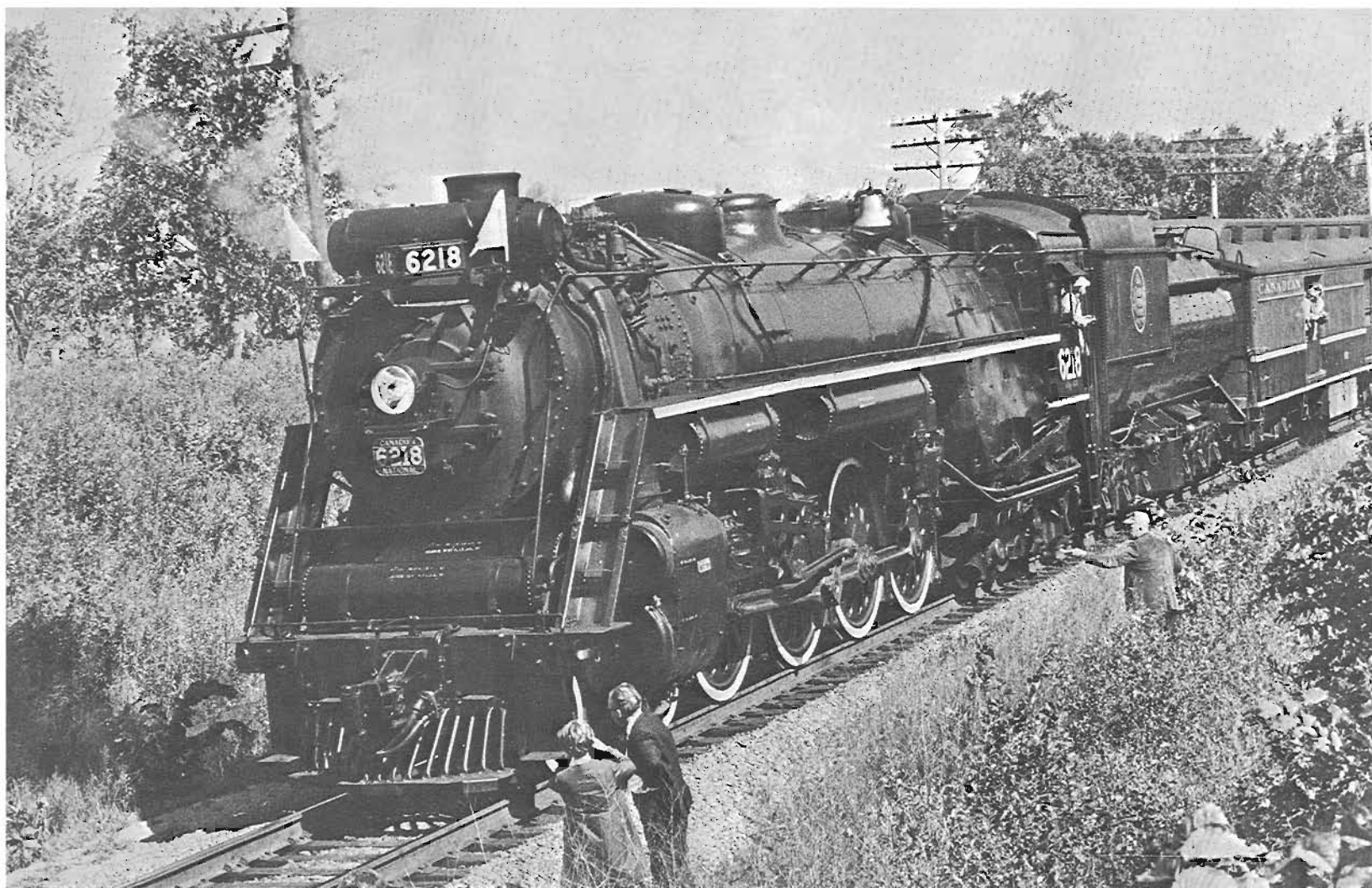


Canadian Rail



NO. 230
MARCH 1971





6218

CANADIAN
6218
MILWAUKEE

6218

CANADIAN

I have fought a good fight ..

I have finished the course ..

I have kept the faith ..

S.S.Worthen.

WRITING A VALEDICTORY FOR A WELL-BELOVED friend is an unhappy task. Nevertheless, custom dictates and friendship requires that some comfortable last words should be said.

LATER FOR MANY-EARLIER FOR SOME- THE RETIREMENT OF CANADIAN National Railway's 4-8-4 no. 6218 became inevitable. The certification of her boiler, which was an essential requirement for her continuing operation, was carefully monitored and, in the autumn of 1970 railway enthusiasts in eastern North America were sustained by the hope that the Railway Transport Committee of the Canadian Transport Commission would accept a request from Canadian National for a six-months extension of this certification beyond the terminal date of March 24, 1971. Indeed, it was a foregone conclusion. In Montréal and Toronto, enthusiast groups confidently made plans for autumn 1971 excursions.

Oh happy time! Oh equally happy prediction! No. 6218 would thus be retired in a polychromatic crescendo of celebrations and autumn colours in Montréal - or equally, in Toronto - in September, 1971.

THE ANNOUNCEMENT FROM MR. D.V. GONDER, VICE-PRESIDENT OF CN'S Great Lakes Region in the Montréal STAR of January 30, 1971, was not at all upsetting, as it reiterated that "the Company's famed locomotive 6218, one of Canada's last operating steam locomotives, will be withdrawn this year". Mr. Gonder assured 6218's admirers that she would be given a proper accolade before her final retirement.

What was completely overlooked by the readers was the fact that Mr. Gonder's press release had been sent to the newspapers some weeks before and had only now appeared in print. In the interval, an important decision had been made by CN Headquarters. It had been decided NOT to apply for the extension of the boiler certification.

IT WAS THEREFORE STARTLING AND DISMAYING TO READ THE PRESS release from Mr. J.H. Richer, Vice-President, St. Lawrence Region, CNR, dated January 29, 1971, which interpreted Mr. Gonder's announcement

THE LAST OF A REMARKABLE TYPE - CANADIAN NATIONAL RAILWAY'S U-2-g no. 6218 speeds through the eastern Canadian countryside on one of the many enthusiast excursions for which this locomotive was justly famous.

Photo courtesy Canadian National Railways.
No. 6218 never looked better than on September 20, 1969, when she hauled several hundred enthusiasts to Ottawa and the Museum of Science and Technology.
Photo courtesy J. Langevin.





by specifying that No. 6218 would be withdrawn from revenue service on March 24, 1971. Despite the St. Lawrence Region V-P's news release, railway enthusiasts could - as of February 7 - count on three additional excursions with the valiant 4-8-4: one from Montréal to Québec and return, via Richmond and Victoriaville, on February 27 and two from Toronto on March 23 and 24, just before the official retirement of the locomotive.

Moreover, this same news release announced that there would be an undisclosed number of CN-sponsored trips with No. 6218, before the locomotive was finally, permanently removed from service, culminating in a "GRAND FINALE". Dates and destinations of "Operation COUNTDOWN 6218" would be made at a later date.

CANADIAN NATIONAL RAILWAY'S U-2-g, 4-8-4 No. 6218 IS NOT AN old locomotive, by normal standards. In fact, she is just twenty-nine years old. She was built by Montreal Locomotive Works, Limited, Montreal, Canada, rolling out of the erecting shop in September, 1942. Her builder's number was 69716. In that period of motive power shortage, she immediately joined others of her class, handling main-line passenger, express and freight trains on the Montreal-Halifax, Montreal-Toronto and Montreal-White River Junction, Vermont runs.

No. 6218 first hauled a Canadian Railroad Historical Association excursion in the autumn of 1964, when she was on the head-end of special trains from Montreal to Garneau, Qué. (October 3, 1964) and Montreal-Coteau-Valleyfield-Cantic-Montreal (October 4, 1964). There was not one participant on either of these excursions who was not infinitely impressed by the 95-foot, 340-ton engine (CANADIAN RAIL no. 161, December, 1964).

What was probably the Association's last excursion with steam power took place in June, 1971 over the same route. The motive power was the same - CN 4-8-4 no. 6218.

BOTH MR. RICHER AND MR. GONDER BLAMED THE LOCOMOTIVE'S WITHDRAWAL on soaring operating costs, the need for extensive boiler and running gear repairs - but most of all - the diminishing availability of qualified operating and maintenance personnel. It was understood that No. 6218 would require about \$ 80,000 worth of major repairs to keep her in service beyond September, 1971. Qualified men to make these repairs would also have to be found.

NO. 6218 IS THE LAST OF FIVE STEAM LOCOMOTIVES WHICH HAVE been used by Canadian National for special excursions since April, 1960, when diesel-electric units took over all regular operations on CN's transcontinental system. The first stalwart, No. 6167 (U-2-e, 3/1940) ran for several years before being retired and subsequently removed in 1967 to a permanent display site in the City of Guelph, Ontario. Then followed No. 6153 (U-2-c, 4/1929) which, together with 4-6-2 No. 5107 (J-4-d, 5/1919) hauled many excursions in the Montreal and Toronto areas. No. 6153 was donated to the Canadian Railway Museum, Delson/St-Constant, Qué. for preservation and exhibition in September, 1960. No. 5107 was made available to the Government of the Province of Ontario for preservation at the Ontario Centennial Sci-

ence Centre, Toronto, in September, 1963. She is still stored in Toronto, as the plan for preservation at the Ontario Science Centre did not mature.

WHEN IT BECAME PLAIN THAT PUBLIC ENTHUSIASM REQUIRED A SUCCESSOR to Nos. 6167 and 6153, Canadian National responded by ordering one final steam locomotive to their shops at Stratford, Ontario, for general repairs. This was Canadian National 4-8-4 No. 6218 and she was, in fact, the last steam locomotive to be overhauled in the CN's once-extensive shops at Stratford.

When she emerged from her overhaul, she immediately embarked on a tremendously successful - albeit short - career of "personal appearances" on enthusiast excursions and other celebrations from Portland, Maine to Chicago, Illinois, via Essex Junction, Vermont, Garneau, Québec, Cantic, Ottawa and Toronto. Now alas, this brief, spectacular career is coming to a close.

NO ONE CAN SAY THAT CANADIAN NATIONAL RAILWAYS HAVEN'T CO-operated with railway enthusiasts and others in making the most of the very last years of the steam locomotive in Canada. It can be truly and fairly said that in no other country of the world has a profit-oriented corporation provided more numerous opportunities for the steam locomotive enthusiasts. When this 11-year period of "irregular" steam locomotive operation terminates this summer, the five steamers of this unique operation will have hauled more than 150 special trains which carried more than 90,000 passengers - Canadians and citizens of most other countries in the world. And that, these days, is saying quite a lot!

EVER SINCE RAILWAY ENTHUSIASTS BECAME AWARE OF THE POSSIBILITY of No. 6218's retirement, they have been flooding CN with requests to buy, beg or borrow or otherwise acquire the locomotive. But CN says she's not for sale or for loan or for donation. Being the last - operating, that is - of more than 4,000 steam locomotives once on CN's roster, the Company places a curious value on her and has decided "to keep the engine and, in time, place her on appropriate public view".

To carry out this undertaking will require some ingenuity, in a country which is 3,000-odd miles wide, about 200 miles thick, and presently rejoices in at least ten museums or displays, which exhibit and/or operate some type of steam locomotive.

Prior to the conclusion of "Operation COUNTDOWN 6218", it is understood that the locomotive will be restored to her original 1942 condition. When she is retired, Canadian National Railways will mark "zero" in the column showing the number of steam locomotives on the roster.

Nevertheless, thousands of railway enthusiasts, like Joe Langevin of Ottawa, will treasure the many pictures of this courageous locomotive in their collections and she will be respected and renowned in the latest generation of steam locomotive enthusiasts. And this is only her due. And for this we should all be grateful.

ELECTIONS AND APPOINTMENTS FOR 1971

Robert V.V.Nicholls

THE 39TH. ANNUAL GENERAL MEETING of the Canadian Railroad Historical Association was held at McGill University, Montréal, on January 27, 1971.

At the meeting, about 25 regular members and an equal number of associate members and friends heard reports from directors and chairmen of committees and asked questions concerning various activities of the Association during 1970. It was generally concluded that the last year had been an outstanding one for the Association. The news that the directors had recommended that there be no increase in the annual dues was received with apparent satisfaction.

The Nominating Committee, appointed in November last, presented their report and tabled a slate of names of twelve regular members as candidates for election to the board for the year 1971. In addition, the Secretary reported that he had received the following additional nominations:

Mr. L.A. Seton, Q.C.
Mr. E.A. Jordan
Mr. G.A. Parker

In the ensuing election, the following candidates were elected by the regular members to serve as directors of the Association for the year 1971:

Mr. F.F. Angus	Mr. K.D. Mosher	Mr. A.S. Walbridge
Mr. J.A. Beatty	Mr. M.P. Murphy	Mr. R.W. Webb
Mr. C.S. Cheasley	Dr. R.V.V. Nicholls	
Mr. J. Doyle	Mr. C. Viau	
Mr. C.W.K. Heard		
Mr. L.O. Leach		

The first meeting of the 1971 board of directors was held on February 1st., at which time the following Association officers were elected:

President	Dr. R.V.V. Nicholls
Vice-President	Mr. Charles Viau
Treasurer	Mr. A.S. Walbridge
Secretary	Mr. F.F. Angus

The following honorary officers were appointed:

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

Honorary Vice-President Mr. N.R.Crump
 Honorary Vice-President Mr. Roger Viau.

The Board of Directors elected to Honorary Life Membership in the Association:

Mrs. L.H.Grier	Montreal, Que.
Mrs. C.H.Scott	Montreal, Que.
Mrs. R.N.Hickson	Montreal, Que.
Mrs. M.H.Hall	Pasadena, CA, U.S.A.

daughters of the late Charles Melville Hays, in recognition of their continuing interest in the affairs of the Association and their financial assistance in the construction of the Hays Memorial Archives-Library Building at the Canadian Railway Museum-Musée Ferroviaire Canadien, Delson/St-Constant, Qué.

In addition to the responsibilities usually included in the positions of officers, the following portfolios were assigned by the Board:

Archives	R.V.V.Nicholls
Branches	C.W.K.Heard
By-Law Revision	C.W.K.Heard
CANADIAN RAIL, Production	M.P.Murphy
CANADIAN RAIL, Distribution	F.F.Angus
Excursions, Meetings & Special Events	M.P.Murphy, F.F.Angus J. Doyle & L.O.Leach
Fund Raising & Forward Planning	C.S.Cheasley, R.V.V. Nicholls & A.S.Walbridge
Legal Counsel	C.S.Cheasley
Membership Services	J.A.Beatty
Canadian Railway Museum	R.W.Webb

The Board confirmed the appointment of S.S.Worthen as Editor, CANADIAN RAIL and ratified the election of C.S.Cheasley as Chairman, Canadian Railway Museum Commission.

Directors were empowered to establish committees in their areas of responsibility. Members wishing to participate in any of the above activities are urged to contact the person (s) directly responsible at monthly meetings, at the Museum, by telephone or by letter. The talent and time of all of the members is needed to make the Association's activities successful and interesting to all.

May 31, 1969 was a day to remember for both steam and electric enthusiasts when CN's "northern" no. 6218 posed with electric engine no. 6727 at Gohier, where 6218 took charge of the Grand 'Mere train. Photo J.J.Shaughnessy

There never was an occasion when No. 6218 wasn't good for three or four black-and-white and as many colour shots. This beautiful picture of "the Proud Beauty" was taken by Joe Langevin of Ottawa at one of the run-pasts on the memorable trip to Ottawa on September 20, 1969.

OUR ASSOCIATION'S FINANCIAL REPORT FOR 1970

A.S.Walbridge

T

HE STALWART MEMBERS OF THE ASSOCIATION, who braved one of eastern Canada's most inhospitable evenings on January 27, 1971, to attend the Annual Meeting, were presented with quite an encouraging Financial Report.

The highlight of the Report was the six-digit figures reflecting the Association's Fixed Asset account. Our buildings and property fence at the Canadian Railway Museum-Musée Ferroviaire Canadien were recently evaluated by a professional appraiser and the more recent completion of the Hays Memorial Building increased the total to \$ 593,000. This does not include the tracks and ties or the value of the exhibits.

While the cash investment was considerably less than this figure, the current value reflects the care exercised by the Museum Commissioners in obtaining the most favourable prices for goods and services purchased, as well as in acquiring donations of materials.

Fourteen hundred members paid dues in 1970. After payment of meeting and general expenses and \$ 6,900 for CANADIAN RAIL, the Association's general funds remained at about their 1969 year-end level.

Sales of publications were substantial. Capital projects at the Canadian Railway Museum benefitted by \$ 1,000 from the profits on sales of publications in this and previous years.

Six trips were held during 1970, as described in the report of this Committee presented elsewhere. As in the case of publications, nearly \$ 2,000 of profits from trips was used in purchasing assets for the Canadian Railway Museum.

The Museum was open daily from early May to Labour Day and weekends through the end of October, receiving nearly 17,000 visitors. Revenues from gate receipts plus three new activities - a passenger train ride, a museum store and a soft-drink vending machine - combined with careful control of operating expenses, resulted in a net increase in the cash balance of \$ 565 at the end of the season. This will give us a welcome start on our 1971 season.

As noted in the Canadian Railway Museum Commission Report, the accomplishments at the Museum on capital projects during the year are reason enough to explain the depleted state of our capital cash reserve at the end of the year.

Our second exhibits building was completed, the sliding doors being financed through members' donations.

Construction of an operating replica of a locomotive, ordered by the Association, was completed during the year, with \$60,000 having been disbursed to date.

The Hays Memorial Library and Archives Building was constructed at a cost in excess of \$64,000. Members and others who work at the Museum are spending the winter weekends as volunteer painters in a well-built, electrically-heated building.

The restoration programme for some exhibits - steam locomotives and cars - cost \$1,300, while the provision of enamelled highway signs, shale for roads and even picnic tables was made possible through the wise sharing of available capital funds.

At the Annual Meeting, the Association's system of approval and control of expenditures was explained; such a system being essential for the correct disbursement of over \$130,000 in 1970.

The accuracy of the financial statements, which were made available to regular Association members at the Annual Meeting, was certified by the Association's auditors, Messrs. Stevenson, Blakley, Blunt & Company. A copy of these financial statements will gladly be mailed to interested members who write to the Treasurer requesting a copy.



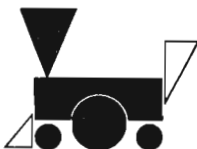
Editor's Note: The Annual Reports presented in this issue have been condensed and edited for presentation with the permission of the authors.



The Canadian Railroad Historical Association gratefully acknowledges receipt of the following publications from other organizations:

DOKUMENTATIONSDIENST Deutsches Bundesbahn Frankfurt (Main)
 BAY AREA ELECTRIC RAILROAD REVIEW San Francisco, Calif.
 THE 470 470 Railroad Club Portland, Maine.
 THE RAILROAD CAPITAL Railroad Club of Chicago, Chicago, Ill.
 THE NEWSLETTER Upper Canada Railway Society Toronto, Ont.
 NEW MEXICO RAILROADER R.R. Club of New Mexico Albuquerque, NM.
 THE WESTERN RAILROADER San Mateo, CA.
 THE RAILWAY OBSERVER Ry. Correspondance & Travel Society (Eng.)
 THE SOUNDER Puget Sound Ry. Historical Assoc. Seattle, WA.
 NOS VICINAUX S.N.C.V. Bruxelles, Belgium.
 HEADLIGHTS Electric Railroaders' Ass'n. New York, NY.
 THE TROLLEY MUSEUM DISPATCH Seashore Trolley Mus. Kennybunkport, ME.
 THE BULLETIN National Ry. Historical Society, Philadelphia, PA.
 SMOKE & CINDERS Tennessee Valley RR. Museum, Chattanooga, TENN.
 RAILWAY OBSERVER New Zealand Ry. & Loco. Soc., Wellington, N.Z.
 THE MARITIME EXPRESS Scotian Railroad Society, Halifax, N.S.

THE 1970 REPORT OF THE CANADIAN RAILWAY MUSEUM



Bob Linney.

A GROUP OF STUDENTS, IN THE PROCESS of producing an "above-ground" film, showed up at the Canadian Railway Museum-Musée Ferroviaire Canadien at noon one day last summer and asked to have a steam engine fired up for 1 p.m., since that was when they wanted to start filming.

Which shows how much some people know about steam engines!

They settled for ex-CNR no. 77 pulling ex-CPR no. 29 up and down the track - the upper yard lead - for the effect, including, of course, air in the brake line, so that at least one gauge in the cab would work (authentically, you see). The grand finale was when one of the actors climbed into the cab and - to quote the script - hijacked the train. The Supervisor of the Museum made them give it back. End of day.

"It was a lot of time and work and she sure shows it now!" Thus spake Charlie DeJean, one of the few responsible for the restoration of CN 5702. Your attention is directed to the photograph.

A CN "Hudson" shining in the sun; varnish applied and the numbers finished. It shows a summer's painting and was one of the first locomotive restoration projects to be completed. She shines from the tires on her drivers to the gauges in her cab.

"Is this the biggest engine in the world?"

"Was this old engine ever attacked by Indians?"

"What's a streetcar?"

"Where's the motor in this engine?"

"Where's the bathroom?"

Thus, a few of the wonderful world of questions that emerge whenever a group of students came for a tour. It was disappointing to learn that few of them had ever had a train-ride, let alone standing on or beside a steam locomotive. But it was a great boost to the morale to see their reactions to riding in our caboose. Their first real train-ride!

The tours from the schools began in earnest in May and June, taking a day away from the classroom to learn something about railroads and railroading - always interesting and fascinating for kids.

It was exasperating - to say the least - trying to get the canvas down on the roof of the CPR caboose before the rain came. And there was lightning in the clouds to the south which reinforced the threat. The volunteers worked like mad and got the job done in just under two hours, praise be. And the it didn't rain, after all.

The busiest day in the year had to be the Tuesday they lifted the rafters into place on the first floor of the Hays Building. Members of the Caughnawaga Indian Reserve Council arrived to collect a rather used totem pole, which they received as a donation. Some switch: the Museum donating something! And then a tour of grade school children arrived - to complete the picture. And there were three guides on hand that day, just to make sure everything went right! So Ian Webb helped the Caughnawaga group load their 52½-foot, genuine, donated totem pole onto the flatbed truck. The other two volunteers conducted the elementary school tour (in retrospect, the best ever done) and all three kept an eye out for visitors wandering too near the construction site.

Not only locomotive pistons move under pressure.

The entire winter's work was the cleaning and rebuilding of the internal-combustion engine and the day finally came when it was to be started. But despite priming, boosting, kicking and cursing, it seemed unlikely that Pete Layland would ever get the '24 to start. A few devoted members decided to spend the night and keep on trying. The rest returned Sunday morning to find CN diesel car no. 15824 moving slowly through the yard. After a rather slow start, that same diesel car provided passenger service from Barrington Station to Hays for the visitors all through the long, hot summer. With Pete at the throttle!

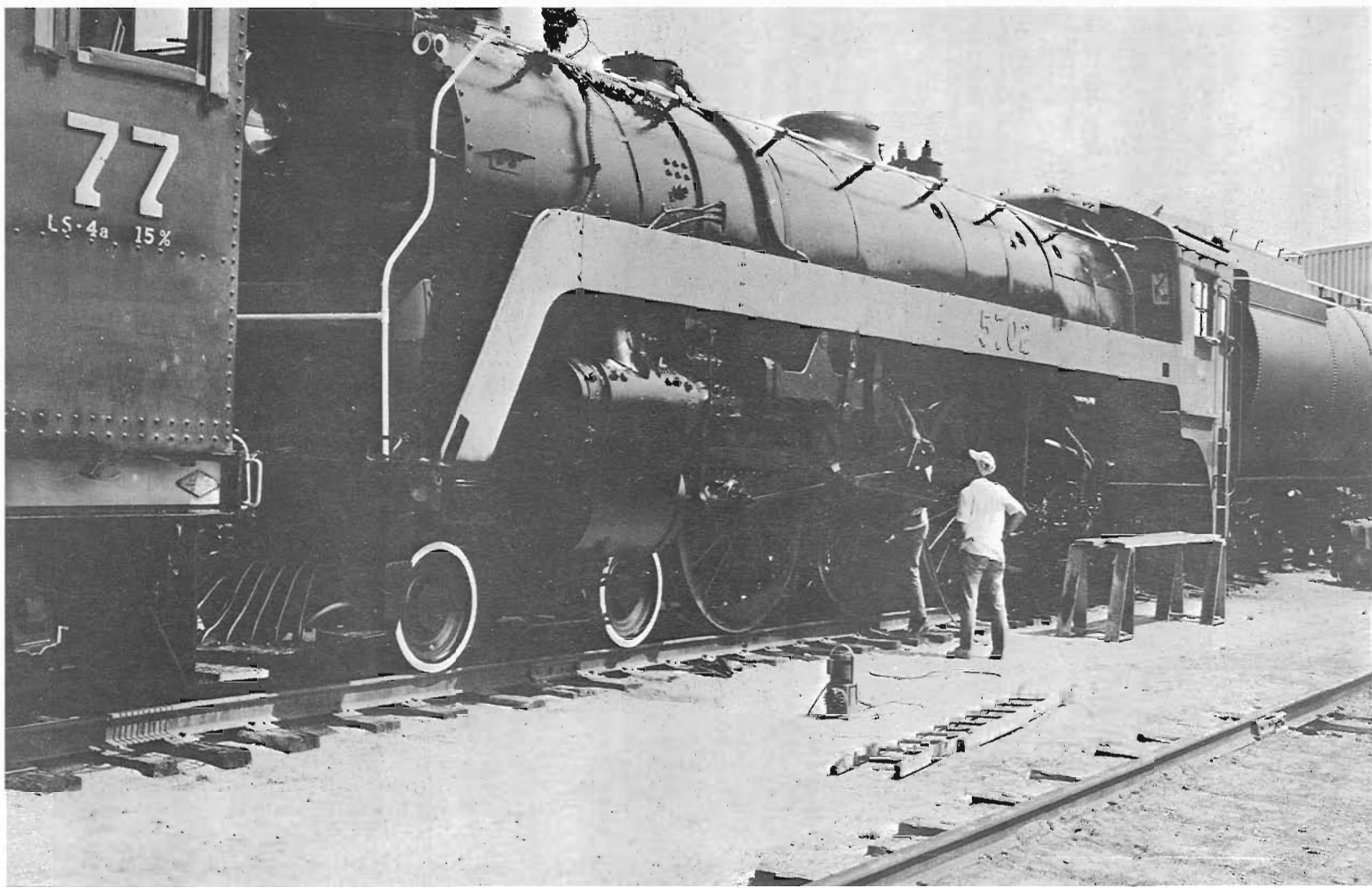
Every Visitor to the Museum is encouraged to sign the Guest Book or Visitor's Register and a quick review - by Ken Mosher - of the 1970 edition provides some interesting information.

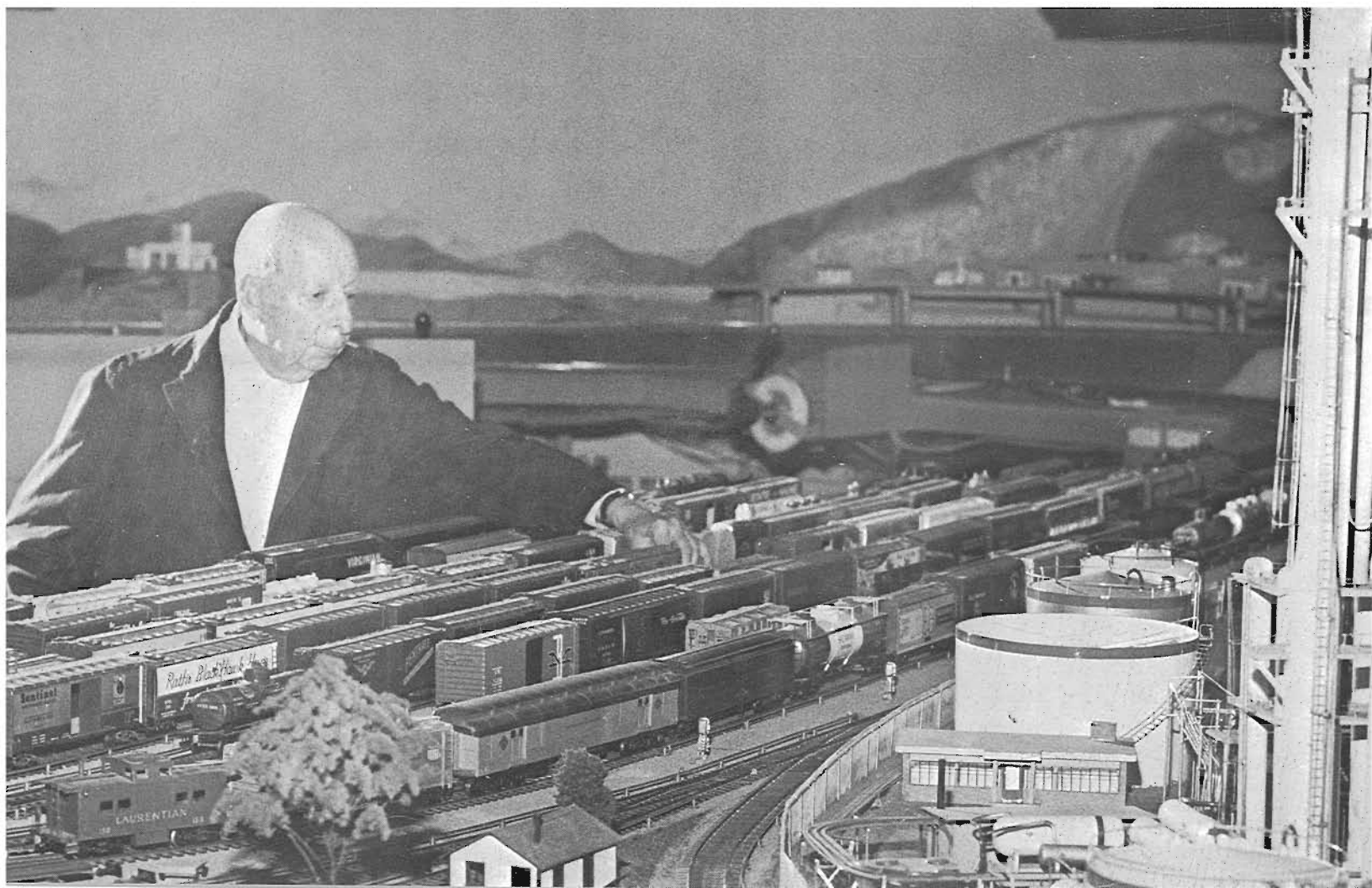


CN 4-6-4 no. 5702 - one of the rarer items at the Museum - was carefully restored during the summer of 1970 by interested members.

Photo courtesy S.S. Worthen.

This is a picture of part of the "O-gauge" model railway "Laurentian Lines", with the owner, Mr. Stuart Dunlop. Mr. Dunlop gave this model railway to the Association. The photograph is courtesy of Mr. S. Chidley.





For instance, visitors signed in from every one of Canada's ten provinces, as well as from Labrador and the North West Territories. There were visitors from more than half of the fifty United States and the total might have been more, if some of them had written the name of the State instead of "U.S.A." .

From across the Atlantic, the Museum welcomed residents of England, Scotland, Ireland and Wales; the Isle of Man, Ireland (North and Free State), Italy, Israel, France, the Netherlands, Denmark, Sweden, Switzerland, Yugoslavia, Poland and Spain.

South America was represented by guests from Argentina, Chile, Colombia and Brazil. There were visitors from Santo Domingo in the Caribbean islands.

People also signed in from the Central African Republic, India, Republic of South Africa, Tibet (?), Hong Kong and Japan.

There was one visitor from Timbuctou (Mali).

Distinguished guests at the Museum in 1970 included Mesdames Louise Greer, Clara Scott and Orin Hickson of Montreal; Mrs. William Van Horne and Monsieur A. Lazard, Vice-President and representative of the French National Railways for the Railway Museum Association, Mulhouse, France.

Many former railway employees visited the Museum. There were conductors, brakemen, engineers, firemen and other operating employees. They were from CP RAIL, Canadian National, Penn Central, C&O-B&O, Erie-Lackawanna, D&H, Southern Pacific, SOO Line, Burlington Northern and the QNS&L.

Members and representatives of railway enthusiast organizations abounded: SEASHORE; Critch Tramway Museum, England; Bayview Railway Museum; Brantford Trolley Museum; National Capital Trolley Museum; OL' Smokey Railroad Club, Knoxville, Tennessee; a CRHA member from Scotland; Upper Canada Railway Society.

Some visitors appear to have signed the guest book in morse code. Others wrote in Hebrew or Chinese. One guest drew a "peace" symbol after his name. The following comments were encouraging:

"enjoyed the visit very much"

"good to see Car 274"

"most impressed by the wonderful collection of locomotives"

A few comments were more critical:

"a guide would have been appreciated"

"please learn to speak french"

"even a blind man could enjoy it - the SMELL!"

As a final comment, a Mr. Kierans wrote:

"too much Canadian content!"

At the Annual Meeting in January, 1970, the Chairman of the Canadian Railway Museum Commission described some of the year's accomplishments:

With regard to the physical expansion of the Museum, we had an excellent year, having constructed the Hays Memorial Library and Archives Building which will be open to the public in May. For the

first time, some of our many artifacts, plans, photographs and other archival material..... may be put on display.

The generosity of our members made possible the purchase and installation of the six sliding doors on the second exhibits building, providing totally enclosed storage for another 40 pieces of equipment.

Restoration of the interior of Barrington Station, in considerable detail, was completed in 1970. A picnic area was developed, more trees and flowers were planted around the property. More trackwork was constructed, including a start on the positioning of the three-way switch. The roads on the property were upgraded.

Restoration work was completed on more exhibits than had been restored during the entire previous eight years of the museum's existence. Steam locomotives CPR nos. 492 and 5468 and CNR nos. 4100 and 5702 were subject to restoration, as well as Old Sydney Collieries no. 25. Napierville Junction Railway caboose no. 34 was refurbished inside and out and M&S CRY. interurban car no. 611 was restored on the outside.

The result of all of this activity is that our capital account has been severely depleted, in view of the expenditure of nearly \$100,000 for capital projects. It is imperative that in 1971 we concentrate our efforts on obtaining new grants of money to permit continuing construction on the Museum property.

During 1970, an agreement was concluded with DOMTAR, Limited, whereby the land on which the Museum is situated and which has been leased hitherto, will now be transferred to the Association in outright ownership. The signing of the necessary documents to permit this transfer of title should be completed within the next few weeks.

The operation of the Museum was also extremely encouraging in 1970. A 40% increase over the previous total of visitors during the season was achieved, with 17,000 visitors in 1970. Moreover, for the first time in the history of operation, regularly scheduled rail passenger service was inaugurated on Sunday afternoons. The Museum Train carried nearly 10,000 paying passengers. The Museum Store was opened in the Gentlemen's Waiting Room at Barrington Station. Revenue from all sources rose over 50% from the previous year and the Museum was proud to show a profit on the year's operation.

The Canadian Railway Museum Commission.

Plans for 1971 include a complete rearrangement of the exhibits, both indoors and out. This will encourage visitors to return to see what newly restored items are featured. There were 252 members of the Association at the Museum in 1970; we hope that they and many others will come in 1971 to see THEIR museum and the improvements that THEIR assistance has made possible.

The introduction to the foregoing report was written by Bob Linney, the Visitors' Register Review was by Ken Mosher and the Annual Report was presented by Steve Cheasley.

BRANCHES

C.W.K.HEARD.

The highlight of the year 1970 in respect to Branches was the creation, as of August 30, 1970, of the PACIFIC COAST BRANCH of the Association, centered in Vancouver, British Columbia. This Branch has now been organized and promises to be an effective Association presence on Canada's west coast. (The January, 1971, issue of CANADIAN RAIL welcomed the PACIFIC COAST BRANCH and recorded its preliminary organization. Ed. note.)

The OTTAWA BRANCH has continued to restore and maintain a small collection of railway work equipment. (Some of the activities of the OTTAWA BRANCH are reported elsewhere in this issue. Ed. note.)

The ROCKY MOUNTAIN BRANCH, with headquarters in Edmonton, Alberta, in conjunction with the Alberta Pioneer Railway Association, are continuing their very ambitious programme of preservation and restoration of certain items of railway rolling stock. (Their achievements are described in this issue of CANADIAN RAIL. Ed. note.)

One of the major purposes of encouraging the formation of Association branches is to create strong local organizations throughout the country, as a basis for a larger and stronger membership of the Association as a whole and for local and regional activities. In this way, it is hoped that the two-thirds of the Association's members who reside outside the Montreal area would increasingly look upon themselves as members of a national association, rather than merely as subscribers to a magazine.

At the present time, the structure of the Association as established in By-Law Number 3 unfortunately does not favour expansion of this sort, which is necessary to give an increasingly "national" flavour to the Association. This brings me to the second task assigned to me in February (1970) by the Board of Directors - the revision of By-Law Number 3.

My terms of reference for this project were quite wide. I consequently established in my own mind that the new General By-Law should aim to achieve the following:

1. to change the structure of the Association to encourage the formation of branches - preferably to be called "chapters"; to permit formal affiliation between the Canadian Railroad Historical Association and associations in Canada whose aims and objects are similar to ours; to expand the franchise and to make the Board of Directors of the Association representative of the members all across Canada;
2. to bring up-to-date those provisions of the present By-Law which are obsolete.

Regular membership is, of course, open to members of branches, but the average branch member considers the additional privileges of regular membership not worth the additional cost, because in actual fact he cannot exercise them unless he is able to go to Montreal to do

so. Many branch members would be interested in regular membership if a way could be found whereby they would be able to exercise the privileges of regular membership in spite of the distance between the area of their activities and the head-office of the Association.

The key to placing all members of the Association on such an equal footing is to separate the two roles presently being fulfilled by the Board of Directors, which have now become incompatible. One of these roles is to be the supreme executive authority of a national organization and, as such, to manage the national activities of the Association, such as the Canadian Railway Museum and CANADIAN RAIL.

The other role is to manage activities primarily or solely for the benefit of Montreal area members, such as the Montreal entertainment meetings and most excursions.

This latter role is filled elsewhere in Canada by the branches and to separate the two roles presently undertaken by the Board of Directors implies the creation of a branch, centered in Montreal, possibly to be named "The Champlain and St. Lawrence Branch".

One final matter which made a considerable impression on me during the past year is that, while much has been accomplished at the Canadian Railway Museum solely by the efforts of volunteers, I think it is now necessary in order to ensure the perpetual preservation of the collection, to find a source of operating funds more stable than the revenues from the visitors. In Canada, such sources are almost always governments - in particular, the Federal Government. An appeal for such funds, in order to be successful, implies continuous, long-term planning. It is especially important to undertake such planning now, because the Department of the Secretary of State is presently formulating a new cultural policy in which museums are expected to play an important role.

In conclusion, I would like to make the following specific recommendations to the 1971 Board of Directors:

1. that top priority be given to completing the by-law revision;
2. that active promotion of new branches be delayed until the new General By-Law is in force. As I stated in my report, there are many structural defects in the present system which should be rectified and which probably will have to be rectified to simplify the procedure and to induce members in other locations to form branches; and
3. that the Association strengthen its long-range planning so that it will be able to make the best case possible to governments for financial support.

(Ed. note: Mr. Heard will be glad to furnish on request a copy of the complete report.)

THE OTTAWA BRANCH'S T. & N.V. HAPPENING - 1970

Duncan duFresne.

THERE IS JUST NO SUCH THING AS
overdoing something that is
relatively uncomplicated and
lots of fun for everyone!

Thus it was that October 17, 1970 marked the annual W.F.G. Williams EXTRAVAGANZA on the Thurso & Nation Valley Railway - that unique little logging railroad on the North Shore of the Ottawa River, about forty miles from the Nation's capital on the road to Montréal.

It was, as usual, a great success.

The day dawned bright and clear, but rather cool. Ninety-five participants assembled then at the diesel shop at Thurso, Qué., headquarters of the T&NVR. Ninety-four enthusiasts clambered on board the train for the 114-mile round-trip of most enjoyable running. One enthusiast stayed behind - none other than Mr. Williams himself. It was rather disconcerting to leave Mr. Williams in the yard, standing on terra-firma, camera in hand and waving to the departing special.

Of the 94 "paying" passengers, 25 had made the journey from Montréal to participate. Among this number were such notables as Dr. J.V. Nicholls, President and C. Stephen Cheasley, Director, of the Canadian Railroad Historical Association. The Members of the Bytown Railway Society and the Ottawa Branch of the Association in the Nation's capital sincerely hope that all of the participants from Montréal had a truly memorable day.

The northbound special was real operational-looking, what with about a dozen empty log-cars, arch-bar trucks, "K" triple valves and all, ahead of a CP RAIL gondola, the T&NVR caboose and business car - both ex-Canadian Pacific - and the whole conglomeration hauled by a 70-ton GE diesel-electric unit, ex-Canadian National, from their operation on Prince Edward Island. This motive power was, I thought, a vast improvement over the 44-tonner used on past trips.

Departure time from Thurso was precisely 0915 - give or take a few minutes either way. It became very evident very soon that the taking of photographs from the open gondola at speed required - above all else - warm clothing. Other than the empty log-cars, the gondola became less and less populated as the miles clicked by and the strong north wind began to penetrate coats and sweaters. The up-grades helped a bit as they slowed the train down to a crawl in a few places and the wind hit only at ground speed. A few of these grades brought the 70-tonner right down to series-parallel and the transition into this connection could be felt throughout the train as a gentle slack run-in and lurch.

These intervals were really very good times for photographs and the engine, being several shades of green, black, rust and dirt, blended in well with the log-cars (no shade of anything) and the rugged beauty of the landscape with its rock cuts, tall evergreens, fast-flowing streams, beautiful lakes with whitecaps and the ever-present, well-maintained T&NVR roadbed. What reasonable railway enthusiast could ask for anything more?

A stop was made around m.p. 25 or 30 - the exact location was not known to me - to set out a few of the head-end log-cars. Oddly enough, the caboose stopped right on a short bridge over a beautiful, quiet-running stream. The bridge - it was soon discovered - was actually an old locomotive turntable and was well-photographed - as was the stream! A little historical research into this "turntable-bridge" might be in order. It might have quite a story to tell. Perhaps someone will undertake this interesting project.

We were soon on our way again with a slightly shortened consist, heading for the end of steel and a steak dinner. The latter was looking better all the time as the clear, cool weather changed to cold. When the train arrived at the crew-camp, we were not disappointed. The dinner was superbe, the surroundings had atmosphere and the Company was just great. There were some however, who dilly-dallied to take pictures of the train and thus were obliged to join the line to the dining hall outside its warmth and wait for a short interval as the food was prepared and the guests filed into the dining hall to be served at the counter.

As dinner ticket-taker inside the warmth of the dining hall I sure saw a lot of chattering teeth and knocking knees, as the shivering customers filed past. Oh how hot soup, sizzling steak (with trimmings) and the thoughts of the return trip can warm a fellow up!

The cold weather rather minimized the wandering about at the end of steel and most participants were content to just photograph our southbound consist, which was now composed of T&NVR 70-tonner no. 12, the T&NVR crane, freshly painted in glossy black and an ancient, well-worn, well-used, dirty, short, wood-decked (where it wasn't missing) arch-bar trucked, "K" triple-valved flat car, followed by the gondola car, the van and the business car - all very picturesque!

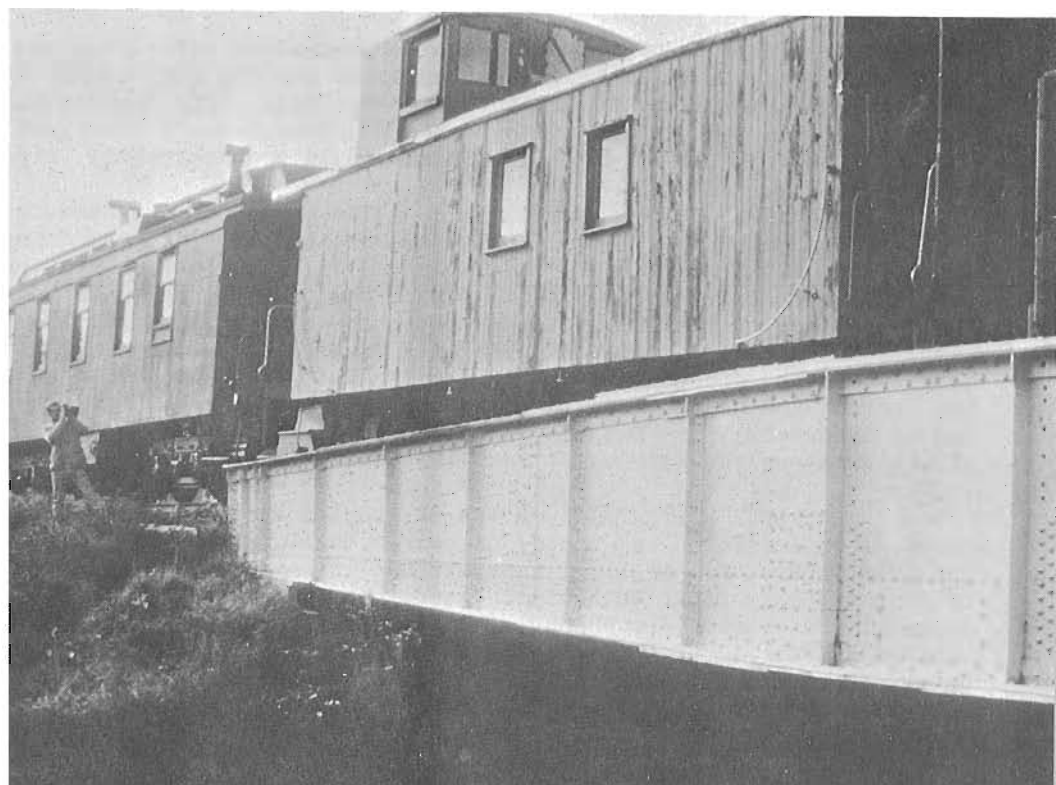
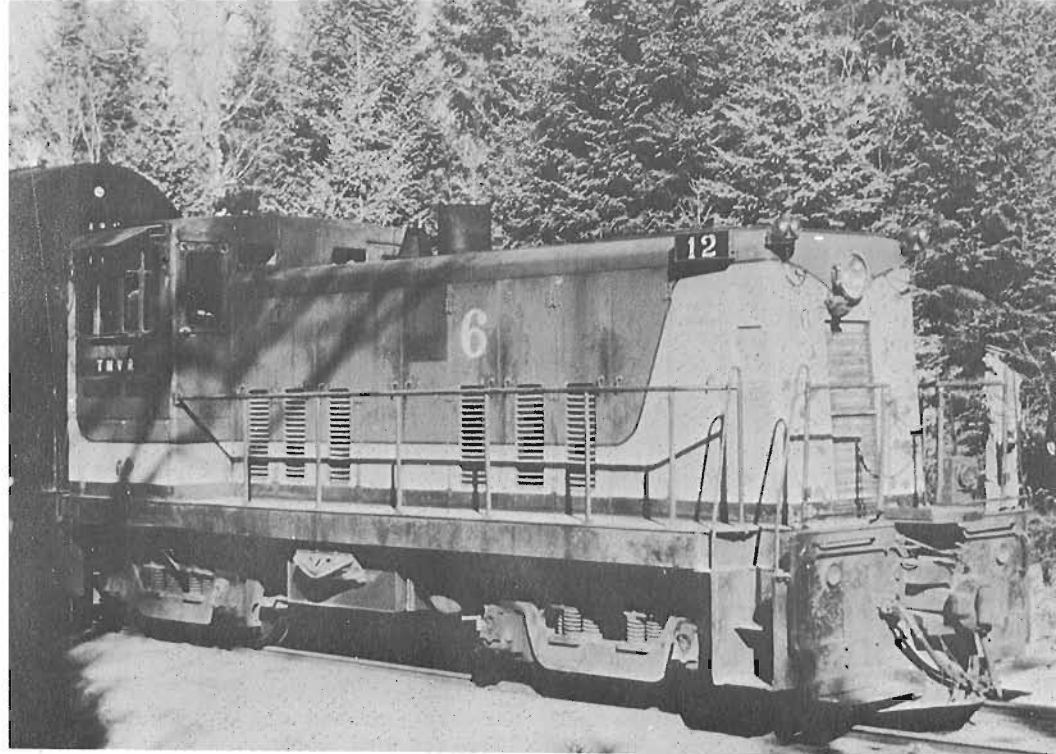
Two of the excursionists - venturesome types - did wander off down the line about a mile, where they came upon a wooden combine of C.P. ancestry. This should be revisited and examined on a future occasion. It appears to be an interesting antique.

The Ottawa Branch CRHA's W.F.G. Williams EXTRAVAGANZA EXCURSION on the Thurso & Nation Valley Railway stands on the "Turntable turned Bridge" on the northbound run. Photo courtesy Bob Elliot.

Bruce duFresne captured T&NVR's GE 70-tonner no. 6 carrying no. 12's number boards, as it rumbled past the trout-spawning grounds on the October excursion.

Thirty-three years earlier, southbound logging train, pulled by engine no. 2, a 2-6-2, rumbled across the wooden trestle just north of Thurso. This trestle was subsequently filled in and is today a high earth embankment. Thirty years ago, there was a depot at mileage 26. At the depot sat one of the T&NVR's Shay geared locomotives, together with "mogul" no. 2 and caboose. These two pictures courtesy Mr. Gaetan Lafleur, T&NVR Sup't. 1969.





The southbound special rolled out at precisely 1330, give or take 5 minutes either way and care was exercised in negotiating the light 1881 rail at the top end of the line with the 70-ton engine and the crane. Our first runpast was on a twisting section of line, neatly ballasted with super-elevated curves and a small lake alongside, where trout spawn. Indeed, those who went down on the embankment were excited by the discovery of several beautiful eighteen-inch trout, swimming lazily just below the surface of the clear, shallow water. It was, indeed, a great spot for a runpast and an equally great spot for a hook, line and sinker, too!

Further down the line, we had another photo-stop and an opportunity to have a good look at the T&NVR's modern track-maintenance equipment. This diesel-electric-hydraulic equipment, purchased commercially, has been modified by the T&NVR and while it is probably not particularly glamorous, certainly should be the pride and joy of the T&NVR's Superintendent G. Lafleur. In a time when deferred maintenance on short-line railways seems to be the thing, with rights-of-way decaying and declining, Mr. Lafleur's railway certainly does not resemble any of these. Fifty-seven miles of weed-free, well-groomed right-of-way, super-elevated curves and new ties laid in abundance, are complemented by replacement motive power in the form of the ex-Canadian National's Prince Edward Island units, which are maintained and overhauled in the modern facility of the T&NVR at Thurso. All very encouraging!

The remainder of the trip back to Thurso was uneventful and enjoyable. We had a first-rate opportunity to see the last of the colourful autumn foliage, to breathe the clear, cool - if somewhat dieselized - autumn air and watch Engineer Seguin run off the last twenty miles or so in a brisk fashion. He could probably smell his upper cooking in Thurso!

On arrival at Thurso, the train pulled up to the overhead-type shop door which opened and the diesel unit ran partway inside. The front of the unit's rear coupler was then pulled, the unit ran into the hop, the door slid down, the diesel engine died and the engineer hit the shop floor. All of these things happened practically simultaneously. After they had detrained, quite a few of the passengers wondered where the diesel unit had got to! In fact, by the time that the last of the passengers had walked up to the head-end, Engineer Seguin conceivably was half-way home. In this regard, the conclusion of the trip was the same as it was last year.

The T&NVR HAPPENING-1970 was, as usual, a success, both in terms of satisfaction and money. Of course, this was due mainly to the hard work of Mr. Bill Williams, without whose efforts the success of this and many other enthusiast excursions, over the years, would certainly have been very chancy. Bill deserves a hearty expression of thanks from all of the enthusiasts who have participated in these trips. In addition, we must remember that without the authority, cooperation and kindness of Mr. O. Woermke and Mr. G. Lafleur of the

Thurso and Nation Valley Railway, none of this enjoyable train-riding would be possible.

It is hoped that the T&NVR HAPPENING may continue to happen in the future. Should it be impossible to arrange, it would certainly be a great loss to the railway enthusiasts in the Ottawa-Montréal area.

P.S.

Just in case you think the Ottawa Branch spent the entire year having excursions, it should be pointed out that the members also continued with the restoration of railway work-train equipment owned by the Branch. The Jordan spreader had new windows of 1/8" LEXAN installed. The reservoir on the spreader was tested to 125 lbs./sq.in. pressure. The tender was cleaned out. The largest job was the replacement of the grates in the fire-box of the steam-crane which necessitated the fabrication of the grates by an outside foundry, while the carrier ring was made in the workshop of the Museum of Science and Technology.

New lettering was applied to the Jordan spreader and a fresh herald was painted on O-6-O steam locomotive STELCO no. 40. Although the spreader needs further painting, as does STELCO no. 40's tender, the top priority is now Boarding Car no. 411205, which should be put under cover so that it can be worked on in all kinds of weather.

Indoors at the National Museum, repairs to the pilot-beam of engine no. 926 have been made and the side-rods have been removed from ex-CN nos. 6400 and 5700. The jacketing of ex-CN no. 713 needs repair and volunteers have been obtained to repair the track velocipede and hand-car.

There will be plenty of work to do in 1971!



The Editor would like to acknowledge the contributions of the following members, who, from time to time, have taken the trouble to send in items of interest:

- | | |
|--------------------------------------|-------------------------------------|
| Mr. Phillip Fine, Moncton, N.B. | Mr. Glenn Wallis, Kentville, N.S. |
| Mr. C.W. Anderson, Sussex, N.B. | Mr. Roger Boisvert, Trois-Rivières. |
| Mr. E.H. Heath, Cornwall, Ont. | Mr. D. duFresne, Ottawa, Ont. |
| Mr. J. Langevin, Ottawa, Ont. | Mr. Dale Wilson, Sudbury, Ont. |
| Mr. W.J. Bedbrook, Scarborough, Ont. | Mr. Jack Lombard, Windsor, Ont. |
| Mr. J.B. Thompson, Ottawa, Ont. | Dr. R.F. Legget, Ottawa, Ont. |
| Mr. K.G. Younger, Winnipeg, Man. | Mr. Geo. Harris, Winnipeg, Man. |
| Mr. R.A. Loat, Calgary, Alta. | Mr. Eric Johnston, Calgary, Alta. |
| Mr. Weston Langford, Natal, B.C. | Mr. T. Fergusson, Vancouver, B.C. |
| Mr. D.E. Cummings, Vancouver, B.C. | Mr. R.T. Holroyd, Victoria, B.C. |

TRIP COMMITTEE

REPORT - 1970

F.F.Angus.

AT THE BEGINNING OF 1970, THE TRIP Committee was composed of Messrs. F. Angus and J. Doyle, while Special Activities and Meetings were the responsibility of Messrs. P. Murphy and P. Shergold. Subsequently, the two committees were combined and with the addition of Mr. L.O. Leach, assumed the direction of these three activities.

During the year, 18 events were organized for members and friends of the Association. These included railway excursions, Museum visits, a picnic and nine regular members' meetings.

The first railway excursion was made over CP RAIL from Montréal to Drummondville, Qué. and return on March 21, going by the main line (Montréal-Saint-John, N.B.) to Foster and thence on the Drummondville Subdivision to Drummondville, Qué. Motive power was CP RAIL E8 diesel passenger unit no. 1800, built in 1949 and initially used on Montréal-Boston, Mass., passenger trains. The consist included heavyweight steel coaches of the 1920's, as well as a horse-express car no. 4555, the last of its type on the system. This trip was reported in the Summer Issue (no. 223) of CANADIAN RAIL.

On May 30, a tour of CP RAIL's Montréal Terminal facilities was offered, the train consisting of diesel-electric unit no. 8444, horse-express car no. 4555 and heavyweight coaches. This was probably the last all-heavyweight car train to run on CP RAIL, since these coaches were withdrawn from regular passenger service with the arrival of the gallery cars. Many of the heavyweights have gone to Peru. The weather was perfect for the 52-mile trip over several lines, some of which have not seen passenger service for many years. The climax of the trip was a circular tour through CP RAIL's St. Luc Yard, prior to the return to Windsor Station.

The only steam trip organized by the Association in 1970 took place on June 20, when Canadian National Railway's famous "Northern" No. 6218 was the motive power. The train consisted of cars all in the new CN colours and the route was the famous "Triangle Tour" from Montréal to Coteau, Valleyfield, Cantic and St. Johns, returning to Montréal. While the attendance was disappointing, it was decided to run the trip in view of the imminent retirement of No. 6218. Those who participated were treated to an experience which will soon be only a memory. Outbound, No. 6218 made a high-speed run along the Lakeshore to Ste-Anne-de-Bellevue, took the historic line

of the Canada Atlantic Railway from Coteau to Cantic and returned thence via St. Johns and the Victoria Bridge.

Another train of heavyweight cars - this time on Canadian National - was the Association's special to Grenville on August 23. Diesel unit CN 1262, a baggage car and two coaches, left Central Station, Montréal and made a leisurely Sunday trip to Grenville, returning via Montréal Yard, where it made a circular tour giving the passengers a good view of the hump yard and diesel shop. Unfortunately, the weather was wet but this did not dampen the spirits of the participants. The cars were in the old, traditional green-and-gold of Canadian National, probably the last complete train in that colour scheme.

The annual excursion on the Thurso & Nation Valley Railway, sponsored by the Bytown Railway Society of Ottawa, was held on October 17 and twenty-five participants came from Montréal to join the train at Thurso, Qué. This trip is reported in greater detail elsewhere in this issue.

1970 saw the revival of an activity which had, regrettably, been neglected for several years: visits to museums and other places of interest. The first of these tours took place on April 18, when more than a hundred members and friends boarded two new Montréal Transportation Commission buses for a trip to the plant of MLW-Worthington Limited in east-end Montréal. Here we saw all stages of diesel-electric locomotive construction, from the raw materials to the finished products. In the erecting shop were units for such widely-separated countries as Canada and Sierra Leone.

The day after the "6218 Trip" (June 21), two CP RAIL "Dayliners" made the trip from Windsor Station, Montréal to the Canadian Railway Museum, Delson/St-Constant, Qué., to celebrate "Members' Day". Surprisingly, some of the Montréal members had never visited the Canadian Railway Museum and those who made the trip were treated to a



There was still quite a lot of snow on the ground in March, 1970, when the Association ran its first excursion via CP RAIL arrived at Drummondville, Qué.

The May excursion over CP RAIL's Montreal Terminals facilities paused for the photographers on the La Salle Loop Line near Allard Street.

This unusual photograph shows CN no. 6218 on the long bridge with the centre vertical-lift span which crosses the Behaurnois Canal (St. Lawrence Seaway) between Valleyfield (Cecile) and Ayrness. This was the Association's June 20 excursion to Coteau-Valleyfield-Cantic-St. Johns and Montréal, probably our last with this locomotive.

June 21, 1970 was Members' Day at the Canadian Railway Museum, Delson/St-Constant, Qué. CP RAIL "Dayliner" arrived at Barrington Station amid much excitement.

The Association's Montreal-Grenville, Qué. trip of August 23 was a most successful one. Here is the special train crossing the bridge at St. Andrews East, Qué.

It was a great thrill to see the "F. Nelson Blount" of the Green Mountain Railroad (ex-CPR 1246) heading the steam excursion to Rutland, Vermont on November 8, 1970. Some of the members and friends of the Association rode this train. All of the above photographs courtesy F.F. Angus.





tour of the exhibits,rides on ex-CN diesel rail car no. 15824 and ex-Canadian Pacific caboose no. 435288. There followed an outdoor barbeque picnic,enlivened by folk-songs with guitar accompaniment.

September 12 was "Canada Day" at the Seashore Trolley Museum Kennebunkport,Maine,when a number of C.R.H.A. members travelled by car - no Budd cars this time - and spent an interesting and enjoyable day riding on many of the Canadian electric interurban and street railway vehicles in Seashore's extensive collection, brought out especially for the occasion. The Association owes a special vote of thanks to Miss Cecelia Clapp and her associates for making this occasion possible.

The last special event of the year was a visit on November 3 to STEAMTOWN U.S.A. at Riverside (Bellows Falls) Vermont.The very special "special event" on this occasion was the 104-mile round-trip - Bellows Falls to Rutland,Vermont and return - sponsored by Dixon Lines of Rockville,Maryland,U.S.A. Although it was November, the weather was perfect as the group inspected STEAMTOWN U.S.A. at Riverside,Vermont and afterwards rode behind the steam locomotive "F. Nelson Blount",ex-Canadian Pacific Railway G-5 no. 1246.

Members' meetings during 1970 had varied formats which included guest speakers,movie and slide shows. The outstanding gathering was the June meeting,when a model competition was arranged in cooperation with the Montreal Model Railroad Club and the Montréal Branch of the National Model Railroad Association. Models of all kinds were exhibited,from "N"-gauge to 1/12 actual size. There were stations,streetcars and steam locomotives,including some which had never before been displayed publicly.

The Association was privileged to welcome as guest speakers Mr. H. Weglinski of MLW-Worthington Limited, Mr. A. Teoli of CP RAIL and Mr. F. Sayer,Moncton,N.B.,during the year.

Another innovation introduced in 1970 was the serving of light refreshments at the Members' Meetings,during the intermission. A voluntary collection,made at the meetings,covered the cost of this service.

A new trend in enthusiast trips was encountered in 1970.Unfortunately,the days of large steam-powered excursions are just about over. This is due to the anticipated retirement of CN 6218,as well as the rising costs of chartering trains. But most of all, it is due to the lack of response from many of our own members. The June 20,1970 steam excursion may go down in history as the last Association main-line steam trip. While the response from the general public and from a number of the members was good,all too few members were aboard and the trip ran at a considerable financial loss.

Faced with this situation,it was reluctantly decided to cancel plans for a proposed Fall Foliage steam trip and so 1970 became the first year since 1961 in which the Association did not sponsor such a trip. Also,we must not lose sight of the fact that we are no longer alone in the field of excursions in the Montréal area. Faced with this competition,we must have the full support of the membership to provide the interesting,enjoyable trips which are on the "drawing board" for 1971.

EDMONTON ANTICIPATIONS

1971

Don Scafe.

AS COMMON ERA 1970 CAME TO A CLOSE, THE ROCKY MOUNTAIN BRANCH of the C.R.H.A. and the Alberta Pioneer Railway Association, its operating counterpart, could take satisfaction from twelve months of visible progress, much of which was chronicled in the December, 1970 issue (no. 227) of CANADIAN RAIL.

Undaunted by the multitude of apparently insoluble problems which the organization faces in 1971, the interval since the December report has been filled with activity. When the rails were lifted from a two-mile industrial spur in the Edmonton area, the Branch was able to acquire the ties "as is, where is". Hooking them from the abandoned roadbed was begun forthwith and approximately half of them had been piled in cribs, ready for transport to the new museum site in the spring, before the ground froze.

Previously, passenger train operations with ex-N.A.R. steam locomotive no. 73 continued during the Labour Day and Thanksgiving Day weekends.

Former CNR baggage car no. 8029 was moved into the barns just before winter's arrival, for refurbishing. Ninety-three years of accumulated paint is being laboriously scraped and chipped from the exterior and interior and the proper varieties of wood will be acquired to restore those portions of the car which have been attacked by dry rot.

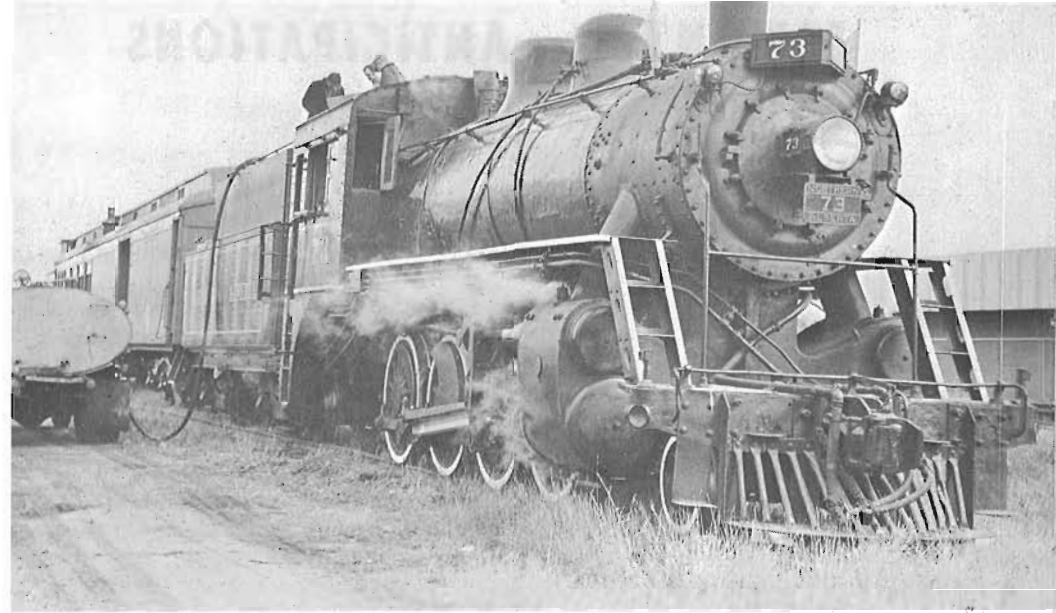
Canadian National Railway's steam locomotive no. 1392 - a class H-6-g "10-wheeler", formerly exhibited behind a FROST fence at the Edmonton Exhibition Grounds, was removed to the carbarns, where she will be repaired.

Nos. 73 & 1392 are stored in the Edmonton Transit System's Cromdale Barns at 80th. Street & 116th. Avenue, Edmonton. Members and friends wishing to see them may do so by contacting one of the Rocky Mountain Branch officers, who are Mr. Jim Myers, President; Mr. Wayne Shearer, Vice-President and Mr. Don Scafe, Secretary-Treasurer, for 1971. The new site for the museum may be a two-mile stretch of railroad right-of-way about six miles north of the City.

With the quantity and variety of work to be done in 1971, Rocky Mountain Branch-A.P.R.A. members will surely have no time to get into other mischief!

In the photographs accompanying this article, ex-Northern Alberta Railway's consol no. 73 is shown being fueled and lubricated prior to Thanksgiving Day operation. One of the Branch's friends from Glenrose Hospital, Edmonton, made it into the combine "with a little help from his friends". CN no. 1392 at the Edmonton Exhibition Grounds was last visited by Edmontonians during Klondike Days-1970. Just before snow came, the ties were removed from the disused industrial spur, but the laying of temporary track to permit movement of the baggage car and 1392's tender into the carbarn was overtaken by the snow. Happily, all of the "large exhibits" are now safely tucked away for the winter.

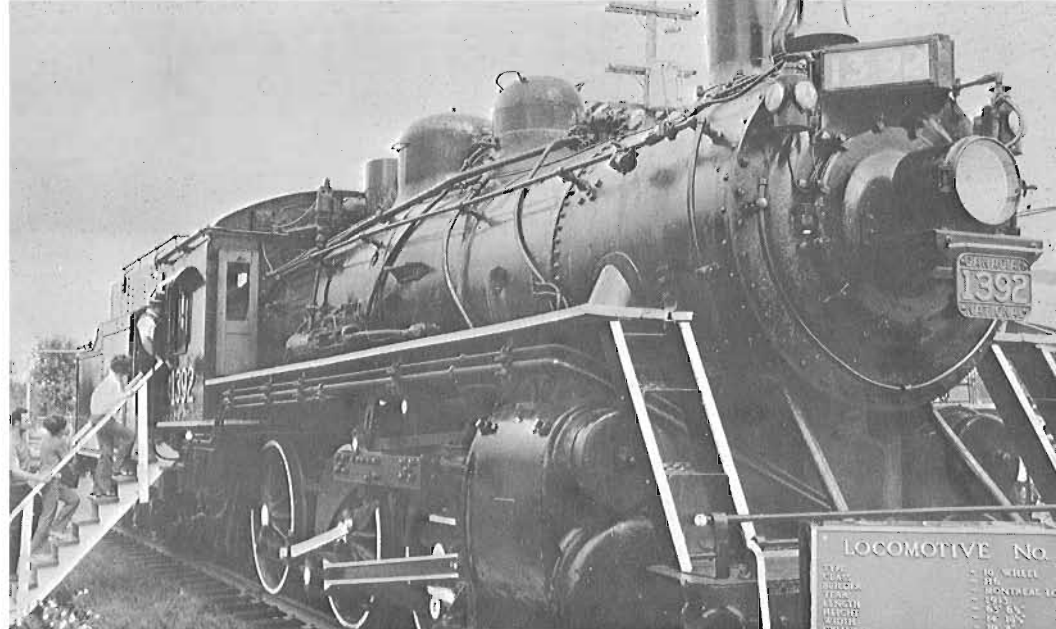
But wait until spring!



For Thanksgiving Day Weekend-1970, some oil was needed for No. 73 and so the oil truck rolled up and fueled up the engine. All photographs courtesy Don Scafe.

No. 73 of the CRHA-APRA gets a little morning maintenance during the Labour Day weekend operation.



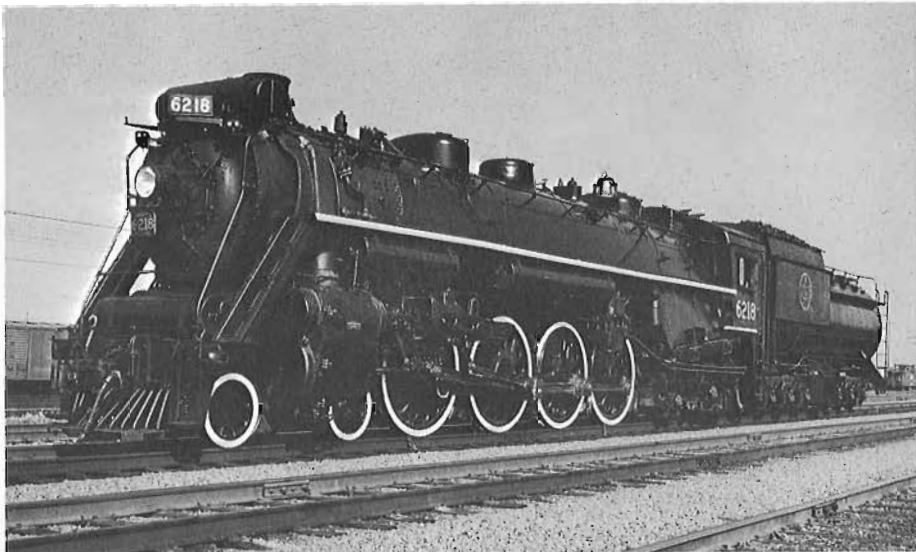


"Klondike Days-1970" was the last occasion on which visitors could climb aboard ex-CN H-6-g no. 1392, carefully protected behind a FROST fence at the Edmonton Exhibition Grounds. 1392 is now safe in the carbarn awaiting restoration.....The first winter snow had to be cleared away before baggage car 8029 and 1392's tender could be moved into the bay beside no. 73 and the business end of 1392..... One of the Association's young friends from Glenrose Hospital is given a boost into the baggage compartment of the combo', for a ride on the Thanksgiving Day weekend..... After the snow-clearing operation, baggage car 8029 and 1392's tender started to move into the carbarn..... The advent of cool autumn weather stimulated the removal of the ties from the abandoned industrial spur for future use at the new museum site.









CANADIAN RAIL

published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION

P.O.Box 22, Station "B"
Montreal, Que.

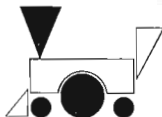
Associate Membership including 11 issues of
"Canadian Rail" 8.00 annually.

EDITOR S.S.Worthen - PRODUCTION P.Murphy

EDITORIAL ASSOCIATE - F.A.Kemp

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

VISIT THE
Canadian Railway Museum



VISITEZ LE
Musée Ferroviaire Canadien

OPEN MAY SEPT.

OUVERT MAI - SEPT.

Our 10th. Anniversary Notre 10em. Anniversaire.

DIRECTOR OF BRANCHES

C.W.K.Heard, 74 Southern Drive, Ottawa 1, Canada

DIRECTOR OF MEMBERSHIP SERVICES - J.A.BEATTY

ASSOCIATION BRANCHES

OTTAWA W.R.Linley, Sect'y., P.O.Box 141, Terminal A, Ottawa.
SASKATCHEWAN J.S.Nicholson, 2306 Arnold St., Saskatoon, Saskatchewan.
PACIFIC COAST Peter Cox, 609 Cottonwood Ave., Coquitlam, British Columbia.
FAR EAST W.D.McKeown, C-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan.
BRITISH ISLES J.H.Sanders, 67 Willow Way, Amptill, Beds., England.
MANITOBA K.G.Younger, 267 Vernon Road, Winnipeg, Manitoba.
ALBERTA Mr. Donald W.Scafe, 12407 Lansdowne Drive, Apt. 101, Edmonton Alta.

ASSOCIATION REPRESENTATIVES

OTTAWA VALLEY K.F.Chivers, Apt. 3, 67 Somerset St. W., Ottawa, Ontario.
SASKATCHEWAN J.S.Nicholson, 2306 Arnold St., Saskatoon, Saskatchewan.
PACIFIC COAST Peter Cox, 609 Cottonwood Ave., Coquitlam, British Columbia.
FAR EAST W.D.McKeown, C-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan.
BRITISH ISLES J.H.Sanders, 67 Willow Way, Amptill, Beds., England.
MANITOBA K.G.Younger, 267 Vernon Road, Winnipeg, Manitoba.
ALBERTA Mr. Donald W.Scafe, 12407 Lansdowne Drive, Apt. 101, Edmonton Alta.