

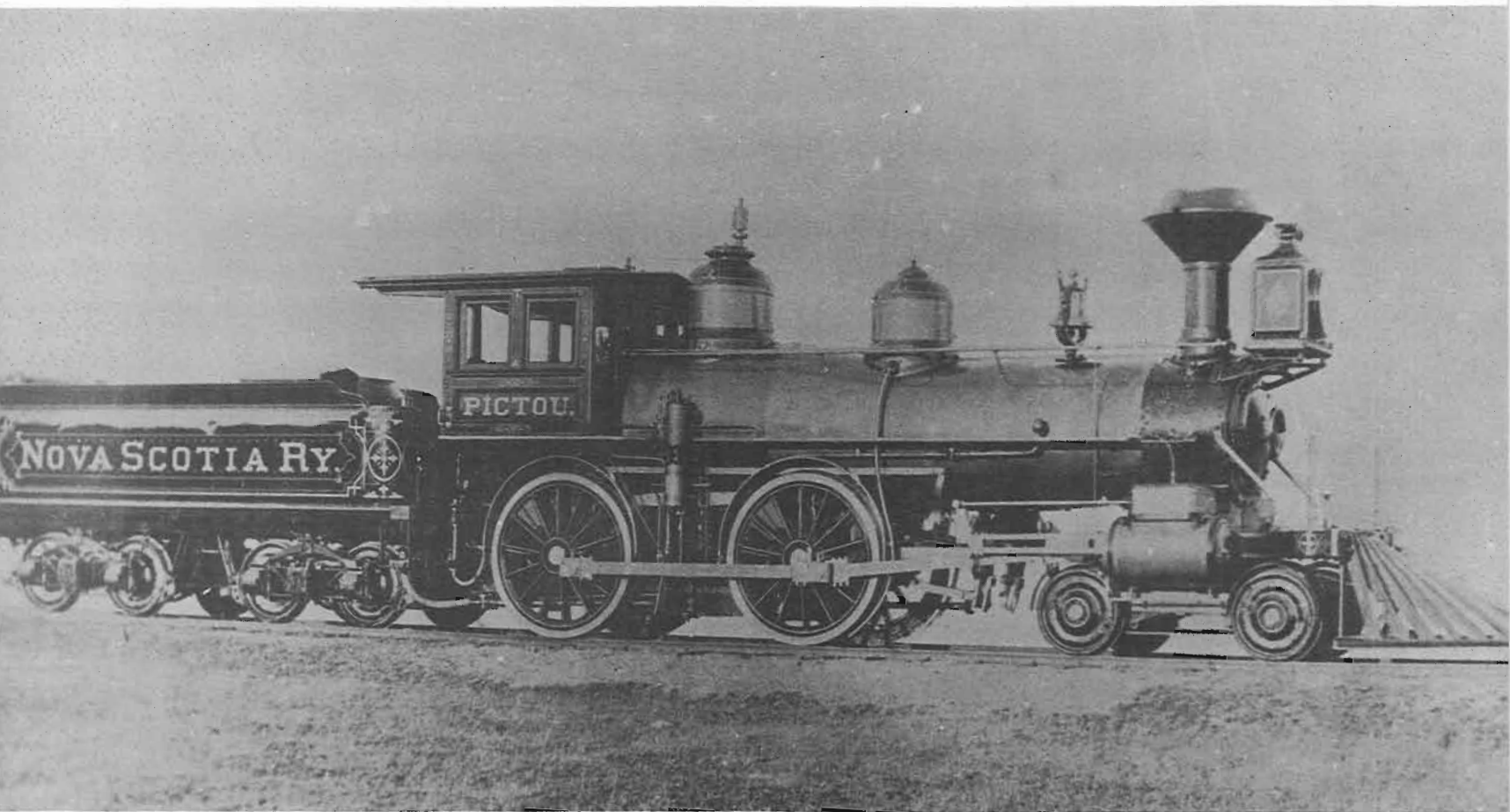
Canadian Rail



NO 205

DECEMBER 1968





"PICTOU BRANCH"

Mr. R. C. Tibbetts

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HE THIRTY SIXTH ANNUAL BANQUET OF the Association was held on March 15th., 1968. The Guest Speaker was Mr. R. C. Tibbetts, Manager, Tibbetts Paints, Ltd. and Association member from Trenton, Nova Scotia. Mr. Tibbetts gave a very interesting paper on the construction of the Pictou Branch of the Nova Scotia Railway in 1866-67, which we are privileged to reproduce herewith.

PREAMBLE.

RAILWAY CONSTRUCTION IN NOVA SCOTIA was not very rapid in the pre - Confederation days in the Maritimes, nor was it without incident. As early as 1836, there were stirrings and mutterings, and these rumblings continued for fifteen years, to the time when in 1851, Francis Hincks eschewed government ownership of main-line railways. This decision did little to improve Mr. Joseph Howe's temper! Lately an enthusiastic proponent of responsible government, his 1851 enthusiasm was for railways, - be they public (government) or private. This enthusiasm was engendered as early as 1848, when Premier Howe and his solicitor-general fathered a resolution in the House of Assembly, to construct a railway from Halifax, the Provincial capital, to Windsor, and the Government was in the railroad business. The spring of 1850 resounded to the enthusiasm of the legislators as they pledged the government to underwrite half the cost of the line. Next was a new project, which was no less enthusiastically promoted. This was to run sixty one miles from Halifax north westward to Truro, and the first sod was turned at Richmond, near Halifax, on June 13, 1854. This line was destined to form the first portion of the Incomparable Intercolonial, - 560 miles of marvellous railway, joining Halifax, in the Province of Nova Scotia with Riviere du Loup, on the eastern extremity of "Upper Canada".

THE HALIFAX-TRURO LINE WAS COMPLETED on December 15, 1858. Although Truro was at the head of Cobequid Bay, which was part of the Bay of Fundy (and thereby of the Atlantic Ocean), it became apparent that an outlet to Northumberland Strait and the St. Lawrence River was very desirable. Hence, there must be a line from the "main line" to some point to the east. The estuary of the West River provided admirable harbour facilities, and there were evidences of coal measures along the proposed route. Thereupon, it was decided to construct this line, and it is from this point of decision that Mr. Tibbett's article takes its start.

THE BUILDING OF THE EARLY RAILWAYS of Nova Scotia, as was the case with any other public service that was there built, began a political battle that lasted for years and years! In fact, the two proposals which caused the greatest political controversy that

continued to lead to battles in the House of Assembly were first, the Eastern Extension - that 80 miles of single track railway running between New Glasgow in Pictou County and Mulgrave, on the Strait of Canso (which fight lasted for 33 years before it was settled) and second, Confederation itself, which dispute started long before 1867, and has not been settled yet!

FROM THE TIME THAT THE NOVA SCOTIA Railway reached Windsor in one direction and Truro in the other, every session of the House of Assembly at Halifax echoed to firey verbal battles over why the road was not extended to Victoria Beach, to give a water connection with New Brunswick and the United States, and to Pictou, to establish steamship connections with Montreal and central Canada. By 1864, Sir Charles Tupper's ministry was convinced that the only practical solution was to extend the Truro line to Pictou as a government project, while aiding a commercial company to build down the valley from Windsor to Annapolis. This decision once taken, Sir Charles Tupper moved fast. On March 14, 1864, House of Assembly resolutions authorized the " Pictou Branch ".

WITHIN THE MONTH, THE RISING YOUNG SCOT, Sandford Fleming, fresh from successes in railroad building in "Upper Canada", had been appointed chief engineer of the Nova Scotia Railroad and instructed to make the necessary surveys for its construction. He recommended the Riverdale, West River, Landsburgh, Summit, Glengarry, Lorne - Stellarton route, from Truro to Walmsley or Fisher's Grant (now called Pictou Landing) on the west side of the West River estuary, and estimated the cost at \$2,314,500. Excited beyond reason by lurid tales of huge construction profits reaped by contractors on United States and Upper Canadian railway construction, every local contractor who could scrape up the amount of the deposit, put in a bid. It is reported that every third man in the County of Pictou aspired to the dignity of being a railway contractor and was ambitious to build five or six miles of railroad for the Province, although in many instances, he knew about as much about the best way of doing the work as we know about travel through time!

THERE WERE FARMERS WHO HAD SOME MEANS, but very little practical knowledge; there were adventurers who had neither means or knowledge; and there were merchants and shopkeepers who had money and no experience and a few who had experience and no money! There were also a number who knew something of their business and who had some capital and character which they were anxious to lay out to good account. The scramble was thus a somewhat desperate and confused one, and as those who really knew something of a contractor's work were in mortal fear, lest the adventurers should underbid them. They, in most cases, put in bids ridiculously low, trusting to contingencies, extras and good luck. One month after the tenders were filed, Section I was awarded to the lowest of twenty - one bidders, - a James A. Fraser of New Glasgow, and the other sections followed immediately. Work began on November 30th., 1864, with the breaking of ground at Fisher's Grant.

THREE LOCOMOTIVES WERE ASSIGNED by the Nova Scotia Railroad to the job and the Richmond Shops of Nova Scotia Railroad began building \$98,000 worth of rolling stock, turning out 12 flat cars for immediate construction purposes. The Richmond Shops built switches and frogs, also two second - class cars (forty - one feet long, of sixty passenger capacity), six box cars and a total of for-

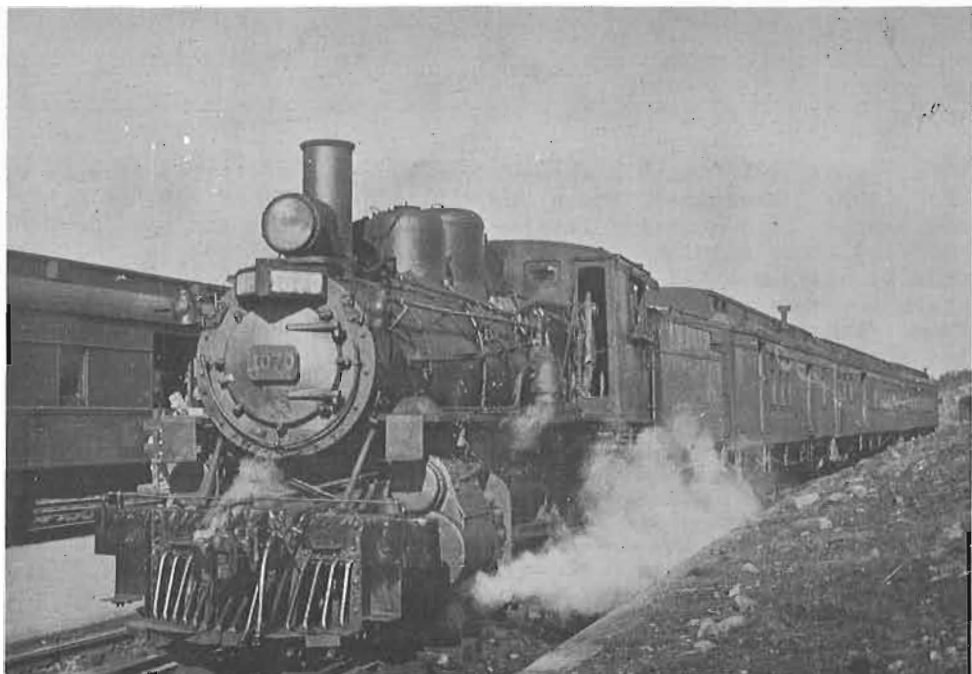


PHOTO ABOVE: C.N.R. 1070 standing in the ferry terminal at Point Tupper, N.S., with the Iverness train, in July, 1938.

Photo courtesy Al Paterson.

ty - one flats. They also had to construct two first class cars, six box cars, six cattle cars and four horse cars, which were to be ready for the official opening in 1867.

MOST OF THE CONTRACTORS WERE VERY poorly financed and most had no engineering experience, so that they quickly fell behind schedule. On October 25, 1865, Mr. Fleming notified the Government that work was so far behind that unless something were done quickly, it would be at least 1868 before the railroad could be finished. Tupper immediately called conferences and meetings in private, and it was decided to have Fleming take over the contracts himself and build the road. Mr. Fleming resigned from the Nova Scotia Railroad and his deputy, Alex McNab was appointed Chief Engineer. Fleming then tendered for the whole road at \$2,116,500 and on January 10th, Fleming and the Province of Nova Scotia signed the contract. All this had taken place with complete secrecy and it was not until three weeks later when Fleming cancelled all contracts and paid off the contractors that it was discovered in Pictou and simultaneously announced in Halifax.

THERE WAS ALREADY A GOOD DEAL of newspaper criticism of the Pictou road; and to the keen partisan mind, honed to razor edge suspicion the unnatural official speed with which this contract had gone through had all the earmarks of a put - up job. But when it was noted that the amount named by Fleming was \$198,000 less than his own former estimate as Chief Engineer, the partisan press went berserk and raged and ranted with unrestrained fury. The "Lamentations of Jeremiah" were nothing compared to the shrieks and wails that rose from Pictou County, where the opposition press took the local contractors to its bosom and trained its heaviest castigating artillery upon Fleming and the Provincial Government.

SO INTENSE WAS THE FEELING among all classes in the County, that it cut straight across the usual rock - ribbed Pictou

party lines. The "Grit" newspaper was soon joined in its crusade by the "Tory" newspaper. These two virile journals of opinion outdid one another in denouncing Fleming, his associates and the Government and their opinions were picked up and embellished and improved upon by newspaper all over the Province, particularly in Halifax, where a number of influential newspaper men who originally hailed from Pictou County, imagined that they had an unusual insight into the whole situation.

EACH SUCCEEDING BLAST MORE VEMENENTLY accused the Government of being underhanded and treacherous and called upon local MP's to vote against it or resign their seats. The "Eastern Chronicle" eventually realized that it was stretching the libel law a little too far even for those days of free - wheeling editorial comment, for it proceeded to hedge slightly, in this fashion: " We do not positively say that such a catastrophe will happen, but really, if Mr. Fleming and his confere, Mr. McNab, choose to give such a startling performance, what is to hinder them? Oh! Is it not high time that Nova Scotians should arouse themselves and shake off the deadly thing in the shape of the present government which is preying upon the vitals of our country? "

MR. FLEMING WHO PAID LITTLE ATTENTION to this general newspaper barrage, divided the 50 miles between Truro and Fisher's Grant into 10 sections and placed a civil engineer and two assistants in charge of each. He hired three large locomotives and two small ones from the Nova Scotia Railroad and quietly imported what proved to be his secret weapon in this political guerilla warfare. His critics were taken entirely by surprise when he announced the first complete section of railroad; New Glasgow to Fisher's Grant, to be opened by running a train on September 29, 1866. This threw the newspaper into a fresh tizzy; but it was E. M. McDonald, who produced the most devastating comment: "We can assure all concerned that there is an independent authority watching the whole process of railway botheration very closely, and the result of its supervision will be made known at the polls at the general election, now perhaps not far distant. " It might have been only wishful partisan thinking or a lucky shot in the dark, but Mr. McDonald hit the bulls-eye, dead center.

IT IS STILL A MYSTERY HOW THE locomotive that was to haul the first Pictou Branch train between New Glasgow and Fisher's Grant reached this isolated section of the road, - forty-four miles from the end of the main steel at Truro. Presumably, it was brought around by way of the sea and put ashore at New Glasgow, but nobody knows for sure. At any rate, its presence inspired the local journals to near libel, and Simon Holmes in the Colonial Standard poured scorn on the proceedings in a report entitled " A Ride On A Rail ".

I WILL NOW QUOTE FROM THIS ARTICLE, the description of this first trip: "The ridiculous farce (for the thing is clearly undeserving of any other title) of opening the railroad from New Glasgow to Fisher's Grant's was pretended to be enacted on the line last Saturday. It had been whispered about for the past few days that notwithstanding all that was said to the contrary, Mr. Fleming would have the line ready according to contract. Those who knew the real state of the work were aware of the utter folly of attempting such a thing. Sensible and reflecting men refused to believe that so preposterous a piece of folly could be entertained, much less enac-

ted. They knew that the road was not even graded between these two points, and they could scarcely believe that any persons could so far presume on the simplicity and innocence of the community as to make a show of opening the line on Saturday, -- and yet the thing was done."

THERE WAS MR. LONGLEY, THE RAILWAY Commissioner, mounted in full blast on the laboring and straining engine which attempted to scramble along the rugged paths leading to the Grant, and there was Mr. McNab the Railway engineer, and the real Chief, Fleming, and a host of other wondering spectators who assembled to witness the great triumph of opening a little railroad of 8 miles. The affair was so ridiculous that a number of ladies and gentlemen from Pictou crossed in the sailing ferryboats to meet the engine at 4 o'clock p. m., the time announced. On arriving at the ground they observed men and horses galloping up and down the line with trollies, for sleepers and rails and others engaged in throwing them on the road bed and spiking them together.

IT APPEARS THAT AN ATTEMPT was made at the time named to run an engine with some flat cars to the Grant, but a gap was encountered about a mile and a half from the goal, and the engine with the distinguished party aboard returned to New Glasgow. At a later hour the attempt was repeated, and the engine came down as far as the Grant, with Mr. Longley, McNab, Fleming, and a few others brave enough to risk their lives, continuing on board the trollies, and this the farce was over.

AS A MATTER OF FACT, AFTER this first run was demonstrated no attempt was made to operate the New Glasgow-Pictou Landing section.

MEANWHILE, MR. FLEMING PROCEEDED with his main program. He settled with all the old contractors, built comfortable shanties and boarding houses for construction workers, opened new quarries and hired sufficient teams to get out stone, erected a telegraph line to maintain touch between his headquarters and construction crews along the Line. He hired every available mason in the territory, and roofed over the principal structures so that they could work all winter, instead of seasonally. He adopted a system, then new in this country, of carrying on tracklaying and ballasting simultaneously with other work, substituted tunnels for bridges and culverts wherever possible, and built temporary wooden trestles to carry trains until the stone work could be completed.

HE IMPORTED FROM THE STATES two "Great American Steam Excavators", as the pioneer steam shovels were grandly called, and ran them day and night except Sundays. They made short work of the Big Fill between Glengarry and Lorne, which otherwise would have required an expensive iron bridge. The most difficult bridge of all was over the East River between Stellarton and New Glasgow which called for four 70-foot spans. Even today, although this bridge has now been replaced with steel girders, it is still called the "Iron Bridge". Foundation work was a problem with this bridge and it required five steam pumps going day and night to keep the coffer dams dry enough for the masons to work.

TRACKLAYING CREWS WERE PUSHING steadily north from Truro, and on the last day of the year, December 31, 1866, the road

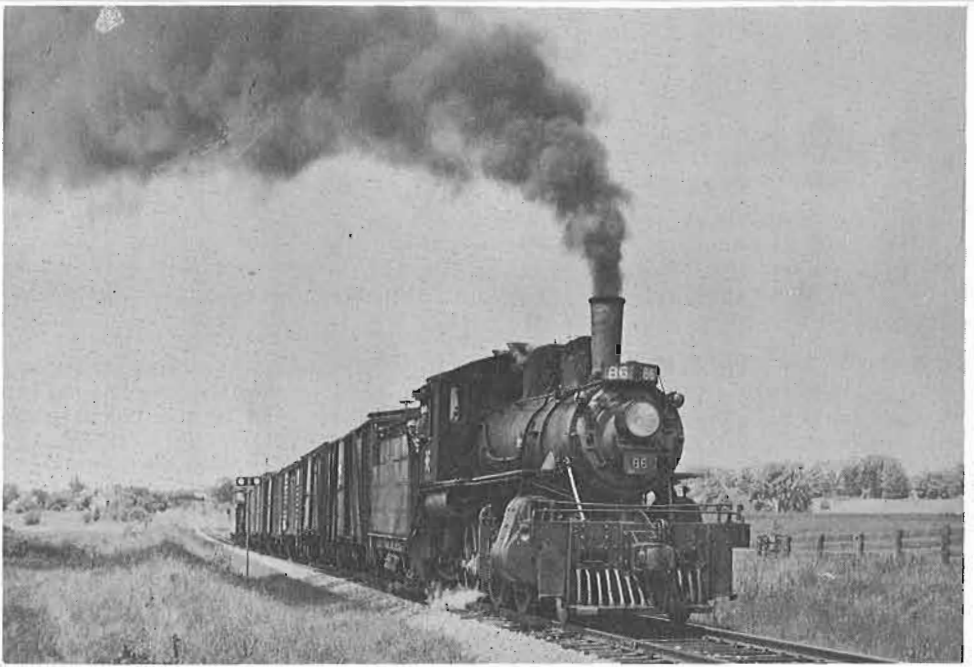


PHOTO ABOVE: The Qwen Sound Way Freight, at Chesley, Ont., pulled by C.N.R. No. 86, on July 24, 1957.

Photo courtesy Al Paterson.

formally opened between Truro, and West River -- 20.5 miles. This section had been in operation less than a month when it was abruptly closed down by a heavy snow blockade that lasted several days and required all the snow fighting resources of the Nova Scotia Railroad to get it going again. The unusually severe winter was interfering seriously with all forms of construction work; and with a bare five months to go, Fleming, fighting to complete the Pictou Railroad, settled down to a grim battle.

YET STILL THE TRACK GANGS crept slowly northeast:

Mile	0.	Truro (head of Cobequid Bay - arm of Bay of Fundy)
	8.5	Union
	12.5	Riversdale
	20.5	West River
	28.25	Glengary
	34.75	Hopewell
	40.25	Stellarton
	42.75	New Glasgow
	50.25	Fisher Grant
	51.25	Pictou Landing

THE SMALL LOCOMOTIVES OF 1867 had limited tender capacity and required frequent refuelling and watering, especially in winter, so that between Truro and Pictou Landing there were four stations that had wood yards and water tanks. Pictou came within an "ace" of having the first railroad car - ferry in Canada to avoid breaking bulk freight at Pictou Landing. The idea was given long consideration but finally abandoned because of winter ice conditions. All stations on the Pictou Branch had a 30" x 60" wooden passenger and freight depots with stone foundations, except New Glasgow, which had a larger all-stone construction. Pictou Landing had a six - locomotive cruciform stone engine house, so arranged that it

could be enlarged to accommodate 12 engines, if required. Because of the exposed location, the turntable was placed inside the shed for protection from the weather. Each station on the line had a 800-foot passing track except New Glasgow which had 1,000 feet and Pictou Landing which had two sidings of a thousand feet each.

SANDFORD FLEMING LOVED civil engineering work and he made a thorough job of it. To show just what could be done under difficult circumstances with limited funds, he spent \$40,000 on the stations and another \$30,000 on the "Mayflower" which he had built in England, to be used as a ferry for freight at Pictou Landing. He used his pioneer steam shovel to put 4,000 instead of the stipulated 3,000 cubic yards of gravel on every mile of track. He kept within his contract price and still built one mile and 1,200 feet more main line than the specifications called for. He was the only contractor ever known to have given more than he was supposed to have given.

THERE WERE TWO GREAT INNOVATIONS on the Pictou Branch. One was the adoption of the then revolutionary sheath rail joint in which abutting flat ends of rails were connected by a close form - fitting steel sheath, into which they were driven and the whole joint then spiked solidly to the sleepers thus doing away with the clumsy old cast iron chairs and their wooden wedges which had proved so costly and unsatisfactory on the NSR main line since 1855. The rails were also of steel and the Nova Scotia Railroad tried 300 tons of these rails and never went back to iron. The other new feature was provision of the first eight-wheel, double-truck, coal cars, to handle the expected heavy trade from Stellarton.

AFTER THE EMBANKMENTS HAD TIME to settle, the cuts had been cleaned and the ballast trimmed, passenger trains were run over it in tests at fifty miles an hour more smoothly than had ever been possible on the main line. However, the ordinary operating speed was about 25 miles an hour.

THE LONG DRAG ON THE PICTOU BRANCH with its political bushwhacking and newspaper guerrilla fighting was over at last and right on the dot of May 31, 1867, as Sandford Fleming had predicted and promised, the road was officially opened through from Truro to Pictou Landing. At twenty minutes to 8 a.m., a company of 400 - 500 gentlemen invited by Sandford Fleming, among whom was His Excellency, the Lieutenant-Governor, and the Archbishop of Halifax, left Halifax (Richmond) station in a train numbering eight cars. At Truro they were met by a large number of people, and to honor the occasion, the "Rothsay Blues" were paraded. At about 11 o'clock the train started for Fisher's Grant, and at the Big Culvert at Lairg, it was met by a locomotive and car from the other end of the line with a few gentlemen from Pictou and New Glasgow. At this place a luncheon was prepared; and to protect the guests from the "Scotch Mist" which fell all day, the feast was spread inside the culvert, - the bottom of which was bridged over with a floor of timber and planks for the occasion. It is hard to understand how so many people could get under one culvert, so it is obvious that most of them were as wet outside as they were no doubt inside.

AFTER ABOUT HALF AN HOUR DELAY, the united trains proceeded eastward, stopped a few minutes at Stellarton where a salute was fired, and a few minutes at New Glasgow where nothing hap-

pened and arrived at Fisher's Grant terminus about 4 o'clock p. m. A banquet was served in the station building on the estuary wharf and after many toasts and speeches the train started back at 6 p.m. and stopped only at New Glasgow and Riversdale for refreshments and again at Truro to leave the guests for that place and arrived at Richmond Station at 1:30 in the morning.

AVARD LONGLEY, CHIEF COMMISSIONER of Railways, never lost faith in the branch and publicly lamented that he had not doubled - tracked it to handle the expected heavy Pictou coal traffic. He declared that on the whole it was equal to any line on the continent of America, and that Mr. Fleming is entitled to highest praise for the vigor, ability and integrity displayed. Leading British and U. S. engineers who came to have a look at it, said much the same thing.

THE ROAD BEING FINISHED, it would have been thought that it would be the end of controversy, but this was not to be. It is to be emphasized that the attacks on Fleming did not stem to any extent from personal hostility to himself or to railways as such. There were, of course, a few old hardshells who really believed that the coming of steam heralded the breakdown of civilization, but most criticism was based strictly on politics and partisan sentiments.

THE CHIEF PREOCCUPATION OF MOST parties and politicians at that time was Confederation. It is almost impossible for a modern Canadian, unless steeped in the literature and lore of Nova Scotia in the 1867 period, to have any idea of the intensity of the animosities that were created when the Legislature voted the Province into union, against the wishes of a majority of the people. Many, who at the start had not been particularly adverse to union as such, were turned into raging partisans by the methods which brought it about. The Pictou Branch was a pet project of Tupper's Confederates, -- hence to be criticized, fought and libelled by every loyal "Anti" in the land. Political friends and allies of a lifetime parted company on the Confederation issue. Homes and families were broken up. Brother turned against brother. It was almost as bitter as actual civil war, -- an alternative that was in fact advocated by more than one popular agitator of the day.

MANY OF THE PARTICIPANTS NEVER forgot or forgave. Forty-six years later, two venerable Nova Scotian senators, who had been leaders in 1867, meeting by chance on the steps of the parliament buildings at Ottawa, had to be forcibly restrained, while one denounced the other as a "toothless old viper" and other endearing terms. "(Let not friend, Donald MacInnis, one of our present sitting Cape Breton members, imagine that he is the first belligerent Cape Bretoner to challenge the opposition to put up its dukes -- not by a long shot!!)"

THE FEELING WAS SO EVIDENT in Pictou County, that after the grand opening of the Branch Railroad, the utter dearth of anything resembling enthusiasm among the population of Pictou County could not fail to be noticed by every person on the train. Not a cheer greeted the arrival at New Glasgow. Even at Fisher's Grant, only 6 or 7 gentlemen of any position of influence were present, -- -- most of them only out of courtesy to Mr. Fleming. This feeling carried over to the succeeding election; and when the votes were counted, Pictou County had contributed to the expulsion of the Tupper Government from Nova Scotia.



CANADIAN NATIONAL RAILWAYS station at Truro, N.S., - a most monumental pile, as it looked in May, 1949. CRHA EA Toohy Collection.

BECAUSE OF THE CRITICAL EXCITEMENT attending it, the building of the Pictou Branch came in Nova Scotia railroad folk lore second only to the building of the Intercolonial, for which, in fact, it served as an engineering curtain-raiser. Sandford Fleming experimented on the branch with various new equipment and the techniques he had devised soon proved of greatest importance in the arduous task of joining Nova Scotia and Upper Canada. Preliminary work on the 500-mile line from Truro to Riviere du Loup, began almost before the last spike had been driven on the Pictou railroad, although active construction did not get under way until 1869.

SOME OF THE OUTSTANDING ENGINEERING features that were used on the Pictou Branch set the pattern for many of the later Canadian railroads. The most outstanding of all was the use of steel rails, being the first such use in Canada. This of course will be disputed by our Upper Canadian friends. The second feature was the first iron bridge, since all bridges up to that time had been built of wood. With the dropping of hot ashes from the engines, the life of these wooden structures was not too long. The third item was the sheath or scabbard rail fastening which was developed and used here for the first time in Canada. The fourth item was the first steam shovels to be used in the construction of railroad in Canada. These had only been used up till that time during the building of the Welland Canal. The fifth item was the permanent drainage system provided for the road bed by cutting tunnels through solid rock and by building the road bed on higher ground. And the sixth item deserves significant mention. Sandford Fleming was the only contractor who gave more than the contract called for, such as the extra mile of track and the 4,000 instead of the 3,000 cubic yards of gravel ballast per mile. Moreover, the total cost was \$2,321,577 against a tender of \$2,116,500, -- 9.6 % more!

IT STARTED AN ENGINEERING TREND that was carried through to the ICR construction. For many decades, to say in a prospectus that any intended construction (including the CPR) was to be built to ICR standards, was the highest praise or promise that could be given. Incidentally, it is not generally known that the mighty CPR itself, for the first few years of its existence, was built and operated with second hand motive power and rolling stock from the ICR. These are the reason that the Pictou Branch initially set the

standards of railroad construction for the rest of Canada.

IT IS THEREFORE TRUE THAT although the Pictonians were very much against the methods of construction when the railroad was built, they had a great deal of which to be proud - and for which to be thankful.

The WINTER Timetables

EFFECTIVE OCTOBER 27, 1968....

Forster A. Kemp.

Usually, the change-of-time in the Fall of the year brings fewer changes to Canada's passenger trains than its Spring counterpart. However, there were some "rearrangements" in October, 1968, and here are a few of them.

The new time-table folders for the Autumn-Winter period are very eye-catching, but as is usual these days, they contain fewer and less convenient schedules for the travelling public. There are however, several fortunate exceptions to this "general" rule. The principal route which benefits from increased service is Canadian National's Montreal-Toronto line, where the long-awaited TURBOTRAINS are again listed under schedule Nos. 62, 63, 68 and 69, with effective dates "to be announced". It is to be hoped that prospective TURBO riders will not have to wait as long as they have already (since April, 1967 when schedules were first published). TURBOTRAINS 62 and 63 leave Montreal and Toronto at 1245 hours and make the run in the much-advertised time of three hours and fifty-nine minutes, but their evening counterparts - 68 and 69 make a stop at Dorval in suburban Montreal and are allowed 5 minutes for this formality. The Friday and Sunday RAPIDO-timed trains which formerly carried the above numbers, have been discontinued, as have Montreal-Belleville RAILINERS 649 and 650. Trains 50 and 51, LAKESHORE, again stop at Napanee, Gananoque and Prescott, to afford a connection to and from Montreal. They still have the same 5 hour 59 minute schedules. RAPIDO Trains 60 and 61 have reverted to their former 1100 hour departure times. The somewhat overpriced "Bistro" car service remains on Trains 64 and 65, but the short-lived "Executive Lounge" cars have disappeared. When the TURBOTRAINS finally go into operation, as we are assured they will SOON, there will be an unprecedented seven (7) (count 'em) trains a day making the Montreal-Toronto trip, via CN. For a greater number of daily trains, it is necessary to go back to the mid-1920's, when there were ten or eleven trains, operated by CP and CN, over four routes, timed in 7 hours 30 minutes to 11 hours even. The current seven hour 35 minute time of the CAVALIER is now the slowest on the run, but it is deliberately timed this way to allow its passengers to have a restful sleep between the two cities.

The Montreal-Quebec service provided by CN Trains 122-634 and 123-633 has been restored to daily frequency, as it used to be when it was a RAPIDO service. However, there is still only a snack bar for meal service. A new feature of this Montreal-Quebec service is the operation of through equipment from Quebec to Ottawa on Trains 21 and 33. This may be for the benefit of Federalists leaving the Provincial Capital, as there is no corresponding return service and not even a convenient connection, except between Trains 130 and 122 on Sunday, and between Trains 2 and 16 and 38-138 and 12, both of which require a ferry journey from the CN station at Levis, on the south shore of the St. Lawrence.

The matter of connections is also of importance at London, Ont., where CN passenger train paths, via Kitchener and via Brantford, cross and then diverge to Windsor-Detroit and Sarnia-Chicago. The use of TEMPO equipment on Trains 141, 142, 146, 147, 150 and 154 has resulted in a certain amount of rescheduling so that Trains 141 and 151, which formerly connected with each other, no longer do so. This thereby reduces the number of Kitchener-Windsor connections from three to two. There is only one convenient connection in the opposite direction. Toronto-Sarnia Trains 150-153 have been replaced by RAILINERS 649-650, an unfair and unequal exchange. Train 649 operates via Kitchener, but scuttles out of London three minutes before Train 647 arrives via Brantford. RAILINERS have also replaced all of the passenger trains in the Toronto-Hamilton-Niagara Falls service. Bayview Junction will NEVER be the same!

The only other extension of passenger train service involves the mixed trains serving the branch-line to Stall Lake, Manitoba, which has now been extended another 11.5 miles to Osborne Lake, necessitating a rearrangement of the mixed train service. The lay-over point on this run is now shown as Cranberry Portage, but it is not inconceivable that it might operate from The Pas. The train, No. 281, goes up the Lynn Lake line to Optic Lake, turns east to Osborne Lake, returns as No. 280 to Flin Flon spends 140 minutes in switching there and then runs as No. 279 to Cranberry Portage. Only the Dispatcher knows.....

The controversial proposed bus service on the Trans-Canada Highway in Newfoundland has not yet found its way into the public time-tables although sufficient space was left for its inclusion. Four highway stops have been included in the stationlist and remarkably enough, the "Caribou" and mixed Trains 203-204 are shown as before. The schedule of the St. John's-Argentia-Carbonear mixed train has again been rearranged. Train 207 now runs from St. John's to Argentia MWF returns to Whitbourne as No. 208 then lays overnight there and runs to St. John's next day as No. 232, with the usually included round-trip from Brigus Junction to Carbonear as Nos. 211-212.

All of the other changes in the New CN time-tables involve reductions in service, the main one being the removal of dining and sleeping car services from Trains 105-106 between Montreal and Winnipeg and their Toronto-Capreol connections, Nos. 107 and 108. These trains have also lost their names. It remains to be seen whether "they" (for that is how we must now call them) will follow the "Continental" into oblivion. The "Panorama," -

Trains 5 and 6 continues to operate as usual between Winnipeg and Vancouver. On the Jasper-Prince Rupert line, Trains 9 and 10 have reverted to their traditional winter schedule, after much experimentation in recent years. They run six days a week between Jasper and Prince George and three days a week between Prince George and Prince Rupert. The consist includes sleeping, dining and lounge cars.

Moncton-Charlottetown passengers are gradually being forced to ride busses by the continued downgrading of train service to the Island Province. Trains 115 and 116 have been replaced by mixed Trains 235 and 236 on an even slower schedule. Train 235 takes 8 hours and 25 minutes for the 126.5 miles of the journey. This is the last passenger train-ferry service in North America. Even with the "improved" bus service, passengers from Nova Scotia, intending for Prince Edward Island, must endure a two-hour wait at Amherst, Nova Scotia.

Most of the other changes in train service are accounted for by the continuing decimation of St. Lawrence Region local passenger services. This virulent disease has spread to the Lac St-Jean line, with a winter-time cut-back of Quebec-Chicoutimi local trains Nos. 176-177, from tri-weekly to twice-weekly operations. This will be effective from November 14th, 1968 to April 9th, 1968. On the Quebec-Richmond line, Trains 627, 628 and 630 were reduced to twice-weekly operation and 629 to tri-weekly. There is no service on Tuesdays, Wednesdays and Thursdays. The Montreal-Grenville service has been pruned to two runs weekly in one direction and one in the other! The Montreal-Montreal North suburban service finally terminated November 8th, 1968, after a delay caused by a strike of Montreal bus and METRO employees, in September, 1967. This strike resulted in a transitory return of patronage to the electrified line which was subsequently recovered to the less-costly services of the Montreal Transportation Commission. The originally-planned date for suspension of the service had been September 29th, 1967. Ironically this line was once envisioned as part of Montreal's rapid transit system.

CP RAIL, the new name for Canadian Pacific Railway, has a new symbol - the "MULTIMARK" and has adopted the 24-hour clock. However, its bright passenger folders contain very few changes. The four services which it wished to dispense with have continued in operation. These were the Toronto-Hamilton-Buffalo service, described elsewhere; the Sudbury-Sault Ste. Marie DAYLINER; the Toronto-Windsor twice-each-way-daily DAYLINER, and the Victoria-Courtenay (Vancouver Island) daily-except-Sunday DAYLINER. Contrary to information published elsewhere, these services were declared to be a "passenger train service" by the Railway Transport Committee and were therefore ordered to be maintained.

COVER

OUR COVER THIS MONTH is a fireman's-eye view of CN Train 101, Newfoundland Area, Atlantic Region, as it loops up the reverse curves, towards Summit and Gaff Topsails, in the high country. Thirteen cars in the consist, -including the heater car and the crew's sleeper-observation car (in the old CN colour scheme) bringing up the rear.

Photo S.S. Worthen.

RAILWAY

JUNCTIONS IN THE

WINNIPEG AREA

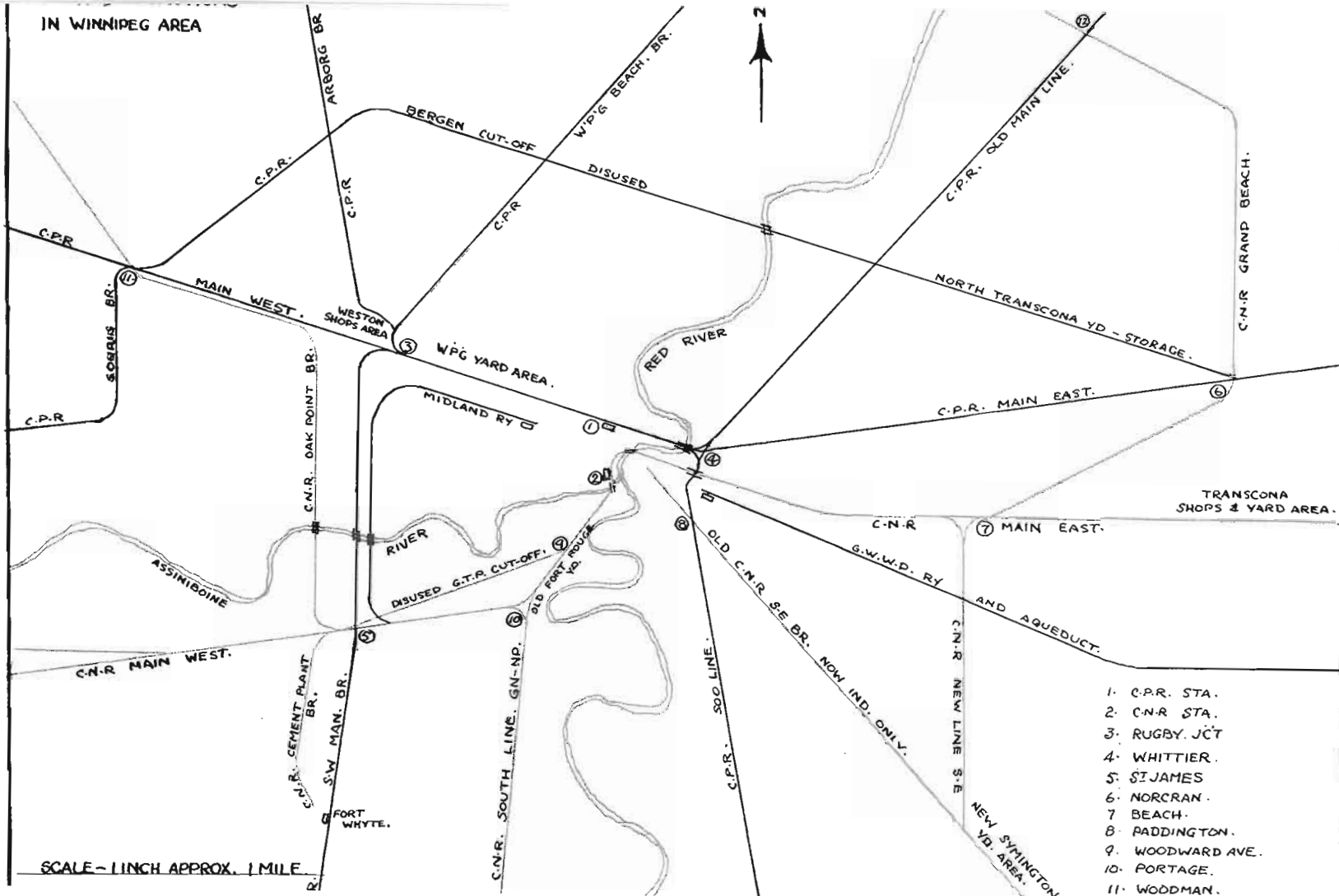
George H. Harris

IN ANY EXAMINATION OF WINNIPEG'S HISTORY AS A railway centre, some study must be given to this Manitoba city's past history, and a map of the area, showing the invariable feature, - the Red River, is the best way of doing this. From the map, it is easy to see which railway lines were the first ones to enter the City. The main line of the Canadian Pacific Railway makes a clear division of the City from east to west, indicating that it was located through this area at an early date and that the City more or less grew up around it, - or on each side of it.

THE FORERUNNER OF THE present Canadian National Railway in Winnipeg was known as the Northern Pacific of Manitoba and was, in the beginning, a venture of the Northern Pacific Railroad in the United States. A newcomer from the south, about a decade after the arrival of the Canadian Pacific in 1888, the railroad did not find it too difficult to gain access to the young City. Acreage was bought for a terminal facility on a flat stretch of land to the south of the Red River and near the former site of Upper Fort Garry, which had been razed in the early '80's. Here were established an engine shed car and engine sheds and shops, a freight house and a station, - very close to what is now downtown Winnipeg. This area is presently known as the East Yard.

DIFFICULTIES IN LAND ACQUISITION in the City of Winnipeg occurred shortly after this time, when the expansion of what later became the Canadian Northern Railway took place. Eastward exits from the City, - as well as westward ones, did not cause too much trouble but branch lines to northern points were difficult to locate. For instance, the line to Oak Point and Gypsumville, to the northwest, practically had to circle the City before turning northwest. Although the line to Grand Beach was not built until 1914, it was forced to detour eight miles to the east, before taking its direction northward along Lake Winnipeg's eastern shore. All of this detouring was necessary in order to get around the existing main line location of the Canadian Pacific.

IN WINNIPEG AREA



SCALE - 1 INCH APPROX. 1 MILE

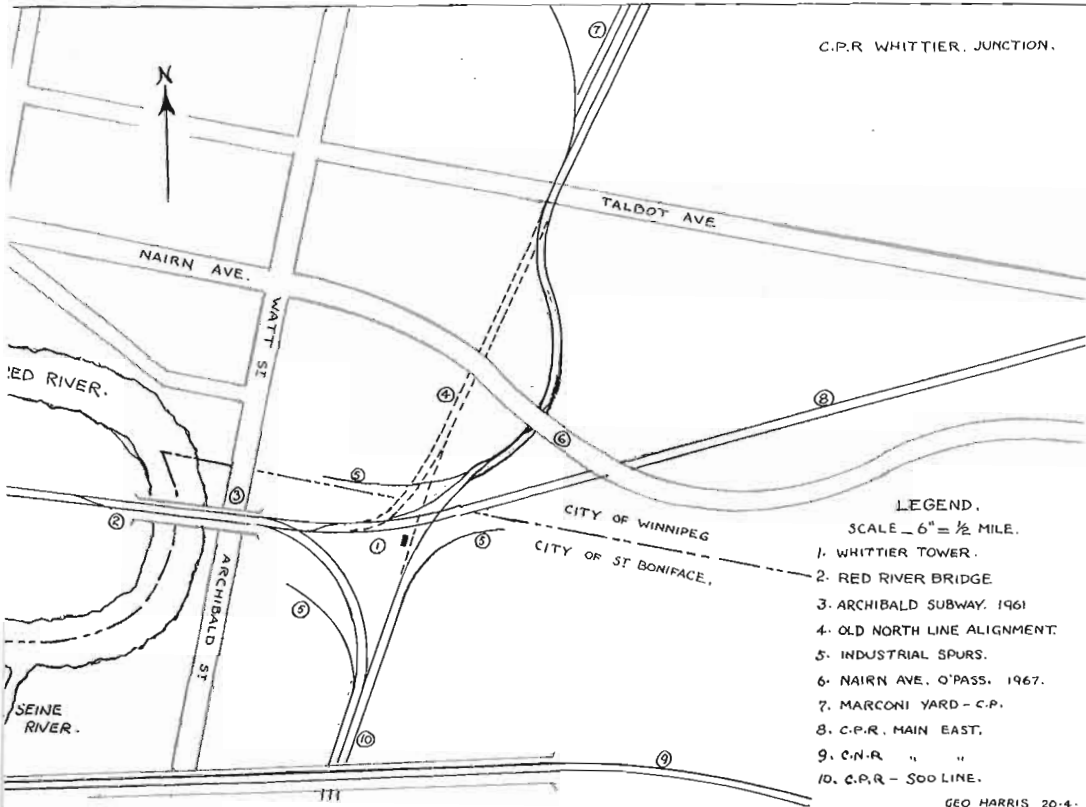
1. C.P.R. STA.
2. C.N.R. STA.
3. RUGBY JCT
4. WHITTIER.
5. ST JAMES
6. NORCRAN.
7. BEACH.
8. PADDINGTON.
9. WOODWARD AVE.
10. PORTAGE.
11. WOODMAN.

THE FIRST TWO JUNCTION POINTS,- first in point of traffic, at least, are entirely Canadian Pacific and probably the busier is Rugby Junction. Named for the famous railway centre of England's midland district on the London, Midland and Scottish Railway, the Winnipeg junction is situated at the west end of Winnipeg City Yard, where the branch lines to points to the north and south fan out. Moreover, the junction is located between the main yards and the Weston Shops complex, some three miles from the City centre. The system was at one time controlled from a long, wooden tower by a multiplicity of manually-operated signals and switches. The tower was on the south side of the junction. In midsummer of 1947 the whole arrangement was changed. The tower was replaced by a much smaller brick structure, relocated to the north side of the junction, with new electrical signals and switches, of course. It now forms part of the Centralized Traffic Control system. Today, east and west traffic and yard traffic through Rugby Junction is heavier than the traffic to and from the various branches which has decreased considerably. In fact, there is not a single branch passenger train running any more, and most branch-line way freights have been reduced to an "if, as and when" required basis.

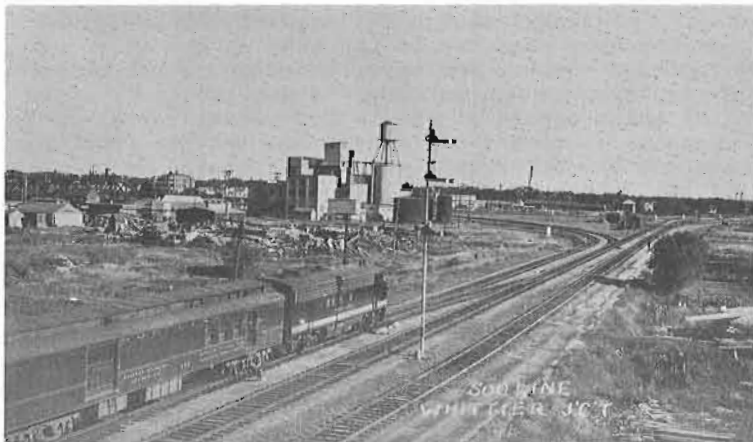
ONCE UPON A TIME, the "Beach" trains to the sunny shores of Lake Winnipeg were very heavily loaded and operated very frequently during the summer months. On Saturdays, the writer has seen as many as 4 fifteen to twenty coach trains, departing for Lake Winnipeg beach points and an equal number returning. This heavy seasonal Canadian National "suburban" traffic dwindled and died, about 1956.

A SECOND JUNCTION OF IMPORTANCE is Whittier Junction,- another name borrowed from Great Britain. This junction is located at the east end of the C. P.'s main line bridge, crossing the Red River. The tower is set back from the tracks at this point, as it was built so as to obtain an unobstructed view westward, straight through the bridge. Historically, this junction would rank first, as it was here that a connection was made with the pioneer rail line of the West,- the railroad which is now known as the \$00 Line.

PRACTICALLY SPEAKING, WHITTIER JUNCTION occupies the same position to the east of the City as Rugby Junction does to the west. Whittier is not quite as busy as Rugby though, as there is not the heavy yard switching which occurs at the latter point. There is, however, quite an amount of interchange traffic from St. Boniface and the Stockyards, which are located on the north side of the Red River. It is interesting to note that in the old days, Whittier was a "wyeing" point for local empty passenger stock trains. Whittier has been a part of the C.T.C. system for some time, but because of the building of the new Nairn Avenue overpass in 1967, a



WHITTIER JUNCTION in August, 1953. The \$00 Line train is approaching the junction, - with one unit less than usual. The tower is in the right background (on the right side of the track) and the bridge over the Red River is on the far left of the picture.

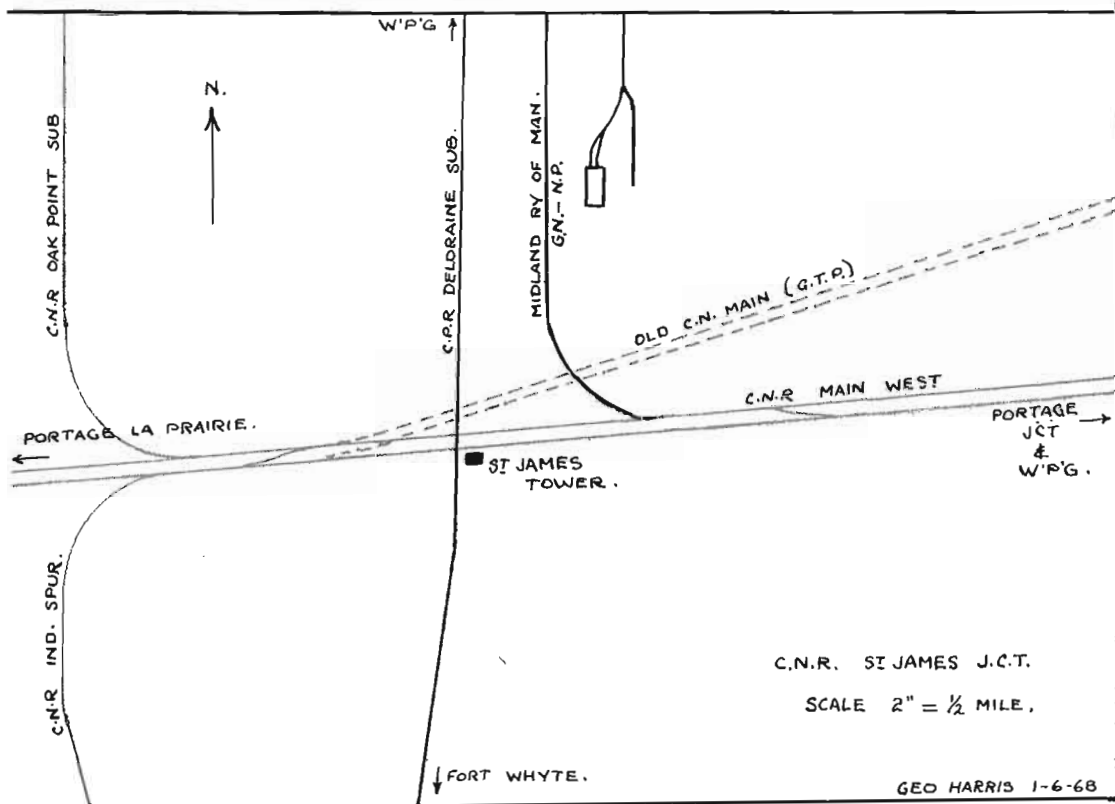




WHITTIER JUNCTION with Canadian Pacific engine 1418 and the "Canadian" on its way out of Winnipeg. Taken from the new Nairn Avenue overpass, the junction tower can be seen on the far left and the bridge over the Red River is immediately behind the train, in the background. The picture was taken in January, 1968.

considerable amount of the junction trackage has been torn up and realigned and the whole arrangement modernized. A glance at the map will demonstrate this.

THE THIRD JUNCTION in the Winnipeg area which deserves attention and is perhaps the most interesting is St. James Junction. This operating point is used by three railways and is located on the southwest outskirts of the City. Years ago, (1887-88) when the Red River Valley Railroad was projected to the west by the City of Winnipeg, the Canadian Pacific opposed this extension. The C.P. had already established a branch into southwestern Manitoba and looked upon the newcomer as a rank upstart and potential competitor. So much spontaneous "heat" was generated when the Red River line proposed to cross the C.P.R., that crews from each company almost came to blows. The C.P. ran an engine onto the location of the proposed diamond in their line, to prevent the Red River line from inserting the crossover. In his book on the Canadian National, Colonel Stevens writes that on another occasion, the C.P.R. crew tore up the whole diamond crossing and carried it off as a "prize of war". Some reports say no blows were struck, - physical ones, that is ! Other accounts say that one supporter of the Government got a black eye ! The Courts finally set aside the C.P.'s injunction, preventing the crossing, and the Red River line continued its line into southwestern Manitoba. The location of this diamond crossing was given the name "Fort Whyte", - a humorous title derived from the name of the C.P.R. civil engineer in charge of the project. The Red River Valley Railroad subsequently



came under the control of the Northern Pacific and Manitoba Railroad,- a competitor of the C.P.R.

THE SPOT WHERE ALL THIS FUSS took place more than sixty years ago, is now St. James Junction. The name "Fort Whyte" is still perpetuated on a small way station, about a mile and a half south of the old crossing point,- the place where the Battle of Fort Whyte was fought. Nowadays, the main line of the Canadian National crosses an important branch of the Canadian Pacific here. Moreover, the Midland Railway of Manitoba, a terminal switching line owned jointly by the Great Northern and Northern Pacific Railroads of the United States also crosses the C.N. here, from the south side to their own property and Winnipeg yards, on the north. They have their own terminal facilities just north of St. James Junction. The entire junction is now electrically controlled. When the writer was young and even as he grew older, this was always his favourite spot for train watching and photographing. In those days, it was a long hot bicycle ride out to St. James Junction from the City.

THERE ARE SEVERAL OTHER JUNCTIONS in the Winnipeg urban and suburban area which deserve mention. Some of them have a considerable amount of traffic, but they are mainly straight crossover points and for this reason are of less interest. An examination of the map and a brief descriptive summary should describe adequately the activity at these points. Let us consider then these lesser junctions by classification of activity.



THIS 1933 PHOTO caught a westbound freight on the old Canadian Northern line at St. James Junction. The newer Grand Trunk Pacific cut-off is on the left. The Canadian Pacific crosses north to south, close to the tower.

ON THE CANADIAN PACIFIC, about eight miles east of Winnipeg, is Norcran Junction. This is the point where the former C.P.R. North Transcona Yard funneled into the main line eastbound. The name of this junction designates its location. North Transcona Yard is now no longer actively used, except as a storage yard. What keeps Norcran Junction open is the fact that the Canadian National's Grand Beach line makes a north-south crossing here and facilities must be available to assure the safety of this crossing.

TO THE WEST, is Woodman Junction Tower. Here, the old Bergen cutoff joined the C.P.'s main line west. The last train operated on the cutoff back in 1930 but the junction was not abolished and the track lifted until 1946. The junction tower still controls a Canadian National crossing to the north and a C.P. branch from the southwest. This latter line is the result of the rerouting of a C.P. branch which crossed through a portion of the present Winnipeg International Airport!

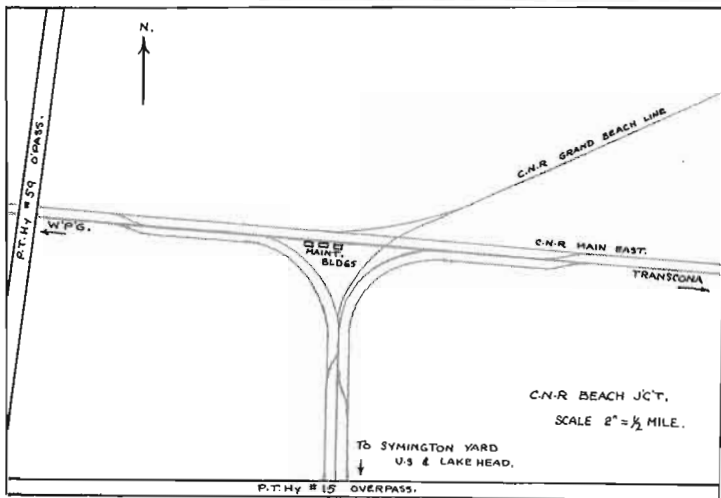
THE CANADIAN NATIONAL has a few more scattered junctions, 'round about. Beach Junction, on the east side of the City, was the terminal clearance point for trains on the Grand Beach line. This junction has achieved greater prominence in later years, being the point of divergence for manifest freights entering and leaving the new Symington Hump Yard, which was opened in 1962. This new yard would require a separate article to describe it adequately. The Beach Junction plant is, of course, controlled by C.T.C. nowadays.

PADDINGTON JUNCTION, - another case of borrowing the name from an English railway station, was a straight crossover of the Canadian National's southeast line to the Lakehead and Duluth, Minn. (U.S.A.) with the Canadian Pacific-\$00 Line to the Twin Cities of Minneapolis and St. Paul, Minn. The former C.N. main line has



RUGBY JUNCTION on the C.P.R. was rearranged in July of 1947. The track gang was replacing the crossovers, after the new tower on the north side was built. The over-bridge in the distance is the Arlington Street bridge which spans the yards at that point.





been diverted considerably by the construction of Symington Yard complex and thus the old line is merely of industrial switching importance. There is still a great deal of freight traffic through Paddington Junction, but no passenger trains pass here any more. It is interesting to remember that in the old Canadian Northern days the Grand Beach trains used to pass this junction, just before taking their branch. This route was changed about 1924, when Beach Junction was established. It is also remembered that, for a few years, the Greater Winnipeg Water District trains used to run into the Winnipeg Union Station, through Paddington Junction.

STILL LOOKING AT C.N. LINES, there were Portage Junction and Woodward Avenue Junction, to the southwest. Portage Junction was a terminal clearance point for Great Northern and Northern Pacific Railroad's passenger trains, leaving the main C.N. line westbound, for stations on their lines to the south. This junction was at the southwest end of the old Fort Rouge Yard, and freight trains originating in Winnipeg used to swing west here on the old Canadian Northern main line.

WHEN THE GRAND TRUNK PACIFIC WAS BUILT, about 1908, property was bought for a cutoff line, to allow for faster movement of westbound passenger trains and freights originating in Transcona Yard. Woodward Avenue Junction was the point at which the double-track line left the Fort Rouge Yard. It was merely a switchshanty, not even a terminal clearance point, as no stop was ever made. This line was torn up in 1956 and Fort Rouge yards are no longer in use. The cutoff line right of way reverted to the City of Winnipeg and, as might be imagined, now provides an important road traffic artery. All westbound rail traffic must now go around by Portage Junction.

AS A CONCLUDING REMARK to this brief and rather oversimplified examination of Winnipeg's railway junctions, it is obvious that many, many changes have occurred over the years and many modernizations have been made. Junctions and track arrangements which were thought to be perpetual and unchangeable, thirty or forty years ago, have been undone and redone two and three times. Thus, the "permanent" things of our youth were really only a few stages in the unalterable progression of the years.

IF AT FIRST YOU DON'T SUCCEED -

Along with several other cities across Canada, the City of Vancouver, in the sovereign state of British Columbia, summoned up considerable enthusiasm about railways and railway museums in Canada's Centennial Year, just passed !

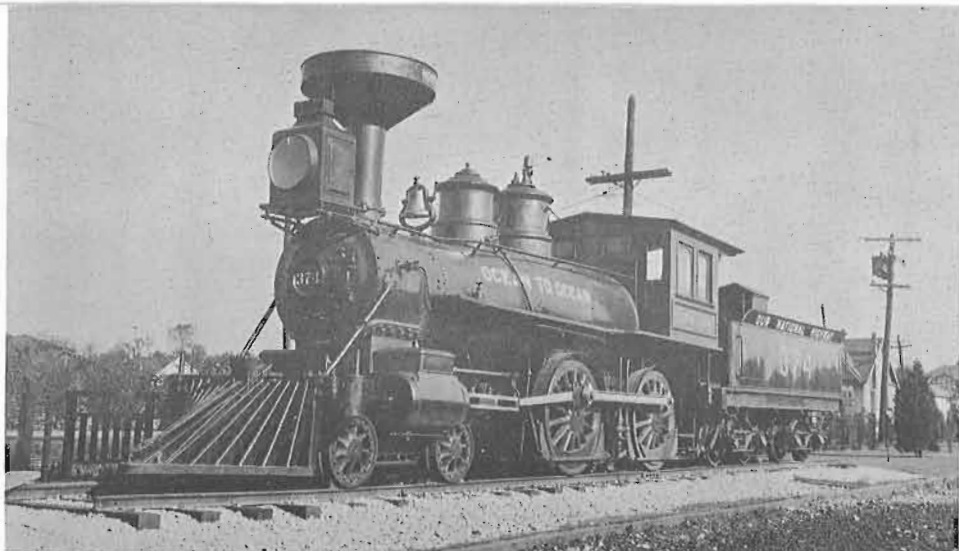
AFTER ALL, it is a generally accepted fact that most of Canada's transcontinental railway belongs in principle, if not in fact, to British Columbia, - west of Calgary, that is. It is therefore not surprising that the former Mayor of the City of Vancouver began to think about a rail transportation museum for his city. To grace the exhibit, Canadian Pacific Railway's number 374, already on the spot, was to be refurbished, and a "Royal Hudson" class, - number 2860, was to be purchased as a magnificent compliment !

WHEN QUERIES WERE MADE to CP about 2860, the Company expressed amazement that such an engine actually existed. Instead, the inquirers were offered 2-8-2 number 5469: the Company's "last steam engine". After some further persuasion and the presentation of incontrovertible proof, the Company suddenly admitted that the Hudson was still on its books. It also reluctantly added that this locomotive was being held "for a Museum in Ottawa". Further research by knowledgeable west coast railfans revealed the existence of yet another Hudson class engine, - number 2827, - hiding at Angus Shops, Montréal, for no particular reason and apparently unassigned. Correspondence with the authorities of the Ottawa museum resulted in the release of number 2860 to Vancouver, on the condition that number 2827 would go to Ottawa, when required.

NOW THAT ENTHUSIASM WAS BEING GENERATED, civic red tape (or slow blight) began to invade the project. The Vancouver Railway Museum Association had been formed out of a committee authorized by the City Council, to raise the necessary funds to pay for the 2860, and, in anticipation of uninhibited progress by all participants, the locomotive was brought to Vancouver and flawlessly restored to gleaming perfection !

THEN CAME THE RED TAPE AND BLIGHT ! The Vancouver City Council never did approve the project, and this procrastination was reflected in the City's Park Board, which would't allow the new locomotive in any of its parks. Moreover, a civic election resulted in a change of mayor, with the new incumbent showing remarkably little interest in the scheme. To top things off, once the Park Board learned of the Vancouver Railway Museum Association, the Board was all set to donate, transfer, convey or otherwise disencumber itself of CP's 374 onto the VMRA, graciously permitting the fledgling VMRA to do all of the spade-work for the pro-





VANCOUVER'S VALIANT VETERAN !

Canadian Pacific's A2q no. 374, 3x 158, ex 245, ex 92, built in 1883, as caught by Peter Cox on 17 October 1946, at Vancouver, B.C.

ject. Canadian Pacific meantime asked to be relieved of any responsibility regarding number 374. Hitherto, it had assisted the Vancouver Park Board by sharing the not inconsiderable cost of upkeep of this historic Canadian railway relic.

RISING TO THE CHALLENGE, the VMRA sought out a building which would be suitable for the display, and readied itself to launch a campaign to raise funds to pay for CP 2860. But, acting with instinctive caution, they waited for a hint of civic cooperation before pressing the "GO" button. The "hint" in question might have been an offer of cooperation from the City regarding the building selected, - which was city-owned, having been acquired from the Federal Government at no cost, as part of an abandoned air force wartime base, which was transferred to the City of Vancouver for the sum of \$1 and other valuable considerations !

WHILE THE VMRA WAS WAITING PATIENTLY for action, another interesting situation was developing. Port Coquitlam, - a city neighbouring on Vancouver, decided that it would be "nice" to have a "preserved" steam locomotive, and began negotiating with the Canadian Pacific to exchange a certain parcel of land belonging to the City, which the Railway wanted, for a certain steam locomotive, number 3716, which the City of Port Coquitlam wanted ! To the satisfaction of all, the trade was ratified by both parties, and number 3716 arrived in town. Almost at once, indecision afflicted the civic authorities. They couldn't decide where to display their new engine ! That was in 1966 and a decision hasn't been reached yet !

AND SO, INDECISION IS RAMPANT in coastal B.C., as far as steam locomotive preservation is concerned. Vancouver City Council, the Park Board and the Museum Board are (or seem to be) unanimous in their discouragement of any such project. Could it be that the real reason for this unanimous disapproval stems from a previous episode of "burned fingers" ? History tells us of the plan to preserve the R.C.M.P. ship "St. Roch" - the first ship to travel completely around North America on a continuous voyage. The enshrining of this ship - which originally seemed to be a praiseworthy venture has now cost the local taxpayers close to \$ 1,000,000, - and it is quite logical to say that the City fathers are not about to repeat this extravagance.

WHILE THE WHEELS OF CIVIC GOVERNMENT grind remorselessly onward (or maybe side-ways), Canadian Pacific's 2860 and 3716 are keeping each other company in the Drake Street roundhouse, with the latter occasionally "kicked out of bed" by the latest monster ROBOT I, which preempts the space for its operating base during the current test runs in the mountain regions of Canada's westernmost provinces.

PHOTO PAGE 285

Liberated from Ottawa, Canadian Pacific Railway no. 2860 (H1e) hopefully will grace the Vancouver Railway Museum Association's project. Peter Cox immortalized her on film at Vancouver on May 26, 1955.

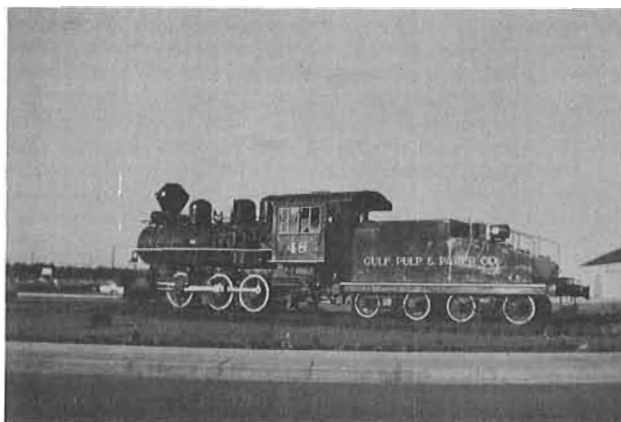


PHOTO ABOVE LEFT: Our Director, Denis Latour, found this diminutive 0-4-0 ST No. 102 on its own rails close to the C.N. station at Sioux Lookout, Ontario in August, 1968.

PHOTO ABOVE: Another veteran displayed at Sept Iles, Que., is Davenport-built 0-6-0 No. 48, from not-too-distant Clark City. Photo by Pierre Viau, 1968.



PHOTO AT LEFT: In Belleville Park, Sault Saint Marie, Ontario., stands fireless Porter 0-4-0 No. 67. This number means that it is a Centennial project of the city. Walter Bedbrook caught it in August 1968.



BY F. A. KEMP

More passenger train removals are apparently in the offing and international runs seem to be especially vulnerable. The remaining trans-border services total eleven, of which four cross the International Boundary twice, - two from the United States through Canada and two from Canada through the U.S.A. One of the latter is tri-weekly. The latest service to be threatened is "The Ontarian," a daily Toronto-Buffalo service, operated by CP Rail from Toronto to Hamilton; Toronto, Hamilton and Buffalo Railway from Hamilton to Welland and Penn Central from Welland, Ont. to Buffalo, N.Y. Through sleepers are operated between Toronto and New York. The middleman in this grouping, the Toronto, Hamilton and Buffalo Railway made the first application to the Railway Transport Committee of the Canadian Transportation Commission and was promptly joined by its owners, - CP Rail and Penn-Central. The application was opposed by the Brotherhood of Railroad Trainmen, which took paid advertising space in local newspapers. The railways cited decreased patronage as the reason for this request, but the trains ran on slow schedules, taking 200 to 220 minutes for the 102 miles to Buffalo. Moreover they ran at inconvenient times and made poor connections as well as having rather shabby equipment. These trains, numbered 321-376 and 371-322 are the last link for passengers between Toronto, Hamilton, Buffalo and New York. In October, 1968, this run was declared "a passenger train service" by the Railway Transport Committee and therefore permission to terminate it was denied.

DOUBLE-ENDED BUSINESS CARS? These older cars, with two open platforms, are becoming increasingly rare on Canada's railways, although at one time every division of both of Canada's major railways had one. Recently, one of our readers saw CN No. 67, gracing the rear end of the "Cavalier," - train No. 58 from Toronto to Montreal. This is one of the few such cars which were modified in the 1920's with steel sheathing and underframes and are thus considered acceptable in passenger train service, despite their age. These are two of these steel-sheathed, steel-underframe cars at the Canadian Railway Museum and several others are preserved at various other locations in Canada. All of the latter are in their original (wooden) condition.



Canadian Pacific



CP RAIL PAINTS UP! CP Rail's geometric "Multimark" was initially confined to the O-gauge rolling stock displayed at FERROVIA at Man and His World, Montreal. More recently, on September 13th, 1968 (an appropriate date!), a sample train of representative freight equipment was exhibited to top administration officials at Angus Shops, Montreal. The train was headed by locomotive unit no. 4239, an MLW-built C-424 freight unit, class DRF-24c. The unit's basic colour is an orange-red similar to that colour used by CN and SP. Lettering and numbers are white, as are the diagonal stripes, which adorn the front and rear ends of the unit. The "Multimark" was applied to the rear end of the engine, on each side, the "crescent" in white and the "squared triangle" in black. The black colour was carried around the end, with the afore-mentioned white stripes. All parts below the running boards are black, but hand-rails are white. Freight cars remain basically in their present colours, but have the "Multimark" applied at one end, extending for the entire height of the car. The exception to this practice is the caboose, which is a bright yellow, but which also sports the "Multimark."

EXPO EXPRESS - IT MAY GO OR IT MAY STAY! The closing date for tenders for purchase of the equipment of the intramural electric railway operated at EXPO '67 and MAN AND HIS WORLD (1968), was again advanced from September 4th, to October 1st. The 48 aluminum-bodied cars have been in the plans of several North American transit systems - all the way from Staten Island to Ile Jesus, and the additional month allowed additional plans to be proposed. One of the most recent is that for a rapid transit system for the City of Laval, (Montreal's neighbour to the north), for which a feasibility study has been made by a firm of consulting engineers. The phrase "monorail system" has been used in connection with the proposal but it would actually be an elevated conventional railway electrified with third-rail as is the EXPO EXPRESS trackage. According to Mayor Jacques Tetreault of the City of Laval a corporation has been formed by local businessmen and called "La Societe Urbaine du Transport Rapide, Inc." for the purpose of building a system of two lines totalling 15.9 miles. The City of Laval occupies all of Ile Jesus, - an island immediately northwest of the one on which Montreal is situated, and separated from it by the Riviere des Prairies. The main line of the proposed "Transport Rapide" would be a U-shaped one of 9.4 miles, with two crossings of the

Riviere des Prairies. It would run from the Canadian National Railways station at suburban Cartierville looping north through Chomedey, then recrossing the river to discharge passengers at the Henri-Bourassa station of the Montreal METRO. The other six mile line would be a straight east-west line cutting the arc of the "U" at two points, and serving the central portion of Ile Jesus. When the terminal date for tenders came and went, the "Societe Urbaine du Transport Rapide" was the highest tenderer, outbidding the City of Edmonton, for the part of the equipment in which the latter was interested. However, shortly after the Committee which was disposing of the effects of EXPO '67 made the award, the City of Montreal, - who is a "minority stockholder" in EXPO '67 and thereby in EXPO EXPRESS made strong and definitive representations to the Committee to retain EXPO EXPRESS for MAN AND HIS WORLD in 1969. Current clamor in the press of Montreal seems to indicate that these representations will be successful. At least the equipment has not yet gone to the Societe Urbaine, and the Committee for the disposition of EXPO '67 has had to reconsider its locally-unpopular decision.

AMONG THE BILLS INSCRIBED on the order paper for the new session of the Canadian parliament which first met on September 11th, was a bill respecting the construction of a railway in the Province of Alberta by the Canadian National Railway Company. This new line is to start from the vicinity of Windfall extension of the Sangudo Subdivision of the CNR. Located in north-central Alberta, the line would run in a westerly direction for a distance of approximately 51 miles, to the Bigstone property of Pan American Petroleum Corporation. From here a connecting spur would extend in a northerly direction for a distance of approximately nine miles, to the South Kaybob property of Hudson's Bay Oil and Gas Company Limited and its associates. The Sangudo Subdivision originally was built from a junction with the main CN line near Edmonton, in a west-north-westerly direction to Whitecourt, Alta., and was recently extended to the Windfall oil field.

IN A HEADLINE - "The Countdown Approaches" CN's publication "KEEPING TRACK" records that rigorous testing of the new TURBO-TRAINS is nearing completion and plans for placing them in revenue service are awaiting the go-ahead from the project's engineering group. Track curvature has been an important factor affecting passenger train speed, but the suspension system on the TURBO's has overcome the problem. It is interesting to note that the pendulum-like effect, produced by the suspension system will rotate the car bodies to a horizontal position if the TURBO has to stop on a banked curve during its run. The view from the control part of the dome at each end is 360° and about half-a-mile ahead. The engineer, the report concludes, will be outfitted in a uniform like an airline pilot and last, but not least, - the "whistle" (which reports aver is as unique as the rest of the train) has gone modern, being activated by a push-button!

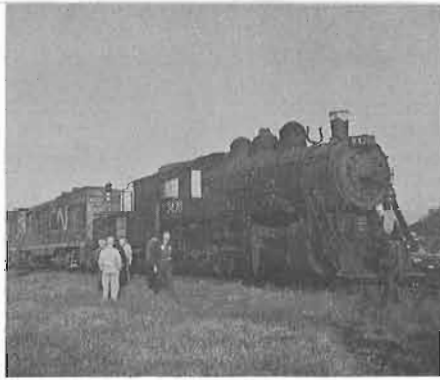
FILE NO.27563.488 ORDER R-2673 of the Canadian Transport Commission, Railway Transport Committee deals with the report of the hearing on the proposal by Canadian National Railways to substitute passenger service on its line from St. John's to Port aux Basques in the Province of Newfoundland. This involves Trains Nos. 101 and 102 and coach service on Trains Nos.

203 and 204. The Order records that after the proposed bus service is substituted, it shall be operated for a sufficient length of time to demonstrate to the Committee's satisfaction it is, in fact, operable. Until that time, passenger train service must be continued by CN "in the same manner and as frequently as it was during the comparable period in 1967." Furthermore it reads as though the passenger train service must be maintained until April 15th, 1969, whether the bus service is satisfactory or not. There is a "last-ditch" clause in the Committee's ruling which says "..... it will not be necessary for the Applicants to run their passenger trains, except in case of emergencies created by extremes of weather or by any other cause, until full bus service is restored. To meet the requirements of this condition, the Applicants shall keep and maintain ready for operation such passenger train equipment as the Committee shall direct." Old-timers in Newfoundland point out that there hasn't been a real "Newfie winter" for the last eight years so that no one can really say what will happen if one does arrive during the 1968-69 season.

The residents of Howley and other points between Bishop's Falls and Corner Brook have been protected in the agreement by Clause 1 (4) which directs that the Applicants "will, in accordance with their undertaking, operate a daily coach service in both directions on their express trains, between Bishop's Falls and Corner Brook, to provide a rail link with the bus service for residents in the area between Badger and Deer Lake." The "express trains" referred to are in reality Trains Nos. 203 and 204, which now carry passengers one day a week. These are express-freight trains which are doing a rousing business between Port aux Basques and St. John's. Probably this service will be even more popular when the integrated container service from North Sydney, Nova Scotia to Port aux Basques Newfoundland, on standard gauge cars, is fully operational.

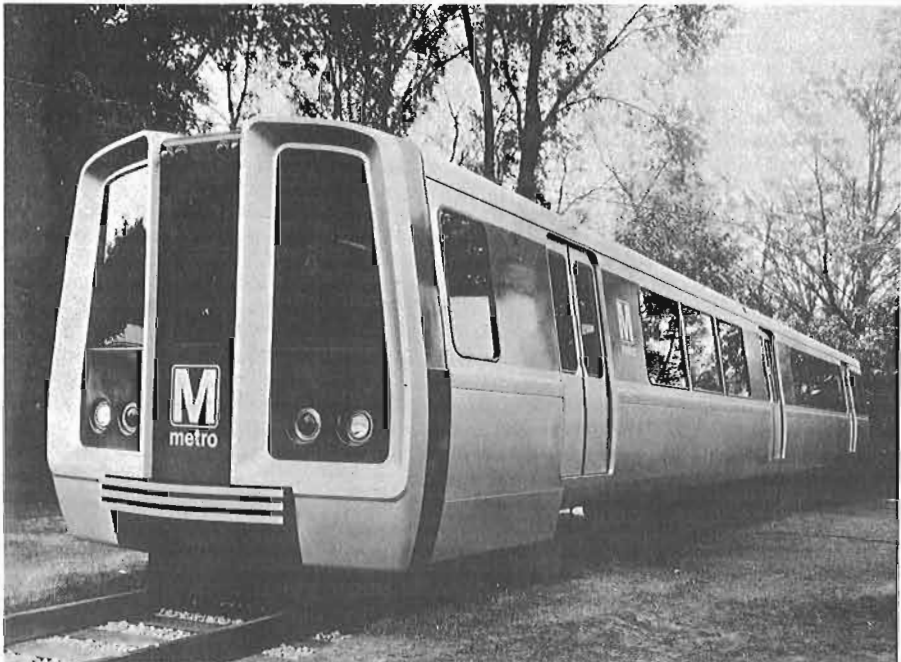
The moral of all of this seems to be that you will still be able to enjoy the magnificence of Gaff Topsails and Grand Lake from the passenger coach of Nos. 203 and 204, but if you want to ride all the way on "The Caribou," (otherwise known as the "Newfie Bullet,") it would be wise to plan to do so before April 15th, 1969!

MR. DWIGHT A. SMITH, JR., of Portland, Maine, U.S.A., has purchased former Canadian National Railways class O-13-a O-6-O No. 7470. This engine was stored in the CN roundhouse in Sarnia, Ont., after it finished its term of service at the Canada and Dominion Sugar Company's Wallaceburg, Ont. plant. The refinery closed some years ago, and number 7470 was sold to Mr. Fred Steck, of Reese, Michigan, who stored it in the Sarnia roundhouse. In the summer of 1967, 7470 was purchased by Mr. Smith. On October 7th, 1968, it departed from Sarnia on its own wheels, dead, in a wayfreight, en route to Portland, Maine. On October 7th, it was moved from Sarnia to Port Huron and return. It made the slow trip to Stratford on the 8th thence to Georgetown and Toronto on the 9th, and from Toronto, to Oshawa on the 11th. Reaching Belleville on the 12th, it made Montreal on the 13th, and St. Hyacinthe on the 14th. The whole trip through Richmond and Sherbrooke, to Island Pond, Vermont, was made on the 15th, and south to South Paris (16th) and Portland on the



17th, - ten days on the road at a cool 15 miles per hour. Mr. Smith says that future plans for the 7470 are indefinite at this juncture, but they certainly include restoration and operation of the O-6-0 in "passenger service," somewhere in northern New England. He has sent along a picture of No. 7470, taken at Sarnia, Ontario, 7 October, 1968. Dollars to cowcatchers, Mr. Smith is a member of the 470 Club of Portland, or is the similarity of numbers purely coincidental!

IN A RECENT ARTICLE IN CANADIAN RAIL, mention was made of the ever-growing number of cities in the world who have adopted METRO as a cognomen for their urban transit systems. The latest to assume this connotation is, (of all things) Washington, D.C., U.S.A. The accompanying photograph - courtesy of Washington Metropolitan Area Transit Authority (WMATA) illustrates the title. While the title may be similar, the shape sure isn't. Designed by Louis T. Klauder and Associates, the new vehicles are expected in October, 1969. The system size will be a (whopping) 97 miles; average train speed 55 m. p. h. Cars are 75 feet long, (only) 10 feet 10 inches high, over-all, with a floor height of 3 feet 4 inches. Width, only 10 feet. First phase of operation of the basic 25-mile-system will be in 1972. No Virginia, the new cars do not have rubber tires!



LAST MINUTE NEWS

Montreal newspapers say that the City of Montreal will retain EXPO EXPRESS,- officially EXPRESS DES ILES in 1968, for TERRE DES HOMMES in 1969. The City will negotiate with the City of Edmonton, - the remaining interested party, now that the Societe Urbaine du Transport Rapide of Ville de Laval has officially withdrawn from the negotiations. The route of EXPRES DES ILES will be shortened, to operate between LA RONDE and ILE ST-HELENE only, not crossing the Pont Concordia to Place d'Acceuil on CITE DU HAVRE which is now Federal Government property. Could it be that the Montreal authorities are taking care NOT to operate the EXPRES DES ILES on territory of TERRE DES HOMMES not belonging to the City of Montreal?

The Ottawa CITIZEN recently headlined the purchase, by the Museum of Science and Technology of the National Museums of Canada, Ottawa of nine pieces of urban transportation equipment, from the Toronto Transit Commission. These pieces include 2 busses, 1 horse-drawn sleigh, 2 stage coaches, one horse car and some street cars. Included in this group, - the first six items of which had arrived in Ottawa by 8 November, 1968, were the vehicles of the historic collection of the TTC, - the electric street car and trailer. It is very disappointing that these historic Toronto vehicles should not have been preserved in Ontario by the Ontario Centennial Museum of Science & Technology or by one of the electric railway preservation societies in Ontario.

EDITORIAL

YOUR MEMBERSHIP - YOUR PUBLICATION - YOUR ASSOCIATION.

This issue of CANADIAN RAIL is the eleventh produced in 1968 by the "new Committee." The production of these 11 issues has not been easy, since many of the Committee members were relatively inexperienced in their new responsibility. Some had contributed previously to the magazine, but none had ever been directly involved in the detail and "dog-work," essential to the preparation, production and distribution of the magazine.

What was the Committee's specific responsibility? It was to produce 11 issues of CANADIAN RAIL at a minimum cost while maintaining the standard of excellence previously established. More important - the Committee was implored to produce each issue ON TIME. To accomplish this objective, there was a small reserve of manuscript material for publication available - residual from the CANADIAN RAIL Contributors Content, but this was quickly exhausted in the production of the first three issues. The Committee was then obliged to solicit or otherwise generate additional interesting material for subsequent issues. Thanks to the dependable contributions of our members, Mr. F. A. Kemp, Mr. F. F. Angus, Mr. John Thompson, Mr. George Harris, Mr. Gordon Younger and others, eleven issues of CANADIAN RAIL have been produced and mailed to the members, to be received within the month for which the issue was intended.

How important is CANADIAN RAIL to you, - the members of the Association? The Committee believes that it is the binding agency for the membership, - the means by which we all are joined together in a single confraternity. To the general public and to corporate organizations, it is the image of our Association. Ideally, it is a current report, an historical review and a pictorial record of Canada's railways. It must provide a broad spectrum of interesting reading, with as much appeal to those interested in present-day railway happenings as to those occupied with the historical aspects of the same subject. Occasionally it should include glimpses of railway activities in other parts of the world.

With these requirements in mind the search for material for publication is undertaken, for without this material, there can never be a single issue of CANADIAN RAIL. Admittedly it would be a very simple matter to publish twenty eight pages or so, per month of Association news committee reports, proceedings of meetings and "gossip." However, this type of a publication was discarded long ago, when we agreed that this was NOT a desirable format. We must maintain a judicious mixture of current and historical articles, seasoned with the occasional report on Association affairs and decorated with a "frosting" of pictures of railway subjects - ancient, modern and "in-between."

While we are very grateful to those members who have been kind enough to send in material for publication in CANADIAN RAIL in 1968, it is now very necessary to replenish the "reservoir" of available material for 1969. We have received a few, varied comments from our readers, during the year, all of which have been constructive and some of which have been complimentary! The Editor would like to receive more of these comments, since the composition of CANADIAN RAIL can be varied only when we are informed by our readers of the relative popularity of the various types of material. More than this, we would like to be able to innovate a little by introducing new writers to the readers. In short, and recognizing the writer's natural liking for a particular subject or a particular period, it would be very desirable to have additional contributions by the members, so that the final mixture (described above) could be provided in every issue of CANADIAN RAIL.

The act of contributing to CANADIAN RAIL is the easiest way of involving oneself in the main stream of Association activities. There are many other ways. There is a goal to be achieved in the publications sector of the Association, where existing material awaits organization into one or more booklets, like "Road to the Sea." Progress continues and objectives are developed at the Canadian Railway Museum, where activity will not terminate with the advent of winter - it will merely be continued in enclosed areas. Plans are being made for next year's operation at the Museum, for Special Events and Programmes, for new projects and for the continuation of already-established activities. For any member who really wants a job to do - a challenge - a goal - there is one waiting for him in the organization of our Association.

For most of us, the real enjoyment is in the winter season of regular monthly meetings, generally held at McGill Uni-

versity, in the McConnell Engineering Building. Every member - within a reasonable distance is invited to participate in these meetings, which are normally held at 8.00 P.M. on the second Wednesday of the month - July and August excepted. If you are near, come and bring a friend. If you live at a distance - a post-card to the Director of Membership and Branches will assure you of a cordial welcome. Come and bring your friends, remembering always that you and they should immediately feel at home and part of the Association, rather than outsiders attempting to intrude into a "closed shop." Come and make yourselves at home, its your meeting and your Association!

At the conclusion of 1968 what do we have to anticipate in 1969? The following possibilities are suggested:

1. The Annual Meeting of the Regular Members in January, 1969. Here, the Regular Members of The Association have the opportunity of informing themselves about events of the past year and possibilities in the new term.
2. The Winter Rail Ramble or SNOW SAFARI, which will be held before the "white stuff" disappears. As organized in 1968, it was so popular that it is proposed to make it an annual affair.
3. The Annual Association Banquet, - an evening of fun and interest for the membership. Good food and entertainment at minimal cost.
4. Opening of the Museum will probably take place about the first of May. The second exhibits building should be enclosed and perhaps the Library/Archives building will be started. Operation? Perhaps! But this will depend on how much progress can be made in track-work, preparatory to rearranging the existing exhibits to provide essential track for steam (?), diesel (!!) or electric (!?!) operation.

All in all, there are a great many opportunities for every member to participate in one or more of the various activities which the Association offers. It could be fairly said that if your particular interest doesn't appear to be satisfied by any of the suggestions made above then you can create a special sphere of interest for yourself - providing always that it has a common bond with our general interest in railways, - particularly those of Canada. To continue the work of the Association, the essential elements are members with a desire to help, a capacity for work and a willingness to do and to make, to build and to contribute. Given these energies, there is not the slightest chance that our common objectives will not be attained in the years ahead.

INSIDE FRONT COVER:

Through the courtesy of Mr. Douglas R. Brown, we herewith reproduce a photograph of the 'PICTOU' of the Nova Scotia Railway, as she appeared when new.



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