

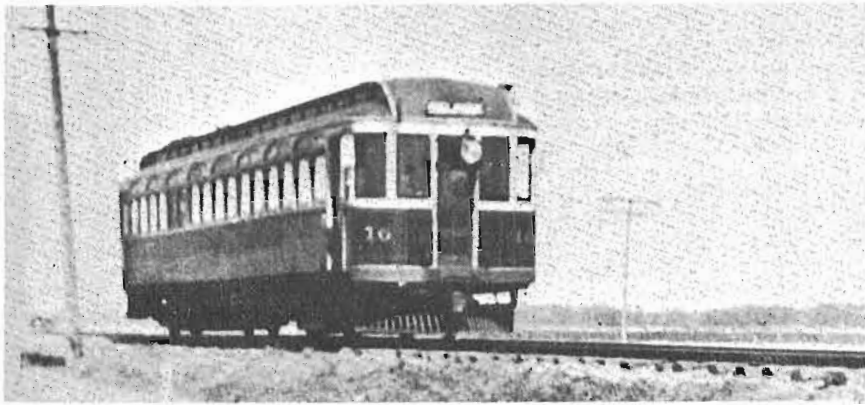
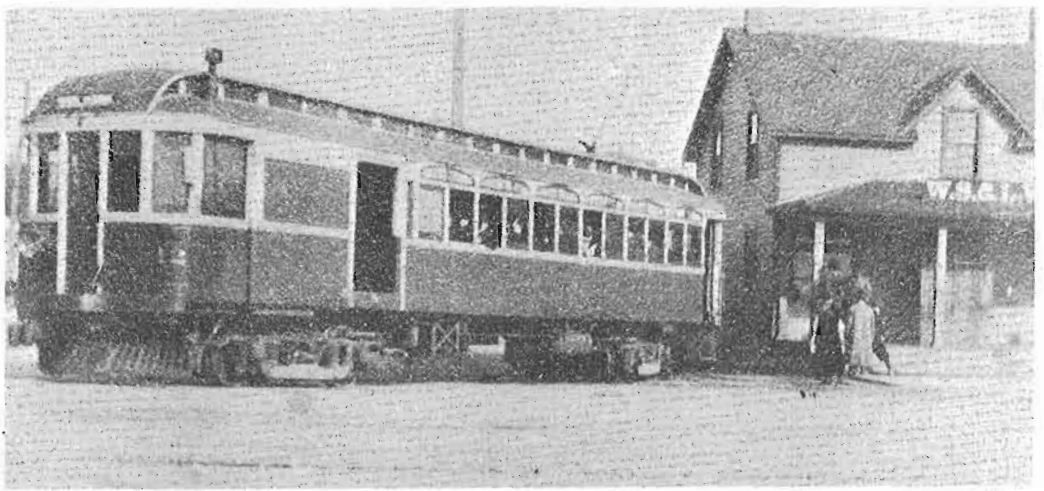
Canadian Rail



No. 195 January 1968

Delaware and Hudson class U-OPA-1 locomotive, with train No.34 the Laurentian departing Montreal West Station, bound for Albany and New York City on January 1, 1968.

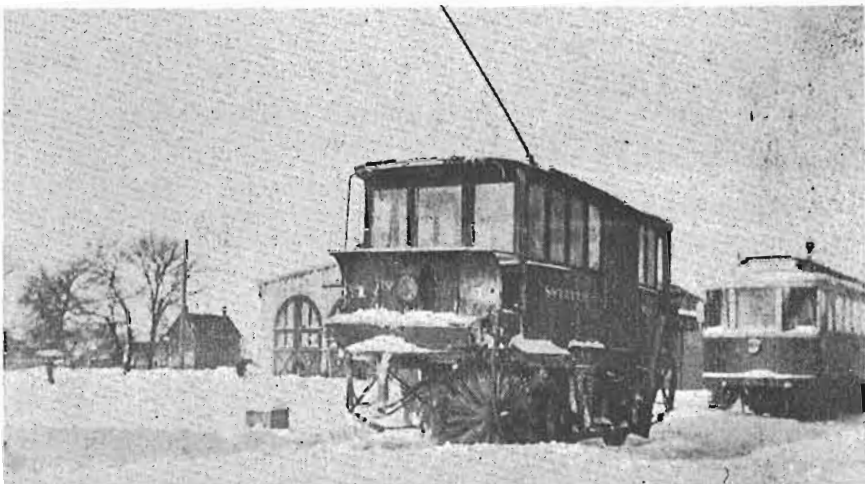


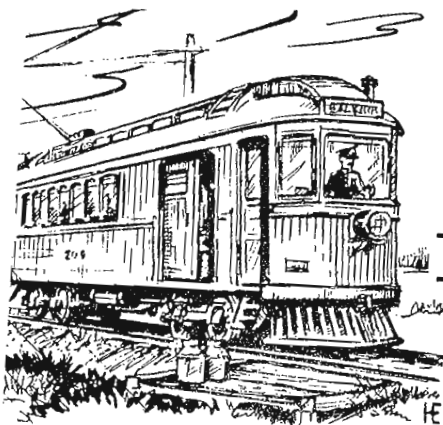


Above: W.S. & L.W. car # 12 turning out of the Winnipeg North End Station, as the scene looked during the lines heyday in 1918. A maroon and cream colour scheme was used at that time.

Selkirk car # 16 approaching Winnipeg in 1919. Compare with photo of No. 16 after conversion to one man operation , page 7

Lower: Sweeper # 1 in front of the Selkirk barn, 1915. Borrowed city car # 664 is in the background. Note arch doors.





WINNIPEG INTERURBANS

Photos from the author - drawing
from The Winnipeg Free Press.

A LIGHT-WEIGHT beside-the-road affair, operated by an old 4-4-0, was the Winnipeg area's first taste of an interurban line. It ran between the budding metropolis and the satellite town of Selkirk, twenty three miles to the North, and had been built to provide the inhabitants of Winnipeg's northern suburbs with better transportation than the Canadian Pacific Railway was then prepared to offer.

Winnipeg, a trading post well before the start of the 19th Century, became one of the most important communities chiefly because of its location at the junction of two important water trade routes -- the Red and the Assiniboine Rivers. Winnipeg as a City grew from that situation. When settlement first opened up in the surrounding areas, a river-lot survey was used, creating a land pattern somewhat similar to that established in the habitant settlements of Quebec. This led to a considerable density of population along the rivers. When inland trails and roads were laid out, they followed fairly closely the river pattern, and other settlements came into being --- again along the rivers.

By 1882, Winnipeg had built up a density of population sufficient to warrant public transportation by rail, and the first horse car line was established, followed by electric cars a decade later. Around 1900, the population was some 52,000, with satellite towns growing in proportion.

TO THE NORTH

The town of Selkirk, twenty-three miles north along the Red River, was one of the more ambitious of these suburban communities. A branch of the C.P.R. had been constructed through Selkirk in the mid 1880's, but the townspeople were dissatisfied with the service provided and craved a better link with Winnipeg.

Plans eventually took shape in 1903 in the form of a light, steam railway. This was a "beside-the-road" affair with many little stops along the way. The first power was provided by an old Pennsylvania-built 4-4-0 and a Forney or "el" type 0-4-4, which bore the number 131. Whether owned simultaneously, or one following the other is not known, but the writer remembers photographing the ex-Pennsy. engine in a rather dilapidated condition at the Winnipeg Electric South Yard in 1915. For passenger equipment, they had three old interurban-type combination cars acquired from the Toronto area, while for freight a small stock of second-hand box and flat cars was used. This whole set-up was called the Winnipeg Selkirk and Lake Winnipeg Railway, denoting ambitions for building to the beaches of Lake Winnipeg --- a scheme, alas, that was never fulfilled!

By 1908 the system was electrified and brought under the control of the Winnipeg Electric Railway system. A substantial brick car barn and station building was erected at Selkirk and it was here that operations centred and running repairs made. Crews and shop-men were mainly Selkirk people. A turn-around was established at the North Main Barns in Winnipeg, along with two intermediate sub-stations. The interurban cars came into mid-town Winnipeg for only a short time -- about one year -- 1926 -- but often passed through the city for overhaul and paint jobs at Winnipeg's South Barn Shops.

Rolling stock for the electrified interurban line was built new at the South Barn Shops. There were twelve passenger cars --- six motored and six trailers. Of the motored cars, three were combination cars and three for passengers only. All were of wooden construction and mounted on Baldwin type trucks. They had end doors for inter-communication between cars, but were not equipped for MU operation.

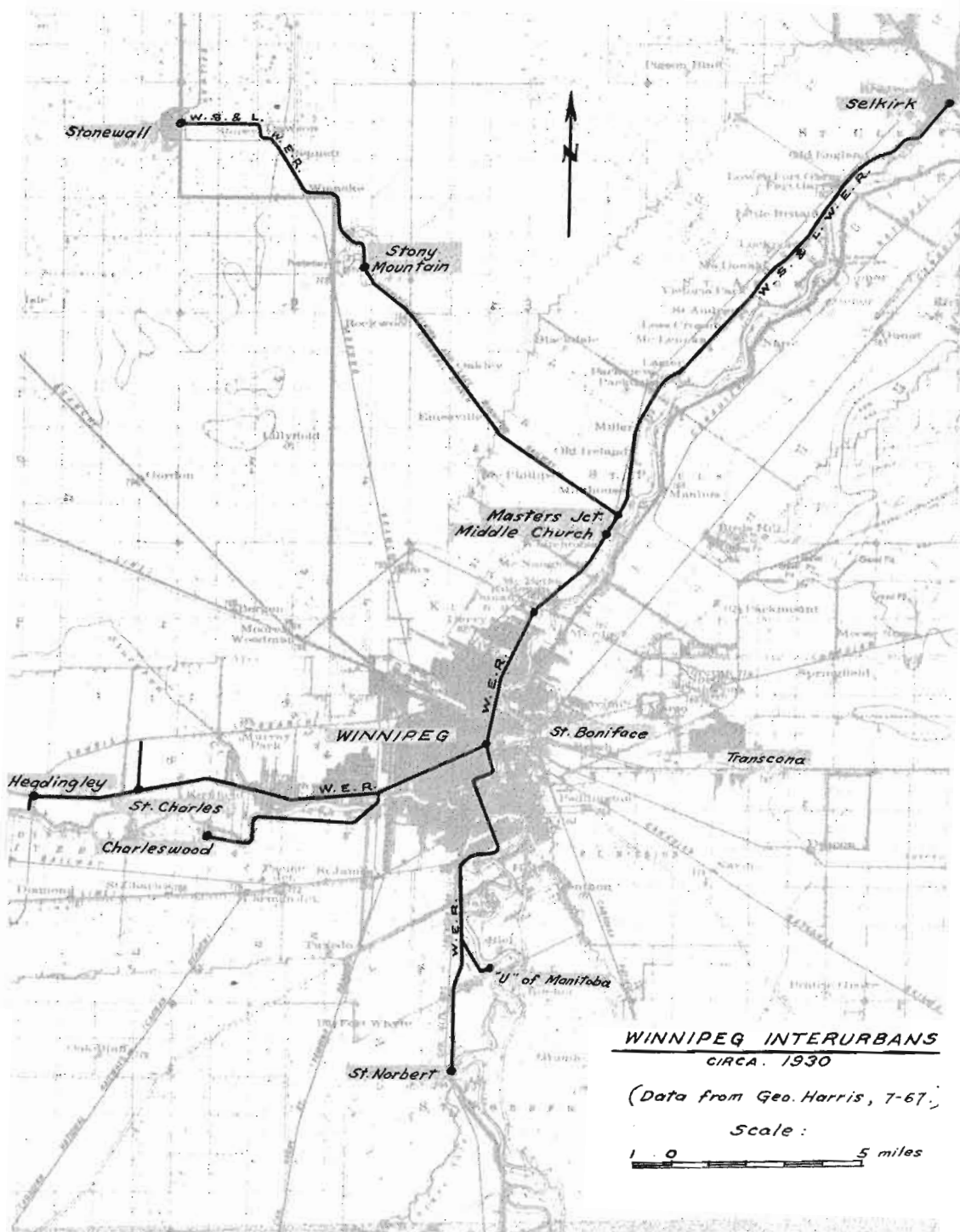
These Selkirk cars were quite smart appearing when new, the later ones in the group being built with arch windows with the usual coloured glass in the arch. They went through several paint schemes and modifications, the final paint job being similar to that on Winnipeg Electric Railway cars --- pumpkin yellow, cream trim, with black trucks and underparts. Some had grey roofs, others aluminum-coloured. Selkirk cars had their own even number system, #2 to #24. During the latter years of the line's operation, the motor units were equipped for one-man operation -- the trailers sat unused for years.

There was also an old sweeper acquired from the Winnipeg Electric Railway, and later a rotary plough was bought to serve all the interurban lines. A box-type freight motor and a small fleet of box and flat cars taken over from the steam road served the freight traffic requirements of the line. About 1930, one of the passenger cars, #14, was badly smashed up in a collision and was rebuilt into a general purpose car. It was re-numbered, strangely enough, #3100.

After the steel rolling mill at Selkirk came into production, a shuttle service was run on Eveline Street to accommodate the mill workers. A car, borrowed from the Winnipeg system, was used for this duty.

The "Selkirk Line" followed the vicissitudes of the area and during the 1930's suffered the decline in business common to all transit systems in that era. Operation as a rail service ended on August 31st, 1937: rails were removed north of Middlechurch during the following year.

During the period while the WS&LW was at its peak, however, a spurt in interurban and suburban railway building saw the construction of a branch from near Middlechurch northwesterly to Stony Mountain and Stonewall --- about 20 miles. These were old towns; Stony Mountain being the site of the Federal Penitentiary for the area and Stonewall a prosperous agricultural centre. Also, due to limestone outcroppings, there was considerable quarrying at both places.



Very little was spent on structures for this branch line. A small station and an electrical sub-station at the "Mountain" and a single-stall wooden shed on the end of the wye at Stonewall sufficed. Station and office were in an old rented stone house which still stands. Service on the line was limited to half a dozen trips per day using one car. As this was a branch of the WS & LW rolling stock was furnished by the parent road. Due to extremely poor maintenance on this branch, the road-bed eventually became so bad that for a while the heavy interurbans could not operate, and a little Fairbanks gas-car was acquired from Winnipeg Hydro to provide the required service. There was so much complaining from the public, however, that the management finally had to improve the line and restore the electric cars again until the end.

Rail operations on this line, while never prosperous, outlasted those on the Selkirk line by almost two years, ending in the spring of 1939.

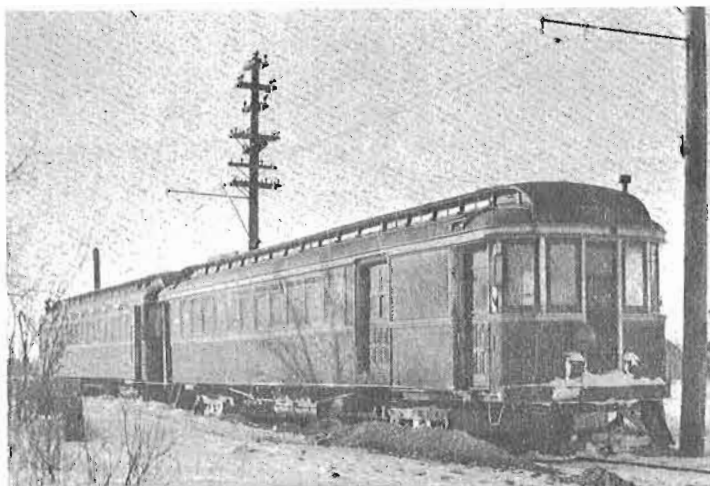
TO THE WEST

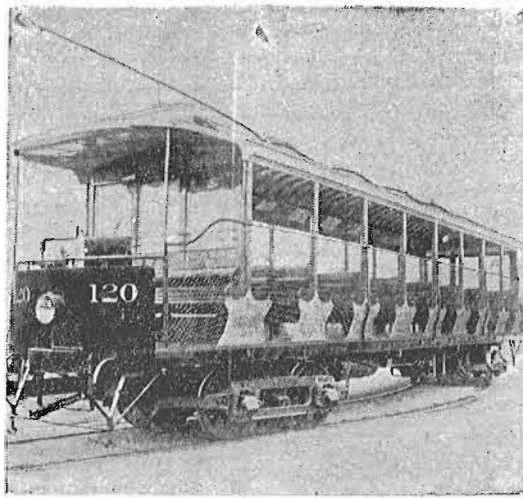
While the early development of the W.S. & L.W. was going on to the north of Winnipeg, there was a need found for extended service towards the west. This was accomplished by the construction of a line along Portage Avenue to Headingley, a village some 12 miles west of Winnipeg along the Assiniboine River. This line was built as far as St. Charles in 1903, taken over by the Winnipeg Electric Railway in 1905, and extended to Headingley the same year.

Two cars were built in W.E.Ry. shops for this service. They were combination cars, and were equipped with Brill trucks and special gearing for high-speed operation. They were big, easy-riding cars, and provided hourly service between Headingley and the C.P.R. Station loop in downtown Winnipeg. Although double-ended, they were rarely operated that way.

Rail service to Headingley was discontinued in 1930 but as the line was an extension of the Portage Avenue route, a very busy city line to the western section of the city, abandonment was done on a out-back basis between 1930 and 1955 when Winnipeg's electric rail service was discontinued altogether.

Below: Cars 6 & 22 about to leave Stonewall for Winnipeg in 1920.

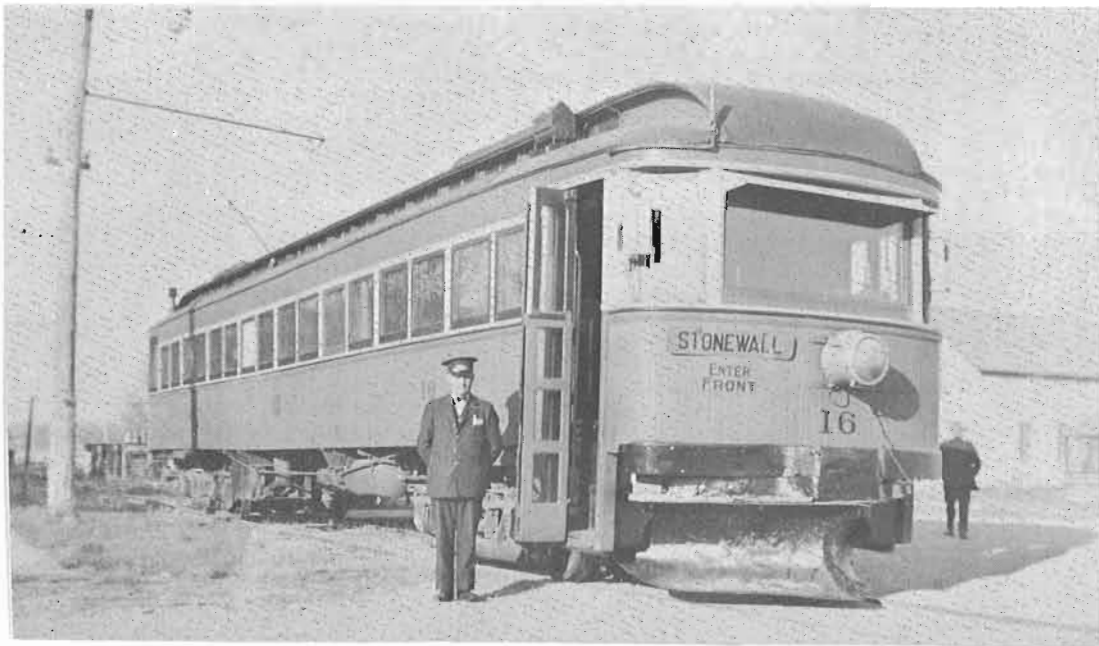




*Streetcars like this once carried Winnipeg-
gers to see the Maroons play at River Park, or to
family picnics at Elm Park.*

One of Winnipeg's open cars used during the early years of the Century. Mr. Harris points out that there never was much use made of the open cars on the Selkirk, or Stonewall lines. About the only suburban running was occasionally to St. Charles. But we are including the illustration of one of these W.E.Ry. fresh air trams that once carried Winnipeggers to the city's outlying parks. Photo from the 'Winnipeg Free Press'.

BELOW: W.S.& L.W. No. 16 at Stonewall Manitoba, in October 1935. Motorman was Mr. R.Styles, father of Stan F.Styles who provided this photograph of the Manitoba interurban after its conversion to one man operation.



TO THE SOUTH

During the 1913-1914 period, an electric railway line was also constructed south of the Provincial Capital to serve the newly-erected Agricultural College, some eight miles south of the city. (This College pioneered the site now occupied by the University of Manitoba.) The line was a middle-of-the-road railway, on what is now Pembina Highway. Strangely, it was not an extension of the existing city car line - Pembina - but ran from the old Park Line Loop at Jubilee Avenue. This avoided a very busy level crossing of the C.N.R. main lines to the south and to the west.

An hourly service was provided on the "College" line to downtown Winnipeg. Two standard single-end "ten-windowed" city cars numbered 518 and 520 were allotted to the run. The only change made to these assigned cars was the hanging of the big carbon headlights.

There was no substation on the line and at times barely enough power was available to move the cars at the end of the line. This was especially noticeable on Saturday afternoons when traffic was heavy and trailers were used.

At the time the College line was built, or very shortly thereafter, the village of St. Norbert was also served by a continuation south on Pembina. One old "9-windowed" double-ender, number 184, did this stint. The only changes made in this case were the application of a flanger device for winter and the use of a coal stove in the middle of one side, a most welcome addition during the cold weather months. This car was rebuilt as a work car after service to St. Norbert ended, and in this form lasted to the end of W.E.Ry. operations in 1955. The St. Norbert run was a shuttle service operating from the College Junction. Cars ceased running to St. Norbert in 1933 and to the "U" in 1944.

For the sake of the record, there were several other lines of the Winnipeg transit system which would come under the heading of suburban or special service lines. The one to Charleswood, eight miles west of the City on the south side of the Assiniboine River is well worth mentioning. This was a "beside-the-road" operation built in 1907 and abandoned in 1935. For the most part, 4-wheeled double ended, "7-windowed dinkeys" were used on an hourly schedule, crossing south on the C.N.R. bridge at St. James. For a few years during and after World War I, there existed a line running at right angles across the prairie north from the Headingley line, the sole purpose of which was to serve the Rifle Range where both soldiers and civilians practiced gunnery on regularly assigned schedules. Also, for the record, it should not go without mention that there was a "nearly" interurban to Transcona, eight miles due east of Winnipeg, where in 1912 the Grand Trunk Pacific Railway had constructed their main shops. Two circumstances, however, voided this planned line. The G.T.P. provided a regular shuttle service for their workers, and the construction of one of the West's first concrete slab highways made road travel that much more easy. Winnipeg Electric had planned to build an interurban to Transcona in 1914, but the outbreak of war forced cancellation of the plans, and the whole scheme fell through --- never to be carried out.

POWER

with P.N. Quarry

This nineteenth issue of Power marks a change in author due to the fact that the founder of the column has had to devote more time to personal affairs. However, the tradition of Power shall be carried on under the same flagstaff - that of the noble Budd Company RDC.

Power is an approximately monthly column devoted to news of motive power operating on Canadian railways and subsidiaries thereof, plus export models of Canadian builders, from the time that the locomotive is conceived until the time that it is scrapped. The author would like to thank the many persons who contribute to Power, especially the Montreal Locomotive Works, whose interesting research it is hoped will form the basis of a feature article later in the year. The CNR is also very kind. Anyone who sends information or photographs will be given credit if the information or photo is used unless the person specifically requests that his name be withheld.

Please note that when the abbreviated form of the date is used, the order of the numbers indicates day/month/year. For example, 01/02/68 means 01 February 1968, NOT, we repeat NOT, 02 January 1968.



Purchases: up to 10 January 1968.

Two Burro cranes built to Modification 40 have been ordered from Woodings Canada Ltd. for delivery between 12/67 and 02/68. Road numbers 50411 and 50412 have been assigned. Capacity of the cranes is 12 $\frac{1}{2}$ tons.

Although CN was originally going to trade in 26 sets of traction motors on their second order of C-630's, this has been cancelled and all units are to be new.

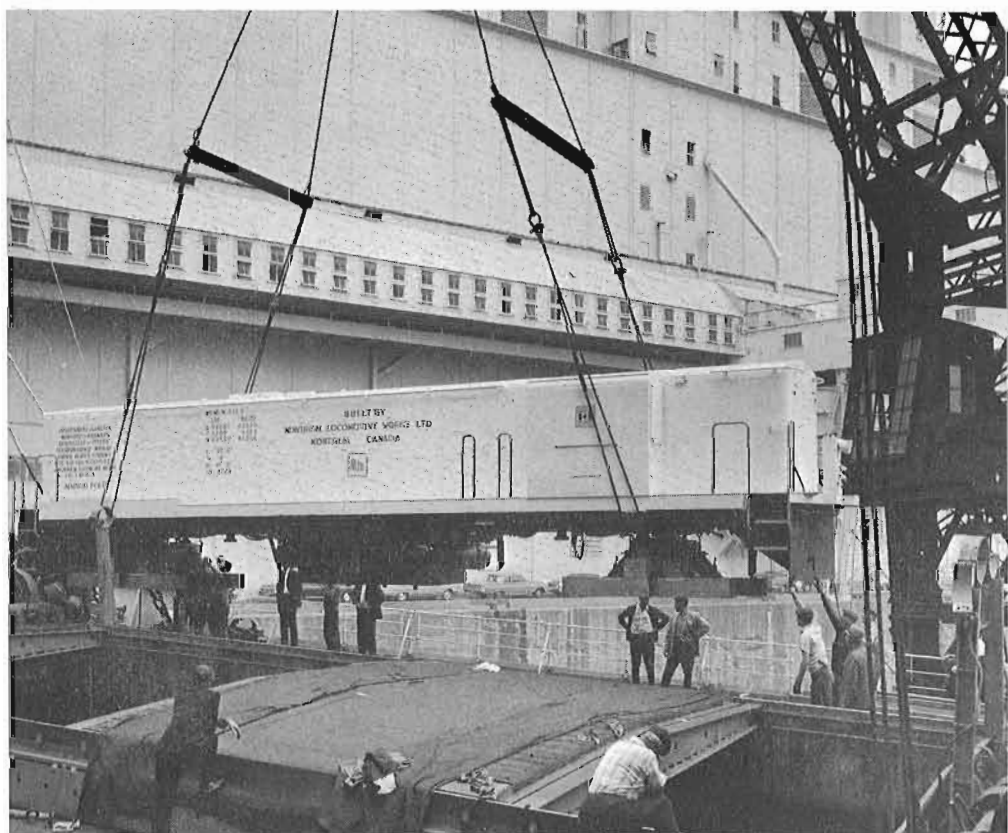
Deliveries: up to 30 November 1967.

Six more GR-30d's have been received from GMD for the Mountain Region as follows. It is of interest to note that 5008 upwards are not equipped with dynamic brakes.

5012, 5013 on 11 November 1967.
5014, 5015 on 17 November 1967.
5016, 5017 on 25 November 1967.



The locomotives for the Indian State Railways are shown in these two photographs. 6197 is on shop trucks and does not have its coupler, pilot, or headlight installed. 6169 is shown being loaded onto the City of Singapore. The locomotive is coated in white foam (known as a cocoon) to protect the body and paint from corrosion during shipment. The units are painted maroon with deep yellow trim. The locomotives are rather low-slung and extremely handsome when mounted correctly on their trucks. An interesting note on these units is their cab floor which is about six inches lower than the running board of the locomotive. Anyone entering the unit must duck through the door, but has full headroom once inside. (Photos courtesy M.L.W.)



Retirements: up to 30 November 1967.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
1605	2658	CLC	17/12/51	30/11/67
1609	2662	CLC	10/01/52	30/11/67
3019	81014	MLW	25/08/54	30/11/67
3020	81015	MLW	30/08/54	30/11/67
3033	81028	MLW	07/10/54	30/11/67
3034	81029	MLW	07/10/54	30/11/67
3221	M-3444-16	MLW	26/08/66	01/11/67
3694	82236	MLW	1958	01/11/67
4810	A-544	GMD	1953	01/11/67
6522	A-1052	GMD	22/03/57	01/11/67
9314	2649	CLC	18/12/52	17/11/67
9435	77725	MLW	28/02/52	30/11/67

In addition, the majority of the remaining 1600's have been "stored serviceable for the winter". It is interesting to speculate on just how many of these units will see service again. One is inclined to wish that CN would scrap the lot now and clean up their roster which is resembling a Swiss Cheese more closely every day.

The following note has been received from D.R. McQueen in London: "It's old home week for CLC diesel units in London, Ontario. A survey today (26 November 1967) showed 28 units either on their way to, or already in, the CNR's Reclamation Yard. As well, Oshawa Railway locomotives 400, 401, 402, and 403 are rusting away. At London East were: 2202(n):2203(n):2204(n):2206:2209:2210:2211:2212:2214(n):9302:9316. At Reclamation were: 2205(n):2207:2213 (n):2215 (n):2216 (n):2217 (n):9300:9301:9304:9305:9306:9308:9318(n):9320:9328:9338:9342. (n) indicates units are in CN's new image colour scheme. In addition, it is noted that 2203:2209:2214 all show signs of extensive fire, while 2213 appears to have been sideswiped or turned over. The only unit to disappear in London has been 9303. Work is now proceeding on 9318 and 9320."

At 20:30 on 15 December 1967 CN units 9062 and 9041, west-bound and unmanned, struck units 9122:4219:4814 on an extra east at M.P. 8.5 of the Yale Subdivision at 42 miles per hour in a tunnel. The extra east was just starting up from an intermediate red block and had gone only four car lengths. Both leading A units were flattened up to the centre of the cab, roughly to where the heavy steel frame bar passes around the walls and over the ceiling. The other three units suffered only superficial damage, although all locomotives were derailed. It is estimated that the two lead units will be scrapped.

Sales: up to 27 December 1967.

Mr. C.F. Jones advises us that CN 5 and CN 6 are presently held in Edmonton pending the appearance of a buyer.

Locomotive Transfers: up to 30 November 1967.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
1036	Mountain Rgn.	Atlantic Rgn.	10/11/67
1037	Mountain Rgn.	St. Lawrence Rgn.	10/11/67

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
1039	St. Lawrence Rgn.	Atlantic Rgn.	10/11/67
1248 to 1249	Prairie Neebing	Prairie Symington	06/11/67
1257 to 1258	Prairie Neebing	Prairie Symington	06/11/67
1273 to 1274	Prairie Neebing	Prairie Symington	06/11/67
1281	Prairie Neebing	Prairie Symington	06/11/67
1328 to 1337	Prairie Rgn.	Atlantic Rgn.	10/11/67
1370 to 1376	Prairie Rgn.	Mountain Rgn.	06/11/67
4284	Mountain Rgn.	St. Lawrence Rgn.	03/11/67
4285 to 4287	Mountain Rgn.	Prairie Rgn.	13/11/67
D110	Great Lakes Rgn.	Mountain Rgn.	03/11/67
D203	Mountain Rgn.	St. Lawrence Rgn.	08/11/67

Miscellaneous: up to 10 January 1968.

- 1) More news from Clayton Jones informs us that CN 4352 is receiving the same treatment as that outlined for CN 4341 in CR #194.
- 2) A note from Robert Arnold tells us some of the new features that have been embodied in MLW's C-630's on the CN. The most important by far is the new high-adhesion truck developed jointly by MLW and Dofasco. Other items include Cobra brake shoes, an air starter, and an alternator replacing the main generator.

"The D&H"

DELAWARE & HUDSON

"The D&H"

Purchases: up to 10 January 1968.

D&H has purchased four PA-1 locomotives from the ATSF for use in Montreal passenger service. They arrived at Colonie Shops on 16 December 1967. They are numbered 16 to 19 and have their 2000 horsepower Alco primemover intact.

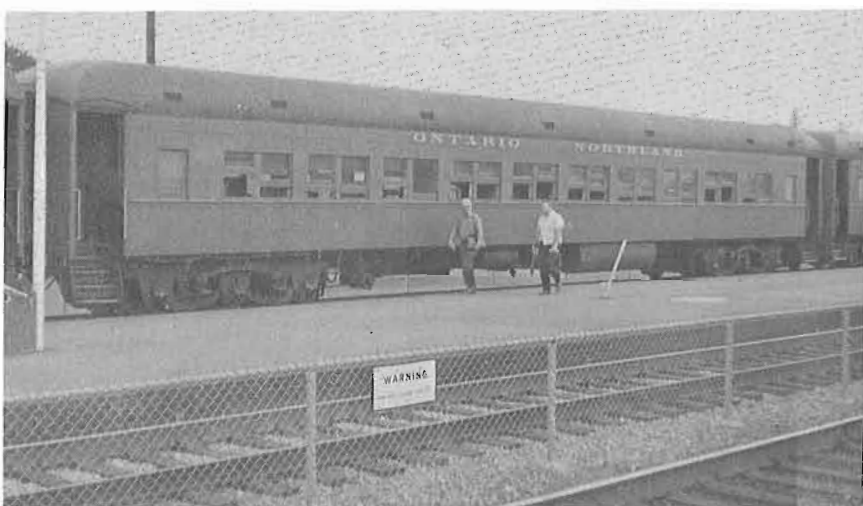
ATSF NO.	D&H NO.	SERIAL	BUILT	
59L	16	76535	10/48	*This unit also carries plate 76094 from ATSF B unit 73A (03/48) and plate 75337 from ATSF B unit 53A (04/47).
60L	17	76537	11/48	
62L	18	76541*	12/48	**Formerly 54B. Renumbered May 1949.
66L**	19	75318	05/47	

LONDON AND PORT STANLEY

Donations: up to 10 January 1968.

Six pieces of LPS equipment as listed below were turned over to the National Museum of Science and Technology in Ottawa at London on 19 October 1967.

Flanger Auxiliary	LPS FA 1	Caboose	LPS C 2
Snow Plow	LPS SP 1	Line Car	LPS 451
Locomotive	LPS L 1	Hopper	LPS 106





Indian State Railways: up to 10 January 1968.

The last of these locomotives has been outshopped and shipped as shown below. We are indebted to Montreal Shipping Ltd., and MacLean-Kennedy for their assistance with the compilation of the statistics for this entire order of 32 locomotives.

ROAD NUMBER	DATE OUTSHOPPED	SHIP	DATE SAILED	DESTIN- ATION
6185	06/12/67	City of Wellington	12/12/67	Madras
6186	06/12/67	City of Wellington	12/12/67	Madras
6187	06/12/67	City of Wellington	12/12/67	Madras
6188	06/12/67	City of Wellington	12/12/67	Madras
6189	06/12/67	City of Wellington	12/12/67	Madras
6190	06/12/67	Jalakanta	08/12/67	Bombay
6191	05/12/67	Jalakanta	08/12/67	Calcutta
6192	06/12/67	Jalakanta	08/12/67	Calcutta
6193	06/12/67	Jalakanta	08/12/67	Calcutta
6194	07/12/67	City of Wellington	12/12/67	Bombay
6195	18/12/67	Jalakendra	21/12/67	Bombay
6196	18/12/67	Jalakendra	21/12/67	Bombay
6197	19/12/67	Jalakendra	21/12/67	Bombay
6198	19/12/67	Jalakendra	21/12/67	Bombay

International Nickel Company: up to 10 January 1968.

The International Nickel Company has ordered three DL-718B's for use in Thompson, Manitoba. Delivery is expected in the second quarter of 1968.

QUEBEC, NORTH SHORE, AND LABRADOR RAILWAY

Purchases: up to 10 January 1968.

The QNSL announced that they have ordered six SD40's from GMD in London. Delivery is scheduled for July of this year.

MISCELLANEOUS

- 1) Mr. W.L. Hay sends the following item showing that those BLE's and DMI's certainly do get around. "Business has been so brisk on the PRR that there has been a serious shortage of power. Surplus motive power has been leased from a number of other roads. Main line PRR trains are now being operated with locomotives from the Burlington, Union Pacific, Norfolk and Western, Bangor and Aroostook, Bessemer and Lake Erie, Duluth, Missabi, and Iron Range plus even a few New York Central units. Fifty locomotives have been leased from N&W alone."

ERRATUM

- 1) Oh woe is us! There is an error in CR #192's erratum #3. This item states that CR issue #190 was switching in Cornerbrook Yard, something that assuredly did not occur. It should read: "#920 was performing the switching duties".
- 2) CR #192 gives the builder's date of CN 9448 on page 212 as 17/03/67. This should, of course, read 17/03/53.
- 3) Mr. Andrew Bell draws our attention to the fact that the Oba Subdivision (Hornepayne to Folyet) has been combined with the old Ruel Subdivision (Folyet to Capreol) to form one large Ruel Subdivision (Hornepayne to Capreol). The Oba Subdivision was referred to on page 212 of CR #192.
- 4) Your Power editor draws your attention to the fact that the photograph of Indian Railways 6130, which was inserted in CR #194 unbeknownst to said editor, does not portray a locomotive that entirely resembles the locomotives of the order just finished delivery. Correct photos are in this issue.

PHOTOS. . . Page 13. Due to the delay in delivery of the self propelled cars, GO borrowed locomotives and cars from ONR with which to inaugurate its new timetable on 05 September 1967. Temporary jumpers were installed to allow the diesels on each end of the train to operate in multiple. The photos by Robert R. Clark show train 967 at Oakville on the first day of the new timetable.



THE ASSOCIATION HAS RECENTLY RECEIVED the following donations to the Canadian Railway Museum: from the Canadian Pacific Railway, the 12-section, 1 drawing room sleeping car "Neville", and the 10-roomette 5 double-bedroom sleeping car "Brookdale", -once in the consist of the NYC's "Twentieth Century Limited". The Napierville Junction Railway has donated its caboose no. 34 and Mrs. T.F. Hamlet of Montréal has given us an operating scale model (3/4 inch to the foot) of a New York Central Railroad "Hudson" class steam locomotive. From California, we have received a complete set of "Canadian Railway and Marine World" from 1898 to 1960, - six (6) boxes weighing 467 pounds. This magnificent collection was acquired through the efforts of Mr. Fred Angus.



CANADIAN RAILWAY MUSEUM

1967 - our museum grows

Herewith an illustrated account of the dramatic progress made during the year 1967 by the energetic members at our Museum: The Canadian Railway Museum - Musée Ferroviaire Canadien, at Delson/St-Constant, Que. In a word, the year 1967 was one of the best ever!

BUILDINGS and STRUCTURES:

Our second exhibit building, measuring 335 ft. by 80 ft., is now ready for roof and siding. Its foundations were built with financial assistance from many of our members and friends, the Foundation Fund appeal of two years ago. The steel for the frame was supplied by Algoma Steel, Ltd., and Truscon Division, DOMTAR Industries Limited. It is of the COR-TEN type and was fabricated and erected by Dominion Bridge Company, Ltd. in May.

COR-TEN steel is a unique type which is designed to be exposed to the weather and rust (oxidize). Once a coating of oxidized surface has been formed, it will remain in that state without further deterioration. What is more important is that it does not require painting or other surface maintenance.

Each bay of the new building is designed to admit three tracks. Your fellow members layed three tracks in the north bay this summer - simultaneously setting a new Museum record for track laying in one working day.

The connection to the main cross-over track was made subsequently. While all three tracks in each bay will be used to accommodate restored exhibits, the equipment on the middle track can be pulled out of the building during our summer exhibition season. This will enable photographs to be taken. At the same time, this middle track will be ballasted up to rail level inside the building, so that our visitors can view and photograph exhibits on the two outer tracks without difficulty. The illustrations accompanying this article testify as to the quality of the track-work, which is now a hallmark of the Museum. We should be very proud of the excellent job which our enthusiastic work crews have done.

Rails and ties are on hand for construction of the remaining three tracks in the south bay. These storage tracks will be connected to the main lead by means of a fascinating three-way stub switch - a remarkable relic from the now defunct Maritime Railway (former home of exhibit Maritime Railway No. 5 now at the Museum), which was torn up in 1961. When the new building is complete, it will provide shelter and display for ALL of the steam engines at the Museum and will subsequently represent the largest collection of restored steam locomotives, under cover, anywhere in the world! And if this sounds like a terrible brag, just reread the statement!

Barrington Station, the 1885 Canada Atlantic Railway station, on the Museum property, was partially opened for the first time this summer. A new "B.C." cedar shingle roof was completed, several layers of old paint were scraped from the waiting room walls and a new ceiling was built. In the interval before re-decoration of the waiting room, a large display of railway pictures and other archival material was installed. This restoration and exhibition drew very favourable comment from our visitors. Paint in the precise, original colours used in 1885 is now on hand, thanks to the Sherwin-Williams Company of Canada, Limited, and the research into their records by one of their staff. The original station signs are ready for hanging, when the outside painting is finished. The station (see map) is located at the "crossing at grade" of the main (siding) line and the proposed tramway belt line, around the Museum. It appears that Barrington Station will once again be a very busy place, one day. Still to be constructed at Barrington Station are such things as an old-time railroad crossing, complete with the necessary signals, crossing warning signs and old-fashioned "cow-catchers" (cattle guards). Adjacent to the station will be a "traffic circulating area" and the traditional station flower-garden. All gardening buffs are welcome to offer suggestions for the beautification of Barrington - and the Museum in general!

Although our goal of creating a short, operating tramway line was not realized in full, this summer, nonetheless a brick sub-station was constructed. This substation is intended to house our motor-generator set and associated electrical equipment, for the tramway line. It has been completed thanks to the very kind gifts and assistance of Messrs. Cook & Leitch Limited. The design of the building was intended to capture the flavour of the suburban trackside booster power station, such as might have been erected by the Montreal Street Railway. The design also permitted the inclusion of very necessary public conveniences.

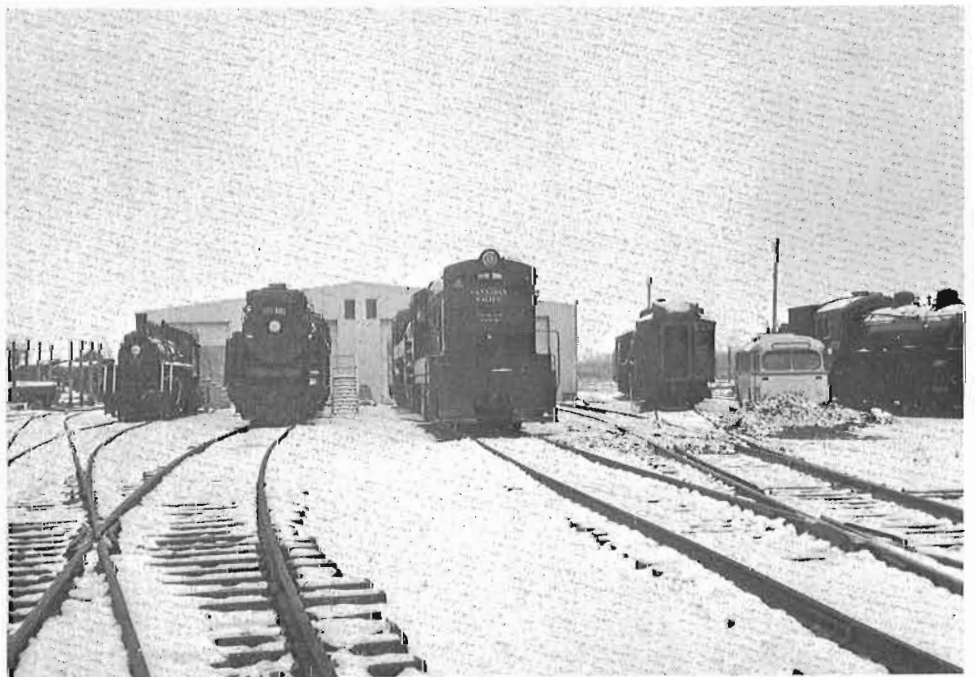
ACQUISITIONS:

Your Association was uniquely honored this year when British Railways Board donated to the Museum their locomotive number 60010 "Dominion of Canada." The details of this gift were reported in an article in CANADIAN RAIL. The arrival of "Dominion of Canada" at the Museum was celebrated by a gala reception at which Sir Henry Lintott, British High Commissioner in Canada, officially presented the steam engine to Dr. R. V. V. Nicholls, our President. The weather was excellent, clear and warm, and a splendid time was had by all of the invited guests, friends and members of the Association. Refreshments were served in our two private cars, C.P.R. No. 38 "Saskatchewan" and C.P.R. business car No. 1. To make the day completely British, the invited guests were transported to and from the Museum in the London Transport Corporation's double-decker red bus, which was in Montreal during EXPO '67 under the auspices of Brooke-Bond Limited. The brilliant red of the bus combined with the sophisticated dark green of "Dominion of Canada" to provide a very colourful background to the presentation ceremony.



ABOVE: Napierville Junction Ry. caboose # 35.

BELOW: Front view of building No.1





ABOVE: Barrington Station, a view from the rear!

BELOW: Tramway substation building, motor generator set is inside.



The Association has received two new passenger vehicles this summer, donated by the Canadian Pacific Railway. These are two sleeping cars, named "Neville" and "Brookdale." They represent two very important stages in the development of the sleeping car. They are being held by the Canadian Pacific Railway for the Association.

Another stroke of luck for the Museum was the promise of the famous Canadian Pacific Railway's "School" car which has had such an active life in service for the Government of Ontario, serving northern Ontario communities, too small to have a school of their own. By a very happy arrangement, the interior of the car will remain as it is. The interior of the car was fitted by the Government of Ontario and we are to receive desks, blackboards, chalk and so on, intact. The car, itself, is a fine example of a wooden passenger car of the late 1890's. It is truly a magnificent acquisition for our passenger car collection.

Another welcome offer was received recently by the Association, from the Napierville Junction Railway, which daily hauls freight and passengers (D. & H.) past the Museum. Negotiations have been concluded to acquire one of the very unique cabooses which "Bring up the rear" of the N.J. freight trains. Thus, we have added yet another vehicle from a Canadian railway - one that has not hitherto been represented at the Museum.

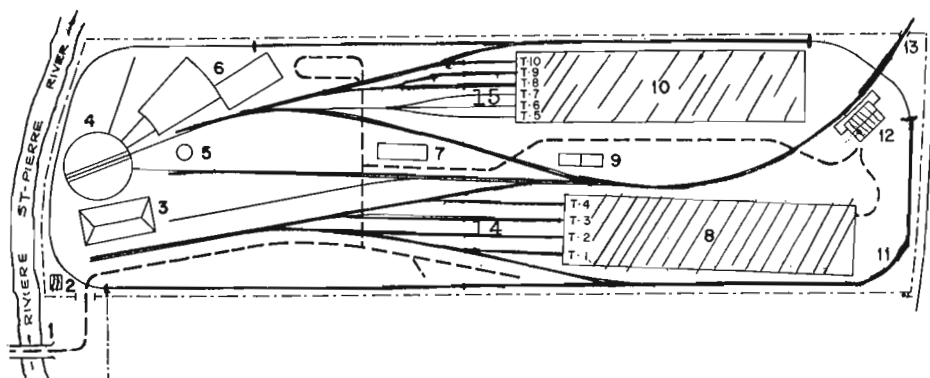
OPERATIONS:

This year, your Museum was open to the public from 28 April to 5 September daily, and thereafter on week-ends until 31 October. These dates coincided approximately with those of EXPO '67. We can now report that our third year of operation was a resounding success. In numbers, our visitors increased by 60% over 1966, to just over 12,000. In fact, we had one or more visitors from nearly every country in North America and Europe. Some came from as far away as New Zealand and South Africa. Among others, was the driver of "Dominion of Canada," who piloted the engine from London to Newcastle for more than 15 years, between 1938 and 1958.

The supervision and daily operation of the Museum was handled admirably by the five university students hired for the purpose. We received many compliments on the exhibits, the grounds and particularly Barrington Station and its first display. Many of the visitors became members of the Association as a result of their visit, which helped the Association's membership to increase to a new high.

We were also fortunate to complete the restoration of Canadian Pacific Railway No. 144 with the guidance and hard work of our member, Mr. Hans Rostock. Although it was our intention to put this locomotive under steam, the boiler inspection requirements as interpreted by the inspector (plus our lack of a proper maintenance facility), resulted in the deferment of this project to a date in the future.

Reorganization of the restored exhibits in Building No. 1 will provide a different display for 1968 and this reorganization will enable us to use the entire building to display restored locomotives and vehicles, thus achieving an objective which has eluded us for some time.



1. Gzowski Bridge	Complete
2. Substation & Public Conveniences	Exterior complete
3. Archives/Library Building	On the drawing board
4. Turntable	On the drawing board
5. Water-Tank	Projected
6. Engine Shed & Backshop	Projected
7. Stores Building	Projected
8. Exhibits Building No. 1	Interior & exterior complete 1968
9. Office & Section House	Interior & exterior complete 1968
10. Exhibits Building No. 2	Interior & exterior complete 1968
11. Perimeter Tramway Line	Part to be completed in 1968
12. Barrington Station	Exterior & part of interior to be completed in 1968.
13. Connection to C.P.R.	Complete
14. Yard for Exhibits Building No. 1	Complete. To be levelled in 1968
15. Yard for Exhibits Building No. 2	Half built. To be completed with 3-wab stub switch in 1968.

MUSÉE

Ferroviaire Canadien

COMMISSION:

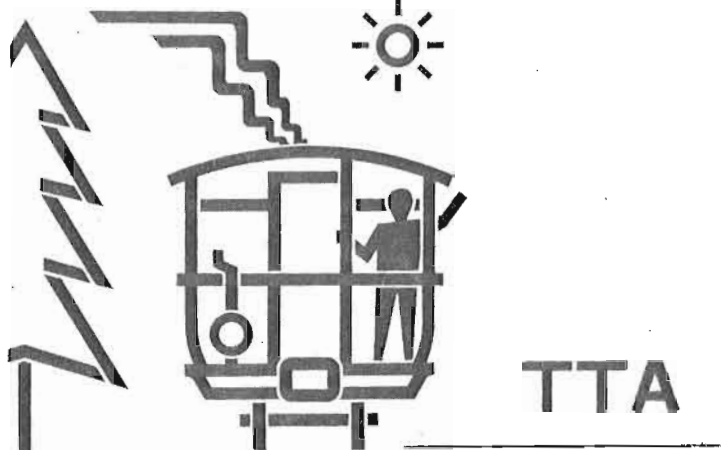
The Museum Commission is the body which the Board of Directors has established to build and operate the Museum. With the variety and number of objectives to be accomplished in 1968, the Board of Directors has expanded the Commission from seven to nine members, at the request of the present Commissioners. The names of the Commissioners will be announced when their election has been ratified by the Board of Directors shortly after the Annual General Meeting of the Association in January.

Your fellow-members who are intimately connected with the operation of the Canadian Railway Museum - Musée Ferroviaire Canadien, are very conscious of the responsibility which they have assumed. Since they are generally resident in the Montreal area, it is quite proper that they should participate more actively than those members who are unable to do so for reasons of distance. Nevertheless, the Association's members in other parts of Canada, North America and Europe can help our Museum, if not through volunteer work, then through financial contributions. The creation of a "sustaining" category of membership, with a higher annual subscription, might be one way to provide the financial assistance so essential to the continuing growth of the projects of our Association.

Text courtesy of C. S. Cheasley & Associates.
Photography courtesy of K. DeJean.

PHOTO BELOW: Canadian Pacific No. 9108 on train 32 from Montreal to Wells River Vt. at Highwater, 11:51 A.M. March 26, 1965. Our 'SNOW' special will follow the same route on March 2, 1968. Why not join us for this most interesting excursion. (G.D. Southwood photo)





René par les siens,
Vaincu par le progrès,
Un petit train ancien
Lentement se mourait.

Apprenant sa détresse,
Des amis s'en émurent,
Pansèrent ses blessures,
L'entourèrent de tendresse.

Au cœur du Val-de-l'Aisne,
Le petit train d'autan
A oublié sa peine :
Il guette le printemps.

Il chante le bonheur
De retrouver sa voie
Au chant de la vapeur
Comme au temps d'autrefois.

Sa joie est généreuse
En l'année qui s'achève :



Pour vous aussi il rêve
A une année heureuse !



OUR FRIENDS OVERSEAS

THE ASSOCIATION RECENTLY received a jolly Christmas card from Le Tramway Touristique de l'Aisne, Erezee-Amonines-Dochamps, Ardennes Belges, Belgium.

The little poem inside is herewith reproduced in translation:

Replaced by our progress-
(But reborn through our trying)
A little old train
Slowly, was dying.

Seeing its sad plight
Its friends, being moved,
Bound up its wounds
And nursed it with love

Midway in Val-de-l'Aisne
Yesterday's little train,
Watching for Spring
Has forgotten its pain.

It sings of good luck
Of regaining its lines -
To the tempo of steam
As it was in past times.

Its joy is o'erflowing
In the year which is ending -
And "A Happy New Year"
Is the wish it is sending!

Original poem by P. de Nayre.



by Derek Booth

GO TRANSIT OPERATIONS along the shores of Lake Ontario have proved such a success that the Government of Ontario has made a first move toward expanding the pilot programme to serve other parts of the Toronto district. With the original projected long-term passenger load of 15,000 a day already exceeded in the first seven months of operation a survey of other potential commuter lines is being undertaken. One of the suggested new routes would be in the shape of a "U", serving Brampton and Georgetown on the northwest and Agincourt on the northeast.

INNOVATIONS IN TRANSPORT TECHNOLOGY in Europe have recently made the news. France's wheel-less "Aerotrain", which operated on an inverted-T concrete track, supported on a cushion of air a tenth-of an inch thick, reached speeds of 125 miles per hour in test runs in the vicinity of Gometz-la-Ville, 25 miles southwest of Paris.

Meanwhile, in England, work is to start soon on a 20-mile experimental track, near Cambridge, to test the 300 m.p.h. "Hovertrain". Like the "Aerotrain", the "Hovertrain" will ride on an air-cushion about one-half an inch thick, but the English Test Train will be powered by a linear-induction motor that will draw the train along, over a continuous "rotor rail" of aluminum, in the middle of the rectangular cross-sectioned track. Engineers hope to have the "Hovertrain" in operation within two and a half years. While the French prototype is rear-engined and propeller-driven, it could be modified to use linear induction, or other suitable type of propulsion.

ON THE U.S. SCENE, The Interstate Commerce Commission has approved the merger of a number of northwestern U.S. lines, including The Great Northern Railway, The Northern Pacific Railway, The Chicago, Burlington and Quincy Railroad, The Pacific Coast Railroad Company and The Spokane, Portland and Seattle Railway Company. The new "monster" will be called The Great Northern Pacific and Burlington Line, Incorporated!

AFTER 65 YEARS OF OPERATION, The New York Central System's renowned "Twentieth Century Limited" made its last run into Chicago on December 3rd., last. Few of the passengers aboard knew (a) the name of the train they were riding, or (b) that it was its last run. The Final Indignity:..... it arrived nine hours late!

AT A SPECIAL GENERAL MEETING of the members of the Association held on December 13, 1967, a proposal for an increase in the annual dues for regular and associate members was presented. Owing to rising costs of secretarial services and production and distribution costs (including postage) of CANADIAN RAIL, it was recommended that the fees for regular members for 1968 be \$10.00 and for associate members, \$6.00. This recommendation was ratified by the affirmative vote of more than two-thirds of the voting members present at the meeting.

CANADIAN NATIONAL RAILWAYS

Car Equipment on Order

<u>No.</u> <u>units</u>	<u>Spec.</u> <u>number</u>	<u>Type of</u> <u>Equip.</u>	<u>Nom.</u> <u>length</u>	<u>Ton</u> <u>cap.</u>	<u>Special</u> <u>features</u>	<u>Series</u>	<u>Builder</u>	<u>Del'd.</u> <u>in Nov.'67</u>	<u>Total</u> <u>to date</u>	<u>Expect</u> <u>del'y.</u>	<u>Remarks</u>
150	F-220-3	Caboose	÷	50	Electric lighting	CN 79200 - 79349	Hawker-Sidderley	18	148	Dec.'67	Mainland service Del'd. Aug.-28 Sept.-58 Oct.-44 Nov.-18 Dec.- 2
85	F-70-10	Cylindrical - Steel Ore Hopper	-	100	Side- dump	CN 34600 - 346084	National Steel Car	27	27	Dec.'67	Temagami Mine Ore Service
300	F-110-4	Insulated Box Car	50' 6"	70	9' wide Plug Doors	CN 280500 - 280799	National Steel Car	-	-	Jan.'68	Del'y 8-10 cars daily. Sample car accepted 29 Nov.'67.
100	F-70-11	Steel Hopper	-	100	50 cars: Low air pressure; 50 cars: gravity gates.	CN 375027 - 375076; CN 371600 - 371649	Marine Industries	-	-	Mar.'68	Delivery 6-8 cars/day.
250	-	Box	50'	70	(Out for tenders)	-	-	-	-	-	Newsprint
15	-	Coach	-	-	-	CN 360 - 374	Hawker-Sidderley	-	-	Feb./Mar. 1968	-
5	-	Buffeteria	-	-	-	CN 340 - 344	Hawker-Sidderley	-	-	Feb./Mar. 1968	-
5	-	Parlour	-	-	-	CN 320 - 324	Hawker-Sidderley	-	-	Feb./Mar. 1968	-

THE CN EXPO-LINER SERVICE, which operated between Montréal and Belleville during the past half-year, will remain in service on a temporary trial basis for an additional six months. If sufficient public support for this service is shown, it will become permanent.... so say CN officials.

THE HOLIDAY SEASON was scarcely a time of rejoicing for a large number of railway employees across Canada. At CP's Angus Shops in Montréal, 2450 workers faced an enforced three-day year-end layoff as did 1350 in Winnipeg and an additional 780 in Calgary. Reason was said to be declining freight transport activity. Meanwhile, 460 workers in Canadian National's Montréal operation have been unemployed since last September.

AS PART OF THE NEW POLICY to "run trains, and not take them off", of Delaware & Hudson's new President F.C. Dumaine, jr., dining car service has been reinstated on the "Laurentian" between Albany and Montréal since September last. Meals are served by charming hostesses with Miss Claudia Kirby of Albany in charge of one group. Initially, the restored service was provided in a leased New Haven café-car, but was later supplied by two diners purchased from the Chesapeake and Ohio, - one of them lettered Pere Marquette. This and other equipment new to the D. & H. has been reported elsewhere in CANADIAN RAIL. This action apparently resulted in a very desirable 47% increase in the D. & H. passenger revenues during the first nine months of 1967. The actual figures were \$982,585 (9 months-1967) versus \$668,646 (same period 1966).

TWO DIRECTORS OF the Canadian Railroad Historical Association have been honored with the award of The Centennial Medal by the Government of Canada, - "conferred in recognition of valuable service to the Nation". We congratulate Dr. Robert V.V. Nicholls, our President, and Mr. R. Wyatt Webb, the Director responsible for construction at the Association's CANADIAN RAILWAY MUSEUM - MUSEE FERROVIAIRE CANADIEN, on receiving this unique Centennial honor.

SIGNS OF THE TIMES: the CN symbol, designed by Alan Fleming, is really famous. Robert de Vito, who has amplified the original symbol for Company-wide use says that this new symbol is one part of a complete modernization of all CN communications, - which, incidentally, or naturally enough, has attracted the envious interest of such U.S. corporate giants as Ford Motor Company. Mr. de Vito explains that symbols, by themselves, are not enough. He says "A symbol is a cheap way of buying instant contemporaneity." If success is to be realized, a total visual redesign, - right down to the letterhead and memo forms, is essential. CN has done just this, and is setting the pace for the rest of the world. Another de Vito speculation: "CN might just decide to erect a 10 or 12 foot column, paint it yellow, curve the top into an arrow and create a sculpture that tells you where the station is!" Derivative random thought: It just might help at the corner of Dorchester Boulevard and Windsor, or at Front and Simcoe!

Contributions gratefully received from J. Shaughnessy, C. Stevenson and L. Keiller, among others.



(From the Penguin "Brockbank" 95 cents)

'OH WELL—NOTHING VENTURE NOTHING WIN'

CANADIAN RAIL

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