



Canadian Rail

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**CPR's Ottawa Valley transcontinental
main line 1978 – 2011 – Disaster at Almonte**

*La voie principale du transcontinental du CPR dans
la vallée d'Ottawa 1978-2011 – Catastrophe à Almonte*



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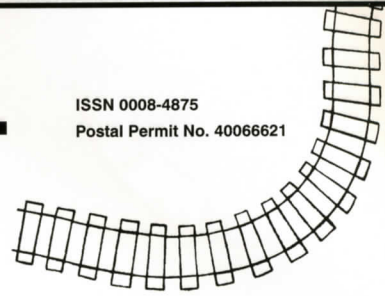


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FRONT COVER: Meet at 'RV'!. Westbound No. 1, in the charge of VIA F40PH-2 6443, is at Chalk River on a chilly – but clear - January 13, 1990 as CPR transcontinental time freight 482 prepares to change crews and head for Smiths Falls. Number 482's predecessor was No. 952, the so-called 'Seaboard' freight because it operated literally from coast to coast on the CPR system. Raymond Farand.

BELOW: The last westbound CP Rail transcontinental passenger train between Montréal and Vancouver arrives on Track 4 at Ottawa Station on October 28, 1978. The ensuing VIA years will see many changes occur in and around the station complex including the total dismantlement of the coach yard visible to the left of 'The Canadian', along with the removal from service of the steam plant visible near Track 10 at the southern edge of the property. William H. Coe.

PAGE COUVERTURE : La F-40PH-2 6443 de VIA est en tête du train no 1 «The Canadian» en direction ouest à Chalk River, Ontario, en cette belle et froide journée du 13 janvier 1990, au moment d'une rencontre avec le train de marchandises transcontinental du CP 482, qui fait un arrêt de changement d'équipe avant de continuer vers Smith Falls. Le train prédécesseur du 482 était le 952, que l'on appelait le « Seaboard freight » parce qu'il reliait vraiment les deux océans sur le réseau du CP Raymond Farand.

Ci-DESSOUS : Le dernier train de passagers du transcontinental du CP Rail en direction ouest, reliant Montréal et Vancouver, arrive sur la voie no 4 à la gare d'Ottawa en ce 28 octobre 1978. Plusieurs transformations auront lieu autour de la gare après sa prise en charge par VIA Rail, dont le démantèlement de la cour pour les voitures coach, visible à gauche du Canadian, et le retrait des installations pour le service de la vapeur près de la voie no 10 en bordure sud de la propriété. William H. Coe.

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In Service to a Nation's 'Dream'

The ties that bind through the Ottawa Valley

An article written for Canadian Rail magazine by Raymond S Farand, providing an overview of historical events occurring between 1978 & the present, impacting upon that portion of Canadian Pacific Railway's transcontinental main line passing through the Ottawa Valley between Ottawa/Smiths Falls, North Bay and Sudbury, Ontario.

All photos by the author unless indicated otherwise

The date is January 14, 1990, and following passage of the eastbound VIA 'Canadian', the junction switch at Carleton Place, Ontario is lined and locked for the last time. Arguably this sets in motion a series of circumstances and events that ultimately lead to the demise of a once proud and vital rail route, Canadian Pacific's transcontinental main line through the Ottawa Valley. With the decisive return of the padlock's shackle, so ends more than 100 years of passenger service in a land made famous by Samuel de Champlain. It is immediately clear that there will be no second guessing VIA's decision to end its direct service between Ottawa and Sudbury, as CPR track forces are on location at Carleton Place the very next day removing the switch and pulling up rail on the connecting track to the west of the town's distinctive stone station.

With the discontinuance of VIA Rail passenger service through the Ottawa Valley, so too ends a revenue stream that CP has relied on to help offset the cost of maintaining their railway through the Valley. Now, maintenance-of-way expenditures on the Chalk River, North Bay and Cartier Subdivisions (east of Romford) will have to be justified solely on the back of freight revenue generated either locally or from the cargo that is bridged across the territory that forms the shortest and most direct route between Montreal and Western Canada.

The wheels of circumstance will be in motion for the next 20 years, with the route's existence determined by distant corporate decisions and changing economic times, until a fateful day in early 2010 when the last revenue freight move traversed the line eastward from Mattawa to the Canadian Forces Base at Petawawa, Ontario, and the wheels stopped turning.....forever!

Join me now in a review of the final years of service of Canadian Pacific's transcontinental main line route through the Ottawa Valley, beginning with the introduction of VIA operations through the territory in 1978. It is a compelling narrative filled with 'what ifs' and 'if onlys', to be surely viewed as a harbinger of future opportunities lost by those who would make a case for co-production style railroading here in Eastern Ontario.

THE VIA YEARS IN THE UPPER OTTAWA VALLEY

October 29, 1978 is a watershed date in Canadian railroading history as VIA Rail Canada Inc, a recently

minted crown corporation responsible for the provision of passenger rail services at a national level throughout Canada, takes ownership of all Canadian Pacific Railway's passenger routes and equipment from coast to coast. Finally after years of appealing to the Federal government for permission to suspend its passenger services due to declining ridership and non-compensatory government subsidies, the CPR is now free to direct all of its resources towards freight transportation, just as the CNR had been allowed to do seven months earlier when VIA, a subsidiary of CN became a separate crown corporation.

West of the nation's capital in the Upper Ottawa Valley the impact of a unified passenger rail strategy is immediate, affecting both CP #3 & #4, 'The Canadian', (operated as #1 & #2 before April 30/78) and VIA #1 & #2, the 'Super Continental'. Prior to the service change date, VIA operated the 'Super' over CN's Beachburg and Newmarket Subdivisions between Ottawa and Capreol, with 'The Canadian' using its traditional routing over the Carleton Place, Chalk River, North Bay and Cartier Subdivisions to Sudbury. Effective October 29th, VIA's 'Canadian' operates as #1 & #2 between Toronto, Sudbury and points west, with the 'Super', now #3 & #4, routed through the Valley over CP lines between Ottawa and North Bay, where the train is switched to CN trackage via the Ontario Northland Railway for the remainder of the trip to Capreol. The new arrangement leaves CN's transcontinental main line between Ottawa and North Bay, and CP's Cartier Subdivision between North Bay and Sudbury without a passenger service that it has enjoyed since the completion of railway construction through the area near the turn of the century. It's also worth noting that with the rerouting of the 'Super Continental' to CP's Carleton Place, Chalk River and North Bay Subdivisions, VIA Rail agrees to the exclusive use of CPR running trade employees on its movements west of Ottawa, as opposed to an arrangement over CP's Montreal and Ottawa Subdivision (M&O) that sees the assignment shared equally between CP and VIA enginemen and conductors.

The situation in the Valley remains unchanged for all of eight and a half months when the decision is made by VIA to originate its predominantly stainless-steel equipped 'Canadian' out of Montreal instead of Toronto to better manage maintenance costs on the former CPR fleet. In as much as VIA has taken outright

ownership of all its rolling stock, it still relies on the former equipment owners for servicing when the work exceeds road repair status. Given that its roster of former CPR Budd-built cars spends most of its time logging revenue mileage between Toronto and Vancouver, VIA is caught paying deadhead charges to the CPR any time the equipment needs to have work done at the Glen Yard in Montreal. So on June 17, 1979 VIA #1 & #2, the 'Canadian', with its compliment of classic Budd stainless-steel, reverts to a Valley routing over CP lines between Dorval QC and Sudbury, once again restoring passenger service to CPR's original transcontinental main line between North Bay and the 'Nickel City' of Sudbury.



Canadian Forces Base Petawawa is visible in the background as the last westbound VIA 'Super Continental' proceeds through the Upper Ottawa Valley at MP106.0 of the Chalk River Subdivision on June 16, 1979. Aside from a single FP9A locomotive and three tail end sleeping cars in the modern CNR grey and black livery, and a former CPR stainless-steel sleeper still displaying an action red letterboard stripe, the consist appears predominantly in VIA Rail Canada colours. Bill Crago.

On aperçoit la base des Forces canadiennes de Petawawa en arrière-plan au moment où le dernier Super Continental de VIA se dirige vers la vallée de l'Outaouais à la borne MP106.0 de la subdivision Chalk River en ce 6 juin 1979. Les couleurs de VIA Rail Canada prédominent sur le convoi à l'exception de l'une des locomotives FP9A, de trois voitures-lits dans la dernière livrée noir et gris du CNR placées à la queue de train, et d'une voiture-lit du CPR en acier inoxydable avec la bande Action Red. Bill Crago.

VIA's westbound 'Canadian' is about to pass under Highway 7 at MP22.5 Carleton Place Subdivision near Ashton on September 16, 1979. Powered by a pair of MLW built CP Rail RS-10s, the train is made up predominantly of former CPR Budd-built stainless-steel passenger cars. Robert Heathorn.

Le train Canadien de VIA, en direction ouest, s'apprête à passer sous le viaduc de l'autoroute 7 à la borne MP22.5 dans la subdivision Carleton Place près de Ashton en ce 16 septembre 1979. Tiré par une paire de locomotives RS-10 construites pour le CP Rail par MLW, il est essentiellement composé de voitures de passagers en acier inoxydable construites par Budd pour le CPR. Robert Heathorn.



At the same time as VIA Rail is re-arranging its service through the Upper Ottawa Valley, CP's overhead and local freight operations are continuing to be managed in a manner consistent with a service design plan developed in the early 1970s that calls for three or four regularly scheduled freight trains to pass over the line in either direction every 24 hours.

In the eastward direction handling intermodal and priority carload traffic is daily expedited Vancouver to Montreal train #932. Also handling intermodal and priority carload traffic is daily expedited Calgary to Montreal train #406 that connects with train #952 for furtherance of traffic consigned to Saint John, New Brunswick. Next there's daily manifest train #912 operating from Sault Ste. Marie to Montreal, followed by a daily local North Bay originating train #70 that connects with train #60 out of Sudbury that is also responsible for switching originating and terminating traffic for interchange with the Ontario Northland Railway. Local work in the eastward direction between North Bay and Smiths Falls is handled by the wayfreight train #72.

In the westward direction, handling intermodal and priority carload traffic is daily expedited Montreal to Calgary train #411. Also handling intermodal and priority carload traffic is train #949, a daily Saint John NB to Winnipeg expedited that replaced train #951 east of Montreal at an earlier date. Then there's daily manifest train #911, operating from Montreal to Sault Ste. Marie.



Passengers prepare to board VIA #1 at Pembroke on August 30, 1988.

Des passagers se préparent à monter à bord du train no 1 de VIA à Pembroke en ce 30 août 1988.

About the same time that VIA's service in the Valley is being reduced to a thrice weekly Budd-car ride between Ottawa and Sudbury, the planners in CP Rail's Transportation Department are busy fine tuning freight traffic through the territory with the introduction of 'Gold Medallion' 400-series train service. By October 30, 1983 traversing the line in an eastward direction are daily long distance trains #482 and #492 along with local trains #60/70 and the wayfreight train #72. In the westward direction there are daily overhead trains #471, #481 and #493, train #911 to the Sault plus an 'as required' Extra to do the local work west of Smiths Falls. As in the past, the winter months are filled with directional unit movements of export grain loads to eastern ports and the cycling of the returning empties west for reloading.

In the spring of 1985, after a Federal election the previous September results in a change to senior government, funding that had been removed from VIA Rail's budget in 1981 is restored, allowing for the re-instatement of VIA #1 & #2, the 'Canadian', through the Ottawa Valley effective June 1st. As was the case prior to its removal four and a half years earlier, the train once again traverses over CP's Carleton Place, Chalk River, North Bay and Cartier Subs between Ottawa and Sudbury using a CPR crew. Between Montreal and Ottawa, instead of using CP's Vaudreuil and M&O Subdivisions west of Dorval, trains are routed over CN's Kingston Subdivision east of Coteau and the Alexandria Subdivision between Coteau and Ottawa. The service includes a dome-car and provides run-through sleeper service between Montreal and the West. VIA #177's Budd-car, which made its last run to Sudbury on May 24, 1985, was replaced by bus service until May 31st.



The last VIA #177 from Ottawa to Sudbury passes Signal 399 of the Chalk River Subdivision east of Arnprior on May 24, 1985. The regional service would be replaced a week later by a re-instated Montréal-Sudbury section of VIA's 'Canadian'.

Le dernier train no 177 de VIA, reliant Ottawa à Sudbury, passe le signal no 399 dans la subdivision Chalk River à l'est de Arnprior en ce 24 mai 1985. Ce service régional sera remplacé une semaine plus tard par la réinstallation de la section Montréal-Sudbury du train Canadien de VIA.



The re-instated Montréal-Sudbury section of VIA #1 the 'Canadian' is seen at Ottawa Station on its inaugural run on June 1, 1985.

On aperçoit la section Montréal-Sudbury réinstallée du train Canadien de VIA à la gare d'Ottawa, lors de son voyage inaugural en ce 1er juin 1985.



VIA #1 is about to be lined on to the Chalk River Subdivision at Carleton Place behind an eastbound winter grain unit train on February 20, 1987. In the distance in the passing track is a return move of grain empties waiting to proceed west after the 'Canadian' departs for Sudbury.

Le train no 1 de VIA se prépare à s'aligner derrière un train céréalier en direction est à Carleton Place dans la subdivision Chalk River en ce 20 février 1987. Plus loin, un autre train céréalier, vide dans ce cas-ci, attend le départ du Canadien vers Sudbury afin de poursuivre son chemin.

A pair of run-through sleeping cars are visible on the tail end of VIA #2 as the train prepares to receive passengers at Chalk River on August 30, 1988.

Une paire de voitures-lits est visible à la queue du train no 2 de VIA au moment où celui-ci se prépare à prendre des passagers à Chalk River en ce 30 août 1988.



Over the next few years passenger rail service in the Valley steers a 'steady as she goes' course with unconfirmed ridership figures holding firm in the face of competition from other modes of ground based transport. By the late 1980's VIA has made progress modernizing its fleet of aging diesels with the purchase of 59 new 3000HP model F40PH-2 locomotives from Diesel Division – General Motors of Canada (GMD). With half of the order on the property by the beginning of 1989, Transport Canada makes a ruling that as of March 31st, all locomotives operating in a lead position must be

equipped with a Reset Safety Control. This ruling effectively removes from service all of the former CNR MLW FPA-4 6700s on the Montreal-Sudbury section of the 'Canadian' as that the train normally operates with just a single unit. On March 28, 1989, VIA locomotive #6767 makes the last run of an FPA-4 in the lead position on VIA #1, returning to Montreal the next day on VIA #2. From that point on, the assignment is held down by either an FP9A or one of the new F40PH-2 in combination with a steam generator unit.

VIA #1 with MLW built FPA-4 6771 on the point passes the Smiths Falls Subdivision junction switch at Federal, MP6.0 Beachburg Subdivision on March 10, 1986.

Le train no 1 de VIA, avec en tête la locomotive FPA-4 no 6771 construite par MLW, franchit l'aiguillage de la jonction de la subdivision Smith Falls à Federal, à la borne MP 6.0 de la subdivision Beachburg en ce 10 mars 1986.



VIA locomotive 6512 and a sister FP9A are in charge of VIA #2 at Ottawa Station on a blustery winter evening on December 21, 1989.

La locomotive FP9A no 6512 de VIA et une jumelle sont en tête du train no 2 de VIA à la gare d'Ottawa en cette soirée de tempête d'hiver du 21 décembre 1989.

Now all of those new locomotives have come with a price tag that has in part raised VIA's capital expenditures to a level that soon has politicians once again contemplating subsidy cut-backs in the face of increasing pressure on the federal budget. Once again the axe falls on the national passenger rail carrier when on April 26, 1989 the Federal Government brings in a new budget and requests that VIA Rail absorb a \$500 million cut in subsidies over the next four years. There is displeasure with the fact that in 1988 alone VIA was subsidized in the amount of \$641 million.

Impact on passenger service in the Ottawa Valley is immediate, with termination on April 29, 1989 of run-

through sleeping-car service on the Montreal-Sudbury section of the 'Canadian'. In its place the company provides its patrons east of Sudbury with day-nighter accommodation requiring that sleeping-car passengers to/from the west make an across the platform transfer at Sudbury with the through section of the 'Canadian' operating between Toronto and Western Canada.

Though unconfirmed, it's likely that this move in combination with an earlier decision by management to eliminate dome-car service on the train negatively impacts passenger loadings over the route giving VIA Rail justification to once and for all terminate the service in January the following year.



Run-through sleeper service comes to an end on the Montréal-Sudbury section of VIA #1 on April 29, 1989. In this view of the train at Ottawa Station, the former Canadian Pacific stainless-steel 'Chateau' class sleeper is marshalled ahead of CP Rail Official Car 'Assiniboine'. The business car is providing accommodation for CP Rail President R.S. (Russ) Allison (pictured standing on the platform) as he travels to Rogers Pass for the official inauguration of the Mount Macdonald Tunnel five days later on the fourth of May.

En ce 29 avril 1989, le service de voitures-lits arrive à sa fin sur la section Montréal-Sudbury du Canadien de VIA. Sur cette photo du train no 1 de VIA prise à la gare d'Ottawa, la voiture Château en acier inoxydable, auparavant du Canadien Pacifique, précède la voiture de fonction Assiniboine du CP Rail. Cette dernière est à la disposition du président du CP Rail, R.S. (Russ) Allison (debout sur le quai). Celui-ci doit se rendre au col Rogers pour l'inauguration officielle du tunnel Mont-Macdonald qui aura lieu cinq jours plus tard, c'est-à-dire le 4 mai.



Passenger VIA 6440 East, train #2 speeds over the siding west switch Mackey at MP 21.3 North Bay Subdivision on June 26, 1989. Once in the clear, non-controlling locomotive engineer Bert Canning will line VIA #1 out of the siding and the train will continue westward towards North Bay and Sudbury.

En ce 26 juin 1989, le train de passagers VIA no 2 en direction est, avec en tête la locomotive no 6440, prend de la vitesse au-delà de la voie d'évitement à l'ouest de l'aiguillage Mackey à la borne MP21.3 de la subdivision North Bay. Aussitôt la voie dégagée, le mécanicien Bert Canning dirigera le train no 1 de VIA en direction ouest hors de la voie d'évitement vers North Bay et Sudbury.

On January 14, 1990 the 'Canadian' makes its last run between Montreal, Ottawa, Carleton Place, Chalk River, North Bay and Sudbury with Valley passenger service coming to an end later in the day with the passage of #2 in the eastward direction. The decision is not about to be reversed either, as the Carleton Place/Chalk River Subdivision junction switch is immediately removed at Carleton Place. By March contractors are busy dismantling the now abandoned Carleton Place Subdivision. No doubt the swift demise of the line is abetted by the fact that there is little in the way of local business remaining on the line to give it any hope of becoming economic in the foreseeable future. It's an inglorious end to a line of railway that saw its first official train operated by the Canada Central Railway on September 16, 1870.



Locomotive engineers Harvey Leduc and Russ McLain pose together at Chalk River during the second to final trip of the Montréal-Sudbury section of VIA #1. Harvey, seen here wearing a big smile and VIA engineman's cap, is making his 'Last Run' and would retire later in the day on January 13, 1990.

Le 13 janvier 1990, les mécaniciens Harvey Leduc et Russ McLain posent ensemble à Chalk River durant le dernier voyage de la section Montréal-Sudbury du Canadien no 1 de VIA. Harvey semble sourire sous sa casquette de mécanicien de VIA. Il effectue son dernier parcours avant sa prise de retraite, qui sera officielle un peu plus tard dans la journée.

On July 20, 1989, the Work CP 3083, Cobden Turn switches out the feed mill at Ashton, MP23.0 Carleton Place Subdivision. Six month later as VIA Rail ceases operation over the line and the track is removed, this last remaining rail served customer west of Bells Junction would be required to satisfy its shipping needs with an alternative form of transportation. The feed mill has since closed. A. Ross Harrison.

Le 2 juillet 1989, la locomotive no 3083 du CP quitte Cobden Turn à l'aiguillage du moulin d'Ashton à la borne MP23.0 de la subdivision Carleton Place. Six mois après que VIA y eut cessé toute activité et que les rails y furent retirés, le tronçon, au service de clients à l'ouest de la jonction Bells, fut requis pour satisfaire à la demande d'expéditions sous une autre forme de transport.



On March 18, 1990, a bumper post is installed at MP9.0 as dismantlement of the Carleton Place Subdivision begins west of Bells Junction.

Le 18 mars 1990, un butoir est installé à la borne MP9.0 au moment où le démantèlement de la subdivision Carleton Place débute à l'ouest de la jonction Bells.

As mentioned in the introduction, the discontinuance of passenger service through the Ottawa Valley is a major turning point in the line's history as it puts an end to the monies received by CP Rail for VIA's usage of the trackage between Sudbury and Bells Junction, the connection with CN's Beachburg Subdivision on the outskirts of Ottawa. It's not inconceivable to concur that this sizable and predictable twelve-year revenue stream probably had a noticeable impact on CP's maintenance budget now that the company is solely responsible for the cost of upkeep along 322 miles (Sudbury to Bells Junction) of Valley right-of-way. It stands to reason that CP Rail's management would seriously consider an innovative approach to reducing the expense of transporting its overhead freight traffic through Eastern Ontario in the face of rising competition from the long-haul trucking sector. Such outside the box thinking would introduce several turns to the Valley rails' story as history unfolds over the next five years.

THE POST-VIA YEARS IN THE OTTAWA VALLEY

Two weeks into the new decade, the Ottawa Valley segment of CP Rail's transcontinental main line is now dedicated exclusively to freight operations, with train service profiles created to support four daily transcontinental movements, one almost daily transcon, one almost daily regional train, and two as required overhead train movements originating at Winnipeg.

In the eastward direction handling intermodal and priority carload traffic is daily expedited Vancouver to Montreal train #472. Also handling intermodal and priority carload traffic is daily expedited Calgary to Montreal train #482. Operating six days per week from Thunder Bay to Montreal is manifest train #986. Departing from Winnipeg for Montreal on an as required basis are manifest trains #484 and #492. Lastly, averaging a once a week departure and originating at North Bay, is train #700 a unit acid move off the ONR destined for Searsport Maine. By this point originating and terminating traffic for interchange with the ONR and on-line business from a dwindling number of shippers east of North Bay is handled by 986's train.

In the westward direction, handling intermodal and priority carload traffic is daily expedited Montreal to Vancouver train #481. Also handling intermodal and priority carload traffic is daily expedited Montreal to Winnipeg train #491. Operating six days per week and also handling intermodal and priority carload traffic from Montreal to Vancouver is expedited train #471. Gone is daily manifest train #911 that operated from Montreal to Sault Ste. Marie. It and sister train #912 only operate between Sudbury and the Sault. Local on line work between Smiths Falls and North Bay is handled by 481's train on an as required basis.

The winter months continue to be filled with the cycling of 300-series export grain unit trains originating at Moose Jaw, Brandon, Winnipeg and Thunder Bay destined for the St. Lawrence River ports of Montreal, Trois-Rivières and Québec City.

One of the early casualties of the pure freight environment that now exists to the east of Sudbury is the Centralized Traffic Control (CTC) system on the Cartier Subdivision between Romford (junction with CP's Parry Sound Subdivision) and North Bay. Often referred to as a 'Poor Man's' CTC with sidings equipped with powered switches on one end and spring switches on the other, the infrastructure is deemed to be less than effective when planning solely freight train meets. Given that there are no longer any scheduled passenger trains operations, and with the age of the CTC probably influencing the decision, the plant is decommissioned and the line reverts to 'dark territory' in late 1991-early 1992.

To the casual observer the situation that presents itself in the Ottawa Valley in the early 1990's must look reasonably healthy given the steady number of daily trains operating over the line. However a Canadian Pacific Limited annual report from the period makes a disturbing statement which in itself constitutes a formidable challenge to its own operating department. It states that the Eastern Canadian portion of its network "suffers from intense intermodal competition and high taxation", and expenses associated with owning and maintaining its trackage is becoming prohibitive. These issues "must be resolved to make the eastern railway viable."

This situation is not unique to the company and also applies to CP Rail's major competitor Canadian National Railways or as it currently likes to be referred to 'CN North America'. Over the next five years competition and taxation inequities result in CP and CN declaring a combined loss of \$2 billion on their eastern Canadian operations, according to the New York Times. For the most part and in spite of their mutual affliction, it appears that both companies continue to deal unilaterally with excess capacity issues that result in them "paying property taxes on more track than necessary". The only exception is the Ottawa Valley that transitions shortly thereafter into a 'test bed' for future reciprocal 'directional-running' agreements.

In the Upper Ottawa Valley with the two railways situated relatively near to each other for the entire distance between North Bay and Ottawa/Smiths Falls, and given that both railway lines effectively serve their respective owners as 'bridge' routes for overhead traffic having Eastern and Western Canada origin/destination points beyond the Valley's geographic limits, the two companies enter into discussions to determine if a plan can be worked out to allow them to partner or 'co-produce' over one of the two existing railway lines in the area. After a period of intense negotiation, the spring of

1992 sees the two companies arrive at an 'Agreement in Principle' to consolidate their freight traffic on one corridor through the Valley, that being CN's Newmarket, Beachburg and Alexandria Subdivisions between Station Name Sign (SNS) Yellek, just west of North Bay, and a connection with CP's Winchester Subdivision west of Montreal at De Beaujeu, QC. In North Bay proper, CP's waterfront trackage is designated as the partnership route allowing CN to abandon its cross town main line just north of the city's downtown area.

After further details are worked out between the two parties, June 11, 1993 sees a public announcement of the CNCP Ottawa Valley Partnership. It's promoted by both companies "as a low-cost way of owning and maintaining their eastern networks while preserving essential rail operations through the north." CN and CP go on to say that "co-production could be a sound business alternative to abandonment or sale of lines to short-line operators." Co-production will "establish a single route for competing train services operated by both companies" and reduce the distance travelled by CP Rail

The Work CP 3052 is switching tank cars at Tembec's Témiscaming Complex on April 26, 1991. Visible behind the locomotives to the left and flanked by a pair of smoke stacks is the cellulose mill's steam plant. To the right is the enclosed chip conveyor that feeds wood chips to the digesters. In the foreground can be seen the truncated end of Témiscaming Subdivision trackage at MP40.0, a mile and a half south of the old station location.

La locomotive no 3052 du CP manœuvre des wagons-citernes au complexe Tembec de Témiscaming en ce 26 avril 1991. On aperçoit à gauche, derrière les locomotives, la paire de cheminées de l'usine à vapeur du moulin de cellulose. À droite, des convoyeurs fermés alimentent le digesteur de particules de bois. On aperçoit au premier plan la voie tronquée de la subdivision Témiscaming à la borne MP40.0 située à 2,4 km au sud du site de l'ancienne gare.



trains between Montreal and North Bay by 45 miles, thereby lowering its operating expenses and improving fuel conservation. The agreement is heralded as "a new approach to railway management in Eastern Canada" and an innovative solution for dealing with "large portions of track that do not carry enough traffic to cover maintenance and tax expenses which are borne entirely by the railways."

So subject to regulatory approval Canadian Pacific begins to make plans to lift its rail line east from Mattawa to Smiths Falls except for a short section between the CN interchange at Pembroke and the military base at Petawawa, ON. Also retained is that portion of the North Bay Subdivision as far east as Mattawa which provides CP with a connection to the Témiscaming Subdivision between Mattawa, ON and Témiscaming, QC. Exclusive ownership of this portion of the soon to be 'former' transcontinental main line ensures the company sole access to its forest products customer base on the north side of the Ottawa River in Témiscaming.



The morning mist is suspended above the waters of the Ottawa River on September 5, 1992, as CP's northbound Tembec Turn rumbles across the 1600.2 foot thru-plate girder bridge that joins the provinces of Ontario and Québec by rail at Mattawa. Visible in the distance is the structure's three distinctive steel truss spans, each measuring 157 feet in length. Thanks to a new 5-year operating agreement between RailAmerica and the CPR, this bridge will continue to see regular freight service between Sudbury and Témiscaming.

En ce 5 septembre 1992, alors qu'une brume matinale flotte au-dessus des eaux de la rivière des Outaouais, le « Tembec Turn » du CP en direction nord traverse le pont de 1600 pi (488 m) qui réunit le Québec et l'Ontario à Mattawa. Au loin, la structure des trois arches en poutrelles d'acier de 157 pi (48 m) de long. Grâce à la nouvelle entente de cinq ans entre RailAmerica et le CP, ce pont continuera d'assurer la liaison régulière des trains de marchandises entre Sudbury et le Témiscamingue.



CNCP Ottawa Valley Partnership negotiations are steaming ahead as a CPR pilot climbs aboard engine VIA 6440, and a westbound joint inspection train enters the Chalk River Subdivision off the CN-CP interchange connecting track at Pembroke on November 2, 1992. Not since the demise of the Montréal-Sudbury section of the 'Canadian' in January 1990 has a VIA Rail locomotive worked over CP trackage through the Upper Ottawa Valley.



Les négociations de partenariat entre le CN-CP et le Ottawa Valley progressent rapidement quand, le 2 novembre 1992, un conducteur du CP monte à bord de la locomotive VIA 6440 et qu'un train d'inspection conjoint entre dans la subdivision de Chalk River par la voie d'interconnexion CN-CP à Pembroke. On n'avait pas vu une locomotive de Via Rail travaillant pour le CP sur l'Upper Ottawa Valley depuis la fin du service sur le tronçon du train Canadien entre Montréal et Sudbury en janvier 1990.

Late in 1993 circumstances conspire to bring an end to on-going 'Partnership' negotiations and they are never re-started. On June 1, 1995, CN and CP advise the Canadian Transportation Agency (CTA) that the agreement has not been renewed. There is speculation that the co-production route through the northern limits of Algonquin Provincial Park has been met with a significant challenge from environmentalists in the region, and that their objection to the 'Partnership' has undermined CNCP resolve to retain the line with the easiest grades, but that claim is unsubstantiated. There's

also the view taken by some that CP has placed too high a valuation on those of its assets being abandoned, subsequently discouraging CN from finalizing the agreement, but that claim too remains locked in a vault of confidentiality and cannot be substantiated. No matter, the end result is that both railways go their separate way. Overhead traffic continues to move on two 'bridge' lines that sorely need to be merged into one given the rising cost of operations and the absence of local shippers along each of their respective routes in the Upper Ottawa Valley.



Veteran locomotive engineer Robert Emond is at the controls of the CP 5566 East, train #484, as it glides around the curve in front of the station at Mattawa on February 19, 1994. This CPR standard station design Type 10 structure is located at MP71.79 North Bay Subdivision and is the only remaining railway station between Smiths Falls and North Bay to survive the demise of rail passenger service in the Upper Ottawa Valley. To this day it remains in service to railway maintenance-of-way personnel.

Le mécanicien d'expérience Robert Emond est aux commandes de la CP5566 en tête du train no 484 vers l'est, le 19 février 1994. Il aborde la courbe devant la gare de Mattawa. Cette gare de structure de type 10 est située au PM 71.79 de la subdivision de North Bay et c'est la seule gare encore en activité depuis la fin du trafic passager sur l'Upper Ottawa Valley. Elle ne sert plus que pour le personnel d'entretien.

Something has to give and it's not long in coming! Within weeks of advising the CTA that the deal with CP Rail is off, CN North America makes a significant change to its train profiles through the Ottawa Valley redirecting several Beachburg Subdivision overhead trains through Toronto. Further changes to its operating plan culminate in the closure of its main line on November 24, 1995 between Capreol and Pembroke. This includes trackage opened by the Canadian Northern Railway (CNoR) in 1915 through Algonquin Provincial Park. The move takes place on the very day that Canadian National Railway shares begin trading on North American stock exchanges. The often maligned crown corporation has finally been privatized and everything is being done to attract prospective shareholders to the company. Discarding marginal assets is viewed as a good way to cut unnecessary expenses and its trackage in the Upper Ottawa Valley is the first to go. Customers as far west as Pembroke continue to be served by way of Ottawa through the company's Coteau gateway, but the door has been opened to future changes that will see the line sold off to a short line operator in slightly more than three years time.

By the fall of 1995 and with the CN partnership terminated in the Valley, Canadian Pacific Limited takes

steps to deal with a staggering reported loss of \$782.7 million in railway operating income during the latest reporting year. On November 21st, it announces the creation of a Montreal based Eastern Operating Unit as part of a restructuring decision that makes CP Rail System a wholly-owned subsidiary of a new parent company called Canadian Pacific with headquarters located in Calgary AB. The Eastern Operating Unit is mandated to "run as a separate operation with a management team dedicated to achieving a regional railway cost structure." Its goal is "to restore a money-losing operation to profitability. Key challenges include excess capacity and surplus network infrastructure, uncompetitive labour costs, modal competition from trucking and the achievement of equitable treatment in fuel and property taxation policies". With one of the stated corporate objectives being the examination and possible rationalization of approximately 25 percent of its railway network, and with the company choosing not to include its

Ottawa Valley assets as part of the new operating unit, one is given to wonder what's happening 'Up the Valley' between Smiths Falls and Romford? The answer to that question is provided shortly thereafter as plans are drawn up for the company to lease out the property to privately owned holding company RaiLink Investments Ltd.

THE LEASE YEARS IN THE OTTAWA VALLEY

In October 1996, the railway landscape in Eastern Canada is changing about as quickly as the colour on the majestic stands of eastern Canadian maples. Canadian Pacific's Eastern Operating Unit, now branded the St Lawrence and Hudson Railway (STL&H), has become an official operating railway as of October 1st. In the 'Near North' community of North Bay, preparations are underway to welcome a new tenant into CP's stately old railway station as CP Rail finalizes plans to enter into a long term lease agreement with privately owned RaiLink Investments Ltd. through their federally chartered Trans-Ontario Railway Co. (TOR). The 20 year agreement calls for TOR to lease, operate, and maintain CP's Chalk River, North Bay, and Temiscaming Subdivisions and the eastern 69.1 miles of the Cartier Subdivision. Provisions within the Master Lease

Agreement require Canadian Pacific to pay TOR fees for bridging its transcontinental trains through Eastern Ontario between Smiths Falls and Cartier and for the provision of services to CP's local customers within TOR's operating boundaries. While the agreement provides TOR a guaranteed ongoing revenue stream based on a CPR commitment to a minimum of 1206 overhead trains per year (100.5 trains per month), it also passes all financial obligations for track maintenance and improvements to TOR as well as requiring them to achieve defined transit times for the overhead trains being bridged across the territory. In addition to these obligations, at the end of the lease, TOR is required to return the property to CP in a condition that would allow trains to operate at the same speeds that existed when the lease commenced.

So, with the agreement formally signed-off, and

with the Trans-Ontario Railway in possession of a Certificate of Fitness issued by the Canadian Transportation Agency, TOR begins operations through the Upper Ottawa Valley on October 30, 1996. With the objective of further expansion, 1997 brings many changes to the corporate structure of RaiLink Investments Ltd. On May 21st the name Trans-Ontario Railway disappears in favour of RaiLink Canada Ltd., to enable operating RaiLink's expansion properties in other provinces under a newly issued federal Certificate of Fitness. Shortly following this change, holding company RaiLink Investments Ltd. also changes its name to RaiLink Ltd. in conjunction with an initial public offering of shares on June 16, 1997, making RaiLink Ltd. a publicly traded company on the Toronto Stock Exchange. At this time, RaiLink's Ottawa Valley operations become known as RaiLink-Ottawa Valley (ROV).



On March 7, 1997 a plume of snow rises above the CP 5933 West, train #471, as it begins to climb through an area west of Renfrew known as the 'Garden of Eden'. In the distance at MP62.5 of the Chalk River Subdivision, near the tree line where the train curves to the left, is the former Eganville Subdivision junction switch location at decommissioned station name sign (SNS) Payne.

Le 7 mars 1997, la poudrière enveloppe la CP 5933 en tête du train no 471 quand il commence à monter vers le « jardin du paradis », à l'ouest de Renfrew. Au PM 62.5 de la subdivision de Chalk River, près de la ligne d'arbres où le train vire vers la gauche, se trouve la jonction de l'ancienne subdivision d'Eganville avec le panneau de la gare de Payne hors service.

EMD built RaiLink-Ottawa Valley locomotives #2001 and #2002 are between assignments as they sit on the ready track at North Bay on July 11, 1997.

Le 11 juillet 1997, les deux EMD nos 2001 et 2002 du RaiLink-Ottawa Valley attendent à North Bay entre deux affectations.



The first two years of operation on ROV are extremely busy, as track upgrade and maintenance programs are fitted in between an average of thirty-six overhead train movements per week plus the occasional CN detour train. Car-loadings by local shippers contribute to an additional fourteen trains weekly which perform all on-line and interchange work across the territory. As opposed to CP Rail's practice of using Chalk River as an away terminal for both Smiths Falls and North Bay based crews working its freight trains in the Valley, ROV has its two-employee engine crews 'double-subbing' the entire 232.6 mile distance. Partly in support of this operating practice but primarily in response to the obligations of the lease agreement and with no assistance from CP, RaiLink – Ottawa Valley invests over \$14 million in improvements to rail, ties, ballast, crossings, crossing protection systems, hot box detectors, and auto-normal switches during the first three years of operation.

Maintenance of Way employees inspect the CN 5426 West, detour train #101, as it rolls through Chalk River on November 18, 1997. The Montréal to Vancouver intermodal hotshot entered the Chalk River Subdivision by way of the CN/ROV interchange at Pembroke and will travel as far west as Sudbury before switching back to its normal routing.

Les employés d'entretien de la voie inspectent la CN5426 devant le train de détournement no 101 quand il traverse Chalk River le 18 novembre 1997. Le train Intermodal Montréal-Vancouver entrait dans la subdivision de Chalk River par l'échangeur CN/ROV à Pembroke et allait plein ouest jusqu'à Sudbury, où il reprenait son trajet régulier.



The year 1998 sees two noteworthy news stories come out of the Valley, and they are both good for commerce in Eastern Ontario and Western Québec. At Mattawa, a new business venture in the form of the Mattawa-Témiscaming Excursion Company has managed to secure a grant of \$500,000 from the Federal Small Business Finance Centre to, as the name would imply, establish a tourist train operation on the Temiscaming Subdivision between Mattawa and the Tembec mill in Témiscaming. The 'Timber Train' as it becomes known, is managed by the Mattawa and Area Forestry Committee for Economic Development. The organization hopes to successfully market its day long outing along the north shoreline of the Ottawa River so as to attract as many as 50,000 patrons annually. The service begins its first season with coaches leased from the Ontario Northland Railway and the locomotives and crew supplied by ROV.

The Mattawa-Témiscaming Excursion Company's 'Timber Train' has just returned to Mattawa on August 5, 1999, after completing an excursion trip along the scenic north shore of the Ottawa River as far west as the end of track at Témiscaming QC. The train will remain in service for two more years before being terminated due to flagging ridership. Today former Timber Train equipment can be enjoyed in upstate New York on the Adirondack Scenic Railroad.

Le Timber Train, du Mattawa-Témiscaming, revient vers Mattawa en ce 5 août 1999 après avoir complété une excursion le long de la rive nord de la pittoresque rivière Outaouais aussi loin vers l'ouest que l'extrémité de la ligne à Témiscaming au Québec. Le train demeurera encore en service pour les deux prochaines années avant son retrait en raison du manque d'intérêt pour les randonnées. Aujourd'hui, on trouve l'équipement d'origine du Timber Train à bord de l'Adirondack Scenic Railroad dans l'État de New-York.

The second major development in the Ottawa Valley occurs towards the end of the year as Canadian National Railway accepts a bid from the 'Société des chemins de fer de Québec' (Quebec Railway Corporation) to have newly created Ottawa Central Railway (OCRR) operate a short line between Glen Robertson (MP15.0 on CN's Alexandria Subdivision) and the end of Beachburg Subdivision trackage at Pembroke, effective December 14, 1998. This is an important development for RaiLink because the sale of the remaining portion of CN's transcontinental route west of Walkley Yard in Ottawa allows it and the Ottawa Central Railway to pursue regional marketing strategies utilizing the ROV/OCRR interchange connection in Pembroke at MP95.55 of the Chalk River Subdivision.

The biggest successful collaboration between the two companies is inaugurated a year and half later as the

OCRR opens a warehouse at Walkley Yard dedicated to the trans-shipment of wood pulp arriving by boxcar from Northern Ontario to trucks that motor across the city of Ottawa to Gatineau (Hull), QC. There the wood pulp is used to produce fine paper at the Domtar Inc. facility, and tissue at a nearby mill operated by Scott Paper Ltd. For the better part of the next six years the rails at the interchange in Pembroke are burnished with the passage of as many as 130 carloads of wood pulp a month. Approximately three-quarters of the cars consigned to the Domtar facility come from a sister mill in Espanola, while the remainder received by Scott originate at Marathon, ON. Combining this traffic and the corresponding return moves of the empties with the seasonal moves of Hilton Mines ballast used by ROV's track programs, it results in the connecting track never going more than a day or two without seeing a train.



Ottawa Central Railway train #529 is powered by a trio of former CP Rail locomotives as it passes above the Chalk River Subdivision at MP82.7 of the Beachburg Subdivision on February 18, 1999. Later in the day as 529's train works the OCR/ROV interchange in Pembroke, the CP 5870 East, train #432 is pictured passing under the Beachburg Subdivision enroute to Smiths Falls. The bridge is situated at MP87.55 Chalk River Subdivision just west of the former Kathmae passing track location.

Le train de l'Ottawa Central Valley no 529 tracté par un trio d'anciennes locomotives du CP passe au-dessus de la subdivision de Chalk River au point PM 82.7 de la subdivision de Beachburg le 18 février 1999. Plus tard dans la journée, alors que le train no 529 est à Pembroke dans l'échangeur OCR/ROV, la CP 5870 tirant le train no 432 vers l'est, est photographiée passant sous la subdivision de Beachburg, en route vers Smiths Falls. Ce pont est situé au PM 87.55 de la subdivision de Chalk River juste à l'ouest de l'endroit où passait l'ancienne voie de Kathmae.





CP train #432 and OCR train #529 take turns working the Pembroke interchange on November 25, 1999. In the first image, train 432's OVR conductor prepares to set off a mill gondola loaded with structural steel. Later the same day the car is accepted by the OCR for furtherance to a Pembroke based customer with rail access to the Beachburg Subdivision.

Les trains CP no 432 et OCR no 529 à l'échangeur de Pembroke le 25 novembre 1999. Sur la première photo, l'opérateur de l'OVR no 432 se prépare à dételer un wagon chargé d'acier structurel. Le même jour, ce wagon sera pris en charge par l'OCR pour poursuivre sa route vers un client de Pembroke desservi par la subdivision de Beachburg.

With the start-up of the Ottawa Central Railway one thing that the interchange sees a lot less of is CN detour freight trains. Now if there is a requirement to bridge a CN transcontinental through the Valley, it remains on ROV trackage the entire distance between

Coniston and Smiths Falls by-passing the traditional transfer through the interchange at Pembroke for that portion of the trip between the end of Beachburg Subdivision track and Montreal.



On November 25, 1999 the CP 5994 West, train #471, waits on the Main Track for the CN 5659 East, detour train #104, to clear the siding west switch Cobden. The high-priority Vancouver to Montreal CN intermodal will continue eastward through OVR territory to Smiths Falls before proceeding to Montréal via CP's Winchester and Vaudreuil Subdivisions.

Le 25 novembre 1999, la CP 5994 en tête du train no 471 vers l'ouest attend sur la voie principale que la CN 5659 tirant le train de détournement no 104 dégage la voie de contournement à Cobden. Le train hautement prioritaire intermodal Vancouver-Montréal du CN continue vers l'est sur le réseau de l'OVR jusqu'à Smiths Falls avant de poursuivre vers Montréal par les subdivisions de Winchester et de Vaudreuil du CP.

If 1998 is viewed as a good news story for Valley railroading, the following year can be considered as 'anything but' as RaiLink Ltd. comes under attack by privately owned American short line railway owner OmniTrax. On February 12, 1999, OmniTrax buys a 20 percent equity stake in now publicly traded RaiLink Canada Ltd. A week later a further purchase of common shares by OmniTrax raises their ownership in the company to a level that shortly thereafter forces RaiLink's Board of Directors to adopt a Shareholder's Rights Plan (commonly referred to as a poison pill), in order to protect shareholder value and prevent a hostile take over. Faced with having to deal with OmniTrax's predatory aspirations, the company enters into friendly discussions with several other short line companies with a view to having RaiLink Ltd's assets purchased on more favourable terms. After reviewing three expressions of interest, the Board recommends that shareholders accept a bid submitted by RailAmerica Inc. On July 26, 1999 RailAmerica announces its intention to commence an offer to purchase all assets and debt obligations of RaiLink Ltd. The offer is accepted, and on September 25, 1999 RaiLink - Ottawa Valley under new management becomes RailAmerica's Ottawa Valley Railway (OVR).

As was the case with VIA Rail's decision to discontinue passenger service between Ottawa and

Sudbury, the purchase of RaiLink-Ottawa Valley by RailAmerica Inc. can also be considered a turning point in the fortunes of the Ottawa Valley route because the departure of RaiLink's president and other senior executives means that control and management philosophies are effectively lost to the United States.

The year 2000, or 'Y2K' as it is commonly referred to sees, the Ottawa Valley Railway record some impressive tonnage statistics. Taken together, eastbound overhead trains #472, #482, #492, #556 and regional #432, and westbound trains #471, #481, #489, #493, plus regional #431 transport almost 13 million tons of freight across the line east of Mattawa. That figure rises to 14 million tons west of Mattawa when you factor in the tonnage originating on the Temiscaming Subdivision. This represents a doubling of traffic by weight when compared to the 7 million tons moved in 1996, the last year that the line was operated by CP Rail. The month of March alone sees the OVR bridge 183 overhead trains

through the Ottawa Valley. If daily trains #431 and #432 are factored into the equation, the month's total number of train movements between Smiths Falls and Romford increase to 245, or 7.9 trains per day. It's time to dust off CP's old marketing slogan "Serving you in so many Ways" and attach it directly to OVR management's front office door in North Bay.

Now to arrive at a tonnage figure such as the one above, you have to be running consistently heavy trains, and that's exactly the situation that the OVR finds itself in on nearly a daily basis. In so much as most trains usually 'length out' before they 'ton out', daily train #556 is almost always a beast, with 8000 tons being the norm. The 1999-2000 winter rail grain program has the OVR bridging a total of 18 unit grain trains during the February-March period, with each train weighing between 10,000 and 12,000 gross tons. Needless to say the relentless load being placed on the 100-pound Railway Engineering Head-Free (REHF) jointed rail that still remains in large quantities across the territory is taking its toll. During the next two years RailAmerica spends another \$13 million on improvements to rail, ties, ballast etc. In spite of its best efforts, the OVR finds it impossible to stay ahead of deteriorating track conditions. Soon much of the Chalk River Subdivision is reduced to 25MPH, with the speed restriction significantly impacting



Replacement continuous welded rail lies on the road bed shoulder as the CP 5903 West, train #903 rolls downgrade past the opposing Waba station mile sign east of Arnprior on June 5, 2000. That same year the OVR spends \$7,385,000 on new rail relay, new track ties and over 16,600 tons of ballast. The cost of 30 crossing rehabilitations, 3 hot box detector upgrades and one crossing protection upgrade is also included in this capital expenditure figure.

Les longs rails soudés de remplacement attendent sur le bord du talus alors que la CP 5903 tractant le train no 903 descend la côte croisant le panneau qui indique un mille après la gare de Waba, à l'est d'Arnprior, le 5 juin 2000. Cette même année, l'OVR a dépensé 7 385 000 \$ pour le renouvellement des rails et des traverses, et 15 000 tonnes (métriques) de ballast. Cette somme inclut aussi les coûts de réfection de 30 aiguillages, de trois boîtes de détection de point chaud et de la sécurisation d'un passage à niveau.

the transit time guarantee for CP's overhead traffic. In an attempt to prevent the situation from getting worse, the OVR indicates to CP Rail that it will be unable to bridge loaded unit trains of winter grain during the 2000-2001 shipping season, opting to only handle the returning westward movement of empties.

CP Rail's eastern network undergoes another facelift on January 1, 2001, when the STL&H assets are transferred back to Canadian Pacific prior to a major September corporate restructuring that would see Canadian Pacific Limited (CPL) shareholders approve an arrangement to have the holdings of Canadian Pacific divided into five separate publicly traded companies, one being Canadian Pacific Railway Limited. The decision to return its Eastern Operating Unit to the parent company is probably weighted heavily by CPL's desire to create a stand-alone railway company comprising of all its North American properties. Be it by design or fortuitous timing, CPL's new direction for its business holdings is preceded by a decision at CP Rail to invest in a large number of new

locomotives manufactured by both General Electric Company (GE) and Diesel Division – General Motors of Canada (GMD), a move that is sure to raise the new company's profile in the eyes of prospective investors.

Re-vitalization of its motive power roster with the addition of 101 new AC4400CW units from GE in 1997/98, and 61 new SD90MAC plus 4 new SD90MAC-H units from GMD in 1998/99 goes a long way towards reducing the fleet's average age and size, with 257 fewer engines on the property following the sale of its first generation SD40s, the return of leased locos and the sale of used locomotives purchased after the retirement of its aging fleet of six-axle MLWs. The purchases also allow CP to cull problematic SD40-2s from road service with some reassigned into yard duty. Also sure to appeal to prospective investors is the continued addition to its equipment fleet of higher-capacity rolling stock to take better advantage of the Association of American

Railroads' (AAR) new 143 ton (286,000 lb) Gross Rail Load (GRL) standard. This strategy provides CP with a cost-effective approach to increasing its hauling capability even as it scraps 9,000 of its aging and lighter payload freight cars. Of course for the OVR the move by CP to modernize its rolling stock means that overhead trains now arrive with a greater number of 286,000 lb GRL freight cars marshalled into the consist - a fact that no doubt takes an additional toll on the Valley's aging jointed rail.

THE GENESIS OF CANADIAN PACIFIC RAILWAY LIMITED

Buttressed by the addition of its new 'hard' assets and only months away from an important shareholder vote, May 2001 sees the introduction of a new freight service operating plan called 'Genesis'. Conceptually Genesis introduces the benefits of Information Technology (IT) to an 'Integrated Operating Plan' (IOP) introduced in 1999 to "remove much of the variability

from company operations, replacing it with a much higher degree of predictability that makes better use of locomotives, railcars, mainline corridors and intermodal terminals.” With emphasis on the concept of ‘operational predictability’, May 6th sees the introduction a new IOP that identifies top priority intermodal and automotive traffic assignments as 100-series trains. For the OVR sweeping changes made by CP to its service operating plan introduces uniformity to train-ops with the advent of dedicated IMS movements through the territory.

In the eastward direction, operating five days per week and handling intermodal (IMS) and auto traffic only is daily expedited Vancouver to Montreal train #108 that replaces #472. Operating two days per week and handling IMS and manifest traffic only is expedited Vancouver to Montreal train #118 that also replaces #472. Operating daily from Winnipeg to Montreal is re-profiled manifest train #482. Operating daily from Thunder Bay to Montreal handling manifest and speed restricted traffic is train #556. Operating daily between Chapleau and Montreal is manifest train #432 that does local on-line work in addition to handling speed restricted traffic. A train plan exists for a Sudbury to North Bay train #438, but it’s never used as its traffic is handled by #432s train.

In the westward direction, operating five days per week and handling IMS traffic only is expedited Montreal to Vancouver train #107 that replaces #471 and old #481. Operating one day per week and handling IMS and manifest traffic is expedited Montreal to Vancouver train #117 that replaces #491. Operating six days per week from Montreal to South Edmonton is re-profiled manifest train #481. Operating daily from Montreal to Chapleau is manifest train #431 that does local on-line work in addition to handling speed restricted traffic. The planned North Bay to Sudbury train #439 never operates as #431 handles any offered traffic.

Further refinements are made to the IOP in July include the introduction of a daily IMS and manifest Winnipeg to Montreal train #212 that replaces #482, a daily IMS and manifest Thunder Bay to Binghamton NY train #216 that replaces #556, a rarely operated one day per week Vancouver to Montreal IMS train #206, and another rarely operated Vancouver to Montreal IMS train #246 that is profiled to run two days per week. In the opposite direction, train #107 is re-profiled to operate five days per week from Montreal to Vancouver handling IMS and auto traffic only, and train #117 is re-profiled to operate one day per week with IMS and manifest traffic from Montreal to South Edmonton.

The stage is now set for the Oct 3, 2001 corporate unveiling of Canadian Pacific Railway Limited on stock exchanges in Toronto and New York.

As previously mentioned an underlining philosophy of the new look CPR is the incorporation of a

high degree of operational predictability to its service, in effect making it a scheduled railway. The addition of a workable number of new and reliable high performance alternating current (AC) locomotives to the fleet assists in that goal, as the new power is deployed to its profitable coal, grain, sulphur and potash bulk train service throughout Western Canada, with a few of the locomotives occasionally stretching their legs in transcontinental service between Vancouver and Toronto. The motive power policy is designed to deliver to the company the maximum benefit of AC traction and haulage capacity. This goes a long way to ensuring that the company consistently gets product to destination ports and terminals when its ‘Heavy-Haul’ customers expect it to arrive.

For the Upper Ottawa Valley, the concentration of CP’s high-horsepower locomotives in Western Canada leaves the North Bay and Chalk River Subdivisions devoid of the ‘new power’ until the fall of 2002. In the interim, the OVR’s overhead trains are assigned direct current (DC) SD40-2 and SD-60 locomotives from a roster that numbers 687 units in the year 2000. The engines are by all accounts appreciated by the crews and still performing reliably given that over 200 of the SD40-2’s are barely 20 years old, with the SD40-2F and SOO SD60 fleet approximately 12 years old. With CP still in the process of re-absorbing the STL&H, and with no AC power assigned east of Winnipeg, it’s left up to the company’s large and relatively modern fleet of DC powered locomotives to satisfy its dedicated locomotive requirements in the Eastern Canada and Northeastern United States.

Autumn 2001 introduces a new look to the face of RailAmerica in North Bay. The completion of infrastructure improvements along the Lake Nipissing shoreline in downtown North Bay sees the west yard ripped-up, the locomotive servicing facility relocated further to the east, the main line shifted to the south so as to allow for new private and commercial development along the former Main Track corridor bordering the southern edge of the city’s business core. Lastly the OVR’s administrative offices and RTC Centre moved from the old CPR station to a new building located three blocks further east on Oak Street. An editorial in the September 17, 2005 Sudbury Star later reports that the deal does not come cheap, with the City of North Bay paying the CPR “\$12 million in instalments tied to the pace of development on the 14-hectare (35-acre) site.” The money is “chiefly for land purchase and rail relocation.” The funds from the city’s rail relocation commitment also paying for the construction of new yard trackage near the former CPR/VIA station in Mattawa to replace the almost 50 percent loss of storage capability at North Bay.

Stan's Photo Gallery

MARCH – APRIL 2011

By Stan Smail

French Version, Michel Lortie

Introduction

It is with great pleasure that we present the photography of Raymond Séville Farand in both the Photo Gallery of the March-April Canadian Rail as well as many of the illustrations for 'In Service to a Nation's Dream – The ties that bind through the Ottawa Valley', his feature article in this issue. Ray was born in Ottawa on May 16, 1950 and until 1969, resided in Campbell's Bay, Québec at MP 55.6 of Canadian Pacific's Waltham Subdivision. It was there that he developed an interest in railroading that remains his passion to this day. The attraction was acquired honestly, given that his father and grandfather were both CPR agent – operators, with CP's running trades represented by his uncle, Horace 'Squeaky' St. Germain. Ray returned to Ottawa in 1970, enrolled and graduated from Algonquin College as a cartographer and was hired by the Department of Energy, Mines and Resources (NRCan) from which he retired in 2005. Ray is married to Ginette, has three daughters and is also a grandfather.

Ray's photos have graced the pages of Canadian Pacific's corporate calendar, the Bytown Railway Society's Branchline magazine and cover of its Canadian Trackside Guide, and recently, Canadian Rail. He has also been featured in Railroad Explorer magazine with articles focusing on contemporary railroading in the Upper Ottawa Valley. With a family investment of over 120 years of combined service on CP's Smiths Falls Division, it is not surprising that the railways of the Ottawa Valley are a subject important to Ray. Canadian Rail officially welcomes him to its pages as a photographer and a writer in what we hope will be a regular occurrence. Bienvenue, Raymond!



On October 4, 1987 the National Museum of Science and Technology's Bowen class G5a 4-6-2 "Pacific" No.1201 headed the Bytown Railway Society's 'Autumn Valley Express' excursion train over Canadian National Railways' Beachburg Subdivision to Pembroke, Ontario. Built by the Canadian Pacific Railway in June 1944, the locomotive holds the distinction of being the last steam engine to be completely built at the company's Angus Shops in Montréal, Québec. Standing next to the 1201 during its brief layover at Pembroke is retired CPR agent-operator and mobile supervisor Séville Farand (left) along with retired CPR locomotive engineer Horace St. Germain.

Le 4 Octobre 1987 La Pacifique 4-6-2 G5a 1201, propriété du musée National de la Science et de la Technologie d'Ottawa, fut utilisée pour tracter le train de l'excursion d'automne de la Bytown Railway Society sur les voies de la subdivision Beachburg du Canadien National vers Pembroke, Ontario. Cette locomotive, construite par le Canadien Pacifique en Juin 1944 fut la dernière locomotive à vapeur, neuve, as être construite aux ateliers Angus de Montréal, Québec. Sur cette photo, prise durant l'arrêt à Pembroke, on peut voir, à gauche, M. Séville Farand, chef de gare à la retraite du CP et M. Horace St Germain, ingénieur de locomotive retraité du CP.

Les photos de Stan

MARS – AVRIL 2011

Par Stan Smail

Version française : Michel Lortie

Avant-propos

Je suis très heureux de vous présenter ici une sélection de magnifiques photos prises par Raymond Seville Farand. Vous en trouverez d'autres dans l'article qu'il a rédigé sur le chemin de fer de la vallée de l'Outaouais pour le présent numéro. Ray est né à Ottawa le 16 mai 1950. Jusqu'en 1969, il résida à Campbell's Bay au Québec, situé au point milliaire 55.6 de la subdivision Waltham du CP. C'est là qu'il développa la passion des chemins de fer, qui l'anime toujours. Il avait de qui tenir! En effet, son père ainsi que son grand-père avaient tous deux été chefs de gare au CP et l'un de ses oncles,



Horace « Squeaky » St-Germain, était employé itinérant pour la même compagnie. Ray retourna à Ottawa en 1970, où, après des études en cartographie au collège Algonquin, il obtint un emploi dans la fonction publique au ministère des Mines et des Ressources naturelles. Il est à la retraite depuis 2005. Lui et son épouse Ginette ont eu trois filles et sont maintenant grands-parents. Les photos de Ray illustrent souvent le magazine Branchline de la Bytown Railway Society ainsi que la page couverture du Canadian trackside guide. Plusieurs de ses photos ont également été mises en valeur dans le calendrier annuel du Canadien Pacifique, dans la revue Railroad Explorer – avec d'autres articles sur l'activité des chemins de fer dans la vallée de l'Outaouais – et, plus récemment, dans Canadian Rail. Sa famille ayant cumulé plus de 120 ans de services pour la division Smith Falls du CP, il n'est pas étonnant que les chemins de fer de la vallée de l'Outaouais soient son sujet de prédilection! Canadian Rail est très fier d'accueillir le travail de Ray dans ses pages. Nous espérons que c'est là le début d'une longue et fructueuse collaboration à venir. Bienvenue, Raymond!



Back in the days when at least four transcontinental freights (2 each way) traversed the CPR Chalk River and North Bay Subdivisions, SD40 5520 hustled transcontinental freight 482 eastward near MP 89.2 of the Chalk River Sub on a wintry March 7, 1997. Raymond Farand.

La SD 40 5520 du CP en tête du train transcontinental 482, direction est, au mille 89.2 de la subdivision Chalk River par une belle journée d'hiver, le 7 mars 1977. C'était encore l'époque où quatre de ces trains, deux dans chaque direction, utilisaient les rails des subdivisions Chalk River et North Bay. Raymond Farand.

A few years before VIA Rail Canada assumed the operations of passenger service on CPR lines, an A-B set of action red painted CP F units have flagship train No. 1, 'The Canadian', westbound from 'CD' (Ottawa Union Station) on October 23, 1976. At Carleton Place, No. 1's F units will enter the Chalk River Subdivision calling at Arnprior, Renfrew and Pembroke. William H. Coe, Raymond Farand collection.

Quelques années avant l'arrivée de VIA Rail, un ensemble A-B de locomotives de type F 7 aux couleurs du CP sont en tête du train de prestige «The Canadian», qui vient de quitter la gare Union d'Ottawa. Photo prise par William H. Coe le 23 octobre 1976 à Carleton Place, Ontario. Le train entre ici dans la subdivision Chalk River, où il s'arrêtera aux gares de Arnprior, Renfrew et Pembroke. Collection Raymond Farand.





Clear board at Pembroke! A lone passenger has disembarked from CPR No. 1, 'The Canadian', the section foreman's truck has been parked for the day and operator Carl Baker is OSing No. 1's departure to dispatcher John Galvin (JJG) in Smiths Falls. The CPR Chalk River Subdivision stations were of a very distinctive architectural design. The stone stations at Renfrew, Arnprior and Almonte were similar to the one at Pembroke – seen here from Train No. 1 on May 8, 1976. William H. Coe, Raymond Farand collection.

Une seule passagère est descendue du train «The Canadian» à la gare de Pembroke. Le train a reçu son signal de départ du chef de gare, Carl Baker, qui en a averti le régulateur John Galvin à Smith Fall. Les gares du CP de la subdivision Chalk River, Renfrew, Arnprior et Almonte, étaient toutes construites en pierre de taille et de cette même facture architecturale que la gare de Pembroke. Photo prise le 8 mai 1976 par William H. Coe. Collection Raymond Farand.

What a difference a year makes! Passing Stafford, Ontario on April 24, 1987, VIA FPA-4 6779 leads the westbound 'Canadian' toward a station stop at the old CPR division point town of Chalk River. No. 1's consist includes a streamlined coach and sleeper, and cars from the ex CNR 'Blue Fleet'. In early 1989, further changes will come when the FPA-4 diesels will be relegated to trailing units on account VIA's decision to not equip them with a Reset Safety Control (RSC). New 6400 series GMD F40PH's will replace the familiar MLW cab units. Raymond Farand.



Stafford, Ontario, le 24 avril 1987. Les années ont passé. C'est maintenant une FPA-4 de VIA qui est en tête du train no 1 «The Canadian». Celui-ci est composé de quelques wagons en inox et de wagons bleu et jaune anciennement du CN. Au début de 1989, ces mêmes FPA-4 seront relégués aux seconds rôles et ce seront les nouvelles F40-PH de GM de la série 6400 qui seront en tête. Le train se dirige vers son arrêt en gare de Chalk River. Raymond Farand.



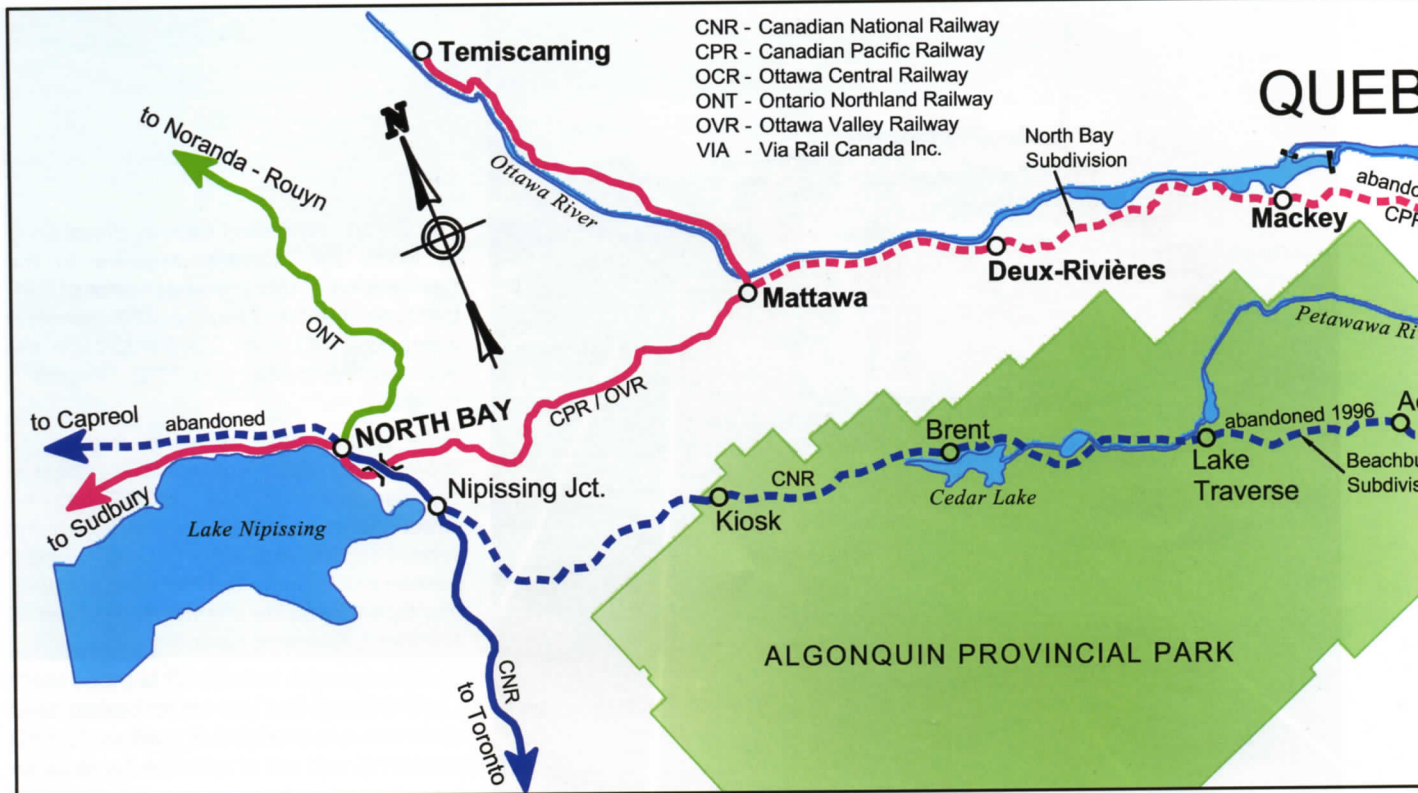
The Ontario Northland Railway diesel shop at North Bay, Ontario appears in the background of this fine 'meet' shot of CPR transcontinental freights 482 meeting westbound 481 with SD40-2 5774 in the lead on September 17, 1993. Raymond Farand.

Belle photo, prise à North Bay le 17 septembre 1993, d'une rencontre entre le train de marchandises du CP 482 en direction est et le 481 en direction ouest avec, à sa tête, la SD40-2 5774. L'édifice à gauche sur la photo est l'atelier d'entretien des locomotives du chemin de fer Ontario Northland. Raymond Farand.

Bonfield again! The previous issue of 'Canadian Rail' featured a fine article by Douglas N.W. Smith on the beginnings of the CPR in the east. Bonfield, on the CPR North Bay Subdivision, was the point where new construction of the CPR transcontinental main line began. Also, a fine Ray Farand photo of CPR freight 107 taken at Bonfield in 2009 graced the cover of issue 540. In this view, taken on September 17, 1993, Bonfield is seen from the cab of CPR freight 482. Raymond Farand.

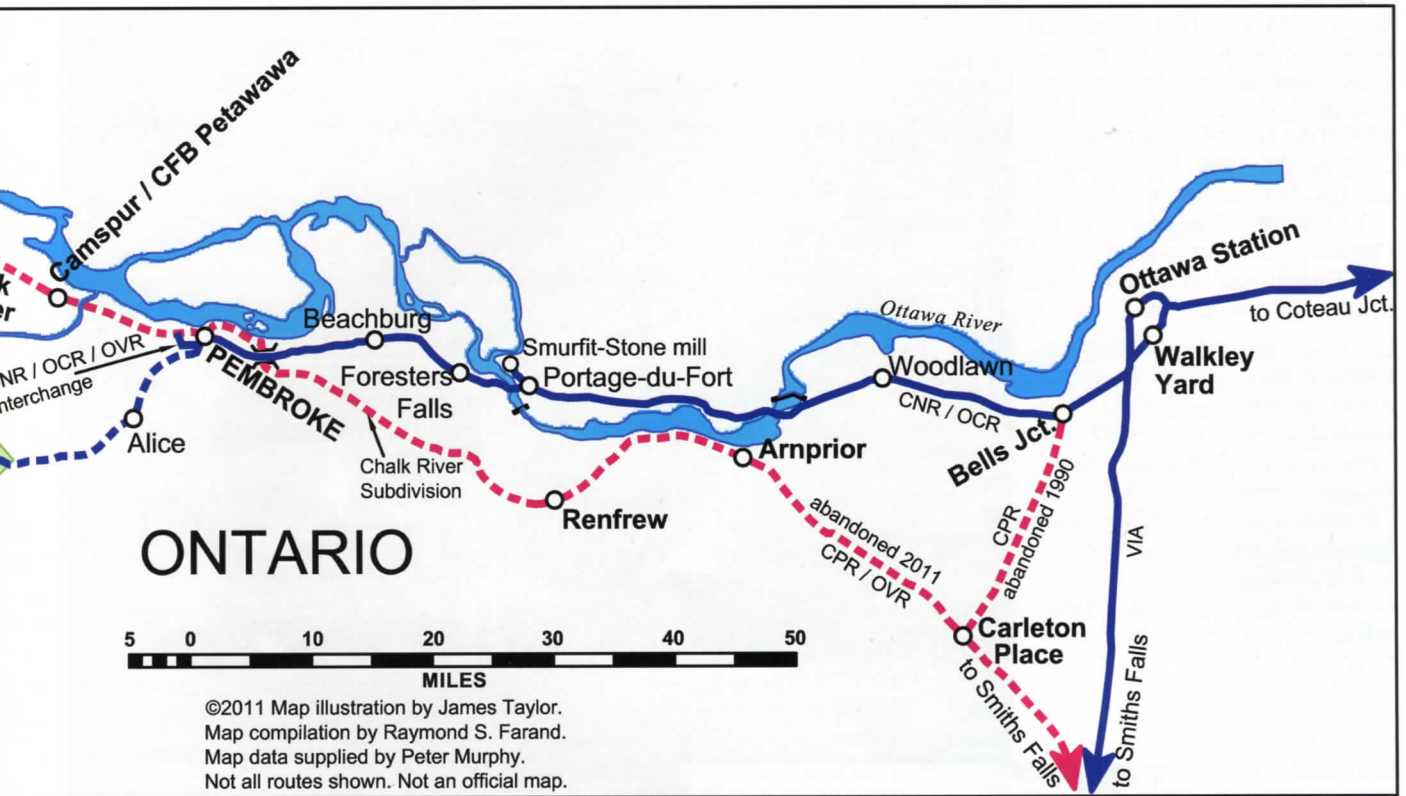
Photo prise à Bonfield, Ontario, le 17 septembre 1993. Le train du CP 482 est vu de la cabine de la locomotive de tête. Bonfield est un endroit historique, car c'est là que le Canadien Pacifique amorça la construction de son réseau vers l'est du pays. On peut lire un article très intéressant à ce sujet de Douglas N. W. Smith, dans le précédent numéro de notre magazine, sur la couverture duquel on peut également voir une belle photo du train 107 du CP prise à ce même endroit en 2009. Raymond Farand.





Double-stacks are evident on the head end of CPR freight 472 seen in this magnificent view from above at MP 43 of the North Bay Subdivision. SD40-2's are still the regular motive power for the transcontinental freights that ply the Ottawa Valley main of the CPR as seen here on September 9, 1995. The situation would remain unchanged until 2002, when the CPR's General Electric 9500 series AC4400 and General Motors Division 9100 series SD90MAC's were approved for service between Coniston and Smiths Falls over the Ottawa Valley Railway. Raymond Farand.

Spectaculaire photo, prise le 9 septembre 1995 au point miliaire 43 de la subdivision North Bay du train du CP 472, entièrement chargé de conteneurs. En tête, trois locomotives SD40-2; elles étaient toujours en tête des trains transcontinentaux qui traversaient la vallée de l'Outaouais, jusqu'à ce que, en 2002, elles soient remplacées par les nouvelles GE AC4400 de la série 9500 et les GM SD90 MAC de la série 9100, qui furent mises en service entre Coniston et Smith Falls. Raymond Farand.



Ferry Move Westbound at Bonfield, Ontario on September 16, 1998. Extra 3069 West features H1B 4-6-4 2816 on her long trek from Steamtown in Scranton, Pennsylvania to the British Columbia Railway's restoration shop at North Vancouver, B.C. Within two years, the famous Hudson will be in operation as the CPR's good will ambassador and travel as far east as Montreal. Raymond Farand.

Le train extra 3069 Ouest passe à Bonfield, Ontario, le 16 septembre 1998. Ce train très spécial amène entre autres la fameuse Royal Hudson du CP, qui était gardée à Steamtown, de Scranton, Pennsylvanie, vers les ateliers de BC Rail de North Vancouver, où elle sera remise en état de marche. Deux ans plus tard, elle deviendra l'ambassadrice du CP et sera admirée partout au Canada de Vancouver à Montréal. Raymond Farand.



Circus trains! The Ringling Brothers Barnum and Bailey Circus train is seen here in the charge of 'Red Barn' 9008 at MP 22.6 of the North Bay Subdivision on June 28, 1999. By this time, circus trains were a rare occurrence – especially in Canada – but the ever itinerant Ray Farand was on hand to bag this one! Raymond Farand.

Le train du cirque Ringling Brothers Barnum and Bailey au point miliare 22.6 de la subdivision North Bay le 28 juin 1999, avec à sa tête la locomotive 9008 surnommée « Red Barn » du CP. À cette époque, il ne restait que très peu de ce genre de trains et Ray fut bien chanceux de se trouver là au bon moment pour prendre cette photo. Raymond Farand.



In December 2002 CPR overhead traffic still plied the Ottawa Valley route. Regular trains 472, 482, 471, and 481 were reassigned new 100-series train numbers in conjunction with the company's new Information Technology (IT) based integrated freight service operating plan called 'Genesis'. Occasionally additional movements worked their way through the 'Valley' such as the CPR 'Holiday Train' seen here on December 8, 2002 at MP 86.7 of the Chalk River Subdivision with RailLink engine 2002 on the point. Raymond Farand.

En 2002, le CP faisait encore circuler quatre trains tous les jours sur la ligne de la vallée de l'Outaouais : les 471 et 472 ainsi que 481 et 482. Ceux-ci furent renumérotés dans les série 100 à cause des changements technologiques amenés par la mise en œuvre du plan Genesis, visant un service de fret intégré. Mais occasionnellement, certains trains spéciaux circulaient sur la ligne. Sur la photo, on peut voir le fameux « train de Noël » du CP qui passe le point miliare 86.7 de la subdivision Chalk River le 8 décembre 2002 avec, à sa tête, la locomotive 2002 de la société Rail Link. Raymond Farand.



Westbound empties at Almonte. Named for a Mexican General, Almonte is the point where CPR H1A 4-6-4 2802 rear-ended Ottawa Valley local passenger train 550 on December 27, 1942. Over thirty people perished in this terrible rear end collision, one of Canada's worst passenger train disasters. In a more peaceful time, GMD SD90MAC-H 9300 leads westbound grain empties train 301 over the Mississippi River bridge on March 27, 2003. The leading unit of the westbound 301 is in about the same location that Hudson 2802 rear-ended train 550's trailing coach. Raymond Farand.

Le train 301 Ouest du CP traverse le pont enjambant la rivière Mississippi à Almonte, Ontario. En tête de ce train composé de wagons à grain vides, la SD90MAC-H 9300 se trouve à l'endroit exact où eut lieu un terrible accident le 27 décembre 1942. En effet, plus de 30 personnes furent tuées quand la locomotive du CP 2802, une Hudson 4-6-4, percuta le dernier wagon du train 550, le local de la vallée de l'Outaouais arrêté en gare d'Almonte. Cette catastrophe, l'une des plus meurtrières de l'histoire des chemins de fer canadiens, eut lieu dans cette paisible petite ville nommée, pour une raison inconnue, en l'honneur d'un général de l'armée mexicaine. Raymond Farand.

West of Renfrew Ontario near the former siding of Palmer, an almost new General Electric ES44AC 8711 with the 9137 trailing, leads freight 219 between signals 623/624 on a beautiful Ottawa Valley evening on June 4, 2006. The lead locomotive is a low emissions 'Evolution Series' unit manufactured with a GEVO 12-cylinder prime mover, and is one of 200 delivered to Canadian Pacific between 2005 and 2008. Raymond Farand.

La GE ES44AC 8711 du CP paraît presque neuve en cette belle fin de journée du 4 juin 2008 alors qu'elle est en tête du train 219 roulant dans la vallée de l'Outaouais près de Renfrew, Ontario. Cette locomotive, de la nouvelle série Évolution, et munie d'un moteur de type GEVO de 12 cylindres, fait partie d'une commande de 200 unités livrées au Canadien Pacifique au cours des années 2005 à 2008. Raymond Farand.

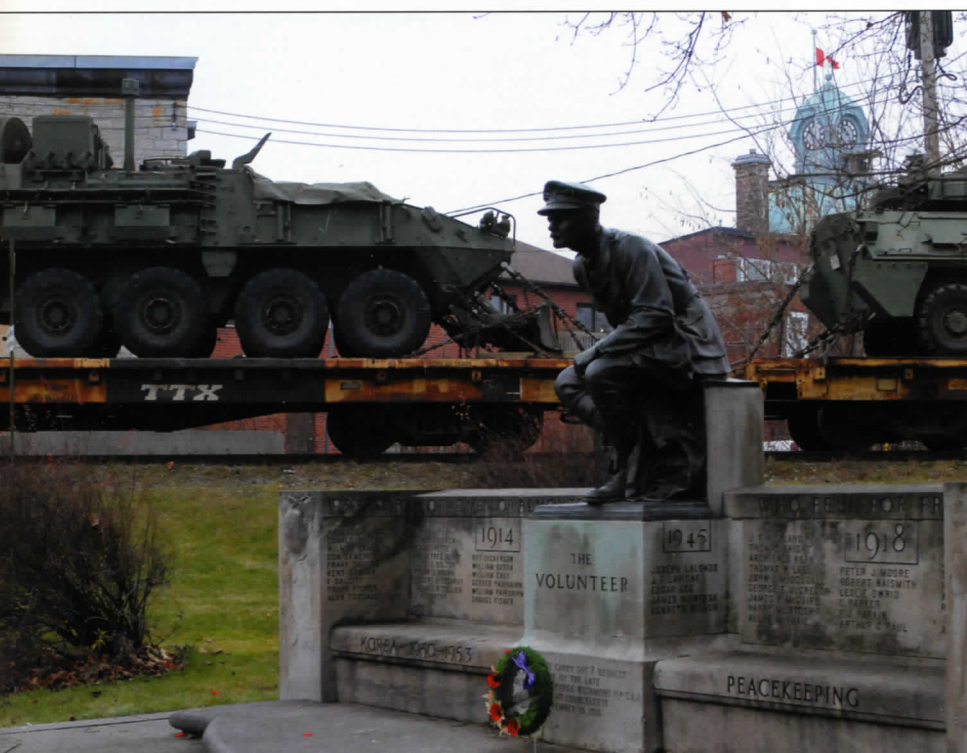




A pair of Canadian Pacific ES44AC's team up to power 108's train up a 0.76% grade east of Arnprior on June 28, 2008. At the top of the grade beyond the distant tree line is the siding west switch Waba located at MP 38.34 of the Chalk River Subdivision. This portion of the line was relocated in the early 1970s to make way for a new hydro-electric generating station and reservoir on the nearby Madawaska River. Raymond Farand.

Deux puissantes locomotive ES44AC du CP travaillent ensemble à faire franchir une pente de 0,76 % au train 108, à l'est de Arnprior, Ontario. En haut de la pente se trouve l'aiguillage Waba, au point milliaire 38.34 de la subdivision Chalk River. On a dû relocaliser ce secteur du réseau aux débuts des années 1970 afin de faire place à un barrage hydroélectrique et à son réservoir provenant de la rivière Madawaska. Raymond Farand.

On November 23, 2009, CPR military train ARMY-23 is caught in the insightful gaze of 'The Volunteer' as the train passes through Almonte. In a few short days this portion of the Chalk River Subdivision will be closed after 130 years of service. Just as a Remembrance Day wreath is placed in tribute to honour those who have fallen in 'service to a nation's dream' of freedom for all, Ray's article pays tribute to a transcontinental main line that has served Canada well during the war and peace time missions. A future call to service can come at any time, but for a railway, that call cannot be answered if the rail and 'ties that bind' are removed.....Lest We Forget. Raymond Farand.



Le 23 novembre 2009, le train du CP ARMY-23 chargé de matériel militaire passe dans la ville d'Almonte devant le monument aux morts des guerres passées. Dans seulement quelques jours, cette section de la subdivision Chalk River sera définitivement fermée, après 130 ans de bons et loyaux services. La couronne déposée devant le monument pour commémorer le 11 novembre et la perte de tous ceux qui ont lutté pour l'idéal de la liberté pour tous, nous rappelle que les photos de Raymond reproduites ici nous aideront à garder intact le souvenir d'un chemin de fer qui a bien servi le pays au cours des conflits. D'autres personnes seront appelées à servir dans un avenir plus ou moins proche, mais le chemin de fer aura disparu et les rails auront été enlevés... ne l'oublions pas. Raymond Farand.

Continued from page 69

The head end of high-priority IMS Vancouver to Montréal train #108 has just passed under Highway 17 and is proceeding to climb away from the line's Arnprior crossing of the Madawaska River, before briefly passing through the municipal limits of the City of Ottawa. This portion of the Chalk River Subdivision was relocated in the early 1970's to permit construction of an Ontario Hydro generating station, dam and reservoir on the south side of the right-of-way. It's July 2, 2001 and the impact of CP's new 'Genesis' operating plan is manifested in the homogenous blocks of double-stack container traffic trailing the brace of SD40-2 power leading this transcontinental hotshot.



Le train hautement prioritaire intermodal (IMS) Vancouver-Montréal no 108 vient juste de passer sous l'autoroute 17 et remonte la ligne d'Arnprior qui traverse la rivière Madawaska avant de passer rapidement sur le territoire de la municipalité d'Ottawa. Cette portion de la ligne dans la subdivision de Chalk River a été déplacée au début des années 70 pour permettre la construction d'un barrage hydroélectrique, de son réservoir et de la centrale juste au sud. Nous sommes le 2 juillet 2001, et l'impact du nouveau plan d'opération Genesis du CP se concrétise par un de ces fameux trains-blocs transcontinentaux homogènes à double container tracté par un ensemble de SD40-2.



The setting sun over Lake Nipissing accentuates the distinctive sandstone quoins built into the exterior limestone walls of the CPR's elegant North Bay station in this June 26, 1989 view of the structure, recorded during VIA #1's ten minute station stop at the depot. Built by Canadian Pacific in 1903, the station would continue to be used in a railway capacity until 2001. Today the building is home to the Discovery North Bay - Community Museum and Heritage Centre.

Le soleil couchant sur le lac Nipissing accentue le contraste entre les coins en grès et les murs en calcaire de l'élégante gare de North Bay. Photo prise durant l'arrêt de 10 minutes du train VIA no 1 le 26 juin 1989. Cette gare construite par le CP en 1903 assura son service jusqu'en 2001. Aujourd'hui, elle abrite le Discovery North Bay - Community Museum and Heritage Center.



In 2001 the OVR's administrative offices and RTC Centre moved from the old CPR station to a new home located adjacent to the historic Temiskaming and Northern Ontario (Ontario Northland) Railway transportation building situated in downtown North Bay. On October 9, 2003, as the crew prepares to depart for Cartier, the CP 6004 West, train #119, sits out in front of OVR headquarters at the new SNS North Bay located at MP116.9 North Bay Subdivision.

En 2001, l'administration, les bureaux et le RTC de l'OVR déménagent de la vieille gare pour un bâtiment moderne dans le centre-ville de North Bay, à côté de l'immeuble historique du Temiskaming & Northern Ontario (Ontario Northland) Railway. Le 9 octobre 2003, alors que le personnel se prépare à partir pour Cartier, la CP 6004 tirant le train no 119 vers l'ouest s'arrête devant le siège social de l'OVR au nouveau panneau de la gare de North Bay situé au point PM 116.9 de la subdivision.

On September 30, 2000, as the Timber Train prepares to depart Mattawa for Témiscaming QC, work continues on construction of new yard trackage intended to replace lost yard capacity in North Bay resulting from the sale of CPR lands to the City of North Bay. When completed, the yard's stub tracks would be connected to the Temiscaming Subdivision slightly north of the former CPR/VIA station location.



Le 30 septembre 2000, alors que le Timber Train se prépare à quitter Mattawa pour Témiscamingue, les travaux continuent pour remonter les voies du triage devant remplacer celles perdues lors de la vente des terrains du CP à la Ville de North Bay. Quand ce sera terminé, les voies de tiroir alors en impasse seront raccordées à la subdivision de Témiscamingue, juste au nord de l'emplacement de l'ancienne gare du CP/VIA.

The year closes out with the Mattawa-Témiscaming Excursion Company operating its last scenic tours on the Témiscaming Subdivision between Mattawa and the Tembec mill in Témiscaming. Hopes that the Mattawa and Area Forestry Committee for Economic Development had for the service at its inauguration in 1998 never materialized. One is led to assume that when the grant money was gone so was the 'Timber Train'. Today much of the former Timber Train equipment operates on the Adirondack Scenic Railroad in New York State between Utica and Thendara.

Canadian Pacific Railway's year ending financial statement declares a slight overall increase in revenues for the 2001 reporting period despite declines in its grain, sulphur and fertilizer, forest and industrial products lines of business, and flat performance from the shipment of finished vehicles at assembly plants served by the company. The bright spot is that there is revenue growth realized in coal and intermodal shipping, and that continued strength is expected in its transcontinental IMS business due in part to a capacity expansion at the Vaughan Intermodal Facility north of Toronto. A revealing line in the report states that capacity at Vaughan is "expanded by 70% to 400,000 container and trailer handlings a year", and that the terminal layout has been "reconfigured to accommodate longer trains".

With CP's IOP enhanced 'scheduled railway' concept now allowing the company to originate longer more homogenous consists at its major Eastern Canadian terminals, the engineering department is tasked with a siding extension program along the north shore of Lake Superior intended to increase capacity over the Heron Bay and Nipigon Subdivisions. This area presents the CPR with the toughest terrain conditions east of the Rockies and is considered a pinch-point due to the length of its passing tracks. At all but two locations over 250

miles of main line trackage, siding lengths do not exceed 6915 feet with the norm being closer to 6400 feet. This limitation needs to be addressed if the company wishes to expand the use of its ever increasing fleet of powerful AC locomotives and higher-capacity intermodal equipment. A capacity expansion is undertaken at nine principle siding locations. By the end of 2002, passing track lengths are increased to an average length of 8,269 feet on the Heron Bay Subdivision at Bremner, Struthers, Heron Bay, Coldwell and Steel, and on the Nipigon Subdivision at Selim, Gravel, Sprucewood and Mackenzie. Next year's capital program spending sees siding capacity at Firehill and Bowker on the Nipigon Subdivision each increased to just over 10,000 feet.

The territory to the east and west of the Northern Ontario division point of Schreiber is not the only area to benefit from CP's desire to spend capital dollars in support of capacity expansion in Eastern Canada. The year sees four siding extensions in OVR territory planned, funded and constructed by Canadian Pacific Railway. A \$2 million program has Cartier Subdivision passing tracks at Warren, Verner and Beaucage lengthened to 7,794, 7,798 and 7,948 feet respectively, and the siding at Carleton Place on the Chalk River Subdivision stretched out to 7,628 feet. The last mentioned siding had been shortened years earlier by the construction of a municipal crossing in downtown Carleton Place. These are the only passing track locations between Coniston and Smiths Falls to require upgrades as all of the remaining major passing locations on the OVR already have sidings with lengths exceeding 8,000 feet. It's worth noting that the siding at Mackey, MP20.3 on the North Bay Subdivision, is 10,407 feet long, making it the second longest in the Thunder Bay-Montreal/Toronto corridor. Only Levack's 13,880 foot siding is longer.



A crew member off a nearby OVR ballast train positions himself at the siding east switch Carleton Place to inspect the CP 6014 East, train #216, on July 25, 2002. An 872 foot lengthening of the passing track in the eastward direction has recently been completed, along with the installation of a new auto-normal switch machine. To the right of the advancing train can be seen the housing containing the electric snow melting apparatus.

Le 25 juillet 2002, un membre de l'équipage d'un train de ballast de l'OVR arrêté à côté, se place près de l'aiguillage de la voie d'évitement est à Carleton Place pour regarder la CP6014 tirant le train no 216 vers l'est. Peu de temps avant, un train de 266 m (872 pi) était passé, profitant du nouvel aiguillage automatique. À droite du train qui approche, on voit la niche du fondeur de neige électrique.

The completion of track programs on the OVR and in Northern Ontario positioned the CPR to activate a train service plan designed to facilitate the operation of over-length IMS transcons in the westward direction while permitting the movement of lengthened trains in the eastward direction. Resulting efficiencies see a reduction in the number of train starts westbound and a 20 percent improvement in eastbound capacity. In OVR territory, a revised IOP sees eastbound expedited Vancouver to Montreal train #108 re-profiled to handle IMS traffic only six days per week. Operating one day per week and handling IMS and auto traffic only is re-profiled Vancouver to Montreal train #118. New train #120 operates daily Calgary to Montreal handling IMS and auto traffic. No changes are made to train #432 as it continues to operate daily from Chapleau to Montreal.

Westbound, expedited Montreal to Vancouver train #107 now operates daily, handling IMS and auto traffic only. Operating one day per week and handling IMS/manifest traffic is expedited Montreal to Vancouver train #117. There's a profile created for a train #271 to handle IMS traffic two days per week as required between Montreal and Vancouver. No changes are made to train #431 as it continues to operate daily between Montreal and Chapleau.

If the monies spent by Canadian Pacific in 2002 for OVR siding extensions seem like a large figure, consider that it's less than a third of the nearly \$7.5 million dollars spent the same year by RailAmerica in support of its own track programs. This does not include the installation cost of the auto-normal switch machines that the OVR is deploying at several turnout locations on both the North Bay and Chalk River Subdivisions. With an auto-normal capability eventually commissioned at Bonfield East, Mackey West, Chalk River East, Stafford East and West, Castleford West, and Carleton Place East and West, the traditional man-handling of switch throws in the Valley's Automatic Block Signal (ABS) territory is reduced thus making for more efficient meets along the line. For the record, the OVR is the first railway in Canada to use these hydraulic switch machines in main line service.

By the fall of 2002, CP's 3,000HP SD40-2 and used locomotive roster is declining in numbers to the point that it's becoming extremely difficult to retain a dedicated fleet of DC powered locomotives for use through OVR territory. A decision is made to qualify OVR crews on the CP's new AC4400CW and SD90MAC locomotives. Before long the high-horsepower AC's are dominating the North Bay Subdivision's 1.12% ruling grades westbound at Bissett and eastbound at Deux-Rivières. The traditional complaint that bridging overhead trains through the Ottawa Valley requires the allocation of additional motive power to get a train of 'equal gross tonnage' over the shortest route between

Montreal and Winnipeg can now be put to rest. Indeed the horsepower per ton (HPT) requirements for an IMS movement with neither set-outs nor pickups between Montreal and Winnipeg are no more demanding through the Valley than those for trains operating via Toronto, because the toughest westbound grade on the route is over 12 miles of common trackage where the Cartier Subdivision climbs out of the Sudbury Basin near Levack.

The routing debate now becomes a question of whether Montreal intermodal traffic volumes are high enough so as to support timely full tonnage movements on the Valley corridor or if these trains should operate via the Vaughan Intermodal Facility located southwest of Kleinburg on the MacTier Subdivision to take on additional blocks of traffic. In this tradeoff between economics and trip times the CPR is not about to squander haulage capability on its Montreal transcons to expedite less than full tonnage trains more directly over the OVR. It's an issue that results in a 'course altering' service design experiment a year later.

As the winter season begins to set in, a frigid 'Alberta Clipper' starts to make its way east out of CP's corporate headquarters in Calgary with a cold front aimed directly at railway operations in the Upper Ottawa Valley. It doesn't help that the infrastructure situation is becoming more precarious for the OVR with each passing month. By the summer of 2003, deteriorating track conditions now have crews getting relieved enroute between Smiths Falls and North Bay on almost every trip. Finally in November, after expending almost another \$6 million on track programs, management decides to suspend 'double-subing' indefinitely with crews once again changing off at Chalk River. The added cost of not being able to get a train over the road with one crew does nothing to help the company's bottom line. The bunk house at Chalk River is long gone, so crews must either book rest at a motel in nearby Deep River, or be 'roaded' home to either Smiths Falls or North Bay after the relieving crew has been delivered by taxi to Chalk River. In so much as it is never a good idea to have business pass you by, one might almost consider it fortuitous that the OVR only receives three requests from the CPR to bridge loaded unit grain trains during the 2003-04 winter grain shipping season. The absence of these 10,000 ton joint-bar busters certainly makes for less wear and tear on the remaining sections of bolted rail during a winter that has track forces stretched to the limit.

It takes about twelve months for that 'Alberta Clipper' to arrive from Calgary, but it does so in a big way on January 5, 2004 as the CPR cancels daily OVR routed Montreal to Vancouver high-priority train #107 and directs its time sensitive Port of Montreal and Lachine IMS traffic to Toronto on newly profiled five days per week train #129. At Vaughan Intermodal Facility the Montreal blocks are added to trains #101, #103 and



On May 9, 2003, leased CIT Equipment Finance Corp. SD90MAC engine CEFX 139 and a GE built Canadian Pacific AC4400CW, team up at MP82.1 of the Chalk River Subdivision to lead daily Calgary to Montreal IMS and auto traffic train #120 through OVR territory east of Meath. Prior to the fall of 2002 the line through the Upper Ottawa Valley was devoid of new alternating current (AC) power, with trains assigned units from CP's reliable fleet of direct current (DC) locomotives.

Le 9 mai 2003, une SD90MAC, la CEFX no 139 louée par la CIT Equipment Finance Corp. et une CP AC4400CW construite par GE assurent en tandem l'IMS Calgary-Montréal quotidien et le train-auto no 120 à l'est de Meath sur le territoire de l'OVR, au PM 82.1 de la subdivision de Chalk River. Avant l'automne 2002, les nouvelles machines à courant alternatif (CA) ne s'aventurent pas sur la ligne traversant l'Upper Ottawa Valley, puisque les trains sont assurés par la flotte des locomotives à courant continu (CC) du CP.

The second of only three loaded unit grain trains to operate down the OVR during the winter of 2003-04, the CP 9587 East, train #300-059 is at MP22.8 North Bay Subdivision on February 15, 2004. Trailing the two 4400HP locomotives are 70 cars of export grain destined for overseas shipment through one of three St. Lawrence River ports; Montréal, Trois-Rivières or Québec City. The train weighs 9,675 gross tons.



Le deuxième des trois seuls trains de transport de grain passant par l'OVR durant l'hiver 2003-2004, le no 300-059, est tiré par la CP9587 au PM 22.8 de la subdivision de North Bay le 15 février 2004. Les deux locomotives de 4400 HP tirent les 70 wagons (9,675 gross tons – 9 830 tonnes métriques) de grain destinés à l'exportation et qui partiront par un des trois ports sur le Saint-Laurent : Montréal, Trois-Rivières ou Québec.

#109 according to destination, with the overflow out of Montreal bridged over the OVR on Saturday only train #117. The Valley continues to host Montreal to Vancouver train #119 that handles IMS, auto and manifest traffic six days per week, but with the hot container traffic now stripped off the line and moving through Toronto questions are raised as to whether the direct and substantially shorter Smiths Falls to Cartier bridge service being provided by the OVR is becoming

less important to the CPR. The Clipper departs leaving behind the spectre of an earlier railway closure in the Valley in 1995 and the dreaded question "is it happening again?" Dampening the trepidation only marginally is the fact that 'hot' IMS only Vancouver to Montreal train #108 remains routed over the OVR and now operates daily, as does IMS and manifest Calgary to Montreal train #120.



October 20, 2004 sees the CP 9141 East, train #120, about to pass under Highway 17 east of Pembroke near MP87.0. In the distance where the train disappears from view is located the bridge that carries the Ottawa Central Railway's Beachburg Subdivision over the Chalk River Subdivision just west of the long dismantled siding of Kathmae. Line side stacks of used ties and well manicured ballast visible ahead of the locomotives suggest that a surfacing gang has recently worked through the area.

Le 20 octobre 2004, la CP 9141 tirant vers l'est le train no 120 passe sous l'autoroute 17 à l'est de Pembroke près du PM 87.0. Au loin, là où le train disparaît, on aperçoit le pont qui fait passer la voie de la subdivision Beachburg de l'OCR au-dessus de la subdivision de Chalk River, juste à l'ouest de l'ancienne déviation de Kathmae. Les vieilles traverses sur le remblai et le ballast fraîchement déposé visibles devant les locomotives laissent présumer que les équipes d'entretien sont passées par là il n'y a pas longtemps.

If the move by the CPR in early 2004 to divert priority IMS traffic off the OVR and route it through Toronto is a real time experiment of sorts designed to gain knowledge and experience for future refinements to its IOP, the exercise comes to an end approximately one year later in February 2005 when train #107 is reinstated as an overhead train on the OVR, and Montreal to Toronto train #129 is cancelled. The decision may in part be influenced by the fact that state-of-the-art train operating efficiencies have been introduced to the OVR bridge route about four months earlier with the introduction of Locotrol operations on train #119. With CP's Winchester Subdivision and the OVR's running trades now qualified for robotized train operations, over-length westbound movements can be expedited through the Valley in distributed power (DPU) mode directly from Montreal to Cartier and points west. In theory returning the priority IMS traffic to the shorter Valley routing increases CP's long-haul intermodal service productivity between Montreal and the west by improving equipment

cycling time and reducing fuel consumption. This assumes that RailAmerica trackage can stand up to the increased level of traffic allowing full tonnage robotized trains to get over the road in a timely and predictable manner.

Once again the OVR is bridging an average of three trains in each direction on most days of the week plus the occasional emergent detour train off CP's Sudbury-Toronto corridor. Eastward there's daily IMS only Vancouver to Montreal train #108, daily IMS and manifest Calgary to Montreal train #120, daily manifest Chapleau to Montreal train #430, and an 'as required' Vancouver to Montreal train #208. In the westward direction there's six days per week IMS only Montreal to Vancouver train #107, with train #117 operating in its place on Saturday, daily except Sat-Sun Montreal to Calgary train #119, daily manifest Montreal to Chapleau train #431, and a profile is designed for an as required overflow #107 identified as train # 271.



Robotized train operations are introduced to the OVR in the fall of 2004, providing Canadian Pacific with the capability of running over-length IMS consists in the westward direction over the shortest route between Montréal and Western Canada. In the two views of train #107 at MP82.2 of the Chalk River Subdivision on February 7, 2006, lead locomotives AC4400CW engine 9639 and 'Evolution Series' ES44AC engine 8752 are followed approximately mid-train by another AC4400CW engine 9598 operating in DPU mode. Together the three units deliver a combined 13,160HP for traction.

Les opérations automatiques ont été introduites à l'OVR à l'automne 2004, permettant alors au CP de faire passer ses convois IMS en direction ouest en empruntant le trajet le plus court entre Montréal et l'Ouest canadien. Dans les deux photos du train no 107 au PM 82.2 de la subdivision de Chalk River prises le 7 février 2006, en tête du convoi, on trouve la 9639, une AC4400CW et la 8752, une ES44AC série Évolution, et vers le milieu du convoi, la 9598, une autre AC4400CW. Ces trois locomotives en traction répartie représentent un total de 13 160 HP (9679 kW).

On February 6, 2005, the CP 9153 East, detour train #274 passes the opposing Castelford station mile sign at MP48.35 of the Chalk River Subdivision. During the course of any given year it is not uncommon to witness OVR crews shepherding emergent trains of both Canadian Pacific and Canadian National through the Upper Ottawa Valley.

Le 6 février 2005, la CP 9153 tirant vers l'est le train de détournement no 274 dépasse le panneau de la gare de Castelford au PM 48.35 de la subdivision de North Bay. Au cours des ans, il est courant de voir les équipes de l'OVR recueillir les trains du CN ou du CP déroutés dans l'Upper Ottawa Valley.



By the spring of 2005 the demands of consistently heavy train movements through OVR territory have company track forces scrambling to keep up with costly and immediate repairs to the line's aging 100-pound REHF bolted rail. Soon, virtually two-thirds of the 301.3 mile long main line is operating at a speed not exceeding 25MPH, with the Chalk River Subdivision punctuated by numerous 10MPH slow orders account poor tie and surface conditions. With the cost of maintenance spiralling beyond RailAmerica's ability to unilaterally continue paying, the company enters into negotiations with the CPR to share a portion of the rail upgrade capital obligations with 'Van Horne's Road'. A June 2005 amendment to the original 1996 Master Lease Agreement sees both parties sign-off on a five year revitalization plan that calls on RailAmerica to immediately invest approximately \$20 million worth of capital in the purchase of 50 miles of 115-pound CWR, to be installed during the latter half of 2005 and 2006 where track conditions warrant the most urgent attention. In compensation, the rate for overhead trains paid by CP to the OVR is to be increased so that RailAmerica's investment is reimbursed over the next several years. The lease amendment also sees the CPR commit to a 4-year capital program for the OVR beginning in 2006 through to 2009.

Showing confidence in the Valley route, CP not only recommits to its guarantee of 1206 overhead trains per year, but seeks to be able to temporarily increase overhead traffic up to a total number of 1800 bridged trains in each of the 2006 and 2007 calendar years, with no cap on the number of trains bridged across the OVR each year beyond 2007. Might it be that ten years of hard work and dedication by OVR employees is about to be rewarded with some much sought after long-term stability?

The infusion of badly needed new capital doesn't come a moment too soon, because in May 2006, with a view to maximizing system capacity through more efficient use of its powerful locomotives and higher-capacity freight cars, CP introduces a new system-wide Balanced Integrated Operating Plan (BIOP). The plan has origin/destination trains equalized by day of the week (essentially operating in pairs) along core corridors between its major intermodal terminals, thus creating balance in the directional flow of traffic and equipment. The concept allows CP to predictably cycle its assets faster thus resulting in optimal service performance and efficiency while adhering to a plan that best accommodates customer needs. The OVR's 'distance advantageous' trackage must meet key BIOP criteria thus providing the CPR with a superior option for the movement Vancouver/Montreal international port traffic, and domestic IMS loads between Montreal (Lachine) and Western Canadian transportation hubs, if

twinning CP's core Eastern Canada corridor in Ontario is to endure as an asset to CP's global transportation plan.

For a split in CP's Central Corridor from Romford to Smiths Falls to be viewed as cost effective in the long term, it must overcome a couple of major handicaps not the least of which being that the OVR 'short route' only represents approximately 1/10th of the total rail distance between Montreal and Vancouver, thus giving CP ample opportunity to recover any slippage in running times over the significantly larger portion of the cross-country trip that exists beyond OVR borders. Another major disadvantage has the line when measured in gross tons per mile, only accommodating about 1/3rd of the traffic which normally flows along CP's Central Corridor north of Toronto according to the '2008 CPR corporate profile + fact book'. Efficiencies must substantially if not completely mitigate the expense of maintaining what the industry might consider an underutilized secondary main line if it is to remain essential to CP's core network. No doubt the ratio can be improved considerably if track conditions allow for the return of traditional bulk train movements to RailAmerica's 'bridge line', but in order to do that the infrastructure has to be improved to the point that it can successfully stand up to the rigours of '143GRL' tonnage going forward.

The new BIOP also introduces a new daily train #198 handling IMS and autos from Vancouver (Coquitlam) to Montreal (Lachine) via Chicago. This marks the first expedited train service to operate through the United States with transcontinental time-sensitive Canadian domestic traffic. Further changes have daily IMS and autos only Montreal to Calgary train #115, and daily IMS and autos only Vancouver to Montreal train #116 re-profiled to operate around the OVR via Toronto. One can't help but think that the experiment which sees the OVR as 'odd man out' may not be over, even though there is every indication that the routing changes are intended to provide the OVR with lengthy work blocks in support of a heavy rail and tie program at numerous locations across its Upper Ottawa Valley main line.

A renewed financial commitment by both CP and RailAmerica in support of track rehabilitation has things greatly improved towards the end of 2006. The year and a half long track program blitz once again has overhead trains operating 'double-sub' with a single crew between Smiths Falls and North Bay as significant stretches of track has now been returned to 40 MPH running. Most of the crossings in the Valley communities of Carleton Place, Almonte, Pakenham, Arnprior and Renfrew have been rebuilt. Great strides have been taken to replace old 100-pound bolted rail on the Chalk River Subdivision with new 115-pound continuous welded rail (CWR). Indeed considerable progress has been made to add to the more than 45 track miles of new

CWR and over 250,000 new ties that had been installed prior to 2005. The line is now hosting CP's newest power operating in DPU mode, which can be consistently seen

hauling well filled-out blocks of international and domestic IMS traffic between Montreal and the Western Canada.



A bitterly cold February 28, 2006 sees the CP 9632 West, train #107, operating in conventional mode through the 'Garden of Eden' near MP64.8 of the Chalk River Subdivision. At this location the train is working up a gentle 0.74% grade that begins behind the train at MP62.6 and will crest at MP66.3 a mile east of the former passing track at Haley's.

Par un froid mordant le 28 février 2006, la CP9632 tire vers l'est le train régulier no 107 à travers le « jardin du paradis », près du PM 64.8 de la subdivision de Chalk River. Il grimpe alors une pente de 0,74 % qui a commencé au PM 62.6 et culminera au PM 66.3, à 1 mille (1,6 km) de l'ancienne voie de Haley.

Engine CEFX 1048 leads train #108 through Carleton Place on July 6, 2006 as preparations are made to off-load sections of large-diameter line pipe delivered from the IPSCO Tubular (now known as Evraz Regina Steel) fabricating mill in Regina Saskatchewan. The pipe is needed to close distribution loops in TransCanada Corp's Eastern Ontario natural gas mainline. In total, 62 loads are received at Carleton Place, 78 loads at Mattawa, an additional 30 carloads from Camrose Pipeline Co. Ltd. (now Evraz Camrose Works) consigned to Premier Pipe and delivered to the OCR's Walkley Yard re-load facility in Ottawa.



Le 6 juillet 2006, la CEFX 1048 tire le train no 108 à Carleton Place. On se prépare à décharger des sections de grand pipeline provenant de l'usine de la IPSCO Tubular (connue maintenant sous le nom de Evraz Regina Steel) à Regina, en Saskatchewan. Ce tuyau est destiné à fermer les boucles de distribution du gaz naturel pour la ligne principale de la TransCanada Corp's Eastern Ontario. Au total, 62 pièces sont déposées à Carleton Place, 78 à Mattawa, ainsi que 30 pièces de la Camrose Pipeline Co. Ltd. (maintenant Evraz Camerose Works) destinées à Premier Pipe, déchargées au triage Walkley de l'OCR à Ottawa.

A 'NEW' RAILAMERICA ARRIVES IN THE VALLEY

As the wind off Lake Nipissing blows cold in advance of the 2006-07 winter season, the OVR management centre in North Bay gets word that its parent company RailAmerica Inc. is being taken private by an affiliate of Fortress Investment Group LLC, an investment management firm with headquarters in New York City. It's reported by 'Business Wire' that "the total value of the transaction, including the refinancing of RailAmerica's existing debt, is approximately \$1.1 billion USD", and the deal is expected to close in the first quarter of 2007. This is a game changer for RailAmerica and its stable of railroad properties, because Fortress's Private Equity Fund managers "take an active approach to private equity investing, seeking situations where significant value can be unlocked and created through balance sheet restructuring, operational improvements, and strategic management". Given the OVR's historical requirement for significant amounts of capital reinvestment in its aging infrastructure, the pressure is on to work within a business plan that meets with Fortress's private equity vision that focuses on "capital preservation and downside protection". Will amendments to the original 1996 Master Lease Agreement, made by 'old' RailAmerica and the CPR in 2005 committing to continued track renewal, be favourably viewed by the OVR's new private owner when the deal closes early in 2007? The question is unanswered in the short term, but a cancellation of major track rehabilitation projects prior to the 2007 capital season suggests that the situation is under review.

On June 29, 2007 the CP 9830 West, train #107, passes Signal 463 Chalk River Subdivision at Sand Point, a hamlet located halfway between Arnprior and Castelford. Visible across the Ottawa River behind the signal mast is a mountain of tailings accumulated from years of mining at the Hilton Mines site near Bristol Québec. Since the mine's closure in 1976 the tailings have been crushed and spread as ballast on most of the region's trackage including the Chalk River and North Bay Subdivisions.



Le 29 juin 2007, la CP 9830 en tête du train no 108 vers l'est passe le signal 463 de la subdivision de Chalk River à Sand Point, un hameau situé à mi-chemin entre Arnprior et Castelford. De l'autre côté de la rivière des Outaouais, derrière le signal, on voit le terril de la mine Hilton près de Bristol au Québec. Depuis la fermeture de la mine en 1976, les déchets et résidus de crible ont été concassés pour servir de ballast pour la plupart des voies dans la région, y compris pour celles des subdivisions de Chalk River et de North Bay.

The OVR continues to bridge four daily overhead trains throughout 2007 along with a significant number of empty grain movements in the westward direction during the winter rail shipping season. In addition to IMS trains #107 & #108, a revision to CP's BIOP now has daily manifest trains #430 and #431 operating between North Bay and Sudbury only, replaced between Cartier and Montreal by new daily manifest trains #224 and #225.

Late in the summer of 2008, with the line having only received general maintenance for the previous eighteen months, the capital program is restored within the framework of a restated amendment to the OVR Master Lease Agreement that sees the infrastructure rehabilitation that was to be completed by the end of 2009 now rescheduled through the year 2013. It would appear that increased traffic projections have been met head-on by the reality of a deep global recession that has CPR traffic volumes in decline and operating income for the year dropping by 10.3 percent. With future overhead train movements now projected downward to a level more consistent with the annual guarantee, the capital plan is stretched out an additional four years with the exception of bolted rail replacement that will continue to be changed out at an average rate of 12 miles per year. If prolonging the period of line rehabilitation isn't hard enough on the OVR's long term aspirations, now the company is required to cover off the first \$2.7 million in each of the capital program years through 2013, with CP covering any amount in excess of this figure. As well, starting in 2014 the OVR's annual capital obligations to infrastructure renewal are set to almost double.



With the OVR's capital program restored after eighteen months of inactivity, September 28, 2008 sees track materials being stock piled at Chalk River. An eastward view of line's aging jointed rail has it disappearing from view between bundles of new ties stacked on the old station platform and strings of yet to be installed CWR resting in rail racks mounted on a rail train fabricated from converted company gondolas.

Nous apercevons, en ce 28 septembre 2008, du matériel de voie empilé à Chalk River et qui sera utilisé pour le programme de restauration du chemin de fer Ottawa Valley (OVR) après plus de 18 mois d'inactivité. On peut voir, en direction est, d'anciens rails jointés disparaissant entre les piles de traverses sur le quai de l'ancienne gare et les longs rails soudés (LRS) reposant sur des supports montés sur des wagons tombereaux modifiés par la compagnie.

A length of CWR is about drop to the ballast near MP101.0 Chalk River Subdivision as soon as a steel gang worker has completed his cut. It's September 28, 2008, and line rehabilitation is well underway about a mile west of the siding west switch Stafford. Once installed, this rail will become some of the last new steel to be placed in service prior to the termination of operations east of Petawawa in November 2009.



Un LRS sera déposé sur le ballast près de la borne MP 101.2 de la subdivision Chalk River aussitôt que l'ouvrier aura complété sa coupe. On constate, en ce 28 septembre 2008, à environ 1,6 km à l'ouest de l'aiguillage ouest de la voie d'évitement Stafford, que les travaux de restauration de la ligne avancent bien. Le rail que nous apercevons sera, après son installation, l'un des derniers en acier nouveau à être utilisé avant la fin des opérations à l'est de Petawawa en novembre 2009.

As the recession extends into 2009, CP begins to experience an “unprecedented decrease in traffic volumes” with company projections looking dismal for the next five years. The gravity of the economic downturn in Eastern Canada is exemplified by the fact that road testing in the month of March has determined that all westbound transcontinental intermodal needs of CP's Montreal based shippers can be satisfied with the operation of a combined IMS and priority carload train #107 and #115 through Toronto and northward to

Sudbury via the MacTier and Parry Sound Subdivisions. Regionally carload traffic is in sharp decline with daily manifest trains #224 and #225 between Cartier and Montreal operating with between 1000 and 1500 feet of train, and that's on a good day. There appears to be little standing in the way of a decision that would have all recession ravaged Montreal originating/terminating traffic routed through Toronto. This does not bode well for the OVR. If there is not going to be enough overhead traffic to economically support operation of the Valley

route for the next five years, and in the absence of a significant number of on-line customers over the majority of the route east of Mattawa, how can a major five year multi-million dollar upgrade to the right-of-way be justified to Canadian Pacific's shareholders and RailAmerica's Fortress backed private investors?

In early April, 2009 all capital investment in the line is cancelled. Rumours resonate throughout the Valley of a pending line closure as track materials that were laid out for the planned spring start-up of work programs are picked up and removed from the property. Storage cars at several siding locations such as



The lead unit on train #108, engine CP 9806 sits inside the outer switch to the west of SNS Bailey at North Bay on April 22, 2009. Once underway, this train will become the second last eastbound transcontinental freight to traverse the North Bay and Chalk River Subdivisions before CP's IMS bridge traffic is permanently rerouted through Toronto.

In a second view of 108's train looking east towards the head end from atop the Main Street East overpass, the majority of the train's consist occupies trackage that was put in service during the RailAmerica lease years. Of the OVR's four tracks visible to the right side of the picture, only the center two tracks plus the nearest portion of the outside track holding a cut of storage tank cars were in service prior to the release of railway lands to the City of North Bay in 2001. The changes at this location are quite evident when comparing this scene with that portrayed in a Gallery image of train #471 arriving at North Bay on September 17, 1993.



A final look to the west from atop the Main Street East overpass shows the DPU on 108's train sitting in front of the OVR administration building where the through tracks have been redirected to the left towards Lake Nipissing. Prior to 2001 the through tracks would have remained tangent past the old station location for another eight tenths of a mile before turning to the left near the Memorial Drive public crossing at grade at MP0.43 Cartier Subdivision. Visible in the distance and built across railway lands is a recently constructed senior's apartment complex.

La locomotive de tête du train 108, la no 9806 du CP, attend en avant de l'aiguillage à l'ouest du panneau indicateur de la gare de Bailey à North Bay en ce 22 avril 2009. Aussitôt en marche, ce convoi sera l'avant-dernier train transcontinental de marchandises en direction est à traverser les subdivisions North Bay et Chalk River avant que le trafic du pont IMS du CP ne soit définitivement réorienté vers Toronto.

Sur cette autre vue vers l'est, prise sur le viaduc de la rue Main Est en direction de la tête du train 108, on constate que la majorité du train occupe la voie mise en service durant les années de location par le Rail America. Des quatre voies de l'OVR, seules les deux du centre et la portion la plus près de la voie extérieure sur laquelle reposent des wagons citernes, à droite sur la photo, étaient utilisées avant que l'emprise ferroviaire ne soit cédée à la Ville de North Bay en 2001. Le changement de décor à cet endroit est évident si on compare avec la photo de la section « Les photos de Stan » du présent magazine, illustrant l'arrivée du train no 471 à North Bay en ce 17 septembre 1993.

Une dernière vue vers l'ouest, prise du viaduc de la rue Main Est, montre la traction répartie (DPU) du train 108 devant l'édifice administratif de l'OVR à l'endroit où les voies ont été réorientées à gauche en direction du lac Nipissing. Avant 2001, ces voies étaient en tangente avec l'ancienne gare pour un autre 1,3 km avant de se diriger vers la gauche près du passage à niveau de la route Memorial Drive à la borne MP0.43 de la subdivision Cartier. Nous apercevons au loin un complexe résidentiel pour aînés récemment construit sur l'emprise ferroviaire.

Stonecliffe, Moor Lake and Pembroke are gathered up and moved to Mattawa and North Bay. As RailAmerica begins to lay off employees and consolidate its train service to a territory that includes only Témiscaming, Mattawa and points west towards Sudbury, there can be no denying the seriousness of the situation at hand. The ties that bind the CPR's first transcontinental main line through the Upper Ottawa Valley are now in danger of being ripped apart along with a ribbon of steel that has seen service to a nation's dream for over 127 years.

Canadian Pacific is quick to develop a train service plan that sees OVR overhead traffic detoured through Toronto beginning later in the month. Revisions to the BIOP have overhead trains #107 & #108 and trains #115 & #116 cancelled and replaced with trains #112 & #113 between Montreal and Vancouver IMS, and train #114 & #115 between Montreal and Vancouver (Deltaport). Also cancelled are trains #224 & #225 between Cartier and Smiths Falls. The service design changes allow CP's IMS trains originating in Montreal to be filled out with additional traffic at Vaughan Intermodal Terminal potentially maximizing the tonnage on each and every transcontinental train movement originating in Eastern Canada enabling the company to take full advantage of its large fleet of robot enabled high-horsepower AC locomotives.

On April 22, 2009, the last train #224, 224-21 works across the OVR, with CP locomotives #4652-8215-5790 and 14 cars. The same day the last train #107, 107-22 operates westward in DPU mode, departing Smiths Falls at 16:58 with the CP #8866 leading, mid-train robot CP #9707, 46 loads, 4,873 tons, 6,402 feet. At the siding west switch Stafford, train #107 meets the second last train #108, 108-18 at which point OVR crews change trains and return to their respective home terminals in Smiths Falls and North Bay.

On April 23, 2009, the last train #225, 225-22 departs Smiths Falls at 16:12 with the power off the previous day's #224 and an all IMS consist of 24 loads, 8 empties, 2,617 tons, 2,903 feet. The next day, April 24, 2009, the last transcontinental overhead train to cross the Ottawa Valley Railway train #108, 108-19 arrives in DPU mode at Smiths Falls at 13:30, with CP engine #8537 on the point, tail end robot CP #9456, 68 loads, 6,170 tons, 6,961 feet.

Over the course of the next seven months the line east of Mattawa remains largely inactive. The only exception is for the occasional OVR work train that ventures into the territory to handle On Company Service (OCS) requirements and deliver cars to local on-line customers predominantly in the Pembroke area.



As the CP 9806 East, train #108 rolls off the North Bay Subdivision's opposing 1.12% ruling grade near Bissett on April 22, 2009, it passes a large quantity of recently changed out ties piled near the McIsaac Road crossing at grade at MP37.6. This location marks the end to the westward advance of major track rehabilitation activities on the OVR's transcontinental bridge route through the Upper Ottawa Valley.

La locomotive no 9806 du CP à la tête du train 108, en direction est, s'attaque à la rampe de 1,12 % près de Bissett, en ce 22 avril 2009. Le convoi quitte la subdivision North Bay, passant à proximité d'une grande quantité de traverses récemment changées près du passage à niveau du chemin McIsaac à la borne MP37.6. Cet endroit marque l'extrémité ouest de l'avancement des travaux majeurs exécutés sur la voie l'OVR que doit emprunter le transcontinental à travers la vallée de l'Outaouais.

The last eastbound transcontinental to be bridged across the Ottawa Valley Railway passes SNS Scott located at MP0.05 Chalk River Subdivision on April 24, 2009. At Smiths Falls the OVR engine crew will climb down off locomotive CP 8537 and close the book on the line's long and rich history of service to a nation's dream. The train's time of arrival at Smiths Falls is 13:30.

Le dernier train transcontinental vers l'est à traverser l'OVR croise le panneau indicateur de la gare Scott situé à la borne MP0.05 de la subdivision Chalk River en ce 24 avril 2009. À Smiths Falls, l'équipe de la locomotive no 8537 du CP quittera celle-ci et clôturera la longue et riche histoire de cette ligne au service du rêve national. L'arrivée du train à Smiths Falls est prévue à 13 h 30.



An OVR work train passes through Chalk River in the eastward direction on September 21, 2009. In tow behind engine GEXR 3835 are two loads of steel for interchange with the CNR at Pembroke, along with several OCS gondolas that will be set-off at Carleton Place to facilitate clean-up operations at the east end of the line.

Un convoi d'entretien de l'OVR traverse Chalk River en direction est en ce 21 septembre 2009. La locomotive GEXR no 3835 amène deux chargements d'acier destinés au raccordement avec le CNR à Pembroke et quelques wagons tombereaux de l'OCS qui seront dételés à Carleton Place pour l'opération de nettoyage à l'extrémité est de la ligne.

AN ENCORE PERFORMANCE IN SUPPORT OF OUR TROOPS

On November 13, 2009 one month to the day after RailAmerica shares of common stock begin trading on the New York Stock Exchange under the ticker symbol 'RA', an OVR work train departs Smiths Falls with the first 25 of approximately 400 military flat cars to be delivered to Department of National Defence (DND) loading facilities at Camspur, MP105.0 Chalk River Subdivision. Aside from the light engine move from North Bay to Smiths Falls the previous day, this is the first

activity at the eastern end of OVR territory since the last overhead trains traversed the line back in the month of April. Over the next ten days, CPR carmen and OVR train crews facilitate the loading and transport of hundreds of military vehicles on four military trains that depart Base Petawawa in the eastward direction to Smiths Falls on the first leg of a trip that will see the military materiel travel all the way to California. Immediately upon completion of the CPR's outbound commitment to DND, the Chalk River Subdivision is closed from SNS Scott at MP0.5 to the Camspur Station Mile Sign at MP104.0.

Ottawa Valley Railway locomotive engineer Greg Burton and conductor Greg Sloan occupy the lead unit on the CP 5939 East, train #ARMY-23, as it passes the opposing Carleton Place station mile sign at MP14.35 of the Chalk River Subdivision on November 23, 2009. This is the third of four military moves to traverse the line between Camspur/CFB Petawawa and Smiths Falls before it is permanently closed later in the month.

C'est le 23 novembre 2009. Le mécanicien Greg Burton et le chef de train Greg Sloan de l'OVR occupent la cabine de la locomotive no 5939 du CP à la tête du train ARMY-23 au moment où ce dernier croise le poteau indicateur de la gare de Carleton Place à la borne MP14.35 de la subdivision Chalk River. Le convoi est le troisième de quatre trains militaires qui traverseront la ligne entre Camspur/base des Forces canadiennes de Petawawa et Smith Falls avant sa fermeture, qui aura lieu un peu plus tard dans le mois.



On December 18, 2009 'PRNewswire-FirstCall' reports that RailAmerica Inc.'s "subsidiary RaiLink Canada Ltd. has closed on a transaction with Canadian Pacific Railway to terminate its lease of the Ottawa Valley Railway (OVR) line. Under the terms of the agreement, RailAmerica Inc. received \$73 million CAD in gross proceeds." Termination of the lease puts an end to the payment of the 'monthly guarantee' by the CPR to RailAmerica as obligated by the 1996 Master Lease Agreement whether trains are bridged over the line or not. The report goes on to say that "RailAmerica's subsidiary will continue to maintain and operate the CP-owned rail lines between Sudbury and Mattawa ON, Mattawa and Témiscaming QC, and Mattawa and Camspur until dates in 2010 to be determined by CP."

The western end of the Chalk River Subdivision from the Camspur Station Mile Sign at MP104.0 to SNS Chalk River, and all of the North Bay Subdivision remains in service until four military trains return to Base Petawawa via North Bay in late March and early April 2010. The last revenue move on the North Bay Subdivision east of Mattawa traverses the line in the eastward direction on April 5, 2010. Let historians record that upon the return of the last cut of empty military flat cars to North Bay on April 6, 2010 the line is closed from MP104.0 to the SNS Chalk River at MP115.3 Chalk River Subdivision, and MP0.0 to MP70.0 North Bay Subdivision, a point located 1.79 miles east of the SNS Mattawa at MP71.79 North Bay Subdivision.



The spring of 2010 sees the return of military materiel from Northern California via Romford and North Bay. On March 26, 2010 the locomotives on the Work CP 5993, train #ARMY-19, have run around their consist at Chalk River and are now shoving the loads across the Petawawa Plains near MP108.0 of the Chalk River Subdivision. The ten mile push between Chalk River and Camspur is protected by OVR Conductor Sloan as he rides aboard CP's maintenance of way (MOW) Transporter 422999, former caboose 434722.

Du matériel militaire en provenance du nord de la Californie via Romford et North Bay a été vu au printemps 2010. Le 26 mars 2010 à Chalk River, les locomotives affectées au convoi d'entretien, le train ARMY-19 avec la no 5993 du CP en tête, manœuvrent autour du tain pour pousser le chargement à proximité de Petawawa Plains près de la borne MP108.0 de la subdivision Chalk River. Le parcours de 10 milles (16 km), où le train sera poussé entre Chalk River et Camspur, est protégé par le chef de train Sloan de l'OVR, en poste à bord du fourgon de transport du personnel no 422999 du CP, autrefois le fourgon de queue no 434722.

The Work CP 5993, train #ARMY-19 has arrived at Camspur and the crew is busy spotting the loads at Base Petawawa on March 26, 2010.

Le convoi d'entretien ARMY-24, avec en tête la locomotive no 5993 du CP, est arrivé à Camspur et l'équipage voit à repérer le chargement pour la base des Forces canadiennes de Petawawa en ce 26 mars 2010.





The CP 5993 East, train #ARMY-24 approaches the siding west switch Mackey at MP21.3 North Bay Subdivision with its cargo of military material returning to CFB Petawawa from Northern California. It's April 5, 2010 and the OVR's Upper Ottawa Valley trackage is hosting the last revenue move to operate east of Mattawa. In the distance the tail end of the train can be seen coming off the hill to the west of Mackey Creek.

Le train ARMY-24 en direction est, avec en tête la locomotive no 5993 du CP, s'approche de l'aiguillage ouest de la voie d'évitement Mackey à la borne MP21.3 de la subdivision North Bay avec un chargement de matériel militaire en provenance du nord de la Californie et retournant à la base des Forces canadiennes de Petawawa. Nous sommes le 5 avril 2010 et la ligne de la vallée de l'Outawais de l'OVR accueille le dernier train régulier à l'est de Mattawa. Au loin, on aperçoit la queue du train descendant la rampe à l'ouest du ruisseau Mackey.

The last revenue move to operate east of Mattawa, the CP 5993 East, train #ARMY-24, passes the Chalk River station mile sign on April 5, 2010.

Le dernier train régulier vers l'est de Mattawa, l'ARMY-24, avec en tête la locomotive no 5993 du CP, croise le panneau de la gare de Chalk River en ce 5 avril 2010.



At Camspur on April 5, 2010, OVR conductor Greg Sloan provides instructions to engineman Burton as a cut of military loads are spotted at a ramp that will permit the equipment to be rolled off the flat cars after the restraining chains have been detached from the vehicles.

À Camspur, le 5 avril 2010, le chef de train de l'OVR, Greg Sloan, donne des instructions au mécanicien Burton alors que des wagons chargés de véhicules militaires sont placés le long d'une plateforme afin de permettre leur déchargement, qui se fera aussitôt qu'on aura retiré les chaînes les retenant en place.

On February 1, 2010 in accordance with Section 143(1) and Section 146.01(1) of the Canada Transportation Act (CTA) Canadian Pacific Railway Company gives notice that the Chalk River Subdivision from mile 0.5 to mile 104.0 is available for sale for continued operations. On April 19, 2010 pursuant to the provisions set out in the same Act, the CPR gives notice that the Chalk River Subdivision from mile 104.0 to mile 115.3, and the North Bay Subdivision from mile 0.0 to mile 70.0 is also available for sale for continued operations. CP states that it intends to abandon the trackage from a point just north of Smiths Falls to Mattawa if it is not transferred. The time is now at hand for any interested individual(s) or organization with a viable operations business plan to step forward and purchase the line thus ensuring its continued availability to the future needs of local industry in the Upper Ottawa Valley. Prospective purchasers of the railway should also have deep pockets because the local media reports that the CPR considers \$50 million to be an acceptable sale price for “steel and components of the rail”.

As 2010 draws to a close, no expressions of interest are received by Canadian Pacific Railway from any person(s) in the private sector, the Federal Government including DND, the Ontario Provincial Government, OC Transpo of the City of Ottawa (approximately three miles of Chalk River Subdivision trackage that includes the entire Waba passing track location east of Arnprior lies within the expanded limits of the City of Ottawa), nor any of the various municipalities along the line east of Mattawa. With no buyer prepared to step forward, Canadian Pacific Railway provides notice of discontinuance to the Canadian Transportation Agency, and at 0001 on February 6, 2011 the last surviving transcontinental railway corridor in the Upper Ottawa Valley is considered to be abandoned. With the line no longer on CP's system map, and barring any last minute reprieve, there is every reason to believe that dismantlement of the trackage between Smiths Falls and Mattawa will likely begin later in the spring of 2011.

EPILOGUE

Dismantlement of the Chalk River and North Bay Subdivisions east of the community of Mattawa extinguishes once and for all the thought that co-

production in the Upper Ottawa Valley may once again grace the agendas of future Board meetings at Canadian Pacific Railway Limited Headquarters in Calgary and Canadian National Railway Company Headquarters in Montreal. To suggest that the country is about to be deprived of a strategically vital railway corridor in the interest of preserving shareholder value is probably unfair given that Canadian Pacific's decision in 2010 just as Canadian National's decision fifteen years earlier is fundamentally sound when measured against the current level of originating/terminating traffic between Montreal and Western Canada. However, the future is unpredictable, and the challenges of profitably serving a shrinking North American economy today become the opportunity of serving an expanding world economy tomorrow. Canada is and will always be a commodity driven nation with global export demand for its natural resources ebbing and rising like the great tides off both its Atlantic and Pacific shores. A railway through the Valley could still play an important role in the transport of grain, ethanol, nickel ore, potash etc. aboard co-produced bulk trains on the shortest route between Western and Eastern Canada. Doing so would create capacity for intercity passenger services in the Montreal-Toronto corridor and future commuter rail expansion in Greater Toronto Area at a far lesser infrastructure build-out cost to overburdened Canadian taxpayers, but it can't be done if the rails are removed and the right-of-way destroyed.

The day will come when a decision is finally rendered on the relocation of CP's Lachine Intermodal Facility to a new Integrated Logistics Centre (ILC) site situated off the Winchester Subdivision near Les Cèdres, QC. Commensurate with its opening, would it not be beneficial for Canadian Pacific Railway to have those intermodal shipments placed in its charge at Les Cèdres, arriving at Cartier - a third of the distance to Winnipeg - in slightly less than eleven hours by way of its Upper Ottawa Valley corridor?

But for a past filled with 'what ifs' and 'if onlys' this could have been the modern day legacy of the Ottawa Valley portion of Canadian Pacific's transcontinental main line, it's value to Canada's rail transportation network so much more than simply a line item on a corporate balance sheet.....'Lest We Forget'!

Disaster at Almonte

By Stan J. Smail

Ray Farand's feature article on CPR's Ottawa valley route brought to mind my own experiences as an operator and train dispatcher on the old CP Smiths Falls Division some thirty-five years ago. One of my railway mentors was the late Larry Finner, at the time the day shift Chalk River Subdivision train dispatcher who was a lifelong resident of Almonte, Ontario. As a greenhorn, I sat in with Larry to learn the ways of a dispatcher and one day after a harrowing night shift dispatching 'the Chalk,' Larry told me his story about the terrible December 27, 1942 Almonte train wreck. Almost forty people perished when an eastbound troop train hauled by CPR H1A 4-6-4 2802 rear-ended local passenger train No 550, the Pembroke local, with G2 4-6-2 2518 that was stopped at the Almonte station.

Larry actually saw the collision occur as he was walking up to Almonte station to catch westbound local No 551, the westbound Pembroke local, his transportation from Almonte to Renfrew where he was to work as night operator. As it turned out, Larry relieved the second trick operator at Almonte that night working right in the midst of one of Canada's worst railway disasters.

After Larry told me his tale of the Almonte disaster, in an eerily similar situation, that night, I was scheduled to cover the night shift as operator at Renfrew. During the long night hours of that midnight shift at "RS", recalling Larry's story, I wrote the song 'Disaster at Almonte', the lyrics of which are presented below.

DISASTER AT ALMONTE

*"I see by your watch,
That you're a railroader",
Said the old man in the bar by the
tracks.*

*I replied that I was,
He said, "I'm a conductor,
And if you lend me your ears,
I'll tell you a tale."*

1. *Back in nineteen forty-two, the
nation was at war,
Troop trains by the score they did roll.
Many times I've seen them, display
the green for sections,
Taking soldier boys to war through
Petawawa town.*
2. *Now Almonte is a town just up the
pike from Carleton,
Named for a Mexican general, a
soldier of the wars.
In nineteen forty-two, just two days
after Christmas,
Came a train wreck now considered
as one of Canada's worst.*
3. *Freezing rain was falling and the fog
hung thick and low,
Obscuring normal vision along the
track ahead,
When the 2802 and her train of
warbound soldiers,
Pulled out of Chalk River bound for
Montreal.*

REFRAIN

*Rollin', rollin'
In a race against the time;
There's a troop train bound for glory,
On the old Chalk River line.*

4. *The side rods were a-flashing and
the whistle it did wail,
As the 2802 sped through Haley's
on the fly.
Ahead of her the local, was flagged
at every station,
With the heavy Christmas traffic of
travellers going home.*

5. *Red board out at Renfrew, red
board at Arnprior,
Sent a message to the troop train
that 550 was ahead.
The engine on the local was the
2518,
She was having trouble steaming
and to haul her heavy load.*

6. *The local was at Almonte unloading
folks and parcels,
When the whistle of an eastbound
was heard screaming from behind;
"Clear Board", yelled the fireman
on the 2802,
But the rising Mississippi mist hid
the local's rear from view.*

*Rollin", rollin'
In a race against the time;
There's a troop train gone to glory,
On the old Chalk River line.*

7. *With a mighty crash of steel,
On steel and wooden coach,
The troop train hit the local and
disaster did prevail
The wooden coaches splintered,
nearly forty people perished,
In that mangled mess of steamcars,
History calls the Almonte wreck.*

8. *Old 2802, she became a "hoodoo"
engine,
She saw two more disasters before
she went to scrap.
The station up at Almonte is now
gone but left are memories,
Of the long gone steam age
happenings,
Like the disastrous Almonte wreck.*

*"Well, I've told you my tale of the
Almonte disaster;
And you can take it or leave it, my
friend.
But sometimes at night, a ghost train
will whistle,
Through Almonte, Ontario,
Where legend begins."*

Stan J. Smail
Renfrew, Ontario – August 21, 1976
Copyright Smailways Music



The hoodoo engine at RO. Long after its ordeal at Almonte in December 1942, standard Hudson 2802 pauses at Vaudreuil, Quebec with eastbound train 232 from Ottawa to Montreal in November 1957. After the Almonte wreck, the 2802 was involved in a crossing accident and a derailment that resulted in loss of life hence its unflattering moniker 'the hoodoo engine'. Ronald S. Ritchie.

La Hudson 4-6-4 2802 du CP est en gare de Vaudreuil, Québec, en novembre 1957, à la tête du train 232 entre Ottawa et Montréal. Cette locomotive est célèbre pour avoir embouti, en décembre 1942, l'arrière d'un train local arrêté en gare d'Almonte, Ontario, faisant plus de 30 morts parmi les passagers. Plus tard, la même locomotive fut impliquée dans un autre accident mortel survenu lors d'un déraillement à un passage à niveau, ce qui lui valut la réputation de « locomotive du mauvais sort ». Ronald S. Ritchie.



Hudson 2802 is seen here at Merrickville, Ontario on the Winchester Subdivision. The date of the photo is unknown, but because of the 'shield' herald on the cab side, we know that it is before 1945. The 2802 was the first CPR locomotive to demonstrate the maroon trimmed running board skirts and valences so typical of most newer CPR steam. Of note also is the fact that 2802 is not equipped with smoke deflectors, but apparently had them reapplied after this photo was taken. This may very well be a demonstration run showing off the 'new' look of CPR passenger steam. A photo in *Canadian Pacific Steam Locomotives* by Omer Lavallee shows 2802 in 1935 with no smoke deflectors and the first skirt and valence arrangement. Al Paterson collection.

*La Hudson 4-6-4 2802 pose à l'arrêt en gare de Merrickville, Ontario. La photo n'est pas datée, mais elle doit être d'avant 1945, car, cette année-là, l'écusson sur le flan de la cabine a été redessiné. Cette locomotive fut la première au CP à être décorée d'une bordure de couleur marron le long de la bouilloire avec le numéro inscrit au centre. On notera également l'absence de déflecteurs de fumée; ceux-ci furent ajoutés plus tard. La photo fut probablement prise à l'occasion d'une sortie publicitaire du CP pour présenter la nouvelle tenue de ses locomotives du service passagers. Une autre photo de la 2802 apparaît dans le livre *Canadian Pacific Steam Locomotives* de Omer Lavallée; c'est une photo prise en 1935 qui la montre sans déflecteurs de fumée et munie de la première version de la bordure décorative. Collection Al Paterson.*



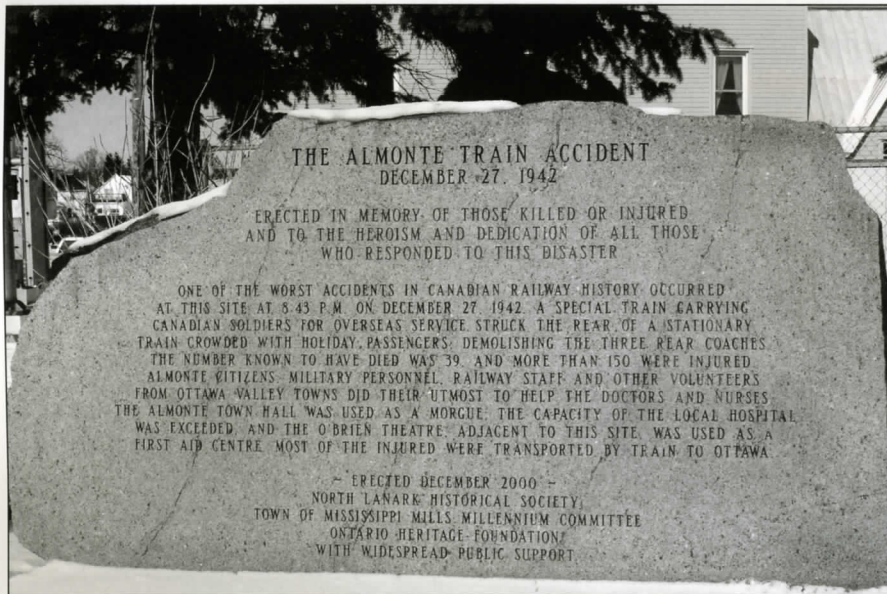
Far from Almonte, infamous Hudson 2802 is seen here in Lambton, a Toronto suburb, in the late fifties. Its famous valences are scuffed and atop its tender is a marker lamp suggesting that it may have been in pusher service to either Bolton or Orr's Lake. The 2802 was retired on January 1, 1959. Jim Walder, Railfare collection.

Loin d'Almonte, la 2802, la « locomotive du mauvais sort » est postée à Lambton, Ontario, vers la fin de sa vie active. Elle est dans un piètre état; sa bordure marron est cabossée et une lampe de repérage installée sur son tender suggère qu'elle est utilisée pour pousser les trains surchargés entre Bolton et Orr's Lake sur la subdivision Galt du CP. La 2802 fut mise à la ferraille le 1er janvier 1959. Jim Walder, collection Railfare.

The other locomotive involved in the Almonte disaster was G2 4-6-2 2518, which was the motive power on train 550, the eastbound Pembroke local, that fateful evening in 1942. By many accounts, 2518 was a good engine but, for some reason, on the night of the Almonte wreck it wasn't steaming as well as it did normally. Also, the larger than usual ten car consist was plenty for a G2 Pacific on the Chalk River Subdivision. In these two views from the mid fifties, 2518 is seen taking on water as train 551, the westbound Pembroke local pauses at Renfrew, Ontario. Looking east, the main line coal chute for fuelling the through passenger trains can be seen in the distance. Under normal circumstances a CPR H1 Hudson or G3 Pacific could make it from Montreal to Renfrew (about 150 miles) on a tender of coal. C. Smith, Shaw-Paterson collection.



L'autre locomotive impliquée dans la tragédie d'Almonte était la Pacifique G2 4-6-2 2518. Elle était arrêtée en gare avec le train local 550 en direction de Pembroke le 27 décembre 1942. C'était une bonne locomotive, mais ce soir-là, elle devait traîner 10 wagons surchargés de passagers, ce qui était à la limite de sa capacité. Sur ces deux photos, prises vers le milieu de la décennie 1950, on voit la 2518 se faire ravitailler en eau à l'occasion de son arrêt en gare de Renfrew, Ontario. À la tête du train local 551 en provenance de Pembroke, plus loin sur la ligne, on peut voir la réserve de charbon servant à ravitailler les trains de passagers longue distance. En effet, les locomotives de type H1 Hudson ou G3 Pacifique pouvaient faire le trajet entre Montréal et Renfrew, à peu près 150 milles, avec un tender plein de charbon. C. Smith-Shaw, collection Al Paterson.



Almonte station is long gone and the railway that served it has been silenced with the rerouting of CPR transcontinental freight traffic via Toronto. However, many memories of the CPR's Ottawa Valley route remain – not the least of which is the disastrous Almonte wreck of December 27, 1942. In December 2000, a monument near the site of the CPR Almonte station was erected by the North Lanark Historical Society for all to remember. Lest we forget. Raymond Farand.

La gare d'Almonte est depuis longtemps disparue et le chemin de fer qui la desservait est réduit au silence, car les trains de fret transcontinentaux du CP passent maintenant par Toronto. Il reste toutefois de nombreux souvenirs de la défunte ligne du CP de la vallée de l'Outaouais. L'un est le monument en pierre érigé à la mémoire des disparus de la tragédie d'Almonte le 27 décembre 1942. Ce monument a été bâti par la North Lanark Historical Society tout près du site de l'ancienne gare du CP d'Almonte. Ray Farand.

BACK COVER TOP: The tail end crew members of CPR 482 change off at Chalk River on January 13, 1990 as VIA No.1 prepares to depart for Mattawa, North Bay and Sudbury and connection with the Toronto section of 'The Canadian'. The CPR day operator at 'RV' for many years was the famous Bob Seguin who was also the mayor of Chalk River. Bob's daughter Linda was also relief operator for a number of years in the nineteen-seventies. Raymond Farand.

COUVERTURE HAUT : L'équipe de fourgon de queue du train 482 débarque à Chalk River le 13 janvier 1990 alors que le train VIA 1 s'apprête à partir vers Mattawa, North Bay et Sudbury, et à rencontrer la section du train no 1 en provenance de Toronto. Le chef de gare du CP était Bob Seguin, qui était également maire de Chalk River. Sa fille Linda a aussi travaillé comme assistante dans cette gare durant les années 1970. Raymond Farand.

BACK COVER BOTTOM : Hospital train. Whenever a railway moves rolling stock destined for scrapping or other disposition, often aged cars or engines, the equipment travels under a speed restriction because of their deteriorated condition. These slow moving trains were dubbed 'hospital trains'. In September 1992, such a train operated across much of the CPR transcontinental main line. Included with rolling stock destined for scrapping at Mandak Metals near Winnipeg were CLC H16-44 8554, FA2 4090, FPB2 4464 while 2-8-2 5468 from Exporail was bound for the Revelstoke Railway Museum. Raymond Farand.

COUVERTURE ARRIÈRE : Quand un chemin de fer devait faire transiter de vieux wagons et locomotives destinés à la ferraille, le train dont ils faisaient partie devait rouler plus lentement en raison de leur état souvent précaire; les employés le surnommaient « train hôpital ». On voit l'un de ces trains en septembre 1992 qui traverse presque tout le réseau ouest du CP, avec des locomotives destinées au ferrailleur Mandak Metals de Winnipeg, entre autres une CLC H16-44 8854, une FA2 4090 et une FPB2 4464. Sur ce train, il y avait également la locomotive à vapeur 2-8-2 5468, propriété du musée Exporail, en route pour le Musée ferroviaire de Revelstoke en Colombie-Britannique. Raymond Farand.

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