

Canadian Rail



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Canadian Pacific

"SECOND GENERATION DIESELS"

by

R. I. Stronach
D. M. Carlyle

When referring to road-switchers, the term "second generation diesel" is usually applied to a unit having 1800 horsepower or greater, having a low hood on the short end of the locomotive to provide better visibility for the engine crews, and constructed after 1959. The General Motors 2000 h.p. GP-20 and the Alco Products 2400 h. p. DL640 were the first so-called second generation diesels, being produced from 1959 through 1961. Since these units were first produced, there have been many improvements and refinements. The use of AC/DC transmissions, turbocharging and the ever increasing popularity of six axle locomotives are but a few of the changes since the first second generation units of nearly a decade ago.

The Canadian Pacific Railway's first venture into second generation dieselization came in 1963, with the purchase of three units, two General Motors and one Montreal Locomotive Works. The two General Motors units, model GP-30 were built by General Motors Diesel Ltd., of London, Ontario. These 2250 h.p. locomotives of B-B wheel arrangement have a GM 567D3 prime-mover driving a generator which in turn drives four D-57 traction motors mounted on swing bolster trucks. These units, the only two built in Canada, were originally numbered 8200 and 8201 and classed DRS-22a. They now carry the numbers 5000 and 5001 and are class DRF-22a. The Montreal Locomotive Works unit model Century 424, specification number DL640A is rated at 2400 h.p. This unit is equipped with an Alco 251-B prime-mover which drives a General Electric generator. The locomotive rides on Alco type B trucks. Having carried the number 8300 and classed DRS-24f until April 1965, it is now numbered 4200 and is class DRF-24a.

In 1964 Canadian Pacific purchased twelve General Motors 2500 h.p. GP-35 units. These units, also of B-B wheel arrangement, have a 567D3A prime-mover and four D-67 traction motors. In April, 1965 they were renumbered and reclassified from 8202-8213, class DRS-25a. * Ten more GP-35's were acquired by the railway in 1965. They carry the numbers 5014-5023 and are class DRF-25b. The same year, thirty-two Century 424's were purchased by the railway. They carry the numbers 4201-4232 and are class DRF-24b.



PHOTO ABOVE: One of the newest 'new ones': CP Rail's MLW-Century-630 no. 4503, outshopped on 23 August 1968. One of eight such units operating on CP rails.

PHOTO BELOW: Low noser 5508, a CP Rail SD-40 awaits minor repairs at St. Luc yard Diesel Shop on 11 Sept. 1968. Photos by I.Stronach.



1966 saw the arrival of fifty-two new units on the railway - two GP-35's, 5024 and 5025, class DRF-25c; eighteen Century 424's, 4233-4248, class DRF-24c, and 4249 and 4250, class DRF-24d, and thirty-two General Motors 3000 h.p. SD-40's, 5500-5531, class DRF-30a. The SD-40's are the only six axle locomotives purchased by the railway since the Fairbanks-Morse Trainmasters and the RSD-17, #8921. A GM 645E3 prime-mover provides power for a generator, which in turn powers six D-77 traction motors. These units ride on a refined version of the GM flexi-coil truck, equipped with softer springs and a simplified brake rigging. The long distance between truck centres, allows for a large fuel tank capacity of 3340 imperial gallons. An additional thirty-three SD-40's were delivered to the railway in 1967. These units are numbered 5532-5564 and are class DRF-30b.

Slated for arrival during the third quarter of this year are eight Century 630's presently under construction at Montreal Locomotive Works. The prime-mover will be an Alco 251-E developing 3000 h.p. for tractive purposes. Six General Electric 752PC-6 traction motors are mounted on three axle trucks of Canadian design. The units will carry the numbers 4500-4507 and will be class DRF-30c. With the arrival of these units, the total number of second generation units operating on the railway will be one hundred and fifty.

It is of interest to note that the GP-30's GP-35's 5014-5025 and the Century 424's were built with some components from trade-in units, while the remaining GP-35's and the SD-40's were built new.

* to 5002-5013, class DRF-25a.





PHOTO ABOVE: CP Rail's Century 424's numbers 4232,4229, and a GP-35 team up on the head end of a freight for Trois Rivieres, Que., from Montreal. The place is North Junction, - The date is 12 February, 1968.

PHOTO PAGE 238. CP Rail's 5001, one of two GP-30's, on a freight extra from Toronto, on a cold winter's morning in January, 1968 . The extra East is passing Wentworth Golf Course.

PHOTO PAGE 241. Engine No. 5012, a GP-35, has just arrived from Toronto and is waiting for a routine inspection at St. Luc Yard Diesel Shop Montreal.

COVER

Gracing our cover this month is MLW's Century 424 as purchased by CP Rail, with road number 4249 followed by No. 8035, - an RS 3, on the point of an extra freight to Trois Rivieres Que., passing thru Wentworth Golf Course, in Montreal's West End.

All the above photos are by Ian Stronach.



NEXT MONTH

- A) 'Pictou Branch' an illustrated article on this Nova Scotia Branch Line by Mr.R.C.Tibbetts.
- B) Railway Junctions in the Winnipeg Area, by George H.Harris.
- C) An interesting selection of Canadian Steam Photos.

AUTUMN LEAVES AND PASSENGER CARS

F.F. Angus

Even before the leaves began to fall in the Autumn of 1968, passenger train units were "falling" from the rolling stock lists of the Canadian Pacific Railway. During June and July, 1968 nineteen vehicles of various kinds were sent to Farnham, Que. for scrapping. Included in this number were the following:

Coaches:

1375, 1406, 1443 and 1471.

These were built in 1914-1928.

Tourist Sleeping Cars:

GARNISH GEM GRIMSBY.

These "G" class cars were built in 1919-1926.

U Class Stainless-Steel-Sheathed Tourist Cars:

UGANDA ULYSSES UNDERWOOD UNITY UNIVERSE URNAUS
URBAN URQUHART UXBRIDGE.

These cars were originally built in 1922-1926 and rebuilt in 1955.

8 Section 4-Double Bedroom Sleeping Cars:

VERNON.

This car was built in 1932.

4 Bedroom 1-Compartment Solarium Sleeping Cars:

CAPE BRETON CAPE SCOTT.

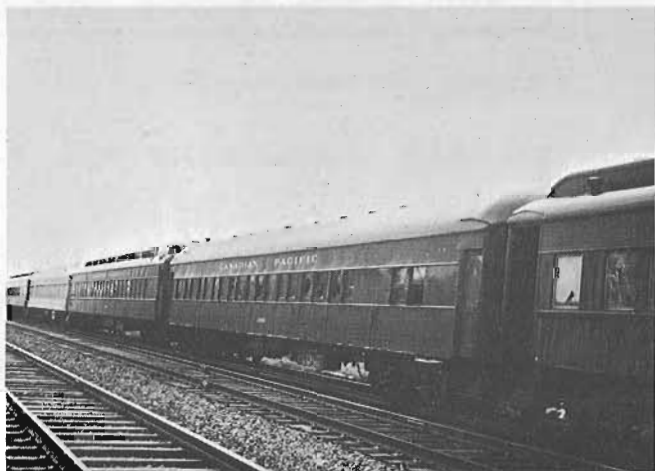
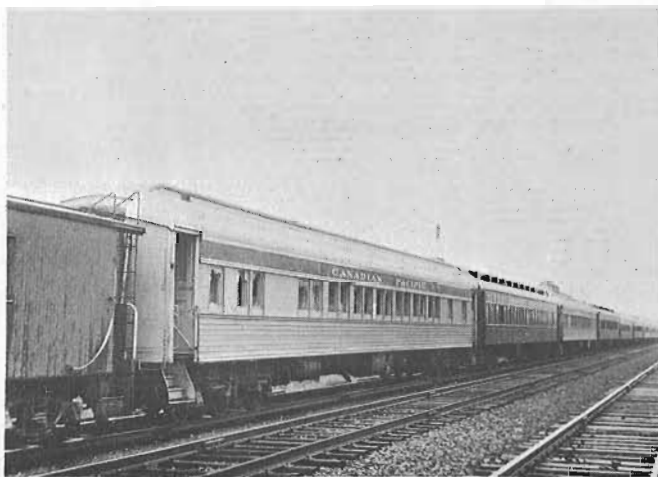
These cars were built in 1929.

Five cars went to Farnham in early June while the remaining 14, including the 9 "U" class cars went in a single train on Saturday, 22 June, and were all destroyed within the next 30 days.

With the scrapping of the "U" class cars and the "Vernon" both the "U" and "V" class cars are extinct. Of the arch-roof 1400-1424 series coaches, built in 1914, only 1404 and 1411 remain and these will probably be gone before the end of 1968. All 1300, 1400 and 1800-class coaches presently in Montreal commuter service, will be retired next June, when the new double-decker "gallery" cars are delivered.

An excellent account of the rebuilding of the "U" class cars appeared in the C.R.H.A. NEWS REPORT in 1955. Other passenger equipment has been disposed of in an interesting variety of ways. Some sleeping cars were converted to (of all things) container flat cars in 1967-68, as follows:

NIXON SCHREIBER SHAWANAGA SHERBROOKE SILVERTON SUMMERLAND
TALON TAYLOR TRIBUNE TUDOR ROBLINDALE RUBY CREEK



PHOTOS PAGE 244: A solid train of passenger equipment, with sleeper URBAN next to the van, waits in the siding at Delson Que., on the way to Farnham, Que., for scrapping 22 June, 1968.

LOWER PHOTO: CP car 1406, one of the last "round roofers" on its way to Farnham, Que., for scrapping 22 June 1968.

Both photos F.F.Angus.

As reported by Mr. Kemp in OBSERVATIONS, some passenger coaches were sold to the National Railways of Mexico. Here is a list of the units sent south:

In 1967:

2130	2131	2133	2134	2135	2137	2138	2139	2140	2141
2142	2145	2147	2148	2150	2151	2152	2153	2154	2155
2156	2157	2158	2159	2160	2162	2163	2164	2165	2166
2167	2168	2169	2170	2172	2174	2175	2176	2178	2204
2206	2207	2211	2212	2214	2223	2230	2232	2234	2285

In 1968:

2108	2109	2110	2111	2112	2113	2114	2115	2116	2117
2118	2119	2120	2121	2122	2123	2124	2125	2126	2127
2128	2136	2161	2171	2173	2177	2202	2208	2210	2215
2217	2220	2221	2224	2225	2229	2231			



Mr. Holly Lowry, Islington, Ont., points out that in the list of "Where To Find 'Em in 1968", the builder's date for C.P.R. no. 894 (4-6-0) at Doon Pioneer Village, Kitchener, Ont., was erroneously given as 1910. It should have been 1911, - January. Its serial was 1699, class D10g, cylinders 21x28" and drivers 63". This information comes in "DELORIMIER AND ANGUS" by O.S. Lavallee, published by the C.R.H.A. in 1960.

In the same list, the author identified the Canadian Railway Museum's Maritime Railway no. 5 as Pittsburgh & Lake Erie number 9150, later no. 78. This identification was made on the basis of information printed in the Upper Canada Railway Society's NEWSLETTER 53 in a report by Mr. R.F. Corley of Peterborough, Ont. The entry read as follows:

Ex-Faquier (const.), Cochrane, Ont., 1920
likely Faquier F-5, thus ex P&LE 9150, 78.

Mr. Corley advises the Editor that "likely" means "may be" and that the P&LE number of Maritime no. 5 has not been ascertained.

NUMBER 4076

RUNS AGAIN !

Our reader in Calgary, Alta., Mr. A.H. Coverdale, chronicles and photographs the most recent acquisition of Heritage Park, in this western Canadian city.

Built by Lima Locomotive Works, for the United States Army Transportation Corps, in 1944, she was later sold to Pacific Coast Terminals Company of Vancouver, B.C. As P.C.T. no. 4076, she moved cars around the Vancouver waterfront until this year. Prior to her reception at Heritage Park, she was thoroughly overhauled at CP RAIL'S Ogden Shops, and was renumbered and renamed Canadian Pacific no. 6269.

The inaugural run was made on 14 September, 1968. No. 6269 was first fueled, - she is an oil-burner, and air to vaporize the thick oil was provided by a track-side compressor. When the steam pressure was sufficient, no. 6269 was backed on to antique passenger coaches from the Morrissey, Fernie and Michel Railway, and the inaugural run was then made, which Mr. Coverdale recorded in writing and on film. Future locomotive historians should take note of the origin and present designation of this engine.





PHOTOS: Engine 6269, ex P.C.T. # 4076 hauls cars of the now defunct Morrissey, Fernie, and Michel Railway in Heritage Park, Calgary, Alta. On the first day of service there , Sept 14, 1968.



TROOP TRANSPORT ON CANADA'S FIRST RAILWAY

by

John Beswarick Thompson

Briefly mentioned in the 200th issue of CANADIAN RAIL in the article entitled "The Champlain & St. Lawrence Railroad: First Years of Operation," was the role of that railroad during the Rebellions of 1837-1838, in the then Province of Lower Canada. Recently, a Profit and Loss Account Book (1836 - 1845) of the Champlain & St. Lawrence was discovered and many new facts relating to the early operations of the railroad have thus come to light. Included in this old journal were details of operation during the years 1837-1838.

When in November, 1837, rebellion broke out in the villages along the Richelieu River, north of Chambly, Que., (not far from Montreal) the Railroad carried on business as usual. Indeed, during the critical month of November, 1837 alone, Mr. Jason C. Pierce, merchant, commission agent and shareholder in the Railroad of St. Johns, paid to the C. & St.L. over eight hundred pounds sterling for the carriage of goods which he shipped via that line. It is very likely that the small-arms sent from the military authorities in Montreal to equip the Shefford Volunteers of the Militia under the command of Colonel P.H. Knowlton were transported to St. Johns on the C. & St.L. However normal rail service was in no way disrupted by the violence of that November in other not too distant locations.

One link in the Railroad's transportation operation was none the less used for military purposes. The ferry boat, PRINCESS VICTORIA, normally running between Montreal and La Prairie, was "kept running to a much later period of the Season than usual, and solely for the use of the Government; the Company thereby compelled to Winter the Boat at the Cross (La Prairie), instead of as formerly at Sorel." The ice closed in before the trip to Sorel could be made. The charge by the Company for this inconvenience was one hundred pounds sterling.

The month of November one year later was not so uneventful. In that month of 1838 almost exactly one hundred and thirty years ago, the second rebellion broke out. This time the Parishes along the Richelieu River north of Chambly, firmly subdued in 1837 were quiet. This time the discontent was centered in the normally pastoral countryside through which the C. & St. L. passed. This



E. Decker

J. Carter

St. John's. - Richieu River.

time the Government was prepared to act quickly. Accordingly, the military authorities took "exclusive use of the Rail Road from 3rd to 15th November." On November 7th., Lord Grey, Commander of the 1st Regiment, stationed at Montreal, noted in his diary:

"We went by rail road to St. Johns."

During the thirteen days that the Railroad was exclusively used by the military, the British forces planned to attack the rebel concentration at Napierville, Que., some distance southwest of St. Johns. However, "bad weather and an accident on the rail road made some change (in the attack) and postponed operations one day," according to Lord Grey. By the time the attack was launched, the rebels had dispersed, many of them to neighbouring towns in the United States.

On the sixth of December 1848 the Railroad presented its statement to the Government:

Exclusive use of the Rail Road from 3rd to 15th Nov. 13 days at £100/day		£ 1300	
Repairs to engine		20	
Damage done to cars		20	
Cartage of wood for BRITANIA		20	11 3
Extra trip down of PRINCESS VICTORIA on Oct. 25		10	
Extra trip of Locomotive with Car on 19th Nov.		<u>10</u>	
		£ 1380	11 3
less freight carried	£ 229	1	0
Fr. Wing of 73 Reg't. arr. 2 Nov.	20	0	0
less for frt. not arrived there	<u>79</u>	<u>1</u>	<u>0</u>
	£ 170	0	0
TOTAL - - - - -		£ 1210	11 3

It should be noted that these twelve days were beyond the normal annual operating period. In its first years, the Railroad closed for the Winter about the first of November. The fee paid by the Government on behalf of the Military was thus additional, unexpected revenue for the line and probably explains the handsome balance sheet presented to the shareholders for the year 1838!

This event was - without doubt - the first movement of military personnel by railway in Canada. It is also possible that it was the first such military transport in history, inasmuch as this interval was one of tranquility in other countries of the world, which had common-carrier railways at that time.

THE GREAT TRANS - SIBERIAN EASTER EGG

S. S. WORTHEN

IN THIS YEAR of grace, most railway enthusiasts are very well aware of the lengths to which they and their fellow devotees will go, to beg, purchase, lease or otherwise acquire all sorts of articles relating to railways. These articles may include tickets, station signs, platform trucks, locomotive bells, locomotives, whistles, advertising displays, as well as all kinds of vehicles associated with the business of railways.

THIS CURIOUS BEHAVIOUR has not always been confined to common folk, but has often penetrated to the sublime estate of kings and princes. In fact, the first passenger-carrying railway is said to have been constructed at Marly-le-Roi, near Paris, for the divertissement of Roi Louis XV and the Royal Family of La Belle France. Indeed it was equipped with the first railway turntable. While engine driving and sometimes mere cab riding has been a favourite activity of royal persons in more modern times, the years between the World Wars produced many newspaper accounts and pictures, notably of King Carol of Rumania, driving one of those exceptionally ugly but tremendously efficient locomotives which were the pride of the Rumanian State Railways.

PROBABLY THE MOST unique contribution to railway memorabilia that was ever fabricated, first saw the light of day about Eastern Time of 1900. In the City of St. Petersburg, Russia, of that day, was the headquarters of the master jeweller, Peter Karl Fabergé. Born a Russian of French descent, this craftsman had an international company with offices in Moscow, London and Paris. His clientel was equally international, including King Edward VII of Great Britain, the King and Queen of Norway, the Kings of Denmark and Greece and Tsars Alexander III and Nicholas II of Russia.

AT THE PEAK of his career, Fabergé employed more than 500 jewellers, gold and silversmiths and apprentices. Among these was Mikhail Perikhin, of which more anon. Fabergé was essentially a designer and his lasting claim to fame rests on his extraordinary genius for design, and the quality of the "bijoux" which he produced. He had a truly remarkable imagination.

TSAR ALEXANDER III, one of the last of the great nineteenth century Russian monarchs, began the custom which was to establish Fabergé's genius beyond any doubt. To celebrate each Russian Easter, Tsar Alexander began the custom of presenting to his Tsarina, Marie, a beautiful jewelled "Easter Egg." After the death of his father, Tsar Nicholas II continued this custom. He used to order two eggs per year, - one for the Tsarina Alexandra, and one for the Queen Mother, Marie.



Великий Суровый
Железный Кубок
к
1986 году

ALTOGETHER, FIFTY-SIX Imperial Easter Eggs were produced. As is the lot of the true artist, each passing year made Fabergé's task more and more difficult, as he tried to surpass the glory of his most recent creation. So, it can be said that his pinnacle of success as far as the Imperial Easter Eggs were concerned, was achieved in the turn of the century year - 1900.

CASTING ABOUT FOR A theme for the 1900 Easter, Fabergé noted that when Tsar Nicholas II had been Tsarevich (Crown Prince), his father, Alexander III, had appointed him President of the recently-completed Western and Central Sections of the Trans-Siberian Railway. The Eastern Section to Vladivostok was not to be completed until 1902.

TAKING THE TRANS-SIBERIAN Railway as his theme, Fabergé designed a large oval egg-shaped urn, standing on one end. On its blue, green and yellow enamel surface, delicate silver inlay traced the route of the Trans-Siberian Railway across the vast expanse of Holy Russia. Happily mesmerized by the glory of this wonder, the observer could then lift the top of the silver-enamel egg, by touching the golden "double-eagle" decoration which surmounted it, thus revealing the "surprise" in the interior, which was characteristic of all of Fabergé's miraculous Easter Eggs.

INSIDE THE EGG folded in three sections, was a scale model one foot long and five-eighths of an inch wide, of the five cars and locomotive of the Trans-Siberian Express of that day. The locomotive headlight was fitted with gleaming ruby. The cars, which were made of gold, were engraved with signs and inscriptions which could be clearly seen under a magnifying glass. The windows of the cars were of thin pieces of crystal. The engine was of platinum, which contrasted nicely with the gold carriages. And there was one further wonder! By a few turns of a golden key in a hidden recess, the driving wheels of the platinum locomotive began to revolve, and since the wheels on the carriage trucks moved freely the whole marvellous train could actually be made to operate. One wonders what the composition of the rails and ties for such an incredible model railway would have been. A baggage car followed the ten-wheeler locomotive. Coupled to the baggage car was a golden passenger car, in which half the seats were reserved for ladies, another car for children and of course a car for smokers. More unusual was the last car of the train. This was a Church Car, whose roof was surmounted by the Russian Orthodox Cross and miniature golden chapel bells. The execution of this scintillating wonder was the work of master craftsman, Mikhail Perikhin.

IT IS PROBABLE that the late Lucius Beebe never knew about the Great Siberian Easter Egg of 1900. Had it come to his attention, he would never have written his essay, "What's the Matter with 1905?", - but would have promptly amended it to "What's the Matter with 1900?" And he would never have been content until the fate of this most remarkable object had been determined once and for all.

PHOTO OPPOSITE: The Great Siberian Easter Egg of 1900, presented to Tsarina Alexandra by Tsar Nicholas II in that year. It was designed by Peter Karl Fabergé, and created by Mikhail Perikhin. The inscription reads "Great Siberian Railway in 1900".



PHOTO ABOVE: The Egg and the Trans - Siberian Express of 1900. The model of the train folds in three sections of two vehicles, and fits in the interior of the egg. The map is just visible on the left hand side of the egg. The locomotive is of platinum, and the cars of gold. Both photographs in this article taken especially for CANADIAN RAIL in the Armoury, The Kremlin, Moscow by Filimonov. Photographs taken in 1968.

IN 1967, AUTHOR Robert K. Massie gave a very comprehensive description of the Great Siberian Eastern Egg of 1900 in his book "Nicholas and Alexandra," the story of the last Russian Tsar, his wife and his family. An inquiry of Mr. Massie revealed that the fabled Easter Egg was still preserved in the Armoury of the Kremlin in Moscow. A communication to Mr. Struan Matheson of the Novosti Press Agency, Ottawa, resulted in the pictures which are reproduced herewith, which were taken especially for this article by Photographer Filimonov of Moscow.

FABERGE SURVIVED the Revolution of 1917, but some of his art did not. He made his way out of the U.S.S.R. in 1918 and lived his last two years in Switzerland. However, his name and reputation were immortalized in his works of art - symbols of a now-vanished age. To the particular hobby to which we are devoted, this testimony is eternally portrayed in the Great Siberian Railway Easter Egg of 1900.

THE ELY CANNONBALL

G. E. (Earl) Holmes

ON JULY 3RD., 1960, THE DULUTH, MISSABE AND Iron Range Railway operated a Rail Fans Special from Two Harbors, Minn., U.S.A. The engineer for the run was the late G. E. (Earl) Holmes, who died suddenly in the locomotive cab, just as the train was leaving Two Harbors station. The late Mr. Holmes began his railroad service as a fireman on the Duluth and Iron Range Railway on October 2, 1920. The following poem, of which he was the author, was first published in the EMPLOYEES SAFETY MAGAZINE of the D. & I.R. in March, 1922. Mr. L. R. Roleff, referred to in the poem, was a machinist-apprentice. The poem is reproduced with the kind permission of Mrs. Mildred M. Holmes, of Two Harbors, Minn., U.S.A.

The night was wild and the snow was deep,
And snug in my bed I was fast asleep.
The call-boy came with a terrible knock
And yelled "Hey! Holmes, it's one o'clock
And you're ordered north on the 27,-
Coaches galore,- in fact, there's eleven !"

I crawled from my bed with a shiver and shake,
Crammed down some pieces of cold bacon and cake
And hit for the roundhouse,- half on the run,
For I knew the trip north wouldn't be any fun
And I wanted my fire in shape for the trip
So the hog-head couldn't dispense any lip.

For I didn't know who my mate would be
Till I heard old Roleff holler at me;
Then my heart was eased of a heavy load,
For he was the best man that ran on the road.
So I raked the fire and shook it down
And soon we were dragging the train out of town.

Roleff gave the whistle an awful scream
While I persuaded the old kettle to steam;
But she wouldn't steam and she wouldn't trot
And the Devil himself couldn't keep her hot.
Though I shovelled and sweat, it was small avail,-
My efforts to boost her along the rail.

I had thrown in coal 'till my back was sore
And still she grumbled and groaned for more.
While smashing the coal with a frenzied pick
An old, dead rooster rolled out on the deck!
He'd been lying in state in the tank of coal,-
His feathers more fine than his form was whole !

I grinned and said, "Cock-a-doodle-doo !"
And Roleff yelled, "Give her the rooster, too !"
I pitched the warbler into the fire,-
The way we do things on the D. & I.R. !
With her, roast chicken seemed to agree
For she not only ran,- but started to flee.

The pointer turned 'till it reached the spot
That indicates that they're good and hot;
The fire-door reddened at every seam
And the pop-valve hissed a continual stream.
We flew over the rails with the "Cannon Ball"
And had a fine run home, after all.

But Roleff and me,- we never agreed
As to why the old engine picked up speed
So sudden and fast,- it seemed quite queer.
Roleff claimed 'twas a brake shoe, gone out of gear.
But I still maintain from my very soul
'Twas the fat in the rooster that oiled the coal !

MR. HAUCK & THE "GASSER"

In a recent issue of CANADIAN RAIL, we printed a picture of an early 20th Century open touring car, equipped with railroad wheels, and sitting on the rails of the CPR in Vancouver, B.C. Information relating to this extraordinary vehicle was requested.

r. Cornelius W. Hauck, one of our staunch members from Cincinnati, Ohio, has been kind enough to unravel the details of this picture, and we are very glad to reproduce his letter herewith:

"Your mystery photo on page 175 is of the NAPIER LIMITED, - the date was Sept. 18, 1904, when the Gliddens arrived in Vancouver, over the CPR to complete a 3536-mile transcontinental auto trip from Boston, Mass. Glidden was a wealthy Boston industrialist, who was an early champion of the automobile. The 1904 Transcontinental Trip was an effort to prove that an automobile was a practical and convenient vehicle for such a journey. Roads of that time (1904) varied from horrible to non-existent however so Mr. Glidden had his expensive 1904 Napier touring car equipped

with flanged wheels and made the trip by rail. The car was the first (automobile) to cross the Canadian Rockies (hardly a surprise). A CPR conductor rode along with the party and the car (train ... Ed.) was dispatched from station to station as the "Napier Motor Car Limited," - mildly emulating the CPR's crack "Imperial Limited" of that time. At the same time, the American Automobile Association began promoting an annual long-distance automobile tour over roads within the U.S.A., and Mr. Glidden presented a trophy to the winner. Subsequently, these annual motor tours became known as "Glidden Tours." More recently, they have been revived by antique auto hobbyists and are still being run by two national antique auto clubs as "revival" Glidden Tours. By the way, a Napier Car in those days cost about \$7,000 real money, that is, - no 19 cent dollars!"

This interesting motor trip could hardly be allowed to pass without speculating (in 1968) about the 1904 route. Naturally there would be a lovely trip through the Berkshires of western Massachusetts, followed by a delicious sojourn through the Mohawk Valley or its Erie (Delaware River) equivalent. Leaving Chicago, the \$OO Line through Wisconsin and Minnesota to the Canadian boundary and Winnipeg. But the "piece de resistance" would certainly be the Kicking Horse and Rogers, - the Kicking Horse with the yet unreconstructed Big Hill and switchbacks at Field, B.C., and Rogers Pass via the open line, snowsheds and the Big Loop at Glacier. What magnificent and thrilling scenery Mr. Glidden's party were privileged to enjoy! And what a pity someone didn't film the whole darned trip - even if it was only in black-and-white!

In closing, Mr. Hauck notes that he is working on a history of the "Galt" narrow-gauge system in southern Alberta, - the Alberta Railway and Coal Company, - its affiliate, the Great Falls & Canada and the Northwest Coal & Navigation. Anyone having information on these lines, is urged to contact Mr. Hauck at 8400 Summerhouse Road, Cincinnati, O., 45243, U.S.A.

FROM OUR READERS

Mr. Frank Binns, our Senior member from Sackville, N.B., calls attention to the fact that odd information about Canadian railways occurs in the most unexpected places: "The Memoirs of James Ralph Muchmor, one-time Moderator of the United Church of Canada, compares the rights-of-way of the Canadian Northern Railway and the National Transcontinental, west of Cochrane, Ont. The Government road required a railway tie to be two inches wider face - two more ties to the rail and a wider shoulder than on the Mackenzie and Mann Road. In the Sudbury, Ont. Public Library, there is a privately-printed book by a woman author, describing the construction of the Canadian Pacific, from the rail-head of the former Canada Central Railway to Sudbury. Her husband was a doctor with the construction gang. Another woman author who travelled by steamboat on the Columbia River in British Columbia,

described the rolling stock of the first through passenger train from Montreal to Port Moody, B.C. Her description agrees in every particular with the account given in a past issue of CANADIAN RAIL. When I retired from teaching in 1951, I had become fascinated by the story of the Canadian Northern Railway, and I began the compilation of a bibliography. Now, at 82 years of age, I have had to put this project aside. If I were free to do so, I would join with the group for the March 2nd trip to Newport and Sherebrooke. However, I notice that the "Ocean Limited" does not arrive in time to connect."

"the DM" DELAWARE & HUDSON *"the DM"*

On Monday evening, May 29, 1967, the Delaware & Hudson's south-bound "Montreal Limited" consisted of a near-record twenty-two cars. The occasion was the final evening of the Memorial Day week-end in the U.S.A., and the probably derivative volume of travel to EXPO '67. The consist was:

D. & H.	Eng. 4023	ALCO RS-2 1500 h.p.
	4009	(same)
	4022	(same)
D. & H.	Baggage 443	65 ft. steel baggage
A.T. & S.F.	Regal Lark	85' 2 DB, 4 Comp. 4B
A.T. & S.F.	Regal Ruby	(same)
A.T. & S.F.	Regal Gorge	(same)
A.T. & S.F.	Regal Crown	(same)
A.T. & S.F.	Regal Dome	(same)
U.P.R.R.	Pacific Bend	85' 6B 10 Roomettes
U.P.R.R.	Pacific View	(same)
U.P.R.R.	Pacific Cruiser	(same)
U.P.R.R.	Pacific Bay	(same)
U.P.R.R.	Pacific Ridge	(same)
N.Y.C. R.R.	Cherry Valley 10132	85' 6 DB 10 Roomettes
N.Y.C. R.R.	Port of Albany 10502	(same)
N.Y.C. R.R.	Port of Lewiston 10504	(same)
N.Y.C. R.R.	Ausable River 10192	85' 6 DB 10 Roomettes
D. & H.	204 Coach	76 seat steel coach
D. & H.	205 Coach	76 seat steel coach
N.Y.C. R.R.	3058 Coach	64 seat steel coach
N.Y.C. R.R.	2624 Coach	56 seat steel coach
N.Y.C. R.R.	2615 Coach	(same)
N.Y.C. R.R.	2633 Coach	(same)
N.Y.C. R.R.	2607 Coach	(same)

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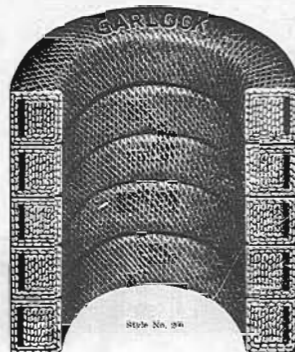
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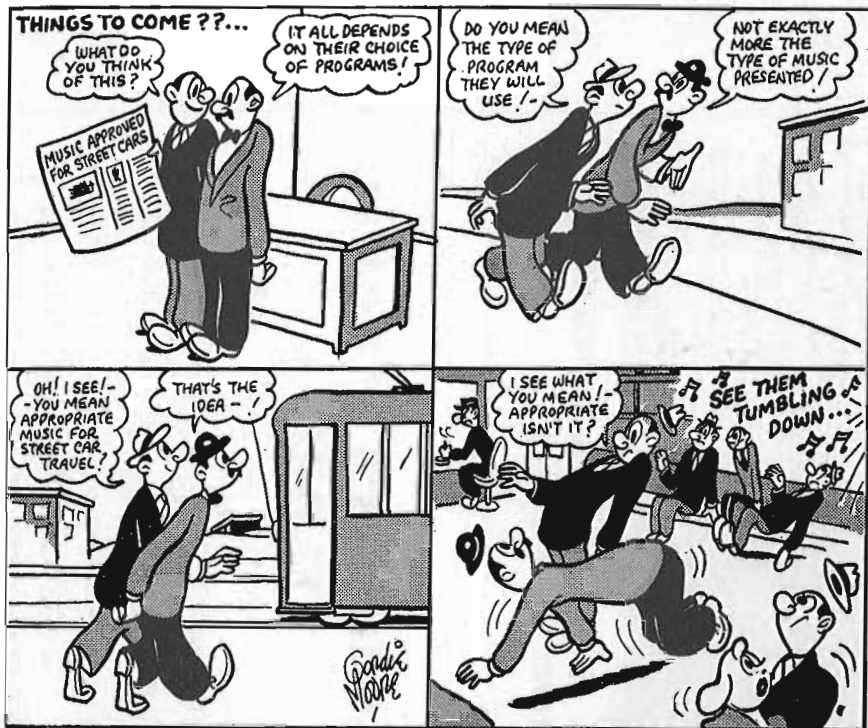
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