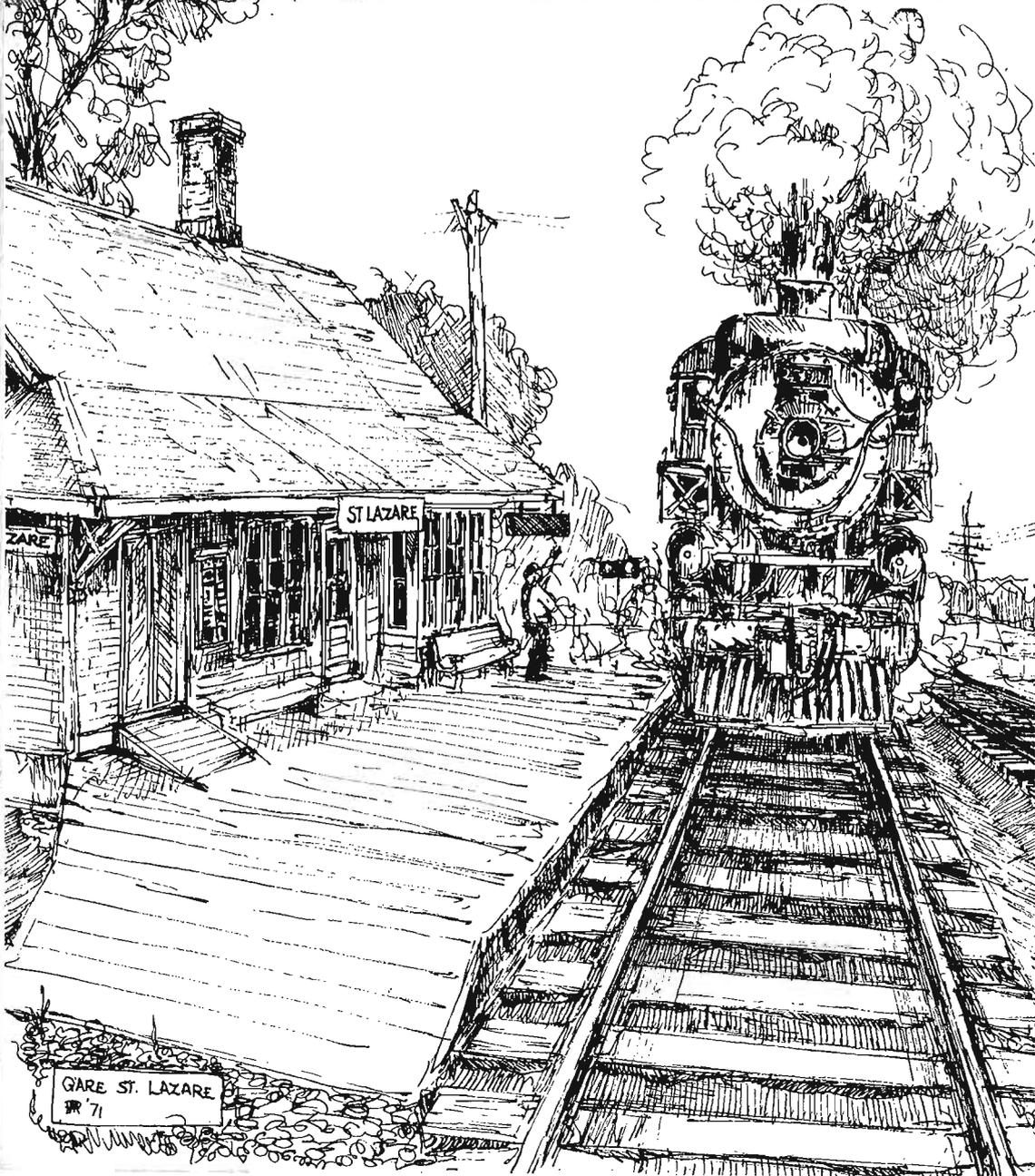


# Canadian Rail



NO. 236  
SEPTEMBER 1971



GARE ST. LAZARE  
SEP 71



# LE CHEF DE LA GARE ST-LAZARE

Gilles Chevrier.

**M**OST FAMOUS WRITERS ADVISE THAT  
when you have a story to  
tell, you should begin at  
the beginning.

FOR ME, THE BEGINNING OF THIS STORY WAS AT THE AGE OF FOUR years, when my family moved into the second house from the railway tracks in the little country village of St-Lazare-de-Vaudreuil, some thirty miles west of Montreal, on the main line of the Canadian Pacific Railway. With some luck, you can find it on a road map of the Province of Québec. This main line of railway runs westward to Bell, Smiths Falls, Peterborough - or via Belleville - to Toronto.

Before very long, my boyish curiosity took me first to the railway line and then to the little red station, straight into the friendly home of Monsieur and Madame D'Amour; Monsieur D'Amour being in fact the Canadian Pacific Railway's agent at St-Lazare. He actually lived in the little red station - an idea which filled me with pleasant wonder - with his wife and daughter. As Mademoiselle D'Amour was at this time away at convent school, I was taken in as an "adopted son" by these kind people.

Grandfathers are generally the source of profound and unlimited knowledge and wisdom for grandsons and my own grandfather, who is alive even to this day, excelled in this regard. When I was able to understand, he told me how the station at St-Lazare had been built in 1886, when the Canadian Pacific's line to Smiths Falls and Toronto was being built. By September of 1887, the trains were coming and going from Montreal (Place Viger Station), via Montreal Junction (Montreal West of today) and Dorion, past St-Lazare, on their way to and from Toronto.



ON THE COVER OF THIS MONTH'S ISSUE IS AN EXCELLENT PEN-AND-INK sketch of the Canadian Pacific Railway's station at St-Lazare-de-Vaudreuil, Québec, by Mr. Philip Mason. A westbound passenger train, hauled by a standard 2800-series "Hudson" roars through the station. Inside the front cover is a picture of the station taken in the summer of 1970 by Philip Mason.

He also described a fearful day in March, 1942, when 19 cars of fast freight Number 906 derailed in front of the station, seriously damaging the ticket office and causing great fright to the agent.

Much later in my story, I found an old station cash-book, dated 1945 and discovered to my surprise that the revenue for that year at St-Lazare was \$ 261,141.38 - not a bad figure and indeed much better than the revenues in more recent years.

But this is getting ahead of my story.

As soon as I was big enough, hardly a day went by that I was not at the station, helping Mr. D'Amour or one of his successors, unloading freight and express and waving to all the train crews on those trains that did not stop, as well as those that did.

In all of my years of "unofficial" employment at the Gare St-Lazare, the number of passenger trains which stopped never exceeded four daily - Monday to Saturday - with only two on Sundays. The night sleeping car expresses - Numbers 21 & 22 - to and from Toronto and Chicago, seldom stopped at St-Lazare, although I was told that Train 21 westbound did stop a few times, to entrain passengers for Toronto.

Mr. D'Amour soon taught me to tell the time by the big Seth Thomas clock in the operator's office - something that a good railroader should be able to do! He also taught me the meanings of the different hand-signals that the train crews used. My enthusiastic waves to the engineers and firemen generally resulted in a couple of "toots" of the whistle in acknowledgement and, by that time, my relatives were making bets that I would be either a conductor or an engineer on the Canadian Pacific Railway.

When I first came to know the station at St-Lazare, it was a one-storey building. From the platform, one could enter the freight (and express) shed at the west end, or the waiting room, which occupied the eastern portion, together with the agent's office. From the agent's office, a short passage led to the kitchen, the parlour, the bathroom and - in the beginning - two bedrooms.

When Caretaker-Agent Monsieur G.E. Seguin moved in, with his wife and two children, there was enough space for everyone. But as the family grew, Mr. Seguin asked the Company to provide an additional bedroom for his growing family. A third bedroom was then created by "borrowing" some of the waiting room. This additional bedroom was just sufficient to allow one room for the boys and one for the girls. When Mr. Seguin left his position in 1942, his family had increased to eight. In the face of this important increase in the size of the Seguin family, the Company willingly provided the additional space.

St-Lazare Station was a good place to raise a family. Mr. and Mrs. Besner had two children born to them in this station-dwelling and Mr. and Mrs. Chagnon raised four children, including two little girls, born in the little red station, when Mr. Chagnon was caretaker-agent from 1949 to 1956.

There have been no changes in the building layout since 1956, the year I began my formal acquaintance with the Gare St-

Lazare. The freight shed is today used as a place to store the lawn mower and garden tools and there is so much extra space that the section-men sometimes leave their equipment here, over night. On cold days in winter, the section foreman and his men take their lunch in the waiting-room. On rainy summer days, it is a good place for the lunch-break.

Sometimes, I use the little agent's office as an office, but with the memory of the derailment of freight Number 906 in my mind, I am usually more comfortable elsewhere.

But again I have got off the track of my story.

About three years after we had moved to St-Lazare Station, my parents bought a small farm about a mile and a half from the village and the station, thinking probably that at this distance, I would be safer both from the railway and my predicted future with it. However, my enthusiasm was still strong enough to make me walk the three mile round-trip almost every afternoon after school, to see good-looking Canadian Pacific engine number 1201, pulling Train 29 (the Smiths Falls local) on its way west to Smiths Falls, Ontario. That beautiful engine had such an unusual whistle and such a fine-quality tone to her bell that I could not then - nor can I now - find words to describe how pleasant these sounds were to my ear.

As I grew up in and around the station of St-Lazare-de-Vaudreuil, my fascination with and enthusiasm for the Canadian Pacific Railway did not diminish, despite the fact that I could often see the smoke and hear the whistles of trains on Canadian National's main line, a few miles to the south. The reader will therefore not be surprised at the next development in the story.

On April 30, 1956 - twenty-three days after my eighteenth birthday and one week after my final examinations at the business college I had attended - I was hired by the Canadian Pacific Railway Company as Acting Caretaker-Agent of the Gare St-Lazare, for a temporary period of two and a half months.

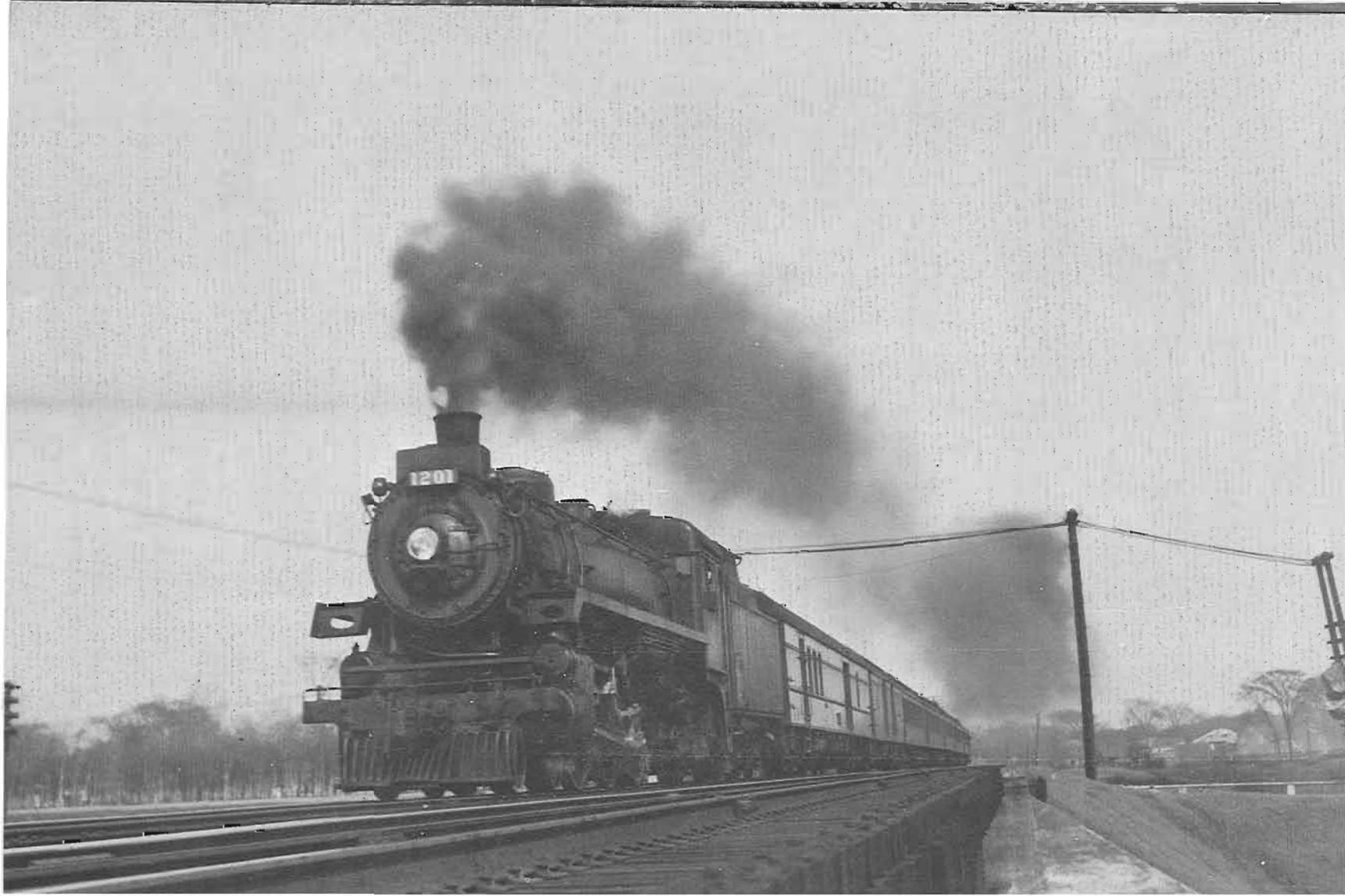
What a thrill! My dream of many years had finally become a reality. I was a genuine railway employee and, what was better still, I was working for the greatest railway in Canada!

After a short training period in express rates, waybillings and accounting and ticket selling and after having listened attentively to all of the warnings and cautions: "Never leave your office without locking the door"; "Do not leave your cash-drawer open for any reason at any time"; "Do not smoke in the freight shed"; "Use the express cart safely"; etc., my good friend Monsieur F. Chagnon signed the transfer form, gave me the keys and said, "Good luck! You are in charge."

Heavens! What a heavy responsibility, but what a supreme joy! I was "Le Chef de la Gare St-Lazare", if only on an "acting" basis.

What a thrill to become the representative of the great Canadian Pacific Railway Company in your own home-town! The first patron that came into my office was (would you believe?) a nice-





looking blonde young lady with blue eyes, who asked me for a one-way ticket to Montreal - price, \$ 1.00. I was so flustered and nervous when she gave me that \$ 2 bill that I gave her change for a "five"! It is unnecessary to say that greater attention was given thereafter when selling other tickets.

The first passenger train that was scheduled to stop at "my" station was Train 30 - Smiths Falls to Montreal - which came in on time, with that beautiful engine Number 1201 on the head-end, hauling heavyweight steel passenger equipment. As soon as the engineer whistled off, I called the traditional "All aboard for Montreal; en voiture pour Montréal" - in an uncertain, weak voice - and Number 1201 and her train rumbled out of the station, gathering speed on the downgrade of St-Lazare Hill, toward Vaudreuil-Dorion and Montreal.

The thousand-pound tare-weight express cart now had to be pulled over the westbound main line from the eastbound platform, to the freight shed. It was loaded with 10 boxes of baby chicks, one carton of furniture and 2 bags of strawberry plants, among other articles. The express business was important to a small agency and it meant extra revenue to the Agent, since agents usually worked on a commission basis. Thus, the more business gained for the Company, the greater the reward in the pay-check!

One day when I was unusually speedy in unloading the daily shipment of milk-cans from Green Valley - a small town 25.6 miles to the west, in the direction of Smiths Falls - the brakeman checked his watch, as I was giving the highball.

"Not so fast, young man", he said, "we are ahead of time and still have 15 seconds on the schedule. There really isn't any great hurry, for, you see, I still have thirty-one years and some minutes to go before taking my pension!"

On November 17, 1956, I was promoted to regular Caretaker-Agent at St-Lazare Station, after spending the summer as vacation-relief assistant-agent here and there on the Winchester Subdivision. My return to my home-town coincided with my occupation of the Gare St-Lazare, where I established my residence with my widowed mother and a cousin.

My various experiences as Caretaker-Agent at the Gare St-Lazare - and, indeed, they were various - were so numerous that they would probably fill a book of 500 pages or more.

To me, this position was everything I could desire. It was not a demanding job. I could flirt with all the pretty girls from the village who came to buy tickets to the big city of Montreal. It was even possible to sleep until 30 minutes before the day's work commenced. There was no problem of getting to and from work - of



Mr. Chevrier's favourite engine - CPR Number 1201 - hauling Train 29, stands at the semaphore signals at Montreal West, Qué., on March 17, 1951.

Photo C.R.H.A.-E.A.Toohy Coll.

Getting away smartly, Number 1201 hauls Train 29 - The Perth Local - west over the bridge spanning the freight line of the Adirondack Subdivision.

Photo CRHA - E.A.Toohy Collection.



that you can be sure. There was no electricity bill, no telephone bill, no water bill, no municipal tax, no school tax and no heating bill. And the rent? Well, the rent was the great sum of \$ 5.00 per month!

However, such a good life also has its little inconveniences. Have you ever tried sleeping in a bedroom which is just thirty feet away from the main line of a busy, double-tracked railway? And with a public road-crossing just 250 feet to the west? And up to 13 trains passing during one single night, including the overnight sleeping car expresses - Trains 21 & 22 - sometimes in two sections each - roaring through the station at 65 to 70 miles per hour, with enormous 4-8-4's (engines Number 3100 & 3101) on the head-end?

Well, I can tell you that the whistling and roaring was enough to waken anyone, including my dear grandfather, who was more than slightly deaf. The building used to shake so much that I was absolutely convinced that the roof would fall down on my bed. And there was always the memory of my grandfather's story about the derailment of fast freight Number 906!

But after a few weeks, we began to notice that our sleep was not so disturbed at night by these trains as it used to be. However, we still had to straighten the pictures on the walls in the parlour every morning and occasionally, a small piece of plaster was found on the office floor or there was a new crack in the ceiling.

Le Jour de l'An - New Year's Day - was still the occasion for a big celebration among the families of St-Lazare Station in 1957 and the passenger traffic on the railway certainly proved it. The Montreal-Toronto local was 31 minutes late and, detraining over 100 passengers - which required the engineer to pull up the train a couple of hundred feet to set down the rear-end passengers on the small station platform - did not help matters any.

But this crowd was nothing to compare with the patronage for Train 36 at 6.13 p.m., as a railway strike threatened for the next day - January 2, 1958. The passengers were packed in the small station waiting-room like sardines and there were a few outside in the bitter cold, too. After the train had departed - later in the evening at about 11.30 p.m. - there was a knock on the kitchen door, just as I was going to bed. The man at the door identified himself as the driver of a local autobus, which had frozen up near the village in the 18-below weather. He, poor fellow, was looking for a place where his 28 passengers could keep warm until the bus company could send out a rescue bus. Although this represented the competition, I was too soft-hearted to refuse to help and so the coffee-pot was put on the stove and soon everyone was in much better spirits.

The relief bus did not arrive that night and so we all stayed up until morning. I took advantage of the opportunity to make out all my express, freight and ticket reports, which were ready for shipment to Montreal on the January 2 morning local - which did in fact run - along with the majority of the stranded passengers. This was the last passenger train to stop at St-Lazare Station before the strike.

Then there was an interval of nine days without trains, but it seemed to me as though it was nine years. My mother and I had trouble sleeping on those nights when there were no trains rumbling through the Gare St-Lazare. It was altogether too quiet!

Early in March, 1957, the bad times for railway passenger service had arrived and the notice cancelling "except Sunday" Trains 29 & 30 - Montreal to Smiths Falls - appeared. It was to take effect



NOTICE TO PUBLIC

Effective 12.01 A.M., April 24, 1960, trains 35 and 36 between Montreal, Quebec, and Toronto, Ontario, and train 282 between Smiths Falls, Ontario, and Montreal, Quebec, are discontinued. Trains 35 and 36 will last operate April 23, 1960. Train 282 will last operate April 17, 1960.

Please consult public timetables for other train service between these points effective above time and date.

CANADIAN PACIFIC RAILWAY COMPANY

Smiths Falls, Ontario.  
March 28, 1960.

at 12.01 a.m., April 28. This was the beginning of the end. We lost more than 50% of our passenger and express business. One year later, the position of Caretaker-Agent at St-Lazare Station became Caretaker only. This latter position was awarded to my mother, after a very last-minute agreement. Shortly after that, the Sunday-only Montreal to Smiths Falls local was discontinued. The last passenger train to stop at St-Lazare Station was the Toronto-Montreal Train 36 at 6.13 p.m., on April 23, 1960.

Express shipments to and from St-Lazare Station continued to be picked up by C.P.R. highway truck until 1969, but this service was not as popular with the clients and the patronage decreased to the extent that the Company decided to close the station altogether on August 31, 1969.

To me, the Gare St-Lazare represented a good, comfortable home and I was very reluctant to think of moving to another location. So I applied to the Canadian Pacific Railway Company to rent the station as a dwelling and to become a tenant of this large corporation. The lease was finally signed, with a good many clauses being necessary to designate what I was to expect from my big landlord, in return for the monthly rental. The arrangement which was concluded is still satisfactory to me and I am glad that I am able to go on living in my home beside the railway.

Someone once asked me what were the business hours at the Gare St-Lazare. Really, there were never any "formal" business hours, except when the passenger trains were operating. Even then, if a customer could not come to the station during the hours of the day, he came in the evening, as he could always be sure of finding someone there as late as 8.00 p.m., even if it were only a matter of the delivery of a shipment of express or the purchase of a railway money order.

This tradition of offering unusual service to the citizens of the small town of St-Lazare Station has not changed much, even in 1971. This is still the place where complicated income tax forms are completed every year, neighbourhood accounts are verified and other minor financial troubles are settled during the evening, over a cup of coffee.

Although there is no longer an official "chef-de-gare" at St-Lazare, the numerous freight trains that rumble past, east and west, never fail to receive a detailed inspection and a wave to the crews, when I am on the scene. And in all those years of inspecting trains since 1956, I have been able to report only one hot-box on a passenger train and several on freights, which speaks well for the standard of maintenance which these cars receive.

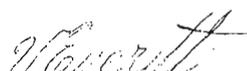
Now that I am working for CP RAIL in the department of the Auditor of Freight Revenues, Windsor Station, Montreal, you might think that my interest in the operation of the railway has declined. Not at all. Mr. V.E. Everitt, a former superintendent of the Winchester Subdivision at Smiths Falls once said that I had continued to belong to the Winchester Subdivision family. I am very proud of this honour and I intend to remain worthy of it.

CANADIAN PACIFIC RAILWAY COMPANY

Smiths Falls, November 14, 1968.

Notice is hereby given that application has been made to the Canadian Transport Commission for approval of a proposed Customer Service Centre to be located at Ottawa, Ontario; (Walkley Yard) the establishment of which will result in the removal of the Caretaker at St. Lazare, Quebec.

For further information, please consult Mr. C. W. Rump, Secretary, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario, or your local Municipal Official.

  
Superintendent.

◆◆◆◆◆◆◆◆◆◆  
During my career as Caretaker-Agent, I had my little victories, such as the time in 1958 when I was able to persuade a customer to ship his express between London, Ontario and St-Lazare by rail, which added almost \$ 1,500 per annum to the Company's revenues. And every year, an honest attempt was made to get the B.C. plywood traffic "back on the rails" and sometimes such attempts were successful.

◆◆◆◆◆◆◆◆◆◆

→ On a warm day (Saturday) in early summer, CP RAIL Unit 8753 trundles the Cornwall Wayfreight through the station at St-Lazare, Québec., while Mr. Chevrier and other CRHA members watch it go by.

Photo courtesy Philip Mason.



Living in the Gare St-Lazare is pleasant most of the time and, I must say, this winter has been better, now that I have been able to convince the crews on the snow-plov extras west that there really is someone living in the Gare St-Lazare. Formerly, they used to go through the station at a good speed and the snow and ice flew in every direction. They didn't break a single window this past winter.

Right now in 1971, I would like to do all that is necessary to make this interesting habitation my home forevermore. I would like to get married and raise my family right here and continue being, for as long as the good God intends, the "Chef de la Gare St-Lazare".

Some of the Former Chefs de Gare

for the C.P.R. at St-Lazare Station,

Qué.

Mr. W. J. Hunter	No official dates
Mme. Marguerite Brasseur (wife of the section-foreman)	No official dates
Mons. J. Napoleon Girladeau	No official dates
Mons. J. C. Besner	1920 - 1925
Mons. G. E. Seguin	1925 - 1942
Mons. R. D'Amour Agent & Operator	1942 - 1946
Mr. W. P. Pearl Agent & Operator	1946
Mons. W. J. Beaudry Agent & Operator	1946 - 1949
Mons. J. F. Chagnon	1949 - 1956
Mons. G. Chevrier Acting Caretaker-Agent	April 30, 1956
Mons. G. Chevrier Caretaker-Agent	November 17, 1956
Madame Chevrier Caretaker	April 30, 1958
STATION CLOSED	August 31, 1969

----- Canadian Pacific -----

766/127  
Toronto, August 15, 1966.

Mr. Gilles Chevrier,  
c/o Auditor of Freight Revenues,  
Canadian Pacific Railway,  
Windsor Station,  
Montreal, Quebec.

Dear Mr. Chevrier:

The rear end crew of Train Extra 5011 East, July 19, was given a hot box signal by a then unknown person at St. Lazare, resulting in the car being set off at Vaudreuil.

I have since been informed that you are the person responsible and I would like to take this opportunity of extending my appreciation for your prompt action in this instance. Your interest in the safe operation of our Railway is most commendable.

Yours truly,

  
General Manager.

**DIESELS WEST !**

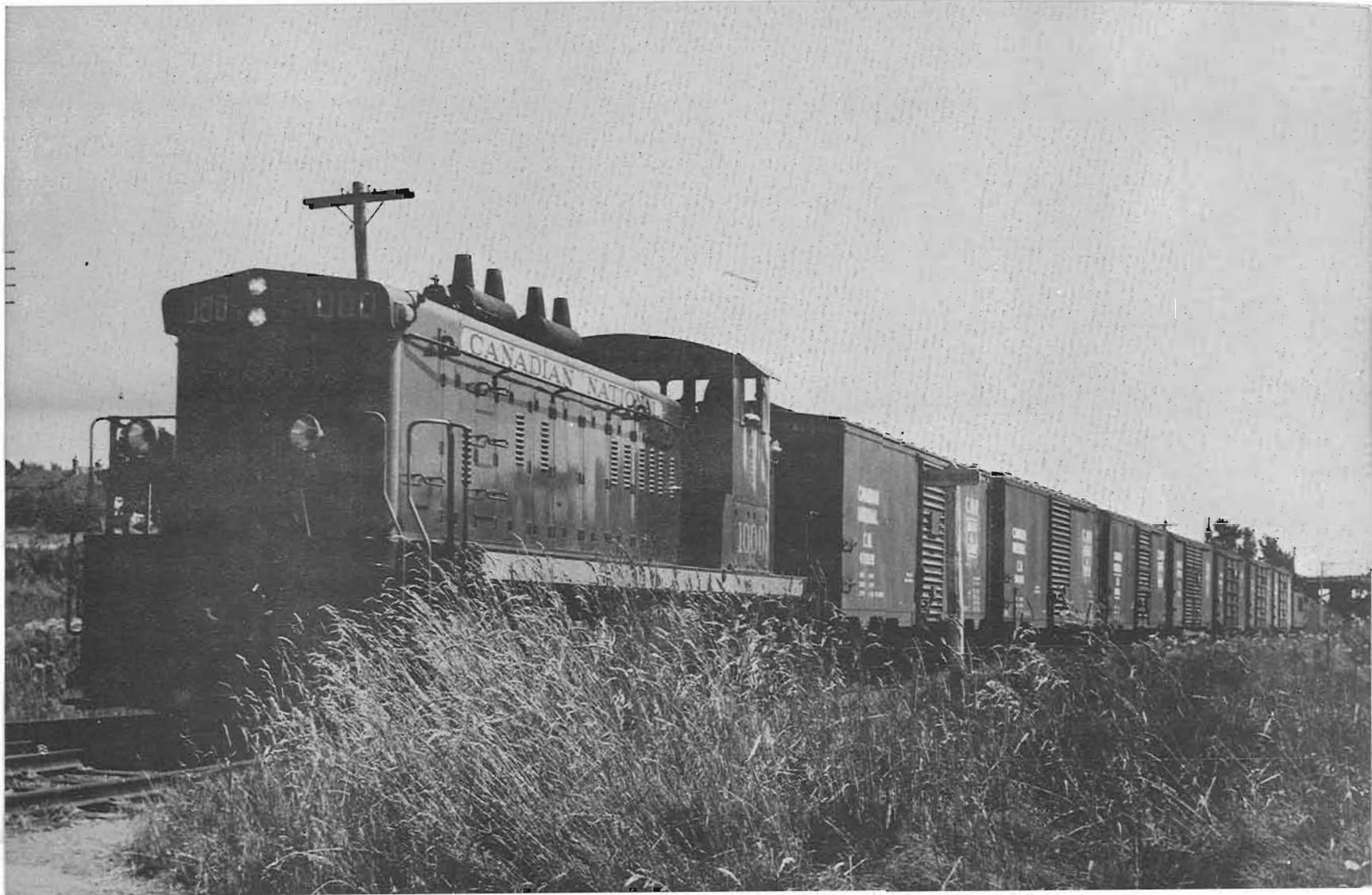
**PHOTOS by R.A. LOAT**

**THIRD SECTION .....**















↳ Bob Loat of Calgary, Alberta, sends us another selection of photos for the latest edition of DIESELS WEST.

Leading the selection is a full-face view of CP RAIL Number 8635, taken at Alyth Yard, Calgary on December 5, 1970.

Next in the consist is CP RAIL Train 987 at Bengal, near Calgary. The power on this occasion was No. 3002, 3003, 8802, 4427 and 8837; 8/11/70. To Vancouver Island for the next shot, where, on the wye at Victoria, B.C., he observed Canadian National Railways' Unit no. 1000. 27/7/61. On March 23, 1969, the "Keith Turn" on CP RAIL's Laggan Sub. was Extra West 8514, with 8510 assisting. Photographed on the Laggan Sub. at 5th. Street West, Calgary.

'Way back east - at London, Ontario, on March 18, 1967, Bob took a picture of CP RAIL's No. 4020, backed by 4404 and Bessemer & Lake Erie No. 716A on lease.

Train 718 - the "Acme Mixed" - had Unit 8409 on the head-end on October 8, 1966, when Bob snapped her at the Coach Yard Lead at Calgary.



# UNE CANADIENNE ERRANTE

## A ROVING CANADIAN

Text: S.S.Worthen

Photograph: William Lachenal

To the casual observer, the accompanying photograph might seem to be just another picture of a foreign-looking (most probably French) steam locomotive.

But to the more careful enthusiast, this mikado - class 141 R, S.N.C.F. number 141 R 1257, is revealed as one of an order for 1,340 such 2-8-2's, placed by the Société National des Chemins de fer Français with North American steam locomotive builders in the post-World War II period of 1946-1948.

Monsieur William Lachenal, press representative of Grenoble, France, has kindly sent this photograph for CANADIAN RAIL. It was taken in the yards of the S.N.C.F. at Grenoble, in southeastern France, at Eastertime, 1971.

Mons. Lachenal points out that, of the 1,340 mikados ordered, 100 were built by the Montreal Locomotive Works Limited, Montreal, Quebec and 40 by the Canadian Locomotive Company Limited, Kingston, Ontario.

The locomotives built by the Montreal Locomotive Works received road numbers 1201 to 1301 and those built by the Canadian Locomotive Company were numbered 1301 to 1340. The subject of M. Lachenal's photograph was therefore built by MLW.

Only 1,323 of the total number ordered were delivered, 16 MLW-built engines (nos. 1220-1235) being lost at sea, when the Liberty ship S.S. BELPAMELA sank, far off the coast of Newfoundland, on April 23, 1947 and one locomotive (no. 1241) falling overboard into the harbour at Marseilles, when she was being unloaded.

It is probable that this type of steam locomotive will be the last to operate on the S.N.C.F. when the age of steam comes to an end with the advent of complete electric or diesel-electric engine operation in 1972.

Recently, the S.N.C.F. donated 141 R 1199 - one of the order for 460 locomotives placed with Baldwin in 1945 - to the Pacific Southwest Railway Museum Association of San Diego, California.

Another class 141 R is proposed for preservation and restoration at the Musée Français du Chemin de fer at Mulhouse (Haut Rhin), when this class becomes redundant. The unit to be selected is required to have box-pox drivers and to be one of the oil-burning locomotives of this class.

Perhaps number 141 R 1257 will be that locomotive - for she does have box-pox drivers and does burn oil - and perhaps she will be named MADEMOISELLE CANADA - the name that the "cheminots" of Grenoble have affectionately bestowed on her. From J-M Leclercq.



# WAYBILLS

Editorial Staff

CANADIAN RAIL

IN JUNE, THIS YEAR, THE FRENCH DIESEL-ELECTRIC LOCOMOTIVE building company, Sociétés ALSTHOM et MTE. announced an order from the People's Republic of China for 50 units for heavy freight service in very severe climatic conditions. The new units will weigh 138 tonnes and will develop 4,000 hp. from a single diesel prime-mover, to be built by the Société Alsacienne de Constructions Méchaniques.

This is the third order to be built for the railways of The People's Republic of China by Société ALSTHOM and S.A.C.M. The first, completed in 1958, was for 25 monophasé C-C electric locomotives of 6,000 hp., weighing 138 tonnes. The second was completed in April, 1970 and was for 40 monophasé C-C electric locomotives, weighing 138 tonnes and rated at 7,300 hp. From J-M Leclercq.

\$ 4 million worth of container cars were ordered in mid-summer by Canadian National Railways from Hawker-Siddeley Limited, of Trenton, N.S. These 85-foot cars are being turned out at the rate of 5 per day and the total order (235) will take a little more than 50 days to complete. The new cars will be sent to CN's container terminals immediately on receipt.

From Phillip Fine.

Summer Seventy-One sailings between North Sydney, N.S. and Port aux Basques, Nfld. were increased from 4 to 6 daily, with the M.V. LUCY MAUD MONTGOMERY and the M.V. JOHN HAMILTON GRAY joining the AMBROSE SHEA, FREDERICK CARTER, LIEF ERIKSSON, WILLIAM CARSON and STENA CARRIER. The STENA CARRIER was handling highway trucks and drivers. Upper-deck ramps were provided at North Sydney and Port aux Basques and an end-loading dock was built at the latter port. The M.V. AMBROSE SHEA was on the North Sydney-Argentia run, working the main N.S.-Nfld. service on Sundays and acting as a stand-by to that service.

No reservations were required for daytime runs, but they were still requested for overnight services. The JOHN HAMILTON GRAY was added to increase rail-ferry capacity and to stand in for the FREDERICK CARTER when the latter went for her annual refit.

From Phillip Fine.

By July, 1971, Maritime ferry service was really booming. During May, numbers of vehicles using the Northumberland Strait services were up 6.5% over 1970 totals, with passenger totals up 9.6% over the same period last year. Both

of the two new ships - M.V.HOLIDAY ISLAND and M.V.VACATIONLAND - were in service. The great test was yet to come in mid-July and early August, when thousands of vacationers flock to the sunny shores of Cavendish.

From Phillip Fine.

North American railways of the Seventies seem to have earned for themselves the unenviable reputation of being utterly heartless. However, infrequently there is an event which helps to disprove this alleged unconcern.

In February, 1971 - in the depths of the sub-Arctic winter - Miss Brenda Clark, daughter of Sectionman and Mrs. John Clark of the White Pass and Yukon Route, Skagway, Alaska, suffered an attack of what was initially diagnosed as appendicitis. Skagway not normally having a resident doctor, emergency cases are taken to the nearest city having emergency facilities. On the day in question, darkness and weather conditions prevented the doctor in Haines from flying in to Skagway. The United States Coast Guard at Juneau, Alaska, was five hours away, with a five-hour return run.

WP&YR Superintendent D.W. Pepper determined that weather conditions "over the hill" (to Bennett and Whitehorse) were so fierce as to prohibit the use of a track motor car. He therefore immediately called an extra train crew and exactly one hour later, a "special" emergency train, consisting of a diesel unit and a combination baggage-coach under the direction of Conductor Don Barry, left Skagway with Brenda as the only passenger. The Dispatcher held the Whitehorse-Bennett freight turn at Bennett, until the special arrived and freight Conductor McKela left his consist there, picking up the combo for the onward trip to Whitehorse. The special arrived there only 4 hours and 25 minutes after leaving Skagway.

Brenda was taken to the Whitehorse General Hospital where her illness was diagnosed as an acute polynephritic condition of the kidneys. Treatment was instituted at once and Brenda was able to return home within the week.

In a letter to the Office of the Vice-President Operations, Mr. M.P. Taylor, Mr. and Mrs. Clark wrote: "We cannot thank the White Pass in the Yukon and the United States enough for their generosity".

And all this in Anno Domini 1971! WP&Y CONTAINER ROUTE NEWS.

Canadian National Railways continued its "train-offer" applications by requesting permission from the Canadian Transport Commission, early in June, to discontinue 15 passenger train services in several Canadian provinces - said services, the Company claimed, were losing \$ 4.1 million annually. Largest portion of \$ 2.2 accrued from operation of Ottawa-Toronto services, via Napanee and Ottawa-Brockville runs, connecting with Montreal-Toronto stopping trains.



Other Ontario services in the application were Hearst-Nakina, Hornepayne-Manitouwadge and Sioux Lookout-Thunder Bay - local runs through territory not readily served by highways (see your road-map).

In La Belle Province (Québec), CN proposed to terminate passenger train services from Québec to La Malbaie, as well as those on the Québec-Lyster-Richmond, Montréal-Sherbrooke-Coaticook and Deux Montagnes-Grenville lines.

Dauphin-Winnipegosis passenger trains in Manitoba are up for axing, as are those from Flin-Flon to Cranberry (bus service), Portage la Prairie-Osborne Lake and The Pas - Lynn Lake.

Proposed for termination in Saskatchewan are the Regina-Saskatoon-Prince Albert run, to which add the Prince Albert-Hudson Bay, Alta. service.

The only Albertan service on the block is that between Edmonton and North Battleford, Sask.

CN still believes that passenger services in the Québec-Montreal-Toronto-Windsor corridor should be able to pay for themselves and there are also a few small lines in Ontario and Newfoundland, presently sporting passenger service, which have not been included in the application for discontinuance.

From F.A.Kemp.

Canadian National has ordered five hundred 70-ton unsulated box cars from National Steel Car Corporation, Hamilton, Ontario, to cost about \$ 11 million. The new cars will be equipped with moveable bulkheads and will be used to transport grocery products. Delivery is expected to start in mid-December, 1971 and terminate in February, 1972. Added to a previous order for container cars are sixty more 85-foot, 4-container flats from Hawker-Siddeley of Trenton, Nova Scotia. Delivery is set for January, 1972.

Don Law - CN's KEEPING TRACK.

This summer, the last remaining Canadian National mountain observation car - old style - was trucked to its new home at Calgary's Heritage Park, where it will be attached to a train which carries passengers around the re-created early 19th.-century village. This observation car was originally built by the Pullman Company of Chicago, Illinois, U.S.A. and was purchased second-hand by Canadian National in 1916.

Don Law - CN's KEEPING TRACK.

Any of our readers who have been meandering through the Maritimes this year must surely have seen the Miner's Museum at Glace Bay, Nova Scotia. The Museum was opened in the summer of 1968 by His Excellency Governor General Rolland Mitchener and the railway display portion features a steam locomotive, a coach and a caboose. Engine no. 17, a product of the American Locomotive Company, was built in 1903. The 2-6-0 has 19x26" cylinders, 52-inch drivers and a rigid wheelbase of 13 feet 2 in .

Nova Scotia Steel and Coal Company put the "prairie" to work hauling coal and iron between Sydney Mines and North Sydney. Number 17 is said to have been named "Simon A. Fraser" at first.

When Number 17 was sold to the Bras d'Or Coal Company, she was assigned to service at the Four Star Mine at Broughton and hauled coal trains from the mine to the junction with the Sydney & Louisburg Railway. Early in 1966, Number 17 was withdrawn from service. Later that same year she was hauled dead to Glace Bay, where she was stored on a siding in Number 20 Colliery yard for a time. When the display site at the Miners' Museum was ready, a truck hauled Number 17 over temporary track to her present location.

Passenger car Number 10, a first-class coach, was built in 1894 by an as-yet unidentified builder. By 1918, the Sydney & Louisburg Railway purchased this coach from the Delaware, Lackawanna & Western Railroad. Number 10, which has a seating capacity of 64, was used in regular passenger service on the S&L for several years, before being relegated to less exalted service.

The van, numbered 5, is a product of the Sydney & Louisburg's own shops at Glace Bay. It was built in 1927 on a pair of arch-bar trucks which had been appropriated from a weary coal car of earlier vintage. Until the S&L introduced steel cabooses, wooden vans such as Number 5 saw regular service on the tail-ends of most coal drags.

And if you missed the Cape Breton Miners' Museum, surely you found the R.C. Tibbetts Locomotive Collection at Trenton, N.S. Certainly the largest aggregation of preserved steam engines in the Atlantic Provinces, Mr. Tibbetts' group is headed by Number 7260, an ex-Drummond Collieries 0-6-0 (CANADIAN RAIL No. 201, July-August, 1968) switcher, built by Canadian Locomotive Company of Kingston, Ontario, in 1906. Another 2-6-0, Number 42, was built by the American Locomotive Company of Schenectady, New York, about 1900. A 2-6-4T as built, Number 42 was rebuilt to a 2-6-0 by the Sydney & Louisburg Railway and became their number 17. In addition, Mr. Tibbetts' collection includes two 0-4-0 saddle-tank switchers, one of which is standard-gauge, while the other is narrow-gauge - ex-Nova Scotia Steel and Coal Company's Number 5.

The unnumbered 2-6-2 of the Drummond Collieries, Limited at Westville, Nova Scotia, said to be named "Georgia Peach", has not been reported on since 1968.

Both above items ex Scotian Railroad Society.

The following WAYBILLS courtesy of Phillip Fine. Late last June, Canadian National Railways began the job of laying 20.17 miles of 132-pound welded rail between mp. 40.11 and mp. 60.28 of the Springhill Subdivision, between Truro and Amherst, N.S. The rails were welded in 1,170-foot sections at the Butt-weld Site, Franklin Re-

clamation Yard, Moncton, N.B. and were transported to the 20-mile section on specially-adapted flat cars. Continuous welded rail was also installed on the Hopewell Sub-division between mp. 95.20 and 99.98 - on the line from Truro to Havre Boucher, N.S., on CN's Cape Breton line.

CP RAIL's May of Fundy rail-ferry service, on the new M.V. PRINCESS OF ACADIA, came in for a little criticism during the midsummer rush, because of late arrivals at termini. CP RAIL justified these delays by pointing out that since the new terminal facilities, essential to the expeditious loading and unloading of the vessel, were not yet ready for use, the existing, totally-inadequate docking facilities must be used. Since these are totally inadequate for the volume of traffic offered, delays are unavoidable. A better "on-time" performance is expected when the new docking facilities are completed.

The railway station at Saint John, New Brunswick, is no longer "Union" and may not long be a "station" in the accepted sense of the word. Canadian National now operates the only passenger service into the station, which consists of a daily RAILINER from Moncton, N.B. CP RAIL's "Atlantic Limited" from Montreal terminates at a small, newly-constructed station on Dever Road in West Saint John, across the Saint John River from its former terminal. With this reduction in passenger trains arriving at Saint John's station, it seems only a matter of time before this sturdily-constructed, handsome structure is demolished. The famous train-shed, adjacent to the station, was torn down two years ago to permit construction of the approaches to the Saint John Harbour Bridge and the appended expressway, which is expected to be completed in 1973.

While Canadian National Railway's new hotel in downtown Moncton rises rapidly from the ruins of recently-demolished buildings, in Halifax, the Company announced the impending construction of an AUTOPORT, designed to receive and stage new automobiles delivered to the Port of Halifax by ocean-going ships. It is concluded that this traffic will continue westbound on CN bi and tri-level automobile transport cars.



Canadian Pacific Railway's Inspection Car no. M-243, photographed at Hochelaga Yards, Montreal, Que., on September 10, 1949. A similar track inspection car, Number M-235 of Canadian Pacific, is presently displayed at the Canadian Railway Museum, St-Constant, Que.

Photo CRHA - E.A. Toohy Collection.

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