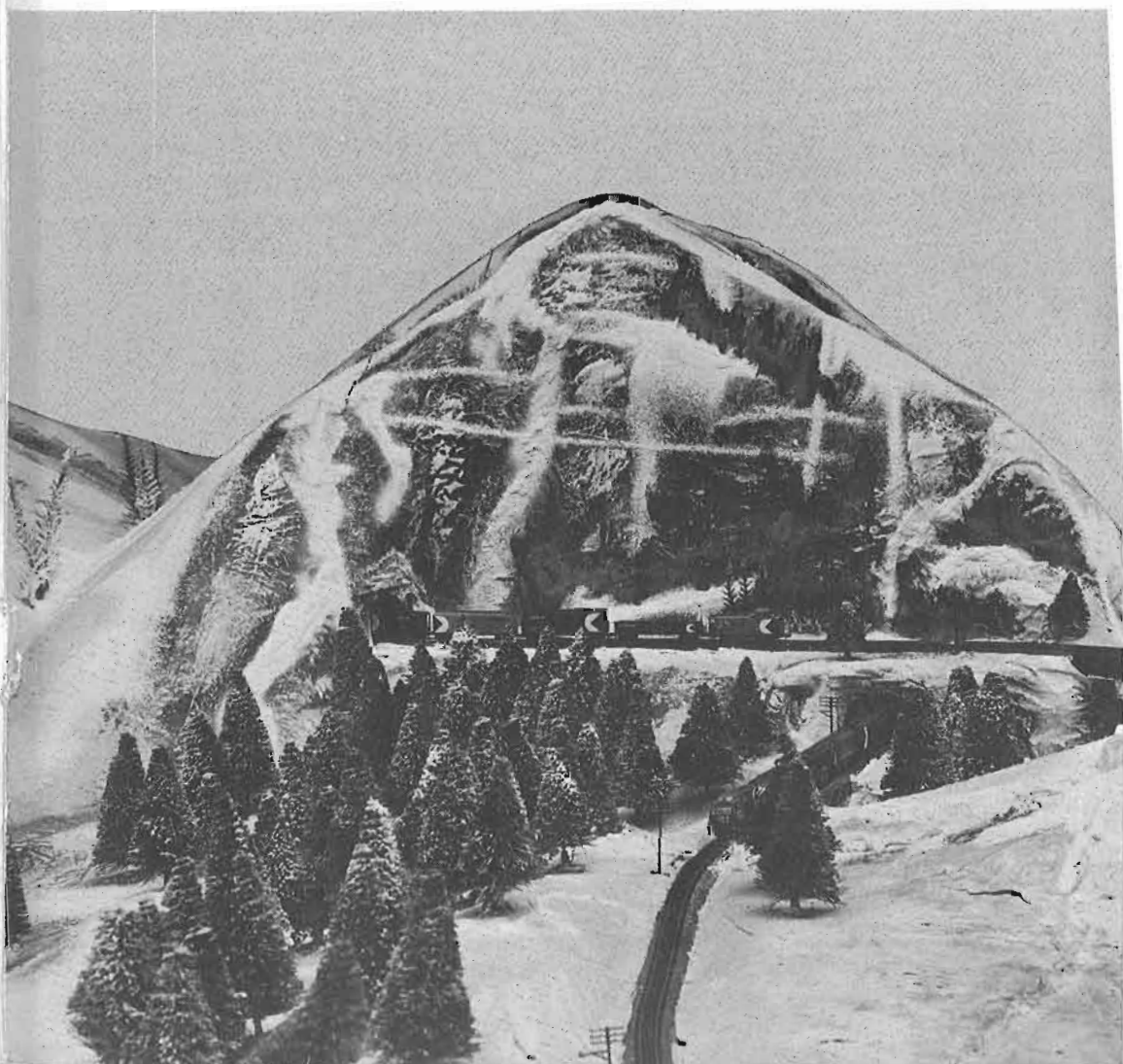


Canadian Rail



NO. 219
MARCH 1970

ANNUAL ISSUE



THROUGH THE ROCKIES ON N-GAUGE

S.S.Worthen

The cover of the December, 1969 issue of CANADIAN RAIL carried a photograph of the concourse of Canadian Pacific Railway's Windsor Station, Montréal, as it appeared during the Christmas season, twenty two years ago.

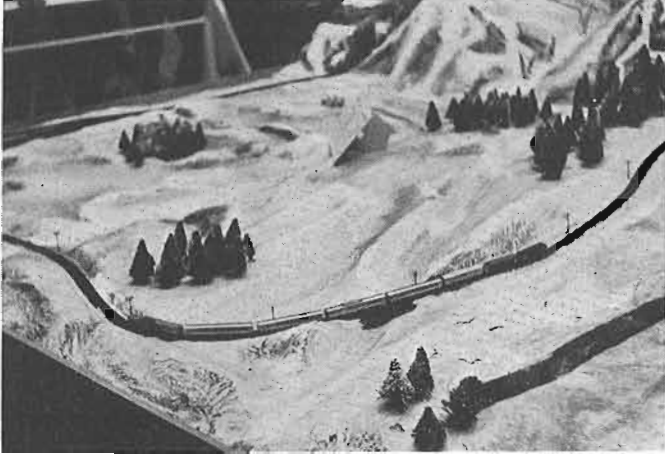
The magnificent Christmas tree, with its myriad scintillating, shimmering decorations has annually immersed in wonder succeeding generations of wide-eyed, innocent-faced little children. Over the years, variations in this annual, anticipated exhalation of angels have taken place, but all the while the custom has preserved the Christmas mystique which is properly the property of children, - as long as they believe in Santa Claus.

This year, the illusion wavered slightly, when what to their wondering eyes should appear but four diesel units, complete with multimark, hauling a long freight, complete with multimark, up the declivities of Kicking Horse Pass, on CP RAIL's main line west through Canada's Rocky Mountains, while the CANADIAN, in all its luxurious splendour of passenger cars (two domed) and two units, the latter with multimark, blissfully flitted in and out of the famous Spiral Tunnels which tittivate the innards of Mounts Cathedral and Ogden. And would you believe that this miracle of modern technology was accomplished with N-gauge model railway equipment (bought stuff-yuk) purchased at a distance from Montréal no greater than that of Canada's capital city?

It was not done with mirrors or hullabaloo but with plaster-of-paris and sections. Constructed to permit easy assembly and precise train control, the 95 actual feet of model main line represented a distance from about Lake Louise, Alta. to Field, B.C., which, according to CP RAIL's current time-table is a distance of twenty miles horizontally and 972 feet vertically. The most impressive of the two model trains was the 32-car freight (since the CANADIAN boasted only six cars), sporting on its cars a multitude of multimarks, some lazy worms, a few billy-goats and something resembling a tank of unnatural gas labelled FERROVIA.

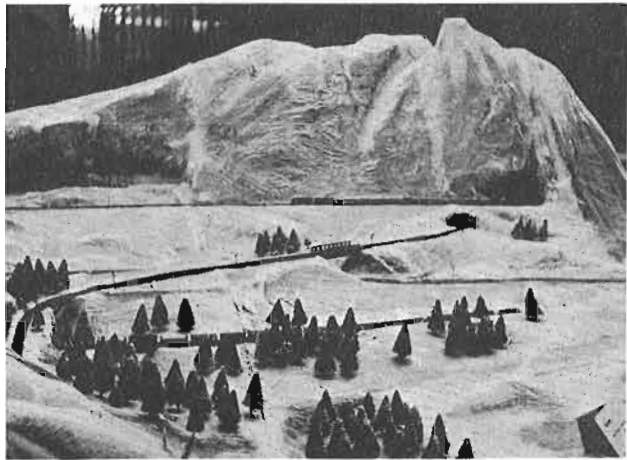
The trains wound out and in the insides and outsides of Cathedral Mountain and Mount Ogden, mornings, noons and nights of weekdays and afternoons and evenings of Saturdays and Sundays, from December 15th. to the Feast of the Epiphany, some time in January, 1970. In that time, the N-gauge equipment ran for 275 hours, cover-

ing about 65 real (yes, Virginia) miles, which must constitute some kind of an obscure "first". Fuel and maintenance costs were not revealed.



The eastbound six-car CANADIAN on its way up from Field, B.C. to the Lower Spiral Tunnel.

High on the flank of Mount Ogden, the CANADIAN eastbound emerges from the upper Spiral Tunnel, while the freight slowly comes out of the lower Spiral, on the way down to Field, B.C.



A CP RAIL 32-CAR N-GAUGE FREIGHT crosses over itself in the Lower Spiral Tunnel, - a feat sometimes accomplished in standard-gauge operation. The model ran over 95 feet of line for 275 hours. Photo courtesy CP RAIL.

Operating problems appeared to be minimal and accidental derailments on the tight curves in the depths of the Spiral Tunnels apparently caused no embarrassments. Two mice, especially trained and equipped with toothpick-horns to simulate giant-sized wapiti elk at Lake Louise Station, refused to cooperate and were banished from the display. Train movements were, in general, semi-automated, but an operator was provided to make sure that train speeds did not vary too much and that the freight passed the CANADIAN at points in the line where sidings were available.

While this year's marvel of modern movement in miniature mesmerized the multitude (there were scarcely any little children with shining eyes and innocent faces, gazing in rapture at the beautifully decorated Christmas tree with its myriad, twinkling lights), next year's plans will doubtlessly stupefy at first glance hundreds of avid model railroaders who have begun to haunt this annual performance. Moreover, this year's show was good enough to attract denizens of CP RAIL's passenger sales and data processing departments, an occurrence unheard of in modern times and terrifying in its implications.

The renown of this marvel in miniature permeated even to the vastnesses of Central Station and the Place Ville Marie and, in the process, enticed some of the inhabitants of the headquarters building of the other railroad and the other air-line, to view the impressive landscape-in-miniature. One of these latter visitors became highly incensed and swallowed his wad, when he observed that the proportion of freight cars moving over the line during one day's operation, was 30 to 2 in favour of CP RAIL. One wonders what he really should have expected!

Say what you will, it was a darned good show and one that could only have been planned and executed by the talented personnel in CP RAIL's Advertising Department, assisted by the wise words, sage saws, papier-mâché and wiring diagrams of interested employees, both local and Lagachetière. We are already looking forward to viewing the 30% expanded, epoch-making layout, planned for the 1970-71 holiday season.

It is rumored that Stoney Creek Bridge and Mountain Creek Trestle, some fifty miles west of the Spiral Tunnels along CP RAIL'S mountainous main line, will appear and that the beautiful, traditional Christmas tree, which annually stupefies hundreds of bright-eyed, innocent-faced little children (all stoned on pot) will be replaced by a diorama showing Walter Moberly, C.E. discovering Rogers Pass.

Don't ask me why.

ELECTIONS AND APPOINTMENTS FOR 1970

THE ANNUAL GENERAL MEETING OF the regular members was held on January 28, 1970. A short resumé of the election of Directors and the appointment of honorary officers follows.

At the Annual General Meeting, about 35 regular members and an equal number of associate members and friends heard reports and asked questions pertaining to the various activities of the Association during 1969. Votes of thanks were officially recorded by the Directors and Members to McGill University and Martineau, Walker and Associates for the use of meeting rooms. The firm of Stevenson, Blakely, Blunt & Company were appointed auditors to the Association.

The Nominating Committee presented the following regular members as candidates for election as Directors for the year 1970:

Angus	F.F.	Latour	Denis	Viau	Charles
Beatty	J.A.	Murphy	Peter	Walbridge	A.S.
Cheasley	C.S.	Nicholls	R.V.V.	Webb	R.W.
Doyle	John	Shergold	Peter	Worthen	S.S.

The Secretary acknowledged receipt of the following nominations of regular members as candidates for election as Directors for 1970:

Heard	C.W.K.	Plant	T.O.	Seton	L.A.
Jordan	E.A.				

The following regular members were elected Directors of the Association for 1970, in the ensuing election:

ANGUS	F.F.	HEARD	C.W.K.	VIAU	Charles
BEATTY	J.A.	MURPHY	Peter	WALBRIDGE	A.S.
CHEASLEY	C.S.	NICHOLLS	R.V.V.	WEBB	R.W.
DOYLE	John	SHERGOLD	Peter	WORTHEN	S.S.

The members present at the meeting approved the revisions of By-Law Number 3, which had been previously circulated and ratified the recommendation of the Director, Membership Services & Branches that the annual dues remain unchanged for 1970. The members also approved the remuneration of employees and the acts of the Directors in 1969.

The first meeting of the 1970 Board of Directors was held on

February 2, 1970, at which the following Officers were elected:

President:	Dr. Robert V.V. Nicholls
Vice-President:	M. Charles Viau
Vice-President:	S.S. Worthen
Treasurer:	A.S. Walbridge
Secretary:	F.F. Angus

The following Honorary Officers of the Association were appointed:

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

The Board of Directors ratified the election of the following members as Commissioners for the Canadian Railway Museum/Musée Ferroviaire Canadien, Delson/St-Constant, Qué.:

Angus	F.F.	Mosher	K.D.
Cheasley	C.S.	Shergold	Peter
DeJean	C.	Walbridge	A.S.
Doyle	John	Webb	R.W.

The following areas of responsibility were assigned by the Board:

Acquisitions & Archives	Dr. R.V.V. Nicholls
Branches	C.W. Kenneth Heard
By-Laws, Revision of	C.W. Kenneth Heard
CANADIAN RAIL Editor	S.S. Worthen
Publisher	M.P. Murphy
Distribution	F.F. Angus & J.A. Beatty
Chairman of Board Meetings	Dr. Nicholls or C.S. Cheasley
Correspondance, general	F.F. Angus
Excursions	John Doyle & F.F. Angus
Fund Raising	Dr. Nicholls & Messrs. C.S. Cheasley & A.S. Walbridge
Meetings, Regular &	Peter Shergold &
Special Events	M.P. Murphy
Membership & Membership Services	J.A. Beatty
Canadian Railway Museum	R.W. Webb
Publications (other than	J.A. Beatty &
CANADIAN RAIL)	M.P. Murphy
Public Relations	John Doyle

Members wishing to participate in any of the above activities are urged to contact the director (s) concerned at the regular monthly meetings of the Association, at the Canadian Railway Museum or by writing to the Director at the Association's address.

The Board of Directors of the Association elected Dr. David M. Baird Director of the Museum of Science and Technology, National Museums of Canada, Ottawa, Canada, to honorary membership in the Association, for the year 1970.

YOUR ASSOCIATION'S FINANCIAL REPORT FOR 1969

A. Stephen Walbridge.

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ONEY CERTAINLY IS MONEY, AND most people want to know how it is received and spent. A detailed financial report was made to the voting members at the Annual Meeting in January, 1970, and here is a synopsis of that report.

Your Association's Financial Statements for 1969, audited by the Montréal firm of Stevenson, Blakely, Blunt & Company, Chartered Accountants, were presented at the Annual Meeting on January 28, 1970.

Association General Funds now total \$ 1,300, the amount being the largest in the Association's history. This is the equivalent of \$ 0.93 from every one of our members and provides our Association with a reserve in case of emergencies. We have not hitherto had such a reserve.

In recent years, the Board of Directors has allocated an amount of \$ 4.50 from each member to the production of CANADIAN RAIL. It is interesting to note that in 10 years of operation, this account has been overspent by \$ 17.00 in transactions totalling about \$ 60,000. Thus, it can be seen that every member has received full value for their money, without taking into account the thousands of hours of time cheerfully donated by the volunteers: correspondants, authors, photographers, editor, publisher, packing and distribution personnel.

The sale of our other publications has realized a cash reserve of some \$ 1,430, presently available to underwrite the cost of future Association publications and to assist in stocking the book store which, it is hoped, will be operated at the Canadian Railway Museum on Sundays during the coming season.

The Trip Committee operated five trips in 1969, and brought nearly \$ 3,200 to the Treasury. Of this, \$ 1,850 was allocated to the Canadian Railway Museum for capital projects. A total of \$ 3,740 remains in the bank to underwrite trips in 1970. The

Association was, until 1969, the sole operator of steam-hauled excursions in eastern Canada. Iron Horse Tours of Montréal have now entered this field, with trips in September, 1969 and February, 1970 (proposed). The Association's financial statement may not therefore reflect revenues of the same magnitude in 1970. It thus follows that allocations of Association funds from this source to the Canadian Railway Museum for capital projects may decline in the future.

THE CANADIAN RAILWAY MUSEUM hosted nearly 13,000 visitors during the 1969 season and showed a surplus of \$ 260. This favourable position was largely due to donations from other sources. Attendance should be increased in the future, to keep the operating position at a "break-even" point.

Capital Projects at the Canadian Railway Museum required \$ 71,600 during 1969. The value obtained for this expenditure is described elsewhere in this issue. Since the placement of considerable amounts of money in such projects at the Museum is the prime purpose, the magnitude of these amounts should be regarded with satisfaction.

A contract for the construction of a working replica of the 1847 locomotive "John Molson" has been signed and building will commence shortly.

Charitable donations during 1969 totalled \$ 41,800. This includes approximately \$ 1,200 for the DOORS for Building No. 2. We thank our many kind benefactors.

The members should always keep in mind that the affairs of the Association are conducted by volunteers. In fact, the By-laws specifically prohibit the remuneration of any officer or member of the Association. To assure the members that this requirement is strictly obeyed, Messrs. Stevenson, Blakely, Blunt & Company have been engaged and their report assures the members that all of the monies received by the Treasurer have been used for Association activities and objectives, or remain in the Association's bank account (earning interest).

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



What About "CANADIAN RAIL" ?

The Editor and The Publisher.

In the absence of the Publisher, the Editor reported for both of these activities at the Annual Meeting. Special mention was made of the correspondents from Halifax to Vancouver and the names of all of the contributors during 1969 were noted. Of particular interest was the distribution, by subject, of articles during 1969, which alternately covered the three main types of railway activity: steam, electric and diesel. For future issues, the Editor recommended that the following principles should be adopted:

1. Maintenance of this equal distribution between the three main types of article;
2. Preparation of at least two issues in 1970 which would be devoted to a single subject, with articles giving different points of view on the same subject;
3. Innovations, whenever possible, which would serve to vary the content of the magazine, thus generating interest and entertaining the readers;
4. Consideration of the publication of twelve (12) issues per year, even though the supply of copy might require the publication of an issue devoted solely to pictures;
5. Provision by the Association's Board of Directors of a sum of money for the production of CANADIAN RAIL which would be independent of the number of members or, alternately, a concerted drive to obtain more members, thereby increasing the amount of money available for the production of CANADIAN RAIL.

From a financial point of view, the Editor pointed out that the Board of Directors had allocated \$ 7,024 to CANADIAN RAIL and with this amount, 15,625 copies of the magazine had been mailed to the members, resulting in a surplus of \$ 153.47 at the year-end. The Treasurer's figure of a deficit of \$ 467 reflected the fact that there were stocks of paper to print the magazine and envelopes to mail it out, at the year-end.

In his report, Mr. Murphy, the Production Manager, noted that 1969 had seen the use of two or more colours on the cover and the evolution of a new, "cleaner" style of cover, towards the end of the year. The number of pages of text, photographs, maps and sketches had all increased over 1967 and '68, and further increases were anticipated - or at least recommended, in 1970. Mr. Murphy underlined the fact that CANADIAN RAIL had appeared "on time" throughout the year, which required a good deal of work and some hurried arrangements with the printer. He recommended that this record for prompt preparation and delivery to the members be considered of paramount importance in 1970.

Both the Editor and Publisher reminded the members that the success of CANADIAN RAIL was largely dependent on them, since without their contributions, they would be doomed to a diet of prose

from the Editor, - a prospect to be viewed with apprehension!

Contributors to CANADIAN RAIL during 1969 were acknowledged by a by-line. Not so correspondents, whose name are given herein below, with appreciation:

Phillip Fine	E.H.Heath	W.R.Linley	Dale Wilson	R.A.Loat
K.G.Younger	Clayton Jones	D.E.Cummings	Eric Johnson	
R.M.Binns	John Hoffmeister	Jos. Langevin	Roger Boisvert	



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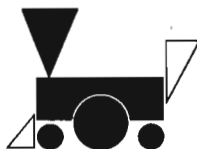
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THE 1969 REPORT OF THE CANADIAN RAILWAY MUSEUM



AN EYE TO THE FUTURE.

Editor's Note: There could be no more fitting an introduction to this report than the letter which follows. It was received by the Museum Commission near the end of the 1969 season.

216 Victoria Drive,
Baie d'Urfé, Qué.

Dear Museum Guides:

Thank you very much for taking our group around the Train Museum. The part I liked best was going into the caboose. I thought it was neat how there were seats up near the roof. I wonder what they are for.

I also liked the old engine we were allowed to go into. I'd like to know how the engineer memorizes all the different knobs.

I thought that the trains inside the building were very interesting and I liked the sleeping cars.

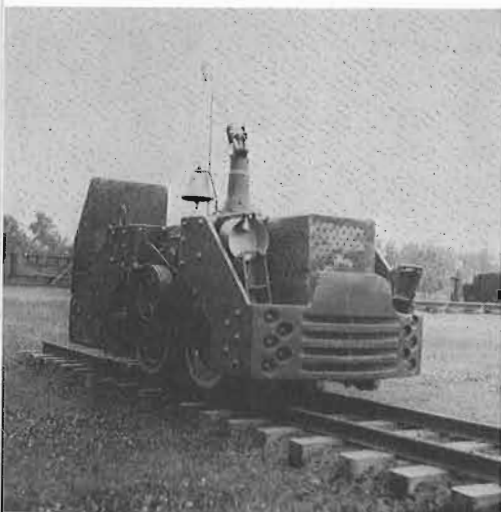
Thanks again.

Yours truly,
Fiona Done.

Steam engines.....huge black monsters shuddering under the loads of coal and compressed steam.....tons of metal, shaking the earth as wheels churn over the gleaming track, bearing witness to man's genius for harnessing power.....lumbering masses of iron and steel that blast the air, as they spit black smoke to the heavens..



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THE FAST EXPRESS at the Canadian Railway Museum/Musée Ferroviaire Canadien, Delson/St-Constant, Qué. Picture 1 shows the LIGHTNING EXPRESS speeding down the main line away from Barrington Station. Picture 2 illustrates the PACIFIC SPECIAL at full speed passing building No.1, while the third illustration shows the NINETEENTH CENTURY LIMITED slowing near the end of her run, at her western terminus. Photos by Museum Commission.

THE SECOND SERIES starts (no.4) with Barrington Station, which in 1969 represented a great attraction to visitors. Picture 5 shows the narrow-gauge electric mine locomotive, presented to the Museum by Hollinger Gold Mines. The last picture shows Building No. 2 with the roof and sides in place and the connection to the crossover switch installed.

... immense driving shafts that grind in rhythmic strokes as the "iron horse" plods along the rails.....wailing whistles that echo through silent sountrysides where people sleep in their beds..... these are all recorded as the "railroad sounds" of a vanished era.

The Canadian Railway Museum/Musée Ferroviaire Canadien has become recognized as a centre for the preservation of these rail-roading masters. Many of the aspects of the glorious years of railroad history are presented here, - not only in the aspect of steam, but in that of electric and diesel-electric, as well.

The process of its development is still not complete. Ideally, it never will be, for when this happens, the history of railways, our Nation's unifying force, will decline into stagnation. At the Museum, there will always be details for addition, exhibits to complete; in general, the creation of a place with a total railroading atmosphere, a place where visitors can actually participate in the displays and learn about every aspect of the railroad romance, - its majesty and its grace.

Creating an annual report only puts a division point in these proceedings. The work is not limited in scope; each project leads directly into another of equal importance. During the summer months, the emphasis was on track work and because of teamwork and persistence, the volunteers are now ready to proceed with laying of the turntable foundations. Building No. 2 was completed, "sans" the doors, but 40 more pieces of equipment are now protected from the elements. Restoration has been the winter's high-light, with the concentration on Barrington Station and the reconstruction of its interior. It will be used for the point of origination for the scheduled Sunday operation in 1970, - a caboose ride from Barrington to the end of track at the west end of the yard. The vans to be used are CPR no. 435288 and NJR no. 34. Restoration of the latter in another of this winter's projects and is expected to be completed about March 1. Canadian National's locomotives nos. 4100 and 5702 are cleaned and ready for the final painting; their cabs have been restored to a "natural" state. They will complete the overall display in Building No. 1.

The enthusiasts' interest seldom falters, for there are always new things to do, new equipment and constant improvements; it is the job of the Museum Commission to order all of these activities, to insure that they will never pass into limbo and that they will all occupy their proper place in Canadian railway history.

We heartily thank all those people who have helped the Canadian Railway Museum/Musée Ferroviaire Canadien in 1969. We earnestly solicit their support in 1970, in any area, - for there are many projects where help would be most welcome. Readers of CANADIAN RAIL who would like to know more about this project of the Canadian Railroad Historical Association are encouraged to write to the Chairman of the Public Relations Committee at the Associations address, given on the back page of CANADIAN RAIL.

TRIP COMMITTEE

REPORT - 1969

Report of Mr. Denis Latour.

Editor's note: The following report was presented at the Annual Meeting of the Association on January 28, 1970, by Mr. Denis Latour, Director of the Association and Chairman of the Committee for Excursions, Meetings and Special Activities, 1969. It is produced in its entirety, except for some short passages that have been removed for reasons of space.

Dear Fellow-Members:

Before giving you a summary of our activities for the past year, I would like to say a few words on the portfolio that I was responsible for until this evening. At the first meeting of the Board (of Directors) in February 1969, Mr. Walter Bedbrook and I were appointed as CO-CHAIRMEN of a Committee that would be responsible for CRHA EXCURSIONS, MEETINGS AND SPECIAL ACTIVITIES. No official committee was ever formed and it was preferred to do things on a more personal basis, calling on help as required. This avoided a lot of red tape, lengthy meetings, etc.... Early in May, Mr. Bedbrook asked to be relieved of his duties as his work would require him to be out of town for some months and I assumed full responsibility. My first move was to appoint trip coordinators for the coming steam excursion. The work of these persons was to look after every aspect of the excursion (publicity, tickets, safety, liaison with the railway, etc...), all under the supervision of the Director. The system proved very efficient and it was decided to maintain it for other excursions in 1969. This pattern also gave a chance to the Director to carry on other projects (meetings, etc..) at the same time.

MEETINGS:

We had 8 regular meetings, with entertainment (mostly slide and film presentations) being provided by members; this year marking the 10th. anniversary of the disappearance of streetcars in Montréal, it was found appropriate to devote some meetings to our traction enthusiasts and show them souvenirs of that era in the City. Even MTC trolley coaches and buses made their appearance at the November meeting. Steam fans had the opportunity to see



→ THE ASSOCIATION'S CP RAIL RDC DAYLINER trip to Labelle, Qué., which took place on March 2, 1969. The "Special" stopped briefly at the station at Ste-Agathe, Qué., for the benefit of the photographers. Photo by F.F. Angus.





April 20, 1969 saw the appearance of the Association's HABITANT SPECIAL, pictured here in the station at Huntingdon, Qué. On the way west to Huntingdon, CN 3900 and train paused at a bridge over a river for the benefit of the photographers. Photos courtesy F.F. Angus.



films from Fred Pardoe's fine collection and scenes of European railroading were shown in December. Attendance has been satisfactory through the year, however, it would have been very pleasant to see this place full every month. The May meeting gathered 108 persons! Before closing on this aspect, I would like to thank Messrs. Roland Dauphinais, F. Pardoe, M.P. Murphy and F.F. Angus for their contribution to these meetings.

BANQUET:

With the month of March, we had our Annual Banquet, which also replaced our monthly meeting. The banquet took place, for the 2nd. year, at the Black Watch Armory and the guest speaker was Mr. Maurice Archer, Vice-President, CN Research & Development. As usual, a very successful evening!

SUMMER GATHERING:

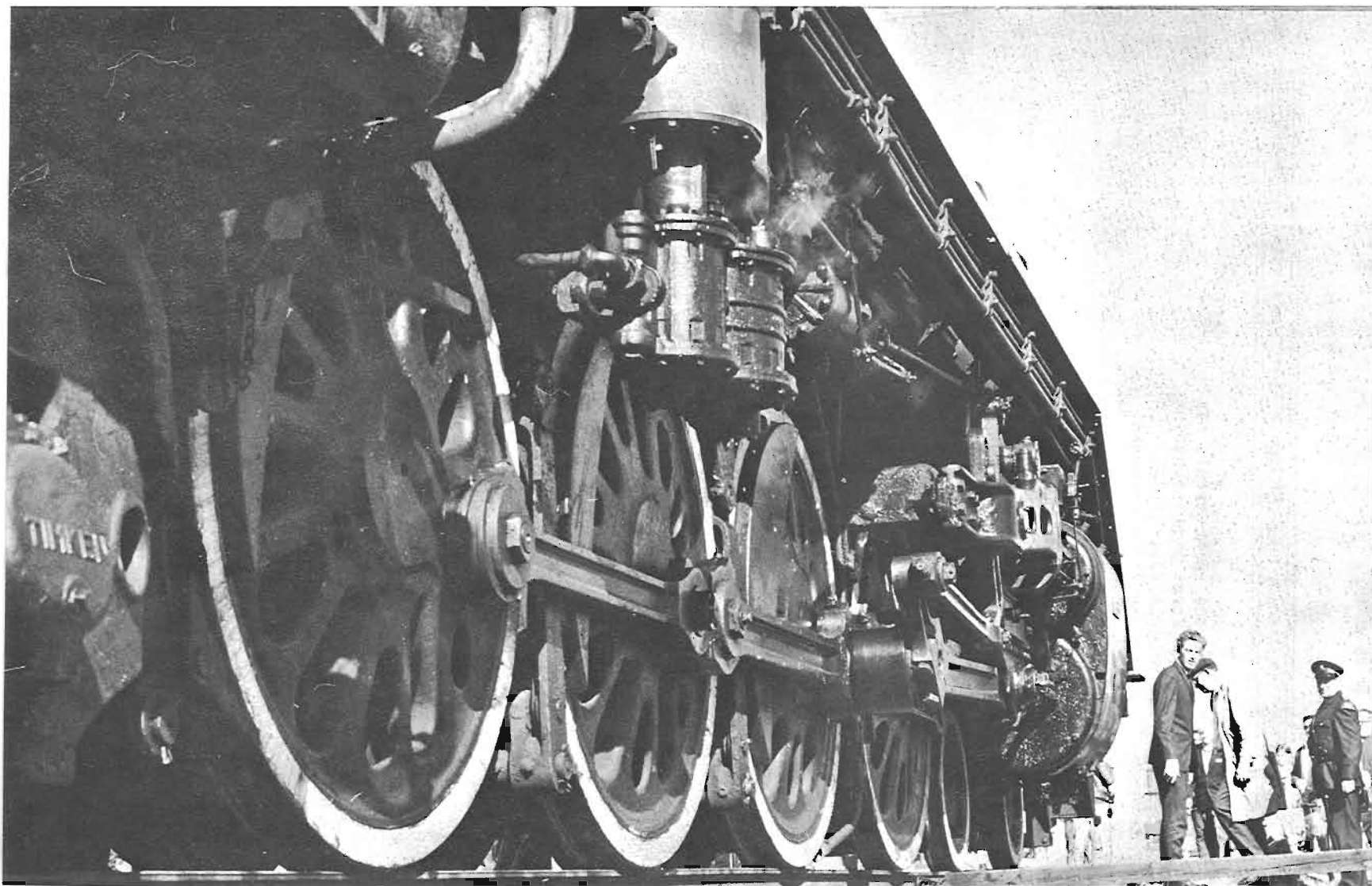
I took the liberty of organizing our first summer gathering at the Museum and I was very pleased with the results. 128 persons (including staff) participated and I have not heard anyone yet who has said that he didn't enjoy himself. Thanks to the Museum people for their cooperation that evening! That gathering took place on July 9th.

EXCURSIONS:

Five (5) excursions were operated, as follows:

- a) March 2nd. CP RAIL MONTREAL-LABELLE
using 2 RDC units, our "Snow"
Excursion.
- b) April 20th. CN MONTREAL-HUNTINGDON
with diesel locomotive 3900,
our "Habitant Local". Thanks
to Claude Gareau for his help
on this trip!
- c) May 31st. CN MONTREAL-GRAND'MERE
with good old 6218with
over 800 persons aboard!
- d) October 11th. CN MONTREAL-QUEBEC CITY
with 6218 again. For many,
this trip was referred to as
an "impossible" one; well, with
continuous effort from the
promoters and your support,
dear members and friends, ...
we ran it and not at a loss!
- e) November 16th. MTC COMMEMORATIVE TRIP.
to celebrate the 50th. anni-
versary of introduction of





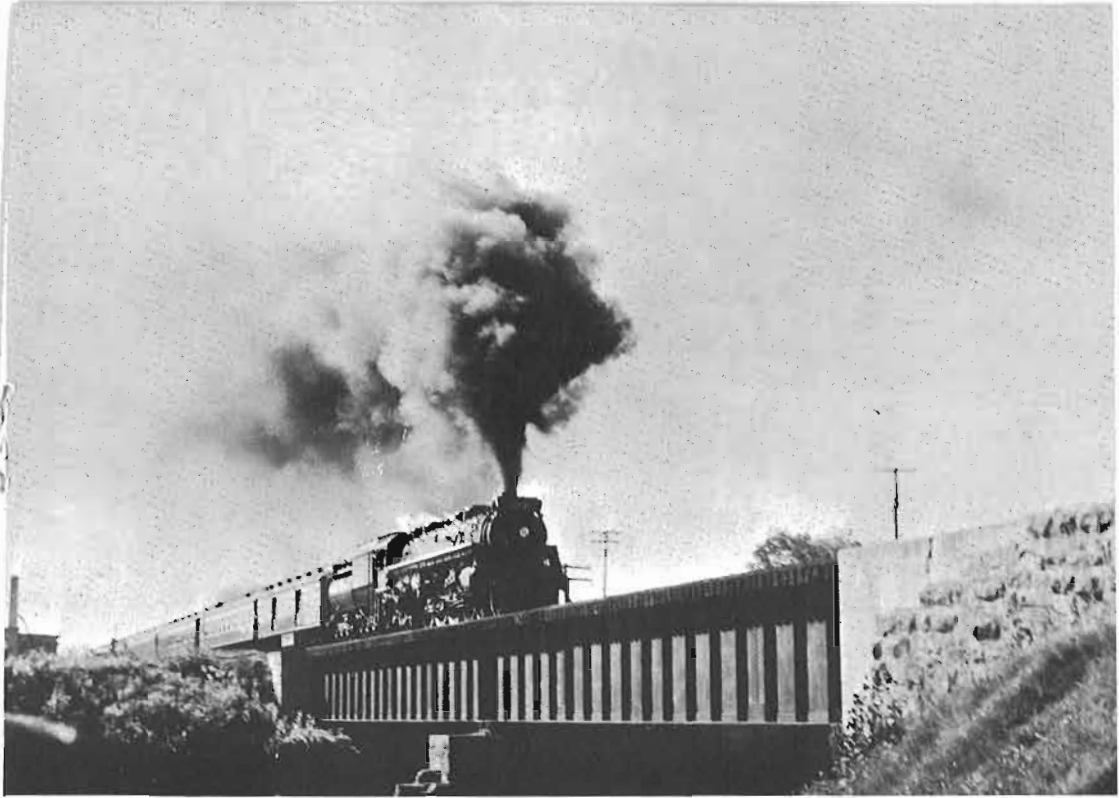
bus service in Montréal. It was our first trip aboard an MTC vehicle since 1959; 34 members and friends marked this event and showed the MTC their appreciation for what they have done for the Association! The trip was made aboard GM Coach 41-449, at the time, the youngest member of the large MTC fleet!

NOTE: I have not mentioned the special 2-unit RDC train operated between MONTREAL and DELSON, on the evening of July 9th., as this was not an excursion. These cars were used as a means of transportation and fare was included in the admission fees for that event. (I don't have to tell anyone that access to our Museum is very limited..... unless you come by car!)

Operating five (5) trips was a major undertaking and we managed to make a success of each of them, not losing any money, ... on the contrary, i.e. the GRAND'MERE trip brought a net surplus in the vicinity of \$ 2500. Even our MTC BUS trip brought a surplus.\$ 6.43. For both steam excursions, I was fortunate to have Mr. R.G.Cox and Miss H. Haig, as trip coordinators and the Association is indebted to them for their contribution to these excursions. The "super trip" to Québec City would have been impossible without their continuous effort; thanks Bob and Heather! Thanks are also extended here to Fred Angus for his help on all trips and to Mr. J. A. Beatty (both in his capacities of Director of the Association and Officer of CP RAIL), to Canadian National Railways, not forgetting my good friend Walter Bedbrook.

As far as finances are concerned, the Committee is in very good standing. During the year, funds from excursion revenues were transferred to the Museum for external restoration of CN steam locomotives 4190 and 5702 (sand-blasting, priming and one (1) coat of paint), for the purchase of a paint sprayer and paint supplies. Following the GRAND'MERE trip and its financial success, a suggestion was made to the Board (of which some Directors are also Museum Officials), with an offer of \$ 2500.00 for the same restoration work on the remaining units of the CN steam locomotive collection. However, for some unknown reasons, this offer was declined. I just hope that money earned at great effort by this Committee will be put to good use some day and not spent at random!

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→ Better than "4 on the floor" are "four on the rail"-four axles, that is, with eight wheels, all packing a large wallop (J. Langevin's photo). A perfect day for the Association's Québec Trip on October 11, 1969 and a perfect subject to photograph. The run-past was scheduled for the deck plate girder bridge at Victoriaville, Qué. (F. Angus photo), after which 6218 required another tenderfull of coal (J. Langevin photo).





All the Committee's activities, this year, were conducted in both official languages and I wouldn't like to end this report without saying a few words in French! Le Comité des Excursions a eu une année très chargée en fait d'activités de toutes sortes; nous avons eu 8 réunions mensuelles, 1 banquet, une rencontre d'été au Musée (notre première), et 5 excursions. Je désire vous remercier très sincèrement pour l'appui que vous m'avez donné et j'espère que toutes ces activités ont su vous plaire.

To conclude, I would like to say that 1969 has been a very busy year, a successful one and a very colourful one too (don't worry, I won't elaborate on the many difficulties and frustrations I had to put up with!). I have devoted a lot of time to all these activities in order to insure their success and with your support, we were able to partake in a variety of most interesting activities. You enjoyed them, I did! We could have had more, we could have had less, too!

Thanking you again for your support and consideration, I wish the best of luck to my successor and I respectfully submit this report for your approval.

Yours truly,

(signed) Denis Latour
(CRHA No. 184)
Director of Excursions,
Meetings and Special
Activities, for the year
1969.

Montréal, P.Q.

January 28th., 1970.

Editor's note: With reference to the "offer" which was made by the Director of Excursions, Meetings and Special Activities, of \$ 2500 for the same restoration work on the remaining units of the CN steam locomotive collection, the official minutes of the Association's Board of Directors show that a recommendation to this effect was made, but the Board of Directors did not act on it and it is therefore still under consideration.



An innovation in the type of excursions sponsored by the Association was the trip of November 16, 1969, which utilized Montréal Transportation Commission's GM bus no. 41-449, pictured here at Saint-Denis Garage. This excursion was held to mark the 50th. Anniversary of the introduction of bus service in Montréal. Photo courtesy F.F. Angus.

FROM EDMONTON THE WORD IS 'ENERGETIC'

Text and Photographs

by

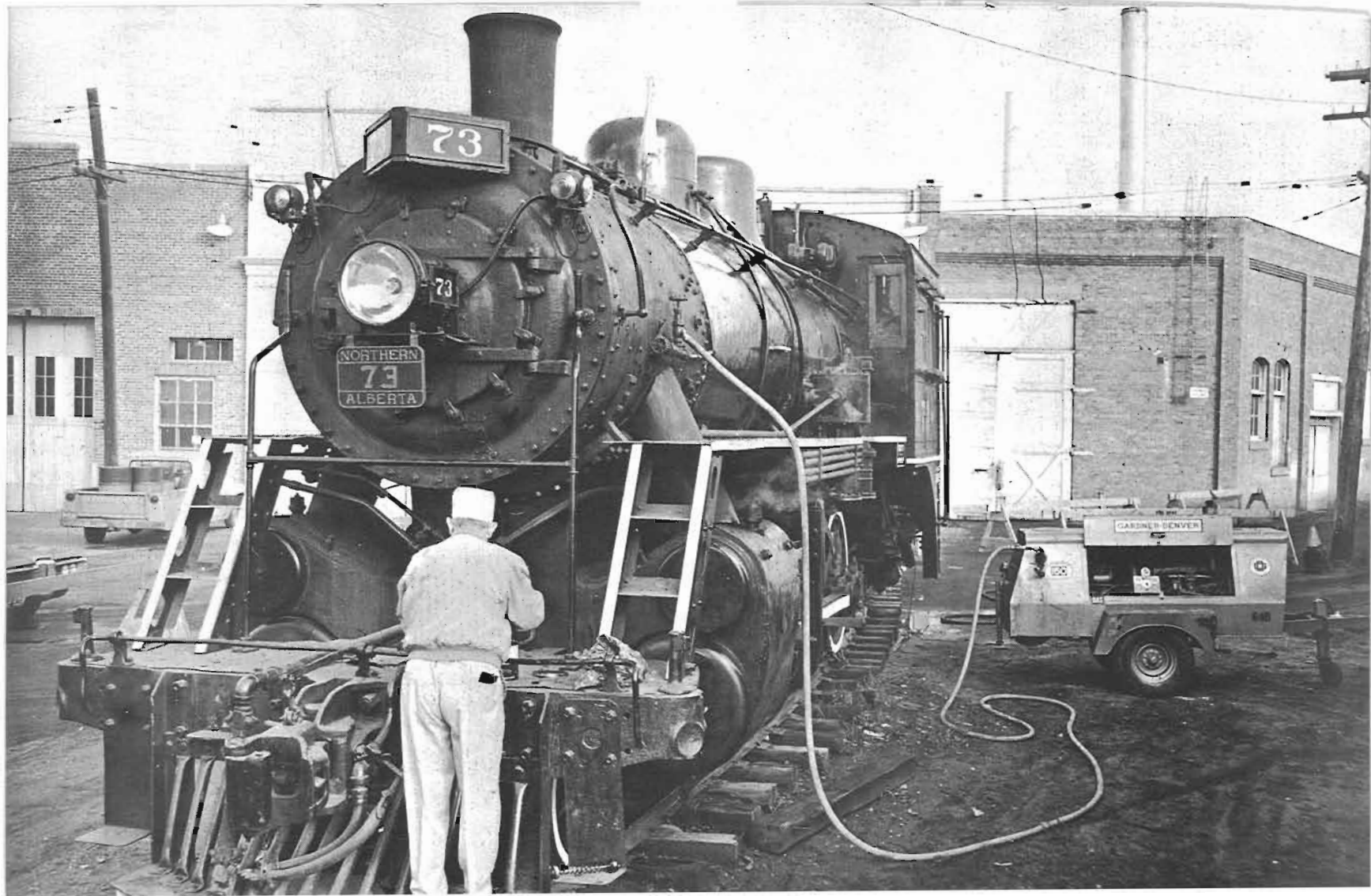
Don Scafe

The Canadian Railroad Historical Association's Rocky Mountain Branch and the Alberta Pioneer Railway Association of Edmonton, Alta., have together succeeded in keeping real steam railroading alive in their area during the past two years. During 1969, former Northern Alberta Railways' 2-8-0 steam locomotive no. 73 operated on 8 holiday weekends. The citizens of Edmonton and the vicinity, - large and small, have ridden behind no. 73, over 300 yards of track, built and maintained by the A.P.R.A., in a former Canadian National Railways combine, built in 1915, or in an ex-CN caboose of about the same era.

Many visitors to the project came to look, to see and to savor the now-rare odour of coal smoke from a steam engine. In more than a few instances, the A.P.R.A. and no. 73 provided the visitor's first ride on a train and there were actually some adult visitors included in this category. Thirty children from a local hospital sat bolt-upright and wide-eyed during their ride behind no. 73. Many stories were told by visiting railroad pensioners about their experiences when they were on the main line.

The Alberta Pioneer Railway Association was formed in the spring of 1968 for three principal reasons. These were, to facilitate the raising of money, to acquire equipment and to create an organization separate from the Canadian Railroad Historical Association which could assume the total responsibility for the operation of the steam locomotive and train. The A.P.R.A. is a non-profit organization, registered with the Government of Alberta and the Taxation Division of the Federal Government at Ottawa.

→ The trick in getting CRHA/APRA's no. 73 out of the shed is to use a little compressed air! Compressed air helps to move the engine out of the shed and then aspirates the oil into the firebox for lighting up prior to raising the necessary head of steam.





For the purpose of maintaining supervision of this equipment trust organization and liaison with the Rocky Mountain Branch, the President, Vice-President and Secretary-Treasurer of the C.R.H.A.'s Rocky Mountain Branch hold the same offices in the A.P.R.A. organization. Most members of A.P.R.A. are also members of C.R.H.A.

The operation of ex-N.A.R. no. 73 is the A.P.R.A.'s most publicized summertime activity, but the acquisition and preservation of other railroad equipment continues throughout the year. The present equipment, acquired and maintained by the A.P.R.A., includes:

No. 73	2-8-0 steam engine	ex-N.A.R.	Built by Canadian Locomotive Company, Kingston, Ont., in 1927.
6947	0-8-0 steam engine	ex-C.P.R. ex-Manitoba & Saskatchewan Coal Company	Built by Montréal Locomotive Works, Montréal, Sept. 1908. CPR class V-4-a. Presently at Bienfait, Sask.
8029	Baggage car	ex-CN 8029 ex-ICR 736 ex-ICR coach	Formerly part of CN's famous MUSEUM TRAIN. Built 1877 for Intercolonial Ry. as a coach; rebuilt by ICR in 1890 to baggage car no. 736. Renumbered in 1920 to CN 8029.
72782	Baggage- smoker	ex-Can. Northern Railway	Built 1915 as Canadian Northern Railway second-class smoker no. 6755. Converted to baggage-smoker in 1940 by CN, no. 72782. Later, converted to work car 7379.
78185	Caboose	ex-CNR	-
409748	Outfit car	ex-CPR	-
68301	Outfit car	ex-CNR	-

APRA's no. 73 provides steam to warm up the bunker-C oil in the tank-car as well as to operate the pump for transfer of the oil to the tender. The occasion was the preparation for operation on the Thanksgiving week-end, 1969.

Prior to operation, crew members Wayne Shearer, Jim Coutts and Don Scafe check their watches. Wayne and Jim have obtained their uniforms from former railway employees. Don is wearing vintage-1890 attire, worn by many Edmontonians during the annual "Klondike Days" celebrations.

Picture 3 shows the CN Outfit Car being painted to prevent weathering. The car is interesting in that it has arch-bar trucks.

Picture 4 shows CRHA/APRA members working at Bienfait, Sask., on ex-CPR locomotive 0-6-0 6947, in preparation for her movement to Edmonton.

PROCOR	Tank car ex-PROCOR	Built October, 1914.
509893	Box car ex-CNR	Built April, 1930.
512719	Box car ex-CNR	Built May, 1931.
46230	Refrigerator car. ex-CNR	Built August, 1929.
172755	Stock car ex-CNR	-
500599	Flat car ex-CNR	Formerly CN Box Car 500599. Modified by A.P. R.A.

Also various track motor cars, hand-cars, velocipedes and express wagons.

The Alberta Pioneer Railway Association has been informed this year that Engine no. 73 must be moved from her present storage building during the spring of 1970 and that weekend operations must cease at the present site. To help maintain the treasury in a solvent condition, the A.P.R.A. is presently selling "shares" in denominations of \$ 1, \$ 5, \$ 10, \$ 50, and \$ 100. If you can read the fine print, you will find that every share certificate is "priceless as a part of the A.P.R.A., helping them to build an operating steam railway and museum, to restore, preserve and operate railway equipment that helped to build the West". This is unquestionably a very commendable project and interested persons, particularly C.R.H.A. members outside the Edmonton area, may participate by subscribing through the author of this report at the Rocky Mountain Branch's postal address (see the back cover of CANADIAN RAIL). Income tax receipts will be made available for donations.

The Rocky Mountain Branch officers for 1970 are:

President	Mr. Wayne Shearer
Vice-President	Mr. Jim Myers
Secretary-Treasurer	Mr. Don Scafe



SOMETHING DONE SOMETHING MORE TO DO

The Report of the Ottawa Branch.

S.R.Elliot.

OTTAWA was a busy spot during 1969, with "happenings" in excursions, restoration, operation and, for want of a better term, what can only be described as "Branch activities".

The Branch ran two excursions; one in the spring on the Thurso and Nation Valley Railway for about 75 members and friends and the other in the autumn on the Maniwaki Subdivision of CP RAIL in RDC DAYLINERS for the "Fall Foliage", catering to a group of about 150. Small, perhaps, by "6218" standards, the T. & N.V.R. run was at capacity and in fact was sold out a month before the trip itself. The Maniwaki tour, though not sold out, was probably at the maximum that could have been expected for the Ottawa area, considering the fact that the participants paid \$ 10.00 for a journey which could otherwise have been accomplished (bus) for \$ 6.10. Without doubt, both excursions were a success from the members' point-of-view and everyone enjoyed the runs and the particular attractions offered by each. The Branch made a little money on each activity, which, after all, was the object of these "exercises".

Restoration has taken a good deal of time and effort during the year past and, in many respects, seems to have been our major endeavour, insofar as the amount of executive guidance and administration was concerned. This year, we completed the replacement of the roofing and siding of the boom car, CVR 4313, leaving only the replacement of a roof walk and gutters, painting of the rear door and marks and some minor maintenance. The tender got a new front coupler deadwood, some new planking, a coal box cover, scraping and some painting. The painting remains to be completed, the water pump needs to be overhauled and installed. To complete the job, there is a little more woodworking and some minor maintenance to be done.

CVR 4251, the operating crane car, got a new set of electrical wiring, which allows unplugging of the lights, thereby frustrating the rock-throwing rascals in the area. A new steam-cleaning delivery pipe was installed, together with a coal bunker side-sheet and a water tank drain pipe and the repainting that it needs was begun. This year, we are replacing her grates, repairing a split grate ring, pouring a new builders' plate (she only has one now) and making some minor steamfitting repairs and other maintenance. To ease the paint-scraper's task, we hope to get the use of some air-driven chipping equipment.

Our 1907 spreader, CP 402818, got some paint, her air system was checked and she is scheduled for a complete repaint job and minor repairs in 1970.

Our 1908 wooden colonist/boarding car, CP 411205, has been prepared for work and surveyed. A more active repair programme will be taking place in 1970.

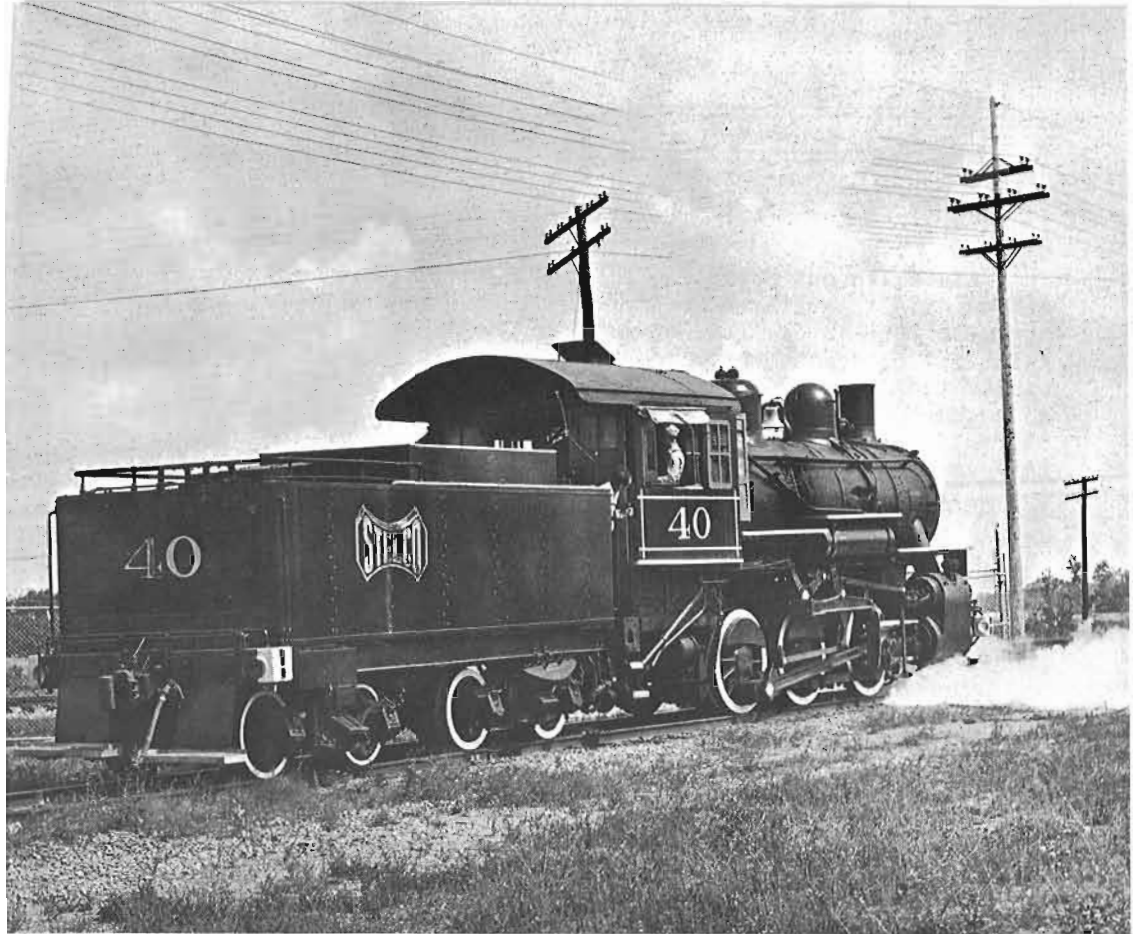
The minor equipment, - velocipede and hi-railer, signal and signal equipment, was ignored, partly because some of it had been worked on in 1968, but mainly because it had been assigned a lower priority. There is nothing major that need to be done on this minor gear, although assembly and mounting of the signal will present some problems.

Our biggest problem, as usual, is financial. We have to buy our material as we go along and occasionally we are restricted when we don't have what we need, because we can't afford it. In addition to our own work, we also assisted the National Museum of Science and Technology and crews have been out removing rust on some of the equipment in the Museum displays. This is a continuing task which we undertake as "payment" for the storage of our equipment on Museum trackage. All equipment and materials for this sort of activity comes from the Museum.

Operation in 1969 consisted of some five runs of CV 4251, the crane and six runs of the Museum's 0-6-0 switcher, formerly STELCO No. 40, ex-Toronto, Hamilton & Buffalo No. 42. We run the crane for our own purposes, e.g., live steam for cleaning, air for the spreader, some switching and as a general attraction and interest. Though it takes some considerable time to prepare her for operation, she can raise enough steam to run in about an hour and a half and when she is forced, she can shift most of the equipment in the little yard, including CN 9400, the ALCO diesel-electric and the London & Port Stanley No. 1, not to mention three or four assorted cars, all at once! On one occasion, she was used to shift an oil derrick pump which the Museum wanted to move off their parking lot (we had put it there for them originally). This required a little cable and boom work. No. 40 is fired up for Museum purposes and is used to run minor excursions on the Museum spurs. C.R.H.A. Ottawa Branch personnel assist in these minor runs, acting as safety guards and conductors, as well as engine and train crew. Ottawa Branch members fired her up in August, when CN 9400 was formally presented to the Museum, an event which drew more publicity for No. 40 than it did for the diesel.

→ EX-STELCO NO. 40 under steam at the Museum of Science and Technology at Ottawa on September 9, 1969. At the controls, - it looks like Mr. Duncan duFresne, Vice-President of the Ottawa Branch. Photo courtesy J. Langevin.

CN no. 9400 and van, - part of the collection of the Museum of Science and Technology at Ottawa, Canada. Photo courtesy J. Langevin.



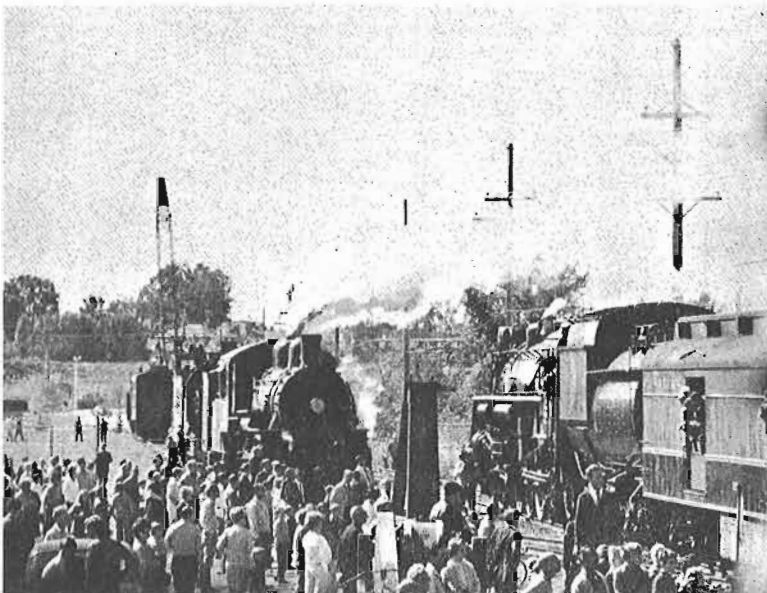
Miscellaneous Branch activities have included our monthly meetings, with speakers not only from within the Branch membership, but also from interested non-members. We do a good deal of "entertainment" presentations, with slide-shows and reports of trips and visits from individual members, as appropriate. We have established an archival section which is now in the process of cataloguing books and photographs, held by the Branch members. In addition, we have initiated a project which, if it develops, will gain us an opportunity to use material in the National Archives.

Another difficult problem has been in the area of publicity for the Branch and a Branch publication. We need both badly and we just have not had the facilities available within the Branch itself, during 1969, to obtain the optimum results.

Looking back on 1969 and to misquote somewhat the general confession, we have left undone a number of things which we ought to have done and we have done some things which we ought not to have done. But we have done those things which we wanted to do and the Branch at this point is very healthy. We are looking forward in 1970 to enlarging our membership, to making the Ottawa Branch better-known, to improving the condition of our material and perhaps, if circumstances permit, to finding a few more items to add to our displays.

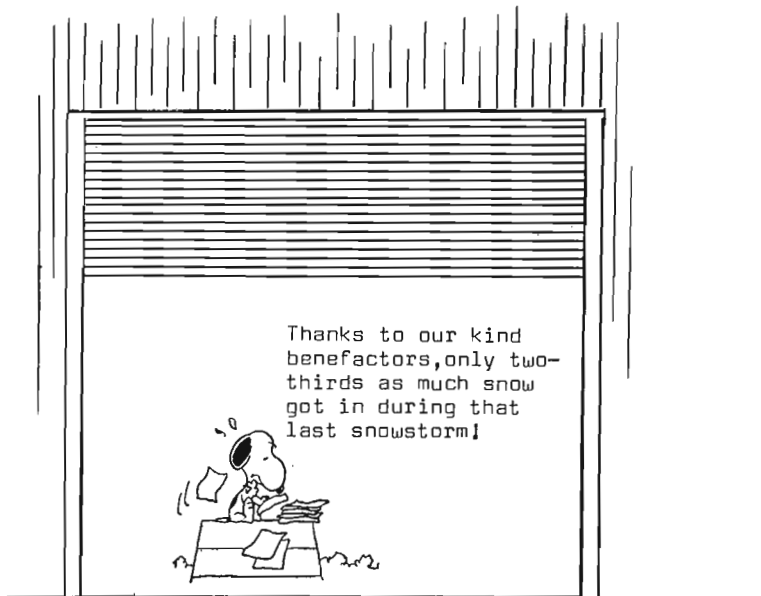
The officers of the Ottawa Branch, C.R.H.A., for 1970, are:

President	Maj. S.R. Elliot
Vice-President	Mr. Duncan Dufresne
Treasurer	Mr. T. Emo
Secretary	Mr. M. Iveson



DOORS . . . ?

\$ 1,000
 \$ 2,000
 \$ 3,000
 \$ 4,000
 \$ 5,000
 \$ 6,000



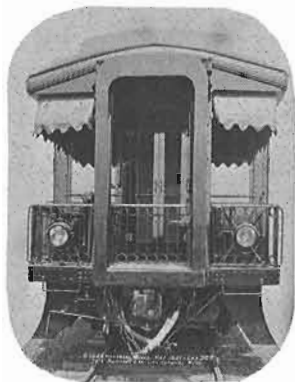
The Officers and Directors of the Association and the Commissioners of the Canadian Railway Museum gratefully acknowledge donations from the following persons to the "DOORS" Fund, to provide doors for Building No. 2 at the Museum:

ALLEN	E.C.	DENNIS	D.V.	MORRIS	N.S.
ALLIN	Warren	DUBUC	D.	MORRISSETTE	ML.A.
BARRETTE	Thos.	FETTERLY	M.C.	MYERS	John
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DAVIS	J.R.	MITCHELL	J.M.	YOUNGER	Murray
DESJARDINS	J-P	HEATH	E.H.	YALE ENTERPRISES	



← Mr. J. LANGEVIN of Ottawa sends us this extraordinary "25 times" enlargement of CN 6218, ex-STELCO No. 40, with the Ottawa Branch's crane car in the background. The occasion was the visit of No. 6218 to the Museum of Science and Technology at Ottawa on September 20, 1969.





OBSERVATIONS

WITH F.A.KEMP

A LOST SHEEP AT ST-LUC YARD.....

Mid-January saw an unanticipated visitor to CP RAIL's St-Luc Yard, Montréal, when ALCO Schenectady Century C-636 demonstrator, no. 636-3 appeared. This unit was one of the last three produced by the Schenectady builder before the shop doors swung closed. The other two, 636-1 & 636-2, after demonstrating on many U.S. railroads, were sold to Morrison-Knudson, the giant-size contracting company, for use in the construction of a mammoth power dam near Vancouver, Washington.

Morrison-Knudson have now leased these units to the Spokane, Portland & Seattle Railway, which already has ten C-636's. The last demo unit, 636-3, was latterly leased by PENN-CENTRAL and when it was returned to ALCO Schenectady recently, power-hungry CP RAIL alerted by friends at MLW-Worthington, Montréal, contacted the successor to ALCO Schenectady and leased the unit directly, for an indefinite period.

ALCO Schenectady Century C-636's, for some reason not very popular in the United States, were actually purchased by PENN-CENTRAL (15), Illinois Central (6) and Spokane, Portland & Seattle (10). S. P. & S.'s lease of the duo from Morrison-Knudson is a natural. Not so CP RAIL's lease of 636-3.

STEAM IN NEW HAMPSHIRE'S CRAWFORD NOTCH ?.....

A narrow defile in the White Mountains of New Hampshire, Crawford Notch is a favourite route for Montréalers on their way to New England seashore summer vacations. So it has been since the Portland & Ogdensburg Railroad was opened in 1875. As late as 1949 through coaches were run between Portland and Montréal, but now most of the "Notch travellers" traverse it on the highway. The rail line is still there and is still one of the most scenic lines in the East, but it carries only freight trains and an occasional excursion for rail enthusiasts. The popularity of these excursions may well have prompted the plan to operate steam-powered passenger trains between the old Maine Central Railroad division point of Bartlett, N.H., where most of the facilities are still available and Crawford Notch station at the crest of the long 2% grade. Trains would run a short distance farther to Fabyans, where the locomotive could be turned on a reconstructed "y".

The Crawford Notch Steam Railroad Company has been organized by Messrs. Edward Clark of Clark's Trading Post and White Mountain Central Railroad (North Woodstock, N.H.), George McAvoy, Manager of the Crawford House (only a short distance from Crawford Notch sta-

← On the Association's excursion of May, 1969, CN 6218 posed alongside CN's 2022 and sisters. Photo courtesy Jim Shaughnessy.

tion), Douglas Philbrook, Manager of the Mount Washington Summit Road (Pinkham Notch, N.H.), Ambassador Robert C. Hill (Littleton, N.H.) and James T. McFate of the Hanover Inn (Hanover, N.H.). The Company has been granted permission by the Public Utilities Commission of the State of New Hampshire to operate a train over the Maine Central Railroad between Milepost 70 (Bartlett) and Milepost 90 (Fabyans).

The train will consist of equipment leased from the Steamtown Foundation's museum and will probably include 4-6-2 locomotive No. 127 (formerly Canadian Pacific No. 1271) (class G5d) or one of several other G5's at Steamtown, hauling coaches from the Central Railroad of New Jersey. It is anticipated that development costs may be of the order of \$ 350,000 and that 75,000 passengers will be carried in the summer season. Tickets will be sold at both ends of the line. Trains will operate in the daytime only, so as not to interfere with MEC's freights, which run at night. The line between Bartlett and Crawford Notch and onward to Fabyans is sometimes adjacent to the highway, but the section between Notchland and Crawford Notch, while visible from the highway at considerable distance is only accessible (for photography) to strong climbers!

COAL TRAFFIC POTENTIAL-CAN IT REVIVE THE OLD GN LINE.....

Following the completion of the Great Northern Railway (U.S. A.) from St. Paul, Minn. to Seattle, Washington, in 1892, a large number of branch lines were constructed northward to the 49th. parallel and several entered Canada, in an unsuccessful attempt to divert traffic from the Canadian Pacific Railway. This bitter and unrelenting rivalry was the avowed policy of James J. Hill, who was one of the original promoters of the Canadian Pacific, but resigned when the decision was made to build the C.P.R. entirely on Canadian soil. At this point, Hill began to expand his St. Paul, Minneapolis & Manitoba Railway and it eventually became the Great Northern.

One of the branches of "Jim Hill's picket-fence" extended from Rexford, Montana to Fernie, B.C., in the Crowsnest coal region. Between Fernie and Elko, B.C., it ran parallel to Canadian Pacific's Crowsnest Pass line. This branch was abandoned in the early 1930's when many of the mines closed. When the Japanese coal market became a reality in the late 1950's, Crowsnest Industries Limited obtained a charter for an industrial railway under the name of the Kootenay and Elk Railway Company, with the intention of rebuilding this abandoned branch-line. It was not built, but negotiations between Kaiser Resources Limited and CP RAIL resulted in the establishment of a shipping rate to the Roberts Bank, B.C. superport of \$ 3.50 a ton for coal and the subsequent development of the coal unit-train, units of which are now being built.

The problem now arising, according to Mr. William Prentice, President of Crowsnest Industries, is that coal contracts either committed or projected, total almost 20 million tons per year, while the existing CP RAIL line will be able to handle only 12 million tons. Therefore, Crowsnest Industries has filed an application with the

Canadian Transport Commission to build a line from a point north of Natal, B.C. (see CANADIAN RAIL No. 218) to the International Boundary near Roosevelt West, whence it is only nine miles to the G.N. main line. Coal unit-trains would go westward on the G.N. to Everett, Washington, then northward through White Rock to Roberts Bank.

CP RAIL has meantime initiated a study on the feasibility of a solids pipeline to carry some of the coal and will undoubtedly oppose the Crowsnest Industries' application. Meanwhile, 4700's burble out of MLW-Worthington's plant in Montréal and long strings of bright red hoppers roll westward from Trenton, N.S., soon to begin their task of transporting Crowsnest coal to Japan's steel mills.

PROVISION FOR THE PROTECTION OF FREIGHT SERVICE.....

Canadian National recently called for tenders for the construction of a "wharf" to be built on the west shore of the Straits of Canso. It now appears that Mulgrave, N.S., will be the site of the new "wharf", which in reality will be a new docking facility for CN's North Sydney-Port aux Basques, Nfld. rail-automobile services, when the main ferry dock at North Sydney, N.S., is unusable, due to ice or weather conditions. In other words, it is an alternate facility which will hopefully assure a constant flow of rail freight traffic to and from Newfoundland.

The "apron" portion of the new wharf will be raised and lowered by means of water-ballast tanks, to compensate for changing water levels due to winds and tides. At Cape Tormentine and Borden on Northumberland Straits, the dock aprons are adjusted by means of hydraulic lift cylinders, powered by steam.

The choice of Mulgrave, N.S. for this new facility is an interesting one, because this town was once the site of extensive docking and servicing facilities for CN's trans-straits rail-ferries before the Canso Causeway was constructed in 1955. All rail traffic, to and from Cape Breton Island (North Sydney, Sydney and Glace Bay) was loaded aboard train-ferries for the short but sometimes hazardous journey to Point Tupper, Cape Breton Island.

"COUNTESS OF DUFFERIN" TO GO TO MUSEUM (AT LAST)?.....

One of the projects proposed for the Centennial Celebrations in Manitoba in 1970 is a Museum of Transportation and one of the principal exhibits is to be the famous locomotive "Countess of Dufferin" which has been displayed out-of-doors in front of CP RAIL's station in Winnipeg since 1943 and in the former Sir William Whyte Park from 1910 to 1943. The City Engineer of Winnipeg, W.D. Hurst, has reported that repairs to the tender underframe, cab, smokestack and headlight are necessary and that the engine must be repainted for a total cost of \$ 11,000. The moving expense to and from the City's shops will be \$ 4,000 for a total total of \$ 15,000. If the repairs were to be made by CP RAIL, the bill would be % 5,000 higher. The question of who will pay for the repairs, - the City, the Province or others, remains unanswered.

The "Countess of Dufferin", unquestionably Winnipeg's first steam locomotive, was brought by barge to the City in 1877 by the

contractor, Joseph Whitehead, who had been awarded a contract by the Canadian government to build a line called the Pembina Branch, from St. Boniface to the United States boundary, near Emerson, Man., where it connected with the St. Paul, Minneapolis & Manitoba Railroad.

This railway thus provided an all-rail route from eastern Canada, through the United States. Whitehead lettered his equipment "Canadian Pacific R.R." and the "Countess" was his No. 1. He completed the Pembina Branch in December, 1877 and thereafter undertook other contracts from St. Boniface to Selkirk, Man. and from Selkirk to Keewatin, Ont., where the "Countess" was kept busy until the Canadian Pacific Railway Company was formed in 1881 and took over the government-built portions of the line and most of the contractor's locomotives, - but only after considerable negotiation.

The "Countess" was not therefore taken into C.P.R. stock until 1882, when she became No. 151, the only number she ever carried on the Canadian Pacific. In 1897, she was sold to the Columbia River Lumber Company of Golden, B.C. Brought back to Winnipeg in 1910, she was placed on display in the park across from the C.P.R. station, remaining there, adorned with flower-boxes, twining vines and shrubbery until, in the World War II year of 1943, she was skidded across the street on well-greased temporary rails (to avoid turning her wheels, coupling rods and valves and pistons) to her present location. Movement to another site will require a low-bed semi-trailer of suitable dimensions.

"COUNTESS OF DUFFERIN" Built by Baldwin 1871 c/n 2660 cylinders 15x24" drivers 57" 4-4-0 type Northern Pacific Railroad No. 56, (1872-1877) Joseph Whitehead No. 1 (1877-1882) (lettered C.P.R.), C.P.R. No. 151 (1882-1897), Columbia River Lumber Co. No. 151 (1897 - 1910), City of Winnipeg "Countess of Dufferin" (lettered C.P.R. No. 1) 1910 to date.

STRANGERS IN OUR MIDST.....

January, traditionally the coldest month of the Canadian Winter, this year brought a prolonged cold spell to eastern Canada, leaving Montréal with a mean (average) temperature of 3.5° F., lowest since 1888. Cold weather makes railway cars harder to move, requiring more power for long trains. Despite recent deliveries of new M-630 and M-636-type units, CP RAIL has needed extra help and leased 34 units from U.S. lines. These included a group of elderly "covered wagons" from a road no longer in existence, the Chicago Great Western, which merged with Chicago & North Western in 1969. As well, there were more modern units, such as DL-600's, C-636s and even three General Electric "U-Boats" (U23Cs). All units are assigned to St-Luc Montréal, but newer ones are usually run out of Calgary. B. & M. RR. units are generally kept on trains to the U.S. via Newport, VT., while CGW power works to Toronto and Windsor and B. & L.E. units go both ways, as required.

Boston & Maine RR.

(Blue, black & white)

ALCO RS-3	1508, 1512, 1517, 1518;
GM-EMD F7A	4266A;
GM-EMD F7B	4266B.

Chicago Great Western Railway (C. & N.W.)

(Badly faded tuscan GM-EMD F3A 110A;
 red ("yuk pink"), F3B 103B,105B,109B;
 gold lettering.) F5A 115C,115A;
 F5B 101D,112D,114B;
 FP7A 116C.

Bessemer & Lake Erie RR.

(Orange,black & GM-EMD F7A 719A;
 white) F7B 712B;
 ALGO DL-600B 881-886 incl.

Illinois Central RR.

(Orange & white) ALCO C-636 1100-1105 incl.
 (Note: Truck design and suspension
 different from C-636M units.)

Lake Superior & Ishpeming RR.

(Dark tuscan red,yellow
 lettering.) GE U23C 2300,2301,2302.
 (Note: This Michigan ore-carrying road
 continues to number units accor-
 ding to their horsepower.)

Presicion Engineering Inc.,Mt. Vernon,IL.,U.S.A.

(Solid black, ALCO DL-640 900,901 (ex-C. & N.W. 900,901)
 white numerals.) or RS-27

ALSO RANS.....

CP RAIL is not the only Canadian railway leasing motive power during the winter. Canadian National has leased the following units from the Duluth,Messabi & Iron Range Railway (again) and has assigned them to St. Lawrence Region,Montréal and Prairie Region, Symington Yard:

(Montréal)	1750 hp. SD-9	111,112,117,119,120,121,123;
	1800 hp. SD-18	182,188,189,190,193;
(Symington)	1800 hp. SD-18	176,177,178,179.

AND THEN THERE WAS ONE.....

Canadian Pacific's "Empress" ships were first introduced in trans-Pacific service (Vancouver-Yokahama-Hong Kong) early in 1891, utilizing a design concept of medium size and moderate speed. These ships were very popular and were brought to trans-Atlantic services in 1906. Following World War II, only one of the pre-War "Empresses" was available, so two smaller "Duchesses" were promoted to "Empress" status until they were replaced by new vessels in 1956, 1957 and 1961. The second of these, the "Empress of England", has recently been sold to Shaw, Savill and Company, for continuing operation and will end her service under CP SHIPS house-flag April 5, 1970, on her return to Southampton, England, after an Easter Cruise. Three other cruises and 13 trans-Atlantic crossings were cancelled. The "Empress of Canada", last of the line, will maintain the service.



CANADIAN RAIL

published by the

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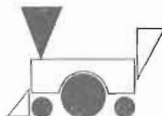
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