

Canadian Rail



NO. 208
MARCH 1969





WEST COAST PERAMBULATIONS

A Budget of Late '68 Happenings

from

Mr. Doug. Cummings.

CP RAIL:

After a day of exhibition at Vancouver Station, - October 19, 1968, CP Rail Century-424 units nos. 4239 and 4242 entered revenue service October 19, from Port Coquitlam, B.C. with Extra east, called at 1130K (PST) end which departed with 94 cars, - mostly loads and a caboose, eastbound at approximately 1300K. Additional cars were picked up at Mission and the train was about 110 cars east of there. The two units were unassisted and handled a train normally hauled by three or four SD-40's. There was no noticeable reduction in speed.

On the 18th. October, the two units plus 8 various cars in the new CP Rail MULTIMARK design and colours (the "Symbol Train", as it was called) had ended a cross-Canada exhibition trip. The 8 cars represented one each of the more common CP Rail freight traffic cars, plus a caboose. A short time after the termination of the exhibition, the train was broken up and the cars entered regular service. The two units, - the first to go into service in the new colours, were hauled dead to Coquitlam in a night transfer drag, that evening. The freight traffic cars, - all but one, sat as a train in the Vancouver Yards on the afternoon of the 18th., but were gone a few days later.

CP RAIL ROBOT 1 & ROBOT 2:

On November 9th., CP Rail SD-40 5558 with ROBOT 2 and Dynamometer Car 62 came into Vancouver for a holiday week-end rest. ROBOT 2 is numbered C-4472, with a conversion date 10-18-68, stencilled on its side. Whereas ROBOT 1 (C-4465) and 5557 have LOGOYROL equipment, ROBOT 2 has EMU equipment and is, incidentally, in the new CP Rail colours, - blue body.

As of the above date, four of the new Century-630's have made two trips to Coquitlam on a series of test runs to compare them with the SD-40's on the same route and under the same operating conditions. It is thought that these tests will continue for a yet undetermined length of time. Apparently the units are 4500 to 4503 inclusive, and are working between Coquitlam and Calgary.

With regard to ROBOT 2, it left Coquitlam eastbound, on the morning of November 10th.

It has been learned that, to combat the problems of continuous radio reception between control unit and ROBOT car, in periods and places of poor or non-existent radio reception, a beside-the-track induction wire is to be installed in the Connaught Tunnel (and probably in other places), whereby the lead or control unit will transmit its signal to the wire and the ROBOT will pick it up, decode it and then obey the instruction. Previously, experience with ROBOT operation has shown that, upon entering tunnels or in other areas of poor radio-signal reception, it was

necessary to send a "Hold" signal to the control unit for the mid-train helper engines, so that they would continue to operate until reception was improved and absolute control thereby restored. Normally, the operation of the mid-train units is programmed so that they go into an idling position in the event of an air-brake application. Thus, the power of these mid-train units is shut off until the train reaches an area where radio reception is again established and absolute radio-communication control once more restored.

In the accompanying illustrations, ROBOT 1 is shown with Unit 5563 at St-Luc Yard, Montreal, in early 1968. This photograph was kindly provided by CP Rail. Roger Boisvert of Trois Rivières, Que., sends us a picture of CP Rail's units nos. 4501 & 4502, on Train 91, bound for St-Luc Yard Montreal. The time was 1800 EDST and the date August 23, 1968.



B.C. HYDRO HAS INTRODUCED a fourth new steel caboose, - no. A-4. As a consequence, retirement of the older wooden cabooses has begun. A-14 has been off its trucks and ready to be burned for some time and has now been joined by A-11. The A-5 is a spare at Vancouver and the A-15 a spare at New Westminster. Remaining are A-10 at New Westminster (but unused lately)

and A-13, also at New Westminster and in the best condition of all of the remaining wooden models. It is slated for retention and renovation as a spare.

PACIFIC GREAT EASTERN HAS ORDERED four Century-630 engines from MLW-Worthington in Montreal. Eastern sources say six. Additional steel cabooses entered service in January, 1969, joining the prototype which has been on the road for some time. These new vans are painted two-tone green, with a dark green below the belt rail and a lighter green above it. This top colour is almost blueish-green and is separated from the bottom by a thin white band. This is the first PGE equipment to be painted in this scheme.

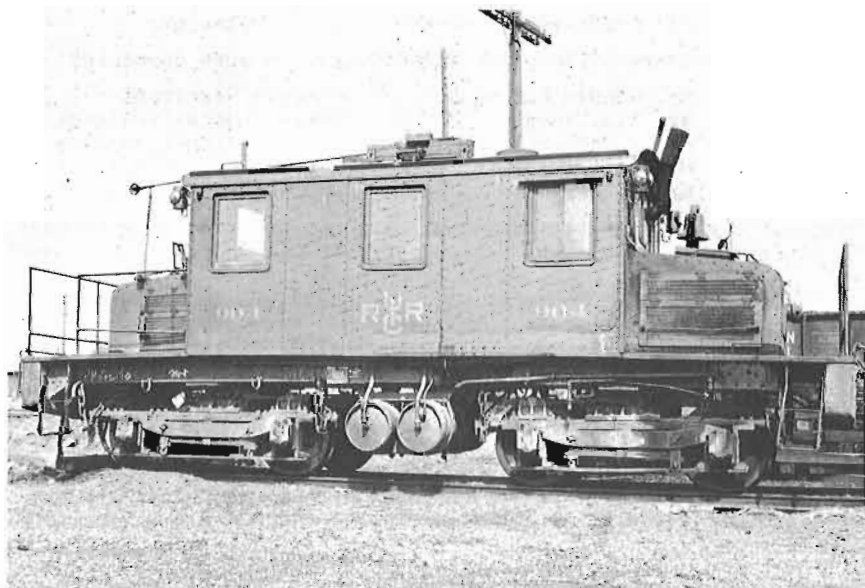
CP RAIL HAS RENUMBERED its two ROBOT cars, while still retaining the designations ROBOT 1 and ROBOT 2. Renumbered from C 4465 and C 4472, which were actually their numbers when they were special express cars (except for the C prefix), they are now more conventionally numbered 1000 & 1001.

GREAT NORTHERN RAILROAD U-33-C units 2536 and 2537 were in use on the Seattle-Vancouver passenger train during a few scattered days in early January, 1969, accompanied by a "B" F-7 to supply steam for heating. The first one to appear was 2536 on train 360, January 5, 1969.

The 12 units ordered by GN for 1969 delivery are 6 more U-33-C's as well as six F-45's from GM U.S.A.

CLEARING OPERATIONS ARE AGAIN IN FULL SWING for the new yard tracks at Sapperton, B.C., just north of the present CN station at New Westminster B.C. This yard will be for interchange with CP Rail and should be ready and in use this spring. Ties and rails are being stockpiled nearby and the new yard will go hand-in-hand with the new tunnel-bridge combination to North Vancouver, across Burrard Inlet. With removal of the old bridge, the only access to North Vancouver for both CN and CP will be via the new CN-sponsored line, making the Sapperton interchange necessary.

The new tunnel-bridge route should result in substantial improvements in freight traffic handling in Vancouver when it is opened. This will probably be in March or April, 1969. After that, traffic destined for the North Shore of Burrard Inlet will no longer be required to pass through Vancouver. This should noticeably ease the pressure on this crowded area.



ANNUAL MEETINGS

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RADITIONALLY, January is the month in which many Canadian corporations, large and small, hold their annual members meetings. There follows reports of two such annual meetings which will be of interest to our readers.

THE ANNUAL GENERAL MEETING OF THE MEMBERS of the Canadian Railroad Historical Association was held in Montraal on 29 January, 1969. About 40 regular and associate members heard reports from the Treasurer, the Honorary Auditor (in absentia) and the Directors for Preparation, Production and Distribution of CANADIAN RAIL, Membership and Branches, Canadian Railway Museum and Members' Activities. The report of the Treasurer of the Association is given in summary form elsewhere in this issue. The Chairman of the Diesel Acquisition Recommendation Committee presented his report. Votes of thanks were officially recorded by the Directors and Members to McGill University and Bell Canada for the use of meeting rooms, during 1968. Subject to his acceptance, Mr. Donald W. Spencer was re-appointed Honorary Auditor of the Association. The following regular members were elected unanimously as Directors of the Association for the year 1969:

Frederick F. Angus	Peter Murphy
John A. Beatty	Robert V.V. Nicholls
Walter J. Bedbrook	Charles Vieu
C. Stephen Cheasley	A. Stephen Walbridge
Edward Lambert	R. Wyatt Webb
Denis Latour	Sanborn S. Worthen

At the first meeting of the 1969 Board of Directors, Held on 3 February, the following Officers of the Association were elected:

Dr. Robert V.V. Nicholls	President
M. Charles Vieu	Vice-President
Mr. C. Stephen Cheasley	Vice-President
Mr. A. Stephen Walbridge	Treasurer
Mr. Frederick F. Angus	Secretary

The following Honorary Officers of the Association were appointed:

Mr. Donald F. Angus	Honorary President
Mr. N.R. Crump	Honorary Vice-President
Mr. N.J. MacMillan, Q.C.	Honorary Vice-President
M. Lucien L'Allier	Honorary Vice-President
Mr. R.C. Day	Honorary Vice-President

The Board of Directors ratified the election of the following members as Commissioners for the Canadian Railway Museum/Musée Ferroviaire Canadien:

Mr. C.S. Cheasley	Mr. R.W. Wabb
Mr. F.F. Angus	Mr. P. Shergold
Mr. C. De Jean	Mr. J. Doyle
Mr. W.J. Bedbrook	Mr. A.S. Walbridge

THE ANNUAL MEMBERS' MEETING of the Ottawa Branch, Canadian Railroad Historical Association was held on the previous evening, - 28 January, 1969 in the Auditorium of the National Museum of Science and Technology, in Ottawa, Ont. About twenty five members were present and heard reports by the retiring President, Mr. W.F.G. Williams, the Treasurer, the Secretary,

and the Chairmen of Committees for Meetings, Restoration, Trips and Archives. Elected for the year 1969, by unanimous vote, were the following officers:

Major S.R. Elliot	-	President
Mr. J. Leblanc	-	Vice-President
Mr. M. Iveson	-	Secretary
Mr. T. Emond	-	Treasurer

For various Branch committee activities, the following members were named: Messrs. Campbell, Dufresne, Pharoah, Palmer, Frene, Linley, and McGee.

Mr. Bob Palmer will act as photographic librarian for the Branch.



YOUR ASSOCIATION'S FINANCIAL REPORT

A. Stephen Walbridge

Treasurer.

This year, the Financial Statements of your Association were audited by the firm of Stevenson, Blakely, Blunt and Company, Chartered Accountants of Montreal, Canada. The operations of your Association are now sufficiently important that, acting on the advice of the Honorary Auditor, your Directors considered it of primary importance to engage a firm of public accountants. These financial statements were presented to the members at the Annual General Meeting of the Association, held in Montreal on 29th. January, 1969.

The report of the Honorary Auditor, Mr. Douglas W. Spencer, was read at the meeting by the Treasurer, in Mr. Spencer's unavoidable absence.

As Financial Statements are difficult to understand without some explanation and impossible to condense into meaningful form and inasmuch as it is impractical to print them in their entirety in CANADIAN RAIL, due to space considerations, the following paragraphs have been prepared to provide to the Members the essential information contained in four pages of the Auditors' Statements.

At 31st. December, 1968, your Association had bank deposits of \$ 7,504.56, less Accounts Payable of \$ 1,171.72, part of this latter amount being in respect to membership fees, paid in advance. This left a balance of about \$ 6,300 available to begin various Association operations, such as the publication of CANADIAN RAIL, at the beginning of 1969 and to expend on specified capital projects and general operating expenses.

In addition to this amount, your Association had in trust an amount of \$ 59,358.89, for the covering of the Second Exhibits Building at the Can-

adian Railway Museum, and the beginning of construction of an Archives- Library Building at the same location. This money cannot be spent for other purposes. Your Directors realize that this amount is insufficient to complete the total construction of these buildings.

During 1968, 1,412 members paid \$ 8,850 in dues, of which \$ 6,363.00 was spent on the preparation, production and distribution of CANADIAN RAIL. Eleven issues of our magazine, containing more pages than in 1967, were produced. Most of the remaining \$ 2,487 was spent on such items as collection of Association dues, auditing of your Association's financial statements, printing and reprinting of other Association Publications and similar membership services and activities, including regular monthly meetings.

In 1968, as mentioned above, CANADIAN RAIL contained more pages per issue on the average, thus providing a greater return to the member. Sales of back-copies of CANADIAN RAIL and other Association publications by the Director of Membership and Branches, brought in an additional \$ 1,100. of revenue. Communications with the Members and the Branches were improved. An illustrated guide-book for the Canadian Railway Museum was produced, which has enjoyed a good reception from visitors at the Museum.

The Special Events and Trips Committee operated four excursions during the year, which added \$ 1,442.60 to the Association funds. Of course some of this amount must be retained to initiate the operation of other excursions in 1969.

Your Canadian Railway Museum was visited by nearly 13,000 guests in 1968, which earned about \$ 7,500 in entrance donations. However, operating expenses, such as our watchman, insurance, water tax, siding rental, municipal utility charges and temporary summer guides used up a large portion of this revenue. Moreover, it is essential, each year, that there be a small surplus after payment of all charges at the year-end, so that the continuing operating expenses can be maintained until the Museum is opened, about 1st. May and additional revenue earned to pay these operating expenses.

Capital expenditures at the Museum, including preparations for the large-scale projects, totalled \$ 6,250. A review of the Report of the Canadian Railway Museum Commission, given elsewhere in this issue, will illustrate the type of project to which reference is made.

It is impossible to include in the account books of the Association a dollar figure which would represent the hundreds and hundreds of man-hours contributed voluntarily to your Association, by members in the Montreal area and elsewhere. The members reading this report should understand that there are NO paid positions in the Association, with the obvious exception of the Canadian Railway Museum's watchman and temporary guides, the latter being engaged during the summer months to conduct visitors around the Museum. Moreover, the members should appreciate and acknowledge the generous gifts of their fellow-members and friends, to the Museum, without which continuing progress could not be maintained.

Association members, who may be particularly interested in the detailed, audited statements of the Association are welcome to write to the Treasurer at the Association's address, for a copy.



SPECIAL ACTIVITIES FOR OUR MEMBERS IN 1968

Denis Latour.

At the first meeting of the Association's Board of Directors in 1968, Mr. W.J. Bedbrook was appointed Chairman, Special Activities Committee, - for the second consecutive year. The Special Activities Committee was given the responsibility to make arrangements for members' monthly meetings, special meetings and excursions. To this segment of Association activity were added Messrs. F. Angus, P. Murphy, G. Southwood and D. Latour. There follows an account of the various activities arranged for the enjoyment of the members.

MONTHLY MEETINGS:

The Annual General Meeting of the Association was held on January 31, 1968, and eight regular monthly meetings followed during the year. In addition to the reports of the various committees, most of the meetings featured film or slide presentations. The February meeting highlighted a most interesting production of our member, Mr. Murray Dean, entitled "Diesels in Canada". We may mention here that Mr. Dean acted as projectionist for most of our slide and movie programmes. A slide contest took place at the June meeting, - the winner was our member Mr. Bill Blévins of Montreal, with one of his excellent diesel slides! The November meeting featured an illustrated description of the Algoma Central Railway by Director Walter J. Bedbrook and we learned more about the present operations of one of the most scenic and interesting railroads in Canada. With the cooperation of our ladies auxiliary, Mesdames Murphy and Latour, refreshments were served at the May and June meetings. This innovation was very well received by the participants and it is hoped to repeat this procedure during 1969.

SPECIAL ACTIVITIES:

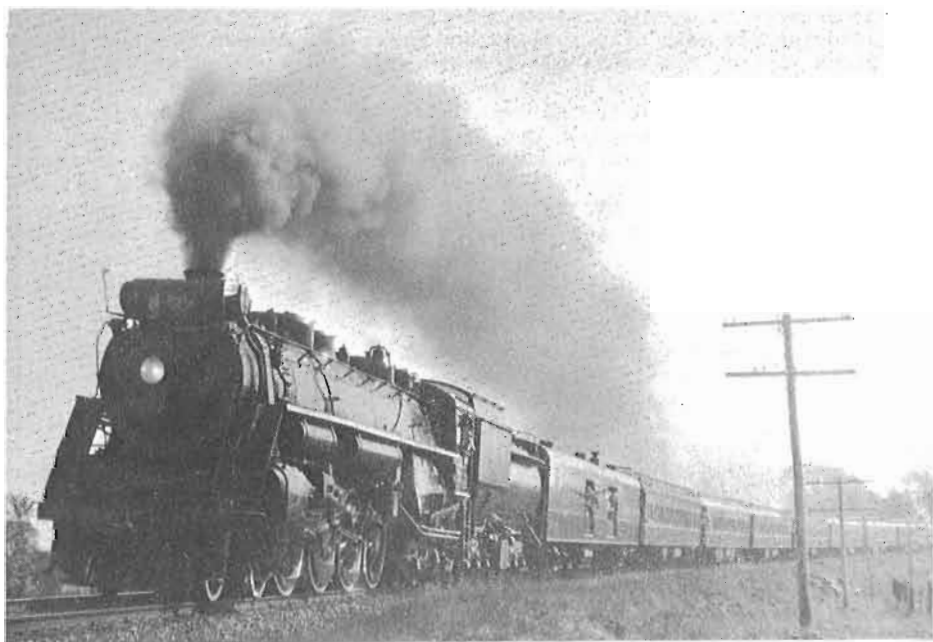
The Annual Banquet of the Association, marking the 36th. anniversary of the Association's foundation, was held on Friday, March 15th. in the Officer's Mess of the Black Watch Regiment Armoury, Montreal, Que. Shortly after 6.00 p.m., members and their wives gathered in the large and spacious room to admire the many regimental trophies and memorabilia of the regiment, as well as a comprehensive display of our Association's work. Our President, Dr. R.V.V. Nicholls and Directors Angus and Worthen had ar-

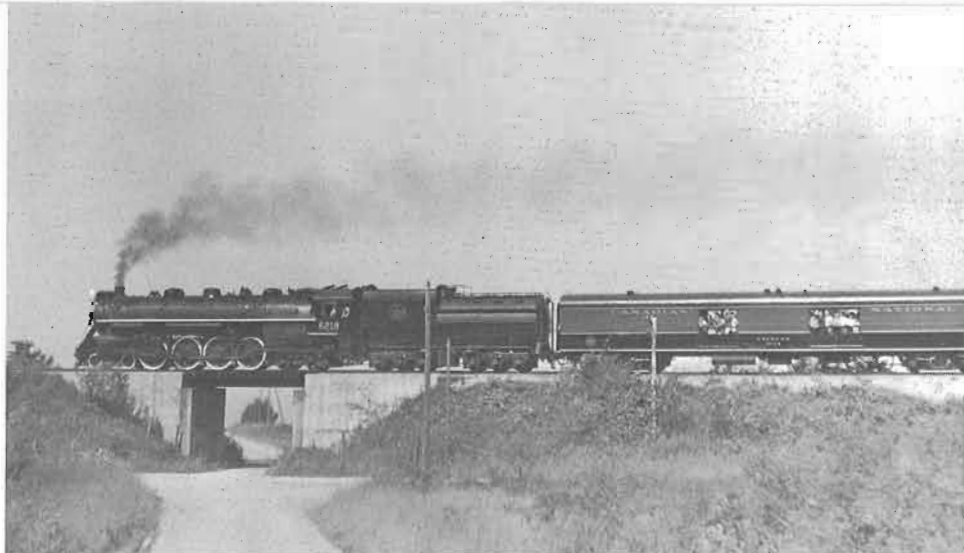
ranged a showing of slides, depicting scenes at the Canadian Railway Museum, a large number of static illustrated displays of other Association activities such as Archives, Library, Excursions and CANADIAN RAIL. After a delicious dinner, our President, Dr. Nicholls, introduced the Guest Speaker of the evening, Mr. R.C. Tibbetts of Trenton, N.S. Mr. Tibbetts, who is a former railroader himself and who owns a remarkable collection of steam engines, entertained us with a description of the "Pictou Branch", and told many interesting anecdotes of the days when he was a railroader, himself. A short period of questions and discussion followed. A word of thanks to the speaker by Mr. Worthen and this happy gathering was ended.. and everyone present felt it had been a very pleasant and successful evening!

On Monday, June 17th., - through the cooperation of our Director Mr. Bedbrook, a visit was arranged to the "Panorama of Telephone Progress" of the Bell Telephone Company of Canada (BELL Canada). The actual tour was followed by a film presentation, including the famous "The Railroader" with Buster Keaton. A truly unforgettable performance! After the film, refreshments were served at the end of the evening. A special word of thanks to our charming hostesses and guides! It was indeed a most interesting and informative visit!

SPECIAL EXCURSIONS:

Three excursions were operated during 1968, - all trips originating from Montreal, Que. The first trip (The SNOW Excursion), held on Saturday, March 2nd., took the participants to Farnham, Que., and Newport, Vt. returning to Montreal via the Quebec Central to Sherbrooke and CP Rail the rest of the way. CP Rail's RDC units 9105 and 9065 were used. A comprehensive coverage of this trip appeared in CANADIAN RAIL no. 200 (June, 1968) and therefore we will pass along to our second excursion.





Saturday, September 21st., - and a trip to Ottawa and return, behind the incredible CNR 4-8-4, No. 6218! Leaving Central Station (Montreal) at 8.15 a.m., the Special made its way to Turcot, where the diesel-electric hauler was exchanged for Good Old 6218. After a brief stop at Dorval to entrain passengers, the Special followed the line to Ottawa, with a sufficient number of stops en route for photographing and movie "run-pasts". The dense fog which covered the Montreal area at departure time, had now been dispersed by bright sunshine, which added to the enjoyment of the passengers and helped the ardent photographers to capture on film the all but vanished spectacle of a steam-hauled train. Ottawa was reached early in the afternoon and as a special attraction, a visit was made to The Museum of Science and Technology of the National Museums of Canada. In addition to a vast antique automobile and aviation display, the Museum has a not inconsiderable number of pieces of railway equipment, including nine steam locomotives. Just before leaving, our President Dr. Nicholls made a presentation to Dr. David Baird, Curator of the Museum. On behalf of the Association, Dr. Nicholls gave to the Museum a piece of historic horse-car rail, formerly used by the Montreal Street Railway. This historic piece of rail had been specially mounted by Mr. F. Angus, for presentation. In this way, the Association showed its appreciation for a most interesting and informative visit. With No. 6218 refuelled and rewatered, a fast return trip was made to Montreal and the "iron horse" once again gave a convincing demonstration of her speed capabilities. To the disappointment of many rail fans and photographers who were waiting at Dorval Station and along Highways 2 & 20, operational stops en route delayed the arrival of the steam special and it was quite dark when we reached Montreal. Then it was Central Station again, where the passengers detrained, very pleased with their day and regretting only that it had passed so quickly! As usual, the CNR had been most cooperative in providing equipment in the green and gold colour scheme of a bygone era! For the benefit of our readers who compile equipment notes, the consist was as follows:

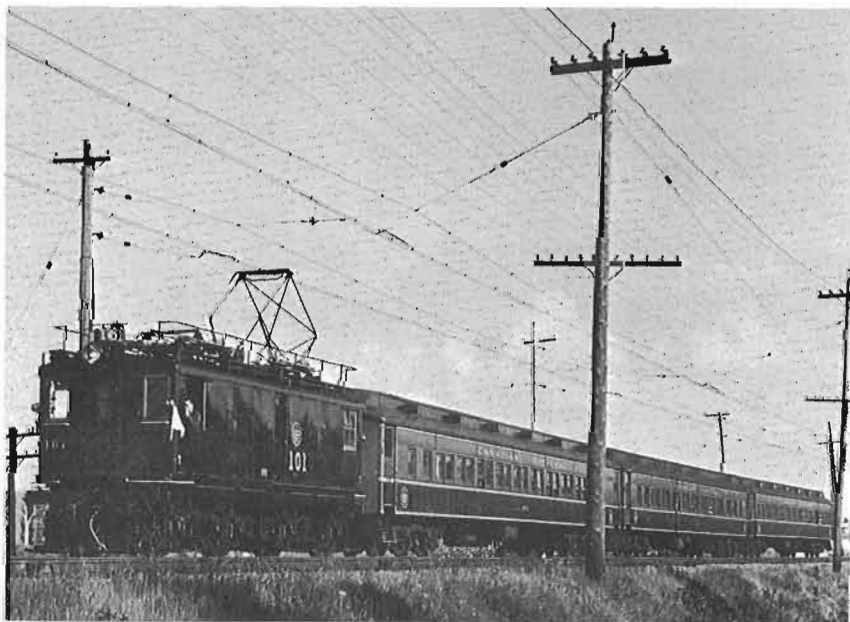
CN No. 6218, baggage car 9234, coaches 5139, 5143, 5150, 5079, 5093, 5065, 5073, 5092, 5140, 5063 and 5056.

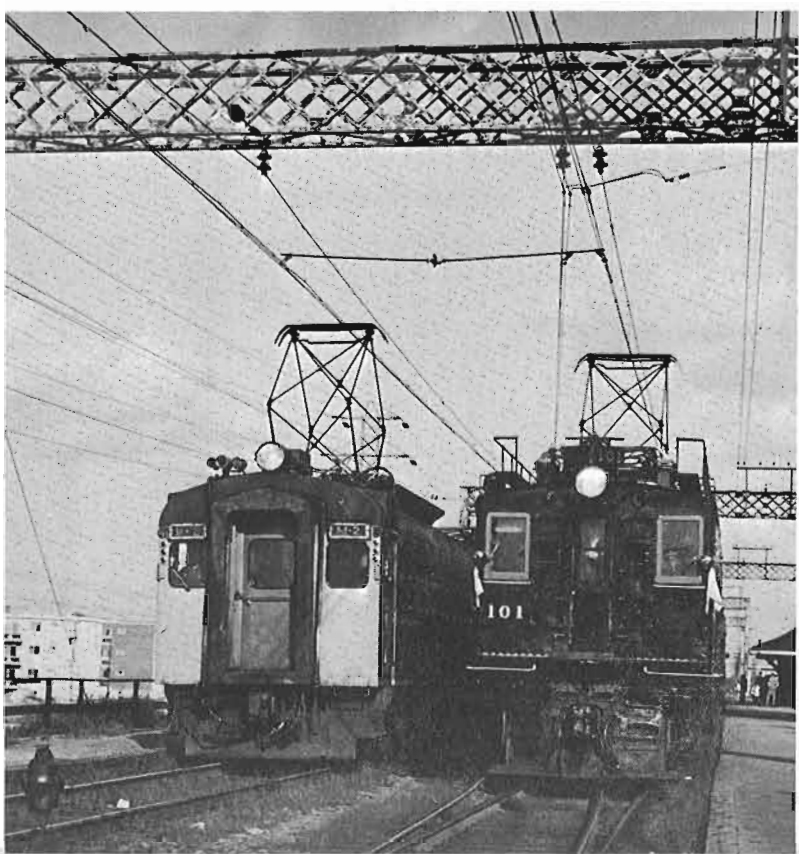
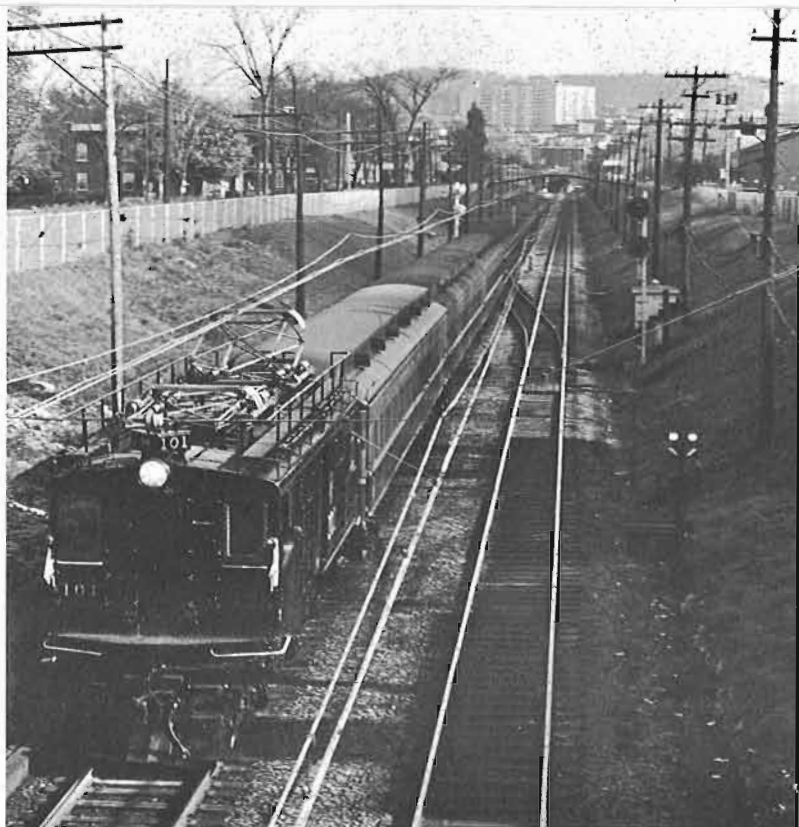
The numbers of the diesel-electric haulers, - in and out, are unknown. It might be interesting to mention that it was not the first visit of No. 6218 to Montreal, this year. The steamer, which is stationed in Toronto, was here in July, hauling two round-trip excursions between the Queen City and Montreal as part of a grand railway tour, sponsored by the ILLINI Railroad Club of Chicago and arranged by the Upper Canada Railway Society, which took its participants from Chicago, Ill., to the Maritimes and Newfoundland, using No. 6218 between Toronto and Montreal.



The third excursion took place on Sunday, October 20th., and commemorated the 50th. Anniversary of the opening of the Mount Royal Tunnel line to passenger service. Leaving Central Station at 2.15 p.m., our special train consisting of CN Box-cab Electric Locomotive No. 101, - yes, the same one that made the first run on October 21st., 1918, and passenger coaches nos. 4922, 4929 and 4932, made its way through the Tunnel and came to a halt at Portal Heights. A short distance further on, we reached Mount Royal and this was the scene of our first "run-past". While the train was preparing for its first "movie run", some photographers scrambled up to the overhead road-bridge and a young lady, passing by, was rather puzzled at the presence of all these people with cameras looking at the tracks, ..and she dared to ask what they were taking pictures of. One of the enthusiastic photographers replied candidly, "Pretty tracks!" .

Another movie runpast was made at the curve approaching the O'Brien Boulevard crossing; then we came to Val Royal, where the branch line to Cartierville was taken. Returning to Val Royal, we waited for the regular outbound MU train to pass and then we took the main line for Deux Montagnes. All aboard again, and it was not long before the powerful horn on No. 101 sounded for the station at A Ma Baie and Roxboro. A photo stop was made there, together with a meet with an incoming MU train (in the new colours). Incidentally, these units look very nice in that new attire! A movie run was made at the bridge into Ile Bigras. There too, the sound of No. 101's horn and the presence of all the people puzzled the residents of that quiet residential area. Another bridge, and we had arrived at Deux Montagnes, the end of the electrified trackage. Our stay there was quite short, but long enough to increase the Sunday business of the small restaurant, adjacent to the station. Two short blasts from No. 101 and we were moving again. After a photo runpast at the bridge (Laval-sur-le-Lac), a fast run was made to Val Royal and then Eastern Junction, where a back-up movement was made over the Montreal Nord line, to the vicinity of the Laurentien Autoroute. There, No. 101 switched ends and we headed for Montreal Nord, passing Boulevard and Ahunatic, en route. It was quite dark when the short train left Montreal Nord for the trip back to Central Station which was reached at 6.40 p.m. (1840, CN time), after brief stops to detrain some





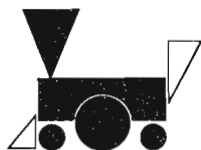
passengers at Mount Royal and Portal Heights. This concluded a short but most enjoyable trip. Nice weather and the usual splendid cooperation from the CN operating personnel also contributed to the success of this commemorative event. The CH Shop personnel certainly deserve congratulations for having given old No. 101 a like-new appearance. Judging from her performance and appearance, it can be presumed that she will still be around for the 100th. Anniversary celebrations! This excursion was also a farewell to the Montreal Nord passenger service, which was discontinued on November 8th., 1968.

One other excursion was planned for July 14th., - this year. This was to be a diesel-hauled trip, operated over the rails of the Delaware and Hudson Railroad from Montreal (via CP Rail) to Delson, Napierville, Rouses Point, Plattsburg and Dannemora, N.Y. However, high cost of operation and lack of patronage forced your Committee to cancel this trip, but it is hoped that some day we will be able to try again and ride the route of the famous "Laurentian" and "Montreal Limited".

As you can see, your Special Activities Committee has had a very busy year. Before ending this report, we would like to thank all the people who helped us in one way or another and all of you who participated in our numerous activities. We hope that you have enjoyed every one of them and that you will be with us again in 1969. We plan to be very active in the New Year, too!



“ THEY SAID IT
COULDN’ T BE RUN ”
OR
THE 1968 REPORT OF
THE
CANADIAN RAILWAY
MUSEUM



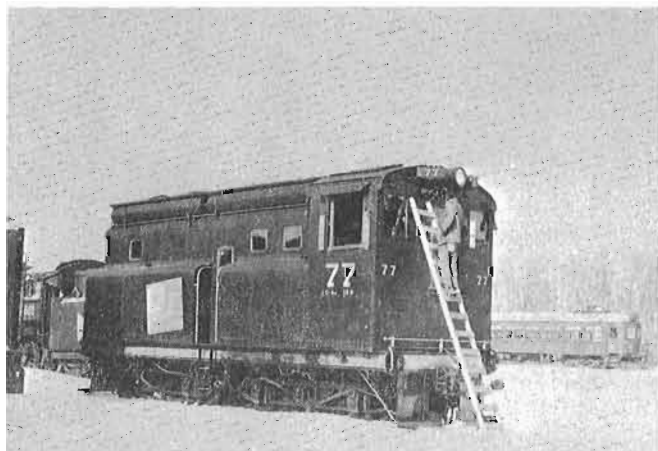
The alternative title at the beginning of this report was suggested by one major event which occurred at the Museum in 1968. This was the reception restoration and operation of diesel-electric engine No. 77, formerly of the Canadian National Railways. The acquisition of No. 77 by the Association was fully reported in CANADIAN RAIL No. 189 (June, 1967) and we will not bore the reader with a repetition of the details. This engine was not released to the Association at that time and so it was not until the Spring of 1968 that we were advised by the Canadian National Railways that the engine was released for movement to the Canadian Railway Museum at Delson/St-Constant, Que.

Prior to its arrival at the Museum, reports received from correspondents in the area, where the engine had last operated, that it was on stand-by service and still in operating condition, were very re-assuring. It was, therefore concluded that it would be ready for immediate operation at the Museum, upon arrival. These rumors were quickly dispelled

however, when the Association learned, from a supposedly reliable source, that Number 77 could not be operated due to numerous undefined mechanical difficulties.

Accordingly, a somewhat less-than-enthusiastic gathering of members was on hand at CN's Central Station, in Montreal, on the 26th day of April, 1968, to witness the handing-over ceremony of this engine to the Association. As soon as the formalities were over Number 77 was whisked away to its final destination at the Museum, ostensibly to await preparation as a static display, to show the development of the diesel-electric railway locomotive in Canada. But some of the members working at the Museum decided that this was not to be. It was the Association's very good fortune to have a genuine benefactor, Hewitt Equipment Limited. This Company, whose main endeavour in Montreal, is the servicing of diesel engines of the same make as is installed in our Number 77, were quick to respond to our request to overhaul the prime mover and within a short time, the V-12 was completely dismantled, all parts carefully repaired in good time and then reassembled, ready to test.

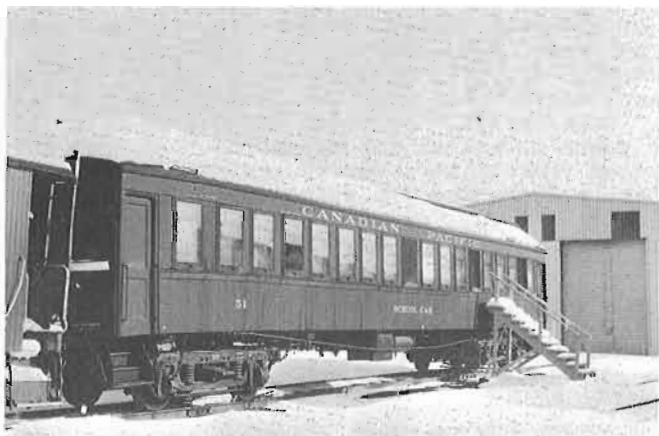
On Friday, September 27, 1968 five brief months after reception, the 380 hp. Caterpillar V-12 diesel engine came to life and No. 77 moved out slowly and majestically over the rails of the Canadian Railway Museum for the first time. Subsequently, it was discovered that two of the four traction motors of the engine had been cut out, during its move to the Museum. When these were properly connected to the main generator, it was verified that even the very largest steam locomotive at the Museum was able to be moved with ease. For the balance of the year, Number 77 was in service nearly every week-end and greatly speeded up the switching of the two yards at the Museum. No. 77's arrival was a welcome addition to our motive power roster and with our inimitable and indomitable, Number 9, "Sans Pareil," provides the Museum with the variety of motive power essential for operation. A recent example of this enhanced versatility was demonstrated when, on a weekend in November, a switching job which would normally require four hours to complete, was finished in less than two, by the use of two switching crews and the two locomotives.





ACQUISITIONS

On September 28, 1968, the Museum took delivery of CP Rail's sleeping cars, "Neville" and "Brookdale." These two cars were reported on, at length, on page 71, of CANADIAN RAIL, No. 197 (March, 1968). At the same time, we received CP Rail's "School Car," - a report on which will be forthcoming in these pages. It is revealing to note that all of these cars were switched into the Museum by Number 77, on its first working day at the Museum. In the "way" of freight equipment we accepted Napierville Junction Railway's cabooses nos. 34 & 35. Caboose No. 35 is to be set off its trucks and used as a storage building, beside the planned three-stall roundhouse at the Museum, in keeping with the practice of major Canadian Railways, thus adding an authentic touch to this area.



BUILDINGS & STRUCTURES

This year volunteer workers at the Museum completed the construction of a three-bay garage building, to house the Outremont Fire Truck Pumper, as well as other road vehicles. This building, together with the other service buildings on the premises, was painted in the traditional railway colours of red and cream. Barrington Station, on the other hand, was especially painted in the original Canada At-

lantic Railway colours of colonial yellow with brown trim. This description does not do justice to the result which must be seen to be appreciated. Barrington also received new doors built in accordance with the original design for the doors for this station. Further work was done to the interior, with the ladies' waiting room being completed and the office and gentlemen's waiting room repartitioned.



The design of the aluminum sheathing for the Second Exhibits Building was well under way at the year end and it is expected that the building will be closed in during the early part of 1969.

The switch and track connections, leading to the second half of this new building, were also completed and after levelling, some of the tramway equipment was moved into this section.

The architect's designs and the engineering plans for the Hays Memorial Archives Library Building were completed and, after a review by the Directors, will progress to the stage of implementation, since it is anticipated that the contract for the construction will be let in the early part of the New Year. This building will include a library on the upper floor, where will be housed one of the most extensive collections of books and archival material, relating to Canadian transportation. The first floor and basement will display many of the small but important pieces of Association railway memorabilia. The exterior design of the building will be that of a typical divisional point station of the Grand Trunk Railway, with a canopy over a platform, located beside the main lead track on the Museum property. The interior of the building, however, will be of modern design.

SUMMER OPERATION

Again this year, the number of visitors at the Museum increased, notwithstanding the decrease in the number

of visitors to Montreal, occasioned by the termination of EXPO '67. Nevertheless, nearly 13,000 visitors, - large and small, came to the Museum. As in 1967 they were received by a supervisor and staff of four guides and the Museum was open every day from the beginning of May to the 15th of September. After that, reception of visitors was undertaken on weekends only until the end of October. This coincided very well with the resignation of the guides who returned to their universities.

A Museum Guide Book, with pictures of the various exhibits at the Museum, was prepared and offered for sale to visitors. The ready acceptance of this helpful booklet was very encouraging and the second printing will likely include additional pictures and histories of Museum exhibits, perhaps all of them.

One of the highlights of the operation in 1968 was the inauguration of an experimental shuttle train service on the main lead track, using our engine No. 9, "Sans Pareil," and the recently restored Canadian Pacific caboose. On six Sunday afternoons, from about 1.00 p.m. to 5.00 p.m., the "train" ran every fifteen minutes from Barrington Station to the "end of steel" near the inner gate of the Museum. The number of passengers per trip was limited to 30, and no fare was charged. This experiment turned out to be a resounding success with nearly every visitor waiting his turn to ride in the caboose. Some visitors waited as much as three-quarters of an hour for a ride. It is hoped that on the completion of the Hays Memorial Archives/Library Building, such a service may be introduced on a permanent basis. Incidentally, all crews for this service were recruited from among the volunteer workers at the Museum and specially trained for the operation. In another experiment in 1968, the Museum, with the agreement of the Association's Board of Directors, leased the MSR Sleigh No. 20 to the City of Montreal, for inclusion in the popular scene in the "Face of Winter" Pavillion at MAN AND HIS WORLD. It was returned to the Museum by November 1, 1968.

NOTICE TO THE MEMBERS

During 1968, only a small percentage of the total membership of the Association in the Montreal area, provided the work crew, each Saturday and Sunday throughout the year. Notwithstanding this apparent lack of interest by the members, in the construction and operation of the Museum, as much if not more work was accomplished than in any of the preceding years since the Museum was begun. It is indeed a tribute to these devoted members, who regularly give of their time and energy to come to work at the Museum to oversee its construction and operation on behalf of the members that so much has been accomplished. We are most fortunate in having a very enthusiastic group of junior members who keep the "oldsters" on their toes and continually aware of the changes which are essential to the Museum to keep it up to date, particularly with regard to its responsibility to preserve modern rolling stock and motive power. However, since the Museum cannot be expected to build itself, the support of every member is needed at all times, if it is to continue to grow in the years to come.

THE C.R.H.A.'S OTTAWA BRANCH conducts "THE CALABOGIE CAPER"

Rudolph C. Carr

Nearly a year ago, it was rumored that the (then) Canadian Pacific Railway was about to abandon two interesting spur lines in the Ottawa River valley, and shortly thereafter, the application to the Canadian Transport Commission was made. However, during the summer of 1968, no decision was handed down. Nevertheless, "it was considered desirable" to organize a farewell trip over these two lines, and so the Executive of the Ottawa Branch, C.R.H.A., set out to determine how this might best be done. Shortly thereafter, they announced that a special train operation, in the form of a CP Rail DAYLINER would take a group to explore these lines.

Transportation Notice No. 65 from the Passenger Traffic Department of the Canadian Pacific Railway Montreal, advised all parties concerned that there would be 60 persons in the group. The person in charge would be Mr. W.F.G. Williams, Jr. President, Ottawa Branch, C.R.H.A. and the equipment - to run from Ottawa to Eganville via Calabogie and return, would be one (1) CPR RDC unit. This was particularly referred to as SPCL. B-705.

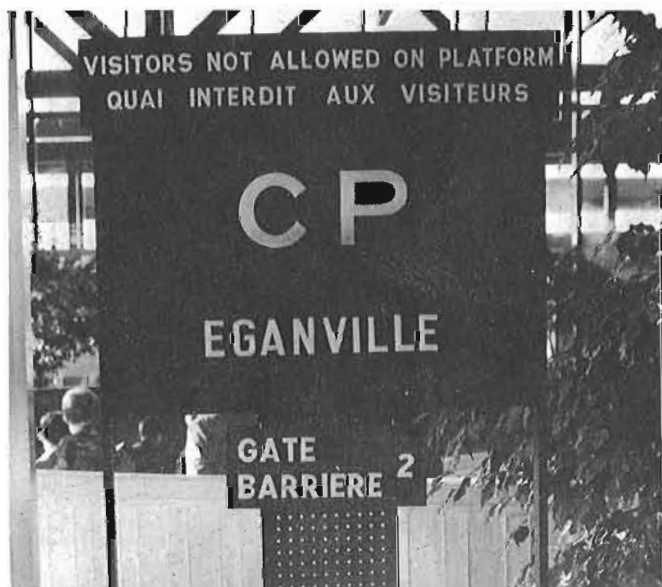
SPCL. B-705 was really a CP Rail DAYLINER, No. 9051 and was waiting for the group at Ottawa Station at 9.00 a.m., EDST., on Sunday, October 6, 1968. The day was cloudy and overcast but the enthusiasm of the participants helped to diminish the disappointment over the weather. The SPCL. B-705 left Ottawa at the scheduled time and its immediate route would have caused some confusion if the passengers had not known that they were to travel for the first part of the trip on Canadian National Railways trackage to Bells Junction. The tour itinerary, which was distributed to the passengers, said that this CNR line was part of the Canadian Northern Railway lines around Ottawa, built immediately preceding and during World War I. This line took us to CP Rail's Carleton Place Subdivision at Bells Junction.

Once the DAYLINER got on the main line, we rolled along, at a fairly brisk pace, climbing the ridge separating the Ottawa River valley from the Mississippi River valley. We had passed Stittsville at about 9.31 and soon rolled into Carleton Place and



around the long west curve at 9.50. Following the route of the famous CANADIAN, we now raced down the valley of the Mississippi River to Almonte, slowing down very slightly through the station and past Snedden, about 4 miles farther on, just after ten o'clock. We crossed the Mississippi, over the high bridge at Pakenham, and kept up the speed, reaching Arnprior, "on the advertised," at 10.18 a.m. We were allowed 22 minutes for the 18-odd miles to Renfrew, and the engineer had no trouble making the schedule. Half-a-mile west of Arnprior, we crossed the CNR secondary line, formerly the Canada Atlantic Railway, at grade. This crossing is interlocked and has automatic signals. About two miles further on, we came in sight of the mighty Ottawa River, which we followed for a short time, before turning southwest in the direction of Renfrew.

At Renfrew, we reached the junction of the first of the two CP Rail branch lines which we were to investigate. This line our primary objective, now runs from Renfrew to Calabogie, but it once continued south all the way to Kingston, on the shores of beautiful Lake Ontario. The excursion itinerary informed us that the Kingston and Pembroke Railway was chartered in 1871 and was built for the 103 miles from Kingston to Renfrew. I guess it never got to Pembroke. All that remains today of the good old K. & P. is 13.8 miles from Renfrew to Calabogie on the north end and 35 miles from Kingston to Tichborne, (junction with the Belleville Subdivision of the Montreal-Toronto main line), on the south. The part in between was shown in the CPR Time Table No. 123 of September 25th, 1955, but was abandoned after 1958. The road-bed certainly was not much like the main line and we did not break any speed records on this part of the trip. Just south of Renfrew we crossed the former Canada Atlantic Railway again. The settlements at Opeongo and Ashdod were not visible. Neither was the Town of Calabogie. We were required to reverse at the crossing of Highway No. 508 as the last half-mile or so of track into Calabogie was considered to be unsafe. We could see the track leading away southward in the direction of Calabogie Lake. This was the end of the Renfrew Spur, but not of the "Calabogie Caper." We had another branch line to explore.







After a brief pause we started out on the return trip to Renfrew. It had taken us about 45 minutes to cover the fourteen and a half miles from Renfrew to Calabogie, and it took us slightly longer on the return trip. We had a photo run-past some distance down the line and we stopped at the crossing at grade with the former Canada Atlantic, just outside of Renfrew. When we reached Renfrew, we halted there, for half an hour, to stretch our legs and to find something to eat. Thus, we left Renfrew at 1.15 p.m., and continued on, over the main line of CP Rail to Payne, a distance of 3.7 miles. Here, we branched off on the Eganville Subdivision, as it was once called. This was the second branch line which we wanted to investigate. The itinerary did not have much to say about this part of the trip.

We followed the valley of the Bonnechere River, all the way, for some 19 miles. The countryside was very much like that which we had seen in the Mississippi Valley near Snedden and Pakenham. We passed a feed mill and somebody said it was called "Douglas." At one point, the line runs near the Bonnechere Caves, which are a point of interest for tourists in this part of the Ottawa Valley. We rolled slowly down the main street of Eganville and stopped at the station. For the benefit of the picture-taking fraternity, we had a run-past on the main street of Eganville!

The ten minute stop, indicated in the time table, was quite sufficient to see most of Eganville and so, very shortly, we began the return trip to the junction at Payne and the Chalk River Subdivision of CP Rail's main line. This junction is controlled by automatic block signals, and under their protection, another photo-stop was made. Renfrew was reached at 3.15 p.m., and the run back through Arnprior and Pakenham was smooth and without incident. We obeyed the speed restriction over Franktown Road at Carleton Place and swung over onto the Carleton Place Sub. As the DAYLINER was required for other service at Ottawa, later in the day, the schedule was closely observed back to Bells Junction and our trip terminated at Ottawa Station at 6.00 p.m. DST.

Although the trackage covered by this trip was not completely new to most of the participants some of the operation was unusual and interesting. Our inability to go to the end of the track at Calabogie was unexpected. At Eganville, a very unusual location for picture-taking was offered as the train operated down the middle of the main street for about a quarter of a mile. This gives one the impression of high-speed interurban transportation in a small Ontario town.

Everyone enjoyed the day and there was a unanimous expression of thanks to Messrs. J.A. Beatty and O.S. Lavallee, of CP Rail, as well as to the Officers of the Ottawa Branch for their part in making the vital arrangements for this enjoyable trip.



BY F.A. KEMP

- A YEAR OF CHANGE BEGINS:

The changes began right away on January 1st., as two very old and tradition-steeped names vanished from the North American railroad scene. The names were "PULLMAN" and "NEW HAVEN".

The Pullman Company, which had operated sleeping cars in the United States for one hundred and ten years, ended such operations January 1st. On that date, some railroads took over operation of their own sleeping car services, but others, notably the Missouri Pacific and the Kansas City Southern merely discontinued them. The sleepers built since the introduction of lightweight cars in the late 1930's have always been owned by the railroads, but operated (and often maintained) by the Pullman Company. Pullman at one time owned and operated more than 6,000 heavyweight steel cars, which were instantly recognizable as "Pullmans" despite later dispositions and conversions. The remaining ones were sold to individual railroads about 1950, following an order handed down under U.S. antitrust legislation, derivative from the Company's interest in the Pullman-Standard Car Manufacturing Company. Pullman also operated services on the former Grand Trunk Railway lines in Canada, until about ten years ago when the contract expired and the services were taken over by Canadian National. The Toronto-Chicago sleeping car service was taken over also on January 1st. Some U.S. railroads have operated their own sleeping cars at various times; these include the NEW HAVEN, MILWAUKEE ROAD and SOO LINE end, more recently, the NEW YORK CENTRAL and its successor, PENN CENTRAL, which continues to operate the Montreal-New York and Toronto-New York services.

Alas! The PENN CENTRAL reluctantly assumed control of the bankrupt NEW HAVEN on January 1st., amid the growls of dissatisfaction of the trustees, directors and shareholders, regarding the terms of the financial settlement. The NEW HAVEN name goes back to the 1830's, when the New York and New Haven and the New Haven and Hartford Railroads were formed. The latter merged with the former to form the NEW YORK, NEW HAVEN & HARTFORD RAILROAD, which continued to absorb its competitors and many of its connections until it controlled almost all of the railway lines in Connecticut, Rhode Island and southern Massachusetts. In the same period, the NEW HAVEN gained control of the coastal steamship lines, plying Long Island Sound and, with the rise of electric urban and suburban railways after 1900, it also began investing heavily in these companies and secured control of most of the others within its territory, establishing large companies to control them. The decline of electric railways preceded the Great Depression of the 1930's and thus the NEW HAVEN was financially weakened when the economic recession began in 1930. The Corporation suffered another severe and unexpected blow when the Great Hurricane of 1938 wrecked much of its mainline trackage. Some recovery was made during and after World War II, but

shareholder's proxy battles and mismanagement in the 1950's left deep scars and an atmosphere of distrust which could apparently be healed only through a merger with another corporation.

The U.S. Interstate Commerce Commission, formerly reluctant to approve proposed rail mergers, stipulated that, if NEW YORK CENTRAL and PENNSYLVANIA Railroads were merged, then the new corporation, PENN CENTRAL, would also absorb the NEW HAVEN. The NEW HAVEN had a mileage of 2,557 miles, while the PENN CENTRAL's mileage was about 22,000 miles. These are road mileages and include a considerable proportion of double or multiple track, although recent trends have resulted in a considerable reduction of track mileage, as 4-track main lines were reduced to 3 or 2 and double tracks made single using CTC operation.

PASSENGER SERVICE NOTES

CANADIAN NATIONAL's Montreal-Toronto service has to be watched closely in order to keep up with developments. The following changes occurred in January, for example: On January 5 & 6, the last runs of TURBO trains, as Train 69 & 64, were made. Trains 63-64 and 69-68 continued to be operated with conventional equipment (RAPIDO). On January 13, "Skyview" bedroom-lounge observation cars were introduced on RAPIDO trains 63-64. The eight rooms are for hire at the rate of \$ 14.00 per passenger, double the club-car seat rate and \$ 4.00 for each additional passenger, which about covers the cost of the "complimentary" dinner. The "Skyview" lounge is available to all club-car passengers. Two of these cars are required for this service. Three are still in service on Montreal-Halifax trains 11 & 12, - the "Scotian". One car is apparently held as a spare, to cover others being repaired or train delays. On January 19, the conventional trains replacing TURBO trains 68-69 were discontinued after this date. This is the second time these trains have been discontinued!

THE FAMOUS "ONE-WAY" LOCAL TO BE DISCONTINUED. Ever since Canadian National discontinued its Toronto-Belleville passenger service, via Lindsay and Peterboro, a commuter train latterly numbered 900, has operated out of Toronto to Markham, Ont., each Monday to Friday evening. There was no service in the return direction and the train deadheaded back to the point of origin, despite persistent rumors that a very large scrap yard had developed at Markham! Most of the passengers rode to Scarborough and Agincourt, but the majority of the Scarborough passengers were lost following the introduction of GO TRANSIT and the later opening of the TTC subway extension to Warden Station. This train 900 recently operated with a locomotive and one coach or an RDC unit, when available. The CN in the usual roundabout way necessitated by the Transport Act, has requested the Railway Committee of the Canadian Transport Commission to rule on whether or not this train constitutes a "passenger train service" within the meaning of the Act and, if the Committee does not rule affirmatively within a period of 45 days (from January 17, 1969), Train 900 will be discontinued effective March 31, 1969. So there!

CP RAIL MOTIVE POWER: The "redesigned" paint scheme for CP RAIL's diesel units, introduced late in 1968, has been confined to class DRF-24's the 4200-series units, on which it was introduced. However, on February 3, passenger unit no. 1404, class DPA-15a, was outshopped from Angus Shops in a new coat of "action red" and white. The front is embellished with diagonal red and white stripes, slanted downward from the fireman's side to the engineer's side. The unit number is applied under the cab windows and CP RAIL appears on the lower panel, behind the cab. The "Multimark" occupies the lower and centre panels at the rear. The back of the unit is striped diagonally black and white.

It has certainly been a bad winter for CP RAIL diesel units. No. 8744 was heavily damaged in a level crossing accident on the Maine Central Railroad, over which CP RAIL has running rights, at Eaton, Maine, in November 1968. This was the lead unit of four and suffered heavy damage to the hood, steps running boards and cab, requiring rebuilding of these parts. Units 7088 & 1415 collided on the shop track at St-Luc Yard, Montreal. No. 7088 was repaired almost immediately (December, 1968) but passenger unit no. 1415 was struck above the "anticlimber", bending the frame above the forward truck and forcing the cab section downward. It may not be repaired. On December 30, 1968, No. 1801, class DFA-22a, hauling Train 134 to Quebec, collided with a freight hauled by engines nos. 8787 (DRS-18) and 8027 (DRS-10) near Lachevrotière, Que. Unit 1801 received heavy front-end damage; the other two were less seriously damaged and will probably be repaired, but the prognostication for 1801 is doubtful. 1801 is one of only three E-type passenger units in Canada. Finally, Unit 8729 (DRS-18) was involved in an enginehouse fire, early in January, 1969, suffering heavy damage to the cab, hoods and wiring. The diesel engine, which was relatively undamaged, has already been removed.

Another bit of diesel engine history was noted early in February, as the frame and cab of CP RAIL unit 8557 (DRS-16) were prepared for scrapping, having been stripped of all remaining useable parts. This unit was burnt out several years ago, but the major components were salvaged and installed in the car body of Unit 4019, repurchased after being traded to MLW for one of the 4200's. The resulting unit became second 4016, class DFA-16 and is listed as having been built at Angus Shops! The original Unit 4016, class DFA-15b, was damaged beyond repair in a collision with the 8452 on the Moosehead Subdivision in Maine. The components were used to build Unit 8823 at MLW and the car body was scrapped. Also in January, the order was given to re-gear Unit 4041 for passenger service and to change the number to 1432, class DFA-15d. This order apparently sealed the fate of Unit 1415, referred to above.

CP RAIL's Eastern Region is once again sporting what must by this time be familiar orange-and-black diesels. Twelve units were leased from the Bessemer and Lake Erie Railroad, during January, 1969. They have been used mainly between Montreal, Toronto and Windsor, Ont.

THE ALBERTA RESOURCES RAILWAY, nearing completion from Hinton, Alta. to Grande Prairie, Alta., may not be such a "white elephant" after all, as was suggested on a recent back cover of this publication. A long-term contract has been signed for the shipment of 29,000,000 tons of Smoky River (appropriate name) coal to Japan. The coal is to be hauled in CN unit-trains over the A.R.R. and CN's main line to a new loading pier to be built near Vancouver, but apparently on Burrard Inlet, - not at Robert's Bank. This new pier will be able to handle ships with a 100,000-ton capacity. Meanwhile, and apparently spurred on by these developments, the Port Manager for National Harbours Board, Vancouver, announced that the Roberts Bank reclamation project to provide port facilities was about 80% completed (January 29) while the 50-acre terminal area was more than ninety-six percent finished. The three mile causeway from the shore is half done and the ship channel, varying in width from 400 to 1,300 feet, is about 98% finished.

EASTERN CANADIAN PORTS, apparently temporarily excluded from the frantic traffic in coal, are concentrating on containers. While Canada's National Harbours Board delays an "official" decision as to whether Saint John? N.B. or Halifax, N.S. is to be the official container port, containers are already being handled at both ports, usually by floating cranes which are presently available to offload them from the ship to specially-built

flatcars. Containers are rapidly becoming very popular with shippers of goods subject to easy pilferage, notably exporters of spirituous liquors in Scotland and Ireland. Pity. No English whiskey!

As if Canada's railways didn't have their fair share of cold-weather woes, temperatures right across the Country have plummeted to record-breaking lows. Transcontinental passenger trains have been running many hours late and there have been delays of up to 14 hours to blue ribbon expresses between Halifax, Saint Johns and Montreal. As if this weren't enough, on a subzero December night, - the 27th., CN's Napadogan, N.B. station burned to a crisp and took the CTC booster equipment with it. This complicated the operation of CN's central New Brunswick main line from Moncton, N.B. to Edmunston and Joffre, Que., near Quebec.

N&W-NKP-WAB merger resulted, among other things, in the creation of two main lines between Detroit and Buffalo, across southern Ontario. The original intention of the N&W was to abandon its trackage rights over CN's "air line" via St. Thomas, Ont. This line, built by the Great Western Railway of Canada, just prior to becoming part of the Grand Trunk Railway in 1884, was intended to meet competition from the Canada Southern Railway, - presently Penn Central ex NYC ex Michigan Central. The Wabash gained trackage rights before 1900. It was this operation that the giant N&W was going to abandon. But all of a sudden, a re-evaluation was ordered and it soon appeared that the presence of a large Ford of Canada assembly plant on the line at St. Thomas, Ont., had been overlooked. The revenue lost from this industry would have been more than the money saved by closing the line, so giant N&W trains still roll across the flat lands of southern Ontario!

AND FROM THE MARITIMES.....

1969 promises to be a BIG YEAR for Canadian National in Canada's Maritime Provinces, - so writes Mr. Phillip Fine from Moncton, N.B. Another ferry the Swedish-owned M.V. STENA DANICA will arrive in Canada in April and, if all goes well, will go into service in June. The 261-foot French-built 3-year-old vessel can carry about 100 automobiles and will double the traffic capacity available before the new Canadian-built JOHN HAMILTON GRAY went into service last fall. The ABEGWEIT and the CONFEDERATION are also assigned to Northumberland Straits service. Prospects for the resumption of construction of the causeway-tunnel-bridge crossing of the Straits recede further and further into the background.

In Moncton, CN shops on the 60-acre site on John Street, one of 3 major CN repair complexes in Canada, overhauled 62 diesel engines in 1968, carried on heavy repairs to 8 more and light repairs to another 55. In the Car Department, 1,804 freight cars were reconditioned, including flat cars, wood chip cars, box cars and 100 flats for expresse containers.

CN recently placed an order with SYSCO, the Nova Scotia-owned steel plant at Sydney, for \$ 13 million worth of rail, to be used by CN across Canada, - this in addition to an \$ 11 million order for 300 refrigerator cars from Hawker Industries' car plant at Trenton, N.S.

CN's mobile rail-welding plant will move into Moncton in May to begin the butt-welding of 39-foot rails into lengths of 1,170 feet. Installation by a 100-man rail gang will commence in June with a terminal date of about October 1. Heavier rail is planned between Sunbury and McGivney, Napadogan and Deersdale, Estcourt and Ste-Athenass, Escuminac and Nouvelle and Carleton and Maria, in eastern Quebec. 19 miles of rail line between Veneer and

St. Leonard in central New Brunswick will be rehabilitated to handle more forest products industry traffic. Passing track facilities will be extended at Lutesville, N.B., O'Dell, N.B., New Richmond, Que., -to accommodate the longer CN freight trains.

In Newfoundland, 7 miles of heavier rail will be laid on the St. John's sub-division, while 40,000 ties will be replaced and 75,000 cubic yards of ballast will be spread between Bishop's Falls and Badger. Passing tracks are due for lengthening at Badger, Cooke and Joyce, Nfld. 20 additional living accommodation cars will be added to CN's Newfoundland regional fleet.

New ferry terminal buildings are planned for CN's trans-Northumberland Straits services. There will be restaurants, take-out counters, washrooms, tourist information desks and waiting rooms. Second floor facilities will include a control tower for ferry operating staff. Surrounded by recreational areas and picnic tables, the adjoining parking facilities can handle 400 cars, at each terminal. They will be ready, CN says, for 1969 tourists.

MARITIME MEMORIES

THE DECEMBER ISSUE OF CANADIAN RAIL included a picture of CNR 1070 on the Inverness Branch Train, waiting at the Point Tupper N.S. station, on June 15, 1939. In fact, this picture was taken by Mr. M. Greenblatt, who on that day was visiting the Straits of Canso. The train that appears in the background is CN no. 5 (the Halifax to Sydney day train) which had just been off-loaded from the train-ferry from Mulgrave. Mr. Greenblatt made several trips to the Mulgrave-Point Tupper train-ferry crossing in later years and now has a good pictorial record of this unusual railway operation which was finally terminated when the Canso Causeway was completed.

REQUEST FOR PICTURES.

To illustrate several articles which have been written for CANADIAN RAIL, the Editor would like to receive photographs of the following subjects. These photographs should be, if possible, 5" x 7", black and white, single-weight, glossy. They will be returned to the contributor when the article is published. The usual credit line will be provided:

CP RAIL ROBOT I & II in service between Calgary & Vancouver in the fall & winter of 1968;

Canadian National Railways & CP Rail
Main and branch-line trains in and around Saskatoon, Sask., in 1930-31;

Algoma Central Railway Pictures of the construction of this railway (1898-1905) as well as pictures of operation - steam and diesel.



PRECEDING PHOTOGRAPHS

THIS MONTH'S COVER-

Grumbling east out of McAdam, N.B., CP RAIL's Train 42 heads for Saint John N.B., on 2 May 1968. Power on the point included Units nos. 4069, 8466, 8745 and 8452, all operating, but the latter two being transferred to Saint John to balance motive power requirements. The seven car train included RAIL-TAINER 520037, Express 3622, Baggage 4817, Coach 2271, SKYLINE Coffee Shop 504 and sleepers BLAIR MANOR and RAYMOND. Photo by W.R. Linley, Ottawa, Ont.

INSIDE FRONT COVER-

Mid-train control car, CP RAIL's ROBOT 1 (No. C-4465) and slave unit no. 5563 on a test train, assembled at St-Luc Yard, Montreal. Photo by CP RAIL.

ON PAGE 68-

Mr. Roger Boisvert's picture of CP RAIL's units nos. 4501 & 4502 on train no. 91 at Trois Rivières, Qué., on 23 August 1968 at 1800 hr. EDST.

GRACING PAGE 69

Out of the Far West to Eastern Ontario. Former Utah-Idaho Central no. 904 on Canadian National's siding at Cornwall, Ont., on 18 April, 1948. She became Cornwall Street Railway's no. 12. Photo CRHA, EA Toohey Collection.

LAST YEAR WE WENT TO-

The Immortal Northern 6218 steps nimbly through the countryside, on page 74, on the trip north from Montréal to Ottawa, about one mile south of Glen Robertson, with the Association's excursion. Photo kindness Ken DeJean. Two miles north of Alexandria, Ont., Ken DeJean took the picture shown on page 75. Canadian National's 6218 & Friends put on a splendid show for the local citizens. About 600 other enthusiasts rode in the coaches. In full cry, magnificent 6218 roars through the station at Ste-Justine, Que. a few miles east of the interprovincial boundary. Ken DeJean caught her!

The Association's Semicentennial Special rumbles along between Mount Royal and Val Royal, on the 20 October 1968 trip to Deux-Montagnes, Qué. Charlie DeJean pictured the moment, presented on page 77.

MEANWHILE, ON PAGE 78-

Photo, top of the page, shows CN's no. 101 and Semicentennial Special coming out of the cut, north of the Mount Royal Tunnel and approaching the station atop of the same name. Photo kindness Charlie DeJean, Montréal.

Bottom photograph was taken by Charlie DeJean when Extra 101 north met the regular afternoon passenger train of MU equipment at Val Royal Station. The photographers were ALL fascinated!

WHITE FLAGS ON PAGE 79-

Charlie DeJean's picture of CN extra 101 north, standing in Val Royal Station, - for the benefit of the photographers, naturally!

AT THE CANADIAN RAILWAY MUSEUM-

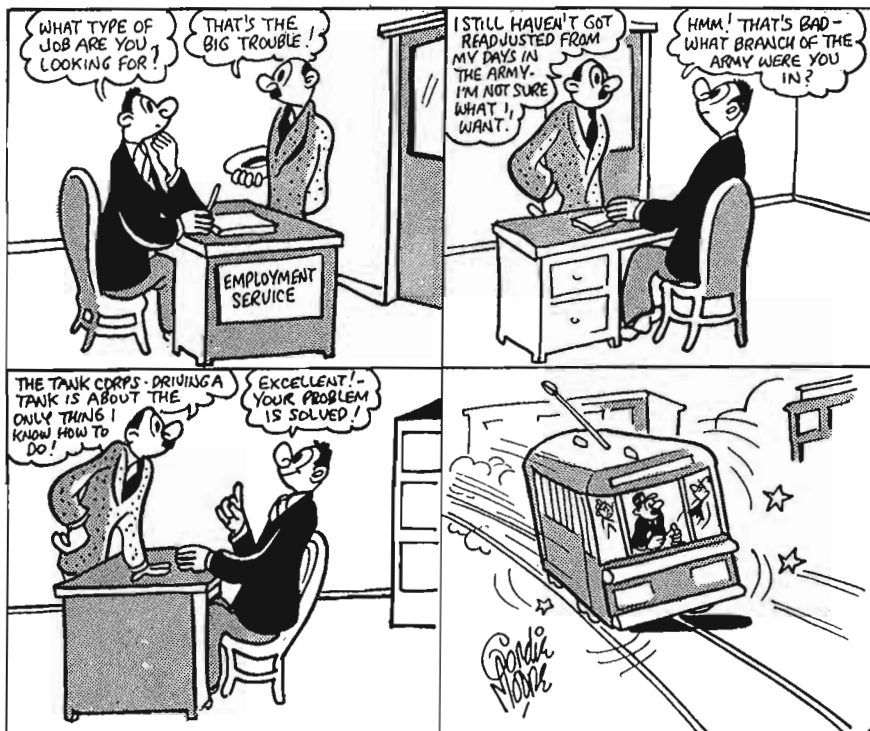
On page 81, Fred Angus took a picture of ex-CN no. 77, being restored exteriorly in the early snows of late 1968.

Fred Angus' photo at the top of page 82 shows that CRM no. 77 can and does do heavy switching at the Canadian Railway Museum.

Midway on the page is Canadian Pacific Railway's famous SCHOOL CAR, which the Association was most fortunate to acquire. Fred Angus took the picture. The (re)NEW(ed) BARRINGTON STATION is shown (courtesy of Fred Angus) on page 83. Many appreciative and interested visitors are expected to visit this Museum project in 1969.

THE OTTAWA BRANCH'S EXCURSION-

CP RAIL's DAYLINER 9051, complete with "spare" brakeman Rollie Lafleur, on page 86, stands at Highway 508 crossing, north of the wye switch, not far from Calabogie, Ont. The CAPER all began with the unusual destination sign on page 87, which greeted the participants in Ottawa Station. At the top of page 88, the EGANVILLE EXPRESS is shown at Renfrew Junction (on CN's time-card), while at the page bottom, the EXPRESS pulls out of the station on to the main street of Eganville, Ont. Page 89 shows the EXPRESS at Highway 508, pausing for operating inspection by the whole "crew". This excellent series of pictures were taken by Doug Campbell of the Ottawa Branch.



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