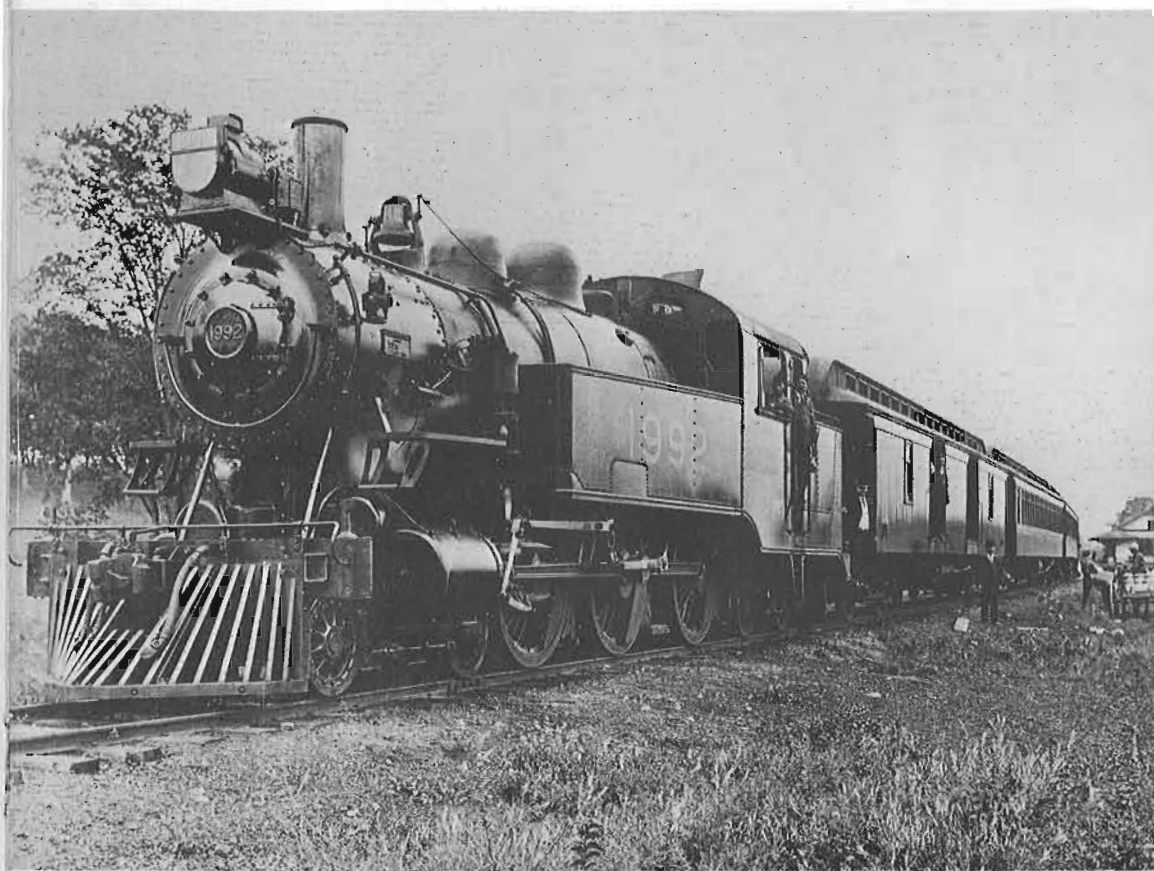


Canadian Rail

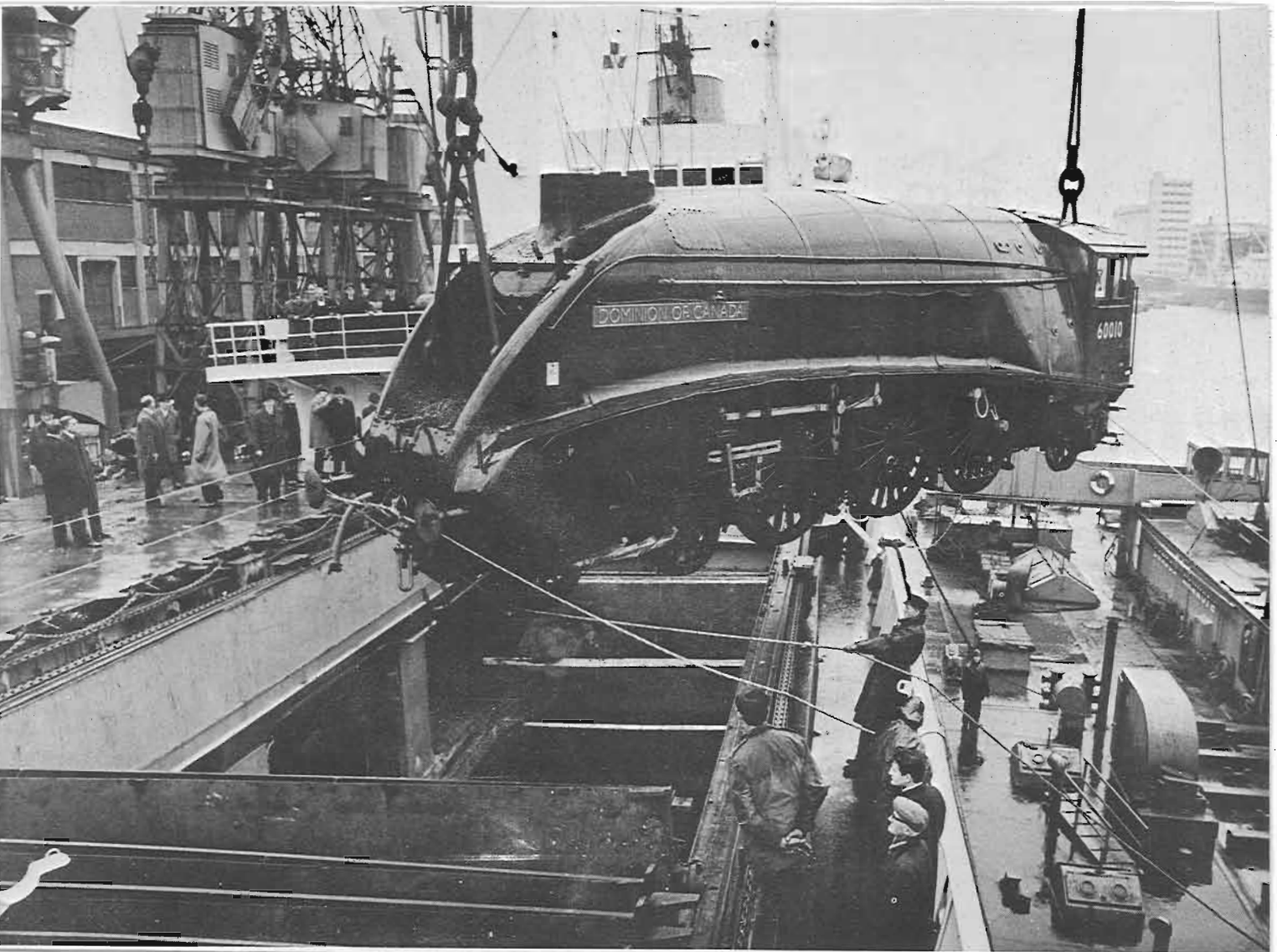
May
1967

Number 188



Our cover shows one of the best photos we've seen of a CPR T2-a Class tank engine. Number 992 was built by the CPR in May 1910, was renumbered to 5992 in 1912, and scrapped in 1934. The photo was taken at Pointe Fortune, Quebec, sometime between 1910 and 1912. The line between Pointe Fortune and Rigaud was abandoned about 1936.

Photo Collection of Roger Boisvert



Loading the "Dominion of Canada" aboard the M.V. "Beavercoak"
at London, England.
(Photo, which appeared in The Times and The Daily Telegraph,
is courtesy Keystone Press Agency, Limited.)

OUR PROUD BEAUTY

by S. S. Worthen

33 Waterlow Road
Highgate Hill
London N. 19, England.

12.4.67

The Custodian
Canadian Railroad Historical Association
Montreal, Canada.

Dear Sir:

It was with some regrets I saw the enclosed picture of my old engine "Dominion of Canada" leaving these shores. But I am sure she will be much admired by all who see her in Canada.

I have very happy memories of the engine as I was the first fireman to work on the "Dominion of Canada" along with Driver G. Eurfoot (now dead). We collected the engine from the Doncaster Plant after her completion and had the honour to be in charge of her on the day of the naming ceremony at King's Cross Station, London, on June 15th., 1937, which was performed by the Right Honorable Vincent Massey, whose autograph I still possess and treasure. Then, on the following day, we took the Prime Minister of Canada, Mr. W. L. Mackenzie-King to Edinburgh. A few days later, we took the engine on a speed trial and attained a speed of 110 m.p.h. This, of course, was not a record, but we thought it a remarkable achievement, as we had a load of 450 tons.

We then worked the engine on the first trip of the new "Coronation" train, Edinburgh to London, in 6 hours. We had a wonderful reception on arrival at King's Cross. The station was bedecked with flags and bunting and a huge crowd was at the station to welcome us.

I am now of course retired, so have now only cherished memories of a very fine engine, also a collection of photographs of her, taken at different times. My one regret is I cannot be with you for her historic occasion. I am sure all Canadians will feel justly proud of the "Dominion of Canada".

All good wishes and success for your Museum.

Yours very truly,

(signed) Ronald Middleton

And so, by such a simple device as the writing and receiving of a letter, is the door to memory unlocked.

The period which began some six months after October, 1929, is not one which is remembered with pleasure or enthusiasm by most of the population who were then in their early twenties. It was, and still is, referred to as "The Depression". Life for the average man was far from easy, and the generation which followed has been cautioned again and again against a repetition of the same

circumstances which, it is said, favoured its advent.

As the world moved slowly through the early thirties, there were some signs that a dogged resistance to economic chaos was being maintained. This was particularly true among the railways of Great Britain and North America. In spite of the drastic curtailment of the economic tempo in various countries, large sections of the population could and did continue to travel. The "jobbers" who had been succeeded by the "travelling salesmen", and who in turn would be displaced by "company representatives", continued to go about the country in ever-increasing numbers. Better service to their customers meant more orders, at a time when orders were as precious as gold! Better service meant more frequent visits and more rapid delivery of goods, and before very long, the railways discovered that in the midst of the Depression, they had a marketable commodity -- speed!

In England, there began in 1932, a flurry the likes of which had not been seen since the "Great Race to the North" in 1888 and 1895. In North America, the old-time rivalry between Canadian National Railways, the successor to the Grand Trunk Railway of Canada and the progressive Canadian Pacific Railway flared anew. South of the 49th. parallel, and west from Chicago, the Chicago, Burlington and Quincy and the Union Pacific disturbed the uneasy but apparently permanent peace with their old rival, the Achison, Topeka and Santa Fe Railroad. It was quite impossible to restrain this urge, which had lain dormant for more than twenty years. And the results of the reawakening were to have some irrevokable and permanent effects on the railways all over the world.

It was essential that the patrons of the railway be carried from one large city to another in the least possible time. Thus, the railways were not aiming so much at a "speed record" as a consistently high average speed, over a relatively long distance. In Great Britain, the North Eastern Railway had scheduled a train from Darlington to York - 44.1 miles - in 43 minutes from the beginning of the 20th. century. In 1923, the Swindon-London time of the Great Western Railway's "Cheltenham Flyer" had been reduced to 75 minutes, for an average start-to-stop speed of 61.8 miles per hour. In 1929, a further 5 minutes had been chopped from the schedule, thus raising the average speed for the run to 66.2 miles per hour, and for a time, this was the fastest scheduled railway run in the world.

But wonder of wonders! In 1931 and '32, the Canadian Pacific Railway in distant Canada, took over the "Blue Ribband" by scheduling its "Royal York" (Montreal-Toronto) between Montreal West and Smith's Falls - 124.0 miles - in the extraordinary time of 108 minutes, for an average scheduled speed of 68.9 miles per hour for the distance. The Canadian National's "Intercity Limited" could not match this pace, since it served a more populated section of the St. Lawrence Valley, and had a consequently greater number of speed restrictions and revenue stops.

The Great Western, in England, was quick to retaliate, by reducing the time of the "Cheltenham Flyer" by 3 minutes to achieve an average scheduled speed between Swindon and London of 69.2 miles per hour. The final and unassailable reduction in this schedule (in September, 1932) to a flat 65 minutes for the 77.3 miles, resulted in an overall average of 71.4 miles per hour, which, for that time, was truly remarkable.

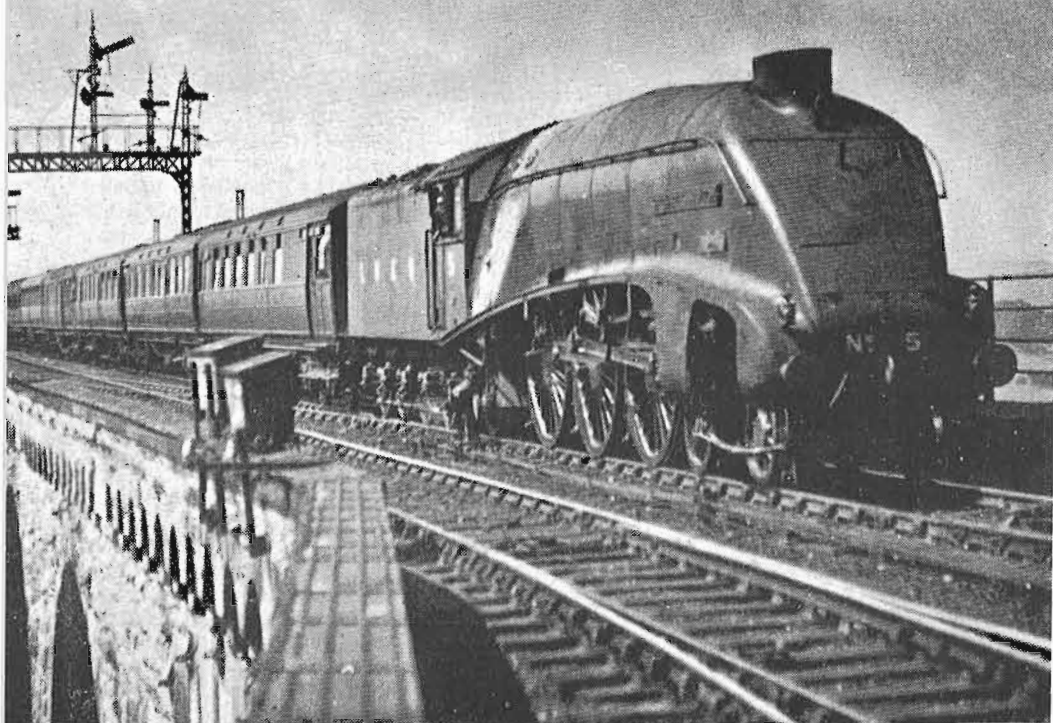
For a couple of years, the Great Western in England enjoyed the speed limelight, but experiments already under way with diesel-electric powered trains on the Chicago, Burlington & Quincy Railroad in the United States, were gradually portending the shape of things to come. Meantime, the other large English railway companies were preparing to win over the speed crown from their rival. Both the London, Midland and Scottish and the London & North Eastern Railways were spurred on by the two-year-old thoroughbred -- the "Flying Hamburger" -- in Germany, and the revolutionary "Pioneer Zephyr" in the United States.

To the appeal of the Chief Mechanical Engineer of the London & North Eastern for permission to build a high-speed streamliner, the Company's directors said "Yes". And so, in November 1934, a four coach train loaded with officials, and headed by a spanking new locomotive, snorted out of King's Cross Station, London, pointed in the general direction of Scotland. It was a test train, and the engineer, William Sparshatt, who had a reputation for liking speedy performances, snatched the train up the main line with enthusiasm and with vigor! Almost before you could say "Jack Robinson", mile-post 153.75 from London had been passed in the net time of exactly 2 hours. The train came to a stand in Leeds station 2 hours and 32 minutes (and 185.8 miles) after leaving London. This was the fastest time ever recorded between these two points, and was 13 minutes less than the test schedule. On the return trip, two coaches were added for a total of 233 tons behind the 167 tons of engine and tender. On the favourable down grades to London, the 100 mile-an-hour mark was reached briefly, and the 185.8 mile run was completed in 157.25 minutes. In one day's round trip, over 250 miles had been covered at an average of 80 miles per hour. The engine was called the "Flying Scotsman" and was indeed worthy of her name!

And so the reputation of Nigel Gresley, Chief Mechanical Engineer of the London & North Eastern Railway began to be forged. Three months later, and hauled by a newer 4-6-2 locomotive "Papyrus", greater triumphs were recorded. With a boiler pressure of 220 lbs., (as opposed to the former level of 180 lbs.) improved valve-settings and a better front-end design, "Papyrus" reached the unbelievable top speed of 108 m.p.h., with 12.25 miles recorded at better than 100 m.p.h. On a one-day's round trip between London and Newcastle, "Papyrus" had covered almost 300 miles at an average of 80 miles per hour.

Perhaps a pause should be taken at this point, to consider how such speeds are measured, and what provisions are made to establish the authenticity of the speed beyond any reasonable doubt. A short quotation might be in order:

"It is possible that some readers may compare the speeds that I have quoted with some of the earlier and much publicized records in the United States, such as No. 999's 112 miles per hour on the New York Central Railroad and the 127 mile-per-hour Pennsylvania figure. It is for this reason that I have stressed the wealth of figures that we (in Britain) have to substantiate all of these records of recent years in Great Britain, timed as they have been to fractions of seconds, by different observers checking one another, and corroborated on the fastest runs by the inerrant check of the dynamometer car readings."



These words from Mr. Cecil J. Allen, who, for almost 40 years has been recording goings-on on the English railway scene. Further, from Mr. D. P. Morgan, Editor of TRAINS Magazine:

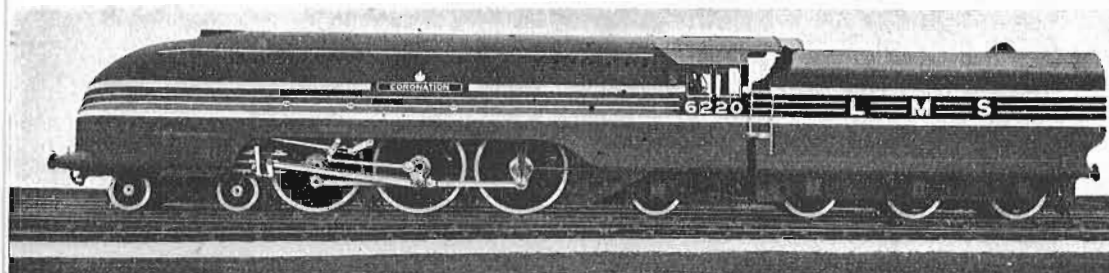
"Legends aside, rail speed experts - both here and abroad - tend to write off the Central and Pennsy 'records' as interesting but authoritative because of inadequate proof".

To return to our narrative, the accomplishments of the engine "Papyrus" had set the stage for the next development on the LNER. In 1935, King George V and Queen Mary celebrated the Silver Jubilee of their reign. In September of that year, the Silver "Jubilee" express was introduced, and three days before the official inauguration, a trial trip was arranged for the press. This was quite a trip! No one who rode the train that day is ever likely to forget it. Nothing like this train had ever been seen before in Great Britain, - or in the world, for that matter. Decorated in silver-gray and stainless steel, the train was powered by a spade-nosed and completely streamlined 4-6-2,--"Silver Link". Behind the tender were seven coaches, some of them articulated, and all with a new system of springing, which on this trial run gave the passengers a few rude shocks. Equally shocking was the speed for the trip from London to Peterborough. On the northbound trip, 43 miles were covered at an average of 100 miles per hour, and 70 miles at an average of 91.3 m.p.h. The maximum near Hitchin was a cool 112.5 m.p.h.

On the following Monday, and just to prove what could be done with this remarkable new train, the "Silver Jubilee" began running on a regular schedule, operating 537 miles per day, five days a week, on daily scheduled double-nonstop runs of 232.3 miles each at an average of 70.4 m.p.h.

London was certainly nearer Newcastle, via the "Silver Jubilee" express. Before long, the "Silver Jubilee" had become one of Britain's most popular trains, and people were all thronging to King's Cross, "where the action was".

All this time, the London, Midland and Scottish Railway had not been standing idly by. The speed laurels were still up for grabs, and the competition was not long in showing its paces. With the death of King George V in 1936, and the accession of King Edward VIII, followed by his abdication, King George VI had come to the throne. To commemorate the coronation in 1937, the LNER had planned a new London - Edinburgh train, to be called the "Coronation". This new train would be scheduled to cover the 393 miles in 6 hours flat, - by no means a small feat! The LMSR was thereby forced into the position of providing a comparable schedule - preferably a better one - for its 401.5 mile route between the two old capitols.



The "Coronation" of the L.M.S., claimed to have been the latest word in locomotive streamlining. This was the first of five engines built at Crewe Works for powering the "Coronation Scot", a Euston (London) - Glasgow schedule that required much 100 mph running. The train was inaugurated July 5, 1937.

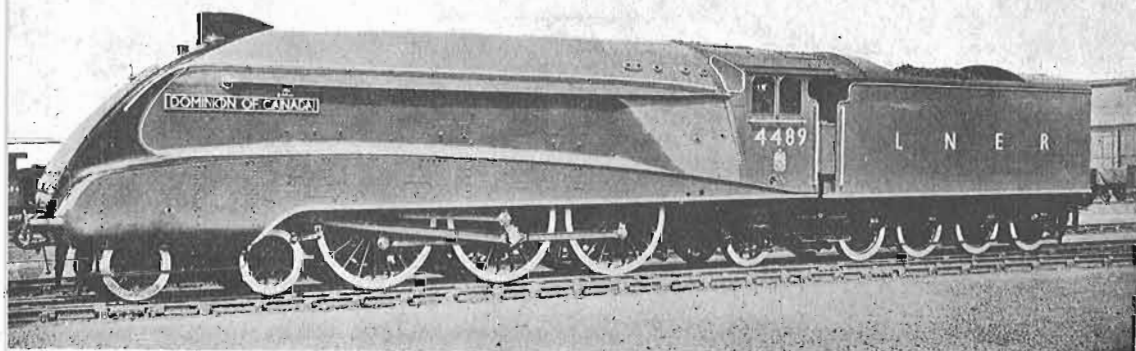
To meet the challenge, the LMS built an eight coach train weighing about 302 tons full, and powered it with a 4-6-2 engine weighing 181 tons with tender and having a tractive effort of 40,000 lbs. at 85% boiler pressure. The time to Edinburgh on the LMS was projected to be 6.5 hours, and on a trial trip, the new "Coronation Scot" cracked the existing speed record at mile-post 156, with a "top" of 114 m.p.h. However, the conditions surrounding this record were such as to prohibit any approximation of it in regular service. Notwithstanding this fact, the return run of the special from Crewe to London covered the 158.1 miles in 119 minutes, with a start-to-stop average of 79.7 miles an hour.

There now appeared on the scene a new LNER locomotive, number 4489. She had emerged from the paint shop at the Doncaster Works of the London & North Eastern late in April, 1937. Of the class A4, she weighed 167.9 tons with her tender, and had three cylinders, - two in the conventional position, and one underneath the front of the boiler, near the smoke box. Her working boiler pressure was 250 lbs. and she had a tractive effort of 35,455 lbs. at 85% boiler pressure.

While the first four locomotives of the A4 class had been named "Silver Link", "Quicksilver", "Silver King" and "Silver Fox", for service with the "Silver Jubilee" express, the later engines were named for wild birds, and thus it was that No. 4489 was intended to be named "Buzzard". Although the name-plates had been prepared, they were never used. When No. 4489 went into service on May 4, 1937, she was painted in shop gray and green, and carried the name-plates "Woodcock". This was a slight improvement on the original name.

As "Woodcock" had been built for the "Coronation" express service, she was returned to the works on May 17, to emerge a week later painted a heavenly garter blue, with claret red wheels and a black smoke-box front. She was a beauty indeed! At an impressive ceremony on June 15, 1937, she was named "Dominion of Canada" by the Honorable Vincent Massey, the then High Commissioner for Canada. Mr. H. Nigel Gresley, the designer and builder of the locomotive and the "Coronation" express train, had been accorded the dignity of Knight Bachelor in the Birthday Honours list of 1936. He was also present. The engine was staffed by Driver G. Burfoot and Fireman R. Middleton. After the ceremony, during which the Honorable Vincent Massey is reputed to have piloted "Dominion of Canada" on a short run, a further special trip was performed on June 16, when the guest of note in the "Coronation" train was the Prime Minister of Canada, the Right-Honourable W. L. Mackenzie-King.

Prior to the inauguration of the "Coronation" service, a press run from London to Grantham (Barkston North), 111.1 miles, was arranged. Nothing like the "Silver Jubilee" tour de force was attempted on the northbound trip with the 320 ton special train. The 111.1 miles were run off in 93 minutes, 29 seconds net time. This was almost according to the prearranged schedule. However, on the return trip, it was decided to "go for broke" and shoot for the "100". There was some reason, since two days previously the LMS had touched their maximum of 114 m.p.h., with the 270 ton "Coronation Scot". And so, Burfoot turned on the power! Within a few miles, "D. of C." was doing 66 m.p.h., and on the 0.5% grade up to



The "Dominion of Canada", resplendent in deep blue and carrying the Canadian coat of arms below the number on the cab, was equipped with a Canadian-type locomotive whistle and hauled the "Coronation" between King's Cross (London) and Edinburgh during 1937. Other engines in the group were "Commonwealth of Australia", "Dominion of New Zealand", "Union of South Africa" and "Empire of India".

Stoke, speed increased to 69 m.p.h. On the gently descending Stoke Bank speed rose through 86,80,92,97,100,102.9, and 107.5 to a maximum of 109.1 m.p.h. (mileposts 91 to 90) after which speed dropped off to 101 and 94.7 over the next two miles. Burfoot simply could not get past the maximum of 109.5 m.p.h., and this was considerably short of the LMS mark of 114 m.p.h. Mr. C. J. Allen (previously referred to) said that "an unhappy choice of engine had been made on this occasion". It has been intimated elsewhere that "D. of C." never did perform as well as others of her class, but to quote Mr. Allen further, "Nevertheless, in the load conditions, the failure was quite an honourable one".

The LNER's quest for speed was not yet complete. "Dominion of Canada" had reinforced the opinion that all of these A4 engines were capable of very high speeds. The top speeds achieved by these engines had risen in proportion to the gradual development of Sir Nigel Gresley's design technique:

Nov. 30, 1934	A1 Class	Flying Scotsman	100 m.p.h.
Mar. 5, 1935	A3 Class	Papyrus	108 m.p.h.
Sept. 27, 1935	A4 Class	Silver Link	112.5 m.p.h.
Aug. 27, 1936	A4 Class	Silver Fox	113 m.p.h.
June 30, 1937	A4 Class	Dominion of Canada	109.5 m.p.h.
July 7, 1938	A4 Class	Mallard	126 m.p.h.

The competition was effectively silenced by one final, glorious speed run on the LNER metals in July, 1938. The locomotive was another A4 class 4-6-2, "Mallard", rebuilt with a double blast pipe and double chimney to improve her steaming power and to provide a greater freedom of exhaust. The train was made up of six streamlined coaches and the synamometer car, for a total weight, with the few passengers, of 270 tons. Starting on the old race-track southbound from Grantham, the engine worked up the 0.5% grade to Stoke at 75 m.p.h., and then tipped over the summit and down the 0.5% descending gradient of Stoke Bank. Acceleration was electrifying! Speeds rose rapidly in successive miles from 87 to 96, to 104, to 107, 111, 116 and 119 miles an hour. Then, at subsequent half-mile intervals the train touched 120, 122.5, 123, 124.25 and 125 miles an hour. Mr. C. J. Allen, who was a passenger (speed-timer) on this run, records that "for a very short distance the dynamometer car roll, which records without the possibility of error, showed an absolute maximum of 126 miles an hour. This was without doubt the highest speed which has ever been reached on the rails in Great Britain, and "Mallard" now proudly carries a pair of plaques which commemorate this outstanding feat".

After 1938, just about everything else in the line of high speeds by trains was anticlimactic. Within months, World War II was declared, and this effectively terminated the brief, glorious career of the "Coronation" and the streamlined A4's. These beautiful trains were withdrawn and never reinstated. On one or two occasions, since the end of World War II, the 100 m.p.h. mark has been exceeded on the former LNER main line -- now the Eastern Region of British Railways, but not with official approbation or encouragement. The A4 class of locomotives performed yeoman service during the war, and were variously modified. The valances covering the wheels were removed -- among the reasons given were to allow the passage of air to the main bearing of the middle or third cylinder, and also to allow greater accessibility to the running gear, for repairs. "Dominion of Canada" was renumbered briefly about 1947 to 10 by Mr. E. Thompson, the successor to Gresley. When the railways

of Britain were nationalized, she became No. 60010, and hauled the first "Capitals Limited" between London and Edinburgh on May 23, 1949. In 1956, "Dominion of Canada", too, was rebuilt with a double blast-pipe and chimney. By that time, British Railways had standardized on an overall green colour for express passenger engines. This green has been variously described as Brunswick, Swindon or Great Western Green. As exteriorally restored in 1967, "Dominion of Canada" is finished in this colour.

It has been intimated that the "Silver Jubilee" and "Coronation" expresses were designed exteriorally by the noted Italian motor car builder, Ettore Bugatti, who for years has had a remarkable reputation for his advanced motor car designs. It is known that Sr. Bugatti was a personal friend of Sir Nigel Gresley's, but there is no evidence to show that he participated directly in the exterior design of either of these famous trains.

The A4 class of 4-6-2 LNER locomotives have been called the finest flowering of English steam locomotive design. To substantiate this statement, it should be remarked that during the 1948 locomotive exchanges, when different engines from the four major British Railways were carefully tested on each other's lines, the A4 performance surpassed all the rest. Through the entire series of exchanges, which have been examined in a great many books and technical papers, the average A4 coal consumption (3.06 lb. per drawbar-horsepower-hour) and water consumption (24.32 lb. per drawbar-horsepower-hour) were the lowest of all the engines tested, whether express passenger, mixed traffic or freight.

As a postscript to the foregoing, it is recorded in passing that with the decision of British Railways, in 1948, to replace steam locomotives by diesel-electric and electric traction, more and more of this illustrious A4 class of locomotives began to disappear from the railway scene in Britain. They, like the ferocious Scots before them, were replaced on the London-Edinburgh run, once their exclusive territory were driven back to the north behind Hadrian's Wall. In the north, between Aberdeen and Glasgow, the surviving few ended their distinguished service, in the autumn of 1966. "Mallard" had already been selected, restored and removed to its resting place in Clapham Museum, London. "Dwight D. Eisenhower" presently reposes by the windy shores of Lake Michigan, somewhere on the outskirts of Chicago, in the United States.

By a series of remarkable circumstances, none of which are quite logical and all of which are truly memorable, "Dominion of Canada" emerged from Crewe Works of British Railways on Wednesday, April 5, 1967, completely exteriorally restored, in Brunswick or Swindon or Great Western green, through the kindness of Messrs. Tate and Lyle, Limited, Plaistow Wharf, London, England. She was, in the beginning, the gift of British Railways to our Association. It was intended to haul the refinished engine and tender over the main line from Crewe to London, but it was found that she was too high for the overhead electrification and was accordingly moved to London Docks by a roundabout route. On April 6 or 7, the tender was detached and loaded on Canadian Pacific Steamship Lines M.V. "Beaveroak". The engine remained in the railway yards adjacent to the dock until Monday, April 10. She was unable to approach dockside, being too long for some of the tight curves. The Port of London Authority floating crane "Mammoth" had to carry her a considerably longer distance than had been originally planned.

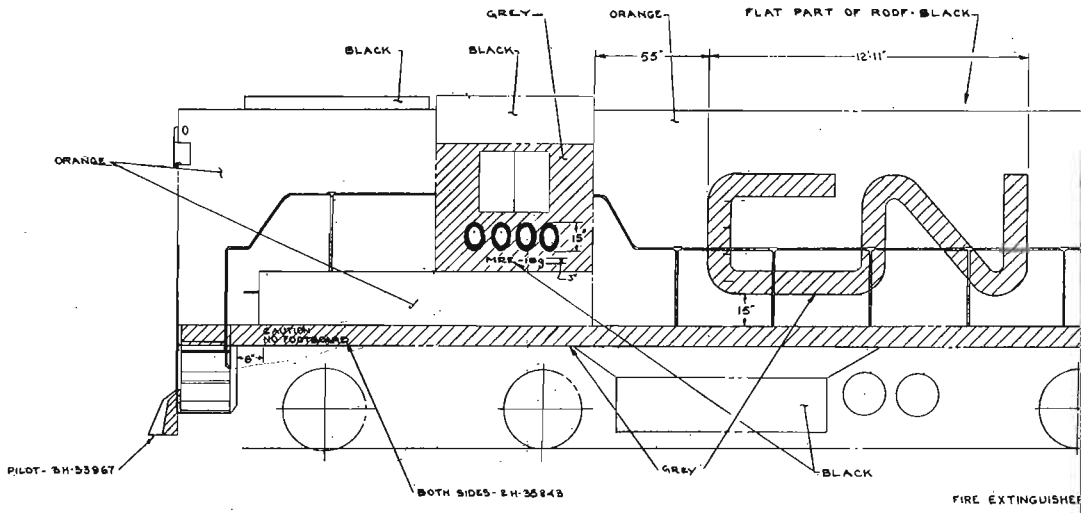


Dominion of Canada about to touch Canadian track for the first time, at the Port of Montreal.

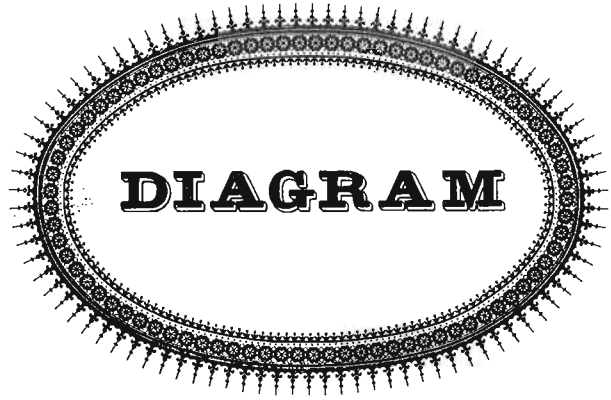
Photo - C.P.R.

On Monday April 10 about 11 a.m., "Dominion of Canada" was transferred by Mr. John Ratter, Member, British Railways Board, to Mr. Geoffrey S. Murray, Acting High Commissioner for Canada. Following the ceremony, Tate & Lyle Limited were hosts at a reception at their nearby Plaistow Wharf Refinery. Illustrated accounts of the ceremony appeared in the "Daily Telegraph", the "Manchester Guardian" and "The Times". There was also television and newsreel coverage. CPSS M.V. "Beaveroak" arrived in the Port of Montreal in the early hours of April 24. After the upper holds had been cleared, "Dominion of Canada" was lifted carefully from the hold by St. Lawrence Seaway Corporation floating crane "Hercules" and placed gently on the National Harbours' Board rails at dockside. From there, "Dominion of Canada" went by easy stages to the Canadian Railway Museum at Delson/St-Constant, Que.

Yes, Mr. Middleton, we are very proud to have the "Dominion of Canada" in our Museum, and we will do our best to give her the tender, loving care and respect which she so well deserves. She is, indeed, the representative of a once powerful and still proud class, - the A4's of the LNER. We do feel justly proud, Mr. Middleton, of our Centennial Gift from Britain, and we will take good care of her in her new home.



FIRE EXTINGUISHER
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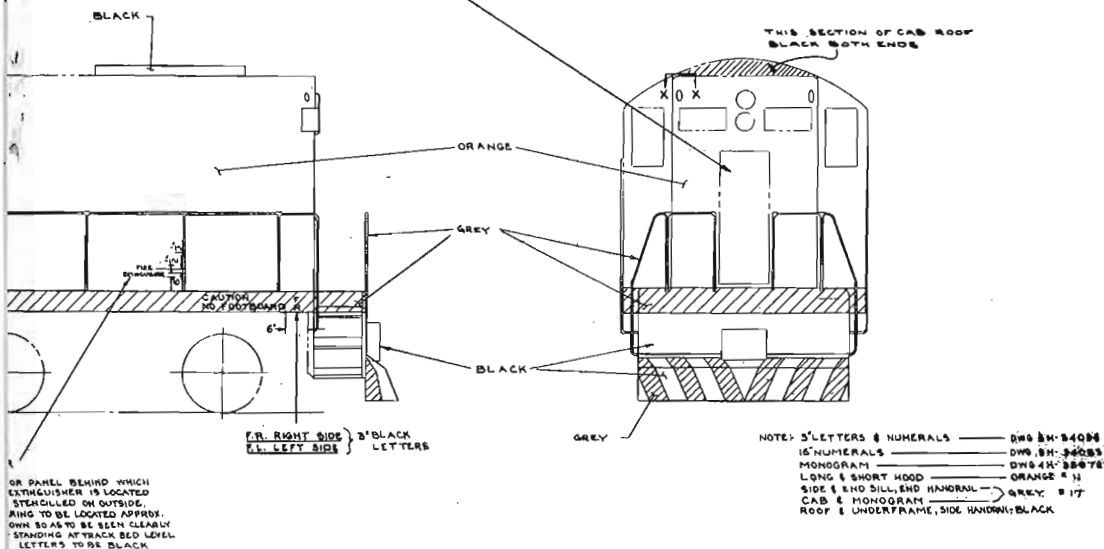


APPLY STENCIL TO INSIDE SURFACE OF COOLING FAN COMPARTMENT DOOR FROM TOP OF DOOR ON CENTERLINE RED LETTERING ON A GREY BACKGROUND

COMPLETE ORANGE TO TOP OF RADIUS

FLAT PART OF ROOF BLACK

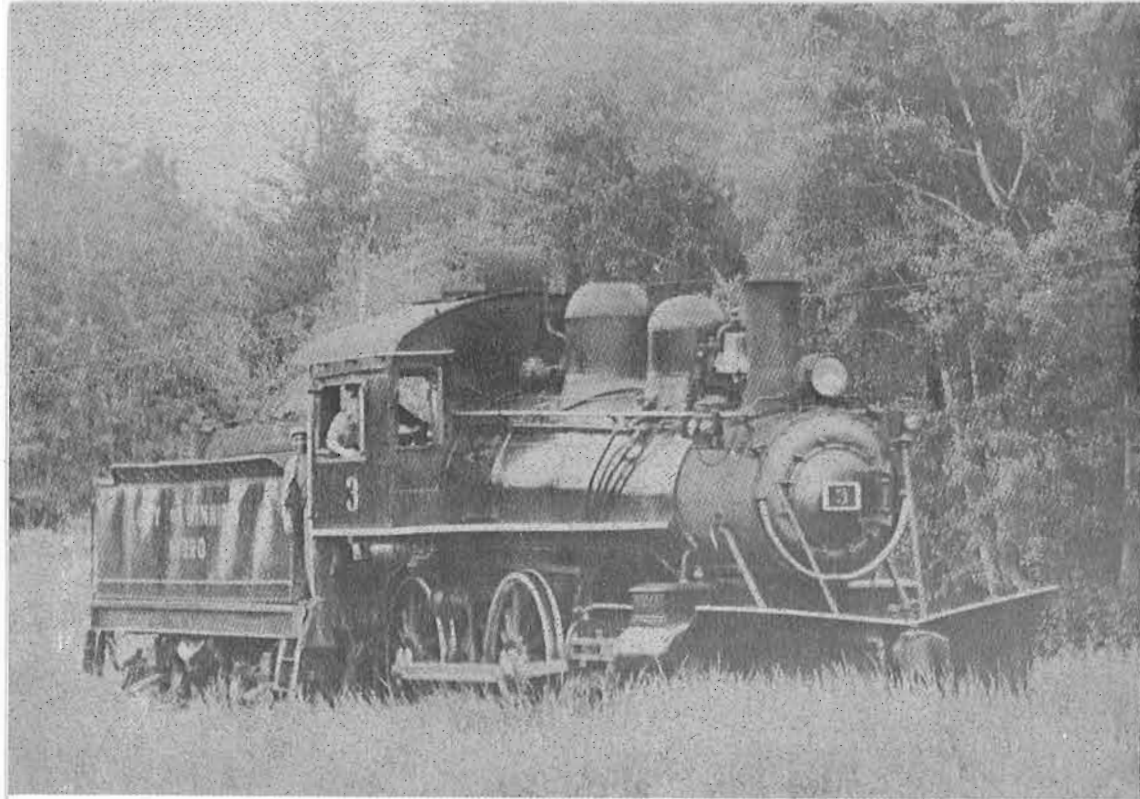
SECTION X-X



During the latter part of this year, the Canadian National Railways will be placing twenty five new passenger vehicles in inter-city services on the Southwestern Ontario Area. (see Can.Rail page 37). They will be marshalled into five trainsets of five cars each. To haul these trains, which will be electrically heated, six diesel-electric units are to be modified and equipped with supplementary electric generators. The locomotives are to be re-classified and re-numbered (see "Power", this issue) and given a new livery, as detailed in the adjacent diagram.

The regular C.N. locomotive colours --- black, light grey, and vermilion orange-red --- are to be retained, but applied to give the specially-equipped units a distinctive appearance.

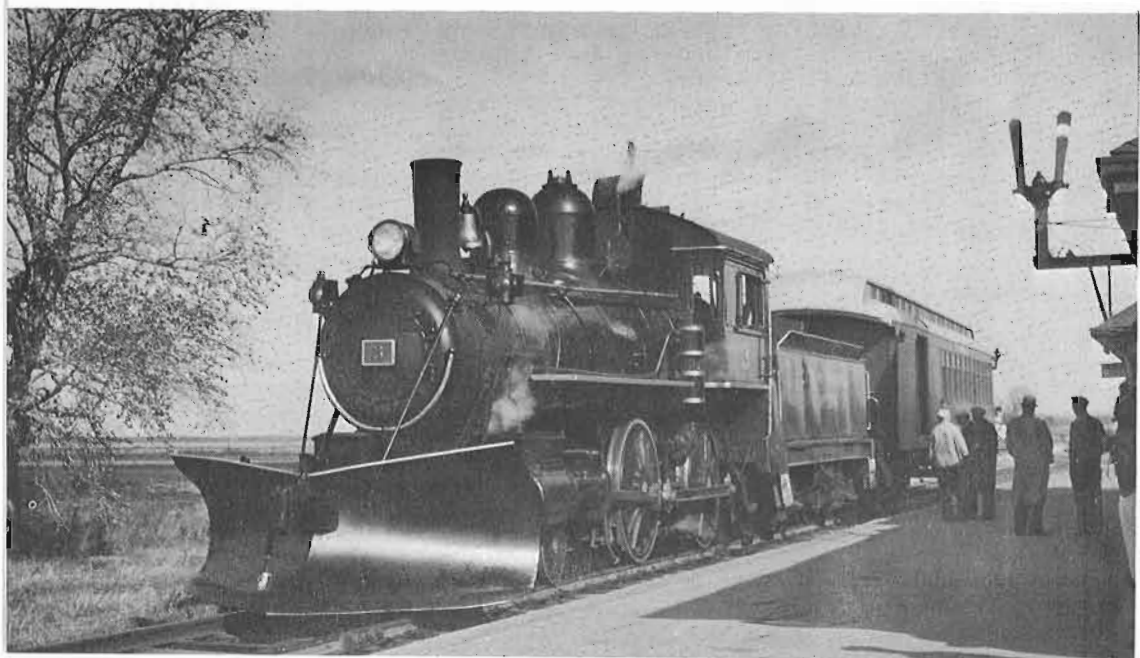
Cabs are to have light grey sides and a black roof -- hood sides are to be vermilion red with a 4 foot CN insignia in light grey. The red is to extend around the front, but not over the top, which will remain black. Trucks and equipment under the running boards will also be black, while the road numbers and classification marks will be lettered upon the light grey background of the cab in black.



Winnipeg Hydro's 4-4-0 type steam engine, #3.

Winnipeg Hydro No. 3 is shown at Lac Du Bonnet, Manitoba, while on a special trip for ferroequinologists in October 1960.

Photo - Carl Gay



THE CLAYDON CANNONBALL

Information supplied by: K. Gordon Younger
Thos. A. Downing

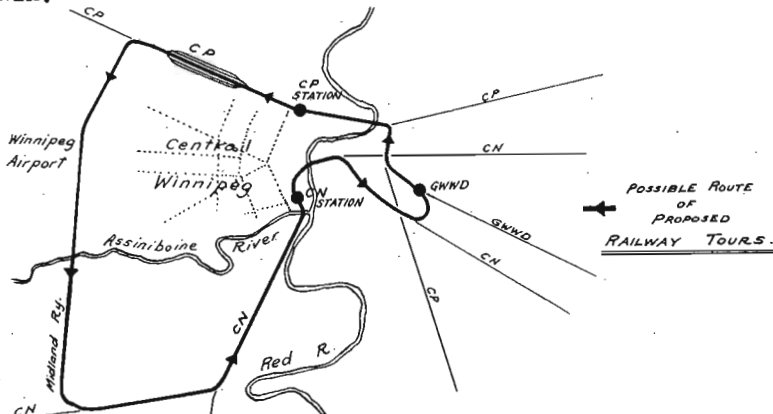
"Sir: I am writing in regard to Alderman Leonard Clayton's proposal to run old Winnipeg Hydro Steam Locomotive No. 3 on a tour around the city as a centennial project. I, for one, am for it, but alas, there are a few doubting Thomases on City Council who want to vote thumbs down on the proposal on the grounds that it would cost the city around \$8,000."

The above excerpt from a letter to the Winnipeg Free Press, signed by Mr. Garry Postad, sums up a situation which is boiling in the City of Winnipeg concerning Winnipeg Hydro's 4-4-0 steam locomotive. Winnipeg Hydro's No. 3 was originally Canadian Pacific locomotive No. 22, built by Dubs and Company of Glasgow in 1882, a scant fifteen years following the confederation of Canada. The City of Winnipeg has owned the locomotive since 1918 and has operated it until recently. The engine has been superbly maintained and still boasts flat valves, square steam chests, and a nineteenth century tender.

Right now it appears that Winnipeg's Alderman Leonard Clayton will remain steamed up -- but that No. 3 will not. Alderman Clayton has been the driving force in trying to convince the Winnipeg City Council to keep Canada's oldest operating steam locomotive active. However, it has been calculated that a steam-powered tourist train would incur an operating deficit of \$8,000 over a three-month period. Moreover, opponents of the project maintain that the fourteen-mile route proposed for the train is far from scenic.

Probably the glow of Number 3's firebox and the white heat of Alderman Clayton will be insufficient to raise steam in the majority of Winnipeg's City Fathers who want merely to exhibit the prize locomotive. Talk of frustration! For the sake of \$8,000, an unspoiled example of a nineteenth century steam locomotive originally owned by the railway that was an integral part of the Confederation bargain and that has played a major rôle in Canada's development since, a locomotive which is in good operating condition, will be allowed to join the legion of inactive, inoperative, cold, museum exhibits scattered across the country.

After all, Alderman, \$8,000 can be put to good use on a sensible Confederation project such as those in other parts of Canada -- something like a sports arena, or a skating rink, or maybe a water fountain.





OUR READERS WRITE

In the February, 1967, issue, we referred to Canadian Pacific locomotive 144 as being Canada's oldest locomotive; we should have said that 144 is the oldest existing Canadian-built locomotive. This ambiguity on our part is pointed out by a member in the following letter:

P.O. Box 772, Montreal 3, Canada.
April 1st, 1967.

Mr. W.L. Pharoah,
Editor, CANADIAN RAIL,
P.O. Box 22, Station "B",
MONTREAL 2, Canada.

Sir,

In a current issue of Canadian Rail, certain statements are made in a museum report written by Mr. Derek Boles with which I would like to take issue.

First of all, Canadian Pacific locomotive No. 144 at the museum is not the oldest engine in Canada. That honour must fall to the locomotive "Samson" now preserved at New Glasgow, N.S. "Samson" was built by Timothy Hackworth at New Shildon, Durham, England and brought to Nova Scotia in 1838 to work on the Albion Colliery Tramway. There are several other locomotives in Canada presently which are older than 144, among them:

CNR No. 40 (Museum Train	built	1872
"Countess of Dufferin"	"	1871
LBSCR "Waddon"	"	1875
"Curly"	believed	" 1879
City of Winnipeg No. 3	"	1882
CPR No. 136	"	1883
SNCF No. 030 C 841	"	1883

Also, No. 144 was built in 1886 and not 1887 as stated. No. 29 at the museum was built in 1887.

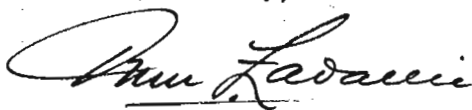
Secondly, the impression is given that the condition of this locomotive's boiler will allow it, in some fashion, to circumvent the regulations of the Board of Transport Commissioners. As far as the BTC is concerned, this locomotive is due for a Class One overhaul before it can be operated on any public railway. With a provincial government boiler certificate, it may function on private property only (i.e. the museum yard). Since this item appeared, I have had several inquiries from interested individuals wanting to know where it is to be operated, assuming that this operation will take place on the lines

of the Canadian Pacific Railway.

No. 144's individual distinction is that it is believed to be the oldest Canadian-built locomotive still in existence.

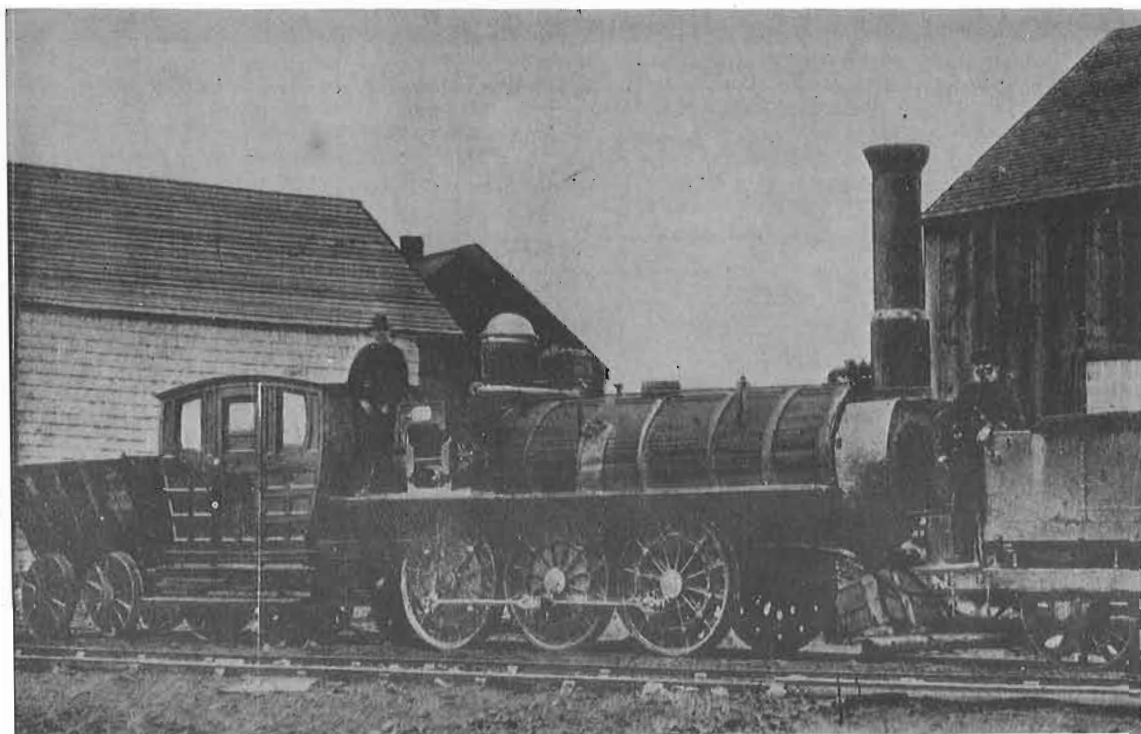
The third point which I would like to contest is the statement that Canadian National No. 77 is destined for the Delson museum. I was the individual who introduced the question of the acquisition of this unit on behalf of the Ottawa Museum project to the Board of Directors, and the President agreed to write Canadian National Railways on behalf of that project. To the best of my knowledge, this is still the understanding of the membership in Ottawa.

Yours truly,



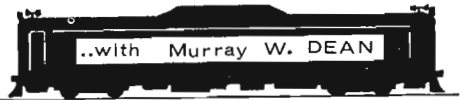
(Omer Lavallee)
Member No. 89

OSAL/



WE MADE A MISTAKE, and have been corrected by two astute correspondents, Messrs. R.F. Collins of Wyckoff, N.J. and Roderic E. Righter of Birmingham, Mich. Both Mr. Collins and Mr. Righter point out that the sleeping cars acquired by the Canadian National from E-L were built in 1949 for the former Erie RR for use on the ERIE LIMITED and the LAKE CITIES. They were named after persons, important in the growth and development of that system.

POWER



Deliveries: up to April 21, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
3232	March 27, 1967	M-3477-11
3233	March 28, 1967	M-3477-12
3234	April 5, 1967	M-3477-13
3235	April 12, 1967	M-3477-14
3236	April 18, 1967	M-3477-15

Retirements: up to April 21, 1967.

For some strange reason the retirement date for the units listed in #184 was not shown. Units 2200, 2205, 2212, 9300, 9306, 9316, 9338 were all written off January 16, 1967 while units 3037 and 9450 were retired January 25, 1967. The following additional locomotives have been removed from the roster.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED	BUILDER'S MODEL	NOTES
912	A-900	GMD	1/9/56	14/4/67	NF-210	1
920	A-908	GMD	19/9/56	14/4/67	NF-210	1
1630	2880	CLC	19/8/55	14/4/67	H-12-44	
2202	2864	CLC	30/3/55	14/4/67	H-16-44	
2204	2866	CLC	7/4/55	14/4/67	H-16-44	
2206	2868	CLC	18/4/55	14/4/67	H-16-44	
2214	2876	CLC	20/5/55	14/4/67	H-16-44	
2215	2877	CLC	20/5/55	14/4/67	H-16-44	
2217	2879	CLC	31/5/55	14/4/67	H-16-44	
3032	81027	MLW	30/9/54	14/4/67	RS-1600	2
3035	81030	MLW	14/8/54	14/4/67	RS-1600	2
9426	77633	MLW	25/5/51	14/4/67	F-1600	2

Locomotives 775, 776, 777, 3806, 3819, 3822 will receive retirement approval shortly.

- 1) These units were on Train 203 when it hit a switcher in Cornerbrook yard on September 13, 1966.
- 2) These units are NOT trade-ins to MLW on CN's present order.

.....

This month's diagram is of the MLW Century-630, two of which have been ordered by the CNR. They will have been delivered by the time this issue has been mailed.

MECHANICAL DEPARTMENT

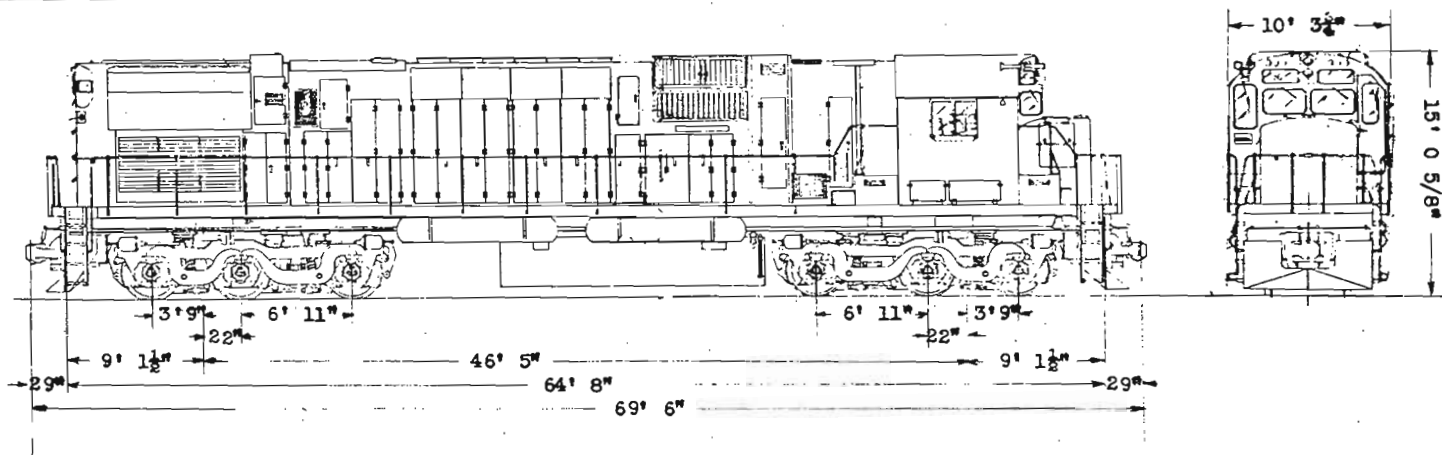
DIESEL UNIT DATA BOOK

MR-30-a
CLASS

2000-2001
NUMBERS

DIESEL ENGINE: 3000 H.P.
Alco 251-E V Type
16 Cylinder 9" Bore 10 $\frac{1}{2}$ " Stroke
1100 R.P.M. Full Speed

WEIGHT	DISTRIBUTION			FR. MAX.	REAR MAX.	TOTAL	BUILDER	M.L.W.
	FR. MIN.	REAR MIN.	TOTAL				ORDER N ^o	
LIGHT							MODEL N ^o	Century 630
LOADED						350,000	DATE BUILT	



CAPACITIES		WHEELS: TYPE & CLASS	STEAM GENERATOR	ELECTRICAL EQUIPMENT
ENG. COOLING WATER	390 U.S. GALS.	A-40 "CR"	None	TRACTION MOTORS
LUBRICATING OIL	250 IMP. GAL.			Six
FUEL OIL	3200 IMP. GAL.	JOURNALS: TYPE & SIZE	AIR COMPRESSOR	GE 752 PC6
SAND STORAGE	48 CU. FT.	SKF 6 $\frac{1}{2}$ " x 12"	Westinghouse 3 CDCL	T.M. BLOWER MOTORS
STEAM GEN. WATER	IMP. GAL.			Sturtevant Mechanical
OPERATING FEATURES		TRUCKS	COOLING FANS	MAIN GENERATOR
MAX. SPEED	75 M.P.H.	High Adhesion	One One GE Mechanical Drive	GE GTA 9 A
GEAR RATIO	65:18		AIR BRAKE	
T.E. STARTING			Westinghouse 26L Unitized	
T.E. CONTINUOUS				
OPER. CURVE ALONE: 25 ^o	COUPLED: 21 ^o			
				AUXILIARY GEN: TYPE & N ^o
				Two GE GY-27
				ALTERNATOR: TYPE & N ^o
				M.U. CONTROL
				Yes
				DYNAMIC BRAKE
				Yes

Renumberings: up to April 21, 1967.

The renumbered locomotives for the Southern Ontario service, 3150 to 3155, are to be class MRE-18g. A diagram showing the new paint scheme for these locomotives is found on page 108.

Rentals: up to April 21, 1967.

DMI locomotives have been returned - #132, 144, 145, 154, 161, 171 on March 13, 1967 and #127, 131, 133, 139, 163, 169, on March 20, 1967. They had been operating on the Prairie Region. (Information courtesy Charles E. De Jean). On March 28, 1967 the following BLE units were received at Fort Erie for use out of Calder on the Mountain Region.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RAILWAY CLASS	BUILDER'S MODEL
712A	13682	EMD	3/51	W-4-A1	F-7
712B	13689	EMD	3/51	W-4-B1	F-7B
713A	13683	EMD	3/51	W-4-A1	F-7
714A	13684	EMD	3/51	W-4-A1	F-7
714B	13691	EMD	3/51	W-4-B1	F-7B
716B	16599	EMD	6/52	W-4-B2	F-7B
718B	16601	EMD	6/52	W-4-B2	F-7B
719A	16591	EMD	6/52	W-4-A2	F-7

They were sighted at Toronto on March 28, by W.R. Linley, heading two different trains as follows:

First Train: 714A:712B:716B:719A.

Second Train: 713A:718B:714B:712A.

As well as this, two N&W's are operating sporadically in Southern Ontario. Numbers 3658 and 3662 were received March 2. On March 10, #3666 was substituted for 3662. Later in April both units were recalled by N&W because they were short of power, but on April 17, #3658 and 3671 resumed the CN service.

Miscellaneous: up to April 21, 1967.

- 1) Units 3830 to 3849 are having their top speed changed from 65 to 75 mph.
- 2) All 9400 series locomotives have had their tractive effort rating changed from 46,000 to 47,000 pounds.
- 3) Unit 3871 has had its top speed changed from 65 to 75 mph.
- 4) Steam locomotive 2534 whose storage location was not shown in #184 has been seen outside Belleville's roundhouse on March 25, 1967 by W.R. Linley.
- 5) More information from Mr. Linley tells us that TIR 500 is on display, unfenced, outside the old TIR enginehouse in the Town of Gananoque.

CN has ordered 110 new diesel-electric locomotives. Forty-two of these will be "Century 630" units from Montreal Locomotive Works -- sixteen of which are scheduled for delivery before the end of the year. It is reported that the other 68 units will be GMD's model SD-40.



Canadian Pacific

It is regretted that due to circumstances beyond our control, the railway has been unable to supply further exact delivery dates and rental data. Qualitatively, however, it may be said that deliveries are up to 5562 at April 21, 1967, (this is not a delivery date), and that the number of leased units is considerably reduced.

Renumberings: up to April 21, 1967.

The "official" date for the changing of #8557 (DRS-16e) to 4016 (DFA-15b) is March 14, 1966.

Miscellaneous: up to April 21, 1967.

- 1) Steam locomotives 1201 and 2858 left St. Luc yard on the evening of April 13, 1967 to go to Ottawa to the National Museum. #3100 is believed to have arrived earlier from Winnipeg. All three engines have been restored by the CPR.

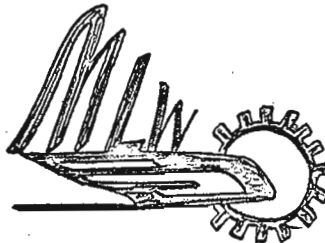


Miscellaneous: up to April 21, 1967.

- 1) The remainder of the units were returned to GMD for completion and repainting on the dates shown. (Information courtesy Charles E. De Jean).

ROAD NUMBER	DATE RETURNED	ROAD NUMBER	DATE RETURNED
604	March 7, 1967	606	March 22, 1967
605	March 15, 1967	607	March 25, 1967

- 2) It is interesting to note that although GO 600 was not outshopped until December 31, 1966, the builder's plate bears the date November, 1966.



Indian Order: up to April 21, 1967.

The order for 30 locomotives for the Indian State Railways has been increased to 32 units.



by Derek Booth

From south of the border comes news of the activities of several ex-CP steam locomotives. CP 1246 is now being reconditioned in the shops of the Monadnock, Steamtown and Northern railway for service on excursion trains. It will be renumbered 124 and is expected to be operational by mid-summer. In addition ex-CP 4-6-0 No. 972 has joined ex-CP 4-6-2's 1286 and 1238 on the Maryland and Pennsylvania Railroad operating excursions out of York, Pa.

CP and CN have announced plans for a joint \$1 billion development over the 170 acres of railway yards between Yonge and Bathurst streets in Toronto. The development will take the form of a hotel, office, apartment, transportation, trade and cultural complex and construction could begin as early as 1969.

News from Iberville and Dorval tells of the fate of two stations. In Dorval construction is well underway on the new CN station to replace the 63 year old former Grand Trunk Station, while at Iberville, Quebec, the CP station is presently being dismantled.

The state of Vermont has lost another petition for the restoration of rail passenger service in the state. Three federal judges turned down the proposal despite the prospect of increased rail traffic between New York and Montreal for Expo '67.

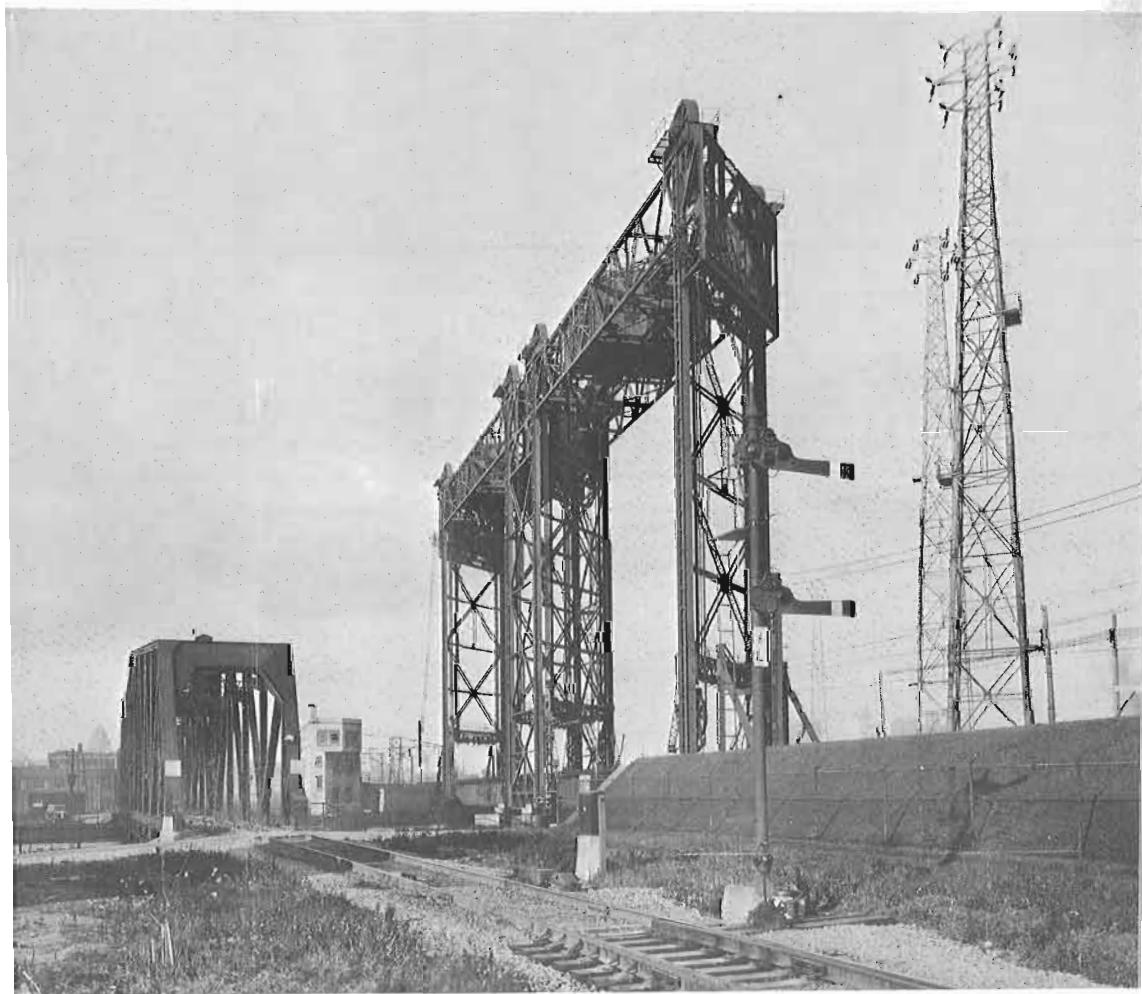
Reports from the Maritimes indicate that Newfoundland may lose its CN passenger service next year. CN has announced plans to institute Newfoundland's first trans-island bus service between Port aux Basques and St. John's. CN area manager G.D. McMillan said that the decision was taken to eliminate present heavy losses on passenger service (a 40 per cent drop in traffic between 1961 and 1966 with no comparable reduction in costs) and to provide the people of Newfoundland with an improved public transportation system. He estimated that the bus trip from Port aux Basques to St. John's would take 12 hours compared with 22 hours by train.

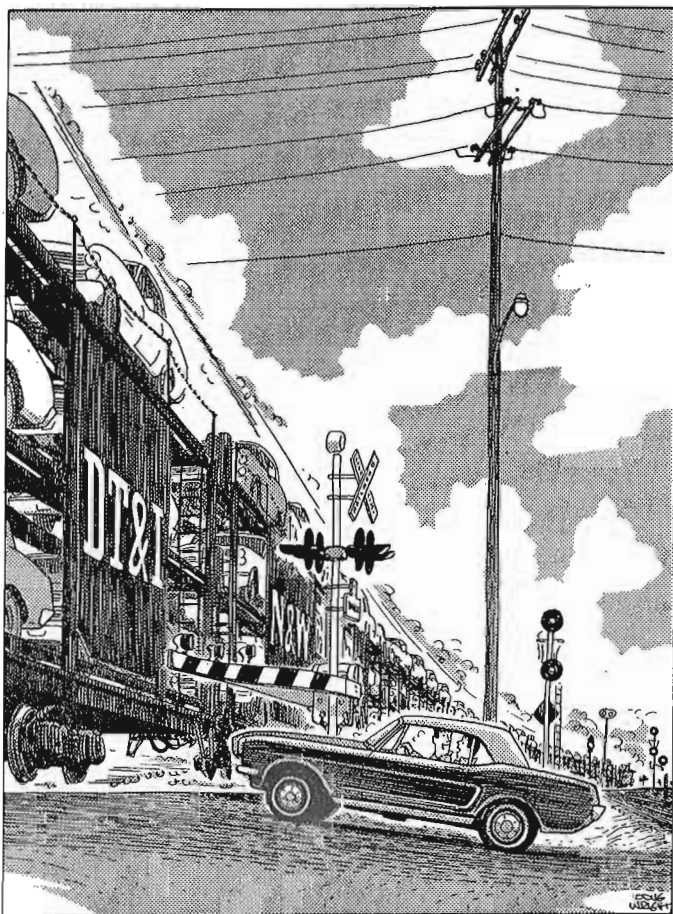


Information of the above news items was contributed by J.J. Hilton, L. Keiller and D.S. Robinson.

Also from Eastern Canada comes word that the Dominion Atlantic Railway may completely abandon its passenger service, if severe losses continue. The D.A.R. applied to the Board of Transport Commissioners three years ago for permission to cut the service, but was refused at that time. The downward trend in passenger traffic has continued, however, and a new application for abandonment will likely be made in the near future.

Canadian National has taken down the overhead electrification between the Bridge over the now-abandoned Lachine Canal and the Coach Yards adjacent to Victoria Bridge. The electrified section between the Canal Bridge and Turcot was dismantled some years ago. All that remains now of the 1942-43 electrification scheme south of Central Station is the short stretch between the passenger station and the Canal Bridge. No electrically-operated movements have been observed on this section for the past year. Incidentally, it appears that rails have been welded on the former lift-span over the Lachine Canal, indicating that the structure is unlikely to ever lift again.





"I don't mind sitting here all day watching Canadian-built cars being shipped to Detroit!"

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We hope you will visit

expo67

MONTREAL •

APR. 28 - OCT. 27, 1967



1867 | 1967

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