

Canadian Rail

1932 - 1972



40th. anniversary

NO. 240
JANUARY 1972





PHILIPS

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RAILWAYS IN WESTERN AUSTRALIA

Weston Langford.

It is an easy temptation to extoll the virtues of a railway scene outside the Americas by boasting of the presence of active steam-locomotive power. At the other extreme, one may stipulate the similarity - to a degree - with present-day Mexican and Central American practice to arouse a modicum of interest.

The State of Western Australia - most westerly of the political divisions forming the Commonwealth of Australia - offers a little of both of these extremes, in that steam operation is still a significant factor in the operation of the government lines in the south, whilst two of the three new industrial lines on the northwest coast are operated by standard North American diesel power, as opposed to modified export versions.

The railways of Western Australia may be divided into three groups. These are the Western Australia Government Railways (WAGR), whose operations are confined to the southwest part of the State, the western portion of the Commonwealth Railways' transcontinental line and the private iron-ore lines on the northwest coast.

The WAGR, whose operations date from 1879, now operate 3,720 miles of 3' 6"-gauge right-of-way and 440 miles of 4' 8½"-gauge lines. Until 1917, the 3' 6"-gauge system in Western Australia was isolated, but in that year, the Commonwealth Railways' line was opened, thus affording a connection with the lines in the east. Unfortunately, the CR's line was 4' 8½"-gauge, so that no through running was at that time possible. In 1968, a new standard-gauge line, operated by WAGR, was opened between Perth and Kalgoorlie, replacing the former narrow-gauge (3' 6") line and, at last, a through connection was provided to the eastern states of the Commonwealth.

THE FRONT COVER THIS MONTH PORTRAYS WHAT MIGHT BE CONSIDERED AS THE "typical Canadian diesel". General Motors Diesel's GP-9 is represented by CP RAIL's class DRS-17b Number 8535. Photo courtesy CP RAIL.

← DD 592 Up A.R.H.S. Special, Perth City Station:

The appearance of a typical Perth, W.A. steam suburban train was recreated on 14-II-70 for an excursion by the Western Australia Division of the Australian Railway Historical Society. The engine, 4-6-4T no. 592, was built by the WAGR at Midland Junction Workshops in 1946. Photo 14-II-70. J.A.Joyce.

At the present time, there are approximately 100 steam locomotives in daily service on the WAGR 3' 6"-gauge lines. Of the steam power still viable in recent years, most was of post-WW II construction by British builders - the most numerous types being 4-6-2 Pacifics and 4-8-2's.

The "V" class Mikados - 24 in number - were the last new steam engines to be placed in service (1955/6). They weigh 134 (long) tons and are the largest non-articulated engines to operate on the government narrow-gauge (3' 6") in Australia.

Suburban passenger services out of Perth were operated by two closely similar classes of 4-6-4 side-tank locos. A particular feature of steam locomotive design in Western Australia was the provision for burning the low-calorific-value Collie coal.

The first narrow-gauge main-line diesel units were placed in service in 1954. These were rather unorthodox, double-cab 2-D-2's, built in England by Metropolitan Vickers. Initially, these units were not successful and it was not until significant modification had been undertaken that the 48 new units were of any real use.

Subsequent main-line locomotives for both gauges have been Australian-built General Motors and English Electric models. The General Motors models built for the narrow-gauge so far have all been variants of the G12 series and five G16 2,000 hp. units are now on order.

The English Electric "R" class 2,000 hp. C-C hood units were the first narrow-gauge units in this power range in Australia. Possibly the most significant recent development on the WAGR has been the introduction of the standard-gauge "L" class, which is a modified form of the GM domestic-production SD40 model. The principal difference is the reduction in weight to accommodate an axle weight of 22.5 long tons.

On the rails of the WAGR, the main commodities handled on the government's system are grain and mineral ores. Whilst grain is exported from all of the major ports - Albany, Bunbury, Fremantle and Geraldton - most grain is transhipped at various intermediate points on the standard-gauge line and then hauled in block (unit) trains to Fremantle. The newest equipment in this service is aluminum grain cars with a tare weight of 17 long tons and a capacity of 75 tons. This represents an increase of 10 tons over steel cars with the same axle weight.

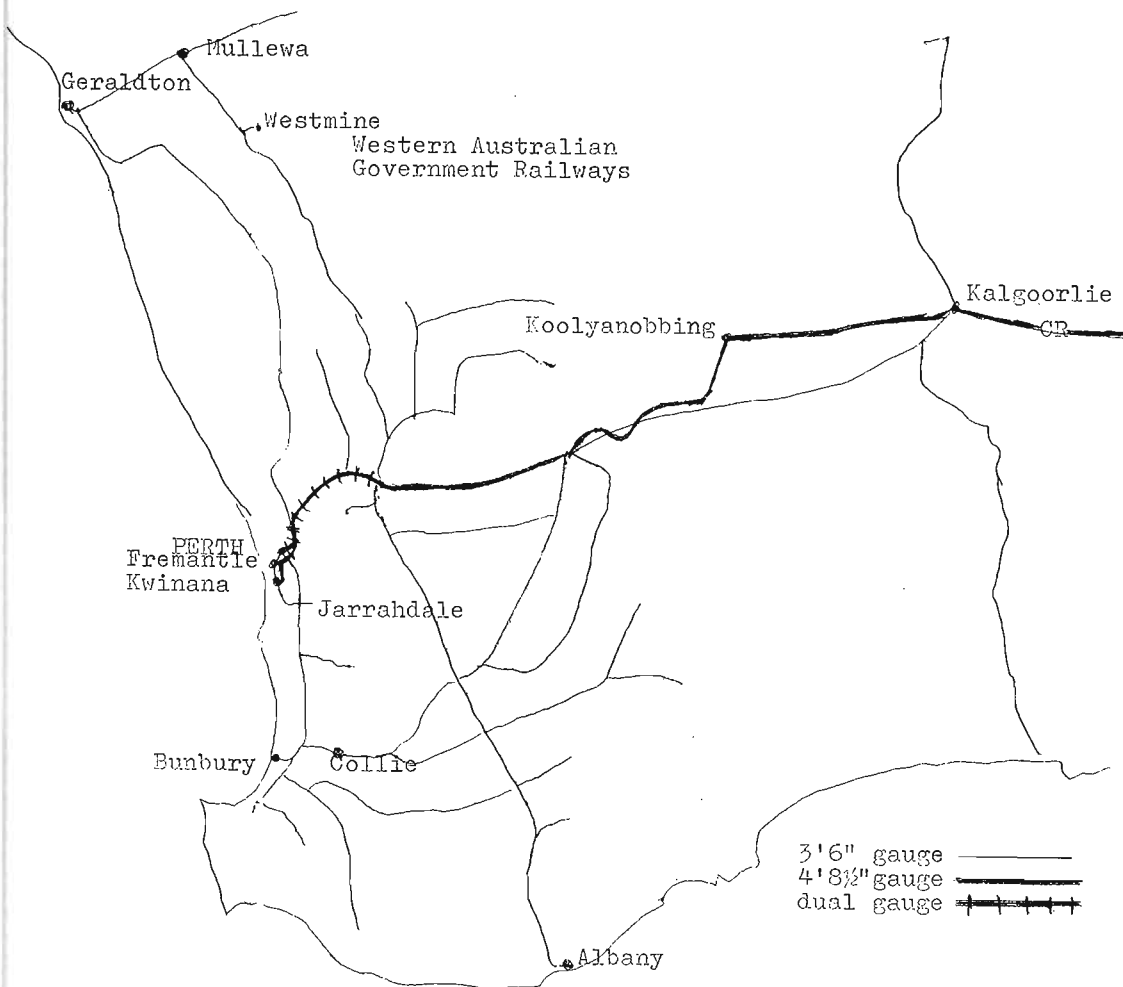
Iron ore from the Dampier Mining Company's operation at Koolyanobbing - 282 miles east of Perth on the standard-gauge line - is the most important item carried. This traffic is handled by 96-car unit trains, hauled by three of the Clyde-GM 3,000 hp. units. The total cycle time, including loading and discharge, over the 312-mile route from Koolyanobbing to Kwinana - near Perth - is 25 hours.

There are two smaller unit-train operations, both on the narrow-gauge and both from mines worked by the Western Mining Company. One is for iron ore from Westmine to Geraldton and the other for bauxite from Jarrahdale to Kwinana.



The latter operation is of particular interest. The trains have a gross trailing load of 4,500 long tons and are hauled by 2 of the 2,000 hp. English Electric units. Although the haul is short, of only some 40 miles, its real significance is the scale of the operation for a 3' 6"-gauge railway.

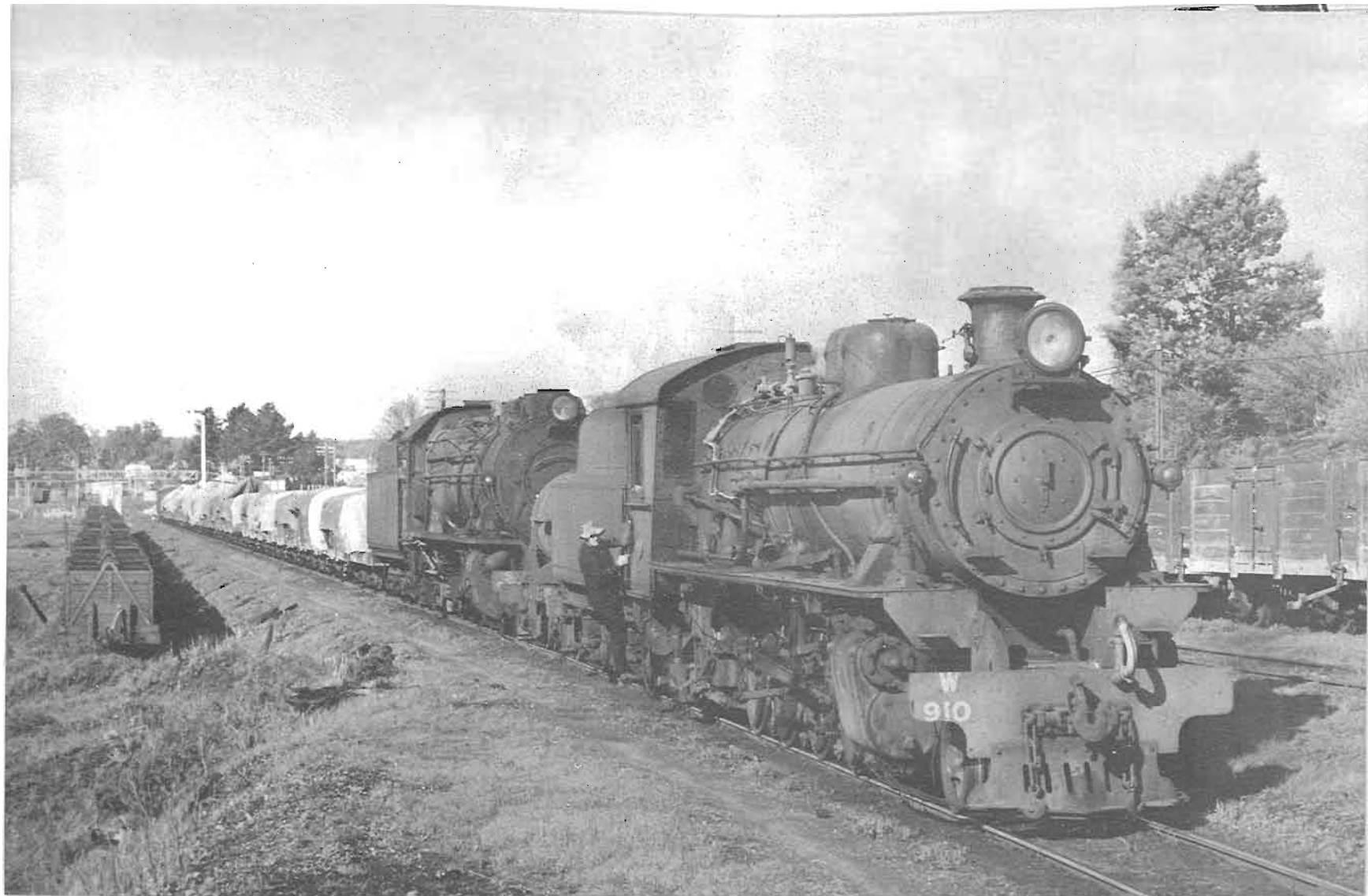
Passenger traffic plays a minor but important role in the overall picture of WAGR activity. The two major operations are the Perth suburban service - more than three routes totalling some 40 miles - and the Kalgoorlie to Perth portion of the transcontinental service. The suburban runs are operated with diesel-hydraulic railcars with additional diesel-unit-hauled trains in the peak periods.



Map showing lines of the Western Australian Government Railways. Courtesy of the author.



→ W 910 & S 544 on Train 104 at Collie, W.A.:
 On June 14, 1970, one could photograph a typical steam-railroading scene on the WAGR. The leading engine is one of 60 built in 1951/2 by Beyer Peacock, most of which are still in service. The second engine - S 544 - another 4-8-2, was one of 10 built by the WAGR at Midland Junction Workshops between 1943 and 1947. Note the diminutive water-car between the two locomotives.
 Photo 14-VI-70 J.A.Joyce







↑ AB 1533 at Midland, W.A., on standard-gauge bogies:
 With the completion of the transcontinental standard-gauge line, the delivery of new units to the Western Australia Government Railway was greatly simplified. Manufactured at Clyde Engineering's works at Granville - near Sydney, N.S.W. - this GM unit was hauled on standard-gauge non-powered trucks to the WAGR's works at Midland, near Perth, where the 3'6"-gauge, 3-axle power trucks were fitted.
 Photo 26-XII-69 J.A.Joyce

← Unit 5464 at Mount Newman:
 Mount Newman Mining's Goodwin-ALCO C-636 no. 5464 at Mount Newman, W.A. Since the termination of production by ALCO in the United States, component parts from that source for these units are now manufactured by MLW-Worthington, Limited, Montréal, Canada.
 Photo VII-70 J.A.Joyce

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A nominal passenger train service is operated, in addition, between the state capital of Perth and the cities of Bunbury, Albany, Kalgoorlie, Mullewa and Geraldton, but with the exception of the Bunbury service, these trains have gradually assumed the character of fast freights with passenger equipment tagged on to the rear.

The iron ore railways on the northwest coast represent a complete departure in practice from that hitherto known in Australia. Two of these lines could be said to resemble North American-style

railroading, both in scale and in working methods. Three lines, all standard-gauge, are now in operation. These are:

- Port Hedland to Goldsworthy 70 miles  
operated by the Mt. Goldsworthy Mining Company;
- Dampier to Mount Tom Price 182 miles  
with an extension to Parabadoo 62 miles  
under construction  
operated by Hamersly Iron Company;
- Port Hedland to Mount Newman 265 miles  
operated by Mount Newman Mining Company.

The Goldsworthy operation is small by comparison with the others, its diesel unit fleet being composed of 950 hp. and 1,950 hp. English Electric units.

On the other two lines, the main motive power is the Australian-built ALCO C-628, Clyde-EMD F7 and ALCO C-415 (one) demonstrator unit. Present-day train loads on the Hamersly and Mount Newman lines are of the order of 10,000 long tons and on the Hamersly line, train loads of 30,000 long tons are planned.

Since 1965, more than 900 route miles of railway have been opened in Western Australia and more new lines are planned. This in itself is something of a record and it would be interesting to determine how many years have passed since this amount of mileage was brought into use within the boundaries of a single territory.

Yet in the midst of this up-to-date development, the presence of reminders of former times is refreshing. Until recently, it was possible to see a diesel unit, similar to an SD40 and a steam locomotive in revenue freight service on adjacent tracks simultaneously and there was then no other place in the world where this remarkable view was possible. It is probable that at the beginning of the seventieth decade of the twentieth century, joint steam and diesel working, even in Western Australia, is a very rare thing, indeed.

The author would like to acknowledge the kind assistance of Mr. John Joyce, Perth, Western Australia, who provided the photographs and Mr. John Hearsch of Melbourne, Victoria, in the preparation of this article.



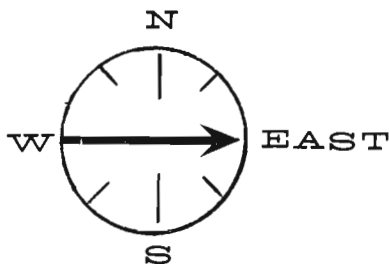
The Board of Directors of the Canadian Railroad Historical Association have requested that the following statement be published in an issue of CANADIAN RAIL:

The opinions expressed by the Editor and by Authors in CANADIAN RAIL are those of the Editor and/or the Authors and are not necessarily those of the Canadian Railroad Historical Association.

# DIESELS

## FIRST SECTION

Chris Martin.



**C**HRIS MARTIN, ASSOCIATION MEMBER

from London, Ontario - home of the SD-40 and other fabulous monsters - sends us a selection of pictures of motive power used by railways in and around his home town.

It's 1500 hours on June 15, 1970 in the picture opposite and CP RAIL's Extra 4208 west, with 100 cars is heading for Windsor, Ontario. Power on the point is Number 4208 - a C-424 - backed by twin Number 4209 and a GP-35, Number 5003. Only the latter was "at home".

Later the same day, CP RAIL Extra 4222 west rolled another 100 cars of mixed freight towards Walkerville, Ontario and thence to Windsor Yard at the Windsor-Detroit Gateway. Power was a pair of C-424's - Numbers 4222 & 4207.

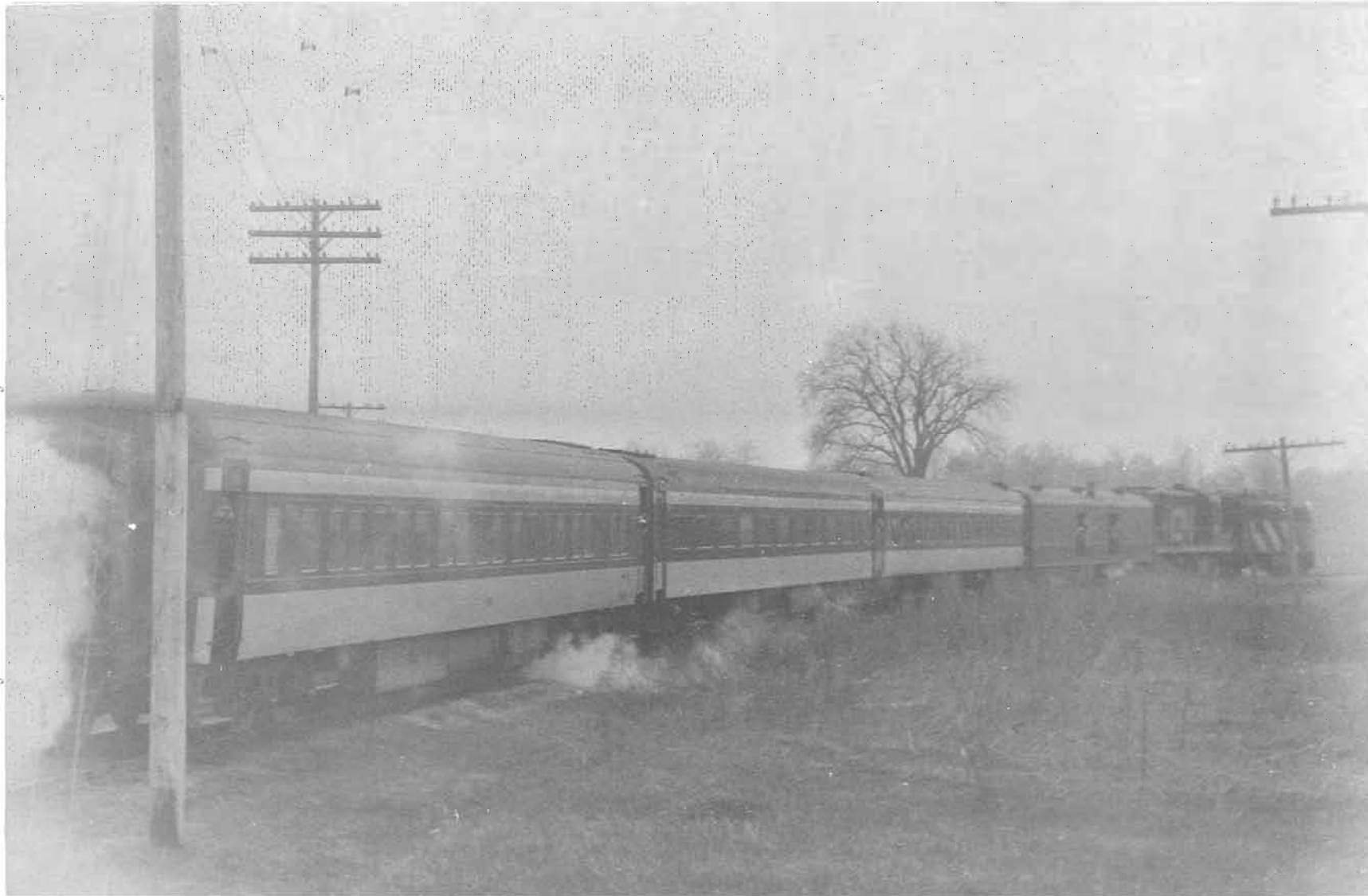
In the third photograph, second-generation Canadian National Railways power hauls a heavy train of automobile parts over the summit at Lobo, several miles west of London. Powering the train was an SD-40, Number 5020, an M-636, Number 2327 and a second SD-40, Number 5025. In this case, the home-made products had the edge!

The May 1, 1971 excursion of the Forest City Railway Society, from London to Goderich, Ontario, over Canadian National Railway's Strathroy, Exeter and Goderich Subdivisions, rounds the curve at Hyde Park in the last photograph. Hyde Park is the junction of the Strathroy and Exeter S/D's - otherwise the main line to Sarnia and the connection between it and the Goderich Sub., which the branch joins at Clinton Junction, 45.6 miles farther on. Power on this occasion was a unique FPA-4 and an RS-18 team.









# THE KINGSTON LOCOMOTIVE WORKS 1850 - 1969

I

F.A.Kemp

In the midst of all the wailing and eulogies attending the demise of ALCO Schenectady, descendant of the once-great American Locomotive Company, another once-great Canadian steam and not-so-wellknown diesel engine builder has quietly closed its doors, almost unnoticed, except by the 600 people who lost their jobs and, possibly, by the citizens of Kingston, Ontario, where this Company was a long-established institution. Latterly, this was the Kingston plant of Fairbanks-Morse (Canada) Limited, formerly the Canadian Locomotive Company Limited. Its life-span was almost the same as that of the American Locomotive Company of Schenectady; its production about one-tenth, but its products were of as great or greater importance in the development of Canadian railways as American's were in the United States.

The Company was first organized in 1850, as a partnership between Messrs. Morton and Duncan. Known as the Ontario Foundry, it turned out its first locomotive in 1856, the year that the Grand Trunk Railway Company of Canada completed its Montréal-Toronto main line through Kingston.

In 1865, the prospering Company was purchased by a group of business men, who renamed it the Canadian Engine and Machinery Works. By 1871, it was building locomotives for the following Canadian railways:

The Grand Trunk Railway  
The Great Western Railway  
The Nova Scotia Railway  
The Northern Railway  
The St. Lawrence & Ottawa Railway  
The Brockville & Ottawa Railway  
The Midland Railway  
The Cobourg & Peterboro' Railway  
The Toronto & Nipissing Railway  
The Intercolonial Railway

In the same year, the new Company listed the following Directors and Officers:

|                         |                                       |
|-------------------------|---------------------------------------|
| President               | Henry Yates, Esq., Brantford, Ont.    |
| Vice-President          | R. J. Reekie, Esq., Montréal, Qué.    |
| Managing Director       | R. J. Reekie, Esq.                    |
| Secretary and Treasurer | Charles Gilbert, Esq., Kingston, Ont. |
| Superintendent of Works | G. J. Tandy, Esq., Kingston, Ont.     |



Directors                    Henry Yates, Esq., Brantford, Ont.  
                              R. J. Reekie, Esq., Montréal, Qué.  
                              Geo. Stephen, Esq., Montréal, Qué.  
                              Robert Cassels, Esq., Québec, Qué.  
                              John Shedden Esq., Toronto, Ont.

Besides being manufacturers of locomotive engines, the Company also listed railway cars, snow ploughs, iron railway bridges and other railway accessories in its advertisements. The works at Kingston represented a capital investment of about \$ 250,000, so these same advertisements stated.

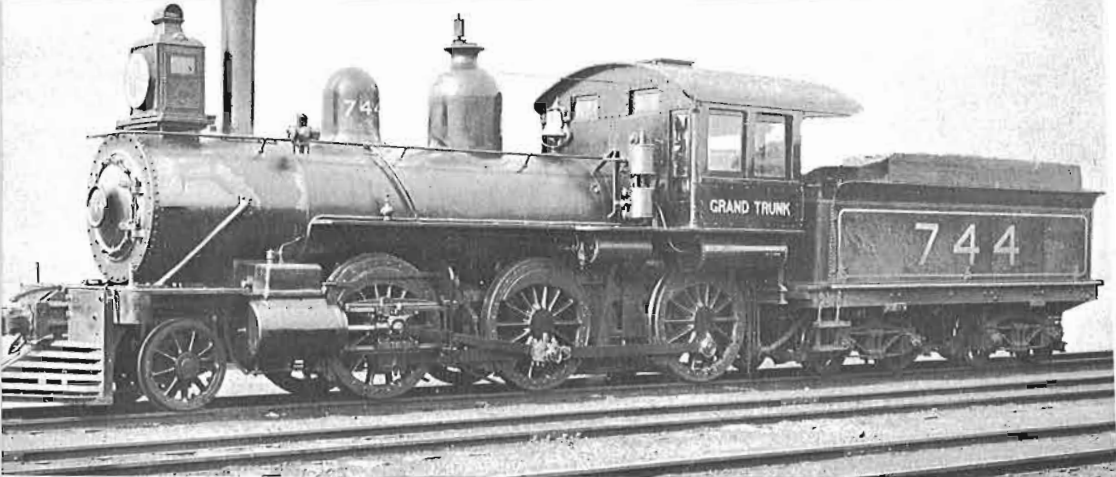
In 1881, the Honorable William Harty of Kingston purchased the Company, - by this time called the Canadian Engine and Machinery Company and renamed it Canadian Locomotive and Engine Company, but lost control of it in 1886, when George Stephen (a former Director) and other financiers associated with the Canadian Pacific Railway, who had supplied much of the purchase money, sold their interest to the Scottish locomotive-building firm of Dübs and Company of Glasgow, thus beginning the Company's first period of "foreign control", which lasted until 1900.

At the turn of the century, the Honorable Mr. Harty repurchased control of the Company and again named it the Canadian Locomotive Company Limited. It was incorporated in 1911. After the diesel-electric locomotive era dawned, about 1950, the Company came increasingly under the control of the United States' firm of Fairbanks, Morse and Company and finally became a part of Fairbanks-Morse (Canada) Limited in the early 1960's.

The Company's products in the early years were mainly the usual light 4-4-0 types of the period, for the Provincial gauge (5 feet 6 inches), the Narrow Gauge (3 feet six inches) and the standard or Stephenson (4 feet 8½ inches) gauge, - the latter with less frequency. 2-6-0, 4-6-0 and 2-8-0 types of steam engines predominated in the 1890s, with 4-6-2 and 2-8-2 and other larger types being introduced in the 1900s. Its largest steam locomotive products were Canadian National class T-4 2-10-2 type nos. 4100-4104, outshopped in 1924, but the several subclass groups of class U-2 4-8-4 type engines were much better known and the streamlined U-4 class (6400-6404) of 1936, although seldom seen, were featured in Canadian National publicity and hauled "Royal Trains" in 1939 and 1951.

Most of the steam locomotives built at Kingston were purchased for use on Canadian railways, but among the last steamers built were some streamlined 4-6-2 types for the Indian Railways. Occasionally, small foreign orders were obtained, but the Company was never as active in the export market as its rival, the Montréal Locomotive Works.

The Canadian Locomotive Company cooperated with other companies in building electric locomotives and in the development



↑ NEAT LITTLE "MOGUL" NUMBER 744 WAS BUILT FOR THE GRAND TRUNK RAILWAY Company of Canada by the Canadian Locomotive Company, Kingston, Ontario in 1891. Photo courtesy L.C.Perry Collection.



→ The builder's plate on Canadian Pacific Unit Number 8903 read DRS-24B rather than H-24-66 when it was photographed at Alyth Shop, Calgary, Alberta, on August 20, 1969. Photo courtesy R.A.Loat.



↓ More than three-quarters of a century later, CLC-FM model H-16-44 - otherwise Canadian Pacific Railway Unit Number 8726 posed for its portrait at Calgary, Alta., on October 5, 1968. Photo courtesy R.A.Loat.











of three early diesel-electric locomotives for the Canadian National, but its first large-scale venture into the diesel-electric field was unsuccessful, to say the least. This was an order for 20 units of Baldwin-Eddystone design for the Prince Edward Island Division of Canadian National Railways, in 1948. After a series of frequent road failures, the 20 units were rejected by CN and had to be disposed of elsewhere. Following this setback, CLC adopted the designs of Fairbanks-Morse in 1950, producing the first 1200 hp. and 1600 hp. opposed-piston units in 1951. Both major Canadian railways bought CLC units until 1956, when the 2400 hp. "Trainmaster" road-switchers were outshopped, virtually ending the building of Fairbanks-Morse units in Canada. The rumored design deficiencies in the opposed-piston concept were by this time becoming apparent in higher maintenance costs and no additional units were ordered. The Company then turned to diesel-hydraulics and Canadian Pacific purchased two groups of small "hydraulic switchers" in 1958-59 ( nos. 10-26 - class HS5a & HS5b). Powdered by reliable Caterpillar engines, their transmissions are actually hydro-mechanical and the gearboxes and driveshafts have proven troublesome.

The Company acquired the Canadian rights and patents of Davenport-Besler Company, a United States firm, builder of small industrial locomotives but produced very little in this direction. Its last locomotives were diesel-hydraulics, built for Pakistan in 1967 and the plant has been used latterly for other purposes by Fairbanks-Morse. At one time, it was even used for building boats!

So has ended the Canadian Locomotive Company of Kingston, like Schenectady, Baldwin and Lima and for many of the same reasons. CLC really lasted only a little longer than it should have, by all of the laws and conditions of economics. Nevertheless, its products will be remembered - for better or for worse - as long as steel wheels run on steel rails.

And the controversy which first arose when the "opposed piston" design was first translated into a reality will continue, even up to the latest generation of diesel-electric locomotive enthusiasts!

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← CAUGHT AT THE YARD LIMIT BOARD AT OSOYOOS, B.C., CP RAIL EXTRA WEST 8720, with CLC-FM H-16-44 heading into town on September 13, 1966.

A TRIO OF H-24-66'S - UNITS 8909, 8917 AND 8903 - TRUNDLE EXTRA WEST 8909 - "The Keith Turn" - past the east switch at Keith, Calgary, Alta., on January 25, 1970.

← CP RAIL UNIT 4076 - CLC-FM CFA-16-4 - (UGLY?) RELAXES AT ALYTH SHOP, Calgary, Alberta, on September 16, 1967 - a nice day!

TWO CP RAIL CLC-FM CPA 16-4'S - UNITS 4104 & 4053 - WORK FOR THEIR keep on Train 74 at Cranbrook, B.C. on a bright February 22, 1970.  
All of the above photos courtesy Robert A. Loat.



# PHOTO MEMOIRS



JUST ABOUT THE NEWEST THING OUTSHOPPED BY MLW INDUSTRIES, MONTREAL - next to the Pacific Great Eastern's M-630's, that is - were the B-B, 1,000 hp. jobs for the Jamaica Railway Company, photographed in May, 1971. Photo courtesy MLW Industries.



IN THE DAYS WHEN CP RAIL'S "MULTIMARK" WAS NEW, UNITS 4242 & 4239 WERE posed and photographed from Montreal to Vancouver - literally. The typical "prairie" picture was taken beside the ubiquitous grain elevator at Grand Coulee, Saskatchewan. Photo courtesy CP RAIL.



A MORE THAN MEMORABLE OCCASION IN THE PERIOD OF THE PA-1'S WAS THE DAY in February, 1969, when Canadian Pacific power pulled the northbound D&H "Laurentian" through Mechanicville, New York. Goodness knows where the PA-1's were! Photo courtesy J.J. Shaughnessy.









## WHITE PASS & YUKON ROUTE -

otherwise (and better) known as THE CONTAINER ROUTE - has been busy constructing a new car and engine repair shop at Skagway, Alaska, adjacent to the ruins of the old shops which were destroyed by fire two years ago. The new building has a heavy-duty concrete floor area of 200 x 200 feet and is enclosed by a polyurethane foam layer of insulation sandwiched between metal walls with a flat steel roof.

One side of the building is the diesel-electric repair shop, with a heavy-duty repair track 180 feet long, to accommodate three diesel units at a time. Alongside is a running repair track of the same length with a full-length pit for changing traction motors.

The division between this and the car repair and maintenance shop is provided by a machine shop, tractor and loader repair area, woodworking shop, stores and parts room and offices, including a lunchroom area.

The car shop has two tracks 200 feet long for the rebuilding of passenger coaches and repair of flat cars. Would you believe that outside of one (1) boxcar in questionable condition, the WP&YR has only two (2) types of cars - flats and passenger cars?

WP&YR Staff Engineer Charlie Brown emphasizes that considerable care and attention has been paid to fire prevention and retardant details, as well as adequate layout to assure efficient operation.

Elsewhere on the CONTAINER ROUTE - at Mile 14 (Glacier, Alaska) - a new steel bridge has replaced the historic but antiquated A-frame wooden trestle. The new steel viaduct is 76 feet long and about 40 feet high and was designed by Kirwen Engineering Limited of Vancouver, for erection around and outside the old A-frame trestle. Thus, traffic was uninterrupted during construction.

## TORONTO TRANSIT COMMISSION

recently sold a superannuated trolley bus to a group of students of Centennial College, Toronto. You wouldn't believe what they intend to do with it. First, they bought it for \$ 125 and intend to strip it of some \$ 140 worth of scrap. Next, they will convert it into a house-boat for cruises next April on the Great Lakes.

The converted trolley bus will be water-borne by sixty 45-gallon steel drums encased in pontoons. The body of the bus will have a sun-deck on the roof and a walkway around its sides. Inside, there will be a living and dining area, a kitchen, washrooms and sleeping cubicles for about 20 persons. Applicable tolls for operating the contraption in the St. Lawrence Seaway hopefully will be established by 1973.

**A**MTRAK - the great experiment in publicly-sponsored but privately-operated passenger train service, presently being conducted in the United States, is in the spotlight. It is not easy to be the principle character in this new production!

Proponents of government-subsidized public rail passenger transport are watching for any signs of success - which are few at present - while the railroads, having opted into the plan at considerable long-term expense, are looking for their rent money.

Opponents of both are looking for any errors or omissions which they can use in their fight to abolish - once and for all - this antique transportation mode.

Already there are signs of dissatisfaction and discontent. Mr. Anthony Haswell, chairman of the National Association of Railroad Passengers has accused the participating railroads of bleeding more money out of the United States' Congress "just to throw down their rat-hole".

Meanwhile, the National Railroad Passenger Corporation - parent of AMTRAK - has been keeping a tight lid on information about its operation. But lid or no lid, Chairman and President Roger Lewis of AMTRAK does not deny reports that internal projections show that operating losses are running at an annual rate of \$ 150 million or more, against a direct federal appropriation of \$ 40 million - to get AMTRAK started - plus a federal guarantee of \$ 100 million in loans plus \$ 197 million in entrance fees from the railroads that elected to join the AMTRAK scheme to escape their increasing passenger train losses. This latter amount is payable over 3 years.

AMTRAK has asked participating railroads not to discuss details of the passenger train operation they perform. However, an executive of one road points out that the daily-in-each-direction AMTRAK train that his company runs realizes only 60 cents per mile on a 300-mile service that it costs AMTRAK \$ 11 a mile to run.

While AMTRAK is rumored to be preparing another request to the U.S. Congress for more money, the report on the first year of AMTRAK operation is due on May 1, 1972. The figures cited above are based on projections from the first six months of experience.

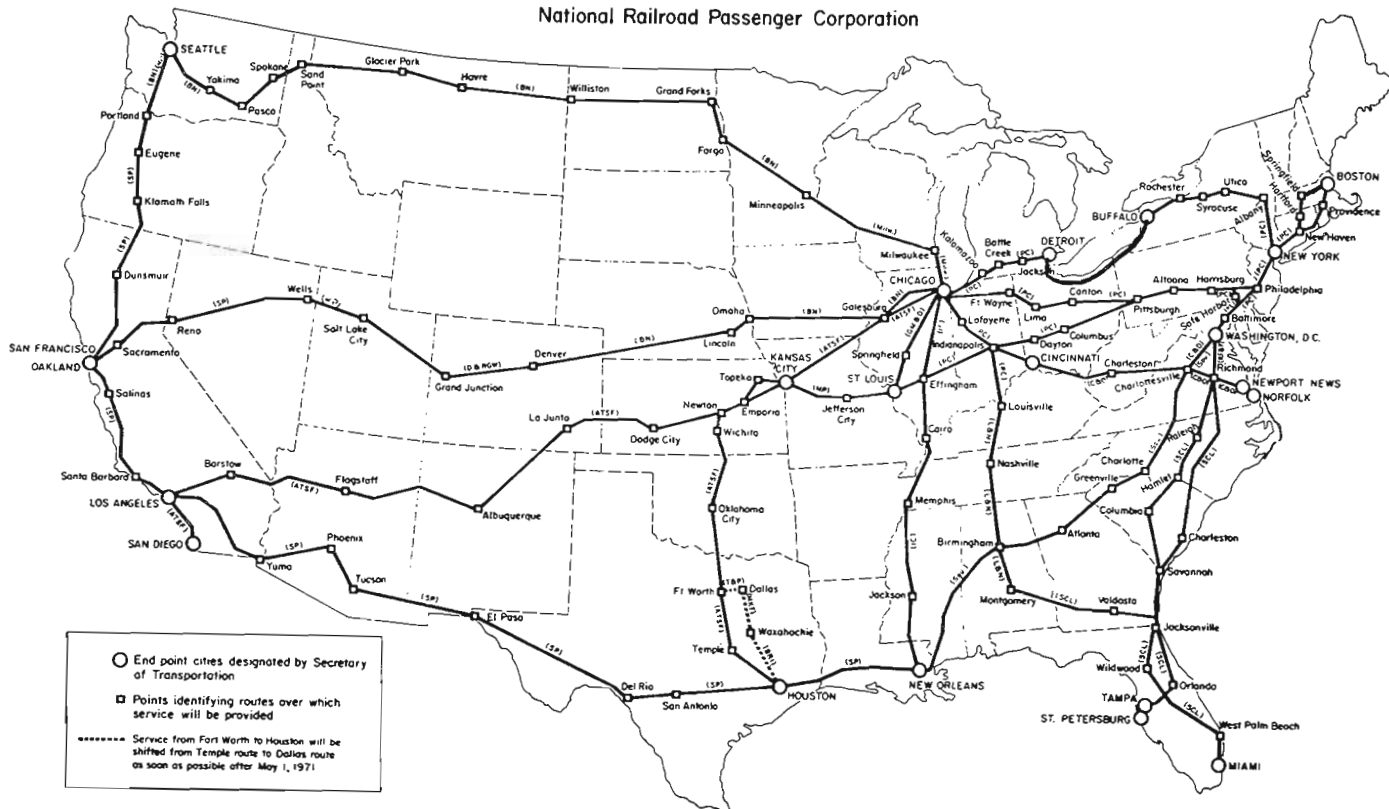
#### CP RAIL REBUILT IN 1971

37 MLW-built class DRF-30c, d and f units at Angus Shops, Montréal, to create complete master units for coal unit-train operation in British Columbia. Some renumbering was required in order to differentiate between LOCOTROL and PACESETTER masters, by road numbers:

| <u>Road Number or<br/>New Road Number</u> | <u>No. of<br/>units</u> | <u>Former<br/>equipment</u> | <u>Remarks</u>        |
|-------------------------------------------|-------------------------|-----------------------------|-----------------------|
| 4500-4512, inc.                           | 13                      | PACESETTER<br>Repeaters     | Not for modification. |

# INTERCITY PASSENGER ROUTES

National Railroad Passenger Corporation



|                                        |   |                         |                                                                               |
|----------------------------------------|---|-------------------------|-------------------------------------------------------------------------------|
| 4550-4557,inc.                         | 8 | PACESETTER<br>Masters   | Add LOCOTROL & UTSB.                                                          |
| 4558-4561,inc.<br>(ex 4513-4516,inc.)  | 4 | PACESETTER<br>Repeaters | Add LOCOTROL,PACESET-<br>TER Master & UTSB.<br>Remove PACESETTER<br>Repeater. |
| 4562-4569,inc.<br>( ex 4574-4581,inc.) | 8 | LOCOTROL                | Add PACESETTER Master<br>& UTSB.                                              |
| 4570-4573,inc.                         | 4 | LOCOTROL                | Add PACESETTER Master<br>& UTSB.                                              |

NOTES: Classifications are not changed.

UTSB is Unit Train Supplementary Brake feature,  
combining former grade-holding and grade-balan-  
cing brake feature. Roger Boisvert.

CANADIAN NATIONAL RAILWAYS'

order for 15 3,000 hp. six-motor SD-40's from General Motors Diesel is Order No. C-345, B/N A-2588 to A-2602, with road numbers 5226 to 5240, inclusive. The 16 GP-38's are order number C-350, B/N A-2675 to A-2690, with road numbers 5500-5515, inclusive. A third portion - an order for 20 SD-40's, is order C-351, B/N A-2691 to A-2710 and the road numbers are 5241 to 5260, inclusive. Pierre Patenaude.

THE BROCKVILLE ONTARIO TOURIST ASSOCIATION

at a meeting held late in 1971, pounced on the idea that the hundred-year-old Brockville and Ottawa Railway tunnel, now the property of CP RAIL, could represent the basis of an attraction to lure the tourist dollar. Together with a museum, a reconstructed blockhouse on Blockhouse Island (what else did you expect?) and a water-taxi service to visit the 22 City-owned islands in the St. Lawrence River, the Tourist Association concluded that Macdonald-Cartier Freeway motorists - east and westbound - could be persuaded to break their journeys at Brockville. Interest finally focussed on the old tunnel which would be enhanced by a replica of the "old train" and coaches, with an electric model running through the tunnel to the waterfront and marina area, with perhaps an amusement park for the children. Provincial and Federal financial assistance will logically be required. CP RAIL has not commented.

CANADIAN NATIONAL'S MONTREAL-BASED

container distribution terminal - MONTFORT - began another large-scale expansion in September, 1971, the third in two years. Some time in mid-1972, MONTFORT will have storage capacity for 1,750 containers and will have a handling capacity of 1,500 containers per week - a considerable increase over the 300 units it could handle in 1969. MONTFORT presently operates 17 hours per day, 5 days a week. It has a pick-up and delivery fleet of 30 trucks to handle 20-foot containers and 10 units to transport the 40-footers. In June, 1971, some 38,000 tons of general container cargo moved into and out of MONTFORT - almost triple the figure of one year ago.

## AUTO TRAIN CORPORATION -

advertised in the United States as a revolutionary concept in passenger transport, inaugurated its new (to the North American scene) service on December 6, 1971, when the first passengers left Lorton, Virginia for Sanford, Florida. More than 90 passengers made the inaugural trip, riding in purchased or leased passenger cars from the Santa Fe and the Union Pacific Railroads, refurbished at a cost of \$ 1.2 million dollars. 60 of the 90 passengers were bona fide; the remaining 30 were company officials, investors and mediemen. 26 automobiles were simultaneously transported in 5 double-deck automobile cars. Owner-passengers were accommodated in two dome-coach cars with reclining seats, a buffet or dining car, a "night club" car and four sleepers. There was an "in-ride" movie.

Departure ex Lorton, Va. was 8.08 p.m. with arrival at Sanford, Fla. at 10.52 a.m. next day. The train ran over Seaboard Coast Line trackage and will compete with AMTRAK service on the New York-Florida run.

Auto Train service is unique in North America in that families and their cars are transported in the same train. The fare is \$ 190 one way per automobile, with up to four occupants. Sleeper accommodation (compartment) is \$ 40 extra per couple and if there are more than four people per auto, the extra passenger pays \$ 15.

The fare includes dinner and continental breakfast. In some European countries, trains carrying passengers and automobiles have been popular since 1957. Canadian National Railways have advertised the CAR-GO-RAIL plan, but the family car does not travel with the family. Normally, it must be delivered to the railway three days prior to the journey and may not be picked up by the owner-passenger at the destination for two-three days after his arrival.

## THE MAN WHO PROMOTED THE PRAIRIE DOG CENTRAL

Alderman and Member of the Legislative Assembly of Manitoba, Leonard H. Claydon, is dead at the early age of 55. Alderman Claydon is best remembered by Canadian railway enthusiasts as the man who took a strong and determined stand on the preservation, restoration and ultimate operation of ex-Winnipeg Hydro 4-4-0, number 3 and her train. It is largely as a result of his efforts that Number 3 and her train of two coaches and a combine - originally facetiously entitled "The Claydon Cannonball" - has operated during the last two summers. Mr. Claydon performed two acts of unusual heroism in 1960 and 1969, when he rescued a boy from Lake Winnipeg and three men and a woman from a sinking boat. For the latter courageous act, he was decorated by the Lieutenant Governor of the Province of Manitoba. At the time of his death, he was Member of the Manitoba Legislature for Wolseley and Alderman of the City of Winnipeg.



ONCE UPON A TIME, THOUSAND ISLANDS RAILWAY B-B AND "COMBO" MET ALL THE trains at Gananoque Junction, Ontario, July 24, 1949. "B-B" is today preserved on the river-front at Gananoque. Photo CRHA E.A. Toohy Coll.



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