

Canadian Rail



NO. 213

SEPTEMBER 1969

LAST SPIKE - 1969





DRIVING THE LAST SPIKE - 1969 STYLE -

Clayton F. Jones.

W

hile May 10, 1869 was the day on which a through line of railway was completed from the Missouri River to the Pacific Ocean, May 28, 1969 was a much more important date to Canada and to Grande Prairie, Alberta. On that date this City played host to visiting dignitaries and guests and celebrated the driving of the last spike on North America's newest railroad, - The Alberta Resources Railway.

Running through the foothill region of northwestern Alberta the new 230-mile line taps rich natural resources and opens up a whole new section of the Province, in addition to providing a much shorter route from Alberta's Peace River region to Vancouver and the Pacific Coast than that hitherto available.

Members of the Government of Alberta, distinguished guests and railway officials boarded the special train at Edmonton on the evening of May 27th., for the more-than-400-mile trip to Grande Prairie. From front to back, the 23-vehicle consist was made up entirely of Canadian National equipment, as follows:



ON THE COVER THIS MONTH, the "Last Spike Special" slowly rolls over the rail held by the last spike, the front of the diesel being graced by (l. to r.) Hon. A.R. Patrick, Alberta's Minister of Industry and Development; Provincial Premier Harry Strom and Mr. A.H. Hart, Vice-President, Marketing, Canadian National Railways, Montreal.

All photographs for this article are by Clayton F. Jones, Edmonton, Alta.

← THE FIRST TRAIN OVER THE NEW RAILWAY at the site of the celebrations was composed of three CN SD-40's, nos. 5000, 5001 & 5002, together with mountain Observation Car no. 15097, repainted in the "new" colours at Calder Shops, Edmonton, just prior to the trip.

↑ THE TWENTY-CAR SPECIAL, bringing the guests, arrives at Grande Prairie, Alta.



3 SD-40's, nos. 5000, 5001 and 5002; 2 steam-generator cars, nos. 15487 & 15486; a battery-charging car, no. 15207; a baggage-dormitory car, no. 9207; an 8-section, 2-compartment, 1 drawing-room sleeper, CAMPBELL; three 22-roomette cars, VALPOY, VAL D'ESPOIR and VAL D'AMOUR; the dome-observation car ATHABASCA; the club lounge car BON VOYAGE; dining car no. 1350; three 22-roomette cars, VAL JEAN, VAL BRILLANT and VAL ST. MICHEL; a 7-compartment-buffet-lounge car BURRARD, and Canadian National business cars nos. 24, 95, 87, 94 and 23, - a total of three units plus twenty cars.

The "Last Spike Special" arrived at Grande Prairie on the morning of May 28th., 1969, just prior to the commencement of the festivities. Following the initial speeches of welcome, former Provincial Premier Manning and former CN Mountain Region Vice-President G.R. Graham completed the sawing of a log, placed across the track, symbolizing the severing of the final barrier to the new railway. Then, Provincial Treasurer and President of the Alberta Resources Railway, Mr. A.O. Aalborg, tightened the bolts at the joint of the last rail and Provincial Premier Harry Strom drove home the "Last Spike". This last spike, by the way, was a very utilitarian, twentieth-century, chrome-plated spike, which was left in place after it had been driven and when last observed, had not been removed, contrary to traditional usage.

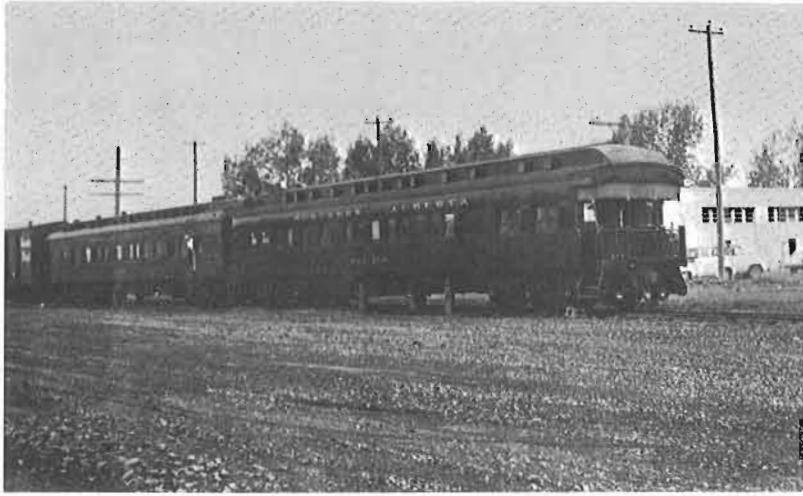
It was only natural that Provincial Government dignitaries should perform these functions, as the Alberta Resources Railway has been completed with money allocated by the Province. The new line is intended to permit the development of the immense coal deposits in this part of Alberta. The new line will probably be operated and maintained by Canadian National, and it is likely that the operation will be similar to that of the Great Slave Lake Railway, with some equipment labelled "Alberta Resources Railway".

Also participating in the day's celebrations were officials of the Northern Alberta Railway, who made the trip to Grande Prairie in NAR's business car PEACE RIVER, accompanied by CP RAIL's business car LACOMBE, the latter usually used by the Vice-President of CP RAIL's Pacific Region.

The population of Grande Prairie and the citizens of the Province of Alberta and, indeed, all of Canada, should be very proud of this new line, the Alberta Resources Railway, for it is a re-statement of the irrefutable argument that the railway continues to play a vital role in today's Canadian transportation pattern.



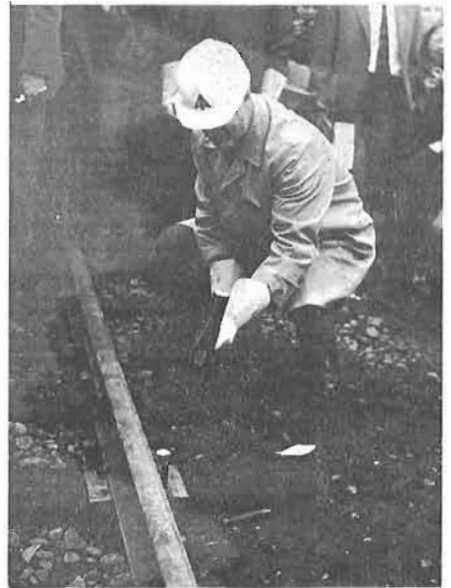
← CN SD-40, no. 5000, proudly flies Canada's Maple Leaf and Alberta's Provincial flag from the brackets at the head of the "Last Spike Special", as it rolled in to Grande Prairie, Alta., on May 28, 1969.



THE TOP PICTURE shows Northern Alberta Railways' PEACE RIVER with CP Rail's LACOMBE parked on a siding at Grande Prairie, Alta., during the celebrations surrounding the driving of the "Last Spike"

At the right, Premier Harry Strom of Alberta prepares to drive the chromium-plated last spike, completing the Alberta Resources Railway at Grande Prairie, Alta., May 28, 1969.

Below, CN's no. 5001, second unit on the point sports the special air-horns, formerly fitted to the Confederation Train of 1967, which sound the first four notes of "O Canada", when blown.



THE FALL OF A GIANT

S.S.WORTHEN

The announcements which appeared in the Schnectady-Albany, N.Y. newspapers in January, 1969, were so completely astonishing as to be quite unbelievable. Subsequent reaction has been one of incredulity and it seems that most interested readers and commentators are most reluctant to accept what must now be judged to be a fact.

The fact is that since February 1, 1969, the proud remnant of what was once a world-wide, well-known locomotive building company has been closed, shut up and non-productive. Unless something very unexpected or impossible happens, the giant American Locomotive Company of Schnectady, N.Y., U.S.A., more recently known as ALCO Industries, has fallen.

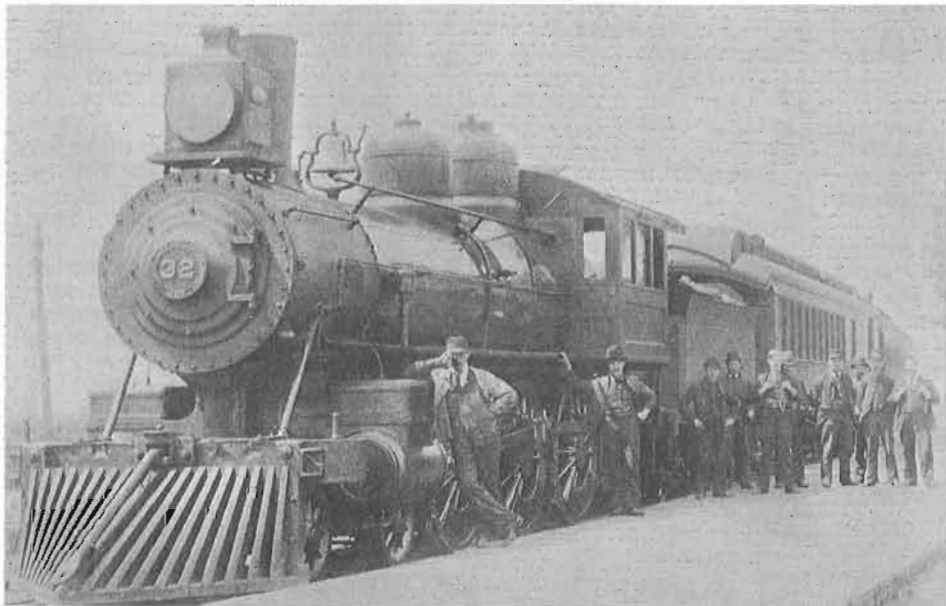
By a merger in 1965, this world-renowned company became a subsidiary of the larger Worthington Corporation. In 1967, a further merger occurred with Studebaker Corporation of automotive fame and ALCO found itself a "unit" of the many-faceted conglomerate operation.

ALCO was a pioneer in the diesel-electric locomotive building game, producing in 1924 the first practical diesel-electric unit, - a 300 hp. switcher and, in 1929, the first successful diesel-electric passenger locomotive. In more recent years, its sales of diesel-electric locomotives had slowly declined. Despite the purchases by railways such as the New York Central and the Delaware and Hudson, Electromotive Corporation of La Grange, Illinois, ever a strong competitor, drew farther and farther ahead in the race to sell internal-combustion plus electric-generator motive power. By 1965, EMD, now a subsidiary of the General Motors colossus, had gobbled up a whopping 75% share of the market for diesel - electric locomotives.

The more recent intrusion of General Electric Company into the market with their "U-Boats" helped ALCO not at all. The small wedge of the market pie available to builders other than EMD now had to be split.



↓ ST. LAWRENCE & ADIRONDACK no. 32, built by Schnectady in 1892, poses with the crew at Coteau Junction, Que., on the "Canada Atlantic" side of the station. She finally became Rutland no. 62. Photo W.G.Cole Collection.



Recent models introduced by ALCO, while representing the reliable basic engineering for which ALCO has been noted were not exactly a howling success. The Century 430's and 636's were not all that different and with EMD's well-organized trouble-shooting force working far and wide, ALCO customer service facilities could not and did not come anywhere near to EMD's level of excellence. This situation did little to generate new orders or new customers for ALCO. Even the old customers began switching.

While ALCO came on strong in the 1950's, when most U.S. and Canadian railroads were converting from steam to diesel locomotives, or at least thinking about it, the 1960's found most large North American railroads being very selective about their motive-power purchases. The competition, in other words, was getting real tough. In 1967, for example, U.S. domestic requirements for diesel units had declined from an all-time annual high of about 4,500 units to about 1,000 units, with the export market, formerly a nice-sized plum for the plucking, even more seriously depressed.

Disappointed by an ever-declining share of this once lucrative market, Studebaker-Worthington Corporation last year unintegrated ALCO from the corporate organization and restored it to its former existence as ALCO Products Incorporated. This organization included ALCO Locomotives, Inc. and ALCO Products Services, Inc., of Schenectady, N.Y.; ALCO Forge and Spring, Inc., of Latrobe, Pa.; ALCO Spring Industries, Inc., of Chicago Heights, Ill. and ALCO Engines, Inc., of Auburn, N.Y. The Latrobe and Chicago Heights plants manufactured industrial forgings and springs and ALCO Engines of Auburn, N.Y., make diesel engines for stationary and marine applications, as well as for diesel-electric locomotives.

It is well known that one of ALCO's most profitable foreign ventures is Montreal Locomotive Works of Montreal, Canada. This company was established in 1904 as the Locomotive and Machine Company of Montreal, was renamed Montreal Locomotive Works, Limited, in 1908 and, in 1968, became MLW-Worthington Limited. Formerly a leading producer of steam locomotives in Canada, in 1950 it began production of diesel-electric units using designs and some components supplied by ALCO in Schenectady and diesel engines made by ALCO in Auburn, N.Y.

While the ultimate fate of ALCO Products of Schenectady may be somewhat nebulous, the future of the Canadian affiliate, for the time being, at least, seems to be assured. Early in 1969, MLW-Worthington captured an order for 4 units for the Pacific Great Eastern Railway in British Columbia. A little later in the year, the narrow-gauge White Pass and Yukon Railway ordered 7, 42-inch gauge DL-535's. After considerable soul-searching, CP RAIL in February announced the award of a contract to MLW-Worthington to build 50 regular and one experimental units. This is a nice piece of work in any builder's shop. However, now that the Canadian affiliate is apparently to be deprived of any research, development or design facilities in Schenectady, it is rather problematical whether or not it can "go it alone" against monster GM Diesel of London, Ontario.

Long before ALCO was ALCO, the first steam locomotive was rolled out of the Schenectady Steam Locomotive Manufactory, in 1848. This was the famous "Lightning" for the Utica & Schenectady Railroad; an ancestor of the present New York Central portion of PENN CENTRAL. The engine manufactory was located on a pie-shaped piece of land south of the drydock on the famous Erie Canal and east of the Fonda Street, now known as North Jay Street. The land was purchased from Schenectady's Union College for \$1,000. Norris Brothers of Philadelphia, Pa., were almost persuaded to locate in Schenectady, but they demurred and so, in 1851, Mr. John Ellis, a prominent citizen of Schenectady, became President of the manufactory, later leaving it to his sons John C., Charles G., Edward and William D. The Ellises ruled the manufactory roost thereafter until 1901.

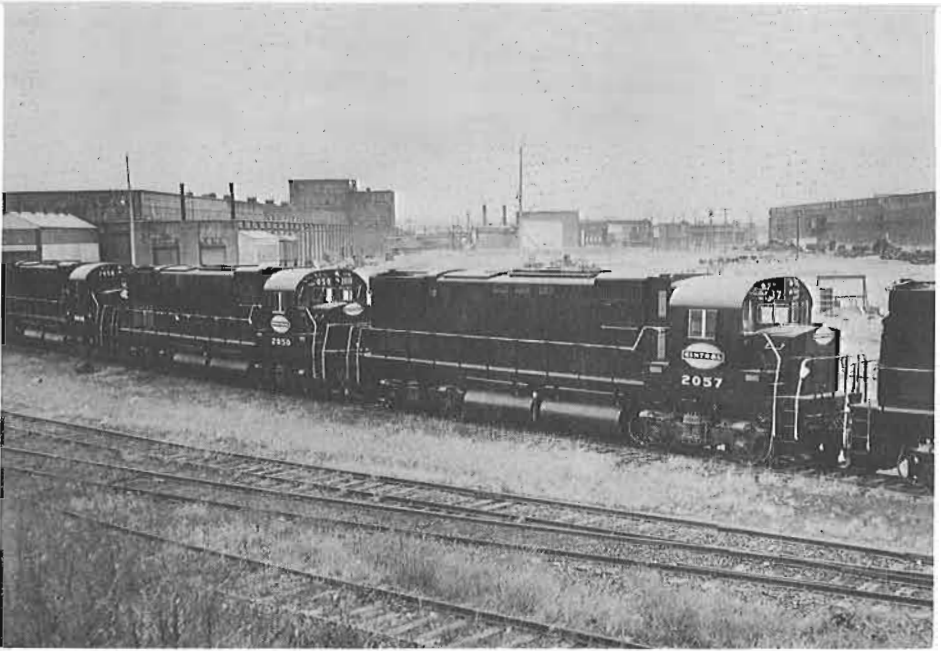
During the War between the States (1861-1865), the manufactory



▲ Canadian Pacific Railway's nos. 4003 & 4002 taken at Trois-Rivières, Qué., on May 28, 1952. Photo courtesy R. Boisvert, Trois-Rivières, Qué.

▼ Canadian Pacific no. 4001 and 4401 at Outremont Yards, Montreal, Que., as they appeared on July 2, 1949. Photo from E.A. Toohy Collection, C.R.H.A.





↑ Near the end of its productive life,ALCO turned out some C-430's for the New York Central before it became PENN-CENTRAL. Latest reports reveal that ALCO Industries are doing contract work for GM Diesel,of all things! Photo courtesy Jim Shaughnessy,Troy,N.Y.



had sold many locomotives to Lincoln's Legions. In 1851,when the Ellises took over,the name was changed to the Schnectady Locomotive Works, known affectionately locally as the "Big Shop". By 1880,the Big Shop was producing about 175 locomotives a year with a work-force of 1,000 men,drawn from Schnectady's growing population of about 14,000. In 1882, Walter McQueen,then and now described as a skilful master mechanic and a brilliant designer (as no one could deny,after gazing upon the famous "999", of the New York Central and Hudson River Railroad) resigned from his position as Vice-President of the Locomotive Works to join a rival local or competing company. However,the deal to build the new works fell through, when the chief promoter,a U.S. senator,died and in the end, Schnectady Locomotive Works was left in sole possession of the local field.

When the American Locomotive Company of 1901 was formed,it swept into its capacious corporate structure a host of smaller steam locomotive builders. Names like Rogers,Cooke,Dickson,Manchester,Richmond,Pittsburg and Brooks,each one famous in its own right,disappeared from the business scene into the new corporate carpet-bag. Gradually, the shops of these pioneer companies were closed and their expertise and patents were removed to Schnectady.Brooks Locomotive Works of Dunkirk,N.Y., continued building for a few years,but its days,too,were numbered. The companies that American could not buy were inevitably eliminated by the fierce competition between American,Baldwin and Lima.

In 1905 - believe it or not - American Locomotive took a different but brief fling in the automobile manufacturing business,actually producing some automobiles,which sold for about \$ 10,000 each. Uncle Henry Ford was not exactly asleep at the carburettor and his very low assembly-line production costs soon discouraged any kind of competition. After three years,American Locomotive "withdrew" from the auto-making and money-losing field,to concentrate on steam locomotive production.

And it did a very thorough job of concentration. When the steam engine era ended in 1948,American Locomotive had built more than 75,000 steam locomotives. It had,in the process,contributed much,much more than just the locomotives themselves to this now-dying technology. It had ex-

ported its products to many countries world-wide and its powerful locomotives had time and time again revitalized the sclerosed arteries of many a major U.S. railroad.

Besides this peaceful contribution, American Locomotive is also well-remembered for the hundreds of locomotives it supplied to Uncle Sam for his Army Transport Corps during two World Wars, not to mention the more than 6,000 tanks produced from 1941 to 1945. Railway enthusiasts in France still read with satisfaction of the performances of the S.N.C.F.'s 141's, - otherwise postwar 2-8-2's, many of which were built at Schenectady.

With growth and diversification, it was reasoned in 1955 that a change in corporate title was appropriate, which would more clearly describe the various functions of the corporation. Thus, in that year, the immortal name "American Locomotive Company" was abandoned and the new title ALCO Products Incorporated, was assumed. Ten years later, this company was immersed in the larger corporate conglomerate of Worthington Corporation, as the ALCO Products subsidiary and was finally reduced to "unit" status, when Worthington merged with Studebaker Corporation, in 1967.

On January 6, 1969, Edward C. Forbes, President of ALCO Products, Incorporated, announced that the Company would close and dispose of all its business operations. Preferably, various segments of the Company should be sold as "going concerns", meaning that their activity would not be terminated, but would be sold with all activities functioning. Among these "going concerns" was the diesel locomotive-building facility at Schenectady. No specific time-period for disposition was mentioned, but by February 1, the erecting shops were closed. No specific plan was announced to provide for the situation where no potential purchaser was located. And who, nowadays, wants a diesel-locomotive building plant, in the face of GMD and GE competition? Forbes' statements were gloomy: "There is no immediate prospect for improvement in either the domestic or export market for locomotives. As a result of the continuing depressed market



▼ Canadian Pacific's FB-1 no. 4401 at Trois-Rivières, Qué., August, 1955.
Photo courtesy R. Boisvert.



for locomotives, drastic reductions in expenses have been going on throughout the Company. Despite these efforts, fixed costs have remained high and results of operations have been unsatisfactory".

Amid the cries and tears of labor union executives in the Schnectady area, Mr. Forbes Continued: "When operations are disposed of, provision will be made to provide our existing and future customers with parts and service facilities and to continue to service the Company's licensees abroad. We are continuing our all-out efforts to attract new products to our Schnectady plant, because if we are successful, additional products will make the business more attractive to prospective buyers".

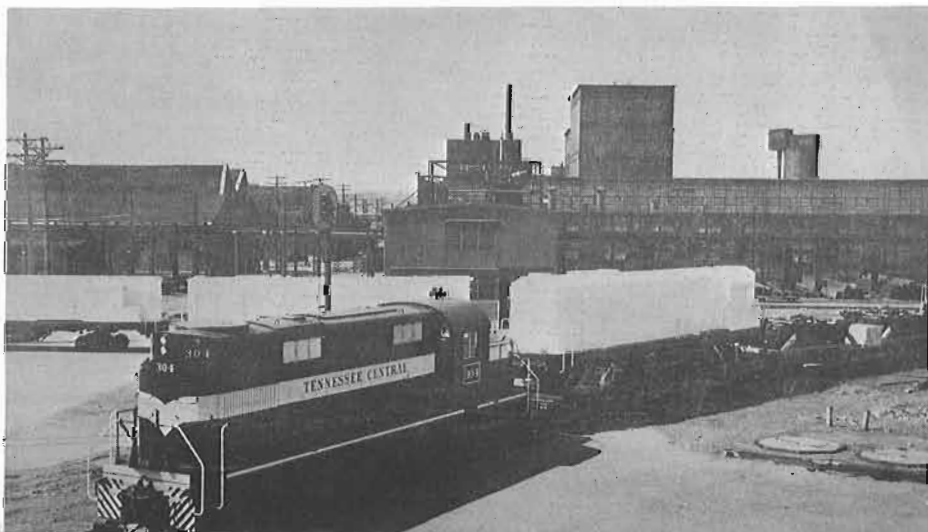
But "sell" is the word that comes through and it is unlikely, very unlikely that such a going corporation as Studebaker-Worthington would dispose of a good thing. By April 1, ALCO Products still had not a unit in the diesel locomotive erecting shop. By July 1, the sad situation had not changed.

Meanwhile, Canada's MLW-Worthington, Limited, has a gleam of productive light on their horizon, as CP RAIL's MLW units, together with a significant segment of Canadian National's older diesel motive power approaches the end of their conventional 15-year life-expectancy. If the normal decay times and depreciation periods are observed, these units on both lines will be due for renewal, starting in 1970-1971 and it is rather unlikely that all of these railway "eggs" will be tumbled into GM's omnium-gatherum basket!

Recent advertisements in the "Help Wanted" sections of eastern Canadian newspapers gave adequate notice that MLW-Worthington intends to expand its design and development facilities. While diversification is also the watchword here, diesel locomotives are still the thing. At 1968 year-end, profits of the Montreal subsidiary were slightly higher than in 1967. At the end of February, 1969, responding nicely to the stimulus of CP RAIL's order, MLW-Worthington shares upped a few points on Canadian stock exchanges. There is hope for the Canadian affiliate of this once-great engine builder. But the future is very dark for the present - day descendant of American Locomotive Company of Schnectady, U.S.A.



↓ If not the last, Tennessee Central's C-42D no. 304 was one of the final diesel units produced by ALCO. No. 304 stands in the ALCO yards at Schnectady, together with some narrow-gauge units on flats, for shipment to Pakistan. Photo courtesy Jim Shaughnessy, Troy, N.Y.



FROM ALCO, SCHNECTADY, TO CANADA

Roger Boisvert

During the early days of dieselization of Canadian railways, it was impossible to obtain the necessary units from Canadian diesel-electric locomotive builders. For this reason, a number of units were purchased from ALCO, Schnectady, U.S.A.

By 1950, Montreal Locomotive Works, Limited, had begun production of diesel-electric locomotives and Canadian railway companies could then order "Made in Canada" units. MLW built its first yard switchers in June 1948 and its first road switchers in January, 1950, using ALCO designs, of course. The first yard switchers went to CNR, among others and the first road units were nos. 1302 and 1303 for the Ontario Northland Railway. It was now no longer necessary to pay the customs' duty on diesel units manufactured in the United States and imported into Canada.

The following is a list of diesel-electric locomotives, made in Schnectady, N.Y., U.S.A., for Canadian railways:

Canadian	3041	80745	9/54	1600 hp.	RS-3	ex GTR 1861 (scrapped)
National	3042	80746	9/54	1600	RS-3	ex GTR 1862
Railways	3900	80747	9/54	1600	RS-3	ex GWR 1859
	3901	80748	9/54	1600	RS-3	ex GWR 1860 (scrapped)
	8112	75249	6-9/47	1000	S-2	ex CNR 7946
	8113	75253	6-9/47	1000	S-2	ex CNR 7947
	8114	75254	6-9/47	1000	S-2	ex CNR 7948
	8115	75371	6-9/47	1000	S-2	ex CNR 7949
	8116	75372	6-9/47	1000	S-2	ex CNR 7950
	8117	75373	6-9/47	1000	S-2	ex CNR 7951
	8118	75374	6-9/47	1000	S-2	ex CNR 7952
	8119	75375	6-9/47	1000	S-2	ex CNR 7953
	8120	75376	6-9/47	1000	S-2	ex CNR 7954
	8121	75377	6-9/47	1000	S-2	ex CNR 7955
CP RAIL	4000	76852	5-6/49	1500	FA-1	traded for 4227
	4001	76853	5-6/49	1500	FA-1	traded for 4203
	4002	76854	5-6/49	1500	FA-1	traded for 4236
	4003	76855	5-6/49	1500	FA-1	traded for 4225
	4004	76856	5-6/49	1500	FA-1	traded for 4247
	4005	76857	5-6/49	1500	FA-1	traded for 4216
	4006	76858	5-6/49	1500	FA-1	traded for 4243
	4007	76859	5-6/49	1500	FA-1	traded for 4235
	4400	76878	5-6/49	1500	FB-1	traded for 4229
	4401	76879	5-6/49	1500	FB-1	traded for 4231
	4402	76880	5-6/49	1500	FB-1	traded for 4218
	4403	76881	5-6/49	1500	FB-1	traded for 4237
	7010	70239	5-9/43	1000	S-2	

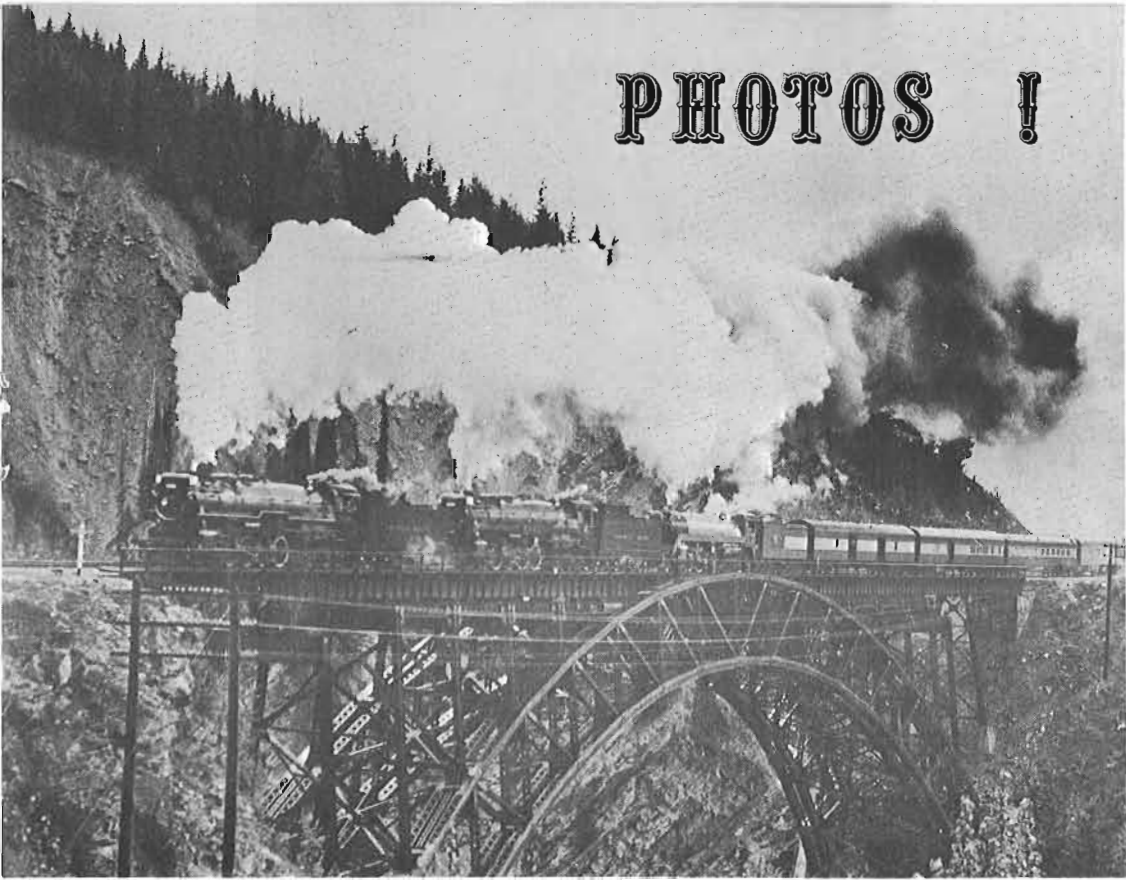


▲ Canadian Pacific Railway no. 7052, ALCO c/n 75384, 9-11/47, type S-2, taken at Trois-Rivières, Qué., on September 29, 1964. Photo by Roger Boisvert.

▼ Canadian Pacific's no. 7010, ALCO c/n 70239, 5-9/43, type S-2 as photographed at Trois-Rivières, Qué., November 19, 1966, by Mr. Roger Boisvert.



PHOTOS !



This year is the 30th. Anniversary of the visit of the late King George VI and Queen Elizabeth to Canada. This picture from the collection of C. E. De Jean, jr., shows the Royal Train on the Canadian Pacific's Rogers Pass line, climbing from Beavermouth, B.C., powered by a pair of 2-10-4's & the Royal Hudson, no. 2850, now at the Canadian Railway Museum.

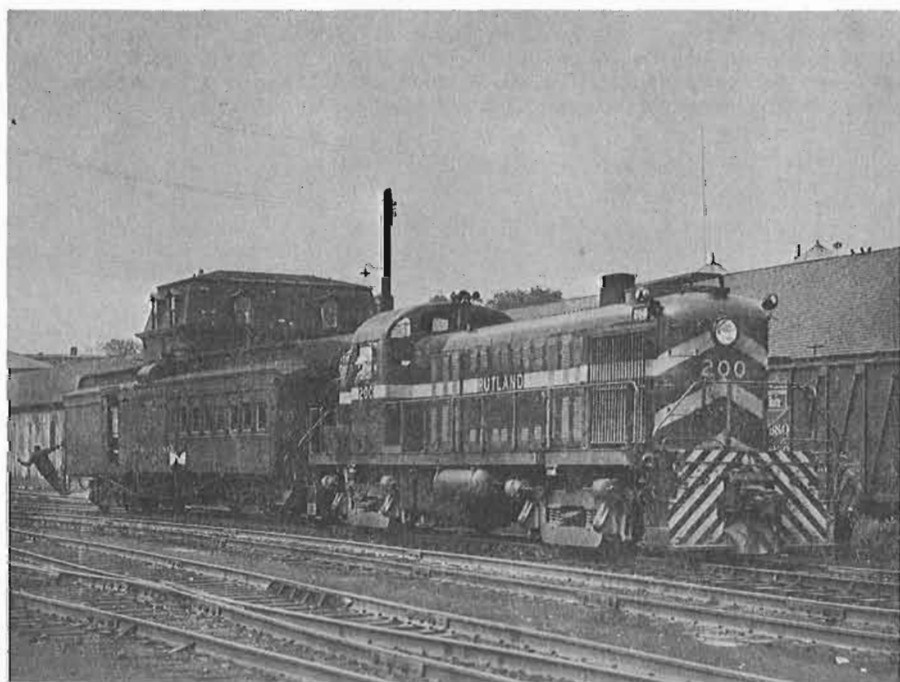
Built by MLW-CGE in 1950, Canadian National's FA-1 no. 9400 was the first A unit built in Canada. Repainted in the "old" paint scheme, the unit is now ready for presentation to the Museum of Science and Technology in Ottawa, Canada. Photo courtesy C.E. De Jean, jr. June 16, 1969.





Detoured from its normal run over Boston & Albany rails by washouts, NYC's westbound merchandiser with unit 4077 on the point emerges from the west portal of Boston & Maine's Hoosac Tunnel at North Adams, Mass., in the summer of 1953. Photo courtesy of Jim Shaughnessy, Troy, N.Y.

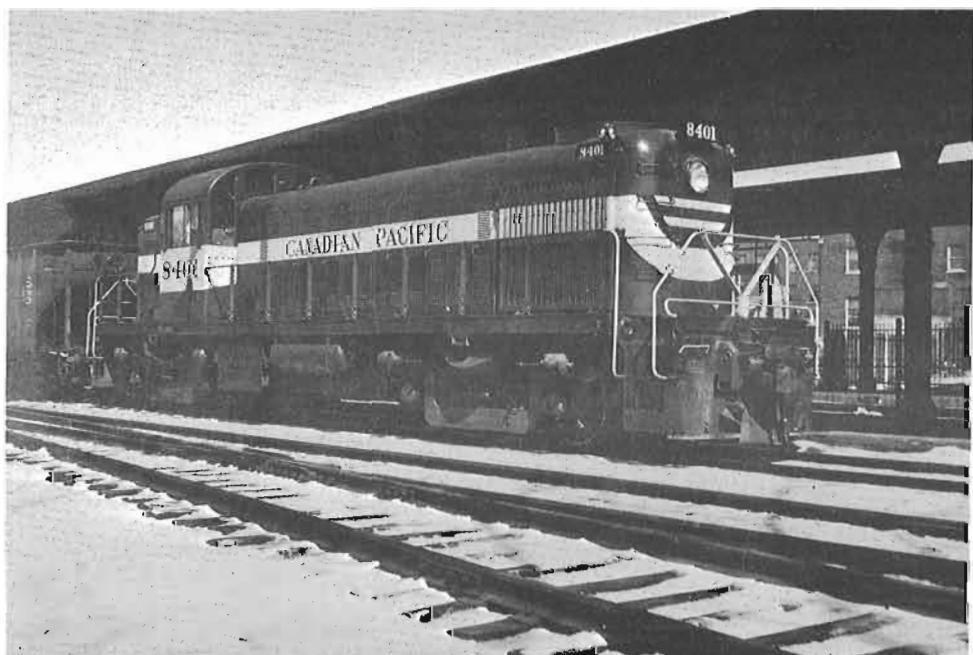
Obviously an ALCO product, Rutland Railroad's no. 200 was this line's original diesel unit, which began the displacement of the worn-out steam engines. No. 200 switched the road's ancient combine from the rear of a special at Rutland, Vermont. Photo courtesy Jim Shaughnessy, Troy, N.Y.

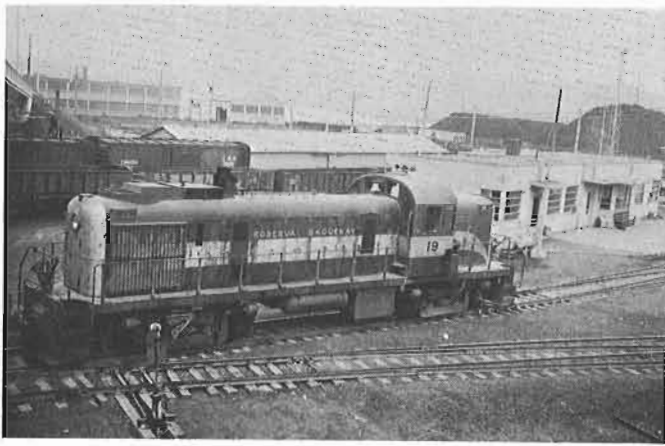




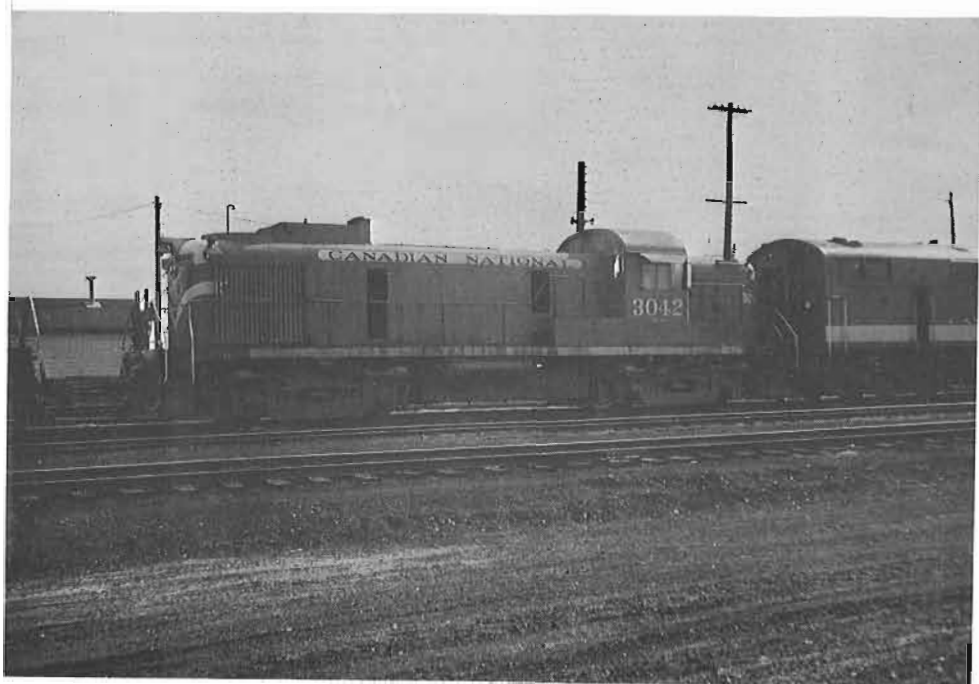
↑ RS-2 no. 8401 of Canadian Pacific is pictured at Farnham, Que., on May 14, 1966. Photo courtesy of Mr. Bruce Chapman.

↓ In the "old" colours, Canadian Pacific Railway's RS-2, no. 8401 was caught by the camera at Trois-Rivières, Qué., on April 4, 1954. Photo courtesy of Roger Boisvert.





	to	to				
	7014	70243				
	7015	72826	9-10/44	1000	S-2	
	to	to				
	7019	72830				
	7020	72855	9-10/44	1000	S-2	
	to	to				
	7024	72859				
	7025	73383	6-8/45	1000	S-2	
	to	to				
	7030	73388				
	7031	73605	6-8/45	1000	S-2	
	to	to				
	7037	73611				
	7038	74456	1-6/46	1000	S-2	
	to	to				
	7040	74458				
	7041	74460	1-6/46	1000	S-2	
	to	to				
	7044	74463				
	7045	74469	1-6/46	1000	S-2	
	to	to				
	7048	74472				
	7049	74483	1-6/46	1000	S-2	
	to	to				
	7051	74485				
	7052	75384	9-11/47	1000	S-2	
	7053	75536	9-11/47	1000	S-2	
	to	to				
	7064	75547				
	8400	77190	8-9/49	1500	RS-2	upgraded to 1600 hp.
	to	to				
	8404	77194				
Ontario	1200	74479	6/46	1000	S-2	
Northland	to	to				
Railway	1202	74481				
	1300	76824	5/49	1500	RS-2	
	1301	76825	5/49	1500	RS-2	
Roberval	19	75265	8/47	1500	RS-2	
& Saguenay	21	70233	3/43	1000	S-2	ex ALCAN 72-359
Railway						
ALCAN	72-360	70218	7/43	1000	S-2	Aluminum Company of
(Arvida, Qué.)						Canada, Ltd.



↑ Canadian National Railways RS-3, no. 3042, at Garneau, Que., September 21, 1961. Photo courtesy Roger Boisvert.

↓ CN's no. 8121, ALCO c/n 75377, 6-9/47, S-2 ex CNR 7955, Toronto, Ont., August 6, 1965. Photo courtesy R. Boisvert.

↙ Roberval & Saguenay's RS-2 no. 19 at Arvida, Qué., August, 1965, as taken by Mr. George Melvin, Gardiner, Maine.





8112

UP

8112

8112

PRR

WALTER'S WANDERINGS

W.J.Bedbrook

During the summers of 1968 and 1969, my Company sent me on some special projects in northern and western Ontario. In this rather out-of-the-way part of Ontario, there was always something of interest to the railway enthusiast. Here is one of the interesting things that I found, during my travels.

Canadian National Railways No. 4008.

I had read about this preserved engine in CANADIAN RAIL, and so I went to see it as soon as I was settled at Fort Francis, Ont. It is located in Rainy River, Ont., on a large open property. It is fenced in and is well-preserved. However, the piece of track on which it has been placed is showing signs of sinking at one end, and will probably have to be raised and reballasted to put the engine on an "even keel".

CN's no. 4008 is a 2-10-2 and was built by ALCO in 1916. She was formerly CN 4008 and before that, CanGovtRy no. 2008. At the end of her useful life, she was officially turned over to the Rainy River, Ont. Chamber of Commerce on July 30, 1960, by Mr. R. J. MacMillan, then Vice-President of CN's Western Region. It was accepted on behalf of the City's Chamber of Commerce by President R.D.Walter.

The site where the locomotive was placed was generously donated by Mr. J. Beyak of Rainy River, so that future generations of citizens might inspect and admire this type of heavy railway motive power that was used in hauling the long freight trains through this section of Canada.

In railroad parlance, the 4008 is known as a "Santa Fe" type and was one of the largest engines used by Canadian National. She could haul about 65 carloads of grain to Atikokan, Ont., the



← CANADIAN NATIONAL RAILWAYS no. 8112, ALCO c/n 75249, 6-9/47, S-2 formerly CN no. 7946 at Fort Erie, Ont., March 16, 1969. Photo courtesy R. Boisvert.

next terminal east, a distance of 143 miles and would burn 20 to 30 tons of coal, during the trip. It was a grand sight to see these monster engines, lifting a train out of the yards and to hear the staccato blasts of their exhaust. The neighbouring housewives complained bitterly about the black smoke on their Monday washes and the showers of cinders were a bane to adjacent lawns and gardens. But in spite of these annoyances, all of the citizens were sorry to see these giant steamers disappear. With their disappearance, much of the romance and challenge of railroading has been lost.

The 4008 made her last trip on December 2, 1958, with Engineer I. Sirman and Fireman D. Marchuk in the cab. After her retirement, Messrs. A.A. Brockman, J.E. Vennes and W.A. Crowe, members of the Chamber of Commerce, were responsible for her location and preservation. The information given above is partially copied from a rather faded notice-board, placed near the front of the locomotive. The notice concludes with the following paragraph:

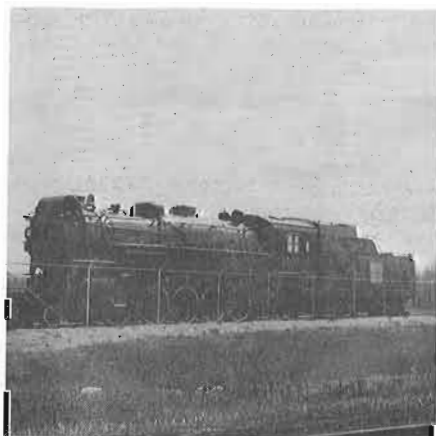
"We hope you will enjoy looking at her and that the sight may awaken nostalgic memories in any railroad man who may stop here for a few moments."

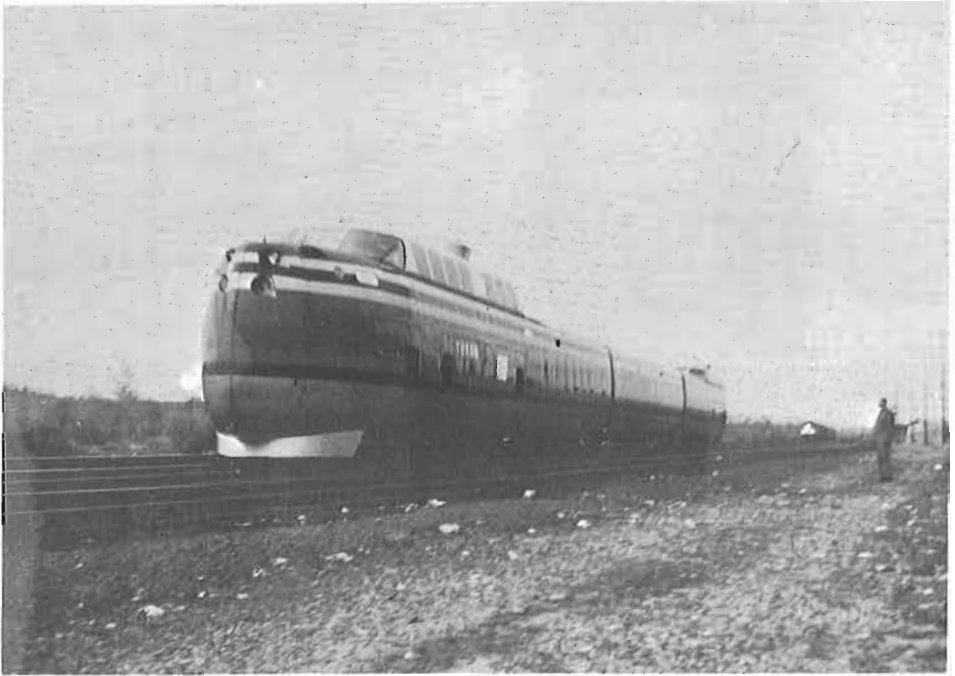


Walter Bedbrook took this picture of Canadian National Railways no. 4008 at Rainy River, Ont., despite the chain-link fence around the locomotive.

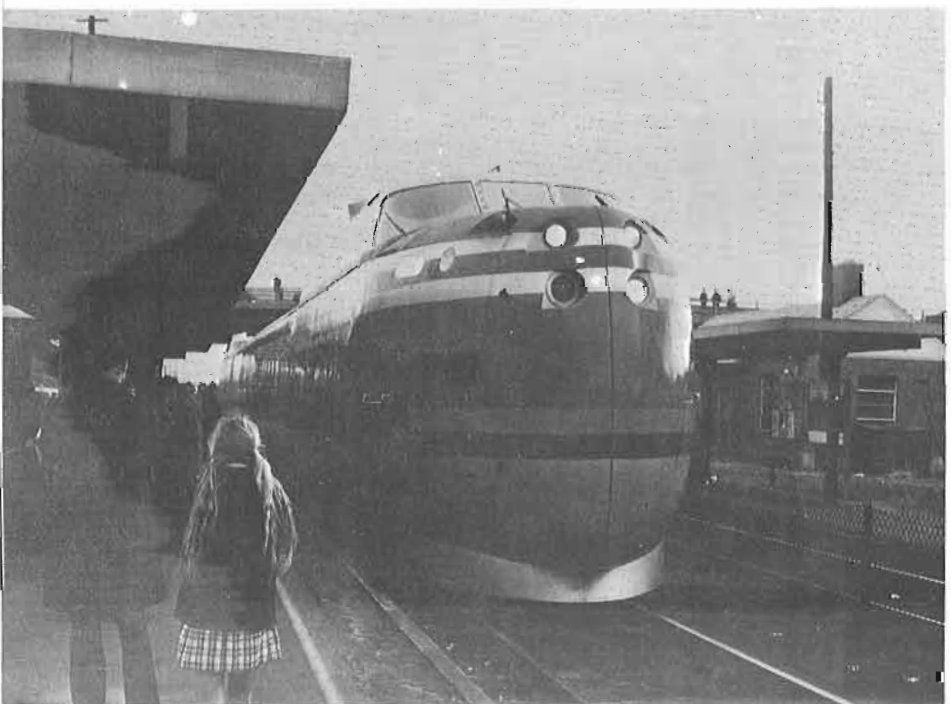


With the light on the wrong side, the running gear was not as well defined as in the previous picture. This shot of the fireman's side was taken for the record. Both of these photos courtesy of Walter Bedbrook.





THE MYSTERY MONSTER, for which schedules are difficultly available. The United States counterpart to UAC's TURBO (Montreal-Toronto) captured on film near Boston, Mass., in April, 1969 by Mr. Mark Paul, member of the Association.





BY F.A. KEMP

NEW CANADIAN CAR BUILDER: North Pacific Steel of Vancouver, B.C., has now qualified as a passenger car builder, by undertaking the manufacture of four steel parlor cars for the White Pass and Yukon Railway. They are sorely needed to handle the summer-season traffic on this far-northern line. The design of the new cars is based on Denver & Rio Grande Western recently-built steel narrow-gauge coaches, with modifications. The W.P. & Y. cars will not have simulated wooden sides, with scribed sheathing! In addition to these cars, National Steel Car at Hamilton, Ont., is hastily building 200 slim-gauge flat cars for booming container traffic and, as reported earlier, MLW-Worthington of Montreal is constructing seven DL-533's (c/n 6023-1 to 6023-7, road nos. 101-107) to give a hand to present aging GE units.

TO OUR CAPITAL'S MUSEUM: The National Museum of Science and Technology, Ottawa, Canada, recently received CN Newfoundland Area's business car TERRA NOVA, formerly well-known on the Island's 42"-gauge Newfoundland Railways. From the Steel Company of Canada, Hamilton, Ont., has come STELCO no. 40, an O-6-O switcher, once owned by the Toronto, Hamilton and Buffalo Railway. Apparently, the cars and buses from the historical collection of the Toronto Transit Commission, brought to the Museum last year, are on loan from TTC. Elsewhere in Ottawa, the last surviving memento of the New York Central Railroad, the engine house at Nicholas Street and Mann Avenue, has been demolished to make way for a new building, apparently for the expanding University of Ottawa.

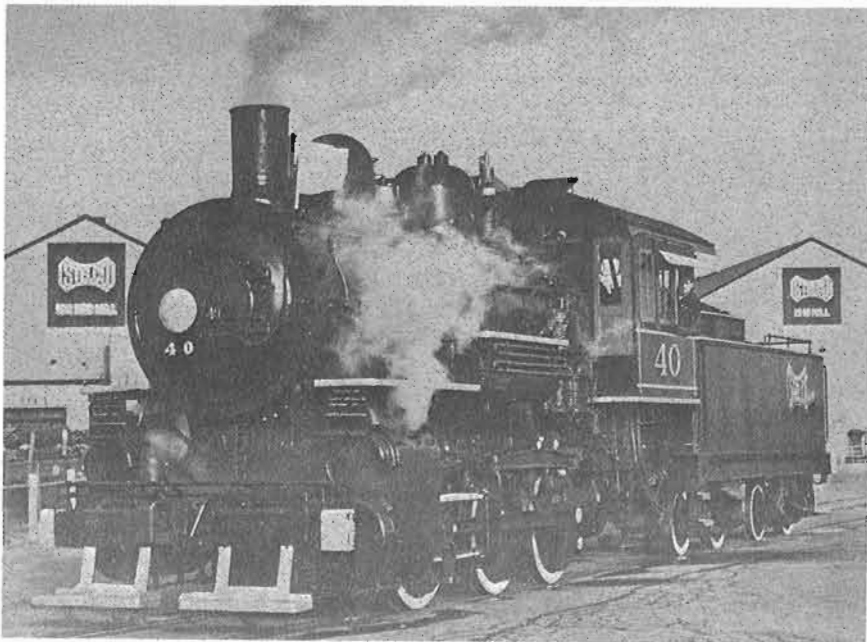
NO MORE "GO": Toronto's Government of Ontario TRANSIT rail commuter service, frequently touted as the ultimate resolution of Canadian urban transit problems, has been a success from the standpoint of transportation of commuters, but not from a financial point of view. Ontario's Department of Highways is obliged to underwrite a heavy annual deficit, in addition to the development costs which, although the line used was already laid with double or multiple track, included 19 miles of additional track, new stations, signals, parking lots, locomotives and cars, for a total of 36 million dollars. The annual deficit comes to 1.8 million more. For these reasons, Ontario's Minister of Highways has decreed that there will be no further extension of GO TRANSIT in the near future, despite requests from communities along the lines of CP RAIL and CN, radiating from Toronto. The hard fact is that most of these lines are single-track and obviously the development costs would be very high. Therefore, funds will be channelled into highway construction in the already-congested Toronto sub-urban area. Future traffic congestion and air-pollution resulting therefrom may prove this decision a wrong one.

METROLINERS AND TURBOTRAINS: In the Northeast Corridor, differences in emphasis on two districts of PENN CENTRAL were recently underlined in an editorial in the New York TIMES, May 17, 1969. The lively, electric METROLINERS, between New York and Washington, are well-advertised and run fast and on time and, consequently, are well-patronized. The two dailt 2 hr. 59 min. runs, with no less than FIVE intermediate stops (Newark, Trenton, Philadelphia, Wilmington and Baltimore) have been joined by a 2 hr. 30 min. non-stop run. The Boston-New York TURBOTRAIN, on the other hand, has been having troubles running only one trip daily. Often late, it is so difficult to obtain a copy of the schedule that the TIMES erroneously stated that there was none! The editorialist also condemned the food service, which may be worse than its Canadian counterpart and castigated P-C for reducing conventional train service to make room for the new TURBOTRAINS and then not providing an adequate replacement.

GOVERNMENT TO THE RESCUE: The money invested in new commuter rolling stock for United States eastern rail lines, during the Johnson administration is beginning to show results in the New York area. PENN CENTRAL's New York-New Jersey (New Brunswick, South Amboy and Trenton) services have new MU electric cars, geared for speeds of 100 mph., with extra centre doors for use on the high-level platforms at New York and Newark. Called "Jersey Arrows", a train operated with this equipment has become the world's fastest commuter train. On the Long Island Railroad, the new equipment and the service is called "Metropolitan". Only about 25 cars had arrived at the end of May, but they are considerably different in appearance from the former Long Island equipment.



↓ STEEL COMPANY OF CANADA's 0-6-0 no. 40, as she appeared in the Company's yards at Hamilton, Ont. Photo courtesy STEEL COMPANY OF CANADA.



FROM THE WEST COAST-

Doug Cummings of Vancouver, B.C. reports that Great Northern Railroad has discontinued Trains 357 and 358 between Seattle and Blaine, Washington, on June 16, 1969. Permission to discontinue in Canada is still awaited from the Railway Transport Committee. Consist from Vancouver to White Rock, B.C. is one unit, one baggage car and one coach. Train deadheads from White Rock to Blaine, to wait out its time.

Four new Montreal-built 1200 hp. DL-535E units, nos. 101-107 for the White Pass and Yukon Railway left Vancouver for Skagway, Alaska on 1 July. Units have ALCO plates, c/n 6023-01 to -07, all 5/69, despite the fact that they were built by MLW-Worthington. The new units are road-switcher style C-C types, quite different from the previous distinctive G.E. carbodies of the W.P.&Y.

Pacific Great Eastern Railway, in May, leased 2 units from ALCO Products Inc., which had been traded in by other roads for new power. Columbia & Cowlitz FM switcher D-1 now works the North Vancouver yards for PGE and Spokane, Portland and Seattle's FA-2, no. 868 made one trip on the PGE and threw a piston. It is now out of service and rumor has it that PGE will purchase it for parts.

PGE has purchased S.P.&S. B-unit no. 210 for conversion into a control car for mid-train slave units. The 4 new C-630's, nos. 701 to 704, are equipped for remote-control operation.

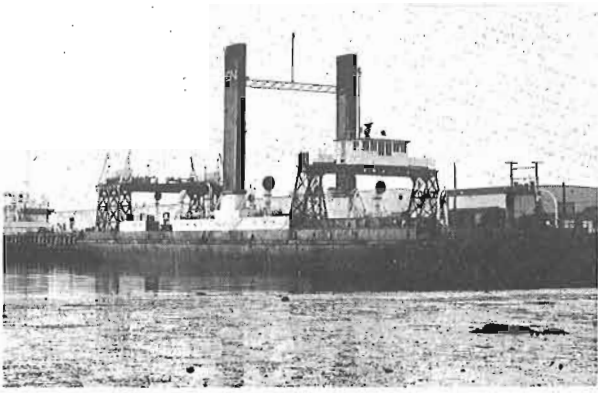
Ex-CP RAIL mail cars nos. 3703 and 3704 as well as baggage car no. 4748, have appeared in PGE's Squamish Yards with the original numbers white-lined, apparently for conversion to work equipment.

PGE RDC-3 BC33 hit a logging truck at a grade crossing north of Squamish recently and sustained heavy damage. It has been sent to Winnipeg for repairs. Meanwhile, PGE is apparently having the same trouble as CP RAIL with their new colour scheme. The new colours are two-tone green, a la N.P., but with the dark green on the lower part. The 4 new C-630's and two business cars are this way, but unit 562, outshopped in late June, appeared in the previous all-green scheme.

FROM THE EAST COAST--

Phillip Fine, our Moncton, N.B. correspondent, writes that the new Northumberland Straits ferry, formerly the STENA DANICA, has been re-named the LUCY MAUDE MONTGOMERY, after Prince Edward Island's famous author. At the christening ceremony, the traditional champagne bottle failed to break on the first try, when the tide changed the angle of the ship. A well-aimed throw successfully completed this nautical ceremony.

CN's Newfoundland-Nova Scotia ferry AMBROSE SHEA is temporarily out of service (July) after a fire in the engine room, which was immediately extinguished by a quick-thinking crew member. The SHEA was towed to North Sydney, N.S. by the FREDERICK CARTER. The fire occurred 30 miles off Port-aux-Basques. The SHEA's regular run is from Port-aux-Basques to Argentia, Nfld., but he (she?) was filling



THE S.S. SCOTIA, hitherto in service across North-umberland Straits, as she appeared at Charlottetown P.E.I., on October 12, 1968. Photo courtesy W.R. Linley, Ottawa.

in on the North Sydney-Port-aux-Basques turn for the WILLIAM CARSON, which was laid up for repairs.

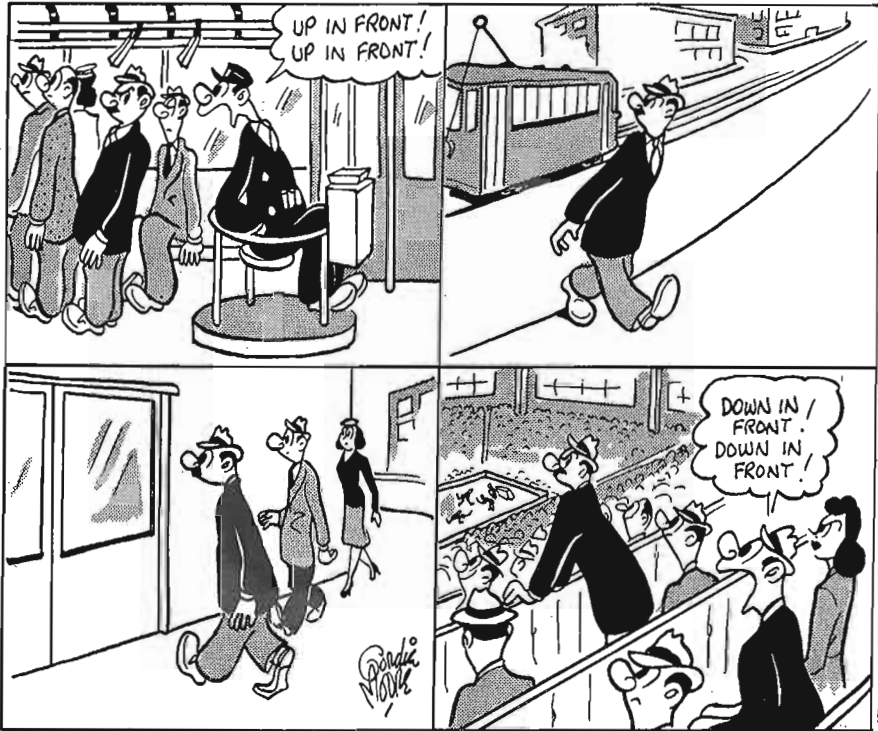
Passenger traffic to Prince Edward Island was up 10% in May, continuing the upward trend which started early in the season. The week-end of May 24 saw 12,554 people and 4,756 vehicles transported to and from the Island in 4 days. Rumor has it that the visitors are whooping it up on Saturday nights in Charlottetown, fuelled on potato "juice".

We all shed a tear for the "Newfie Bullet", otherwise Canadian National's Newfoundland Area Trains 101 and 102, the "Caribou", which made its last run (Train 102) from Port-aux-Basques to St. John's on Wednesday-Thursday, July 2-3, 1969. On board the 15-car train were 205 passengers, including Mr. George Tipple, a brisk 84 years, of Corner Brook, who, at the tender age of 13, saw the first train go by on June 30, 1898. Also aboard was Mr. Sam Pretty, engineer on the last steam-powered run on the Island's slim-gauge right-of-way.

ALL OVER THE LANDSCAPE: Sabotage and negligence were responsible for two serious accidents recently on Canadian National. On April 20, TEMPO Train 151, Toronto to Sarnia, hit a reversed switch on an industrial spur near Malton, Ont., derailing at speed, with 2 fatalities resulting. The hump of the switch lock had been sawn through, the switch reversed and the target altered to show clear. On May 12, Train 122, Campbellton, N.B. to Montreal, derailed at speed at St-Bruno, Que., only minutes away from its destination. The misalignment of rail, judged to be the cause, was thought due to the traffic of heavy trucks, loaded with crushed rock, over the public crossing, which forced the rail out of line. The diesel locomotive crossed the displaced rail, but the coaches and tail-end RAILINER D-118 came off the iron just in front of the St-Bruno station. D-118 is the Quebec-Montreal service, attached to Train 122 at Charny, Qué. May 28 recorded the worst accident, when Train 119, the Gaspé-Matapedia portion of the "Chaleur" collided head-on with a freight at Pointe-a-la-Garde, Que. The passenger train, consisting of two diesel units and eight cars, met the three-unit freight in a cut, spanned by an overbridge. Several of the five units, plus the steam-generator car immediately caught fire and rescue workers had to wait until the wreckage cooled before the bodies of the two fatally injured firemen could be recovered. 26 passengers were injured but only 2 were detained at hospital. Other passengers were transferred to the Moncton-Montreal portion of the "Chaleur" at Campbellton, N.B. The cause of the collision has not been established.

AND FINALLY - Doug Cummings of Vancouver, B.C., writes that although the Thornton Branch of CN, mentioned above, was opened on May 5th., only four trains had operated over it by June 1. Apparently, there is a jurisdictional problem among the Switchmen's and Trainmen's unions. CN is reputed to have recommended that the disputants solve the problem themselves and then communicate the result to CN. An early settlement is essential to the smooth operation of this vital rail-link to North Vancouver.

UPS AND DOWNS



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