

Canadian Rail



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ST. LAMBERT SUMMER

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I like to think I'm still a young man. I keep telling myself I am. But here I am getting up to forty and now possessing a memory that dates back far enough to include events and circumstances that apparently have become matters of historical interest. Perhaps this says something about the accelerating pace of change. Perhaps it just says I'm not as young as I thought I was.

Take the City of St. Lambert, for instance. Montréal's most important suburb, it overlooks the "Great Metropolis" from the St. Lawrence River's south shore and boasts of an important past, particularly from a railway point-of-view. Canada's first rail road - the Champlain and St. Lawrence - terminated here after 1852. Railway trains of the broad-gauge Grand Trunk came to St. Lambert after December of 1859. And so on. But I want to examine my own memories, which recall St. Lambert as the junction of three Canadian National Railways subdivisions and a superb vantage point for observing the last years of the "Age of Steam".

From as early as memory endures, I lived right near the tracks at the point where the Rouses Point Subdivision approached the St. Hyacinthe Subdivision - the "main" line - on a wye-connection. Trains from the Rouses Point Subdivision also encountered CTC signalling, controlled from MB Tower for the first time at this junction. The second branch line that merged with the main at St. Lambert was the Sorel Subdivision, once owned by the Delaware & Hudson as the Québec, Montréal and Southern and before that by the Canadian Pacific, through the old Southeastern Railway.

I knew train operation at St. Lambert best in the late '40's when I was in high school. I managed to spend many hours in and around the station and MB Tower, not far away. I even did my homework there sometimes and one June, studied European history for the final examination sufficiently (sitting on a baggage cart) to improve my term average by 20%!

In the intervals - and there were a few - I kept records of motive power and train movements diligently and photographed many of both with a KODAK 116 folding camera and even managed to operate the CTC board when certain towermen were on duty. It was, indeed, a happy and memorable time.

APPROPRIATE INDEED FOR A DECEMBER COVER IS THIS PICTURE OF THE DEEP CUT through the snowdrifts on the Dominion Atlantic Railway at Hortonville, Nova Scotia on March 17, 1905. This photograph comes from Mr. George Warden's collection, displayed at his Museum at Kentville, N.S.

TYPICAL OF THE AGE OF STEAM AND FREQUENT PASSENGER TRAINS WAS CANADIAN National Railway's Train 16 - Montréal to Portland, Maine, via St-Hyacinthe, Richmond, Sherbrooke, Island Pond, Gorham, South Paris, Lewiston, Bethel and Yarmouth, Maine. On this occasion, the power was pacific No. 5292.

Photo courtesy L.C.Perry.

The photographs which have been selected, together with some text, will tell you something about a typical day's operation at this important junction, if those days were a little before your time. On the other hand, perhaps they will stimulate memories of a pleasant enough era in railroading.

Those dear, dead days can never be recaptured because railways have no meaning if they are not viable commercial enterprises, tuned to the needs of today's and tomorrow's business society. By way of contrast, railways were once gigantic "make-work" programmes, albeit they were good to look at and a treat to ride.

There were in those days perhaps five distinct periods in an average St. Lambert summer day, differentiated by the types of trains that predominated during these intervals. Let us classify them:

SUNRISE PARADE.

The Sunrise Parade began with the arrival of two early Montréal-bound commuter trains and ended with the inbound train from Island Pond, Vermont at 10.20 a.m. This interval was dominated by the advent of the heavy, long-distance, overnight, sleeping-car trains from Halifax, N.S., New York City and Washington, D.C.

These were the glamor trains - 12 to 18 cars - offering all sorts of accommodation: coach, roomette, section, drawing room and lounge space. The MONTREALER, northbound with through cars from Washington, New York City and Boston, was regularly a part of the diplomatic courier route between the capitals of the United States and Canada. Sometimes unique and interesting business and private cars were added to the consist, including the private accommodation for Winston S. Churchill and Dwight D. Eisenhower. The regular head-end power during this era was Canadian National Railways "northern" no. 6173 - one of a handful of "northerns" with boiler certification allowing them border-crossing privileges.

No. 6173 passed my house every morning at "ten to eight". Only severe weather conditions or gross operating difficulties such as derailments and main-line blockages ever made her late. Or was she always on time because of the "cushion" built in to the timetable rather than as a result of super-efficient railroading? No matter.

Another interesting arrival was that of the Rutland Railroad's MOUNT ROYAL, generally powered by a grimy, typically U.S., heavy "pacific". These big engines seemed always to be driven by the most diminutive of Yankee engineers. I used to wonder how they made out in the days of the "Armstrong" Johnson-bar - later and less imaginatively - the reversing lever. The larger of the Rutland's two classes of "pacifics", numbers 83 to 85, had a most distinctive muffled exhaust which (most of the time) produced an audible three beats for each revolution of the drivers, instead of the anticipated four, thus defying all of Stephenson's laws. The "chuffs" were on the quarter-turns, but one was generally missing, unless a rare quick start was being made. And even then, the missing fourth was just a "pant", where the other three were quite clearly "chuffs". Probably

this hesitant fourth was the result of sloppy valve-setting in the back-shop at Rutland. CNR engines seldom suffered from the missing fourth beat and CPR engines which I often heard at Westmount, never did!

Another distinguishing characteristic of these appealing engines of the Rutland was their whistles, which seemed to have a "Casey Jones" kind of valve. That is, the engineer could and often did play a kind of wistful "tune", to some extent. As he blew for the crossings at Victoria Avenue and Highway Number 1 just beyond, the whistle would moan and sob through the first two long blasts and then would come out with a hiccupy chirp for the short one, followed by a gentle and undulating moan for the terminal portion of the quatrain. It was quite irresistible and utterly inimitable.

Speaking of distinctive locomotive exhausts, CN no. 6173 invariably could be easily differentiated from other CN "northerns" by the way each exhaust "whistled" when she was working at slow speeds on a little steam. It was as though she had a chronic case of "sinusitis". She was also renowned for being the best smoke-ring blower in the district. Neat, clear rings would soar to altitudes of 100 feet or more whenever she was working hard.

The Maritime trains, usually 12 to 18 cars long, were always powered by "northerns" in the 6100, 6160, 6170 or 6200-series, operating in a power pool. Most of the time they made the Montréal to Halifax run of 842 miles over the old Intercolonial without change. Inbound to Montréal, they normally stopped at St. Lambert to detrain passengers and the thunder of their exhausts as they started up the heavy trains on to Victoria Bridge could be heard for blocks.

Interspersed in the "Sunrise Parade" were a clutch of passenger locals, with equipment ranging from doodlebugs to a six-car train hauled by a 6000-series CN "mountain"-type. The most peculiar of the assortment was the Waterloo local - just a combine and two coaches going ahead with the lightest of light "pacifics" of which CN no. 5535 was an example. This little train made two round trips a day from Montréal to the Eastern Townships village of Waterloo - 69 whole rail-miles - by a circuitous and ancient (1861) route via St. Johns, Farnham, Granby to Waterloo, with one part of the trip over Canadian Pacific rails, reached by means of a lengthy a peculiar reverse movement.



ON ANOTHER MILD JANUARY (1950) DAY, CENTRAL VERMONT'S GAS-ELECTRIC CAR No. 148 put-puts and clatters out of St. Lambert, bound for Montréal.

Photo courtesy A.W. Leggett.

How rare the RUTLAND! Pacific No. 84 rolls the Rutland's "Mount Royal" past Edison Avenue towards MB Tower at St. Lambert. East leg of the Edison Avenue wye is in the foreground. Three photos courtesy L.C. Perry.

Ten Wheeler No. 1313, with inside Stephenson valve-gear frequently visited St. Lambert. On this day, she was on the Beloeil way-freight. Usually, she was on the Sorel way-freight.

ANOTHER FABULOUS MONSTER WHICH FREQUENTED ST. LAMBERT STATION WAS CN'S oil-electric, self-propelled gargler No. 15837 - "The Nicolet Nightmare" - coming off the subdivision onto the main line at MB Tower, St. Lambert.









There were two doodlebugs - conventionally known as rail-cars CNR no. 15837 from Nicolet - at the confluence of the Nicolet and St. Lawrence Rivers - had a six-cylinder gas engine fitted with a battery of straight-pipe exhaust stacks, one from each cylinder. When she got under way, the racket was utterly deafening. At night, little blue flames shot from each exhaust stack in rhythmical sequence. Central Vermont Railway's no. 148 was a tinier, gentler, more friendly doodlebug, with wide yellow stripes plastered diagonally across her front end. She provided local service to and from St. Albans, Vermont via St. Johns, St. Armand, Highgate Springs and Swanton (Fonda Junction). Whenever No. 148 was out of service - which was NOT infrequent - the smallest CV steamer available was substituted. She was No. 219, an incredibly petite 4-6-0, whose sister, No. 220, is now preserved at the Shelburn Museum, Shelburn, Vermont.

The "Massena Milk Train" was just barely international, originating only 20 miles inside the United States, where it turned and spent the night. It was really two trains in one, because it picked up two cars from Hemmingford at St. Isidore Junction, 73 miles from its point of origin and 23 miles from its terminal. Trains 79 & 80 were all that was left of a twice-daily service for mail, milk, newspapers, express and - when offered - passengers. When I knew the "Massena Milk Train", the power was CN "pacific" No. 5559 and the conductor was called "Horseface", because that's what he looked like. And he was as gruff as they come, too!

The Canadian National's line to Richmond, Sherbrooke, Island Pond, Vermont and Portland, Maine - original constituent in the Grand Trunk Railway Company of Canada's system - was served by a number of daily passenger trains of which the morning portion was two out and one in. "Pacificals" in the 5050, 5550 and 5280-series were the usual power, but Trains 11 & 12 from and to Island Pond rated heavier power, engines 6017 or 6020 - 1925-model, beetle-browed "mountains" - being rostered.

Two other morning trains that merit mention, particularly because of their motive power, were the Rutland's daytime accommodation train, the GREEN MOUNTAIN FLYER and the Central Vermont's AMBASSADOR. The first was a short coach train, powered by a 70-series "tenwheeler" most days and the latter was a conglomeration of New Haven, Boston & Maine, Central Vermont and Canadian National cars, hauled by one of the CV's long, low, lanky 600-series "mountains". One of these engines was christened "City of St. Albans" on the occasion of the centenary of railroad service to that Vermont city. The 600's paradoxically boasted an air-horn in addition to the usual steam whistle, a compromise meaningful only to a Vermont master-mechanic.

MERCHANDISE MELANGE.

After the "Sunrise Parade", the late summer morning at St. Lambert station was primarily devoted to observing freight trains. The way-freights usually got under way during the latter part of the passenger parade, while the balance of the a.m. was replete with the main-line freights for Portland, Maine; Rouses Point, New York; St. Albans, Vermont; Massena, New York and Sorel and Joffre (Levis), Qué.

The way-freights rated "moguls", "tenwheelers" or "consolidations". The through freights used "mikados", with some notable exceptions. The Joffre manifest freights were powered from a pool of "northern"-type 6200's and the daily St. Albans paper train was hauled by the biggest power to visit St. Lambert - the Central Vermont 700-series 2-10-4's. They were 25% more powerful than the "northerns". When they slowly accelerated their trains of 80 to 100 loaded cars around the S-curves leading south out of St. Lambert station, past MB Tower, the ground shook, the neighbourhood windows rattled and every dog within hearing started to bark. Fortunately, our house was on the windward side of the tracks for the prevailing westerly winds, but on quiet or rainy days, the soot fall-out was something incredible and scandalous.

The normal operating procedure for outbound freights for the Rouses Point Subdivision was to leave Turcot Yard, Montréal with about half-a-train. Additional tonnage was picked up at Southwark Yard, about two miles east of St. Lambert station on the main line to St. Hyacinthe. This meant that the Rouses Point freight took the west leg of the wye to Edison Avenue, then reversed over the east portion to the westbound side of Southwark, where the additional tonnage was assembled.

This procedure usually took about an hour and the freight then departed southbound for St. Johns and Rouses Point. The cross-over at Edison Avenue was on a curve and, from time to time, caused considerable misery to any locomotive that had a wheel or suspension problem. Serious derailments occurred at this spot in 1944, 1949, 1950 and 1951. Two of them involved the same locomotive, CN "mikado" no. 3510.

The first was the worst. Extra 3722 north left the rails at the wye, the engine turning completely around to face the opposite way and thereafter lying down in the ditch. Four cars of Florida's best citrus fruit were considerably demolished and thereafter local residents enjoyed grapefruit, tangerines and giant oranges for weeks. On such occasions - or rather, after them - the "old CV wye" was pressed into service, being used at extremely reduced speeds since, over the years, it had deteriorated and was relegated to the rank of an industrial spur.

Later, a new pick-up procedure for tonnage was introduced, particularly for the CV's paper train. Coming across Victoria Bridge, the engine would leave the train parked on the bridge, while she

4-8-4 ENGINE NUMBER 6173 - IN 1971, RESIDENT IN TORONTO AT THE "EX" - was once the regularly assigned engine on CV-CN "Washingtonian" and "Montrealer" from White River Junction, Vermont to Montréal. She was typical of the big power on express passenger trains through St. Lambert in that era. Photo courtesy L.C.Perry.

MOGUL NUMBER 849 - ORPHAN ENGINE OF CANADIAN NATIONAL - IS RELEGATED TO midwinter snowplow duty. 849's usual assignment was the Ormstown Way-freight, an equally tedious responsibility. Photo courtesy L.C.Perry.





849

САНДИАН
ПАНОВА

made a fast run to Southwark Yard to secure the additional tonnage. The engine and the fill-out cars then backed through St. Lambert station, coupled up with the train on the bridge, pumped up the train-line and came clattering back through the station to take the curve for Edison Avenue, Ranelagh, Brosseau, Lacadie, St. Johns and Cantic.

During this fancy back-up movement, a brakeman with a lighted fusee rode the catwalk of the leading freight car for the three or so miles, while a second brakeman stood on the end of the freight car next to the engine, to pass the signals to the engineer in the cab.

POST-MERIDIAN PROSTRATION.

While the station platforms sizzled in the afternoon sun and the only sounds were those of the cicadas and the intermittent chatter of the telegraph sounder, St. Lambert station and MB Tower droused. It was the tail-end of the first trick - the time for catching up on the paper work, signal maintenance, express sorting and team-track switching.

The yard engines roaming around St. Lambert and shuffling transfers from Southwark to Turcot Yard were the 8200 and 8300-series 0-8-0's. The two or three assigned to Southwark stayed there through more than one shift and then scuttled off to Turcot Roundhouse for firegrate cleaning and additional coal and water, usually making the trip backwards at speeds of 30 miles per hour, weaving and corkscrewing along the main line and across the Victoria Bridge much to the consternation and dismay of the maintenance-of-way foreman.

The through freights to and from Joffre (Levis) were called "I.C.R.'s", since they ran over the portion of CN's eastbound mainline, from Ste. Rosalie Junction (St. Hyacinthe) to Joffre, which once belonged to the Intercolonial Railway Company of Canada.

Although the approaches to Victoria Bridge were governed by CTC, all extras picked up orders and clearances at St. Lambert, out-bound, east and south. The ICR trains thundered off Victoria Bridge's mildly downhill gradient, with the brakeman poised on the engine's deck, ready to pick up the hoop. The engineer would hold the train's speed as near the "permitted" as possible, so that a perfect catch was essential.

When the brakie missed - which happened once when I was on the other end of the hoop - hundreds of brakeshoes erupted into shrieking squeals as fifty cars (and the van) slowed down and ground to a halt. The incandescent brakie then had to trot back along the right-of-way to meet me with the essential orders and clearance. He was not exactly impressed with my performance - or rather lack of it - and said so in the manner for which railway men are famous. Of course, he had already been chewed out by the engineer as an "accessory after the fact", which did nothing to improve his humor or his language!

Westbound I.C.R.'s set off almost all of their tonnage at Southwark Yard and usually rambled across Victoria Bridge and drifted into Turcot with only the van. Many of the loads were thereafter

assembled at Southwark and worked straight through Point St. Charles and Turcot and onward to Toronto and Beyond in trains originating at Southwark Yard. This alleviated the congestion in Turcot Yard. The power, usually 6200's with a sprinkling of Grand Trunk Western 6300's, was despatched from Turcot Yard and turned on the wye at St. Lambert, prior to backing down onto their trains. They regularly moved out with 60 to 80 cars, sometimes requiring a shove up the 1% grade of Victoria Bridge by the Southwark Yard switcher, loose-coupled to the caboose.

The residual calm of the lazy late afternoon was partially dispelled by a local passenger to Sherbrooke, the outbound "Massena Milk Train" and the gradual but sporadic return of the day's way-freights.

As industry located in the communities along the south shore of the St. Lawrence at locations such as Varennes and Vercheres, the consist of the Sorel way-freight gradually enlarged. The branch itself came up to a junction with the main line on a considerable gradient and the CN's 1300-series "tenwheelers" sometimes had quite a tussle with the tonnage. It was usually a remarkable display of antique power being pushed to its limit. One day, as I watched, no. 1313 made four runs at the "hill" before she succeeded in making the main line. The grade up the eastern side of Victoria Bridge was neatly avoided, since the usual procedure was to back the train down to Southwark Yard and set off cars.

The observer was often quite delighted on such a quiet afternoon by the sudden appearance of a just-outshopped locomotive from Point St. Charles on a test run. The engine would come across the bridge backwards and would continue some distance east on the main line to the crossover at Southwark East. Then, back she would come - full-tilt - smoke belching, whistle screeching! Surely a sight to stimulate the adrenal glands! This practice afforded the observer a view of a locomotive that otherwise might visit St. Lambert only rarely - 5700's, 6060's, 6400's - all the real Glamorous Gals of the Canadian National!

FIVE O'CLOCK FRENZY.

There was one "pure" commuter train outbound from Montréal each working day. This was Train 38 to Ste. Rosalie Junction, at the end of the St. Hyacinthe Subdivision. Train 38 consisted of about 10 old wooden coaches, with green plus seats and varnished interiors pulled by a 5280-series "pacific". Some of the cars were lighted by Pintsch gas lamps as late as the '50's.

Every other outbound train in the 5.30-7.00 p.m. interval also handled commuters - the Nicolet doodlebug, the Island Pond local and the round-about Waterloo. The second of the morning commuter trains did not return from Montréal until almost midnight.

During this period, several of the inbound main-line freight trains cleared the circuit, the ones from the south taking the wye for Southwark Yard to set off tonnage.

THE NIGHT EXPRESSES.

One of the most thrilling sights for a train-watcher of those days was the spectacle of the OCEAN LIMITED, as observed from the St. Lambert wye. You could see her coming down the eastern slope of Victoria Bridge, her white cyclops-eye growing larger and larger as she came on. She was usually hauled by engine no. 6160, whose headlight pierced the evening shadows, as her exhaust ever and again rose through the girders of the bridge or in a column to the dark sky or swirled about her shining boiler barrel. Clouds of steam and tendrils of smoke rose red and green, coloured by the glittering eyes of the CTC signals. Flinging her dark breath to the sky, she accelerated her train from the station, followed by a seemingly never-ending procession of cosily-lit sleeping cars and anon, her shrill whistle echoed through the outskirts of the city as she blew for the road crossing at Coteau Rouge. And on the occasional evening, when the wind was from the east, her imperial progress across the level plain to St. Bruno and St. Basil was clearly audible, long after the station at St. Lambert had recovered its nocturnal quiet.

Of all the nights of the week, Friday night was best because there were several extra passenger trains anticipated. A typical summer evening saw the departure of the Friday-only train to Matane - ten cars or so, powered by a 6200 - leaving for a summer resort on the Gulf of St. Lawrence - or almost. Then came the OCEAN LIMITED, highballing through St. Lambert station, frequently followed by a second section. Next came THE SCOTIAN, generally in two sections, on her nightly pursuit of her fleeing sister - the OCEAN LIMITED - over that great I.C.R. racecourse to Levis, Rivière du Loup, Campbellton and Moncton.



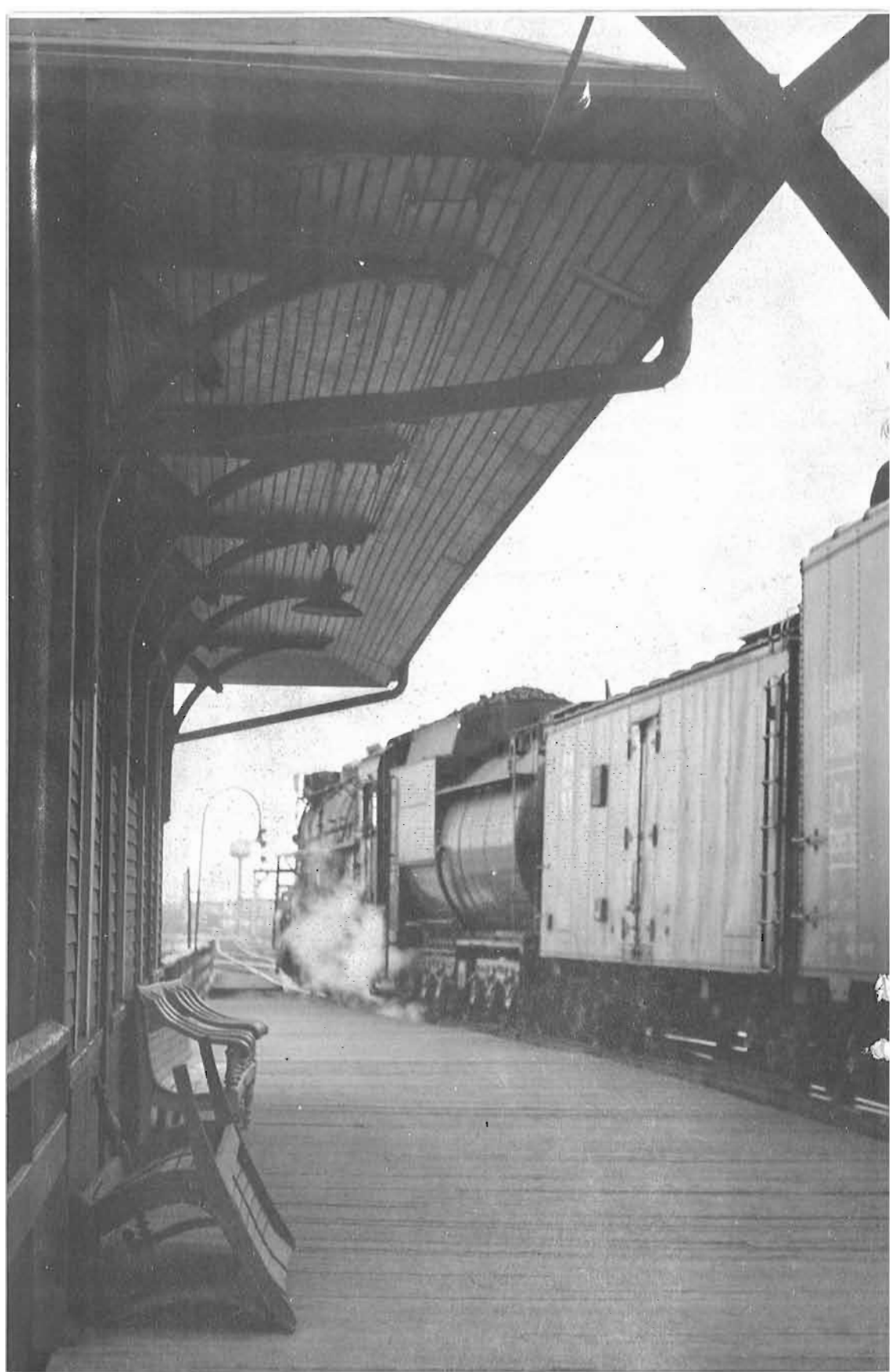
2 AMID THE LAST OF THE WINTER'S SNOW, THE ROUSES POINT FREIGHT COMES OFF THE subdivision of the same name onto the main line at MB Tower, St. Lambert, Québec. The motive power on this sunny afternoon is CN mikado Number 3735. Photo courtesy L.C. Perry.

AFTER PICKING UP FILL-OUT TONNAGE AT SOUTHWARK YARD, CENTRAL VERMONT 2-10-4 No. 707 backs its train through the cross-over switches at St. Lambert Station, to couple up to the rest of her train, which trails back half-way to the middle of Victoria Bridge. All this in the days before the seaway and dieselization! Photo courtesy L.C. Perry.

CANADIAN NATIONAL RAILWAY'S TRAIN 17 - PORTLAND, MAINE TO MONTREAL, HEADED by Pacific Number 5300 - pauses at St. Lambert Station to entrain and de-train passengers. In the interval, the engineer inspects a main rod bearing that he suspects is running a little warm. Photo courtesy L.C. Perry.

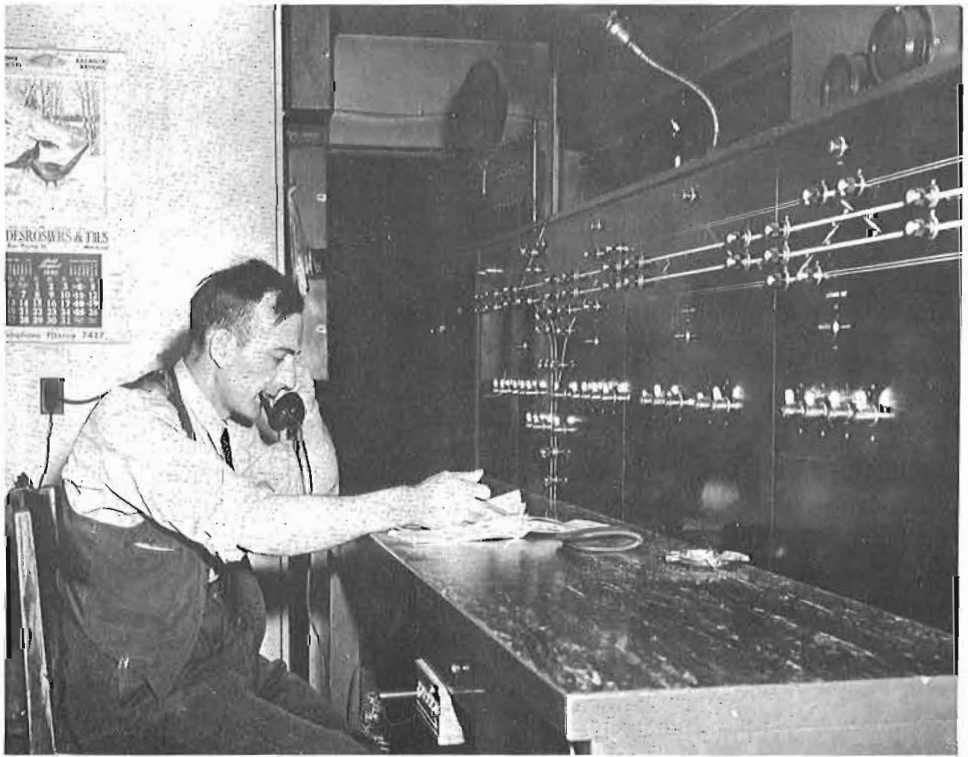
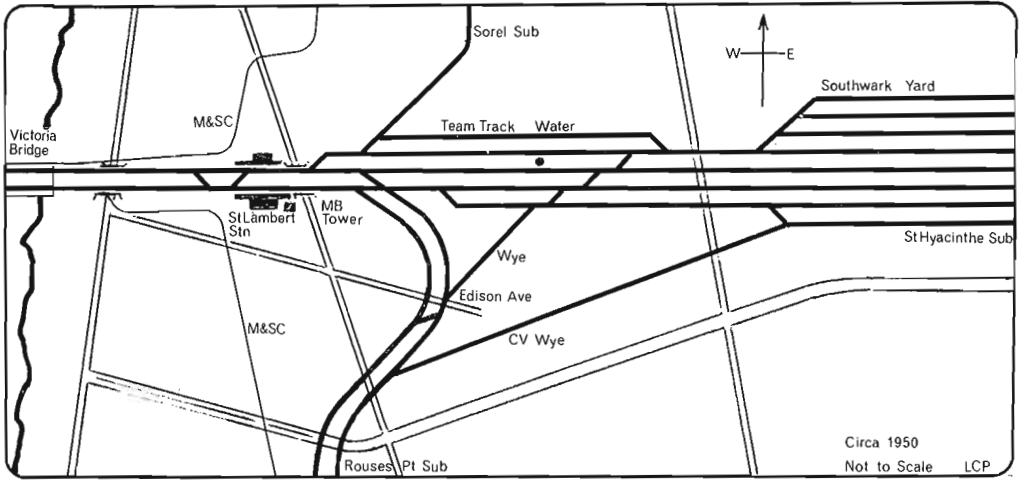
IN THE GOOD OLD SUMMERTIME - CANADIAN NATIONAL'S MID-MORNING "WATERLOO Roundabout" - with a few more cars than usual - coasts into St. Lambert Station on its leisurly way to Waterloo, Québec, via St. Johns and Granby. Photo courtesy L.C. Perry.











↑ INSIDE CANADIAN NATIONAL'S MB TOWER, LOCATED JUST EAST OF ST. LAMBERT STATION, QUÉBEC, WITH TOWERMAN RENÉ LEBLANC AT THE CTC BOARD. THIS BOARD CONTROLLED THE JUNCTION OF THE ST. HYACINTHE AND ROUSES POINT SUBDIVISIONS AND THE MAIN LINE CROSS-OVER SWITCHES, AMONG OTHER THINGS.
Photo courtesy A.W. Leggett.

Next came the more distinguished WASHINGTONIAN in two sections, carrying the technocrats and bureaucrats south to their several conferences and lectures - route of the "Ivy League", all the way! The first section was generally powered by a Central Vermont 600, while the second almost invariably was led by CN 6173.

Parenthetically, opposing movements usually included the inbound Portland, Me. passenger train, the Central Vermont's paper-train northbound, the CV's day passenger train 307 and sundry local movements.

One night when a friendly tower operator was on duty, a question was raised as to what would happen if the double crossovers at the east entrance to Victoria Bridge - just west of St. Lambert station - were both reversed, so as to run an eastbound train across to the westbound main line and then back again to the eastbound main. Being a venturesome type, the operator asserted that the best way to find out would be to try it. That was at 8 p.m., with the OCEAN LIMITED due to pass at 8.15 p.m.

That night, the OCEAN LIMITED didn't leave St. Lambert until 8.35 p.m. The unexpected really did happen. One of the crossovers refused absolutely to return to the "normal" position, nor could any kind of a clear or caution signal be obtained for the proposed alternate route. Presumably the system downstairs in the tower just was not designed to make this kind of movement possible and, under the stress and strain, in utter frustration, it quit working.

Needless to say, our beautiful experiment was a failure and was never repeated. The towerman never did tell the signal-maintainer the full story. The maintainer said he found a piece of steel accidentally stuck in the switch, but we concluded he was just groping for an excuse or explanation that kept him in the clear. It probably saved our collective necks.

Finally and as though to write a penultimate couplet to the evening's activity, came the Rutland's overnight train to Boston and New York. Sometimes she rather staggered in, as though experiencing grave misgivings about the route she was to follow to the south. And was it any wonder? Had you asked some of the passengers in the sleepers the precise route to their destination, it is quite likely that they could not have told you. Boston via Rutland and Bellows Falls? New York via Bennington and Troy? It defied all reason!



N CANADIAN NATIONAL RAILWAY'S TRANSFER FREIGHT FROM SOUTHWARK YARD TO TURCOT Yard, with 0-8-0 No. 8298 on the business end. Sorel Sub can be seen branching off directly behind the engine's tender, while the Rouses Point Subdivision cross-over switches appear just above the bridge railings. The switcher kicks up a fuss as she rushes the tonnage up the grade onto Victoria Bridge. Photo courtesy L.C. Perry.

"THE DAY THE DOODLEBUG BROKE DOWN" - CENTRAL VERMONT ENGINE NO. 209 ON Train 43 from St. Albans, Vermont pauses at St. Lambert Station on a cold spring morning with perhaps 10 passengers and a little express, bound for Montréal. Photo courtesy A.W. Leggett.

TRAIN 11 OF CANADIAN NATIONAL RAILWAYS, HAULED BY MOUNTAIN-TYPE ENGINE NO. 6020, rumbles into St. Lambert en route from Island Pond, Vermont and Sherbrooke to Montréal, while CN engine No. 3410 (2-8-2) waits for the green on the eastbound main line. Photo courtesy L.C. Perry.







ENVOI.

Just as the day's activity at St. Lambert station began to taper off with the departure of the Rutland, so my interest in train watching waned as the steam engines began to disappear and the passenger-train consists became shorter and more standardized. Unknowingly I was getting older all the time, too. The next generation of train-watchers was to be composed of a new breed of enthusiast with the same passion for diesels and TURBOS as I had for the steam and varnish.

I don't ask the new generation to weep with me for an era now departed, but rather solicit an understanding of that time, because, in a very special way, it helps to give meaning to the present.



↓ CENTRAL VERMONT'S GAS-ELECTRIC CAR NUMBER 148 - A TWIN-STACK JOB, COMPLETE with Railway Post Office and roller bearings, misfires noisily at St. Lambert Station. Photo courtesy L.C. Perry.



WAYBILLS

Editorial Staff

CANADIAN RAIL

CP RAIL has redesigned some of its 57-foot flatcars to accommodate two 20-foot containers, one at each end of the car, with a fork-lift truck freeway between them. These cars will be assigned to Quebec Central Railway operation for on-line asbestos producers at Coleraine, Black Lake, Thetford Mines, East Broughton & Robertsonville, Qué. The theory is that fork-lift trucks can load palletized bags of asbestos by driving right into the containers, which have a capacity of about 20 tons of bagged asbestos, each. Canadian asbestos producers adopted containerization several years ago and this innovation has upped CP RAIL-QCR containerized loads by 53% during the first half of 1971. (The 470.)

Contrary to announcements made by CP SHIPS in 1970, the Division announced in November, 1971 that the S.S. EMPRESS OF CANADA would be sold. Reason given was that the desirable profit factor could not be achieved in 1971 operation. Purchaser is rumored to be Home Lines who are anxious to use the ship in cruise service. Home Lines seem to be able to turn a satisfactory profit, where other companies cannot. (Sandy Worthen)

Late in 1971, CP RAIL was seriously considering the introduction of a daily 11-hour passenger service by RDC DAYLINER between Montreal and Saint John, N.B., to supplement the existing overnight ATLANTIC EXPRESS. Subsequently, the proposal was abandoned when the Maine Central Railroad - owner of the line between Mattawamkeag and Vanceboro, Maine - advised CP RAIL that the existing automatic block signals would not invariably be activated by RDC units. Moreover, Interstate Commerce Commission regulations required that a fireman or engineman's helper be carried on the DAYLINERS and that a seat - permanent, not a moveable stool - be installed in the vestibule.

It is surprising to note that CP RAIL are presently obligated to continue the ATLANTIC LIMITED or a comparable passenger service through northern Maine for approximately 5 more years, since the Company did not enter the AMTRAK agreement. Had the stops advertised to be made by the ATLANTIC LIMITED in northern Maine been eliminated before AMTRAK, CP RAIL would not now be obliged to run the train for this period. Of course, the ATLANTIC LIMITED is a "passenger train service" according to the definition of the Canadian Transport Commission and any move to terminate it would be examined closely. However, by voluntarily providing passenger train service to these isolated northern Maine communities, CP RAIL has assumed a continuing obligation, despite the all too obvious steady decline in passenger train revenues.

(Dwight Smith.)

Another episode in the fascinating saga of the unique ALCO PA-1's, once the pride of the Atchison, Topeka and Santa Fe Railroad's fleet, has been concluded.

Units lately numbered 16 & 18 on the Delaware & Hudson - once Numbers 59 & 62 on the Santa Fe - were leased in October, 1971 (with a six-month option to purchase) to Steam Tours, Incorporated, who are also the owners of ex-Reading Railroad 4-8-4 steam locomotive Number 2102.

Steam Tours, Inc. has been running the ex-Reading engine in a summertime tourist operation on the Greenbrier Railroad, which advertises passenger train service (non-AMTRAK) from Huntington to Hinton, West Virginia, U.S.A., over ex-Chesapeake & Ohio trackage.

The PA-1's made their first run on this line on October, 17, 1971 when an excursion behind the 2102 was in trouble, as the engine got low on coal. The PA-1's hauled the train the last few miles into Roncevert, while the fans in the first car were almost asphyxiated in the process. There is adequate photographic proof that the PA-1's smoke badly at low speeds. First official trip for the PA-1's was on October 23, on an excursion from Huntington to Hinton, W. Va.

At last reports, the D&H had returned units 17 & 19 - ex-Santa Fe numbers 60 & 66 - to General Electric Company of Erie, Pa., on October 21, as trade-ins on an upcoming order for 8 U-36-C's.

Meanwhile, Steam Tours, Inc. have found a PB-1 at a junk-dealer's in Chicago and plan to purchase and restore this B unit to work with the ex-D&H A units. This will provide the Greenbrier Railroad with a genuine PA/PB/PA lashup for summer '72 operation - a happening which will attract diesel fans from far and near and thus ring up a few more dollars on the cash register. (Jim Shaughnessy.)

Québec Cartier Railway expects to diversify its traffic in 1972, when Rayonier Québec Limited's pulp mill at Port Cartier, Qué., comes on stream. The mill is part of a \$ 50 million development to take place over 16 years and the railway is expected to carry some 600,000 cords of wood annually. Mill production will be shipped from Port Cartier to Europe, for the production of rayon fibres. (Steve Walbridge)

After 90 years of operation - 98 to be precise - the Lake Champlain and Moriah Railroad is no more. This little-known line was completed in 1873 and ran from Port Henry, New York - on the western shore of Lake Champlain - northwestward up six miles of hairraising grades to the Town of Mineville - the location of the iron mine which justified the railway. Late in 1971, Republic Steel Company of Cleveland, Ohio - successors to the original company - announced that the mines at Mineville would close, thus removing the "raison d'être" of the railway. For further details on this unique operation, see Jim Shaughnessy's book DELAWARE AND HUDSON. (Doug. Spencer.)



About September 15, 1971, three of Canadian National Railways' subsidiaries in the United States were consolidated into a new company: Grand Trunk Corporation. Properties included in the new corporation were the Grand Trunk Western Railroad - 946 miles - with headquarters in Detroit, Michigan; the Central Vermont Railway - 366 miles - based at St. Albans, Vermont and the Duluth, Winnipeg and Pacific Railway - 168 miles - of Virginia, Minnesota.

Dr. R.A. Bandeen, Vice-President, Great Lakes Region, Canadian National Railways, was appointed President of the new holding company. Dr. Bandeen explained that although GT Corporation will maintain a separate and distinct identity, a two-way flow of information and expertise between CN and GT Corporation would continue.

Conspicuously absent from this new US grouping was CN's Grand Trunk Railway from Island Pond, Vermont to Portland, Maine. This US operation is still the Berlin Subdivision, Champlain area, St. Lawrence Region, Canadian National Railways!

(Don Law)

CP RAIL's fleet of class DRS-10a Baldwin diesel-electric units on Vancouver Island, British Columbia - Nos. 8000-8012 (except nos. 8001, 8004 & 8005) - are still going strong on the Esquimalt and Nanaimo Division. Late in 1971, Nos. 8001 & 8004 were switching at Coquitlam, B.C. on the Cascade Subdivision - (where they were spotted by Ken Goslett) and No. 8005 was undergoing repairs to a broken crankshaft at Ogden Shops, Calgary.

The Baldwins were joined by two CP RAIL GP-9's in the summer of 1970 and a third Geep was added in 1971. The Geeps are used mainly on freights on the Port Alberni Subdivision from Parksville to Port Alberni. It appears likely that while the GP-9's may be changed off and on from the Vancouver power pool, at least three will be maintained on Vancouver Island to assist the Baldwins. (John Hoffmeister)

Towards the end of summer '71, Canadian National Railways announced that work had begun on a 10-mile industrial spur from the Sorel Subdivision to a new industrial park at Becancour, Qué., opposite Trois-Rivières, Qué., on the south shore of the St. Lawrence River.

The projected new line, which will serve the 7,000-acre development, is the result of an agreement between CN and the Central Québec Industrial Park Corporation. It will include the construction of a bridge and viaducts over the Becancour River and the laying of four miles of yard and switching trackage.

Contracts for bridge and viaduct construction will be awarded by CN late in 1971, but the contract for leveling and draining the land has already been awarded to St. Maurice Ready-Mix Company and M. Justin Desy, a Shawinigan, Qué. contractor.

Project completion is scheduled for the early part of 1973.

(CN KEEPING TRACK)

Inconclusive reports on the activity of the Victoria Pacific Railway continue to be received. No activity on this new enterprise has been observed during summer '71. Apparently all of the motive power and rolling stock is stored at Mile 5.5 of Canadian National Railways Cowichan Subdivision, just outside Victoria, B.C. Along with two ex-British Columbia Hydro cabooses are ex-Hillcrest Lumber Company's Climax No. 10, ex-Comox Logging & Railway's 2-8-2 No. 16, a flatcar, a crane, a boxcar and a parlor car (?). (Doug Cummings)

Among new motive power orders received by Canadian diesel-locomotive builders is one for 110 units from the Yugoslavian Railways to General Motors Diesel of London, Ontario, worth \$ 33 million and one to the same builder from CP RAIL for fourty SD-40's at a cost of \$ 17 million. Delivery of the CP RAIL units will be scheduled for 1972. They will be classed DRF-30h, will be numbered 5589 to 5628 and will be used in freight service between Montreal, Toronto and Calgary. (Roger Boisvert)

Four Bangor & Aroostook Railroad GP-9's - Nos. 76, 77, 79 & 80 - and one GP-7 - No. 75 - were, as of November 15 last, leased to Morrison-Knudsen for construction work on the extension of the British Columbia Railway in northern British Columbia. Elsewhere it is noted that nine GP-7's and one GP-9 are on lease to CP RAIL. (Dwight Smith)

CP RAIL must have the largest number of leased units ever - as of November 10, 1971. A total of 62 units - increased to 64 (see below) - have been borrowed from Canadian and United States lines, scattered half - way across the continent. Assigned to St-Luc, Montreal are 24 GP-7's and GP-9's from Canadian Bellequip, Limited - the leasing organization of the Québec, North Shore & Labrador Railway; 10 Boston & Maine Railroad units (8 RS-3's, 1 F7-A & 1 F7-B) and 2 PECO (the Company just changed its name to Precision National Corporation) RS-27's. Assigned to Winnipeg are four F7-A's and four F7-B's from the Bessemer & Lake Erie Railroad, 8 SD-7's and 9's from the Duluth, Messabi & Iron Range and ten assorted GP's (9 x 7's and 1 x 9) from the Bangor and Aroostook. Last but not least, two U-23-C's, Nos. 2302 and 2303 returned from the British Columbia Railway on November 10, these being the property of the Lake Superior and Ishpeming Railroad of northern Wisconsin. These latter units will be assigned to service between Montreal and Toronto/Windsor and Calgary, but will be maintained at Winnipeg. (Roger Boisvert)

Late last September, M. Gérard Gascon, Director of the Montreal Urban Community Transportation Commission announced that tenders would be called in January, 1972, for extensions to Montreal's METRO. Montrealers had already anticipated such an announcement, in view of the mounting

enthusiasm of Mayor Jean Drapeau for the Summer Olympic Games planned for 1976. Official sod-turning ceremonies - with a concurrent mildly successful publicity blast - took place in October, on the fifth anniversary of the opening of the "pneu" system.

Project ONE - first on the list - is the extension of Line 1 south-west from its present terminus at Atwater and Ste-Catherine Streets to Verdun, Côte St-Paul and Cité La Salle. However, the Line 1 extension east and north from the present Frontenac Terminus to Montée St-Leonard and Beaugrand - site of the 1972 Olympics - will naturally get done first. Construction of these extensions is planned for completion in 1974. Eventually, Line 1 will turn north through St-Leonard to Rivière des Prairies - but this extension is quite a few years away.

PROJECT TWO involves Line 2, which presently terminates on the south somewhere under Mountain Street near CP RAIL's historic Windsor Station. It will be extended west to a crossing and interchange with Line 1 near Atwater And St-Jacques Streets in the St-Henri district and thereafter will turn north under Northcliffe Avenue, roughly parallelling the Decaire Expressway to stations at Victoria Avenue and Queen Mary Road, Côte Ste-Catherine Road and Van Horne Avenue, terminating at Paré Street. In a much later phase, this line will continue northward through the City of St-Laurent to Cartierville. (Alphonse Saumier)

Details were announced recently on delivery dates and road numbers for CP RAIL units ordered from General Motors Diesel, London, Ontario:

24 SD-40-2's (with HIAD trucks) for coal unit-train use:

January, 1972	6 units	Nos. 5565 to 5570, inclusive;
February	10	Nos. 5571 to 5580, inclusive;
March	8	Nos. 5581 to 5588, inclusive.

40 SD-40-2's for service between Montreal, Toronto & Calgary:

May	10	Nos. 5589 to 5598, inclusive;
June	14	Nos. 5599 to 5612, inclusive;
July	10	Nos. 5613 to 5622, inclusive;
August	6	Nos. 5623 to 5628, inclusive.

Meanwhile, CP RAIL completed an extensive renumbering of its 1900-series diesel-electric units:

Old number	Old class	New number	New class
1900	DPB-17a	4473	DFB-17a
1901		4474	
1903		4475	
1904		4476	
1905		4477	
1907		4478	
1908	DPB-15a	4434	DFB-15c

Later in the year, a further 12 units were renumbered, these being the 4500-series for coal unit-train service. Units 4513-4516 will be renumbered 4558-4561, while 4574-4581 are being renumbered 4562-4569!

The shop painters and the statisticians will never keep up!

(Roger Boisvert)

Mr. Samuel Pinsley's famous Hoosac Tunnel and Wilmington Railroad - more popularly known as the "Hoot, Toot and Whistle" - embargoed all freight shipments on August 24, 1971 and a few days later, quietly abandoned its 11-mile operation between Hoosac Tunnel (Zoar), Mass. (connection with the Boston & Maine) and Readsboro, Vermont. For most railroad enthusiasts, this was a very special railroad, and their world is thus a great deal the less.

(Jim Shaughnessy)

For some reason, not readily apparent to the railway enthusiast, CP RAIL last autumn assigned four CP AIR trained hostesses to the DAYLINER trains between Calgary and Edmonton, Alta. At the same time, DAYLINER service was doubled Monday through Friday. CP AIRAIL hostesses assist passengers en route and serve meals and snacks on airline-type trays at passengers' seats. DAYLINERS were extensively refurbished prior to introduction in service and were repainted and refitted with reclining seats and adjustable footrests. But to the uninformed observer, this upgraded service would preferably have been introduced between Toronto & Windsor or Montreal & Quebec. (Staff)

On September 8, 1971, CP RAIL unit No. 1417 had the misfortune to fall (glide, travel, run) into the turntable pit at Vancouver's Drake Street Roundhouse and caught fire. It was very heavily damaged. Switcher No. 7075 suffered damage to its cab and is reported as being repaired by Pacific Region.

(Roger Boisvert)

For the first time in 14 years, the Central Vermont Railway showed a net railway operating profit. In addition, the railway has reduced its deficit almost by half during the year 1970 and has recorded its lowest overall deficit since 1953.

(A. Spaulding)

4400-series Grand Trunk Western Railroad units have been moved east to power Trains 393 and 394 - Montreal to Portland, Maine through freights. In October, 1971, Units 4427, 4429, 4431, 4437 and 4440 were seen in Portland. (470 NEWS)

Working flat out, Canadian National Railways' ferry service personnel on the Cape Tormentine, N.B. - Borden, P.E.I. runs had hauled 190,987 vehicles and 537,706 passengers across the 9-mile Northumberland Straits between June 25 and August 15, 1971.

This was a 12.5% increase in vehicles and a 14.4% increase in passengers over 1970. By year's end, CN expects to top the ONE MILLION record, established a year ago. Helping in the rush were CN's new M.V. HOLIDAY ISLAND and M.V. VACATIONLAND, double-decked, double-ended vessels, built especially for this service. At peak periods, CN ferry crews were able to maintain a 2-hour, round-trip schedule, which was in force during the summer. C.J. Farrell, CN's Manager of Ferry Services, says that the best measure of efficiency of the service was that very few complaints were received during the period.

(CN KEEPING TRACK)

In midsummer '71, Mr. S.E. Spencer, Manager, Toronto Area, Canadian National Railways, joined Mr. W.D. Piggott, Assistant Vice-President, Great Lakes Region, CN, and Mr. R. A. Illingworth, Mayor of Aurora, Ontario, at a ceremony at the said city to commemorate the operation of the first steam train in Canada West - today the Province of Ontario. On May 16, 1853, the Ontario, Simcoe and Huron Union Railroad Company operated its first steam train from Toronto, Canada West, to Machell's Corners - today the City of Aurora.

(Walter Bedbrook)

After thirty-seven years of publication, CP RAILS "SPANNER" is - alas - no more. The last issue of this excellent house-organ was that of April-May-June-July, 1971 - Volume 11, Number 2. The first issue of "CP RAIL NEWS" - September 8, 1971, Volume 1, Number 1, which is designed as a communications replacement, appeared last September. Mr. O.S.A. Lavallée, author and writer, Special Projects Section, Canadian Pacific, composed a suitable valedictory for "SPANNER"'s last issue. "SPANNER"'s ancestor was a information bulletin published by the passenger traffic department in 1909. By 1934, this bulletin was expanded and became the CANADIAN PACIFIC STAFF BULLETIN, introduced by the-then Chairman and President, Sir Edward Beatty. Begun as a quarterly, the STAFF BULLETIN became bi-monthly in the same year. By 1937 it popularity was such as to warrant monthly publication. It assumed a magazine format with issue No. 97 in January, 1944, and a "section française" was added. In October, 1947, the new title "SPANNER" was adopted. A coloured cover was first featured in February, 1951. Consecutive numbering of issues ceased in 1963 and numbering by volume began.

The last issue, 14/SPANNER, is the 340th. consecutive edition since CANADIAN PACIFIC STAFF BULLETIN NO. 1 appeared in June, 1934. First issue of CP RAIL NEWS featured stories on CP RAILAIR hostesses on the Calgary-Edmonton DAYLINER service, CSC (CUSTOMER SERVICE CENTRE) Program and 1971 Record Grain Shipments. James Chouinard will assist Supervising Editor Ronald Grant with the new publication.

ONE ASPECT OF ANCIENT AND MODERN RAILWAYS, too long neglected by enthusiasts, is the recording by sketch and photograph of the many and varied architectural styles of railway stations across Canada. In a quiet and unassuming way, Miss Elizabeth Willmot of Toronto, Ontario has for some several years been making pilgrimages here and there, according to fancy, across Canada, photographing stations along both main and branch lines. Since July, 1970, Miss Willmot has covered over 7,000 miles and taken almost as many pictures - mostly in Ontario. Miss Willmot feels that, with the

abandonment of rural railway stations the length and breadth of the country, a facet of Canadian life is slowly disappearing.

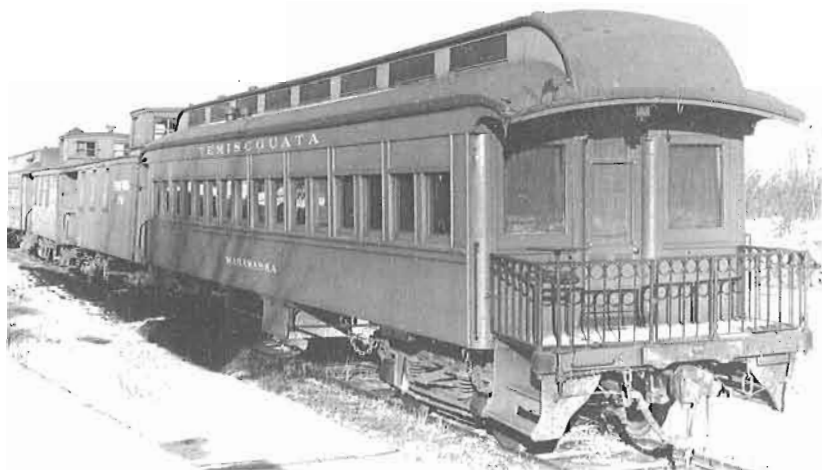
"The stations were contact points with the world outside the community," asserts Miss Willmot, "and with their disappearance, this important communication interface has been lost".

Some private individuals and groups have shown foresight, Miss Willmot feels. The old T.H. & B. station at Brantford, Ontario has been converted to a steak house, while the Meaford station is a museum. The one at Whitby has been proposed for an art centre, to open in the summer of 1971. Petersburg station has been moved to Doon Village near Kitchener, where it has been restored. Miss Willmot hopes this trend may be continued.



↑ ESQUIMAULT & NANAIMO (CP RAIL) RDC-2, NO. 9102 - TRAIN NUMBER 1 - ARRIVES at Courtenay, B.C., January 9, 1971. These trains, nos. 1 & 2, constitute the only CP RAIL local service in British Columbia, daily except Sunday. This 139.7-mile Victoria Sub run is now made by No. 9199. Photo John Hoffmeister.

↻ Private car MADAWASKA of the Temiscouata Railway at Rivière du Loup, Qué. January 15, 1950. Photo courtesy C.R.H.A., E.A. Toohy Coll.



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