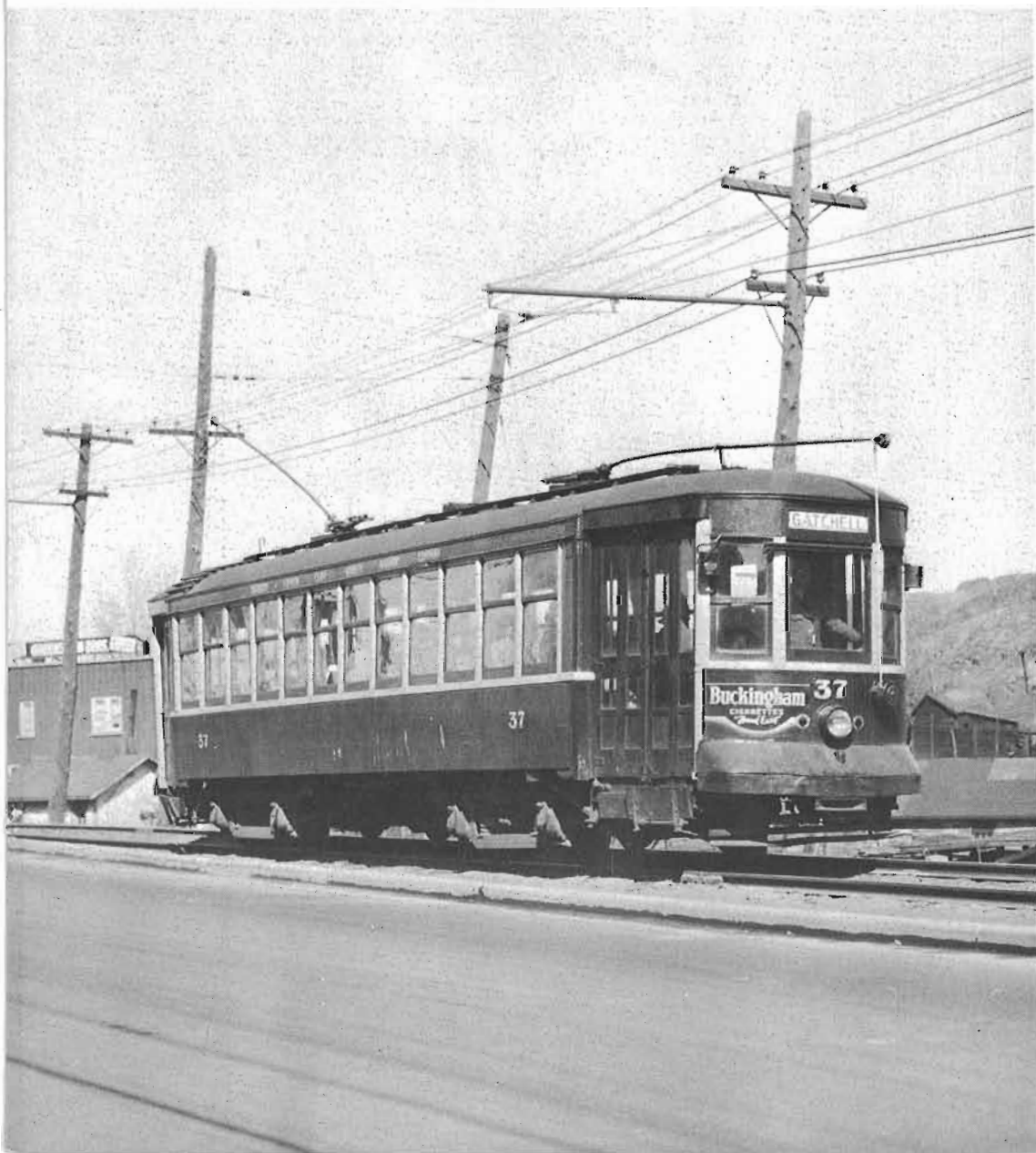


Canadian Rail



NO. 209
APRIL 1969





THE POINT ELlice BRIDGE DISASTER

R.M.BINNS

(We are particularly pleased to welcome back to the pages of CANADIAN RAIL Mr. R.M.Binns, a former frequent contributor of articles on Montreal's street cars, now resident in Victoria, B.C. It is hoped that this account will be the first of several documenting the West Coast street railway history.)

BY THE VERY NATURE OF THEIR OPERATIONS, electric street railways in Canadian and United States cities were not subject to disastrous accidents. Passengers injured by falling while boarding or descending from the cars were by far the most frequent type of accident, but these injuries were usually of a minor nature. Operating in an environment shared with many vehicles of other types, collisions were, of course, common, but the street car rider emerged unscathed from the vast majority of such encounters. Transit managements could claim, with statistical proof, that the safest place on the streets was inside a street car.

NEVERTHELESS, SOMETIMES BECAUSE OF particular local conditions, as well as hazards of topography, climate or other situations, serious accidents, resulting in many injuries and much loss of life did occasionally occur. The derailment and overturning of a runaway car on a hill was perhaps typical of the more serious accidents, but there were others, some of an almost bizarre but nonetheless tragic nature. One such was the splitting of a switch by a Chicago P.C.C. car in 1950, resulting in a collision with a gasoline tank truck. In a matter of moments, thirty-three passengers died in the ensuing explosion and conflagration.

WHILE IT IS NOT PLEASANT TO DWELL ON DISASTERS, the case of the Point Ellice Bridge affair deserves some examination for historical reasons. For the record, it still stands as the worst street car catastrophe in terms of fatalities, ever to occur in Canada or the United States. It is strange that a record of this kind should have been established almost at the beginning of the electric street railway era, - 1896 and so inappropriately in the small residential community of Victoria, British Columbia. It is noteworthy that street railway technology was not directly involved in the accident, - neither the failure of car equipment nor dereliction of duty by operating personnel, but simply the collapse of a bridge.

STANDING TODAY AT THE EAST END of the present-day Bay Street Bridge at Point Ellice, - a modern steel viaduct built in 1957, it is difficult to visualize the same spot seventy-three years ago. Instead of many industries and commercial establishments, there were fine residences, trees,

gardens and green lawns sloping down to the water's edge. The location is on an arm of tidal water, extending some three miles northwest from Victoria's Inner Harbour and practically encircling the municipality of Esquimalt. At Point Ellice, - named, in 1846, for Edward Ellice of the Hudson Bay Company, the channel is about 550 feet wide. The first bridge at this site was built in 1861. It was replaced by another in 1872. Then, on March 26, 1885, the Provincial Government of British Columbia called for tenders "for the construction of a combination bridge to cross the Arm at Point Ellice", - the work to include the removal of the old bridge. The contract was awarded to the San Francisco Bridge Company of California, U.S.A., and a subcontract for the iron work was given to the Albion Iron Works of Victoria, B.C. This "elegant and substantial" structure was completed on August 21, 1885, and was opened to the public the following day.

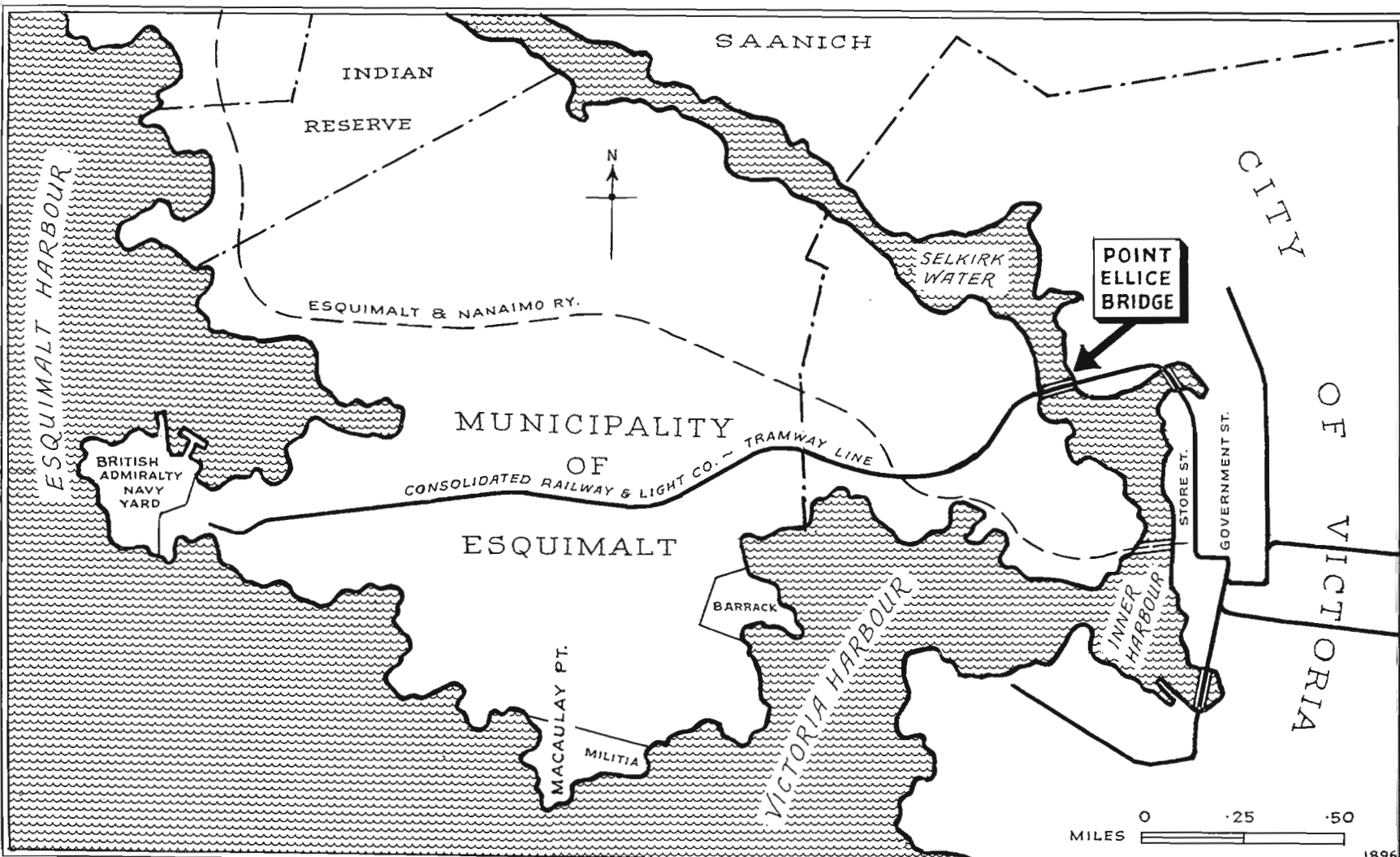
THERE WERE FOUR SPANS: two through Pratt-truss spans in the centre each 150 feet long and a deck span of 120 feet at each end, with about 50 feet of wooden approaches on each bank, making a total length of 640 feet. The trusses rested on six "Cushing patent" piers, consisting of iron cylinders filled with concrete. The roadway was a wooden platform twenty feet wide, with a generous 7-foot sidewalk cantilevered outside the trusses on each side. The total cost was about \$ 10,000. So much for the bridge itself.

AT THAT TIME, THE POINT ELLICE BRIDGE afforded the only convenient road access to Esquimalt and the Imperial Naval Establishment, some two miles away. The principal British naval station in the north Pacific since the beginning of the Colony in the 1840's, Esquimalt was an important element in the life and development of Victoria. The bridge at Point Ellice was intended to accommodate the considerable wagon and carriage traffic to and from the navy base and the Esquimalt area, in general.

IN 1890, A NEW FORM OF TRANSPORTATION came to the area, the electric tramway. Financed by English interests, it commenced operations on February 22nd. of that year. While there were earlier experiments with electric car operation in the eastern Canadian cities of Windsor and St. Catharines, Ont., Victoria was probably the first city in Canada to introduce this mode of street transportation on a practical scale. By the end of 1890, there were about eight miles of single-track line in operation. One of the first and probably most important was the Esquimalt line, for which a track was laid along the north side of the Point Ellice bridge roadway. The street cars in use were typical of the period, being light single-track closed cars with open platforms and, while the bridge had not been designed for rail traffic of any kind, there seemed to be no reason to doubt that these vehicles, running smoothly on rails, could not be carried with perfect safety.

IN 1891, THE CITY LIMITS OF VICTORIA were extended across the Arm for a distance of about one-half a mile, on the Esquimalt side. In consequence, the Point Ellice bridge was turned over to the City of Victoria, which then became responsible for its maintenance.

THE FIRST SIGN OF TROUBLE CAME on May 24th., 1893, when the bridge was less than eight years old. While a street car was crossing with a capacity load of excursionists from the neighbouring State of Washington, there was a failure in the roadway structure, causing the track to sag about three feet. The car crossed safely however, but some several weeks were afterwards required to make repairs. Auger holes were bored in some of the bridge timbers to ascertain the condition of the wood. The following year, \$ 1,000 was spent by the City on unspecified repairs to the bridge. By 1896, street car traffic and horse-drawn vehicles had increased considerably and some independent engineers and a segment of the public began to be apprehensive about the safety of the bridge. The drivers of





horse-drawn vehicles were duly warned to proceed at a walking pace on account of the vibration set up by trotting horses.

IN 1896, THE CITY OF VICTORIA was celebrating the Birthday of the Great Queen, in a manner befitting the namesake of so wise and powerful a Sovereign. Those were the great days of Empire and the people of Vancouver Island were surely among the most enthusiastic and loyal subjects of Her Majesty's far-flung realm. May the 24th. fell on a Sunday that year, so the major celebrations were scheduled for the following two days. The City was in gala dress: stores and schools closed and a general air of festivity was abroad. Many visitors had crowded into the City, - at that time boasting a population of about 30,000, from Vancouver and other mainland points in British Columbia and the neighbouring State of Washington. Monday May 25th. was a happy day. A great regatta was held on the Selkirk Waters just above Point Ellice, in which local crews, sailors from the warships at Esquimault and expert Indian paddlers took part. Thousands went to see this gala sports pageant, travelling by street cars, carriages, wagons and pleasure boats.

TUESDAY, MAY 26TH., PROMISED TO BE even more exciting! The main feature of this second day was to be a sham battle and naval and military exercises, as well as sports, at Macaulay Point, Esquimault, where Her Majesty's sailors and soldiers were cooperating to make the show an outstanding success. Adding to the interest was the participation of the local militia in the affair. The day itself dawned bright and warm and everyone who could, aimed to enjoy the colourful programme. By noon, the traffic of carriages, wagons, bicycles and street cars was thundering across Point Ellice bridge, without the least thought of danger and, so great was the resulting vibration that the windows in nearby houses rattled.

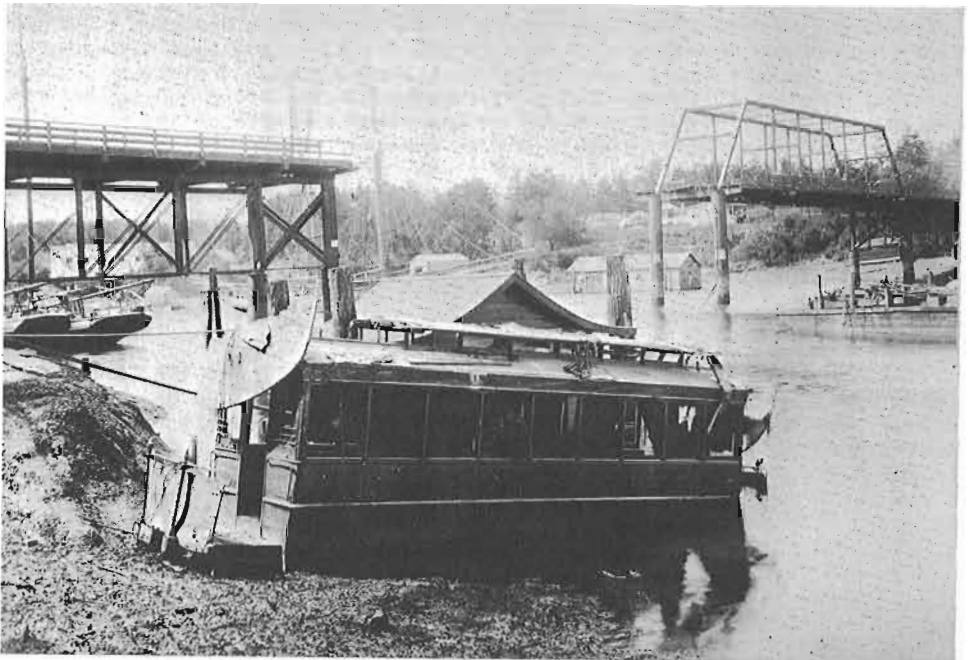
CAMPBELL'S CORNER, ON GOVERNMENT STREET in Victoria, was the main loading and transfer point for the Esquimault street cars. At about 1. 30 p.m., a large group of cheerful holiday-makers crowded aboard cars No. 6 and No. 16, of the Consolidated Railway and Light Company. Both of these cars were of the closed type with open platforms, but No. 16 was something special. In all accounts it is referred to as the "large" car or the "heavy" car. For some now-obscure reason, it was also known as the "theatre" car. It had nine windows to a side, compared with six on the others. No details are available, but it is highly probable it was on double trucks of the "maximum traction" type. It appears to have been the only one of its kind owned by the Company.

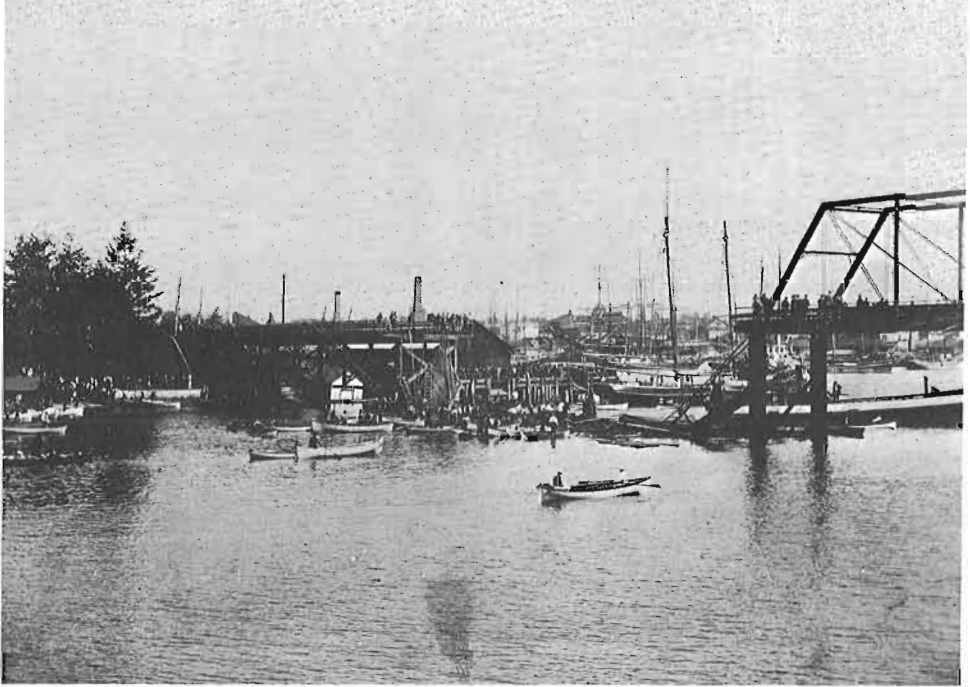
CROWDED WITH PASSENGERS, THE SMALLER CAR No. 6, started for Esquimault. One account says that No. 6 was pulling a trailer. It was followed immediately by No. 16, heavily loaded, with many passengers crowded

together on the platforms. In fact, some venturesome youths had to be dissuaded from climbing on to the roof of the car!

NO. 16 STOPPED AT THE POWER HOUSE on Store Street, where the crew was changed. Conductor Talbot and Motorman George Farr took over, and a few more passengers managed to squeeze aboard. Inside, the passengers complained about the stuffiness in the car and Talbot assisted in opening some of the windows, as he forced his way through the crowded aisle, collecting and ringing up fares. He is reported to have remarked to a friend, "If we get over the Bridge, we'll be lucky!" Whether he had a premonition of disaster, or was just making a facetious remark will never be known, but they were not destined to be lucky.

MR. JOHN CAMERON, A SURVIVOR OF THE ACCIDENT, testifying before the Coroner, described what happened. He was standing on the front platform of the car, beside Motorman George Farr. Before reaching Point Ellice bridge, Farr noticed two boys who had perched precariously on the front right car step. He stopped the car and ordered them off, telling them that they might get hurt, as the side of the car passed close to the bridge structure. Thus those two boys were saved by Farr's thoughtfulness, minutes before he himself perished. Cameron said he noticed that they were getting close to Car No. 6 and suggested to Motorman Farr that he increase the distance between them. Farr slowed down and No. 6 was just off the bridge and starting to climb the western slope when No. 16 came on to the first centre span. On the bridge at the same moment was a vehicle drawn by two horses, two one-horse carriages, a bicyclist and several pedestrians. In Cameron's own words: "When the big car got on the span some 30 or 40 feet, something snapped and the car dropped about 18 inches, then ran on for about 15 feet. There came another cracking sound and the whole thing went down, the car canting to the right. The motorman leaned over to see what was the matter. He never looked up again, for the whole roadbed gave way and, in the fall, he was struck on the head by timbers and irons from the truss". To the stunned horror of onlookers on the shore, the car plunged headlong into 50 feet of water, amid a crashing tangle of wood and iron bridge pieces.





MOST OF THE SURVIVORS WERE THOSE on the outside platforms, like Mr. Cameron. Those inside the car had little chance of survival, although due to the fortunate circumstance that some windows were open, some were able to make their escape. Also, fortunately, the accident was witnessed by many people in the vicinity and small boats were available for immediate rescue efforts. Many are the stories of heroic rescues, miraculous escapes and the untiring efforts of people who worked to the limit of exhaustion in attempts to revive the unconscious survivors. This dreadful tragedy was all the more shocking because of the number of children who perished. Needless to say, the day's celebrations were immediately cancelled and what began as a day of pleasure was transformed into one of gloom and sorrow.

HUNDREDS OF PEOPLE GATHERED at the shattered ends of the broken bridge and saw body after body raised to the surface, by divers. Before sundown that day, 48 bodies had been recovered. Work continued all night, but owing to the tangled mass of wreckage, the remaining 7 victims were not recovered until the following day, making a total of 55 men, women and children killed. The fate of those in the other vehicles on the bridge at the time is not recorded clearly, but it appears that all of them, except one boy, managed to escape with their lives. Of the survivors, 27 were reported to be more or less seriously injured. The total number of passengers on car No. 16 when it went down has never been accurately established. Estimates are varied, from 100 to 142 persons, but it was probably slightly over 100. When the car was recovered from the waters of the Arm, the fare register showed 98 fares paid for that trip, but it was claimed that Conductor Talbot had not finished his collections before the dreadful plunge occurred.

THAT THERE HAD BEEN THE GROSSEST CARELESSNESS on the part of those responsible for the maintenance of the bridge was the general consensus. The official inquiry lasted for several weeks and it was clearly established by experts that the cause of the collapse was rotted timbers in the floor structure, which gave way and brought down the whole span. As a result, there followed a seemingly endless succession of claims cases, interwoven with appeals, cross-appeals, motions and injunctions. Eventually, a



test case was brought before the Court and a special jury, to determine liability. The case was tried in Vancouver, because of the difficulty of empanelling an unbiased jury in Victoria. Judgement was given against the City of Victoria, as having sole responsibility for the bridge and knowing its bad condition, having failed to make proper repairs. The jury absolved the Consolidated Railway and Light Company from blame. In retrospect, one might wonder if the overloading of the car, - a problem which was to plague street railway companies everywhere for many years to come, was not, in some measure, a contributing factor in this particular tragedy.

FOLLOWING TWO TEST CASES, NO FEWER THAN sixty-seven actions were instituted against the City of Victoria and it was several years before all claims were finally settled, after a decision on appeal to the Privy Council in England, in 1899. There, the Earl of Halsbury, commenting on the evidence of responsibility, said, "The boring of holes (in 1893) and leaving them so as to collect water, was calculated to rot this beam; that for a period of three years it was left in that condition collecting water, and if the evidence is to be believed, disfiguring a state of rottenness all through the beam".

THE POINT ELLICE BRIDGE DISASTER was a profound shock to Victoria and was not soon forgotten. Even today, it is not uncommon to see it referred to in the press, in connection with the passing of some survivor, or in the reminiscences of an old resident. The guides on the sightseeing boats, passing under the present bridge, briefly recount to tourists this tragic event.

WHILE NOT STRICTLY PART OF THIS REVIEW of Canada's most disastrous street railway accident, it is interesting to note the subsequent developments. For some months after the tragedy, a ferry service was operated between the two shores. Also, the public was permitted to use the Esquimault and Nanaimo Railway bridge, further south, which had been temporarily decked over. Meanwhile a temporary pile bridge was built just south of the old structure and opened to traffic in December, 1896. The Victoria "Colonist" reported: "After a long and vexatious delay to the citizens of the western suburbs, the tramcars will be run through, without transfer, on the Esquimault side, crossing the Arm for the first time since the tragedy of May last. Yesterday an official test was made with an ordinary tramcar heavily freighted with iron and lead ballast".



THE TEMPORARY BRIDGE, 18 FEET WIDE, turned out to be fairly permanent, for the citizens frowned on the spending of any more money at Point Ellice and the City Fathers could not make up their minds. The arguments about a new bridge raged for several years. In July, 1900, the remains of the old bridge were dynamited and in November, 1901, a contract for a new bridge was awarded to the Puget Sound Bridge and Dredging Company of Seattle, Washington. Ratepayers violently objected to giving work to a United States firm and the contract was cancelled. The following year, a bid from a local firm, Victoria Machinery Depot, was accepted and a four-span, through truss bridge, on concrete piers, was built at the old location and opened on April 18th., 1904. After over forty years service under ever-increasing volumes and weight of traffic, this bridge became suspect and, in 1946, there was agitation for its replacement, but it was not until 1957 that the present structure was built, using the same piers, reconditioned and strengthened.

Note: Students of early electric street car design will notice, in the accompanying photos, the absence of a conventional controller on the car platform. Like the first Vancouver cars, early Victoria cars had the power control mounted under the platform and actuated by a handle and vertical shaft outside the dash.

Information and photographs for this article were obtained from the Provincial Archives of British Columbia, Victoria, B.C.

EXCHANGE PUBLICATIONS

The Association acknowledges, with thanks, the receipt of the following exchange publications during the year 1968:

THE NEWSLETTER	Upper Canada Railway Society	Toronto, Ont.
THE WESTERN RAILROADER		San Mateo, Calif., U.S.A.
THE RAILWAY OBSERVER	Ry. Correspondance & Travel Soc.,	London, Eng.
DOKUMENTATIONSDIENST	Deutsche Bundesbahn	Frankfurt (Main), Germany.
SMOKE AND CINDERS	Tennessee Valley RR Museum	Chattanooga, Tenn., USA.
THE SOUNDER	Puget Sound Ry. Hist. Society	Seattle, Wash., USA.
ERA HEADLIGHTS	Electric Railroaders Ass'n.	New York N.Y., USA.
BAY AREA ELECTRIC RR. REVIEW	Bay Area Electric RR. Ass'n.,	San Francisco .
TRACTION GAZETTE	Orange Empire Tolley Museum	Perris, Calif., USA.
THE 470	The 470 Railroad Club	Portland, Maine, USA.
THE BULLETIN	National Railway Historical Soc.,	Philadelphia, USA.
NOS VICINAUX	Soc. Nationale des Chemins de Fer	Bruxelles, Belgium.
	Vicinaux	
KEEPING TRACK	Headquarters Bureau	Montréal, Qué.
	Canadian National Railways	

MAN CONQUERS

MOUNTAIN

A history of
Montreal's
Mountain Park Railway.

Phillip Mason

In all of Canada, at any given time, there have never been more than half-a-dozen incline railways. Those which come to mind are in Quebec City, Port Stanley, and Niagara Falls, Ont. There were also inclined lines at Montmorency Falls, Ste-Anne-de-Beaupré and up Mount Royal, in mid-Montreal. It is the last-mentioned with which this article is concerned. It also considers various other proposals and plans put forward to help fill the void left after the closure of the Mt. Royal incline line, in 1918.

On May 24, 1876, Xavier Lefebvre received permission from the City of Montreal to build an incline railway up the southeast slope of Mount Royal. It was to start from Fletcher's Field above Park Avenue and its upper station was about a thousand yards east of the present site of the well-known Chalet. The line was to be called the Mountain Park Railway.

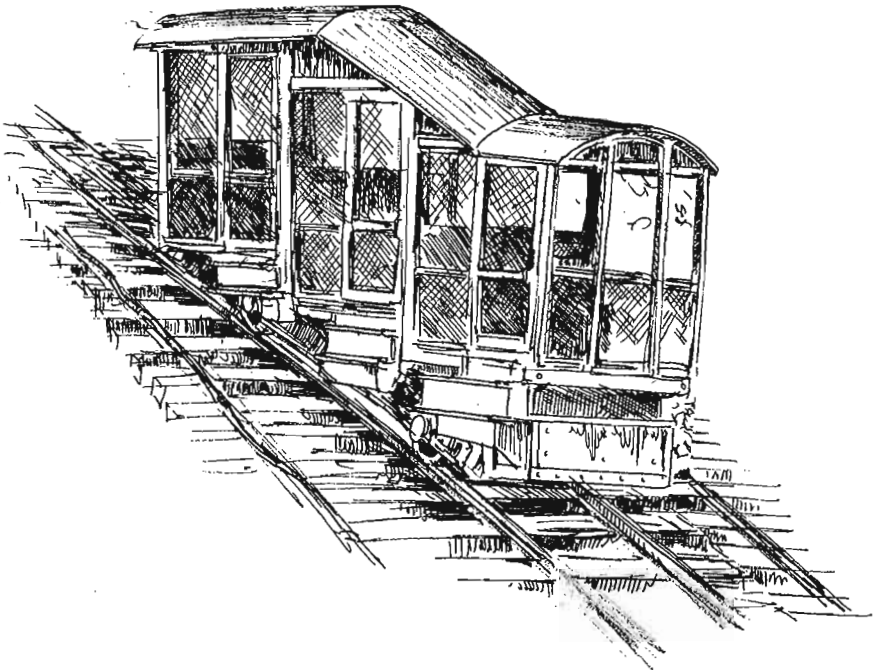
It opened early in 1884. Two parallel broad-gauge tracks sloped sharply up from Fletcher's Field at an angle approaching 45 degrees. The tracks were built for the major part of the incline on a wooden trestle and running on each track was a single open car, hauled up and lowered by a cable. At the base of the incline, where today the Central Fire Alarm Headquarters building stands, stood the ticket office and winch-house. The winch-house contained the boiler, steam engine and winding drum over which the cable passed, which pulled the cars up the incline. Cars were operated from the winch-house and the operator at the top terminal could signal the engineer below to start the cars, by ringing a bell. At the top of the incline was a small octagonal cabin where tickets for the downward journey could be purchased and also a large wooden pavillion. Before the cars started in either direction, the doors of the cars were locked by the attendant.

Business for the incline railway must have been lucrative for, in 1886, a new and separate incline was built from the base station easterly to Park Avenue, a distance of some 1,500 yards. The operation of this line was also by cable, but was in no way connected to the upper line. In fact, operations on the two lines were not synchronized, so that the chances were that upon completion of the first part of the ride, the passenger would be obliged to wait for the upper incline car to descend. The lower incline railway was laid on conventional ballasted track and used what appear suspiciously like converted horse cars from the neighbouring Montreal Street

Railway. At the base station on Park Avenue there was a pleasant little station, again not unlike something from the street railway. The lower incline shared its upper terminus with the mountain line.

As noted, the lower incline cars were very similar to the horse cars of the city streets. They had a small platform at each end and access to the interior was gained through sliding doors. Inside, there were longitudinal seats, upholstered in red plush. In contrast, the upper incline cars, if indeed they could be so described, were of stepped construction and had three compartments, one slightly above the other, with wooden benches the width of the car. They seem to have been constructed with much use of unsightly heavy mesh wire. They were yellow in colour and had a sliding wire mesh door on one side only. They were so spaced on the cable that when the ascending car was firmly in the upper station arrival dock, the descending car was also firmly in the lower station arrival dock.

If one felt energetic, one could use the footpath which followed the incline all the way to the top, by means of a magnificent flight of stairs. Fares on the incline cars were, for adults, 5 cents up and 3 cents down. For children, a lower tariff of 3 cents up and 1 cent down prevailed. At various times in the line's history, it was possible to transfer at no extra charge to the cars of the Montreal Street Railway, which ran along Park Avenue. At other times, it was not. At all times, "inmates of charitable institutions and orphan asylums" travelled free on the line. During all of the line's history, there was never an accident of any kind.



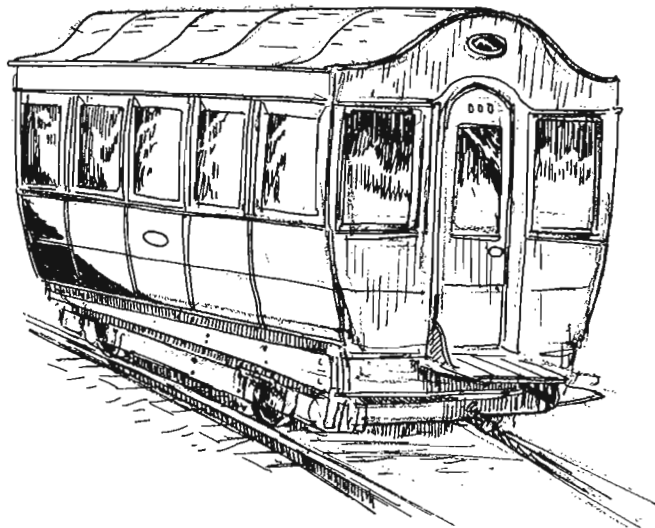
In 1890, the Mountain Park Railway proposed to lengthen its lower line across Fletcher's Field so that "mothers and children shopping down town could have easier access to the Mountain". Nothing ever came of it. In 1895, the line requested permission to operate at night with the aid of electric lights, but the City turned down the proposal.

The Mountain Park Railway operated by virtue of a franchise from the City of Montreal. The original franchise expired in 1900 and, for some unknown reason, the Company did not seek to have its franchise renewed, but continued to operate "illegally". The City ordered the Company either to renew the franchise or to dismantle the line. But there cannot have been too much sting in this admonition, for the line continued to operate without franchise until 1906. A change of mind must have occurred, either at City Hall or within the Company's Board of Directors, for in 1906 and again in 1912, the Mountain Park Railway sought renewal of its franchises.

During the first World War, traffic on the incline fell off badly and did not increase and, in 1918, when the time came to renew the franchise, the Company chose instead to liquidate its assets. The line stood disused for a year, much to the annoyance of the citizens of Montreal, who had now to climb the adjacent steps, while beside them the rails grew progressively rustier. Finally in 1919, the line was sold to the Consumers Metal Company for \$ 55,000 and was dismantled. Today, all that remains of a once-famous line is the concrete foundations for the upper station and the grading of the lower incline above Park Avenue, carefully disguised by a Victorian band-stand placed thereon, presumably in partial compensation to the populace of Montreal for the loss of their incline railway. The Central Fire Alarm Headquarters building sits imposingly on the site of the former winch-house.

The MontMetro.

The closure of the inclined Mountain Park Railway was the signal for a long and continuing series of plans and proposals for an alternate means of access to the summit of Mount Royal. The most ambitious scheme and the one which came nearest to realization was that of Monsieur L. T. J. Deceaire, - The MontMetro. In 1933, he proposed building of a subway from a station underneath Dominion Square to a point directly beneath the pr-



esent Chalet, where a "Rotunde" would be built, - a vast dome, cut out of the granite of the mountain. Directly under this dome, there was to be a bear pit! Trains would arrive by two tracks, to the south of the "Rotonde"; on the north side, there was to be a short passage leading to high-speed elevators which would take passengers to the surface and the mountain Chalet. On the other two sides of the "Rotunde", an aquarium and a licensed restaurant were to be built.

The MontMetro itself was to consist of two tracks without the luxury of a turn-around loop or any maintenance facilities on the surface. It may even have been planned to have the two lines totally separate from each other, since only a pair of three-car trains was proposed. These trains were to complete their journeys in two minutes, which sounds quite astounding until one considers that the projected line was in fact probably little over a mile long. The journey would therefore involve speeds of about 30 miles per hour, common in subways.

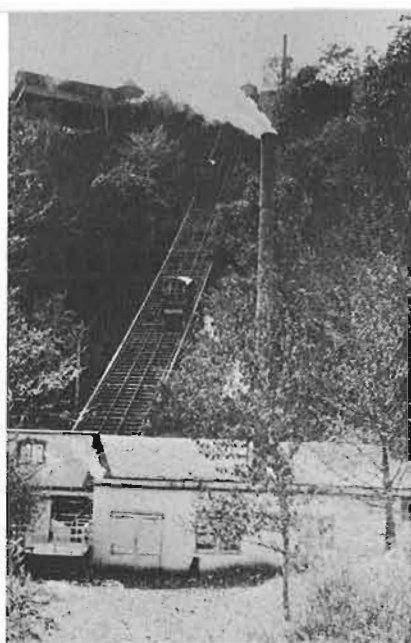
At Dominion Square, a station was planned the entrance of which would "in no way interfere with the park-like atmosphere". One imagines a structure with some sort of ornate entrance, trying to copy the design of the Sun Life Building on the one side and the Windsor Hotel on the other, with possibly the Public Washrooms in between!

The lookout at the Chalet on the Mountain was to be extended to become a half-mile long boardwalk. The City of Montreal was to pay for the project. This proposal alone should have sealed the fate of the MontMetro. However, the City was at that time involved in a vigorous public works programme, to stave off unemployment due to the general depression and so a few excavations were made. A holding company was formed and elaborate plans appeared in the press for a while, but by the time of the outbreak of the Second World War, it was safe to say that the project had been entirely forgotten. Had this scheme come to fruition, it would probably have been Montreal, rather than Toronto, that would have had the dubious honour to be Canada's first city to boast a subway.

Ernest Zbinden's Funicular.

On January 18, 1947, the Executive Committee of the City of Montreal told the Public Works Committee to prepare a report on the feasibility of a funicular railway up Mount Royal. It was probably as a result of this report that on June 8 of the same year, Mr. Ernest Zbinden announced his proposal for a funicular railway. It was to run from the top of Peel Street to the Mountain Chalet. Its grade was to be 64 degrees and its length 487 feet. Built on a masonry or concrete viaduct for most of the way, its two cars would share a common middle rail for most of the line, with a four-track passing section in the middle. This track layout was the more common practice on such lines. The older Mountain Park Railway, being double-track all the way, was unusual in this respect.

The cars were to hold sixty passengers each and were to be equipped with automatic brakes that would be applied when the car travelled in excess of a certain speed or when there was an electrical failure. The line would be staffed by three men, - a mechanic and two trainmen. The latter would ride the cars and collect the fares. The cost of the line was estimated at \$ 16,000. This proposal probably satisfied the City's august Executive Committee, yet the line was never built and the public, as usual, remained unsatisfied. Ernest Zbinden's Funicular was the last practical proposal for bringing Montrealers to the top of the Mountain. Subsequent ones seldom got beyond the stage of first suggestions or remained pipe-dreams.



A Potpourri of Proposals.

In 1949, La Société Saint Jean-Baptiste suggested building a funicular to the illuminated cross on the eastern summit of Mount Royal.

Probably the most bizarre proposal came from Mr. Max Seigler on March 23, 1952. Mr. Seigler suggested equipping motor buses with special apparatus on the roof, so that they could be lifted bodily through the air to the top of the mountain, in the manner of an aerial tramway car. This was to be known as Montreal's "Skyway".

It was probably this proposal which led Monsieur L. Caron, less than a month later, to propose the closure of the M.T.C.'s existing mountain tramway line and its replacement with an aerial tramway. Earlier this same year, the Parks and Playgrounds Committee of the City had suggested the rebuilding of the old incline railway from Fletcher's Field.

In 1954, the City Councillors urged that the old mountain line, closed in 1919, be rebuilt and this sparked off fresh discussions. Mr. C. Harry Kolbek recommended the use of a series of covered escalators up the Mountain as an economy measure.

In the same year, the City's Executive Committee commissioned a group of New York landscape artists to redesign Mount Royal Park on the Mountain's top, especially the eastern slope, to rid it of "degenerates and perverts". Among the architect's recommendations was the building of a miniature railway around the summit, the construction of Mr. Kolbek's escalators and the closure of the scenic M.T.C. mountain tramway line, coming up the east side from Park Avenue and Mount Royal Street and descending to Cote des Neiges Road, on the western side. Nothing came of these proposals.

Conclusion.

The fact remains that with only Remembrance Road and Boulevard Camillien-Houde, in fact the old Montreal Tramways Company right-of-way as means of access to the top of the Mountain and, on top of that, a half-mile walk to the Chalet, the present day finds the citizens of Greater Montreal less conveniently served than our grandparents, who could ride almost to the summit for a fraction of the cost and could enjoy a finer view, as well.

Oh Progress!

THE MANLY ART OF RAILROAD BUILDING

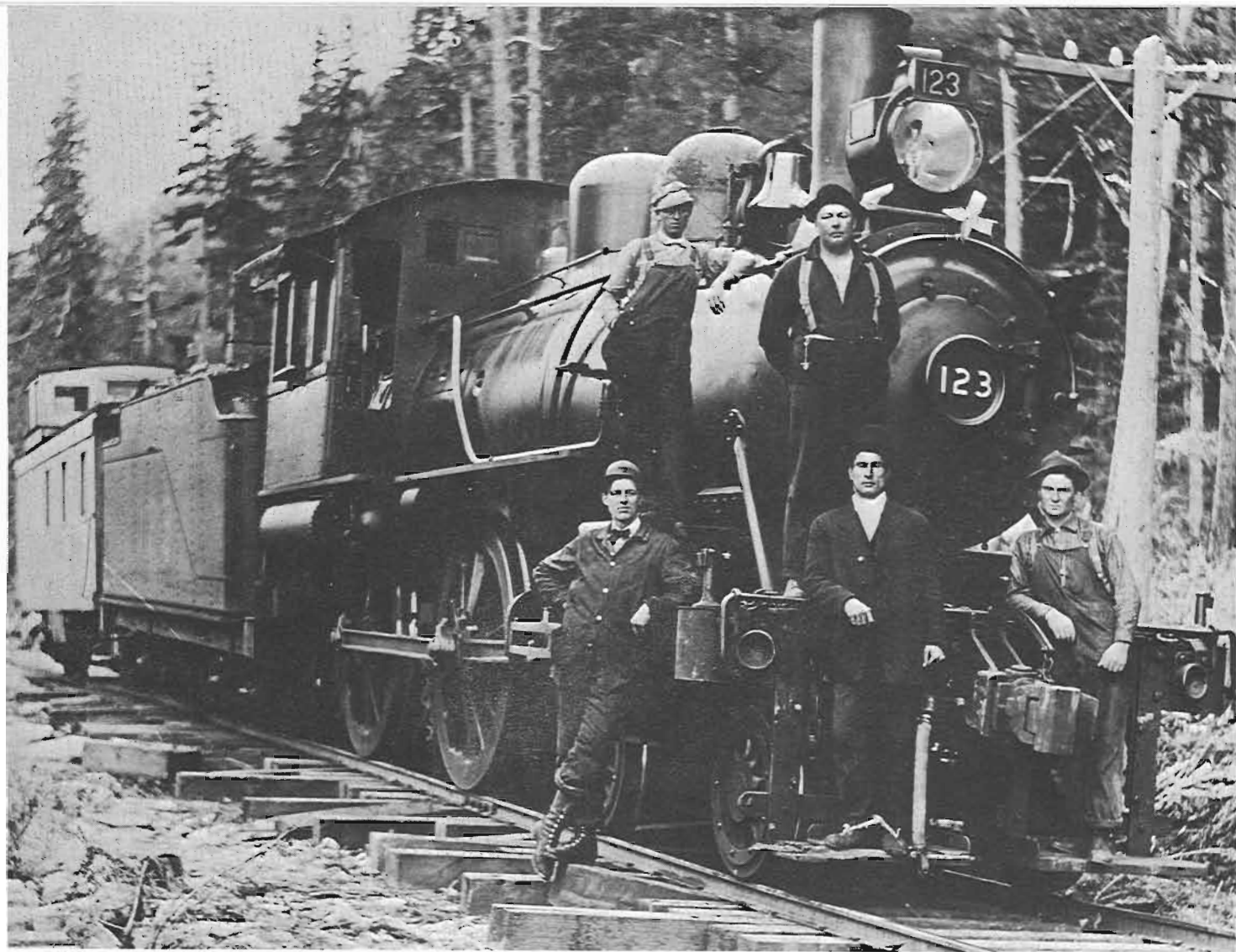
The following interesting letter has been received from Mr. Alfred Bingham, a retired former railroad employee, now living in Burnaby, British Columbia. We are very grateful to Mr. Bingham for providing a glimpse of Canadian railway construction.

"On a recent Canadian Broadcasting Corporation TV programme, I was interested to learn of the Canadian Railway Museum, a project of the Canadian Railroad Historical Association. In the same programme, there was a picture of the Canadian National's train near Mt. Robson, B.C., and this interested me because I helped to build that part of the railway in 1912. It was then called the Grand Trunk Pacific Railway. I, together with hundreds of other men, lived in box-cars (bunk-cars) and worked 10 hours a day. With a hard-driving foreman, the wages were 10 cents an hour. The men came from Poland, Russia, France, Spain, Scotland, England, the United States and many other countries. There were also a few Canadians. These latter were there to save a dollar or two, for they intended to go on to the Peace River country to settle on land there. A few of them hiked overland to get there. Some of these men were very strong. Men from Sweden would fill 100 one-yard hoppers with sand or gravel, in a day. This work was done on contract. All of the men washed up before going to their meals in the cook-house and at the end of the day, stretched out on their bunks with every part of their bodies exhausted by the hard work of the day.

Sundays were used for mending overalls, boots and gloves, as well as haircutting and shaving. I quit work when we reached a place called Fort George and I still have two photos of that place, at that time. It was a short street of tents and the pictures were taken by a traveling photographer, who developed his negatives overnight and sold as many prints of the pictures as he could, the following day. The number that he disposed of did not exceed ten.

At the age of 19, I was about five feet tall and weighed 130 pounds. Therefore, I was given the job of bolting up the rails and I also did some track work. For me, it was a great adventure. I was enthralled by the beauty of the country and the excitement of seeing the track move slowly along, at the rate of a mile and a half a day. Every day produced another wonderful scene. Bears were plentiful and came to the camp for food every day and it was quite possible to run into one in the dark.

The First World War started in 1914, temporarily stopping all railway work and later, many miles were torn up and sent to the railway corps in France. The roadmaster at Fort George at that time was Mr. Willis and the section foreman was Mr. Dyson. The man in charge of all operations was called "Fog-Horn" McDonald. He was later put in charge of the Canadian Railway Engineers, in France. He could shout louder than Paul Bunyan and his voice would actually echo several times among the mountains. When he shouted to the leading hand-car gang to go to work in the morning, they went! And I mean went!

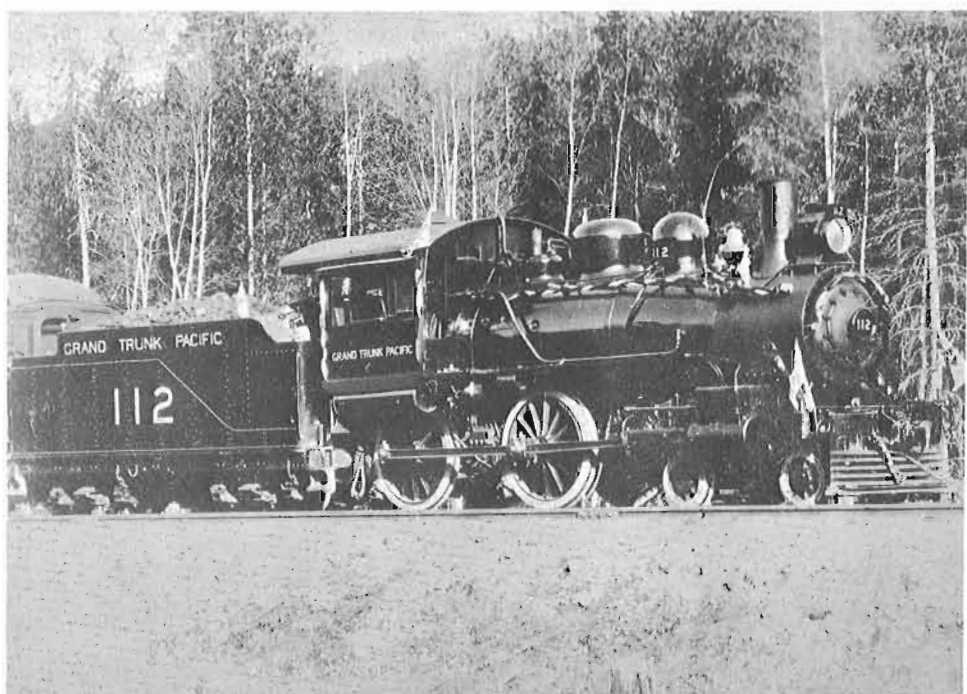


There were a number of trestle bridges built and the trains loaded with steel rails for the track-laying gang went very slowly, almost creeping along, at times. If the trestle started to swing, they changed the speed in a hurry! There were wooden barrels filled with water on some of these trestles, in case of fire, and once I was caught in the middle of the trestle when a train came around the bend. I had no choice but to get into the barrel, for I did not have the nerve to stand beside or on top of it, while the train went past about 12 inches from my nose!

Some time later, I went to Moose Jaw, Sask., and worked on the doubling of the track for the Canadian Pacific. While I was there, the late Mr. Muir, - afterwards President of the Royal Bank of Canada, came out from Scotland and started working in the only bank in town for \$ 6 a week. I was making \$ 10 a week and thought I was in the "big money". I corresponded with Mr. Muir many years later when he returned to Canada, after a trip to Mainland China and the U.S.S.R. I was on board ship in the Atlantic Ocean, when word came on the ship's wireless that Mr. Muir had died. I was very sorry to hear of his death, as I had intended to visit him to discuss trade with China, which was of interest to me.

A few days before Mr. Muir's death, my wife and I had sailed from Quebec City on the S.S. RYNDAM, from Wolfe's Cove. We had an opportunity to spend a few days in the City. Coming from Vancouver, it was like a different country and very old, like some of the old cities in Europe. I





have lived in the Vancouver district since 1919 and have seen the small cities and municipalities grow into great cities. History has only just begun, in this area.

I am very pleased to hear that you are collecting and preserving part of the history of Canada. I am fortunate that I have seen the railways of Canada, from coast to coast and have actually participated in their construction and development. The best of good fortune to you and all the members of the Association and Museum.

Yours very sincerely,

(signed)

Alfred Bingham.



BY F.A. KEMP

NEW CONTRACTS AND HIGHER FREIGHT RATES-

The Railway Association of Canada announced on February 27, that increases in freight rates of from 4 to 8% will apply to traffic moved in Canada, beginning April 1. This follows the signing, in late February, of an agreement between the railways and five shopcraft unions, representing an estimated 20,000 workers. The agreement is similar to one signed in December, 1968, with representatives of 75,000 non-operating employees, but differs in application of fringe benefits and skill differentials. The agreement is effective until December 31, 1970 and retroactive to January 1, 1969. The early signing of the contracts is in distinct contrast to the previous contract negotiations, which ended in compulsory arbitration, imposed by an Act of Parliament, following a 9-day strike. The former contract period of three years was already half expired before agreement was reached.

Another transportation rate increase was made by the Grand Trunk Western Railroad on February 26. All one-way and commutation passenger fares were increased by 10%. The GTW operates suburban services between Detroit and Pontiac, Michigan.

AROUND AND ABOUT-

Canadian National Railways transferred its car-ferry S.S. SCOTIA II from the Cape Tormentine, N.B.-Borden, P.E.I. service to the Windsor, Ont.-Detroit, Mich. service in January, 1969. The S.S. SCOTIA II joins the ageing car-ferries S.S. HURON and S.S. LANSLOWNE in the Detroit-Windsor important "high-wide" freight service, essential to interline exchange of high-cube box cars and auto-frame rack flats. The S.S. LANSLOWNE is a veteran side-wheeler, one of the last of her type in existence.

Mr. Phillip Fine of Moncton, N.B. writes that he has been trying to determine the status of a 4.6-mile spur, constructed a year or two ago, from CN's Cape Tormentine - Sackville, N.B. branch. This spur was supposed to serve the projected rail-road causeway to Prince Edward Island. Built by CN, the 4.6 miles were then turned over to the Federal Government which has not subsequently made a decision about the project. Although Mr. Fine has not seen any rail movements over the spur recently, it is assumed that some equipment traversed the line during its construction. To locate the spur, Mr. Fine directs that the inquisitive should find mileage 31.1 on the Tormentine Sub., and then project a straight line from this point to Cape Jourmain on Northumberland Strait, about 3 miles north of the present ferry terminal at Cape Tormentine.

Accidents continue to plague various areas of the CN system. The main line east from Montreal to Levis and the Maritimes, via Drummondville has been the scene of three derailments in a month, as passenger train No. 21 ran off the track in heavy snow near Drummondville, on January 2 and freight trains piled up at Manseau January 17 and Ste-Eulalie February 1,

last. Passenger train No. 123 (Campbellton, N.B. - Montreal) was derailed near Montmagny, Que., on January 10. South on the CV, a head-on collision at Milton, Vt., on January 6, between freight trains Nos. 491 and 540, resulted in heavy damage to Central Vermont's unit No. 4924 and GTW units Nos. 1509 and 1510. A rear-end collision between two freight trains at Brantford, Ont., January 20, damaged CN unit No. 3236, demolished a caboose and derailed four cars.

Alas! No steam to Bay City! Richard Jensen's ex-GTW "pacific", No. 5629, stored out-of-doors at GTW's Milwaukee Junction (Detroit, Mich.) service area since September, 1968, was all fired up for a February 22 excursion to Bay City, Mich., but was unable to proceed because of a broken steam line to the vital electric generator. Nevertheless, the trip operated behind diesel power, for as it was partly run at night, it could not have operated without a headlight.

Tourist lines do have their troubles. A phenomenon of the Philadelphia, PA area has been the proliferation of tourist steam train operations, over the last two years. Some of these operations own their own trackage (Strasburg R.R.) but others have leased running rights on seldom used branch lines of major carriers. One such was the Wawa and Concordville Railroad, whose two-year lease on a former PRR branch line was not renewed by the PENN CENTRAL at the end of 1968, leaving the W. & C. with two locomotives and eight cars, but no track or stations. The line carried as many as 65,000 passengers last year, but has remained "in the red". Neighbouring property-owners had also brought suit against the W. & C., alleging that excursion trains were not proper railroad use. This was rumored to be the reason for the non-renewal of the lease by P C who "do not wish to be involved".

Winnipeg Hydro's famous No. 3, ex-CPR 4-4-0, may yet become a film celebrity! A film version of the well-known school-boy classic series, "Tom Swift", to be made by 20th. Century Fox Corporation, will include a sequence purportedly occurring in the U.S.S.R.'s Siberia and the film-making Company is negotiating with the Vintage Locomotive Society of Winnipeg, proprietors of No. 3, not to transport the engine to Siberia, but to use it in its native environment. Manitoba's snow-swept prairie will stand-in for the frozen steppes of bleak Siberia (no difficulty there!). The sequence will obviously have to be shot during the winter of 1969-70 for a planned première during 1970. Winnipeg interests, headed by indefatigable Alderman Leonard E. "Cannonball" Claydon are nudging 20th. Century Fox for the world première of the film in Winnipeg, in Manitoba's Centennial Year-1970. Meanwhile, the Vintage Locomotive Society apparently engineered in February a horse-trade, whereby they acquired two vintage wicker-seated gas-lamped ex-CP passenger coaches from Greater Winnipeg Water District Railway, in exchange for Coach 1355, donated to the Society by CP RAIL. At least, that is the way it was reported in the Winnipeg FREE PRESS. On the heels of this dicker came an offer from Canadian National, long-time benefactor of the Society, of an additional number of old cars (types not stated) to go with the engine. Things are certainly looking up for Messrs. John LePage Gordon Younger and Alderman Claydon!

Canadian National has retired all remaining CR-12 class road-switchers, numbered between 1600 and 1659, with gaps due to prior scrapping. Also, the last three units of the old Newfoundland Railway, Nos. 775, 776 and 777, class ER-4, were sold November 8, 1968, to F. Libbey & Associates, located in Atlanta, GA, U.S.A.

CP RAIL diesel electric unit No. 8729 will apparently be scrapped following serious damage by fire. Unit No. 8744 was painted in the new colour scheme, following its rebuilding. Unit No. 4041 has been regeared to 89 m.p.h. and renumbered No. 1432, in addition to being repainted in the new style. It will replace unit No. 1415 in passenger service.

ACI - Automatic Car Identification to the uninitiated, loves numbers but hates letters! CN's fleet of RDC units gave it a colossal case of gastric upset. So, CN is beginning a massive renumbering job. The Association of American Railroads has set January 1, 1970 as the terminal or "latest" date for completion of KARTRAK labelling of equipment in interchange service. Many railways will also use the system to keep track (sic) of motive power units and passenger cars. Trackside electronic scanners will translate the various coloured plastic strip combinations on car sides into a signal code, indicating the ownership and number of each car and feed it into data processing equipment. This is the "digerter" which thrives on a diet of digits but belches on a ladle of letters. Each car owner has an assigned number code, but alphabetically-designated units are taboo and must be renumbered. Thus CN's TURBO sets, RDC's, Boosters and Electric units are being redesignated as follows:

TURBO Power Dome Car TURBOCLUB	P 100 to P 104	125 to 129
TURBO Power Dome Car TURBOCLUX	P 200 to P 204	150 to 154
TURBO Trailer Units TURBOCLUB	T 100 to T 104	200 to 204
TURBO Coach-Buffeterias	T 300 to T 304	225 to 229
TURBO Coach Trailers:56-seat	T 200,202,203,205,206, 208,209,211,212,214	250 to 259
TURBO Coach Trailers:54-seat	T 201,204,207,210,213	260 to 264
Booster Units "calf"	B 1 to B 15	300 to 314
RDC-1 Passenger,control equip.	D 100 to D 118	6100 to 6118
RDC-2 Passenger & baggage	D 200 to D 206	6200 to 6206
RDC-3 Passenger,baggage & mail	D 302	6302
RDC-3 Passenger,baggage or exp.	D 350 to D 356	6350 to 6356
RDC-4 Mail,baggage or express	D-401	6401
RDC-4 Mail,baggage or express	D 450 to D 453	6450 to 6453
RDC-4 Mail,baggage or express	D 475	6475
RDC-9 Passenger,non-control	D 500 to D 506	6000 to 6006
Locomotives,electric,B-B	100 to 105	6710 to 6715
Locomotives,electric B-B	180 to 188	6716 to 6724
Locomotives,electric B-B	200 to 202	6725 to 6727
Motor Cars,Passenger,electric	M 1 to M 6	6730 to 6735
Trailer Cars,passenger,electric	T 1 to T 7	6739 to 6749
	T 9 to T 12	
Work Car,diesel;electric zone	D 1	15709
Business Car (Can.Trans.Comm'n.)	ACADIA	6
Business Car	BONAVENTURE	98

The business cars will retain their names, in addition to their new numbers. Differences in designation of RDC-3 and RDC-4 units result from differing arrangements of baggage/express and mail compartments. Now, isn't that a nice, tidy arrangement? But what about GO TRANSIT cars? Oh well, they only run in a very limited area, so it is unlikely that ACI or AAR will ever find out that they haven't been renumbered. But Heaven help the computer if someone sometime unwittingly feeds into the works the forbidden and indigestible letter-number combination!

MOTIVE POWER AND ROLLING STOCK-

Canadian National has ordered 300 mechanical refrigerator cars from Hawker Sidderley Canada Limited. The 70-ton cars will be built at Trenton, N.S. and will cost \$ 11 million. Deliveries are to begin in July, 1969.

CP RAIL has placed an order with MLW-Worthington Limited for 51 diesel locomotives to cost \$ 19 million. Deliveries are to commence during August, 1969. Possible numbers are 4508 to 4558, class DRF-30d. Possible use, - trans-Rocky Mountain unit-trains.

At the same time, an \$ 18 million order was announced by CP RAIL, for freight cars. National Steel Car will build 500 box cars, 100 refrigerator cars and 54 "special" flat cars (for container traffic?). Marine Industries Limited, Sorel, Qué., are to produce 100 flat cars and 180 gondolas. CP RAIL has also called for tenders for the construction of 348 gondolas of special design, for western unit-train service.

An accelerated programme of repainting of passenger "A" units was recently begun at CP RAIL's Angus Shops. The first two passenger cars, CABOT MANOR and RIDING MOUNTAIN PARK were also outshopped in the new color scheme, during February. They have letterboards in "action red" with the MULTIMARK and CP RAIL at one end, near the door, in black and white. The old below-window stripe has been eliminated. Car names are applied in the new lettering style and in "action red".

Winter has again precipitated a motive power shortage on CP RAIL and again this year, units have been leased from Bessemer & Lake Erie and Duluth, Missabe and Iron Range Railroads. Roger Boisvert of Trois Rivières Qué., sends this information. These ore-hauling subsidiaries of U.S. Steel have units to spare in winter. B. & L.E. units 712A, 714B, 716A, 716B, 717A, 717B, 718A, 718B, 719A, 721A, 722B and 725B, - all GM F7's, were assigned to Eastern Region, while D.M. & I.R. SD-9 units 112, 121, 131, 133, 135, 137, 138, 147, 152 and 154 were assigned to the Prairie Region. Atlantic Region of CP RAIL are using leased Bangor & Aroostook Railroad GP-7's 72, 73 and 74 and GP-9 No. 78. The other blue shapes seen on CP RAIL's Montreal-Wells River Vt., line are Boston & Maine Railroad units running through from Wells River to Montreal-St. Luc Yard. Probably, when summer comes, mileage will be equalized by CP RAIL units operating through Wells River and White River Junction to Boston, Mass.

Meanwhile, the Grand Trunk Western apparently has not only a motive power shortage, but a caboose shortage as well and has leased both locomotives and cabooses from the Duluth, Missabe and Iron Range. In addition, some SD-40's are being run through from parent CN, - No. 5051 was seen westbound at Durand, Mich., on February 22, 1969, and some units are also being run through from the A.T. & S.F.

Canadian National has availed itself of the power potential of some new units produced by General Motors Diesel, London, Ont., for the Quebec, North Shore and Labrador Railway. Of the SD-40 type, they are numbered 200 to 205 and will go east to Sept Iles as soon as navigation opens.

PASSENGER SERVICES-

Canadian Transport Commission inspectors have been having a busy time surveying passenger services recently. Those who made the trip to Newfoundland in February, to evaluate CN's new ROADCRUISER (EXPEDO?) service, were met at St. John's by a crowd of placard-waving demonstrators. Seldom has such a demonstration been used for such a good cause. The enthusiasts were all in favour of retaining the railway service! Reports reaching the mainland revealed that the inspection team rode the train 31 miles east to Holyrood and returned by bus to St. John's. Their evaluation of the two services was not made public. Despite these examinations, it would seem that the April 15 terminal date for discontinuance of the renowned trans-island CARIBOU will be observed. In December, 1968, the busses carried 6,299 passengers, while trains transported 3,378. This was the first month of bus operation, with only a partial service. The current comments of the citizens of Howley and Millertown Junction have neither been requested nor received.

In a westerly direction, C.I.C. (sic) inspectors and some Members of Canada's Parliament are busy unravelling complaints of reduction of tr-

ain consist and consequent lack of space on CP RAIL's CANADIAN. Seasonal passenger traffic fluctuations have been suggested as a possible reason for the reduction in train size, if indeed it has been reduced.

CN Trains 178, 179 and 171 were replaced by RAILINER service, effective January 8, 1969. The RAILINER, - a single unit, operates daily instead of six days a week. This service, between Québec and La Malbaie, Que., had its running time reduced by about 40 minutes.

The Delaware & Hudson withdrew its parlor car service, formerly provided between Montreal and New York on Trains 34 & 35, The LAURENTIAN, effective 20 January 1969. Recently, ex-NYC roomette sleepers had been used in this service.

About the best news to come from Britain in 1968, was the announcement that Mr. Alan Pegler, privileged owner and operator of ex-London & North Eastern Railway pacific FLYING SCOTSMAN (with two tenders) was making plans to send the 4-6-2 and train to North America, in 1969. The proposal was to create an exhibition train, with displays in its vehicles promoting British goods. Up to six ex-L.N.E.R. brake composites, two Pullman cars and the former DEVON BELLE observation car were to house the exhibits. The train was to be loaded at Liverpool Docks and initially was to be off-loaded at the Port of Boston, where the tour was to commence. But Fate, in the nature of a proposed east coast dock-workers strike in the U. S.A. made a revision of plan necessary, and early in 1969, Mr. G.W. Johnston, Chief Boiler Inspector, Canadian National Railways, was asked to go to Britain, to take a considered look at FLYING SCOTSMAN's boiler at Hunslet Engine Works, Limited, Leeds, where FLYING SCOTSMAN was being retubed and equipped with a new firebox, in preparation for her trans-Atlantic trip. Mr. Johnston inspected the boiler as a pressure vessel, a requirement preliminary to registration of the locomotive with the Canadian Transport Commission and the Interstate Commerce Commission in the United States. This paved the way for off-loading engine and train at the Port of Halifax, N. S., and journey by rail to Boston via CN, CV and B. & M.

While preparations in Britain continued, with a projected April arrival in Halifax, a tour start date of May 7 and an itinerary stretching from Boston, to Hartford, New York, Philadelphia, Baltimore, Charlotte, Atlanta, Dallas and Houston, with a terminal date of June 13, Mr. Pegler and friends began conferences with involved U.S. railroads and I.C.C. authorities. After some weeks delay, the threat of the dock-strike disappeared and CN advised Mr. Pegler that licensing applications would be deferred until a definite commitment was received. Latest information is that while negotiations in the United States are progressing very favourably, participation by British firms has been slow and to date, only one or two companies, - potential exhibitors, have signed contracts and paid cash. Mr. Pegler is now contemplating a tour postponement until about October 5, the interval being required to whip up participation in Britain and conclude arrangements in the United States. With practical forstthought, Mr. Pegler has already been prudent enough to squash any speculation that FLYING SCOTSMAN (two tenders) and train might remain in the United States. Having hauled several tens of thousands of passengers on British Railways in 1968, Mr. Pegler has repeated his intention of holding BR to its contract and operating FLYING SCOTSMAN (two tenders) and train on BR rails until 1971. His parting comment: "FLYING SCOTSMAN goes to the States with a return ticket, or not at all!"

From the West Coast, Peter Cox writes that spring may signal a revival or resurrection of CP RAIL's two veterans: Royal Hudson 2860 and "mike" 3716, presently still stored at Vancouver's Drake Street Yard. While No. 2860 has still not been paid for by the City of Vancouver, No. 3716 will be placed on permanent exhibition this fall at Port Coquitlam. She



was finally acquired by the municipality in exchange for a \$ 5,000 plot of land deeded in exchange to CP RAIL.

Now Mirisch Productions Inc. of Hollywood, makers of guess-what , want to lease these veterans, together with a section of CP RAIL's main line in (of all places) Kicking Horse Pass, to make a "big-budget" film called THE YARDS AT ESSENDORF - all about anti-facist partisans attacking German railroads in World War II. Mirisch is willing to pay \$ 10,000 per hour, on location shooting and in exchange, wants to be assured that he can have total possession of CP RAIL's main stem for respectable periods of time.

Besides hiring the two steamers, Mirisch wants to lease 130 other cars and will buy 12 additional cars for use in wreck scenes. GM of CP RAIL's Pacific Region, Russell S. Allison says he would like to cooperate, but his main concern must be for safety and uninterrupted normal train working.

Continuing the THINK BIG process, Robert E. Swanson, chief engineer for B.C.'s Department of Commercial Transport predicts, " If we get the Winter Olympics at Garibaldi, the locomotives could be used to haul daily excursions. The Pacific Great Eastern line has been laid with 100 lb. rail and there would be no trouble over axle loadings".

Unhappily, none of these plans include the Vancouver Railway Museum Association, which was largely responsible for bringing the Royal Hudson west, in the first place.



All through 1968 and in the opening months of 1969, the Editorial Staff of CANADIAN RAIL was fighting the battle of the photo captions! After a great deal of consideration, modified by some helpful opinions from the readers, the format used in the March and April issues of CANADIAN RAIL has been adopted. As yet, no reaction has been forthcoming from our readers. Do you feel strongly enough about it, - either pro or con, to let us know? We would welcome your comments and suggestions!

PRECEDING PHOTOGRAPHS

YOU CAN'T HARDLY GET THAT KIND NO MORE - the kind that is shown on the cover this month. Car no. 37 of the Sudbury-Copper Cliff Street Railway, clattered up Notre Dame Street in Sudbury, Ontario, on April 16, 1949. The photograph was taken by the Association's long-time member, the late E. Allan Toohy and is from his Collection, donated to the Association by his parents.

The Point Ellice Bridge, completed in 1885, is shown on page 98, as it appeared before the tramway track was installed in 1890.

On page 102 is shown one of the first Victoria, B.C. electric cars on the Esquimalt line.

After the disaster, car No. 16 of the Consolidated Railway and Light Company was recovered from the waters of the Arm. The photograph on page 103 shows its battered appearance.

The Point Ellice Bridge Disaster is portrayed on page 104, - the fateful date was May 26th., 1896.

The bridge shown on page 105 was built in 1904 to replace the collapsed bridge at Point Ellice. The string of British Columbia Electric Railway flat cars, loaded with rails, is presumably a static load test. The temporary pile bridge at the left, was erected as an interim means of crossing the Arm.

The present-day Bay Street Bridge at Point Ellice, Victoria, B.C., is shown on page 106. It was built in 1957.

Phillip Mason's sketch on page 109 shows one of the cars which operated on the upper incline on Mount Royal. It had three compartments, stepwise one above the other and was yellow in colour.

The Author's second sketch, on page 110, shows a car from the lower part on the mountain railway. It was a conventional shape, much like a horse-car and had red plush longitudinal seats.

Fred Angus supplied the photograph on page 112 of the upper incline. The power house can be seen at the right and there are the two cars plainly visible on the incline.

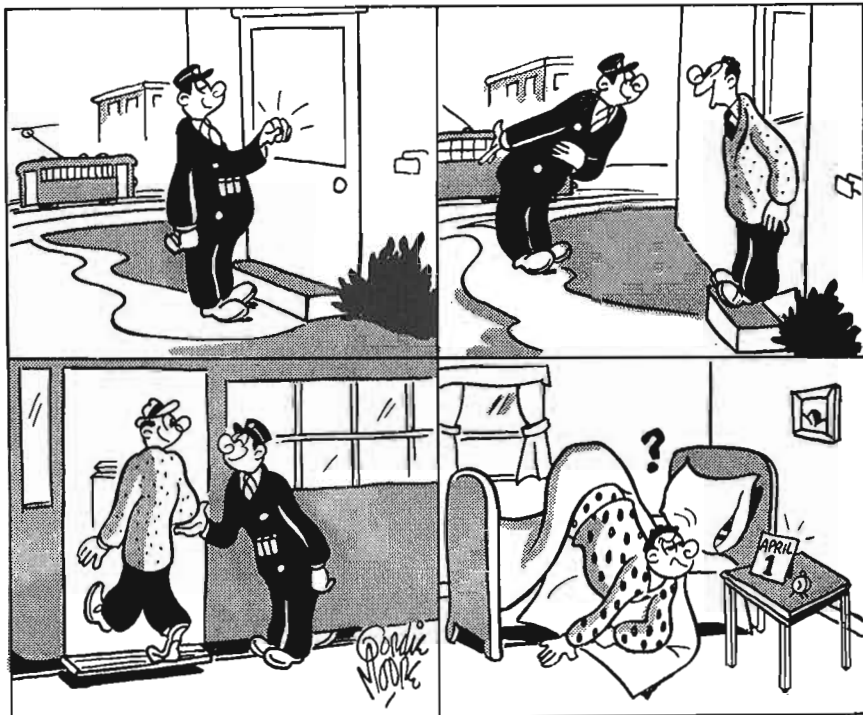
West of Prince George, B.C., in 1910, Grand Trunk Pacific Railway's 4-4-0 no. 123 is shown on page 114. She was built by Montreal Locomotive Works in 1909, became CN 397 and was scrapped in October, 1933. Photo from CN.

In the Spring of 1913, a Canadian Northern Alberta Railway construction train proceeds carefully along the new track, somewhere west of Edmonton, Alta. The diminutive 4-4-0 pushes 1 flat of equipment, one of rails, six cars of ties and hauls 1 wooden gondola, two freight cars converted to crew cars and the inevitable caboose. Photo courtesy Canadian National.

At the top of page 116 is a view of the construction camp at Wolf Creek, Alta., in 1910. This was the Grand Trunk Pacific Railway's camp at the junction of the Creek with the McLeod River. Photo courtesy CanNatRys.

Grand Trunk Pacific no. 112 had the honour of hauling the first train on the Prince Rupert line after the rails had been joined at Finmoore, B.C. on April 7, 1914. The line from Edmonton to Prince Rupert was open for business, thereafter. Photo from C.R.H.A., W.G. Cole Collection, shown at the bottom of page 116.

Former London and North Eastern Railway "pacific" no. 4472, FLYING SCOTSMAN (with two tenders) is shown on Plawsworth Viaduct, north of Durham, on September 10, 1967. Photo courtesy Railway Magazine - John.M. Boyes. Picture on page 122.



CANADIAN RAIL

published monthly (except July & August combined)
by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O.Box 22, Station "B"
Montreal, Que.

Associate Membership including 11 issues of
"Canadian Rail" 6.00 annually.

EDITOR S.Worthen · PRODUCTION P.Murphy

DISTRIBUTION J.A.Beatty & F.F.Angus

DIRECTOR OF MEMBERSHIP AND BRANCHES

Mr. J.A.Beatty, 4982 Queen Mary Road, Montreal 248, Quebec, Canada.

ASSOCIATION BRANCHES

OTTAWA Mr.M.Iveson , Sect'y., P.O.Box 352, Terminal "A" Ottawa Ont.

ROCKY MOUNTAIN Mr. Donald W.Scafe 12407 Lansdowne Drive, Apt. 101, Edmonton Alta.

ASSOCIATION REPRESENTATIVES

OTTAWA VALLEY K.F.Chivers, Apt. 3, 67 Somerset St. W., Ottawa, Ontario.
SASKATCHEWAN J.S.Nicholson, 2306 Arnold St., Saskatoon, Saskatchewan.
PACIFIC COAST Peter Cox, 2936 West 28th. Ave., Vancouver, British Columbia.
FAR EAST W.D.McKeown, 6-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan.
BRITISH ISLES J.H.Sanders, 67 Willow Way, Amphill, Beds., England.
MANITOBA K.G.Younger, 267 Vernon Road, Winnipeg, Manitoba.
ALBERTA Mr. Donald W.Scafe, 12407 Lansdowne Drive, Apt. 101, Edmonton Alta.