Press  
ISBN: 0-88864-290-3  
Ring House, University of Alberta  
Edmonton, AB, T6G 2E1  
Web site: [www.uap.ualberta.ca](http://www.uap.ualberta.ca)

*This book is NOT currently available at the Exporail Boutique.*

## Quebec railway Light & Power Company, Montmorency Division

By J.R. Thomas Grumley

*Reviewed by Peter Murphy*



This is the fifth release (Montreal Streetcars Volumes 1 and 2, The Ottawa Car Company, the Montreal & Southern Counties) in Bytown's

Canada's Traction Heritage Series and the third composed by Thomas Grumley.

The QRL&P's Montmorency Division provided steam (1889 – 1928) and electric interurban service (1900 – 1959) between the St. Paul Street Station in Quebec City to St. Joachim via Montmorency Falls and the shrine at Saint Anne de Beaupre (its main destination).

The railway was noted for its unique wooden (except for the 450 series steel cars) motor cars and antique steam era wooden trailer cars dating from 1889 which were laterally pressed into service for the festive occasions at St. Anne de Beaupre shrine.

Using Omer Lavallee's *Chemin de fer de la bonne Sainte Anne*, CRHA's 1959 publication as a resource base, Tom has created a picturesque easy to read history of this unique Canadian interurban.

It is 8 ½ X 11 inch size, soft cover, horizontal format, 52 pages with 84 photographs of which 25 are in

colour. Included are three full page aerial photos of the QRL&P Quebec City terminal area, Palais Station and CNR's Limoilou shops which quickly situates the reader to the Quebec terminal area. Tom's research gives us an interesting look at the early steam era of the QRL&P with seven photos, most of which have not been widely published before.

The book is dedicated to the late Ken Chivers (long time early volunteer at the Canadian Railway Museum) whose black and white prints and 1950's era slides grace most of the pages in this book. Ken's photographic collection was donated to the C. Robert Craig Memorial Library in Ottawa and is an invaluable source of material for books such as this.

The book is well balanced between passenger and the significant trolley freight operation of the Montmorency Sub. Continuing in the series successful format, the story of the QRL&P is told through photos and extended captions. There is a roster although it is interestingly presented in several sections (steam, 100 – 130 class trailers, etc. etc.) paired up with the appropriate photographs.

There is a lot of information and dozens of excellent photos squeezed into its 52 pages and anyone interested in Canadian traction should have this book in his collection.

Quebec Railway Light & Power Company, Montmorency Division, By J.R. Thomas Grumley  
Published by: Bytown Railway Society  
ISBN: 13 978 -0- 921871- 09 –5  
Price: \$19.95

*Available at the Exporail Boutique*



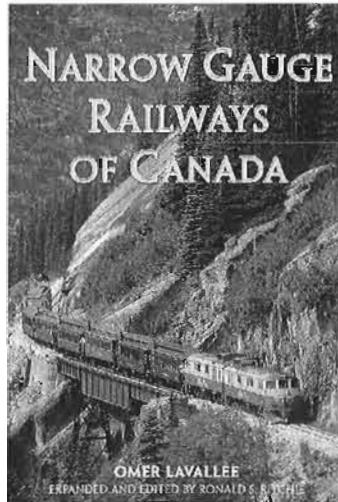
## Narrow Gauge Railways of Canada

By the late Omer Lavallee, updated by Ronald Ritchie.

*Reviewed by Peter Murphy*

First published in 1972, this popular book has been expanded and edited by Ronald Ritchie. It was re-released in 2005 by Railfare and published by Fitzhenry and Whiteside. In its new 9 X 12 inch vertical format, hard cover with dust jacket, the new version is strikingly different from the earlier release. The cover is graced with a superb photo taken by Christian Racica of a White Pass and Yukon train at mile 15.6 'slippery rock', the WP&Y is the last remaining operating narrow gauge railway in Canada.

The book has 180 pages and some 70 colour photographs along with over 180 black and whites.



Narrow Gauge railways of Canada contains listings of railway mileages, chronological and geographical facts about each narrow gauge system in Canada (including tram lines) as well as extensive locomotive information. Several other useful features include fifty diagrams and tables with unique time – mileage charts, equipment rosters for virtually all the railways, and three profiles for three steeply graded mountain routes.

From well known properties like the Newfoundland Railway, the White Pass & Yukon to lesser know regionals like the Lingan Colliery Tramway and the Lenora Mount Sicker Copper Company, this book has them all!

This book lives up to the high standard we have come to expect from Railfare, it would be a welcome addition to your railway library.

Narrow Gauge Railways of Canada

By Omer Lavallee, Expanded and edited by Ronald Ritchie

A Railfare book, published by Fitzhenry and Whiteside

ISBN: 1-55041-830-0

Price: \$ 60.00

*Available at the Exporail Boutique.*

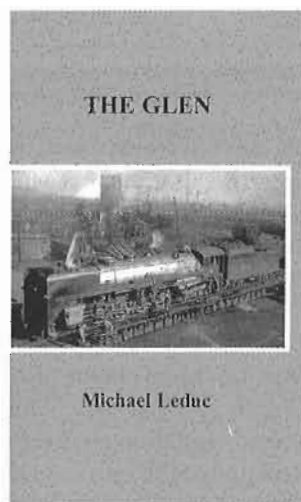
## The Glen

By Michael Leduc

*Reviewed by Peter Murphy*

Following in the footsteps of The Turcot Story, Michael has turned his attention to The Glen, Canadian Pacific's Montreal's passenger servicing facility located behind Westmount station, west of Windsor station. This facility was closed in 2004 and will become the site of the new McGill University health centre. Interestingly the 85 lb. yard switches were donated by Canadian Pacific Railway for installation at Exporail.

The Glen was the yard for servicing steam locomotives and passenger cars that would use Windsor Station. The facility ultimately consisted of an 18 stall roundhouse, 70 foot turntable, coaling / sanding towers, passenger car servicing building and 26 kilometres of tracks (including a loop).



The book is 5 ½ X 8 ½ inch format, soft cover, 64 pages, it has four documents and 37 black and white photographs. In addition to the Glen, the book summarizes the early installations at Windsor station that were quickly out grown, this led to the need of a larger passenger service facility, the land for which was purchased in 1904.

While the type size is a little small, this book is an 'easy read' and gives an account of not only the Glen, but insight as to the critical necessity of expanded servicing facilities required generally by Canadian railways shortly after the turn of the last century.

The Glen holds a lot of memories for Montreal area rail enthusiasts, many a photograph has been taken there, it was the nerve centre of Canadian Pacific's Montreal passenger servicing. I personally recall seeing my first diesel there (7000 series) circa 1946, the diesel yard switcher at the Glen was unique sight in that age of steam!

If you are looking for a couple of nights easy reading by a warm winter fire, this book is recommended.

The Glen

By Michael Leduc

Published by Michael Leduc

ISBN: 0-9898705-3-1

Price: \$ 12.00

*Available at the Exporail Boutique.*

## GETTY IMAGES TRAINS, The Early Years

By Beverley Cole

*Reviewed by Peter Murphy*

This 10 X 12 in. 344 page, horizontal format, hard cover 'coffee table' book was published in Germany by Konemann in 2001, Exporail has received a limited quantity for sale in the boutique.



Beverley Cole was the Curator of the Pictorial Collection at the National Railway Museum, York (England), and has also worked at the National Museum of Photography, Film and Television. She has written a number of books, and organized exhibitions in both England and abroad on poster and railway art history.

In this book, written in the three languages (English, French, German), Beverley draws on the railway subject images held in the Getty Images collection which number some seventy million images on various subjects.

The book is a concise history of the world's railways with emphasis on early railway development in the UK. There are five chapters: Raising Steam, Wheels in Motion, Shrinking the World, The Age of Travel, All Change. Almost every aspect of railroading is covered albeit briefly and through chapter introduction and photos: development, wartime railways, obscure railways,

mainline, bridges, dining cars, mail, etc. etc. Don't look for the TGV or Turbo Train, the early diesel era is the cut off point of the subject matter.

The photographs are all black and white and are of the highest quality both the image and the printed reproduction. Most images are either full page or 2 (maximum 4) per page, so the image is large and extremely clear and detailed. Photos from all over the world are represented, some of the notable Canadian ones are: William England's full page frontispiece broadside photo of a Great Western train on the original 1855 Niagara suspension bridge; another distant view of the same subject taken in 1859; full page view taken from the top of the original Victoria bridge when under construction; a spectacular 2 page view of the Clifton Depot on the Great Western Railway taken by William England in 1859, the 4-4-0 Essex No. 15 is foreground; full page shot of the Prince of Wales on the pilot of CPR 2231 talking to the engineer; under the 'North American Streamliner' heading, a full page shot of CNR 6401 and heavyweight train.

Coffee table books come and go, this is one that deserves a permanent place on your coffee table, especially at this fantastic price!

Getty Images Trains, The Early Years

By Beverley Cole

ISBN No. 3-8331-1355-3

Konemann

Price: \$29.95

*Available at the Exporail Boutique.*

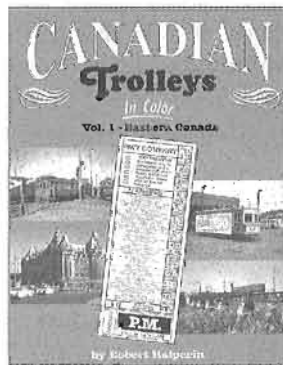
## CANADIAN TROLLEYS IN COLOR

Vol. 1 – Eastern Canada

By Robert Halperin

*Reviewed by Fred Angus*

This 128-page 8½ X 11 inch format hard cover book continues the series of books on North American electric lines published by Morning Sun Books of Scotch Plains, New Jersey (web site [www.morningsunbooks.com](http://www.morningsunbooks.com)). It contains no less than 247 photos, all in colour, and all of very high quality.



Cities covered range from Halifax in the east to Port Arthur – Fort William (now Thunder Bay) in the west. The scope of the coverage

is city systems and interurbans, but not heavy electrification such as Montreal's Mount Royal tunnel or Sarnia's St. Clair tunnel. As well as streetcars, it does include trolley bus operation, including Ottawa's short-lived route.

Of greatest interest are the early colour photographs, taken in the 1940s (some even during World War II), when colour film was relatively new, difficult to obtain, and expensive. Since some streetcar systems were abandoned soon after the war, these early transparencies are almost the only colour record we have of these lines, except for some early coloured postcards, which frequently use the wrong colours. A few of these postcards are included, and these do seem to have the correct colours. Some smaller systems, like Moncton, St. Stephen and Sherbrooke, are not represented, as these lines closed in the early 1930s, before the age of colour photography. St. John's Newfoundland is also not represented, but this can be excused on the grounds that the system was abandoned in 1948, just before

Newfoundland joined Canada. There are, however, two colour photos (albeit both carbarn views) of Saint John N.B. cars, the only ones known to your reviewer.

The earliest actual (not postcard) colour photos included are those of the Port Arthur and Fort William lines; despite being 65 years old they are remarkably clear and sharp, and might have been taken with a modern digital camera! Some of the Montreal photos were taken in June 1944 (less than three weeks after D-Day), and show the Tramways system during the year it carried its all-time high number of passengers, 365 million. One of the most interesting shows three old cars (815, 1232, 1522) outside Hochelaga carbarn on June 22, 1944; significant is that 815 still carries the large numerals on the front, one of the last vestiges of the early Pay-As-You-Enter paint scheme. The view on Park Avenue the following day is also extremely interesting, as it included six trams ranging from a 1200 (built in 1912), through an ex-Springfield Massachusetts import, to a brand-new PCC, then in service for only a few weeks. Another gem is a photo of M&SC 321 in the NS&T red paint scheme (before the M&SC re-painted the car it received third hand)!

By an interesting, but happy coincidence, of the five cars shown on the front cover illustrations (QRL&P 401, MTC 200, M&SC 610 and 504, OER 904) all but one have been preserved. The only one not saved was Ottawa 904, and that is close, for No. 905 has recently been rescued and is under restoration.

While the photos are all first class, there are, unfortunately, a number of errors, some serious, in the captions. We will mention a few examples. Most glaring is on page 32, where car 1341 (built in 1913) is described as "Built in 1899, it was at the time its picture was taken, the oldest car in the fleet". Actually 1341 (sister to 1339 at the

Canadian Railway Museum) was one of 200 similar cars, built between 1913 and 1917, all of which were in service when the photo was taken (1944), and remained so until the 1950s. What is probably meant is that the Hochelaga carbarn, in front of which the car is pictured, was then the oldest in the system and was completed in 1899.

Another example is that M&SC trailer 201 is described as having controllers. This is not so; the multiple unit cables passed through the trailers, but they did not have motors or controllers. While still on the M&SC we might remark that combine car 106 had long since been rebuilt to a milk trailer at the time the photo of 107 on page 44 was taken and therefore was not "elsewhere on the system", at least not in its passenger car configuration. While on the subject of cars ending in "06", the reason the drug 606 was so named is well known (not "known only to the drug company"); it was simply the 606th substance tried, and was successful. Since your reviewer is not as familiar with systems farther west, he will not criticize captions for these lines, but will leave it to those more knowledgeable to find errors, if any.

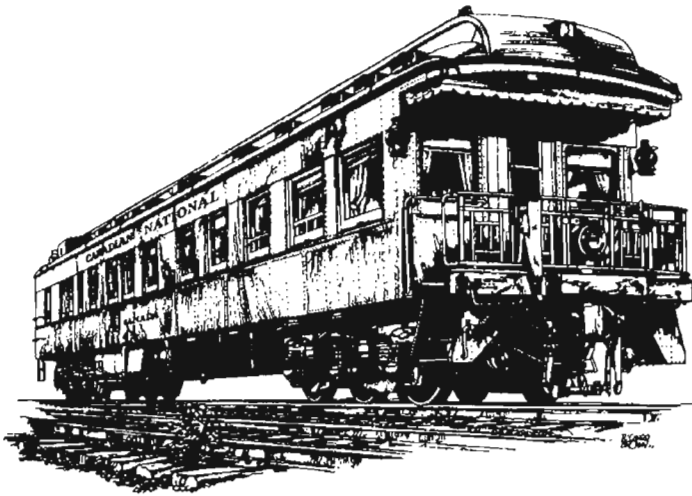
All in all, the book is an excellent piece of work, with high quality photos, some of great rarity. Anyone with even a passing interest in Canadian streetcars and interurbans should have a copy in his library (but watch those captions).

Canadian Trolleys in Colour, Volume 1, Eastern Canada  
By Robert Halperin  
ISBN No. 1-58248-178-4  
Published by Morning Sun Books  
Price: \$69.95

*Available at the Exporail Boutique.*

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## BUSINESS CAR

July – August, 2006

Compiled by John Godfrey



### CN, KCS place orders for more than 100 locomotives

Canadian National Railway Co. announced it will acquire 50, 4,300-horsepower SD70M-2 locomotives from Electro-Motive Diesel Inc. (EMD) to be delivered in the second half of 2007.

The acquisition of the 4,300-horsepower SD70M-2 locomotives will prepare CN to handle new international freight traffic to and from the Port of Prince Rupert, B.C., intermodal terminal, which is scheduled to open for business in the second half of next year.

The Prince Rupert terminal will create a new North American gateway for Asian goods destined for the principal centres of Canada and the United States Midwest and South.

Phase one of the new terminal will be able to handle 500,000 twenty-foot equivalent containers annually. These containers will travel over CN's North American network from Prince Rupert to Toronto, Montreal, Chicago and Memphis, Tenn. CN is acquiring the locomotives under an option it obtained in April 2005, when the Class I ordered 25 SD70M-2s from EMD.

Meanwhile, Kansas City Southern announced it will acquire 30 ES44AC locomotives from GE - Transportation and 30 SD70ACe locomotives from EMD. The GE locomotives will be delivered by early 2007 and EMD locomotives, by third-quarter 2007.

The acquisition is the first phase of a five-year plan to acquire more efficient, environmentally friendly locomotives. KCS plans to replace every three older locomotives with two newer ones. (Progressive Railroading Daily News 6/14/2006)



*CN SD70M2s 8019 and 8016 on the running test track at Electro-Motive Canada Ltd. in London, Ontario on January 6, 2006. The two units were delivered to CN on January 10, 2006. The units were delivered in two lots: CN 8000–8019 in 2005 and 8020–8024 in 2006. Photo by Gordon R. Taylor, Don McQueen Collection.*



CHEMIN DE FER  
CANADIEN  
PACIFIQUE

CANADIAN  
PACIFIC  
RAILWAY

### CPR to serve Toyota's new Ontario plant

Canadian Pacific Railway recently obtained a long-term contract from Toyota Motor Sales to serve the shipper's new automotive plant in Woodstock, Ontario.

Scheduled to open in 2008, the plant will produce 150,000 RAV4 sport utility vehicles annually. CPR will move finished vehicles from the plant to various North American markets.

The Class I has begun an environmental assessment for a new rail facility that would serve the plant. (Progressive Railroading On-line 6/12/06)

### Canada's top takeover targets include CPR

Incredible as it may seem after the recent flurry of deals, Canada's takeover boom may just be gathering steam. As the world's biggest companies increasingly resort to acquisitions to solidify their status as market leaders, well-run domestic companies have become attractive targets. While the likes of Alcan or Talisman Energy are among Canada's biggest companies, they're global pipsqueaks. Within Canada, directors and CEO's feel pressure to grow in order to remain competitive.

So where Canada saw \$166-billion in takeovers last year, this year is expected to bring even more mergers and acquisitions activity. So who goes next? Some

potential targets include miners Alcan and Kinross, energy companies Talisman, Nexen, Synenco Energy and UTS Energy, Manitoba Telecom Services, Nortel Networks, and drug companies Patheon and AnorMed. Also included in the list of potential takeover targets is CPR.

There is pent-up demand to do mergers that create continental systems. Once two railways do a deal and start cutting costs, others will feel the pressure to follow suit. CPR is prey in this scenario. The article suggests the tracks line up between Union Pacific and CPR. There's also a logic to linking Norfolk Southern into this network. However, Canadian regulators aren't likely to bless a merger of rival CN and CPR. (Globe and Mail 060531)

### 120th Anniversary of first transcontinental passenger train marked

To the cheers of 5,000 well-wishers, CPR's first transcontinental train, the Pacific Express, departed Montreal's Dalhousie Square Station on June 28, 1886. It then journeyed 4,655 kilometers west across rails placed only eight months before.

The luxury liner on wheels, "the first through train," arrived on July 4 in Port Moody. To mark its 120th anniversary, a four-day commemorative excursion is scheduled June 26-29, from Calgary to Vancouver. This Pacific Express travels only a portion of the first cross-country trip, appropriately reflecting today's limited passenger rail service.

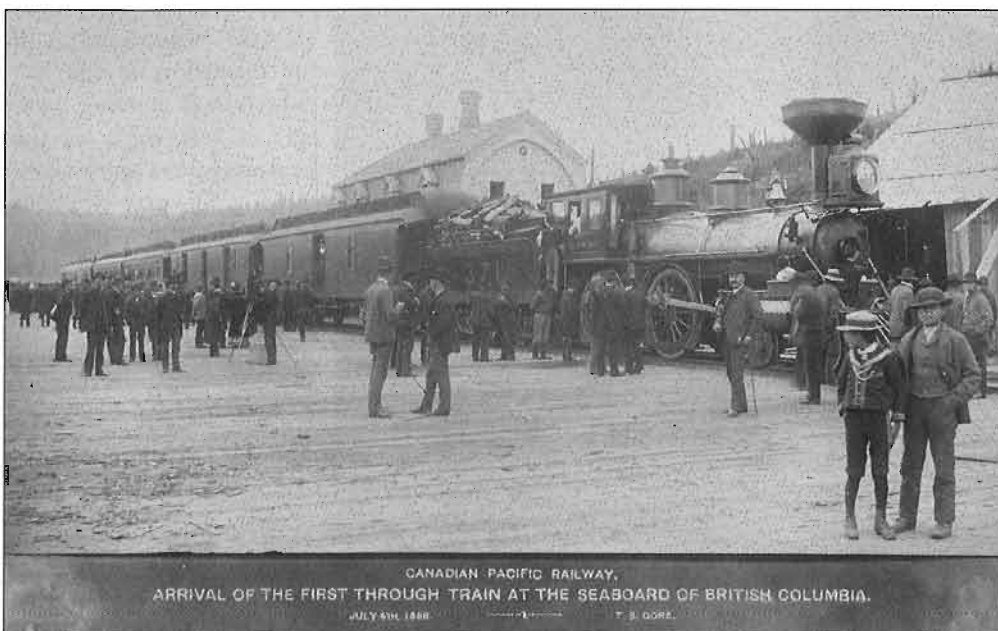
The inaugural trip in 1886 carried an estimated 150 passengers and tickets were \$75. If you wanted to travel in comfort, you paid an extra \$20 for a sleeping berth with electric servant bells. Tickets for this June's commemorative trip sold for \$4,200 for double occupancy. (Beaver 0607)

### West Coast Express wants to grow, needs Bill passed

West Coast Express has virtually reached capacity but cannot expand without new federal

legislation to put the popular commuter rail service onto more solid economic footing, according to Express president and CEO Doug Kelsey.

West Coast has steadily reduced its operating costs since opening in November 1995 and is now at 90% of seated capacity -- tops among TransLink's regional



*Photo of the arrival of the first Canadian Pacific transcontinental passenger train at Port Moody, B.C. on July 4, 1886. This is scanned from an original print in the collection of Fred Angus. The last car on the train is business car No. 77, re-numbered to No. 1, this car is now in the permanent exhibition at Exporail and is the only survivor from this first train to cross Canada.*

system of public transit components. But in an interview, Kelsey cautioned that further expansion, including additional trains, cannot proceed without passage of an oft-delayed package of amendments to the Canada Transportation Act.

Amendments detailed in Bill C-11, which passed first reading in Parliament in May, would provide new mechanisms for commuter rail providers to resolve track rate disputes with host railways such as CPR. But although the Conservatives and opposition parties have signaled their support, Kelsey remains worried because similar bills were twice left in limbo by former Liberal governments when elections were called.

Kelsey expects that C-11, if passed, would provide an economic boost to the West Coast Express similar to one received in 2002 when CPR slashed \$26 million from contracted payments for access to its rail line between Mission and downtown Vancouver. Kelsey still believes West Coast is paying too much -- although there are another nine years to run on the original 20-year contract.

CPR voiced general support for the bill. "We are still reviewing the legislation and there will be some fine

morning, and back out to Mission at night," Trasolini said. "Wouldn't it be nice if we had some runs during the day? Even just to increase the use of the line is a big issue that needs to be negotiated with the owners of the line."

According to Translink's 2005 annual service report, West Coast Express posted numbers 14% higher than the system average for recovery of operating costs last year. System-wide, Translink recovered 56.29% of its costs through the collection of fares. West Coast cost recovery was 69.72%. The lowest achiever among mainstream services is Coast Mountain Bus at 51.9%; Skytrain is best, recovering 100% of its operating costs. (Vancouver Sun 060726)

**Emotions vary on Brown St. bridge in Thunder Bay**

To demolish...or not to demolish. That was the debate at the last Thunder Bay city council meeting, on the future of the Brown Street pedestrian bridge. CPR wants to remove the century-old structure, which has been closed for the past number of years due to safety concerns. But some residents consider the bridge a part of their history.

The hundred year-old Brown Street pedestrian bridge is maintained by CPR, under an agreement with the city. CPR has proposed getting rid of the bridge completely and in turn giving the city \$600,000. The opinions of the councilors at the last city council meeting were split in half, some for the deal and others against it.

The pros and cons of keeping or removing the Brown Street pedestrian bridge will be up for debate again next Monday at city council. (Thunder Bay Source 060727)



*A 10 car West Coast Express train, Photo Ian Smith.*

tuning, but overall we are prepared to accept it," CPR spokesman Ed Greenberg said. Greenberg noted that CPR has in place a "long-term agreement" with West Coast Express and said the proposed legislation would not have any application to its present deal.

Translink director Joe Trasolini said the 2002 deal with CPR has enabled West Coast to post one of the best cost-recovery ratios across Greater Vancouver's regional transit system. "The next problem is that we only have these [five] rides going into Vancouver in the

**USA NEWS OF INTEREST**

**BNSF Railway Asks Rail Fans for Cooperation To Keep America's Rail System Safe**

BNSF Railway Company (BNSF) is recruiting rail fans to help keep BNSF properties safe by reporting suspicious activities and to help prevent possible security breaches. "Keeping America's rail transportation network safe from crime and terrorist activity is a high priority for the railroad industry," says William Heileman, BNSF general director, Police and Protection Solutions. "Every day across the country, rail fans photograph and watch trains as they pass through

communities. It seems natural to harness their interest to help keep America's rail system safe."

Rail fans can register for the program by going to the Citizens United for Rail Security (CRS) Web site (<http://newdomino.bnsf.com/website/crs.nsf/request?open>).

CRS participants will receive an official identification card along with access to news and information on the BNSF CRS Web site. To report suspicious activity, CRS members and the public can call (800) 832-5452. The information will be taken by a BNSF representative and routed for appropriate response. "Supporting homeland security in this manner is positive for everyone," says Carl Ice, BNSF's executive vice president and chief operations officer. "It supports the nation's security efforts, improves safety within our company and the community, and improves operations by helping to remove the impact of criminal acts and accidents."

The CRS program is an outgrowth of another BNSF grassroots program, called BNSF ON GUARD, which encourages employees to report suspicious activities, trespassers or individuals to BNSF's Resource Operations Call Center (ROCC). The BNSF ON GUARD program, which started in 2003, has been successful, with more than 200 employees reporting suspicious activities since its inception. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

"Security is everyone's business. Because of heightened security status, Americans are being asked to be the 'eyes and ears' for law enforcement," says John Clark, BNSF assistant vice president, Resource Protection Solutions Team. "At BNSF, our police team continues to educate employees on work, personal and home security, as well as working to change employee behavior to increase awareness of security risks."

A subsidiary of Burlington Northern Santa Fe Corporation (NYSE:BNI), BNSF Railway Company operates one of the largest railroad networks in North America, with about 32,000 route miles in 28 states and two Canadian provinces. BNSF is among the world's top transporters of intermodal traffic, moves more grain than any other American railroad, transports the components of many of the products we depend on daily, and hauls enough low-sulphur coal to generate about ten percent of the electricity produced in the United States. BNSF is an industry leader in Web-enabling a variety of customer transactions at [www.bnsf.com](http://www.bnsf.com). BNSF Railway

#### **Southern Railway takes over on the E&N line**

Southern Railway of British Columbia (SRY) will be the new operator for both freight and passenger rail service on Vancouver Island as of July 1. The

announcement of the new operator, to take over for RailAmerica, will be officially announced by the board of directors for the Island Corridor Foundation at a news conference in Victoria at 1 p.m. today.

The new operator will be known on the Island as Southern Railway Vancouver Island (SRVI). The company's mainland operations have consisted of hauling freight in the Lower Mainland and Fraser Valley. Their diverse customer base includes over 150 shippers of forest, building, agricultural and steel products among others.

In a prepared media statement Joe Stanhope, ICF director and chair of the Regional District of Nanaimo says, "Building freight and passenger business is at the center of our relationship with SRY. The fact we have chosen to partner with SRY ... is particularly significant for our port, to industry and to communities in the Nanaimo hub region. We are in fact the hub of freight transport on the Island."

In a similar statement, SRY President John van der Burch says, "The link to Seaspan in particular ... will offer Island freight customers seamless, competitively priced access to North American markets." The move is significant for mid-islanders waiting to see who will be trying to revive freight and passenger service along the Esquimalt & Nanaimo rail line from Victoria to Courtenay.

In February 2006 the ICF - a non-profit partnership between local governments and First Nations along the line - reached an agreement with the Canadian Pacific Railway and RailAmerica that saw the corridor donated to the foundation in perpetuity.

In March of the same year, the ICF brought their vision of owning the island rail corridor to full completion with the signing of an agreement with RailAmerica. That agreement gave the ICF complete control over the corridor. All RailAmerica employees, who operated passenger and freight services, will be absorbed by SRVI. The existing relationship between RailAmerica and Via Rail will be transferred on July 1st. The Parksville Qualicum (BC) News

#### **PASSENGER**

##### **Canada's first casino car takes to the rails to Niagara Falls**

VIA Rail in partnership with Fallsview Casino Resort and Peller Estates Winery is pleased to announce the new 2006 summer schedule to Niagara Falls featuring the Fallsview Casino Car, the first of its kind in Canada. From May 19 to September 8, on select departures throughout the summer, the car will be the scene for a variety of activities that have made the Niagara region so popular with visitors from Canada and around the world.

VIA's luxurious Glenfraser lounge car will be "wrapped" as a Fallsview Casino Resort slot machine. On

board the car, passengers will be able to relax and enjoy a complimentary Peller Estate wine sampling while they learn to play poker or blackjack from a professional Fallsview Casino Resort dealer. The learn-to-play and wine experience will be available on Friday and Saturday departures to Niagara Falls. (Canada NewsWire 060518)

Government of Canada provides operating and fleet renewal funding for remote northern Ontario passenger rail service

The Honourable Tony Clement, Minister of Health and Minister of FedNor, on behalf of the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, today announced the Government of Canada is providing Algoma Central Railway with \$2.1 million in operating funding until March 31, 2007 in order to continue its remote passenger rail service between Sault Ste. Marie and Hearst, Ontario.

In addition to the operating funding, the government will provide approximately \$1.5 million to replace Algoma Central Railway's passenger rail fleet. Algoma Central Railway is a wholly owned subsidiary of CN. "On behalf of Canada's new government I am pleased to announce this investment in Northern Ontario, an investment that will help to maintain the safety and reliability of the service offered to communities between Sault Ste. Marie and Hearst, and make the train a more comfortable transportation option for passengers," stated Minister Clement.

"This government knows how important these services are to remote communities," added Minister Cannon. "They are essential for their local economy and quality of life. This funding will ensure that those who rely on these essential services will have access to the national transportation system throughout the year."

"CN welcomes the government's continued support of this passenger rail service in both operating and capital dollars, because of its importance to the area it serves," said Keith Creel, senior vice-president of CN's Eastern Region. "We are particularly pleased that the government is allocating \$1.5 million for the replacement of passenger cars, which will assure an efficient, reliable fleet in the years ahead. CN, as the passenger service operator and maintainer of the fleet, will do its part to deliver a quality transportation product."

The revitalized fleet will include two generator cars, one baggage car, and three passenger cars, with modern high-capacity electric heating, reliable air-conditioning, new upholstery and floor coverings, newly glazed large windows, and restrooms that are accessible for persons with disabilities. In addition, an ancillary wayside power (shore power) connection will be added at the passenger station in Hearst, eliminating the need to run the generator car while the train is parked overnight. This will reduce pollution and noise in the area. The replacement passenger fleet is expected to be in service in the fall of 2006.

In addition to providing a valuable transportation service to local residents, CN's Sault Ste. Marie-to-Hearst, Ontario passenger rail service supports the regional economy by carrying customers, staff and supplies to remote commercial lodges and wilderness tour points, some of which can only be reached by rail. The service transported almost 9,000 passengers in 2005.

Federal funding comes from the Regional and Remote Passenger Rail Services Contribution Program administered by Transport Canada. The program ensures that safe, reliable and sustainable passenger rail service is provided to regional and remote areas of the country. Regional and remote passenger rail services are either the only means of surface transportation for remote communities or an alternative means of transportation for rural communities. These services also support economic activities in the lumber, mining, recreation and tourism sectors and provide an essential lifeline for isolated communities.



#### **New VIA station for Hamilton studied**

A downtown Via Rail station would generate the most new riders, revenue and economic spinoffs for Hamilton. The location's virtues are outlined in a draft consultant's report evaluating the best place in the city for a new train station. It confirms the top two picks are either near the old James Street North station or east Hamilton, likely near the former SWARU site on Kenora Avenue. Members of the city's Via Rail task force will debate the report this week.

Chair Bob Bratina expects they will recommend the James Street North location as the top choice - the downtown councillor's pick from the start. "I always believed we had a case and I think the report shows we do," he said. "Now Via can make their own decision. Our job as a city is to try to direct them to a location that's best for the city." A Via executive has publicly said the rail company would prefer a station in the city's east end because it's farther from the Aldershot station.

A spokesperson last week confirmed Via has received the consultant's report and will review it before making any decisions. The report examined four potential locations for the new station, including Hunter Street, James Street in the north end of downtown, east Hamilton and Copetown. It found the downtown location would attract 48,000 new riders and an estimated \$1.8 million in revenue. The east end location came second at 36,000 and \$1.3M in revenue. The downtown location also has the most potential to generate economic spinoffs, the report says. But Mayor Larry Di Ianni has warned the city shouldn't be too firm about its choice in case it pushes Via away. Ultimately, he argued, the company will decide. (Hamilton Spectator 060710)



## TRANSIT

**GO Transit launches Stouffville Line extension**

Go Transit has announced it started building a \$42.5 million extension to the Stouffville Line, which runs between Toronto's Union Station and Stouffville, Ontario. The agency will build an underpass to separate two intersecting lines in Markham between the Milliken and Unionville stations. The project will eliminate an intersection of GO Transit's Stouffville corridor with a Canadian National Railway Co. line.

The project is scheduled for completion at 2007's end. (Progressive Railroading Daily News 5/26/2006)

**Airport rail link gets fresh review in Toronto**

The controversial rail link between Union Station and Pearson airport - on life support now for more than a year - is getting a fresh review. But it will take more than a year to know whether GO Transit officials will back the publicly funded private railway proposal or kill it by picking another rapid transit alternative in an environmental assessment process that is beginning all over again.

Weston residents - whose vociferous opposition to the rail link delayed the project - will get their say at how they think the environmental assessment ought to be run at a public meeting tomorrow night that will lay the groundwork for the study. "This is a very controversial (issue)," said Imants Hausmanis, project manager for GO Transit. "We have to follow the process now. In July of next year, we should have a resolution.

"Hausmanis said the study will have two prongs, one will look at expanding GO service to Georgetown on the existing CN corridor. The other will examine a wider range of transit options to the airport than the old study, which simply looked at the impact of a Union-Pearson rail link. The possibilities include subway extension, a bus-only highway and widening Highway 427. Hausmanis said if the study recommends anything outside of GO's jurisdiction - such as subway extension - the findings would be passed to the City of Toronto and the TTC. (Toronto Star 060620)

**SHORT LINES****Québec Central**

Véritable gouffre financier, le chemin de fer Québec Central, qui relie Sherbrooke à la Rive Sud de Québec depuis plus de 100 ans, en serait à ses dernières heures.

Le propriétaire du chemin de fer, monsieur Jean-Marc Giguère, a confirmé au Journal de

Sherbrooke qu'il songeait sérieusement à abandonner le tronçon non rentable, reliant Sherbrooke à Vallée-Jonction, dans la région de Beauce. Las de puiser à même ses ressources pour le maintenir en fonction, l'homme d'affaires a l'intention de le démanteler pour ensuite vendre le fer, qui se transige actuellement à quelques centaines de dollars la tonne. Monsieur Giguère, qui est aussi propriétaire de l'entreprise Express Marco de East Broughton, avait acheté le chemin de fer en 1999 du Canadien National.

(Bas de vignette) Le Québec Central fait circuler moins de 5000 wagons par année. Jusqu'à l'été dernier, le Train touristique Chaudière-Appalaches utilisait encore ce réseau.

Le Train touristique du Haut St-François avait cessé ses activités en 2004 après un peu plus de trois années d'exploitation, suite au mauvais état de la voie qui le forçait à rouler à une vitesse de moins de 16 kilomètres à l'heure.

« Pas juste à moi de mettre de l'argent » « J'aurais pu vendre le chemin de fer à des Américains qui voulaient le démanteler, il y a quelques années. J'avais refusé parce que je crois au développement régional et à la sauvegarde du patrimoine », explique l'entrepreneur.

Un groupe formé des municipalités et des MRC qui bordent le Québec Central avait alors montré un intérêt pour se porter acquéreur du tronçon ferroviaire. M. Giguère attend toujours.

« Ce n'est pas seulement à Jean-Marc Giguère de dépenser de l'argent pour garder ce chemin de fer en vie, plaide-t-il. Pour continuer, il faudrait qu'il soit rentable, ce qui n'est pas le cas en ce moment compte tenu de sa détérioration. Il faudrait pouvoir augmenter la vitesse des trains pour avoir des clients, mais ça coûterait plusieurs millions de dollars pour les travaux de restauration. »

La décision finale du propriétaire du chemin de fer sera prise au cours des prochaines semaines.

« Le Québec Central est une artère principale qui nous manquera, surtout avec la crise du pétrole sans précédent qui s'en vient. Pour garder nos voies ferrées, ça prend de l'argent et j'espère que les gens vont le réaliser », termine-t-il.

**INDUSTRY****Bridge structural soundness determined by new system**

A small Quebec company and a handful of university researchers are using sophisticated sensors to help Canada's largest railway determine the structural soundness of key steel bridge crossings across the country. By measuring the acoustic waves created by rumbling freight trains, Tisec is able to read the size of cracks and levels of weaknesses at pivotal points in the structure - ultimately helping the railway to determine weight loads, speed and the timing of repairs. "It's a dream team

scenario for us," says Tisee's Thomas Hay, one of more than 30 exhibitors at the 16th annual Canadian Conference on Intelligent Systems held in Victoria this week.

The three-day conference is a showcase of 'intelligent systems.' In TISEC's case, the company is building on sensor technology already used in the transportation of pressurized vessels such as propane tanks. Professors and students at the Universite du Quebec at Trois-Rivieres have helped to adapt and improve the technology and CN is testing and using the product to improve efficiency and safety. Hay said the sensors will be used extensively on BC rail bridges from August through October. The goal is to eventually develop small versions of the equipment that can be permanently affixed to bridges, said Hay. (Victoria Times Colonist 060602)

## **BOMBARDIER**

### **Bombardier lands \$577-million deal with Chicago Transit Authority**

**With options, order could reach \$1 billion; represents 'very important breakthrough'**

Bombardier Inc.'s Transportation unit yesterday wrapped up a breakthrough order worth an initial \$577 million U.S. for mass transit cars for Chicago, potentially its second-biggest market in the U.S. after New York. Last May the Chicago Transit Authority picked Bombardier to negotiate directly for the supply of 206 state-of-the-art stainless steel cars and optioned 200 more. "Now we've finalized a firm order for 406 cars for \$577 million U.S. and the CTA has taken options on a further 300 cars", said Bombardier Transportation spokesperson David Slack.

Deliveries start early in 2009. Total value including options could hit \$1 billion U.S. The CTA operates the second-largest public transport system in the U.S. after New York, connecting 40 suburbs with the city itself. Bombardier has sold small numbers of cars to Chicago in the past, said Slack, but "this is a very important breakthrough for us".

The stainless steel car bodies will be built at Bombardier's La Pocatiere plant near Quebec City, which specializes in stainless steel technology. The plant's future now seems assured for many years despite the company's warning last spring that it could face shutdown in 2008 for lack of orders.

Since then, the Quebec government has given a sole-source contract worth about \$1.2 billion to Bombardier for delivery of 366 subway cars for the Montreal metro between 2010 and 2012. Price negotiations are now underway. The CTA order will buttress La Pocatiere for the 2008-10 period. "We still need to add to La Pocatiere's load for the critical 2008-2009 spot and we're beating the bushes for orders",

Slack said. Final assembly of the CTA cars will be done at Bombardier's Plattsburg, N.Y. plant. Some components will be made at Bombardier's Sahagun plant in Mexico. The cars will use AC propulsion that provides regenerative braking to reduce energy consumption and also lowers maintenance costs.

The cars will have a special levelling system to ease access and Bombardier will supply 10 prototypes within 30 months. They will go into revenue service in Chicago for nine months to test daily performance. Despite rising costs, U.S. public-sector construction - including transportation - is running at an annual rate of \$267 billion U.S., up nine per cent from a year earlier. New York's \$7-billion (U.S.) Second Ave. subway project has reached the design stage and Bombardier may compete for future car orders.

A \$1-billion (U.S.) New York order in the 1980s launched Bombardier into the international mass-transit business.

rgibbens@thegazette.canwest.com

Robert Gibbens, The Gazette, July 29, 2006.

## **HERITAGE**

### **Cost to reconstruct rail trestle bridges in BC rises**

Reconstruction of the Myra Canyon wooden railroad trestle bridges destroyed in the 2003 forest fires will cost \$2 million more than the \$13.5M estimate. And the price tag could rise further depending on how much it costs for the final three trestles and re-decking two more. Rock scaling also turned out to be more expensive than anticipated.

That cost over-run and a new parking lot will add another \$441,000. The steering committee in charge of the project recently awarded a \$3.4M contract to Bilco Construction to rebuild trestle No. 4 at the June Springs Road/Little White forest service road end of the canyon. Westbridge was awarded a \$2.3M contract to rebuild trestles 10 and 11. "We sort of hit the wall with the construction boom in BC," commented committee chair Ken Campbell. The rock scaling has to comply with Worksafe BC standards so it is safe for the two companies to erect the new trestles. "With rocks, you never know how much it's going to cost until you get into it," said Campbell.

The three trestles probably won't be done until December. The completion of trestles 10 and 11 will allow the next bidder to get to the first steel span which lost one-quarter of its wood timbers, deck and handrails. The second steel span in the canyon lost all of its timber, decking and handrails. The reconstruction project, which falls under a federal-provincial disaster relief program, is expected to be completed in the fall of 2007. Myra Canyon, part of the Trans Canada Trail, had attracted 50,000 visitors a year to its 16 wood trestles, two steel spans and two rock tunnels before the 2003 forest fire. (Canadian Press 060625)

### Toronto and Montreal Linked By Train Just 100 Years Ago (as of 1956)

A double centenary – 100 years of railway service between Montreal and Toronto – and the 100th anniversary of locomotive building at Kingston – is being commemorated today. Members of the Canadian Railroad Historical Association of Montreal are in Kingston to meet a similar group representing the Upper Canada Railway Society of Toronto. Railway service was inaugurated between the two cities on Monday, Oct. 27, 1856, by the Grand Trunk Railway of Canada, a predecessor of Canadian National Railways. In this manner, the two half-provinces of Canada were linked by a commercial highway of steel eleven years prior to Confederation.

Timetables in the possession of the Canadian Railroad Historical Association, issued shortly after the commencement of service, indicate that day and night services were offered, just as they are today. However, average traveling time in that era was 13 hours, compared with six hours and fifteen minutes for the CNR-CPR pool train “International Limited” today.

After attending a Centenary luncheon at La Salle Hotel the members of both groups toured the works of the Canadian Locomotive Company. The first locomotive built by the predecessor of the present company was outshopped in the same month as the establishment of train service between Canada’s two leading cities. This locomotive was turned over to the Grand Trunk Railway and was the forerunner of several thousand engines built since that date by Kingston for operation in Canada and in many other parts of the world.



Kingston Whig-Standard, Saturday, October 27, 1956.

150th. Anniversary of the Grand Trunk Railway  
Well another fifty years have gone by since 1956 when Omer Lavallee, Douglas Brown (CRHA), Ray Corley, John Mills, Bob Sandusky (UCRS) and 25 others celebrated the 150th. anniversary of the completion of the Grand Trunk Railway between Montreal and Toronto. The next issue (s) of Canadian Rail will feature the story of travel before and after the Grand Trunk, as well as its construction and impact on trade, travel and commerce in eastern Canada. Fred Angus has spent over a year researching this topic and with the help of several collaborators, the history of the Montreal – Toronto train service will be featured in the September – October (and possibly November – December) Canadian Rail.

### WCRR’s ex CPR Royal Hudson steams for the first time.

September 28, 2006 was a long awaited special day at the West Coast Railway Association as ex CPR Royal Hudson was officially re-introduced after its major overhaul. Over 1500 people turned out to see the 2860 steam into Heritage Park, the event was covered by three National TV networks! The weather co-operated to the point that escaping steam was scarce, it was so dry.

The CRHA will lease a feed water pump to the WCRA for five years for use on the 2860. The one on it now was borrowed from Canadian Pacific (2816 spare) and must be returned.

*The photo taken by Mrs. Don Evans shows British Columbia’s Lieutenant Governor, Her Honour Iona Campagnolo riding the pilot. She promised to do this from the start of the project, she kept her promise!*

*BACK COVER TOP: CPR’s Train No. 1 ‘The Canadian’ headed by FP-7 No. 1418 as photographed at North Bay, Ontario on April 4, 1974. Photo CRHA Archives, Fonds Bury, CPP-1-66.*

*BACK COVER BOTTOM: Another night shot, this time of CNRS-18 No. 3689 taken at Moncton, NB in August, 1976. Photo CRHA Archives, Fonds Bury, CNP-1-39.*

# Canadian Rail

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