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Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 528 • JANUARY - FEBRUARY • 2009

Published bi-monthly by the Canadian Railroad Historical Association
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire

CANADIAN RAIL

ISSN 0008-4875
Postal Permit No. 40066621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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FRONT COVER: This railroad runs through the middle of the house (well almost). Hard by Bill's Fish market in Digby, Nova Scotia, CPR RDC-1 9059 is backing down to Digby Wharf on July 8, 1969, to exchange passengers connecting with the SS Princess of Acadia. The vessel is operating on the Canadian Pacific's Bay of Fundy ferry service between Saint John, New Brunswick and Digby, Nova Scotia. Dayliner 9059 was one of two RDC-1s purchased in 1956 especially for service on CP's Dominion Atlantic Railway. Both 9059 and sister 9058 carried the Dominion Atlantic name on their tuscan red letterboards for years until the advent of CP Rail and "action" red. Incredibly, ex-DAR 9058 still performs service at the other end of the country as VIA 6133 on Vancouver Island's Malahat service. R.J. Sandusky / Lavallee collection courtesy Ron S. Ritchie.

BELOW: VIA Rail RDC-2 # 6205 and RDC-4 # 6250 about to disappear into the CPR Sudbury Yard on Saturday, June 21st, 2008. On the CNR and on VIA they are known as "Railiners". On the CPR they were known as "Dayliners". RDC-4 # 6250 is the only one of its kind still in service.

PAGE COUVERTURE AVANT : Le chemin de fer passe à la porte des maisons de la ville de Digby en Nouvelle-Écosse. Le train RDC-1 9059 du C.P.R. recule jusqu'au quai pour amener ses passagers au traversier; ce dernier appartient aussi au C.P.R. Il est en partance pour Saint-Jean, Nouveau-Brunswick. Ce RDC était l'un des deux de ce type achetés spécialement en 1956 pour être utilisés par la filiale Dominion Atlantic Railway du C.P.R. Ils portèrent le nom de ce chemin de fer jusqu'au changement pour l'appellation C.P. Rail. Il est curieux de constater que le 9059 est maintenant rendu à l'autre bout du pays, où il est devenu le VIA 6133 affecté au service Malahat sur l'île de Vancouver. Photo : R.J. Sandusky / Lavallée, collection Ron S. Ritchie.

CI-DESSOUS : Le RDC-2 no 6205 et le RDC-4 no 6250 de Via Rail s'éloignant vers la cour du CPR de Sudbury, le samedi 21 juin 2008. Sur les réseaux du CNR et de Via, ils sont connus sous l'appellation Railiners. Sur celui du CPR, on les nomme Dayliners. Le RDC-4 no 6250 est le seul de sa catégorie encore en service.

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LAYOUT: Gary McMinn

PRINTING: Impression Paragraph

DISTRIBUTION: Joncas Postexperts Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522

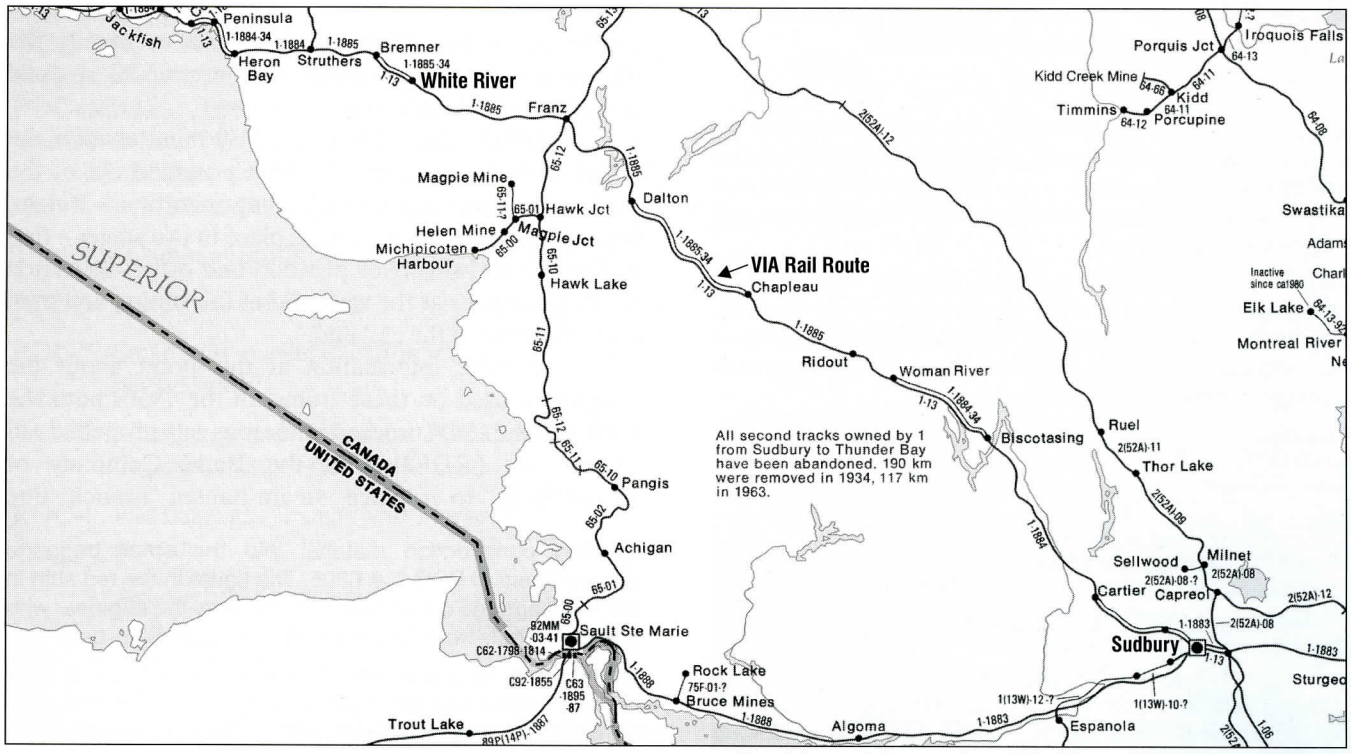
Of Bugs, Budds and Bears

Friday, June 19th – Tuesday June 24th, 2008

By Stephen Wray

All photos by the author unless credited otherwise.

In this January - February issue we are pleased to give you a 'winter break' from the cold, snow, sleet and ice. We take you on a 601.5 mile (return) VIA Rail RDC 2008 summer adventure from Sudbury to White River, Ontario, with Steve Wray, CRHA member, Director and adventurer.



VIA Rail Canada's route over the Canadian Pacific Railway's mainline between Sudbury and White River, Ontario. Map detail from ' Lines of Country' by Christopher Andreae, published by Boston Mills Press, now out of print.

Itinéraire de Via Rail sur la voie principale du Chemin de fer Canadien Pacifique entre Sudbury et White River, Ontario. Source des précisions sur la carte : Lines of Country de Christopher Andreae, publié par : Boston Mills Press, édition maintenant épuisée.

In the ongoing tradition of "D&D" train trips of years gone by, Derek and Dad this year decided to head to the "wilds" of Central Ontario to partake of ride into history so to speak. Our quest – the thrice weekly VIA Rail Budd Rail Diesel Car (RDC) that traverses a portion of the Canadian Pacific Railway transcontinental mainline between Sudbury and White River, Ontario.

Due to the very significant cut backs in VIA Rail service since its creation in 1978, it is no longer possible to "get there from here" as passenger rail service in the Ottawa River Valley beyond Ottawa no longer exists. The round about way via Toronto would have added several days and nights to our travel.

The morning of Friday, June 20th, found Derek and I packing up the car for a trip "up the valley" to rendez-vous with our train at Sudbury. This is a 7 hour journey and I found myself longing for the days of CPR "Canadian"....the REAL one – not VIA's "Super Continental" by another name and route. The scenic dome cars of # 1 and # 2 were great places to watch the ever changing vista – farm fields, small towns, dams, mountains and of course the majestic Ottawa River. Beyond Arnprior there were many glimpses of the former CPR line – still equipped with Automatic Block Signals (ABS). Is it too much to hope for the eventual return of passenger service between Ottawa, North Bay and Sudbury? Certainly the physical plant looks sound enough to support 50 MPH running!

Much to Derek's chagrin, we were "up and at'em" bright and early Saturday morning – 0700 for breakfast. We then meandered by the local market, located in the former headhouse of Canadian Pacific

Express, and over to the station. There was lots of activity as travelers unloaded their supplies for subsequent loading onto the train. VIA train number 185 and 186 are workhorses that deliver everything, including the kitchen sink, to remote settlements and cabins with no road access. In a way they are an anachronism in the 21st century, a throw back to an earlier era of rail travel, but still they perform a very vital function for the communities served. The trains stop anywhere "upon signal" and any adherence to the schedule was well…….forget about it. This was certainly NOT the Taiwan High Speed Train that I had ridden several weeks earlier – a train that topped out at 296 km/h!

CPR Sudbury Station. Saturday July 21st, 2008. Note the amount of luggage and supplies and the canoes (foreground).We would have over 20 of these ubiquitous craft – synonymous with river and lake travel in Canada, stacked 5 high in the baggage car.

La gare Sudbury du CPR, le samedi 21 juillet 2008. Notez la quantité de bagages et d'approvisionnements ainsi que les canots (au premier plan). Il y en aura 20 fois plus, empilés sur cinq niveaux dans le fourgon à bagages, une illustration des voyages par lacs et rivières au Canada.

Our (non) "adherence" to the schedule became evident even before scheduled departure at 0900 from Sudbury. In fact at 0900 there was NO train to be seen anywhere. The RDCs, which we had seen about 0840 (first picture), had disappeared into the yard and had not reappeared. Time passed by, permission was requested and granted by VIA station personnel to make a coffee run – still NO train. At about 1015 waiting passengers were advised that we would depart after 2 eastbound freight trains made it through Sudbury. Subsequently we were advised that one train was having problems getting "over the hill". Yard power was sent from Sudbury to couple up to the distressed train and eventually the offending train plus one other, both intermodal, stopped and then cleared the station.

ONLY some 2 hours and 30 minutes after the schedule departure time, the RDCs ambled out of the yard and into the station with loading operations – freight, baggage and passengers, taking place in two stages – first to load several sheets of plywood and other associated building supplies at the west end of the station and then everything else at the east end.

A little information at this point about the equipment used on these trains. In the 1950s both the CPR and the CNR ordered numerous self-propelled rail diesel cars (RDC) from the Budd Company of Philadelphia to replace steam-hauled branch line

Loading construction material into the small baggage compartment of RDC-2 # 6205. The figure in the red shirt in the rear baggage car turned out to be Gary the engineer who guided the train from Sudbury to Chapleau on Saturday.

Chargement de matériaux de construction dans le petit compartiment à bagages du RDC-2 no 6205. Le personnage en chemise rouge dans le fourgon à bagages arrière n'est nul autre que Gary, le mécanicien qui a conduit le train de Sudbury à Chapleau en ce samedi.

passenger trains. Later these units could be found across Canada – on branch and main lines and in commuter service. Adding subsequent second hand purchases, the CPR eventually landed up with 55 units and the CN with 47. At the time of VIA's creation 91 RDC were transferred to the new passenger train entity. The mechanical efficiency of the units (as opposed to conventional steam or diesel hauled passenger trains) plus the ability to use a crew as small as 2 people (engineer and conductor) no doubt saved many secondary passenger train services an early death sentence. Many of these trains in fact survived into the 1980s as a result. Today only 6 RDCs survive in VIA Rail service – 3 designated for this train and another 3 for VIA other RDC service between Victoria and Courtenay on Vancouver Island in British Columbia. These are the last RDCs in service on the continent as Amtrak retired its units in the 1980s and BC Rail in 2002.

The Budd Company produced 5 types of RDC units:

RDC-1 Full coach with 90 seats

RDC-2 Small 17 ft baggage section with 1 baggage door per side and 71 seats

RDC-3 ½ baggage and ½ coach – 1 small and 1 large baggage door per side and 49 seats

RDC-4 Full baggage – 1 small and 1 large baggage door per side.

As bought the baggage section was divided into a 31 ft baggage express section with a large door and a 30 ft railway post office (RPO) with a small door. As the railways lost the contracts to carry mail, the interior partition between the two sections was removed to make one large baggage and express room.

RDC-9 Full coach with 94 seats

All types except the RDC-9 can be driven from either end and have 2 under floor 275-300 hp diesel engines. Rather than diesel electric propulsion, these units are driven by hydraulic torque transmission. The RDC-9 has no controls for the engineer and only one engine making it significantly less flexible than the other units, although more miserly on fuel. The RDC-4 is shorter (73ft 10 in) than the other types and has no steps for passenger access. Cooling fans and exhaust stacks are located in the bulges on the roof of each car. The cars were construction with stainless steel – this above everything else accounts for the longevity of the cars.

VIA rosters the following units for train 185 and 186:

RDC-4 6250 (ex-VIA 6450 / CN6450 / CN D151) Built in September 1955

RDC-2 6205 (ex-CN 6205 / CN D205) Built in May 1958

This photo shows the differences in the doorway between the RDC-4 (left) and all other RDC models. The RDC-4 cab is however fully functional.

Cette photo montre la porte du RDC-4 (à gauche), qui est différente de celles de tous les autres modèles de RDC. La cabine du RDC-4 est cependant entièrement fonctionnelle.

and not on our train but used regularly:

RDC-2 6215 (ex-CP 9107) Built in July 1956

Both RDC-2 have snack bar facility equipped with fridge, coffee maker and microwave. Snack bar service is not offered, although free bottled water is freely available. The crew sell coffee at $1.00 per cup which is their own (and thoughtful) initiative. I was advised that the third car is only used on Tuesday departures from Sudbury in May and June when local elementary school children make a 33 mile trip out to Cartier and return to Sudbury by bus. The Sudbury station and the inside of RDC 6205 are festooned with testimonials from the students – both written and in pictures.

The 6250 was one of only 14 RDC-4s built (USA and Canada) and is the last one left in service. Seven RDC-4s came to Canada with CN purchasing four and CP

three. The only other one extant, VIA number 9250 (CP 9250) built in July 1956 was donated to Exporail / The Canadian Railway Museum, St Constant, QC through private channels in December 2002. It is being externally restored to its CPR livery.

All units currently maintained by NRE Alco Loco of Canada in the former CN Capreol diesel shop. Units are shuttled to Capreol once weekly on "off" day (no service on Monday) and returned in time for Tuesday 0900 train. There is discussion that maintenance will move to another contractor - this time located across the yard from the VIA Sudbury station. This move would seem to make a lot of sense. Despite the maintenance, 6205 was returned from major repairs at Moncton, NB, a few years back with only one engine functioning – a situation never resolved and now the crew reported one of # 6250's down for the count as well. Between Chapleau and White River the remaining engine in # 6250 cut out continually and engineer Peter had to stop the train, get out of the train and restart the unit. On the return trip, the unit was not as cantankerous but at one point we lost ALL power as the functioning engines on both cars crashed at the same time. In this circumstance you only get one chance at a restart as it requires compressed air to crank the engine…and without power you only have enough air to try once. Suffice it to say – it worked.

ALL ABOARD!! Fully 3 hours late, at 1201, the call comes to leave Sudbury. The train moves slowly ahead about half a mile then stops. Time for our first meet of the day. A manifest freight with 2 SD-40-2's and a "red barn" SD-40-2F. This gives us a chance to peer over to the former CPR shops. Amongst other items there is an LRC locomotive in primer paint. We slowly weave by the various industrial sidings leading to the nickel smelters. We see CPR SD-40's pushing ore jennies on the Levack spur into the Vale Inco smelter facilities. There's a lot of track work going on, so slow orders keep us from taking advantage of the only 60 mile per hour track on the entire trip – this being located in the Azilda area.

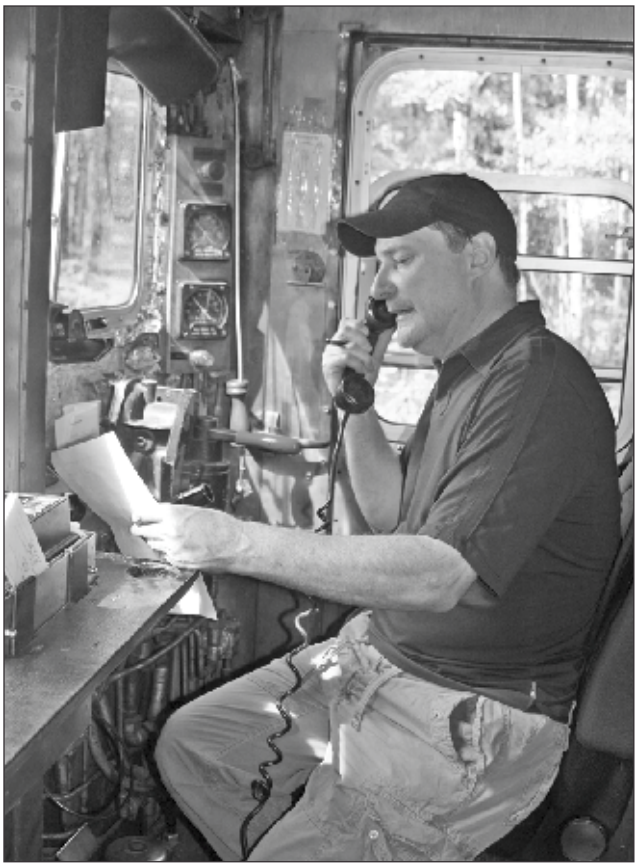
Arrival at Cartier is done twice – well kind of – let me explain. We passed the station at 13:45 but kept on going. Seems we were a couple of tracks over from the platform and there were a lot of canoes and people waiting for us so we ran ahead to the next signal, waited for the ok to back up and then returned to the station on "track 1". After loading many canoes – stacked 5 high in the baggage car – and associated camping supplies and the folks that went along with the stuff, we were off at 1420. Our little train was now beyond seat capacity. Many travelers simply remained in the baggage car until arrival at their set off.

Sheahan, Ontario at 1505 on Saturday, June 21st. At this time we were approximately 4:30 late! These intrepid individuals were off to paddle the Spanish River. Canoes off and on at many places was a constant on the trip. Upon leaving this location we were shown a 20 "moon" salute. Impressive yet unrecorded.

À Sheahan, Ontario à 15h05, le samedi 21 juin 2008. À ce moment-là, nous étions en retard d'environ 4 h 30 min! Ces individus intrépides avaient quitté le train pour aller pagayer sur la rivière Spanish. L'embarquement et le débarquement des canots étaient chose courante tout au long du voyage.

Sheahan was reached at 1500. Here was our first large set off of campers. We departed at 1510 – but not before being mooned by 20 guys!

We arrived at Biscotasing, the "BIG" civilization point on this part, of the line at 1610 – a little more than 4½ hours late! I estimate the town population at about 20 people….and just as many dogs and ATV's. The only commercial establishment is the rather ramshackle general store. After departure from this point, the majority of the travelers have left us and there is plenty of room once again to stretch out. Our conductor, Ken, seeing the photo gear and timetables, advises that if we want to go up to the head end (the engineer's cab) it's ok by him and with the engineer, Gary. We continue our ride – this time from the best seat in the house…. the left side of the cab! The weather is iffy – the train rolls through alternating cloud, sun, rain. There is spectacular fork lightning which provokes the question, "What happens when lightning hits a steel train rolling on steel wheels on steel rail?" No one knows the answer to that one, but it would seem to be safe as no one hears about "death by lighting on train".



Conductor Ken (between Sudbury / Chapleau – both days) repeats authority back to Rail Traffic Controller (RTC) to pass a signal that is not functioning properly – red / stop rather than green / proceed at Kinogama (milepost 112). The RTC, located in Calgary, Alberta, gives permission to pass the stop signal and proceed at restricted speed (15 mph) until the next signal. The picture also shows the compactness of the engineer's "cab". The bulkhead is right behind the seatback – photo taken from the other side of the cab.

Ken, le contrôleur (entre Sudbury et Chapleau pour les deux jours) demande de nouveau aux autorités du RTC (Rail Traffic Controller), de passer un signal erroné (un rouge-arrêt plutôt qu'un vert-procéder) à Kinogama (borne du mille 112). Le centre du RTC, situé à Calgary, Alberta, donna la permission de passer outre au signal d'arrêt et de procéder à vitesse réduite (15 milles à l'heure) jusqu'au prochain signal. La photo montre l'étroitesse de la cabine du mécanicien. La cloison est immédiatement derrière le siège. Photo prise de l'autre côté de la cabine.

The electrical storms did affect one area of the operation – the signals. Apparently the signals controlling the west end of the siding at Kinogama had been affected by one of the storms and as a result were showing red or stop. This meant we had to get approval from the RTC to continue at restricted speed until the next signal. Oh well – we were already so far behind schedule….what was a few more minutes?

After that it was clear sailing the last 20 miles to "almost" Chapleau. Almost? Well, the train stops at the fuel rack, located right on the main line track just east of the station. We reached this point at 1815 – exactly 4 hours after the time we should have departed the actual station! After topping off the tanks in both units we moved onto the station and arrived at 1825.

Although much downsized from its glory years, Chapleau is a divisional point and therefore a crew change point. We said goodbye to Gary (engineer), Ken (conductor) and Jermaine (brakeman) and hello to the fresh crew, Peter (engineer) Dennis (conductor) and Adena (brakeman –yes old habits die hard – Adena is a diminutive young woman but she's a brakeman – not a "brakeperson". The new crew would take us onward to White River….and return with us to Chapleau in the morning. By the same token, we had almost the same crew on Sunday from Chapleau to Sudbury. Due to our very late arrival on Saturday, Gary booked off and Marc replaced him at the throttle.

CPR 2-8-2 "Mikado" type steam locomotive number 5433, class P2h, built by Canadian Locomotive Company (CLC) in Kingston, Ontario in August, 1943 and donated to the City of Chapleau by the CPR in May 1964. During WWII, there were efforts in the USA to rename the "Mikado" type to the "MacArthur" Type – shades of Freedom Fries several generations earlier.

La locomotive à vapeur de type Mikado 2-8-2 classe P2h du CPR no 5433 construite par la Canadian Locomotive Company (CLC) de Kingston, Ontario en août 1943 et offerte à la Ville de Chapleau par le CPR en mai 1964. Aux États-Unis, pendant la Deuxième Guerre mondiale, on tenta de remplacer le nom Mikado par MacArthur, par esprit de nationalisme.

Departure from Chapleau was at 1850…just slightly off the advertised. Actually it was 1:05 AFTER we should have arrived at White River! No problem – the scenery was good and daylight would stay with us until about 2200 – a late June bonus. Upon departure our conductor, Dennis, started taking bets on the probability of seeing moose on the trip that night. Apparently the bugs, mainly black flies, drive the moose crazy and they leave the security of the woods to try and shake the pests. There were no takers however which is fortunate – we did

not see any on Saturday despite everyone – passengers AND crew scanning the logical haunts. We did, however, see two bears amble off into the woods as our train bore down on them. After dark we found out that the female passenger across from us was actually a cook on the CPR track gang train that was currently in White River. She was returning from a few days vacation in the big city – Sudbury! She offered to feed us after arrival if we could not find an open restaurant. We pick up one large group in the middle of nowhere –milepost 88 – all of them are heavily into bug avoidance. A fashion statement they're not. Socks pulled up outside their long pants, long sleeves despite a warm evening and brimmed hats with mosquito netting. A short time later, we drop off the five passengers in the fading light just after 2200. They have to struggle about 150 yards through the woods to get to their camp…….and they have a lot of stuff.

At the rather late hour of 2248 we finally pulled into the unlit White River station. As two eastbound freights were tied up on the main track east of town we pulled in on the passing track. In the poor lighting, the remaining passengers stumbled over the rails and onto the station platform. We called the "Continental Hotel" and they dispatched transportation to pick us up. Turns out to be a King Cab pick up truck – welcome to Northern Ontario! Soon enough we're checked in. We ask if there is ANYTHING left open to get some dinner. Yessiree – Robin's Donuts – immediately across the Trans Canada Highway (Ontario 17) from the hotel.

Sunday morning comes altogether too quickly. Fortunately there is a dining room attached to our hotel which is not the case at the competition across the highway! Seems the dining room has been inundated with customers at the early hour of 0715 and the 2 waitresses are harried and rushed. Service is slow as a result and we watch time pass by as we wait and wait some more. During this period I also checked with the front desk to secure a ride to the train station. No luck – nobody home – door locked and no response on the phone. It's beginning to look like Derek and I will have to hoof it the couple of kilometers – bags, cameras, junk food and all, etc. FINALLY breakfast arrives. We scoff this down, pay the bill and check at the front desk again – still no response….and it's well after 0800 by this time. One more time on the phone. Success – seems we have been relayed to someone's cell phone. 10 minutes later our pick up truck from the previous evening arrives and we get to the station by 08:45.

Peter (engineer) and Dennis (conductor) are waiting on the platform and question our being "late". I found this rather amusing in that departure was scheduled for 0900 and was thinking that if it was anything like the previous day, well……we would leave when good and ready. The road vehicles backed up to the station platform were from all over the United States. We personally saw Georgia, Maryland, North Carolina and

Animated conversation on the White River station platform. Left to right Derek, Stephen, Peter (engineer) and Dennis (conductor). Peter and Dennis had brought the train in from Chapleau the previous night and would return with us on Sunday. Note the license plates on the vehicles – Michigan and North Carolina. Photo Garth Stevenson.

Une conversation animée sur le quai de la gare de White River. De gauche à droite : Derek, Stephen, Peter (le mécanicien) et Dennis (le contrôleur). Peter et Dennis ont conduit le train à partir de Chapleau la nuit précédente et seront de retour avec nous le dimanche. Notez le numéro des plaques d'immatriculation sur les véhicules : Michigan et North Carolina. Photo : Garth Stevenson.

White River, Ontario. All loaded (no pun intended) up and ready to go on Sunday morning. Fortunately the group bringing along these supplies got off the train relatively early and were unable to make a lot of headway in the suds.

White River, Ontario. Tout est chargé (sans calembour) et prêt à partir en ce dimanche matin. Heureusement que le groupe à qui appartient ce chargement a quitté le train assez tôt sur le parcours!

Michigan amongst others. We were advised that it was not unusual to see cars from California or Florida. That is one heck of a lot of driving for some fishing or hunting. It seems that for many American families they return year after year because they like this part of Ontario so much. Often the visits span generations…I saw some young lads with their Dads who in turn had been introduced to the area by their Fathers.

Surprise, surprise…..our departure from White River is "on the advertised' at 0900! Interesting train. We had a good passenger count when we left White River. In the RDC-4 I spoke at length with an American and his son visiting from Washington, DC. They were one of those families that had been journeying to this area for years. At milepost 88 (approximate location Swanson) a rowdy group of 30, including children who had occupied their time swinging from the overhead bars in the baggage car, disembarked.

By the time we reach Franz (48 miles) there are precisely 3 passengers – the 3 rail enthusiasts – Garth Stevenson from St, Catharines plus Derek and myself. Essentially we have our own private train! Oh and by the way ….we did see the elusive moose that morning – a beautiful male with a huge set of antlers. We zipped by too fast to get a photo however. Our private train would not last long however. The next paying customer gets on at Lochalsh (mile 68.1), approximately 14 miles east of Franz. After that, we picked up passengers regularly so that by Biscotasing we are full again.

For our second surprise of the day, our arrival at the divisional point of Chapleau is right on time at 1315. It's time for our final goodbyes to Peter, Dennis and Adena. Before signing off Adena tended to some very special freight – several hanging baskets of flowers for delivery further east. In all my years of train riding I had never seen this type of cargo. The baskets were all hanging from bars running the length of the baggage car at about the 8 foot height.

Departure from the Chapleau station was at 1330. We were now in the care of conductor Ken, engineer Marc (replacing Gary from yesterday) and brakeman Jermaine. Repeating the fuelling of yesterday we pulled ahead to the fuel rack and departed at 1343.

Many passenger stops and slow orders for trackwork in the Sudbury area conspired to set us off schedule once again and we were unable to make up any time. After disembarking passengers mainly at Cartier and Azilda, we arrived in Sudbury at 1948 – only 1:28 after scheduled arrival time – much better than the very late arrival in White River the night before. As a train enthusiast it was altogether too soon for me and probably not soon enough for Derek - our wilderness ride had ended.

A word about actual train operations. Most VIA trains operate on CN Rail. VIA's transcontinental trains, "The Canadian", operates on short lengths of CP track

Algoma Central (now CN Rail) diamond at Franz, ON. View is looking south on ACR towards Sault Ste. Marie Note details: yellow diamond sign is speed limit for ACR trains – upper for passenger, lower for freight; continued use of jointed rail; interchange track with CPR leading off to right side of photo and the new signal (turned away from track) being installed. The last time I went through this point I was on the ACR passenger train between Hearst and Sault Ste Marie (in 2004).

Le croisement oblique de l'Algoma Central (maintenant CN Rail) à Franz, Ontario. Vue en direction sud sur l'ACR vers Sault Ste. Marie. À noter les détails : le signal en losange jaune indique la vitesse limite pour les trains de l'ACR, en haut pour les trains passagers et en bas pour les trains de marchandises; l'usage continu d'éclisses de rail; la voie de jonction avec le CPR à droite de la photo et un signal nouvellement installé (tourné à l'opposé de la voie). La dernière fois que j'ai passé à cet endroit, j'étais à bord d'un train de passagers de l'ACR entre Hearst et Sault Ste. Marie en 2004.

westbound in Ontario and eastbound in British Columbia, but the Sudbury-White River train is the only VIA one that operates solely on the CPR. Trains 185 and 186 operate with CPR employees only - there are no VIA employees onboard. The dress code for employees is "casual". Whatever works on a freight works here. Everyone was personable and genuinely interested in making sure that everyone was enjoying the trip. All were interested in hearing about you and in turn I have to say I

Most unusual cargo – flower baskets being loaded into the baggage car (# 6250) train number 186 by Adena at Chapleau.

Chargement inusité! Des paniers de fleurs chargés dans le fourgon à bagages (no 6250) du train no 186 par Adena à Chapleau.

was pretty interested in their stories as well. Cab conversation ran the gamut from actual train operations, railway history, to sports – particularly hockey, children's skating (Engineer Marc's twin daughters!), photography, and of course politics. Conductor Ken had a real penchant for keeping the younger set entertained. Conductor Dennis was always good for just one more joke. They also allow you into the cab with the engineer - anytime and anywhere for as long as you want. The only rule is that everyone gets a turn.

Unlike CN, whose Rail Traffic Controllers (RTC) seem to delight in delaying passenger trains, especially "The Canadian" on its cross Canada trek, the CPR RTC seem to make every effort to get this train over the road with a minimum of delay. This was in common with my experience with their steam special with 4-6-4 Empress 2816 through the mountains of BC back in October 2006. No one could have foreseen the initial delay when the freight stalled on the grade west of Sudbury and the other delays were due to loading / unloading of our train. The amount of cargo – canoes, camping sand other supplies – was substantial. On our westbound trip, we met 9 intermodal and one general merchandise train plus passed 2 westbounds waiting for us at Cartier. The majority of the meets were of the "rolling" variety – i.e. neither train coming to a complete stop. The entire route is controlled by Centralized Traffic Control (CTC) and RTC in Calgary did a great job in keeping things rolling. It was more of the same on our eastbound trip . Between White River and Chapleau we met 2 westbounds and overtook one eastbound. There was another train waiting to meet us at the fuel racks in Chapleau. We met another 9 westbound trains, including a unit coal train between Chapleau and Sudbury. That's 24 trains on a single track railroad – not bad traffic control at all!

As a "remote" service the VIA train to White River is very reasonably priced at $124 round trip - not bad for a 601.5 mile trip - which turned out to be 22 hours of riding the rails. As an additional bonus due to the train being over 2 hours late westbound, I'll get a 50% off credit on the westbound portion for another trip. By way of comparison, Montreal-Sudbury and return by car, 812 miles, cost $130 in gasoline.

Derek and I drove back to Montreal on La Fete Nationale (Tuesday, June 24th). Another satisfactory train trip completed!

Ottawa Central Railway

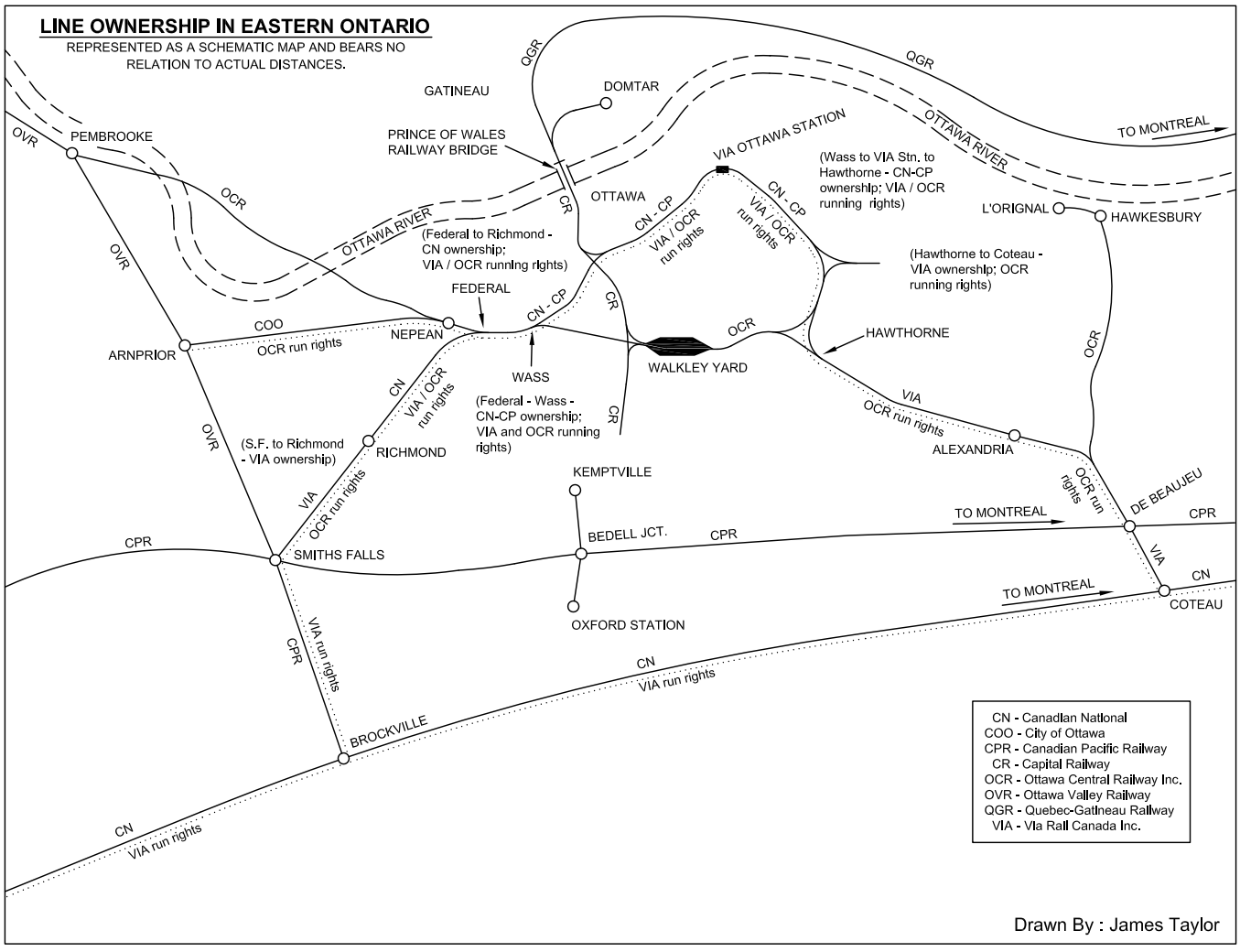
A Capital Operation

by Roderick Taylor

All photos by the author

The late 1990s saw a resurgence of short line railways across the country as Canadian National and Canadian Pacific spun off low density or duplicate trackage. These sales were facilitated by changes made to the Canadian Transportation Act in 1996. Many of the short lines have significantly increased the freight business carried over their lines. Others, however, have faced significant challenges as major customers closed their operations – this has been particularly true of those short lines having large paper mills and lumber operations as their largest customers. Short lines as a whole have a very low rate of financial returns and are confronted with the heavy costs to upgrade locomotive fleets and improve tracks and bridges to handle the heavier freight cars as the North American Class I railroads move to a 286,000 pound load limit.

Recently, Canadian National has repurchased a number of the short lines that it previously spun off. In early November 2008, CN announced that it was spending $49 million to purchase four components of the Quebec Railway Corporation: the Matapedia and Gulf Railway from Riviere du Loup, Quebec to Campbellton, New Brunswick and the branch to Matane, Quebec; the New Brunswick East Coast Railway from Campbellton to Pacific Junction (outside of Moncton), the rail car ferry between Matane and Baie Comeau and the Ottawa Central Railway in eastern Ontario. This article was written before the sale was announced. In its announcement, CN committed to replacing the locomotives used on these lines and to upgrade the railways. In line with this commitment, CN units replaced all of the Ottawa Central locomotives by the end of



Ottawa's former Union Station, under a threatening sky on July 4, 2006. The station is located to the east of the picturesque Rideau Canal. Opened as the city's principal railway station in 1912, it was closed in 1966 and presently serves as a government conference centre. Its Great hall is a half-scale replica of that of the former New York Pennsylvania Station. The station may possibly reopen as a light rail transit terminal or stop, albeit likely for an underground LRT line.

L'ancienne gare Union d'Ottawa sous un ciel menaçant, le 4 juillet 2006. Cette gare était située à l'est du pittoresque canal Rideau. Ouverte en tant que gare ferroviaire principale de la ville en 1912, elle fut fermée en 1966 et le bâtiment est devenu le Centre des conférences du gouvernement fédéral. Le grand hall était la réplique, réduite de moitié, de l'ancienne gare Pennsylvanie de New York. La gare pourrait ré-ouvrir comme terminus ou du moins comme arrêt pour un transport urbain, peut-être pour du transport léger sur rail souterrain.

2008. At the present time, the individual corporate identities are being preserved and short line employees continue to operate the properties. The permanent closure of the Smurfit-Stone mill at Portage du Fort in the fall of 2008 has reduced freight operations west of Ottawa. – Ed. Douglas N. W. Smith.

When one thinks of Ottawa, the images that typically come to mind are of historic buildings, museums, splendid riverscapes, and most of all, perhaps, of the Parliament Buildings themselves that dominate the panoramic vista of the Ottawa River.

Railways and rail transport are probably amongst the last things that one would associate with Canada's capital city – certainly nowadays. They are, in fact, chiefly notable by their absence, a consequence, in part, of track rationalization and abandonment in recent decades. Both the city's main VIA Rail passenger station and the Science Museum's steam locomotive collection are situated a considerable distance from the core, in non-descript industrial or commercial areas. There is no railway trackage (anymore) in the vicinity of the downtown, and the only rail bridge connecting Ottawa with neighbouring Gatineau, across the Ottawa River, is largely unused.

Rail freight transport has a particularly low profile. This is due is some measure to the fact that Ottawa is largely a white-collar city; heavy industry of the type that railroads typically rely on for much of their traffic is largely absent. It is also a consequence of being situated off of the main railway trunk routes. The nearest main lines are Canadian Pacific's Montreal-Toronto line some 25 miles or so to the south, and the same company's transcontinental route (actually leased and operated by Rail America subsidiary, Ottawa Valley Railway) about the same distance to the west.

But rail freight does have a presence, albeit fairly unobtrusive, in the capital city. Tucked away in a two-story building at the south end Walkley rail yard, in a part of Ottawa that is far off the beaten path of the droves of tourists who come to visit, and probably unbeknownst to most city residents, are the head offices of the Ottawa Central Railway.

The OCR is a sizable railway freight short line, certainly one of the more important in Canada. Owned by the Societe de Chemins de Fer de Quebec (or Quebec Railway Corporation), it stretches for much of the length

The Chateau Laurier Hotel, on of Canada's grand railway hotels. It was built by the Grand Trunk Railway in 1912 .

L'hôtel Château Laurier, l'un des grands hôtels ferroviaires canadiens. Il fut construit en 1912 par le Chemin de fer du Grand Tronc.

The combined Ottawa Central railway trains, 529 and 531 to Pembroke and Portage du Fort ready to depart from Ottawa's Walkley Yard on July 27, 2006. Crew members from left to right are: Shawn Kelly, Kevin McRae, Angele Brisson and Marc Andre.

Le tandem des trains 529 et 531 du Chemin de fer Ottawa Central vers Pembroke et Portage du Fort est prêt pour le départ de la cour Walkley d'Ottawa, le 27 juillet 2006. Les membres du personnel de bord sont, de gauche à droite, Shawn Kelly, Kevin McRae, Angèle Brisson et Marc André.

of the Ottawa Valley, from Coteau, Quebec, in the east, where it connects with Canadian National's Montreal-Toronto main line, just 40 miles short of Montreal, all the way north-westward, through Ottawa, to Pembroke, Ontario, for a total distance of about 165 miles.

In addition, OCR owns or operates on lengthy branches to Hawkesbury/L'Orignal, Smiths Falls and Arnprior, bringing the total mileage operated to around 250 miles. And since its formation in December 1998, when this former CN trackage was acquired, the short line railway has done well. And the future looks bright.

James Allen is the OCR's affable general manager. As we converse over coffee in his respectably spacious office, he quickly dispels the notion that one has to be a born and bred railroader to wax enthusiasm over the challenge of running a railway short line. He is, fact, very much a "hands-on" business entrepreneur.

Before taking the reigns at the nascent OCR, James spent many years in the areas of logistics and finance, acquiring a certain expertise in new business venture start-ups along the way; railroading was a different kettle of fish altogether. But it was another business start-up opportunity, and that was the challenge that attracted him. "I had done other business start-ups in manufacturing and logistics," he points out. "A short line railway was different; a new challenge."And it may come as a surprise to many to learn that James' case is quite typical in the short-line industry. "Most short line operators come from non-rail backgrounds. Entrepreneurial backgrounds are common," he adds. And given the differences between railway short lines and the large class I carriers – the former are much smaller and more informal organizations that place a premium on flexibility and on meeting the requirements of customers who are frequently small themselves – there is a certain logic to that.

The OCR bought the various properties – land, track, buildings and all – from CN, at the start, although some of the trackage is operated through running rights. OCR owns most of the main line – the 87 miles from Ottawa (Walkley) to Pembroke (excepting a short stretch between Wass and Federal that is jointly owned by CN and CPR) known as the Beachburg Subdivision, together with the Hawkesbury/L'Orignal branch (the Vankleek sub). The main line from Ottawa (Hawthorne) to Coteau (the Alexandria Subdivision) is owned by VIA Rail, as is part of the Smiths Falls Subdivision from Richmond to Smiths Falls. CN owns the stretch from Ottawa (Federal) to Richmond, which will presumably be taken over by VIA at some point.

The right of way of the branch to Arnprior (the former CN Renfrew Subdivision) is owned by the City of Ottawa, while the track and ballast is owned by the only customer on the line – Nylene Canada Inc. – at Arnprior.

A complement of 36 employees and a fleet of eight locomotives, seven of which are usually in service at any one time, sustain the operation. In winter, an additional locomotive is leased to provide back-up power.

The most heavily trafficked section is the Alexandria Subdivision, which sees a freight train averaging about 40 cars six nights per week. Leaving Walkley Yard around 21:30, the eastbound train typically arrives in Coteau around midnight. The westbound return leaves Coteau around 03:00, arriving back in Ottawa around 05:00. The Hawkesbury/L'Orignal branch

En route to Pembroke at Nepean, the Arnprior branch on the left proceeds straight ahead, the main line curves to the right.

En route vers Pembroke à Nepean. L'embranchement d'Arnprior est celui de gauche tandis que la voie principale est celle qui tourne vers la droite.

At Portage du Fort the train is divided, train 531 will proceed shortly down a spur to the Smurfit-Stone paper mill.

Le train est scindé en deux à Portage du Fort ; le train 531 avancera bientôt vers l'embranchement de l'usine à papier Smurfit-Stone.

joins the main line at Glen Robertson. At De Beaujeu, OCR's line crosses CPR's Montreal-Toronto main line, where some traffic is interchanged with that company.

A second freight service, also operating six days per week, connects the IVACO steel complex in L'Orignal, (which is OCR's largest customer) with Coteau. It traverses that part of the Alexandria Subdivision from Glen Robertson eastwards. Leaving Vankleek Hill around 09:30, that train usually gets in to Coteau by noon, and leaves shortly afterwards, arriving in Hawkesbury and L'Orignal in the mid-afternoon, before ending the day in Vankleek Hill. The great bulk of OCR's traffic is interchanged with CN at Coteau. The OCR shares the Alexandria Subdivision with an average of twelve VIA passenger trains per day, which restricts the operational window for OCR over this stretch.

On the line to Pembroke, a combined train operates five days per week as far as Portage du Fort, dividing there with one train going to OCR's second largest customer, the Smurfit-Stone paper mill, while the other proceeds to Pembroke where traffic is interchanged with OVR. Train length averages around 18 cars or so.

The Pembroke train leaves Walkley Yard Monday through Friday around 09:30, usually arriving in Portage by about 11:30 and Pembroke by around 12:30. The eastbound return typically departs Pembroke at 15:00, arriving back in Ottawa by about 18:00, about two or three hours after the return of the Portage turn. A single train serves the Portage mill on Saturdays.

Service on the remaining branches is fairly sparse. On the Smiths Falls sub (which also sees ten VIA passenger trains per day travelling between Ottawa and Toronto) freight service typically operates one or two days per week. And on the Arnprior branch, just one train per week, on Saturdays, serves the Nylene plant in that town.

Major commodities carried by the OCR include steel billets, scrap metal, wire rod, wood pulp, lumber, fibreboard, paper, fertilizer, chemicals and pelletized plastic. Except for internal movements, customers are billed by CN, which then apportions part of the total revenue to OCR.

The casual, informal culture at the OCR is readily apparent when Sales Manager, Mike Downey, sans suit and tie, briefly drops by. Upon being introduced by James, Mike immediately invites me to feel free to contact him should I require further information. Transportation Supervisor, Luc Larose, is similarly helpful.

My interview with James resumes. A key question I have in mind is how OCR's operation today compares with the situation that prevailed towards the end of CN's administration. James reels off a list of impressive stats that indicate that OCR is definitely on the right track.

Despite some plant closures and downsizing which has cut into certain freight sectors, overall traffic has been on the rise. "CN handled less than 12,000 carloads [per year] before we took over. Right now, we're looking at around 19,000," says James. And there have been significant increases in the traffic volumes at some customers, such as the Smurfit-Stone pulp and paper operation. "They generate about 50 carloads per week. That's about 25 per cent more than they had before [with CN]," he adds. And there has also been a notable increase in the number of customers served. "CN had about eight regular customers. We have about 2 ½ times that now, and we're adding three or four new customers per year," replies James.

Clearly, OCR is doing something right. A large part of the explanation lies in a determined focus on

Heading to Pembroke across the lengthy Portage du Fort bridge over the Ottawa River on July 27, 2006.

En route vers Pembroke, en traversant le long pont Portage du Fort au-dessus de la rivière des Outaouais, le 27 juillet 2006.

continued on page 25

Stan's Photo Gallery

January – February, 2009

In this issue of Canadian Rail, our photo gallery features the long lived CPR Budd RDC fleet. In September 1953, the CPR acquired its first three Budd RDCs, numbers 9050 to 9052. Known as "Dayliners", the CPR would eventually own fifty-five units including two cars bought second hand in 1958. One from the Duluth, South Shore & Atlantic became CP 9049 and the other from the Lehigh Valley CP 9116. The CPR "Budd car" fleet was second only to that of the Boston and Maine Railroad. The B&M operated their RDC's in conjunction with the CPR on the joint Montreal-Boston passenger service until the mid-sixties. The B&M RDCs differed from their CPR counterparts as they had a fireman's seat since union agreements required the presence of a fireman when operating on the B&M.

Over fifty-five years after the RDC came to Canada, it is perhaps fitting that the three Canadian railway services regularly running RDCs in 2009 use cars formerly owned by the CPR. These operations include VIA Rail's Sudbury-White River, Ontario service and the famous Malahat service between Victoria and Courtenay,

Les Photos de Stan

Janvier – Février, 2009

Dans ce numéro, notre galerie de photos met en vedette les trains RDC des Chemins de fer du Canadien Pacifique (C.P.R.) fabriqués par la compagnie américaine BUDD.

En septembre 1953, le C.P.R. achète ses trois premiers RDC numérotés de 9050 à 9052. On les appelle les Dayliners. Au fil des ans, le C.P.R. deviendra propriétaire de 55 trains RDC, dont deux achetés d'occasion en 1958 : le 9049 du Duluth South Shore & Atlantic et le 9116 du Lehigh Valley. La flotte RDC du C.P.R. deviendra la seconde en importance, derrière celle du chemin de fer Boston & Maine, qui fera d'ailleurs circuler les siens de concert avec ceux du C.P.R. sur leur voie conjointe entre Montréal et Boston jusqu'au milieu des années soixante.

Les RDC du Boston & Maine différaient de ceux du C.P.R. en ce qu'ils comportaient un siège pour le chauffeur, car le contrat syndical exigeait la présence d'un chauffeur lorsque le train circulait sur le territoire américain.

Il est intéressant de constater que plus de 55 ans

Behind the Budd factory at Red Lion, Pennsylvania, in March 1955, "Dayliner" 9100. poses for her builder's photo. The 9100 was the first of twenty-three CPR RDC-2s. Converted to an RDC-5 configuration and renumbered 9307, she became VIA Rail 6147 then wound up on Cuba's national railway system as FCC No 6014. CPR photo / Hugh J. Rowland collection

Photo prise à l'usine BUDD de Red Lion, en Pennsylvanie, en mars 1955. Le RDC 9110 est la première d'une série de 23 unités de type RDC-2. Ensuite, il a été modifié en type RDC-5 et numéroté 9307. Puis, il est devenu le numéro 6147 chez Via Rail pour finalement aboutir à Cuba avec le numéro 6014.

Photo : C.P.R. Collection Hugh J. Rowland.

RDC-1 9050 was the first production RDC bought by Canadian Pacific back in 1953. Sporting her as-delivered Tuscan red letterboard and yellow / tuscan "tiger stripe" paint scheme, 9050 reposes at Montreal's Glen Yard engine terminal in the early nineteen fifties. Sister RDC-1 in the Exporail collection will be restored to this appearance including the famous portable, oscillating headlight. F.D. Shaw collection

Le 9050 a été le premier du type RDC-1 à être acheté par le Canadien Pacifique en 1953. On le voit ici dans toute la splendeur de sa livrée originale, posant pour le photographe dans la gare de triage Glenn de Montréal au début des années cinquante. Un RDC de même type, faisant partie de la collection d'Exporail, doit être rénové avec cette même livrée et avec le phare amovible et oscillant d'origine. Photo : Collection F.D. Shaw.

BC over on the ex-CPR subsidiary the Esquimalt and Railway. The third service, which operates in Quebec over the former CPR Sherbrooke Subdivision, is Donald Thompson's Orford Express. His refurbished RDCs can be found running between Sherbrooke and Bromont.

Exporail / The Canadian Railway Museum is pleased to include not one, but two RDC's of CPR origin in its collection. Former CP RDC-1 9069 and RDC-4 9250 have been already cosmetically restored to their late sixties "hockey mask" paint scheme by Museum volunteers. Dayliner 9069 is being restored to operating condition under the direction of John Godfrey and a group of dedicated Museum volunteers and benefactors.

One of the early CRHA and Museum members who was perhaps the greatest fan of the CPR RDC's was the famous Canadian locomotive historian, Murray W. Dean. For years, under the pen name of "R.D. Carr", Murray contributed his "Power in Canada" motive power news column to Canadian Rail. This CPR RDC photo gallery is dedicated to the memory of Murray W. Dean. Murray, wherever you are, this Budd's for you!

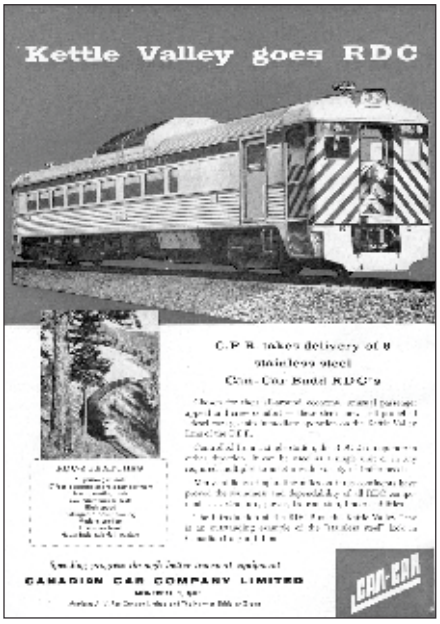
après l'apparition des RDC au Canada, ceux qui sont encore en service ont tous déjà appartenu au C.P.R. La société Via Rail les utilise entre Sudbury et White River, en Ontario. Ils sont également en service sur le Malahat entre Victoria et Courtney en Colombie-Britannique, sur le chemin de fer Esquimalt & Nanaimo, et aussi au Québec sur l'ancien tronçon de Sherbrooke du C.P.R. comme train touristique entre cette ville et Bromont. Ces derniers sont la propriété de Donald Thompson et sont connus sous le nom d'Orford Express.

Le Musée Exporail compte dans sa collection deux RDC ayant appartenu au C.P.R. Il s'agit des trains RDC-1-9069 et RDC-4-9250. Tous les deux ont été repeints par les bénévoles du Musée avec la livrée dite masque de hockey, comme elle avait été utilisée à la fin des années soixante. Le numéro 9069 est en voie d'être remis en état de marche par une équipe de bénévoles sous la direction de John Godfrey.

Je voudrais dédier cette collection de photos à la mémoire de celui qui fut, sans conteste, l'un des plus grands amateurs de RDC, Murray W. Dean. Ce dernier, membre de l'ACHF, travaillait bénévolement à Exporail. De plus, comme historien des locomotives canadiennes, il a signé plusieurs articles dans la revue Canadian Rail sous le pseudonyme de R.D.Carr. Mon cher Murray, où que tu sois maintenant, cette publication t'est dédiée!

Highballing eastward from Ste. Anne de Bellevue in June 1968, five CPR RDC's accelerate train Number 262 toward Montreal. The CPR made good use of the RDC in commuter service out of Montreal operating them to Rigaud, Vaudreuil, Ste. Therese and Farnham, Quebec. As many as twelve RDC's have been operated in multiple on CPR's Montreal Lakeshore commuter train services. Hugh J. Rowland

Le train 262 accélère au départ de la gare de Sainte-Anne-de-Bellevue en direction de Montréal. Le C.P.R. utilisait souvent ses RDC pour les services de banlieue autour de Montréal sur les segments allant vers Vaudreuil, Rigaud, Sainte-Thérèse et Farnham. On l'a même vu utiliser jusqu'à 12 de ses RDC reliés sur la section Ouest le long du lac Saint-Louis. Photo : Hugh J. Rowland.



Between 1957 and 1959, the Canadian Car Company, as a licensee for the Budd Company was involved in the provision of fourteen RDC's to Canadian railways. One of the "Can/Car" RDCs received an experimental Rolls-Royce diesel engine. VIA 6135, one of the Can/Car Budds, still operates on the Victoria-Courtenay, Malahat service. Canadian Transportation advertisement from January 1958. CRHA Archives, Fond Kemp

Sur cette publicité, publiée en janvier 1958 dans le magazine Canadian Transportation, on peut voir un train de type RDC fabriqué au Canada par la Canadian Car Company, qui en fabriqua 14 sous licence pour des chemins de fer canadiens. L'un d'entre eux fut même muni d'un moteur diesel Rolls-Royce à titre expérimental. Le numéro 6135, de Via Rail, est encore utilisé sur le service Malahat entre Victoria et Courtney en Colombie-Britannique. Photo : document d'archives SCHF, fonds Kemp.

CRHA Archives, Fond Angus

February 24, 1951 found Budd RDC demonstrator 2960 at the CNR's Point St. Charles shop. Sporting both the flags of an extra train and kerosene markers, the visitor passes one of the CNR's many 'Doodlebugs'. Budd 2960 operated to Waterloo, Quebec over the CNR Granby Subdivision, which at the time included the still electrified Montreal and Southern Counties interurban segment to Marieville. The overhead wires in the photo were for the CNR's Montreal terminal electrification. Ron S. Ritchie # 42

Le RDC démonstrateur 2960 du fabricant BUDD est en visite aux ateliers de Pointe-Saint-Charles du C.N., le 24 janvier 1951. À l'arrière-plan, l'un des vieux RDC Doodlebug du C.N. Ce démonstrateur a circulé sur la sous-division de Granby à Waterloo, au Québec; cette voie était encore électrifiée entre Montréal et Marieville. Les fils de caténaire qu'on voit sur la photo étaient ceux du rail électrifié de la Gare centrale de Montréal. Photo : Ron S. Ritchie no 42.

Six Dayliners, led by RDC-2 9107, accelerate commuter train number 272 from Rigaud eastward from Montreal in June 1970. The "Hockey Mask" paint scheme superseded the as-delivered tuscan and yellow "tiger stripes", but the Canadian Pacific name is still spelled out on the tuscan red letter boards. CP Rail and "action red" will soon appear. Stan J. Smaill

Six RDC reliés au RDC-2 9107 en tête accélèrent au départ de la gare de Rigaud en direction de Montréal en juin 1970. La nouvelle livrée peinte à l'avant était dite masque de hockey, car elle ressemblait aux images peintes sur les masques des gardiens de but de hockey. Cette livrée remplaçait les anciennes rayures d'origine. On allait bientôt remplacer aussi le nom Canadien Pacifique par le signe C.P. Rail.

From the catbird seat in CPR`s Montreal West Tower, Train 132 from Ottawa is seen here in the charge of an RDC-2 and two RDC-1s back in January 1971. The CPR`s passenger service to Ottawa via the North Shore was a good example of why the RDC was a great success on branch lines. From the mid fifties to the VIA era, passenger service over many branch and secondary lines of Canadian railways survived because of the economies realised from eliminating the conventional locomotive and car consist and the ability to use a two person crew versus the minimum of four persons required to staff a conventional passenger train. Stan J. Smaill

Le train 132 en provenance d'Ottawa, avec un RDC de type RDC-2 en tête et suivi de deux RDC-1, a été photographié en janvier 1971 du perchoir de la tour de contrôle de Montréal-Ouest. Ce service de passagers vers Ottawa par la rive nord était taillé sur mesure pour ce type de RDC. On l'a utilisé du milieu de la décennie cinquante jusqu'à l'époque de Via Rail pour le service des passagers sur de nombreuses voies secondaires. Le service sur les voies secondaires n'a pu survivre que grâce aux économies réalisées en utilisant les RDC plutôt que des trains classiques, une équipe de deux personnes seulement étant requise sur les RDC au lieu de quatre sur un train. Photo : Stan J. Smaill.

Three years later, from the same catbird seat in "BN" Tower, a single RDC-1 arrives at Montreal West with train 151 from Quebec. In this January 1974 view, the CP Rail multi-mark and" action" red are in evidence on train 151's lone RDC. Many CPR Dayliner enthusiasts felt that the" action" red of the CP Rail era was a good fit with the later "Hockey mask" graphics applied to the ends of CP's RDC's in the 1970's. Stan J. Smaill

Trois ans plus tard, toujours à la tour de Montréal-Ouest, en janvier 1974, le train 151 arrive de Québec par la rive nord avec un seul RDC-1. Celui-ci porte la nouvelle livrée rouge du C.P. Rail. Plusieurs amateurs trouvaient que cette livrée s'harmonisait mieux avec l'avant de type masque de hockey. Photo : Stan J. Smaill.

On Christmas Eve 1968, ex Leigh Valley 9116 leads CPR Commuter Train First 243 sporting the green flags indicating a second section to follow as per rule 21 of the Uniform Code of Operating Rules. Noteworthy is the fact that no less than twelve RDCs are in the train's consist. Early dismissal of downtown Montreal office workers at noon on Christmas Eve, required the use of the record twelve RDC's on train 243. The photo was taken just east of Westmount station. CRHA Archives, Fond Angus # 8414.

Le 9116, anciennement du chemin de fer Lehigh Valley, est en tête du train de banlieue 243 le 24 décembre 1968. Il porte des drapeaux verts selon le règlement 21, ce qui indique qu'une deuxième section du même train doit suivre. Il est intéressant de noter que ce train est composé de 12 RDC en raison du départ en masse des employés de bureau du centre-ville à midi en cette veille du 25 décembre. Cette photo fut prise à l'ouest de la gare de Westmount. Photo : Archives SCHF, fonds Angus 8414.

CP Work Extra Passenger 9051 is at Buckingham Junction, Quebec on February 24, 1974. The occasion is the Bytown Railway Society excursion from Ottawa. RDC-1 9051 was the second RDC delivered to CP in October 1953. These original CP RDC-1's had a distinctive appearance with their steam style CPR number board and the large front windows. The 9051 also had florescent orange stripes on her "hockey mask" paint scheme. Photo: Ron S. Ritchie # 7899

Un train spécial est à l'arrêt en gare de Buckingham Junction au Québec, le 24 février 1974. Il avait été affrété pour une excursion du groupe de la Bytown Railway Society d'Ottawa. Le RDC-1 9051 était le second de ce type livré au C.P.R. en octobre 1953. Les premiers RDC avaient une apparence très particulière héritée de l'ère de la vapeur : les numéros, sur des boîtiers triangulaires, étaient illuminés. Aussi, de grandes fenêtres apparaissaient à l'avant. De plus, ses rayures avaient été peintes avec des pigments fluorescents. Photo : Ron S. Ritchie #7899.

Also sporting a steam era number box is CPR RDC-2 9116 shown stopped at Lanoraie, Quebec on July 12, 1959. CP 9116 is the car of choice for an NRHS excursion which operated from Montreal to St. Gabriel de Brandon, Quebec. Lehigh Valley 41 was 9116's original road number. She was one of two RDC's bought from U.S. carriers. The other RDC was from the Duluth South Shore and Atlantic 500 which became CPR 9049. She survives today as an exhibit at the Railroad Museum of Pennsylvania in Strasburg, Pennsylvania. Ernest Modler # 172 courtesy Ron S. Ritchie

Le RDC-2 9116 porte aussi son numéro dans un boîtier du style des locomotives à vapeur. On nous le montre en gare de Lanoraie au Québec, le 12 juillet 1959, lors d'une excursion de l'ACHF de Montréal à Saint-Gabriel-de-Brandon. Ce RDC appartenait auparavant au chemin de fer Lehigh Valley, où il portait le numéro 41. Il fut l'un des deux seuls de ce type achetés d'occasion par le C.P.R. aux États-Unis. Il fait maintenant partie de la collection du Railroad Museum of Pennsylvania à Strasburg, Pennsylvanie. Photo : Ernest Modler no 172 par Ron S. Ritchie.

A distinguished looking gent looked over CP Train 164 which was in the charge of RDC-2 9104 at Ste. Agathe, Quebec on June 9, 1962. Ste. Agathe featured a circular end wall similar to the CPR stations at Orangeville, Parry Sound and Lindsay – all in Ontario. Ste. Agathe station survived the abandonment of the "Petit Train du Nord "route, but recently suffered a major fire. Town officials from Ste. Agathe intend to repair the damage. Ron S. Ritchie # 3929

Des passagers s'apprêtent à prendre le train 164 du C.P.R. composé de l'unique RDC-2 9104, en gare de Sainte-Agathe au Québec le 9 juin 1962. Cette gare possède un mur en demi-cercle, comme trois autres gares du C.P.R. construites en Ontario, soit à Orangeville, Parry Sound et Lindsay. Cette gare a survécu à l'abandon du rail du Petit Train du Nord, mais elle fut récemment endommagée sérieusement par un incendie. Les édiles municipaux aimeraient la restaurer. Photo : Ron S. Ritchie no 3929.

Ten years earlier on April 4, 1952, RDC-3 9023 was operating as Train 174 at Ste. Agathe, Quebec. On the adjacent station track, CP G5 4-6-2 1229 is in the clear with local train 176 bound for Montreal. The 9023 was one of eight RDCs on the CPR system built with a Railway Post Office section. Three of these cars were the non-passenger RDC-4 type. One of these, ex CP 9250, survives along with RDC-1 and sister 9069 at Exprorail. Ron S. Ritchie # 3002

Toujours à Sainte-Agathe, 10 ans plus tôt, le 4 avril 1952, le RDC -9023 fait partie du train 174, tandis que sur l'autre voie, un Pacifique de type G-5 4-6-2 s'apprête à partir pour Montréal avec le train 176. Ce RDC fait partie d'un groupe de huit autres du même modèle qui comprenaient une section réservée à un bureau de poste. Trois d'entre eux étaient à l'origine des modèles RDC-4 sans compartiments pour les passagers. L'un d'entre eux, le 9250, se trouve aujourd'hui dans la collection d'Exporail avec le RDC-1 9069. Photo : Ron S. Ritchie no 3002.

In October 1956, Budd RDCs replaced conventional trains on the joint CPR – Boston & Maine passenger service between Montreal and Boston. Even in the Budd RDC era, equipment was pooled as evidenced in this view of B&M RDC-1 6212 and an unidentified CPR sister entering the turning loop at Montreal's Glen Yard in Westmount, Qc. B&M and the CPR had the two largest fleets of RDC's purchased directly from as the Budd Company in the 1950s. At that time the CPR built a servicing facility exclusively for RDCs at their Glen Yard in Montreal. Not surprisingly, this locale became known as the "Budd Shop". Ron S. Ritchie # 1819

En octobre 1956, les RDC de la société BUDD ont remplacé les trains classiques sur la desserte conjointe de C.P.R. et de Boston & Maine, entre Montréal et Boston. À cette époque, les véhicules des deux compagnies étaient mis en commun, comme on peut le voir sur cette photo, alors que le RDC-1 6212 du Boston & Maine, ainsi qu'un autre RDC du C.P.R., entrent dans la boucle de contournement de la gare de triage Glenn à Westmount. Ces deux chemins de fer possédaient les deux plus grandes flottes de RDC du fabricant BUDD durant la décennie 1950. Le C.P.R. construisit à cette gare un atelier de service entièrement destiné à l'entretien des RDC, le BUDD Shop. Photo : Ron S. Ritchie no 1819

Alberta Wheat Pool and United Grain Growers grain elevators enhance this western scene at the division point town of Red Deer, Alberta as train CPR 301 pauses on her northward trek in the late sixties. The bars on the front windows of 301's RDC-2 protect the engineer against errant foul which collide with the fast moving RDC's. Schedules on CP`s Calgary-Edmonton run often would approach the 100 MPH mark, especially on the Red Deer Subdivision. Ron S. Ritchie collection

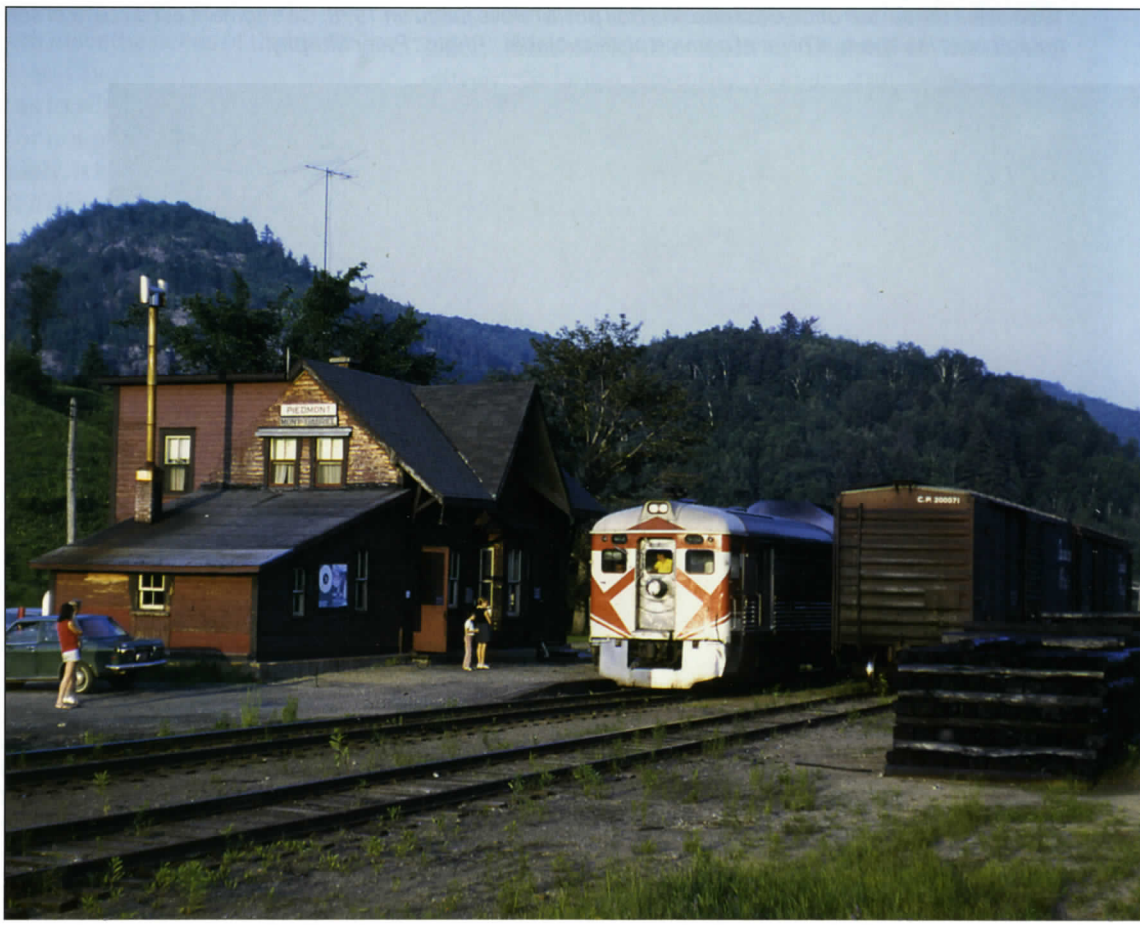
Au milieu d'un paysage typique de l'Ouest canadien, le train du CP 301 en direction nord s'arrête en gare de Red Deer, en Alberta, vers la fin des années soixante. Les grillages sur les fenêtres avant des RDC-2 protégeaient l'équipage en cas de collision avec les animaux errants de cette région, car les vitesses pouvaient facilement atteindre les 100 milles à l'heure entre Calgary et Edmonton, surtout dans la région de Red Deer. Photo : Collection Ron S. Ritchie.

Esquimalt & Nanaimo No 1, Engine 9199 – the late Omer Lavallee took this view of the RDC at the compact E&N passenger terminal in Victoria, B.C. in July 1976. Incredibly, CP 9199 would be rebuilt as an RDC-5 9302, become VIA 6125, then Quebec North Shore and Labrador 6125. She ultimately wound up in excursion service on the revived Quebec Central Railway at East Angus, Quebec. Courtesy Ron S. Ritchie

Sur cette photo, prise par feu Omer Lavallée en juillet 1976, on aperçoit le train 1 du Esquimalt & Nanaimo, soit le RDC 9199 du C.P.R., en gare de Victoria en Colombie-Britannique. Il a été par la suite reconstruit en type RDC-5 9302, puis devint le 6125 de Via Rail et passa au Québec North Shore et Labrador avec le même numéro, pour aboutir ensuite au Québec Central à East Angus. Photo : Ron S. Ritchie.

CPR 243 Eng 9055 passes the west switch of the north siding at Beaconsfield, Quebec back in 1976. RDC-1 9055 displays an experimental paint scheme with the diagonal red stripes. The 9055 was one of at least two CP RDC's which ended their days in Cuba. Omer Lavallee photo / courtesy Ron S. Ritchie

Le RDC-1 9055, en tête du train du CP 243, passe à Beaconsfield au Québec. Il porte à l'avant une livrée expérimentale avec des rayures diagonales rouges. Il fait partie d'un lot d'au moins deux de ce type qui finit ses jours à Cuba. Photo : Omer Lavallée, fournie par Ron S. Ritchie.



In the summer of 1972, CPR train 167 stops for station work at Piedmont, Quebec on her tri weekly journey to Mont Laurier, Quebec. M. Peter Murphy

Durant l'été de 1972, le train du CP 167 s'arrête en gare de Piedmont au Québec durant l'un de ses voyages trihebdomadaires vers Mont-Laurier. Photo : Peter Murphy.

Train 167 was composed of a single RDC-2 when it visited Shawbridge, Quebec in July 1972. RDCs had a long association with the CPR`s Laurentian Mountain branch starting with the trial trips of a Budd demonstrator back in 1953. During one of those test runs, Budd 2960 hit a semi-trailer near Mont Laurier on February 21, 1953. Despite this mishap, CPR placed its first order for RDCs in September of that year. VIA Rail ran service over the Ste. Agathe Subdivision until it was discontinued in 1978. The right of way today is one of the most popular cross country ski trails in Quebec. M. Peter Murphy

Le train du C.P.R. 167 n'avait qu'une seule voiture lors de son arrêt en gare de Shawbridge au Québec en juillet 1972. Les RDC ont longtemps été utilisés sur le réseau laurentien du C.P.R. Dès le début, en février 1953, un véhicule démonstrateur du constructeur BUDD fut impliqué dans une collision avec un camion près de Mont-Laurier. Malgré cette avarie, le CP en commanda en septembre 1953 et les utilisa sur cette desserte. Via Rail prit la relève jusqu'en 1978. Ce segment est disparu et son emprise sert maintenant de couloir pour les sports d'hiver et comme piste cyclable. Photo : Peter Murphy.

Interior photo of RDC1 9069 after restoration by Exporail volunteers. Compare this with the before shot on page 30. David Gédéon

Vue de l'agencement intérieur du RDC-1 9069 Après les rénovations faites par les bénévoles d'Exporail, comparer avec la photo en page 30. David Gédéon

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Nearing Pembroke on the Ottawa Central Railway, this historic rail line was part of Canadian Pacific Railway's original transcontinental route. Although the line is leased to OVR and is thus not technically a CPR line today, it is still active for CPR freights between Montreal and western Canada.

Près de Pembroke sur la voie du Chemin de fer Ottawa Central, cette ligne historique faisait partie de la route transcontinentale du Chemin de fer du Canadien Pacifique. Elle est maintenant louée au Chemin de fer Ottawa Valley (OVR), qui n'est pas techniquement une propriété du CPR. Cette ligne est cependant utilisée pour le transport de trains de marchandise du CPR entre Montréal et l'Ouest canadien.

customer service. James puts it simply and emphatically: "The customer! The customer! The customer!" And there is no question that this has been at the core of OCR's philosophy and approach from the outset, as exemplified by the mission statement that appears at the top of the short line's newsletter, The Spareboard: "To be our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers."

One might argue as to whether CN's service on the Ottawa lines was poor or not prior to the takeover of operations by OCR. (Certainly, it has to be said that if the class I carrier was in the habit of providing poor service to its customers, CN would not be consistently racking up the record revenues and profits that it does.) But there is no doubt that there would seem to have been service problems on the Ottawa Valley lines at the time. This may have been a consequence of CN's decision in the mid-90s to specialize in heavier, long haul traffic involving minimal switching, which created the market for the short line industry.

There has been a notable difference in the approach to, and the relationship with, customers with OCR. With CN, the relationship tended to be more formal; it was a relationship between transportation managers and departments. And, understandably given its size, CN tended to focus more on larger customers and longer hauls, where the real strength of the class I railroads lies. Lighter density branch and feeder lines, like those taken over by OCR, with a preponderance of smaller customers and a significant emphasis on shorter haul traffic, ideally requires a different approach, that is attuned to such realities. There is aggressive solicitation of such traffic, which can be more profitable under a short line regime because of a lower cost structure.

Mike Downey typically spends three or four days per week visiting customers and attending to their concerns, which, interestingly, seldom seem to arise from any shortcomings in OCR's service, but more typically from problems that are the responsibility of the connecting Class I railways, such as late cycle / delivery times, car supply, or rates. Mike also makes frequent cold calls on potential clients.

Flexibility and attentiveness to the particular needs of individual customers is central to OCR's customer-focused approach. James cites an example of where OCR delivered, on short notice at 2:00 early one morning, an urgently needed car of chemicals to the Smurfit-Stone mill, at Portage-du-Fort. That is the sort of responsiveness and flexibility that customers can often expect from railway short lines.

Lower costs also give short lines, including OCR, a competitive advantage over the class I carriers. These result from a lean management structure that is bereft of bureaucratic layers, and which incorporates more flexibility in work assignments (for example, Mike Downey will, in addition to customer service responsibilities, also deal with suppliers, CN and CPR, and he will often work with operations).

Remuneration rates are also lower than what one might expect to receive at a class I carrier (although wage levels are still very respectable), and equipment costs are lower. For example, OCR will make do with older, refurbished locomotives, instead of the latest, glitziest and most expensive models. And, being a short line, OCR also gets a break on property taxes, paying 25 per cent less than CN or CPR would pay. James still has a beef with the tax, however. "We still don't get any services for this," he contends, contrasting OCR's situation with that of trucking companies who benefit directly from public investment in highway infrastructure.

In addition to freight train service, OCR has also pursued other revenue-earning opportunities, one of which is the provision of switching services at the Smurfit-Stone plant. Car storage for other clients is another niche source of revenue for the line, and it is a productive use of spare capacity at some of OCR's smaller yards.

James is confident about the road ahead for OCR and his mind is fertile with ideas for future growth. He also has some interesting views on the City of Ottawa's controversial plan to introduce an electric light rail transit operation. But more on that later. For the moment, let's take a trip on one of the OCR's main line turns – that to Pembroke. What better way to sample the flavour of Canadian short line railroading?

Conversation is not easy as three venerable Alcos rev up to draw combined trains 329 and 331, to Pembroke and Portage du Fort, respectively, out of

Walkley Yard at 09:30 on a humid July morning. The train proceeds cautiously until the former Canadian Northern main line (and better track) is reached at Wass, 2½ miles on from the yard office. Within minutes, the Rideau River, with some boaters, is crossed. Federal, where the VIA passenger route to Smiths Falls veers away to the south, is passed moments later, and engineer, Kevin McRae, soon notches speed up to about 40 m.p.h., which, save for a handful of speed restrictions, is the usual speed range for the Pembroke line.

A business park and then suburbs pass by. At Bells Corners, a stub of the former CP Carleton Place Subdivision veers off to the left. It is filled with stored cars. Minutes later, the junction with the Arnprior line, at Nepean, is passed. The western suburbs of Ottawa are soon left behind, and replaced by a landscape of farms and fields.

As one proceeds further up the Ottawa Valley, however, and particularly after Fitzroy Harbour and the first crossing of the Ottawa River at Pontiac, the rocky, forested terrain of the shield intrudes more and more, although there are still intermittent patches of farmland as far as the Pembroke area. Deer are common to the area and bears are occasionally spotted.

The scenic highlights of the journey are splendid views of the expansive Ottawa River at the Pontiac bridge crossing. Shortly thereafter the lines passes the summer cottage community at Norway Bay. This is followed by the second crossing of the river at Portage du Fort. The Smurfit-Stone mill is visible some two miles in the distance to the northeast.

Arrival at Portage (mileage 56.6 from Walkley) is at 11:15, and the two trains (which usually return to Ottawa separately) are divided, with train 531proceeding to the paper mill. The frequent use of French in phone and radio communications is a reminder of the bilingual character of the Ottawa Valley region. Train 529 resumes its journey to Pembroke by 11:30.

Dual units switch the ATC fiberboard plant at Pembroke on July 27, 2006.

Deux locomotives manœuvrent en tandem sur le site de l'usine de panneaux de fibres agglomérées ATC, le 27 juillet 2006.

Switching PEMCO Steel in Pembroke on the same day.

Manœuvres à l'usine Pemco Steel de Pembroke, le même jour.

Throughout the journey, I frequently engage Kevin and conductor Shawn Kelly in conversation, and both patiently answer the many questions about their jobs and the run that I toss their way.

Our exchanges are frequently interrupted by the loud blasts of the locomotive air horn at the many level crossings along the route.

The quality of the track along what used to be the Canadian Northern Railway's main route linking Ottawa and the west is better than what one would expect to find on most North American short lines, hosting but one freight train per day. Considerable stretches of continuous welded rail (CWR) installed by CN when this was still part of the transcontinental main line are still in place. Soon after re-crossing the Ottawa River into Ontario, the OCR crosses the Ottawa Valley line on a bridge. Pembroke is reached shortly thereafter (our arrival time is 12:30) where switching is undertaken at two plants and, on a noticeable downgrade, at the OVR interchange sidings in the north end of town. There is no trace of the former CN passenger station.

The verdict on a trip on a 1956 Alco to Pembroke? Not quite up to VIA Rail "comfort class" levels (an open window has to suffice for air conditioning, and "buffet service" is restricted to water bottles in a cooler!), but it really is quite a pleasant way to spend the day and to savour the scenery of an attractive part of Eastern Canada. And a great many factory workers would probably leap at the chance to trade places with Shawn or Kevin; when out on the line, they are really their own bosses. There is no supervisor looking over their shoulders, and OCR appears to treat them well.

Back in James' office, my questioning turns to the City of Ottawa's rail transit plans. These involve scrapping a low cost and relatively successful diesel LRT

Switching at the OVR interchange sidings in Pembroke on July 27, 2006. The Ottawa Valley Railway is on the right.

Manœuvres sur l'OVR de garage de Pembroke, le 27 juillet 2006. La voie du Chemin de fer de l'Ottawa Valley est à droite.

service, which operates over the former CPR Ellwood Subdivision, from Greensboro station in the south, through Carleton University, to Bayview station, just short of the Ottawa River, and replacing it with a fairly expensive (most recent price tag approaching $1-billion) electrified streetcar/LRT system.

While wholeheartedly endorsing the general idea of more rail transit in a city, which has next to none, James is sceptical of certain aspects of the city's plan. And it comes as a surprise to learn that he has hardly been consulted at all by the city on a project that, if proceeded with, will intersect the OCR's own line a short distance to the west of the Walkley yard offices, impede rail access to the National Research Council of Canada's research and testing facility near the airport, and forever sever the inter-provincial Ottawa-Gatineau rail link to rail freight (or VIA Rail) service.

James is especially critical of this aspect of the city's plans. He contends that much of the freight that currently plies its way by truck, to and from Gatineau, choking much of Ottawa's downtown streets in the process, has the potential to be transferred from road to rail. At the moment, there are impediments, some physical, to such a transfer. These include the platform extenders at the O-Train stations that would have to be modified or removed or bypassed to permit the passage of freight trains. And that could be easily done. And the Prince of Wales railway bridge crossing the Ottawa River is also, apparently, in need of attention – again a simple and straightforward task.

If these physical constraints were rectified, OCR would be in a position to start soliciting, in co-operation with the Quebec-Gatineau Railway, some of the inter-provincial freight moving between Ottawa and Gatineau. Opportunities would still be limited due to operational restrictions.

"Because of the current O-Train schedule, we would only be able to operate to Gatineau between midnight and 05:00, " James points out. But he adds that the simple provision of some passing sidings along the single-track route would make possible a freight service throughout the day, opening up some real business opportunities.

But this brings us to what has possibly been the real obstacle to the expanded use of rail freight service within (if not outside) Ottawa, which would have significant economic and environmental benefits. And that is the mindset that tends to prevail in a city that has never been known as a "railway town."

Switching at the OVR interchange sidings in Pembroke, the rail line beyond proceeds down a steep grade to reach the OVR which parallels the Ottawa River.

Manœuvres d'aiguillages sur les voies de garage de l'embranchement de l'OVR à Pembroke; la voie en arrière descend abruptement pour rejoindre l'OVR, parallèle à la rivière des Outaouais.

While lauding Ottawa as a place in which to live, and the quality of life that it has to offer in comparison to many other cities, James points out that, "It is a 'government city'; it doesn't have the tradition of an industrial city." He continues with an air of resignation in his voice: "There is a lack of understanding of the importance of rail freight; there's a lack of concern."

James offers some last thoughts on rail transit and passenger rail in Ottawa. When I raise the matter of the ballooning costs of the city's proposed LRT scheme, he discloses that OCR could provide a contracted diesel-powered commuter rail service to the city at a fraction of the cost. I then ask if it would be a good idea to re-open the former downtown Union Station to rail passenger service? "Yes," he responds, without hesitation. "It could be done," he adds, minimizing the technical and engineering challenges involved in restoring a railway route to the erstwhile terminal.

Our discussion turns to the future of the OCR, and James has many ideas on how to grow the business. One is the establishment of a lumber re-load facility, likely in or near Pembroke, to which the output of numerous small sawmills in that area of the Ottawa Valley could be trucked for transfer to rail car.

He also thinks that there is scope for more rail freight terminals in Ottawa, in addition to three terminals/facilities (including the sizable Rideau Bulk Terminals operation) already at the Walkley Yard. "I'd like to see an auto compound here; there's plenty of land for it [at Walkley]." Such a terminal would mean securing for OCR significant volumes of automobile carriage, primarily from Montreal and Toronto that presently reaches the Ottawa market by truck. James also thinks that there is a good case to be made for a rail-served ethanol or petroleum terminal in the same area, especially given the concentration of existing (truck served) petrochemical plants in that area of Ottawa.

As far as the possibility of establishing a rail-served intermodal / container terminal in Ottawa is concerned, that would appear to be a no-go, and primarily because of the proximity of major intermodal terminals of both CN and CPR in Montreal, scarcely more than 100 miles away. "We have our Taschereau Yard in Montreal," points out CN spokesman, Mark Hallman, and he rules out an Ottawa terminal because of the relatively short distance between the two cities and the economies of scale involved.

But there may yet be another long-term growth opportunity for OCR, and that is the intriguing possibility that the line from Coteau to Pembroke may once again

The alignment of the former Canadian National main line to North bay and Capreol stretches ahead into the distance. Much of the former route, proceeding for many miles through Algonquin Provincial Park, has been converted to recreational trail use. The trackage occupied by the train leading to the OVR interchange veers to the right.

L'ancienne voie principale du Canadien National vers North Bay et Capreol s'étire sur une longue distance. Une grande partie de cette ligne traversant le parc provincial Algonquin a été convertie en sentier de la nature. La voie sur laquelle circule le train en direction de l'embranchement OVR vire vers la droite.

form (as it did until abandonment by CN of trackage from Pembroke to Capreol in the mid-90s) part of a transcontinental route linking Montreal (and Ottawa) with the west.

CN's freight traffic continues to grow at a steady rate, with revenue ton-miles increasing by an average of about four per cent per year. Could that growth eventually strain capacity on the carrier's lines through Toronto to the point where a diversion of traffic between Quebec and Western Canada to a more direct Ottawa Valley routing would become attractive or even essential?

CN's Mark Hallman does not anticipate any such development, certainly not in the foreseeable future, and he contends that there are no capacity problems through Toronto. "We have all the capacity we need," he says, in response to my query. But James Allen is not so sure. He has a hunch that perhaps in about five years or so, CN's traffic growth could cause it to take a hard look at just such a re-routing option. And if such a diversion of CN's traffic were to take place, it would involve the use of OCR trackage from Coteau to Pembroke, and then a haulage or running rights agreement over CPR-Ottawa Valley Railway trackage from that point to Sudbury.

And, citing the precedent of CN-CPR "co-production" track sharing arrangements elsewhere in Canada, James does not completely exclude the possibility that CPR trains could also at some point use at least part of OCR's trackage, as part of a reciprocal running or haulage rights agreement, in order to bypass increasingly busy main lines of that company in eastern Ontario, again resulting from growing freight traffic.

But all such talk is very much conjecture and speculation at this point; who can predict what rail traffic levels might be five years or more hence? But if such developments were ever to materialize, the additional traffic (and revenues) that would accrue to OCR as a consequence would be quite astounding.

In the meantime, OCR continues to steam along a successful and profitable track, in tandem with the many other short lines that have emerged across Canada in recent years. As a result of their success, these lines have re-invigorated the Canadian railway industry, and now collectively account for as much as 30 per cent of Canadian railway freight traffic.

And OCR would also appear to be a success from a 'people' perspective. Although Mike Downey and Luc Larose would have the opportunity to earn higher salaries at a Class I carrier, the former CN employees seem willing to accept this sacrifice in exchange for a more interesting and a less demanding or stressful working environment.

Mike Downey appreciates and prefers the more entrepreneurial, "hands-on" approach that comes with employment at OCR, and with it a variety in tasking that would not be possible in the bureaucratic, structured milieu of a class I carrier. "You have to be a jack of all trades here," he points out. Luc Larose adds, "We're better treated [at OCR]. With a large railway you're just a number. You get to go home at night and you aren't moved all over the country."

That is probably as good a testament to OCR's success as any.

Postcript: Since the time of writing, Ottawa's former north-south light rail project has been scrapped, and expansion of the current diesel O-Train passenger service instead seems likely to be the course for rail transit in Ottawa in the near future. Ed.

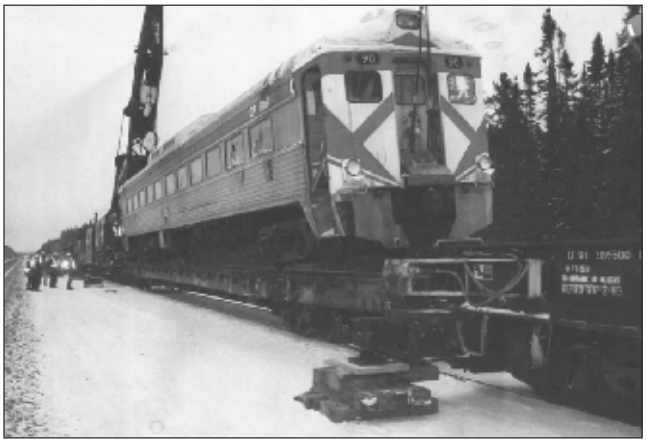
The impressive bridge over the Ottawa River at Pontiac, Quebec. It was built by the Canadian Northern Railway in 1916 and ranked as one of the major engineering works required to complete the company's route linking Ottawa with western Canada.

Un pont impressionnant au-dessus de la rivière des Outaouais à Pontiac, Québec. Il fut construit par le Chemin de fer Canadian Northern en 1916 et est considéré comme un important ouvrage d'ingénierie. Sa construction fut nécessaire pour compléter sa liaison entre Ottawa et l'Ouest canadien.

Exporail Restoring Two Ex Canadian Pacific Rail Diesel Cars

By John Godfrey

In February of 2003, former CPR RDC-1 9069 arrived at Exporail atop an 89-ft flatcar, somewhat the worse for wear, following a derailment in the vicinity of Thunder Bay, Ontario while in transit to Delson / St Constant, Quebec from Calgary, Alberta. Unfortunately the two engine / transmission and drive train assemblies (all underbody components) were badly damaged in the derailment.



Two 'Big Hooks' load CPR RDC-1 90 onto a flat car near Thunder Bay, Ontario after an unfortunate derailment while the car was en-route from Calgary to Montreal. The derailment caused severe damage to all underbody parts including the two engines and transmissions, fuel tanks, etc. Collection Charles de Jean.

Deux grues installent le RDC 1 no 90 du CPR sur un wagon plat près de Thunder Bay, Ontario à la suite d'un malheureux déraillement au moment où de Calgary, la voiture se dirigeait vers Montréal. L'incident causa de sérieux dommages sous le véhicule, entre autres les deux moteurs, la transmission et le réservoir de carburant. Collection Charles de Jean.

Interior of the car when received at Exporail. Collection Charles de Jean.

Intérieur du 9069 tel que reçu à Exporail. Collection Charles de Jean.

It arrived on the heels of another piece of self-propelled Canadian railway history, former CPR 9250. This relatively rare RDC-4 was donated to the CRHA by an Ontario-based equipment dealer to compliment the then a-building RDC display.

Former CPR 9069 was built in June of 1957 as part of a fleet that helped the CPR rationalize the cost of passenger service country-wide. The car served the Canadian travelling public until the mid-1980s. It was then transferred to maintenance-of-way service in order to transport track workers over company lines in isolated northern Ontario. It had been renumbered 90 in the fall of 1978, during its time in Montreal commuter service.

CPR 9069 was donated by Canadian Pacific the previous December following many years of dialogue between CRHA representatives (Charles De Jean and Stan Smaill), and the railway. An RDC was long sought after by the association to compliment former CN self-propelled car #15824, to illustrate the epitomy of the diesel powered self propelled car concept in Canada. The 9069 became the obvious choice as research uncovered that it was the last, largely unmodified Budd RDC in Canada.

Unloaded from the flat-car in the spring of 2003, the car was thoroughly examined by CRM volunteers, under the direction of Charlie De Jean and Gordon Hill; the latter assembling a detailed list of items either missing due to vandalism or damaged due to the derailment.

Interior shot of the 9069 as received. Charles de Jean collection.

Shortly thereafter, volunteers and an interested staff member began work to make the car, as well as CPR 9250 presentable to the visiting public; reassembling parts that had been scattered about the car and covering areas lacking glazing in order to keep the elements and animal life out of the car.

Over the intervening years, work has been carried-out to make the car electrically and mechanically complete, as well as cosmetically presentable to visitors by making use of items previously acquired by the museum. Parts were acquired from 5 cars in the process of being scrapped, and donations both monetary and in kind were received. The project has cost Exporail very little in restoration funds. Work had progressed to the point where its exterior was cosmetically restored in time for CPR Family Day in August 2007. Supervised public

Exterior view of the 9069. David Gédéon

Exterior view of the 9069. David Gédéon

access was permitted for the first time during the 'Hidden Treasures' weekend in 2008.

Interestingly, the (no cost) repainting of these units has allowed the CRM to generate revenue and visibility for soon after completion, they were used in an extensive publicity campaign for "Le Lait, Milk", and were featured on billboards in the Greater Montreal area.

Some of the major restoration work carried out so far includes:

- Thorough removal of debris and cleaning.
- Acquisition and installation of major mechanical parts including the fuel tank, generator, steps, operating cab components, pilot skirt and stainless steel flouting, engine housing, drive shafts, truck / brake components, bell and ringer mechanisms, etc.
- Acquisition and installation of various interior components such as picture window glazing, window mouldings, seats and cushions, baggage racks, light fixtures, number boards and interior signage / builders / number plates, sink and toilet, etc.

It should be noted that many of these parts are unique to RDCs and are not readily available on the market or are extremely expensive. It is only thanks to the concerted efforts of a small group of forward thinking volunteers that these parts have been accumulated or fabricated.

Roughly 1,857 volunteer man-hours have been dedicated to the car so far. Were one to equate that with a pay rate of $20 / hr, the expense saved would amount to $ 37,140. The result is that the car has been cosmetically and to a great extent mechanically restored; the Museum is well on the way to having a fully operational RDC.

Recent photo showing the interior of the car today. D Gedeon.

While an enormous amount of progress has been made, there is still much to be done. In order to complete the car, cosmetic and mechanical / electrical work must be carried out. The major item is the purchase and installation of two new Detroit 6-110 diesel engines and transmissions. The original engines were damaged beyond repair in the derailment.

We have located two such engine / transmission assemblies from a friendly source in the eastern United States. Estimated cost to purchase and move the assemblies to Exporail is approximately $ 12,000 C.

The restoration of CPR 9069 has reached a critical juncture. Through the creative use of resources and talents, this small volunteer group has contributed over $60 000 to this unique artifact. We are hopeful that the remaining funds can be raised to ensure that we can successfully complete the restoration 9069 back to operating condition. We wish to thank all the volunteers who have contributed their time, money or both towards this worthwhile project.

These include: Charles de Jean, David Gedeon, John Godfrey, Jean-Claude Hutchinson, Kevin Robinson, Stan Smaill, Len Thibeault, Gord Hill, Normand Poissant, and many others.

Aldhelm Anthony (Tony) Clegg

1920 – 2008

By/Par David R. Henderson

There are few people in the world that you could always count on ... to be pleasant and polite ... in good humour no matter what the turmoil ... to be kind and loving ... to be quietly creative in so many ways -- quite reserved (and always respectful) on the one hand ... and then quickly convert to an outrageously clever character in a play or a skit. In fact, only one person I've ever known was all of those wonderful things (and many more, too!) -- a dear friend and colleague, Tony Clegg.

Born on November 22, 1920 in Toronto, Tony's family moved to the Montreal suburb of Ville St. Laurent in the mid-1920s where -- but for a few years in Ottawa during World War II -- he lived until 1959, before moving to another Island suburb LaSalle where he remained until 1962.

Tony met his wife Mae (nee Ellefsen) in 1955, while cycling in Quebec's Eastern Townships on a tour organized by the Canadian Youth Hostels Association. They married in 1962, and moved to their home in St. Hilaire, where they had lived ever since. Daughter Julie and son Eric, very fine children themselves, have now provided yet another generation comprising six wonderful grandchildren. Needless to say, they were all loved very dearly by Tony and Mae.

Tony loved to travel by train. His photography captured many fascinating scenes on short lines, branch lines, industrial operations, passenger and freight trains, streetcar services, and even trolley-buses, in every corner of Canada, in USA, and over in Europe as well. As they grew, the children came to share in the ride-the-rails adventures too.

Aldhelm Anthony Clegg had a long 42-year career with Canadian National Railways. Although he retired from his position as CN's cartographer in 1983, he continued for many years to be recalled to do freelance contract work with the railway for a decade or more.

In 1960, as a new member of the Canadian Railroad Historical Association, your scribe had the wonderful opportunity to get to know this fine gentleman! Our joint interest in trains and trolleys, and our work together with our greatly missed friend Omer Lavallee on the CRHA Newsletter, led us to upgrade the publication to a magazine, renamed "Canadian Rail". Wanting to share our interests more broadly with others, this tireless threesome launched "Trains & Trolleys" to publish books about Canadian railway and transit

Il y a peu de gens, autour de nous, sur lesquels on peut toujours compter, pour leur gentillesse et leur politesse, pour leur bonne humeur peu importe les situations, pour leur amabilité, pour leur discrète mais grande créativité, pour leur côté très réservé et toujours respectueux, et en même temps pour leurs réparties et leurs satires à outrance. En fait, j'ai connu une seule personne qui possédait toutes ces merveilleuses qualités (et bien d'autres) : mon ami et collègue très cher, Tony Clegg.

Né le 22 novembre 1920 à Toronto, sa famille déménage au milieu des années 1920 à Ville St-Laurent en banlieue de Montréal, où, à l'exception de quelques années passées à Ottawa pendant la Deuxième Guerre, il demeura jusqu'en 1959 pour habiter ensuite à LaSalle, une autre banlieue de l'île, jusqu'en 1962.

Tony a rencontré celle qui deviendra son épouse, Mae Ellefsen, en 1955, alors qu'il participait à un tour cycliste organisé par l'Association des auberges jeunesse du Canada, dans les Cantons-de-l'Est au Québec. Ils s'épousèrent en 1962 et s'installèrent définitivement à Saint-Hilaire. Leurs adorables enfants, leur fille Julie et leur fils Éric, leur donnèrent six merveilleux petits-enfants. Inutile de dire que Tony et Mae les chérissaient beaucoup.

Tony aimait voyager en train. Il a capturé sur pellicule des scènes fascinantes de chemins de fer d'intérêt local, d'autres de lignes secondaires, des manœuvres ferroviaires industrielles, des trains de passagers et de marchandises, des tramways et même des trolleybus, et ce dans tous les recoins du Canada, des États-Unis et d'Europe. En grandissant, ses enfants partagèrent avec lui ces aventures de randonnées ferroviaires.

Aldhelm Anthony Clegg eut une longue carrière de 42 ans comme cartographe pour le Chemin de fer du Canadien National. Même après sa retraite en 1983, il continua pendant plusieurs années à prendre des contrats occasionnels avec l'entreprise ferroviaire.

Comme nouveau membre de l'Association canadienne d'histoire ferroviaire en 1960, j'ai eu la merveilleuse occasion de connaître ce fin gentilhomme! Notre intérêt commun pour les trains et les tramways et notre collaboration avec notre regretté ami Omer Lavallée pour le Newsletter de l'ACHF, nous amenèrent à améliorer le magazine, qui est devenu par la suite le Canadian Rail. Voulant élargir notre horizon avec d'autres, notre infatigable trio lança

history. By 1971, it had become "Railfare Enterprises Limited" and the partnership expanded to include Jim Brown and the late Ray Corley. Subsequently Ron Ritchie joined the group. All the while, the publishing activities were tied closely with and in support of the CRHA. Tony Clegg was a long-standing member of the Association. He joined the CRHA on January 31, 1946 and was assigned membership number 91, making him second only to Leonard Seton in CRHA membership seniority at the time of his passing.

Tony continued to be very active in CRHA. He edited "Canadian Rail", wrote many articles for the magazine, helped to run excursions, counselled others on how to write or develop their research skills. Probably the most widely-known of his books is "Canadian National Steam Power", authored jointly with Ray Corley ... but he produced many more widely acclaimed histories about interurban systems in the Montreal area ... self-propelled cars of the CNR ... the small but long-lived Cornwall Electric railway ... and a publication which was one of his earliest (in 1962) and also his final -- about his favourite railway (the Canadian Northern, for whom his Dad worked most of his life) punching its way into downtown Montreal through "The Mount Royal Tunnel". He had greatly expanded the 1960s book, adding a delightfully detailed and informative colour map plus many colour pictures, worked closely with his son Eric on its design and with Barry Biglow on important additional content ... he carefully checked its detail, and got to see what the final about-to-be-published book was looking like -- just before the dreaded cancer claimed him on September 29th 2008.

Tony was most proud of his helping to spur the creation of the Canadian Railway Museum, now "Exporail" at Delson / St. Constant and also of the "Ferrovia" pavilion at Man and His World exhibit on the Montreal World's Fair site in the late 1960s.

Besides his strong interest in railways, Tony enjoyed cycling, hiking, playing the piano, painting, and acting. That's where the quiet reserved Tony turned into virtually any colourful or kooky character the Otterburn Players asked him to be. He and wife Mae both acted with the Players, and with other local organizations. Their life-long commitment to their community church created many long-lasting friendships for Mae and Tony.

We'll miss Tony for many things ... for his modesty (which is probably why his signature almost invariably was simply "A. Clegg" ... for his quiet chuckle (actually, more like an infectious giggle) ... for his laid-back, always even-tempered manner ... for his copious contribution to capturing and cataloguing Canada's important railway history ... for his caring ways both towards his community and his confreres ... but most of all, he'll be missed by those closest to him: his loving family, and those people who were lucky enough to have known him as a friend. Tony: you made this patch of earth a lot of fun while you were here ... we know you've gone to a finer place ... and we also know you'll help to make it even better because you're there. Just make sure the trains are running, and on time!

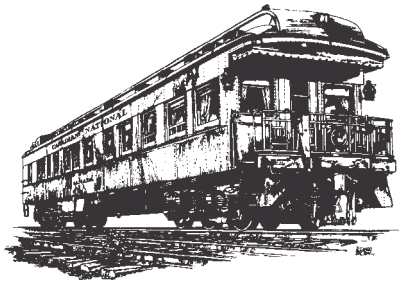
le Trains & Trolleys dans le but d'éditer des ouvrages sur l'histoire du chemin de fer et du transport urbain canadiens. En 1971 on fonda avec Jim Brown et le regretté Ray Corley le Railfare Enterprises limited, joint plus tard par Ron Ritchie. Pendant tout ce temps, malgré le support de l'ACHF, dont Tony Clegg était un membre de longue date, l'entreprise vécut de façon précaire. Tony a joint l'ACHF le 31 janvier 1946 comme membre numéro 91. Lors de son décès, il était devancé uniquement par Leonard Seton en termes d'ancienneté à l'ACHF.

Tony demeura très actif à l'ACHF. Il édita le Canadian Rail, écrivit plusieurs articles pour le magazine, aida à l'organisation des excursions, prodigua des conseils à d'autres pour l'écriture ou pour développer des habiletés de recherches. Le livre Canadian National Steam Power, qu'il écrivit conjointement avec Ray Corley, fut probablement le plus connu de ses ouvrages. Mais il produisit aussi beaucoup de documents très appréciés, entre autres sur l'histoire du transport interurbain dans la région de Montréal, des autorails du CNR, du petit mais persistant réseau de chemin de fer Cornwall Electric. L'une de ses premières publications et en même temps la dernière révisée fut The Mount Royal Tunnel (1962), qui traite de la construction du tunnel du Mont-Royal par la Canadian Northern, compagnie pour laquelle son père a travaillé pendant la plus grande partie de sa vie. Il a grandement élargi cet ouvrage, ajoutant une ravissante carte détaillée en couleur en plus de plusieurs photographies couleurs. Il y travailla en étroite collaboration avec son fils Éric pour le design et avec Barry Biglow pour un important ajout dans le contenu. Il vérifia méticuleusement les détails ainsi que la version finale prête à imprimer, juste avant que le cancer ne l'emporte le 29 septembre 2008.

Tony fut fier de participer à la création du Musée ferroviaire canadien, maintenant Exporail, à Delson/Saint-Constant, et à l'exposition Ferrovia à Terre des Hommes, le site le l'Exposition universelle de Montréal en 1967.

Mis à part son intérêt pour le chemin de fer, Tony aimait faire des randonnées cyclistes, des excursions dans la nature, jouer du piano, peindre et il s'intéressait aussi à l'art dramatique. C'est cette dernière activité qui permit à Tony, réservé et silencieux, de se transformer en un personnage dingue, coloré tel que le lui demanda la troupe de théâtre Otterburn Players. Lui et son épouse Mae furent membres de cette troupe en plus de participer à d'autres organisations locales. Leur implication tout au long de leur vie dans leur communauté religieuse ont créé pour Mae et Tony des amitiés de longue durée.

Tony nous manquera pour plusieurs raisons. D'abord pour sa modestie (il signait presque toujours simplement A.Clegg), pour sa tranquillité, son gloussement discret (plutôt un rire communicatif), son allure décontractée, son bon tempérament, pour sa grande contribution dans la saisie et le catalogage d'éléments historiques importants du chemin de fer canadien et pour ses attentions envers sa communauté et ses confrères. Sa présence manquera plus particulièrement à ceux qui étaient près de lui, sa famille chérie ainsi que les gens qui ont eu la chance de le côtoyer en tant qu'ami. Tony, tu as su créer autour de toi, lors de ton séjour sur terre, beaucoup de joie. Nous savons que tu es parti pour un monde meilleur et nous savons que ta présence rendra encore meilleur. Fais en sorte que les trains roulent et soient à l'heure!



BUSINESS CAR

November - December, 2008

By John Godfrey
Edited by David Gawley

HERITAGE

Historic E&N roundhouse renovation begins

Work has begun to stabilize the historic roundhouse building in Victoria West, marking the start of redevelopment of the 4.25-hectare former CPR site. Crews began last week shoring up roof beams and repairing the roof of the brick building, which is in such disrepair that parts of it are condemned. The long-neglected roundhouse and other brick buildings on the site were built in 1913 and have heritage designation by the city.

Ultimately, the buildings could be transformed into a community hub with the likes of retail shops, a brew pub, restaurant, office, community space and a rail-line maintenance facility. (Victoria Times Colonist)

CN donates $1.25 million to the new CN Roundhouse and Conference Centre

CN has announced that it has donated $1.25 million to support the construction of the new CN Roundhouse and Conference Centre at the West Coast Railway Heritage Park in Squamish, British Columbia. Scheduled to open in September 2009, the new $6.25 million facility will become the park's feature exhibit building and will house seven historic railway locomotives year round.

The 22,000 square foot CN Roundhouse and Conference Centre will be the largest Banquet / meeting facility on the Sea to Sky Corridor. It will be able to host up to 1,200 people. It will be equipped with an environment-friendly geo-thermal system for heating and cooling, greatly reducing energy consumption. The facility also received financial support from the provincial government and other private donors.

David G. McLean, CN's chairman of the board, said: "CN is very proud to support one of Canada's greatest railway heritage attractions that benefits families, communities and local business." Speaking of Squamish and CN's long history together, he added, "CN's roots go back to 1912 when Squamish was the headquarters for the Pacific Great Eastern Railway, which later became BC Rail, now a member of the CN family."

Don Evans, president and chief executive officer of the West Coast Railway Association, said, “This is a very exciting day for all of us who have been working on this development. CN is a long-time supporter of the West Coast Heritage Park and we are delighted to place CN’s name on the new facility. They were also instrumental in providing additional funds enabling us to install the geo-thermal system making the CN Roundhouse environmentally efficient and reducing energy consumption.”

The West Coast Railway Heritage Park, a project of the non-profit West Coast Railway Association, is Western Canada’s largest railway heritage attraction. Since first opening in 1994, more than 375,000 visitors have come to the Heritage Park. With the addition of the new CN Roundhouse and Conference Centre, average annual visits will grow towards 75,000 and it will become Canada’s most visited heritage railway site.(CN press release)

Kettle Valley Steam Railway sets a record for ridership

The Kettle Valley Steam Railway had a record ridership with 25,134 passengers in 2008 despite cancelling a number of Christmas runs due to weather. The number surpassed last year's ridership total of 24,700. This was the train's 14th year of operation out of Summerland. "We are very thankful for the

continued support from residents of the Okanagan and British Columbia as a whole," said Jo Ann Reynolds of the Kettle Valley

Steam Railway. "Our continued growth in ridership is very rewarding for staff, the board of directors and volunteers who work hard to provide a quality product for BC's tourism industry." The KVSR is now looking forward to another exciting year in 2009 which includes a dozen Great Train Robbery and BBQ events on the schedule. (Kelowna Capital News)

Kamloops steam train stopped in its tracks

The Kamloops Heritage Railway Society is a little off track. Nine out-of-town excursions had to be cancelled this past summer and none are planned for next season. As a result, the KHRS is actively exploring local funding sources. Six of the popular Armstrong Explorer excursions and all three Falkland Frontier trips were cancelled and postponed indefinitely due to safety concerns of Kelowna Pacific Railway, the host railway.

KHRS general manager Tammy Gibson said the cancellations created a shortfall of approximately $80,000 for the non-profit group. Frustrated by the loss, Gibson believes KPR's concerns are unfounded. "[KPR general manager Kevin Woods] has accused us of causing damage to the tracks with our engine and we actually have supporting evidence that that's not the case," she said. But Woods, who's been with KPR since August 2007, disagreed. Woods said he can't speak to what happened before he took over at KPR, but noted he has since had the railway's manager of tracks physically follow the 2141 on its trip to Armstrong. "It was amazing the damage they did," he said.

However, Woods allowed the society to continue some of its regularly scheduled trips for the rest of the season, but will not give permission to continue travelling on KPR tracks in the future. "The reason is one word: safety," he said, explaining the configuration of the drivers on the steam locomotive are not compatible with KPR's track configuration. The train is, however, fine to travel the local CPR and CN tracks because of a different track structure. "They're fine there because that's a class-one railway and CN and CPR maintain their track to that standard, but we can't.

Meanwhile, Gibson remains focused on the task at hand, which is finding ways to make up the difference in the revenue lost, so as to keep fares for local attractions, such as the current Ghost Train, at affordable rates. As far as 2009 goes, though, Gibson said the society has no other option but to refocus its programs and is looking at opening its train as a venue for functions, such as weddings and in-town charters. (Kamloops This Week)

Beiseker Railway Museum grows by one car

The Beiseker Railway Museum in Alberta (www.alberta2005rail.com) became richer on November 3, with the addition of a unique piece of equipment formerly named CPR Car 51. Built in 1952 as a baggage car, Car 51 was converted in 1990 to hold CPR employees safety meetings. The 60-ton car was hauled by Mammoet Canada, which donated the crew, cranes and a specialized truck, and placed it in the museum in the Village of Beiseker. The car will house the main museum exhibits until a permanent building is constructed. (Irricana Rocky View / Five Village Weekly)

City buying old CPR station in Owen Sound

Tired of a lack of action to refurbish the "embarrassing" and deteriorating former CPR Railway station, Owen Sound council has decided to purchase the historic building. The structure, a national historic railroad site, has been for sale for about a decade, said Mayor Ruth Lovell Stanners. Several offers from private investors have collapsed over the years. "It's a sound business decision that allows us to do a number of things with it" said Stanners. The city's offer, which Stanners would not reveal, is conditional upon a satisfactory environmental assessment on the harbourfront property and report on the building's structural condition.

CPR Archives

All reports to date indicate the building is structurally sound, Stanners said. The mayor said if the deal is finalized, the city will seek proposals for the use of the building and property. The purchase will ensure the building remains standing, she said, and the city plans to eventually designate it under the Ontario Heritage Act. (Owen Sound Sun Times)

Gatineau gives $1.2M for steam train

The city of Gatineau, Quebec is kicking in more than $1.2 million to help get the region's steam train back on track. The Hull-Chelsea-Wakefield steam train hasn't been running since a May 2008 landslide near Chelsea stopped 10-metres short of the track. The money will pay for the work required at the landslide site, as well as at the Leamy Creek crossing and the Chelsea bridge. The work will start in March and continue in 2010 and 2011.

Community groups including business and tourism partners have already raised more than $1.9M to get the railway running. The province and the federal government also contributed $1.9M each to the popular tourist draw. The city also announced it will lease the railway corridor to the Compagnie de chemin de fer de l'Outaouais. The city will have a seat on the board that will be established to administer the railway. (Ottawa Citizen)

Nonprofit organization signs lease for Ministers Island once Van Horn's estate

The New Brunswick government has signed a long-term lease with a nonprofit organization to protect, preserve and develop Ministers Island, a nationally and provincially designated historic site. Wellness Culture and Sport Minister Hidard Albert recently announced the signing of the lease with Van Horne Estate on Ministers Island. The lease will run 25 years at a cost of $1 a year. Ministers Island, located in the Bay of Fundy just outside St. Andrews, was the 500-acre summer estate of Sir William Van Horne, the visionary builder of the Canadian Pacific Railway. The island is open to visitors during the summer season, and final visitor statistics for the 2008 season showed an increase in visits of 24%. The Van Horne Estate on Ministers Island is a nonprofit organization governed by a board of directors elected from its membership. (Bangor Daily News)

PASSENGER

VIA Rail receives recognition for new customer service program

The Relationship Marketing Association of Quebec recently recognized VIA Rail Canada Inc. for its customer loyalty program. The railroad received the association's most prestigious award, the Prix du conseil d'administration, for its decision to "refocus its members and invest significantly for its relationship marketing strategy" through the VIA Préférence program, according to a prepared statement.

The new program takes an integrated approach to customer communication, including email, direct marketing and frontline support, VIA Rail said. The "dynamic communications program" is personalized for each member and touches on every aspect of the rider experience, from direct communication to the onboard experience to purchases to customer service. (Progressive Railroading On-line)

White Pass to invest in locomotive repower work

The White Pass and Yukon Route plans to re-power its fleet of 11 GE 90-class locomotives. The first two locomotives, numbers 90 and 98, were sent to Coast Engine and Equipment in Tacoma, WA at the end of this year's operating season. They are expected to be back in Skagway by May 2009. "The GE's are the oldest of our diesel locomotives, built between 1954 and 1966, and are our 'signature' engines," said White Pass president Gary Danielson.

"This multimillion-dollar initiative will be one of the largest expenditures in the history of the company. In this time of economic uncertainty, it shows our commitment to the long-term sustainability and growth of the company." The 11 locomotives should be completed by the 2012 operating season, Danielson said. The new locomotives will be re-classed as CERES 140's, which stands for Controlled Emissions Repower Systems.

When the work is completed, the railway will have one of the most modern, safe and environmentally friendly locomotive fleets in the world, Danielson said. For 2 1/2 years, White Pass has been working with CEECO on an engine design specific to its operating needs. Together, they decided on Cummins Engine in the UK as the supplier of the engines. The engines will supply 60% more horsepower but will still raise fuel efficiency by more than 30%. The new engines will reduce 80% of stack emissions and eliminate all visual emissions. They will also eliminate all hazardous waste oil and reduce other hazardous waste products such as filters by 90%. They will meet or exceed all US Environmental Protection Agency regulations now and into the foreseeable future, Danielson said.

The new engines are of a modular design, which will simplify maintenance and reduce repair time. Control functions will be CEE-Trac Microprocessors, which will provide up to 30% more tractive effort for a higher horse power to weight ratio. These controls will reduce wear and overheating of electrical components, increase the life of rail and track structure and eliminate unnecessary idling time. The electronic control systems will also increase the safety and handling functions of the locomotive. (Whitehorse Daily Star)

TRANSIT

Commuter Rail should be priority on the E&N, all-party committee says

Vancouver Island's E&N train tracks should be upgraded with a view to developing commuter rail service, the province's all-party finance committee says. In a budget priorities report released recently the select standing committee on finance, made up of Liberal and NDP MLAs, said the track project should be a capital spending priority.

Island mayors and commuter rail boosters are cheering the recommendation.

The committee wants the province to consider "partnering with the federal government and the Island Corridor Foundation in an infrastructure program to

enable the development of rail infrastructure and commuter rail service on Vancouver Island."

Malahat-Juan de Fuca MLA John Horgan, a member of the finance committee, said it is a recognition that rail travel is an essential part of addressing climate change. It is also a priority in dealing with Vancouver Island's traffic jams, whether on the Malahat or on the roads to Victoria, he said. "Because it's an all-party committee, this takes the political edge off it," he said. "And all the communities are singing from the same song book. It's a very uniting issue."

In recent municipal elections, Colwood and Langford voted 93 per cent in favour of commuter rail service from Langford to downtown Victoria, with all levels of government funding improved infrastructure. Doug Backhouse, executive director of Island Corridor Foundation, a coalition of municipalities, First Nations, business and community groups, said there is a federal fund for upgrading short line railways. But the province needs to ask for the money.

A study conducted for the Foundation estimates the cost of restoring the line from Victoria to Courtenay and Nanaimo to Port Alberni, would be $103.8 million. That includes replacing every third railway tie and installing continuously welded steel rail over a five-year period. The cost would be split between the two senior levels of government and private funders. "We think a significant portion of the private funding is in place and now we just need the provincial and federal governments," Backhouse said.

Up-Island the aim would be to start with freight transportation, then move to passenger rail. However, the populous Langford to downtown section is ready for commuter rail, Backhouse said. Victoria's mayor-elect Dean Fortin said he plans to bring together a coalition of mayors to meet with the province. "Commuter rail from Langford to downtown Victoria is an idea whose time has come. It would take 5,000 cars off the road and provide affordable transportation," he said. (Times Colonist)

TransLink in cash crunch in BC

TransLink is already $100 million short of what it needs to maintain and expand transit services in 2009. And unless it can boost revenues by $150M annually by 2011, it could start axing services and infrastructure. In adopting its $1.3-billion budget and capital plan for 2009, TransLink said it will have to dip into its reserves in order to proceed with the projects it has committed to for the coming year. These include adding another SeaBus, providing more cars for the West Coast Express, launching the Canada Line and opening the Golden Ears Bridge. The Evergreen Line, which is listed as a committed project in TransLink's 10-year $14B expansion plan, may be affected if the reserves run dry.

By the end of 2009, after TransLink has used up $103M of its reserves, there will be just $298M left in the reserve fund. TransLink spokesman Ken Hardie said that by 2011, the company will need another $150M a year just to maintain services. Expanding services would require about $350M a year. But he said that if cuts are required at that point, TransLink would look first at "anything that didn't touch the actual cost of providing service on the street."

However, a report by the Regional Transportation Commissioner, the independent regulator of TransLink, said the 2009 10-year plan, released in August, suggests there could be "deep cuts in bus service starting in 2012" if the additional revenue isn't found. The report states that the plan shows a funding gap, equal to about 15% of revenues, in three years' time once the surplus is exhausted. TransLink is counting on increased ridership and advertising revenue, $13M in tolls from the Golden Ears Bridge and higher property taxes to help boost total revenue by $167M to $1.176B. Among the projects going ahead next year are a $28M investment to add seven cars to the West Coast Express by September 2010, funding for the next phase of the Fraser Highway-widening project, preliminary work on the Roberts Bank rail corridor and work on the Murray-Clark Connector in Port Moody.

Meanwhile, CEO Tom Prendergast said TransLink is also pursuing the ability to add more trains to West Coast Express, which is currently limited to five runs daily in each direction between Mission and downtown Vancouver. He said the current agreement with CPR providing West Coast Express track time on its railway expires in 2014 but he's not waiting until then to start renegotiating. (Vancouver Sun and Tri-City News)

Bombardier has inside track for new WCE cars

TransLink is being taken to task for choosing Bombardier to supply new West Coast Express commuter train cars without looking at other makers. The transportation authority is in talks with Bombardier to buy seven more cars to add to existing trains, allowing West Coast Express to carry nearly 20% more passengers daily.

Speaking at a meeting between area mayors and TransLink officials, Burnaby Mayor Derek Corrigan castigated the sole-source procurement being executed "by a private board, meeting in private." Bombardier has a reputation of garnering preferred treatment from TransLink because it is the lone maker of SkyTrain technology. Some in the region suspect light rail technologies have little chance of being picked for new rapid transit lines here because the federal government will favour SkyTrain equipment built by the Quebec-based firm. "This adds a level of suspicion," Corrigan said of the new purchase.

TransLink has budgeted $28 million to buy the seven WCE cars and perform upgrades at Waterfront and Mission stations. CEO Tom Prendergast said TransLink

decided against seeking competitive bids because it would have added 24 months to the delivery time of the new cars, which are to be here by the summer of 2010. Bombardier can add TransLink's seven cars to a production order underway for another buyer, he said. No deal has yet been concluded, he said, and an acceptable price will be a key factor. (Tri-City News)

Group wants interurban back on track in BC

An Abbotsford group is recommending a light-rail transportation service that would be running in time for the 2010 Olympics. The Rail for the Valley committee will ask Abbotsford council to support a light-rail demonstration project along the old interurban rail route that once connected New Westminster to Chilliwack. "Ideally, it could run from Scott Road [SkyTrain station in Surrey] to Chilliwack," Rail for the Valley spokesman John Buker said in an interview recently.

Exactly how far the line would run would depend on whether other municipal governments decide to join in. If not, the line would be more modest, Buker said. "It could be a small project from Abbotsford to Chilliwack." Buker said tracks are still in place on the old interurban electric line, which operated from 1910 to 1950. Buker envisions the demonstration line as a method of gaining public support for a line which could eventually cross the Fraser River and extend to downtown Vancouver.

The B.C. Electric motorman checks his four car interurban train before heading out from Vancouver bound for Chilliwack some 76.3 miles east. The baggage man is checking out the photographer, this on October 8, 1943! The B.C. Electric used GE multiple unit control with line voltage train line. The four car train could operate from one trolley pole. Hopefully, some day soon, electric interurbans will again rumble over at least part of the old Vancouver - Chilliwack right of way. Stan Styles courtesy GTC Collectibles BCE-1700-3.

En ce 8 octobre 1943, le garde-moteur de la British-Columbia Electric jette un dernier regard sur son train de quatre voitures interurbaines avant le départ de Vancouver en direction de Chilliwack à quelque 73,3 milles à l'est, tandis que le préposé aux bagages jette un coup d'œil au photographe. La BCE utilisait des trains à unités de contrôle multiple, les quatre voitures étaient ainsi alimentées par une seule perche. Espérons que dans un proche avenir, des voitures interurbaines électriques circuleront à nouveau, du moins entre le Vieux Vancouver et Chilliwack. Courtoisie de Stan Styles GTC Collectibles, BCE-1700-3.

Two other projects aimed at showing off light-rail transit by 2010 are already in the works, one in Surrey and one in Vancouver. Consultant Peter Holt, who has been working with Surrey city officials to restore a service on a section of track in that city, however, thinks the 2010 Winter Games deadline is too tight to complete a service between New Westminster and Chilliwack. He said Surrey's Heritage Rail demonstration project between Newton and Cloverdale is expected to come into service in 2010, but probably not until after the Feb. 12-28 Olympics.

He said the 11-kilometre stretch could be a tourist attraction. After it is operational, Holt said, the most probable expansion would be from Cloverdale to Langley and from Newton to Scott Road. Surrey Mayor Dianne Watts is supporting light rail over the provincial government's preference, a SkyTrain extension. "TransLink has estimated the cost of light rail at $27 million per kilometre versus $127M per kilometre for the Evergreen Line [through northeast Metro Vancouver] and $233M for the University of British Columbia / Broadway Line," states a policy paper on Watts's election website.

In Vancouver, the city has signed an agreement with transportation giant Bombardier to operate a 1.8-kilometre demonstration streetcar line linking the Olympic Village with Granville Island. The line, which will run from January 21 to March 21, 2010, is expected to use borrowed streetcars from Brussels Transport. Holt said obtaining cars quickly for the lines might be problematic because there is a worldwide shortage of rail cars. TransLink spokesman Ken Hardie said light-rail transit south of the Fraser River is an option for the future, but TransLink now is more interested in expanding the capacity of the West Coast Express north of the river. Eventually that line could cross the Fraser River and reach Chilliwack. (Vancouver Sun)

Teenage candidate devises Valley transit plan for BC

One of the 20 candidates running for a spot on the eight-seat Surrey City Council unveiled a realistic plan recently to bring light-rail transit to most communities south of the Fraser River. Specifically, candidate Paul Hillsdon's "Transit for Tomorrow" plan would take the $1.1 billion that BC's government has earmarked for a six-kilometre extension to SkyTrain in Surrey and use it to build 43.4 kilometres of light-rail transit for more people over a larger area. But, believe it or not, Hillsdon was forming his transit plan and weighing the pros and cons of running for Surrey council back last spring -- while he was preparing for high-school graduation.

Yes, Hillsdon is just 18 years old, which is the minimum age for voting and running as a candidate in the Nov. 15 election. Hillson says his transit plan can meet rapid growth throughout most of the lower Fraser region, including Surrey, the two Langleys, Delta, White Rock and eventually Abbotsford and the rest of the Fraser

Valley. It centres on three light-rail lines: a 26.2-km Interurban Line ($697 million) running from Scott Road SkyTrain station in Surrey to Langley City Centre, that would eventually be extended up the Valley; a 10.2-km King George line ($306M) to connect SkyTrain and the Interurban light-rail line with Surrey City Centre, Guildford and Newton town centres and a seven-kilometre 200th Street line ($210M) linking the Interurban line with Langley City Centre, Willowbrook, Willoughby and Walnut Grove. In the meantime, regions such as Abbotsford and White Rock are linked to the light-rail system via rapid-bus services.

"All costs have been calculated on estimates per kilometre as presented in the TransLink / DLR Interurban report," Hillsdon says (Vancouver Province)

Guelph throws support behind downtown Via Rail location to house GO

A handful of Guelph councillors seemed to agree that the downtown Via Rail site is the best location for a future GO Transit station. However, they did express concern over parking and whether GO Transit would choose a second location down the road. Three councillors on the community design and development services committee passed the staff report, to recommend the Via site as the preferred location. It will go before council of the whole at a later date. It is one of the three Guelph locations presented by the GO environment assessment team. Also being considered are the former Lafarge property off of the Hanlon Expressway and at Watson Road in the east end. "GO Transit almost always follows the preference of the (municipal partner)," said Rajan Philips, the city's manager of transportation planning. "I'm inclined to be optimistic." GO staff hinted during a public meeting in September that it may look at two locations, but Philips said it looks like there will be only one site, at least during the first stage. (Guelph Mercury)

Ontario agency signs off on 25-year transportation plan, green lights first two projects

The Metrolinx board recently approved the Ontario agency's regional transportation plan, "The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area."

The 25-year, $50 billion transit improvement program calls for providing faster, more frequent service on several GO Transit lines; adding regional rail service between Georgetown and Union Station, and Milton and downtown Toronto; adding GO Transit service to Bowmanville, Seaton and Bolton; extending the Spadina subway from Downsview Station to York University and the Vaughan Corporate Centre, and from Finch Station to Langstaff in Richmond Hill; and adding new rapid transit service in several Toronto suburbs.

As part of a $7 billion five-year capital plan, the board also approved moving forward with two of the Big Move projects in 2009. The agency plans to begin construction on the Sheppard East light-rail project in Toronto and VIVA bus rapid transit project in the York Region.

Created by the Ontario government in 2006, Metrolinx is charged with developing and implementing an integrated multi-modal transportation plan for Toronto, Hamilton and four surrounding municipalities. (Progressive Railroading On-line)

Canada Line launches trial run

Canadian transportation officials became the first passengers to ride the Canada Line as part of a trial run from Bridgeport Station to the Vancouver International Airport Station on November 12, 2008.

Train testing on the airport segment is almost complete, and testing currently is under way on the Richmond and Vancouver sections of the line. Scheduled to be complete in 2009, the 11.8-mile Vancouver-to-Richmond, British Columbia, line is expected to carry 100,000 daily passengers by 2010.

Canada Line Rapid Transit Inc., a subsidiary of the South Coast British Columbia Transportation Authority, will operate the line. Other project partners include the Government of Canada, province of British Columbia and Vancouver Airport Authority. (Progressive Railroading On-line)

BACK COVER TOP: An example of the beautiful scenery to be found along the line between Sudbury and White River, Ontario. This photo from the cab of VIA's RDC train 186 of the Spanish River. Approximate location between Metagama and Sheahan eastbound on Sunday, June 22nd, 2008. Stephen Wray.

HAUT DE LA COUVERTURE ARRIÈRE: Un exemple de la beauté du paysage à découvrir le long de la ligne entre Sudbury et White River, Ontario. Photo de la rivière Spanish prise de la cabine de conduite du RDC de Via, train no 186. Entre Metagama et Sheahan en direction est, le dimanche 22 juin 2008. Stephen Wray.

BACK COVER BOTTOM: The CN Geometry Train was busy plying the Maritime rails in the month of November 2008. David Morris caught the train in this stunning November setting (November 11, 2008) between Campbellton, New Brunswick and Riviere du Loup, Quebec.

COUVERTURE ARRIÈRE, EN BAS : Train d'analyse de la géométrie des rails du CN en service dans la région des Maritimes en novembre 2008. David Morris a pris ce cliché lors de ce splendide paysage du 11 novembre 2008 entre Campbellton, Nouveau-Brunswick et Rivière-du-loup, Québec.

Canadian Rail

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