

Canadian Rail

1932 - 1972



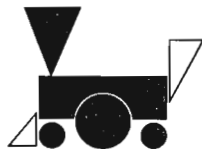
40th. anniversary

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THE CANADIAN RAILWAY MUSEUMS' TENTH YEAR



In the past year, the Canadian Railway Museum-Musée Ferroviaire Canadien, Saint-Constant, Qué. celebrated its Tenth Anniversary. Considering that the Museum is only ten years old, it has certainly proved to be a very viable enterprise and significant progress has been made in every aspect of activity during the past year.

In commemoration of the Museum's Tenth Anniversary, certain SPECIAL EVENTS were planned. In May, the Hays Memorial Archives/Library Building was partially opened to visitors and a special display was organized on the main floor for the occasion. The exhibition was highlighted by a photograph of the late Charles M. Hays, accompanied by a description of his many accomplishments and honours.

During the month of August, specially-invited guests and members came to the Museum by special train to attend a celebration consequent upon the arrival of the working replica of the steam locomotive JOHN MOLSON. This celebration also recognized the contribution to Canada's railways of one of the early industrialists of Montreal. After this initial celebration, the JOHN MOLSON was in operation on the long weekends in September and October. The response from the public was most enthusiastic.

GRACING OUR COVER THIS MONTH IS THE OTTAWA DIVISION'S SPECIAL TRAIN standing in CP RAIL's station at Maniwaki, Québec on October 3, 1971. Unit Number 4075 leads five 2200-series coaches over this branch over which no scheduled trains now operate. This operation attracted wide attention.

Photo courtesy Dick Carnegie.

← ALTHOUGH THIS PHOTOGRAPH WAS TAKEN BY TOM MONTGOMERY & KEN PAPINEAU in 1971, it won't be long before the "exercise" will be repeated at the Canadian Railway Museum-Musée Ferroviaire Canadien, Saint-Constant, Qué.

CONSTRUCTION at the Canadian Railway Museum continued. As mentioned above, one floor of the Hays Memorial Archives/Library Building was completed with a temporary exhibit. In addition, the ceiling and walls of the upper floor were finished and it was anticipated that the library would be partially installed before the Museum opened in the spring of 1972. The construction of the model railway in the lower floor area of the Hays Building continued through the winter months, not being actively pursued in the summer. Completion of part of the system was programmed for May, 1972.

The platform of Barrington Station was extended and a new one was built for the Hays Building. Both the Hays Building and Barrington Station exteriors were painted. The grounds at the Museum were well-maintained and some necessary improvements were made. A new foundation wall was constructed at one end of Barrington Station to prevent movement of the building by the frost.

The RESTORATION COMMITTEE had an incredibly successful year at the Canadian Railway Museum, with a total of fourteen exhibits receiving restoration treatment, either in whole or in part. The awarding of an "Opportunities for Youth" grant enabled the Museum to hire junior college and university students to carry out restoration work which was of great assistance to the restoration programme.

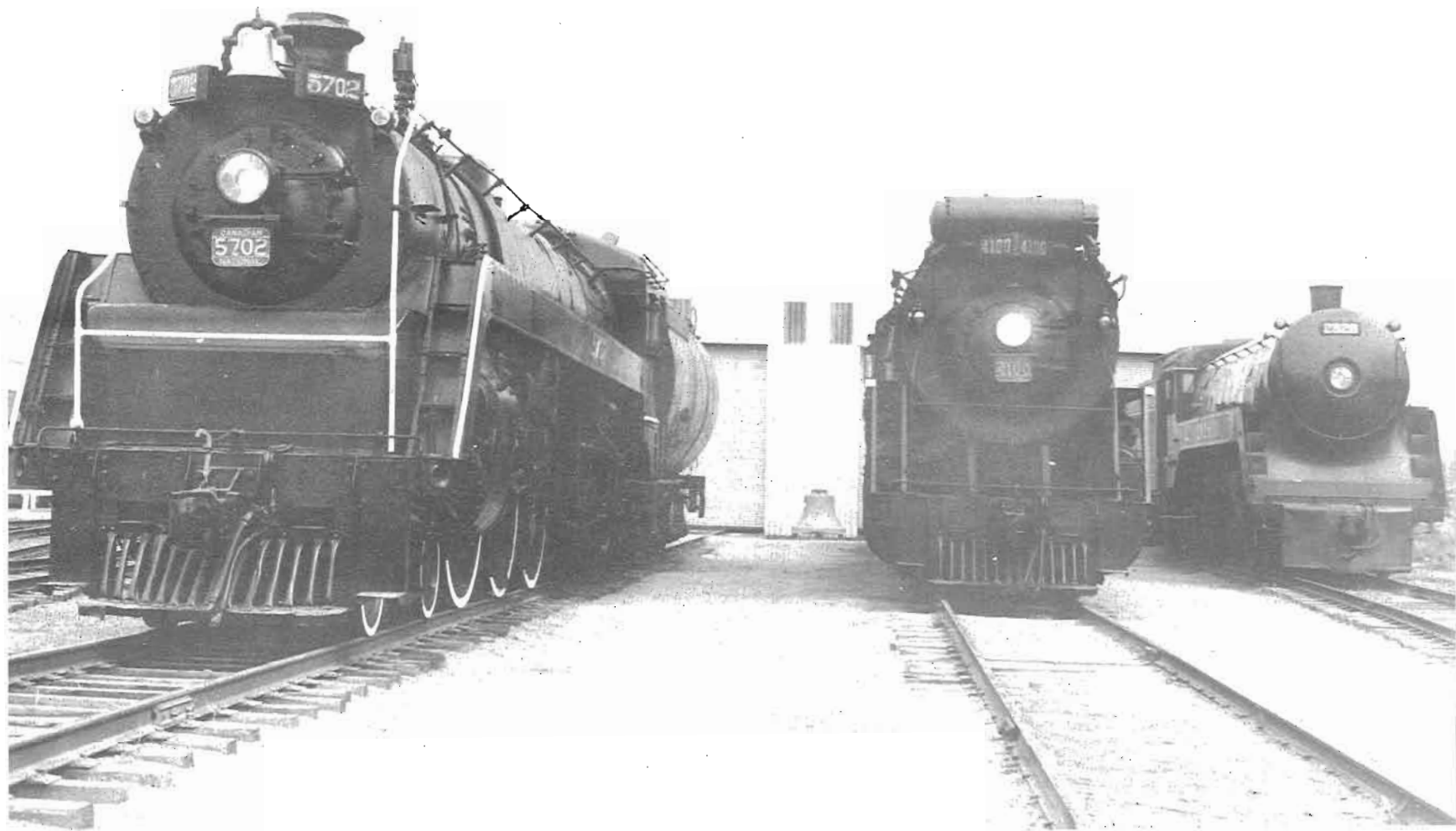
Among the exhibits receiving attention were Canadian Pacific caboose 435288, Canadian National Railways 2-10-2 No. 4100, Canadian National Railways D-E rail-car No. 15824, Canadian National Railways 4-6-4 No. 49, Canadian Pacific Railway 4-6-0 No. 492, Montreal & Southern Counties Car 611 and Quebec, North Shore and Labrador Railway 2-6-0 No. 1112. These exhibits were completely restored exteriorly. In addition, work was in progress on other exhibits, under the direction of the Restoration Committee.

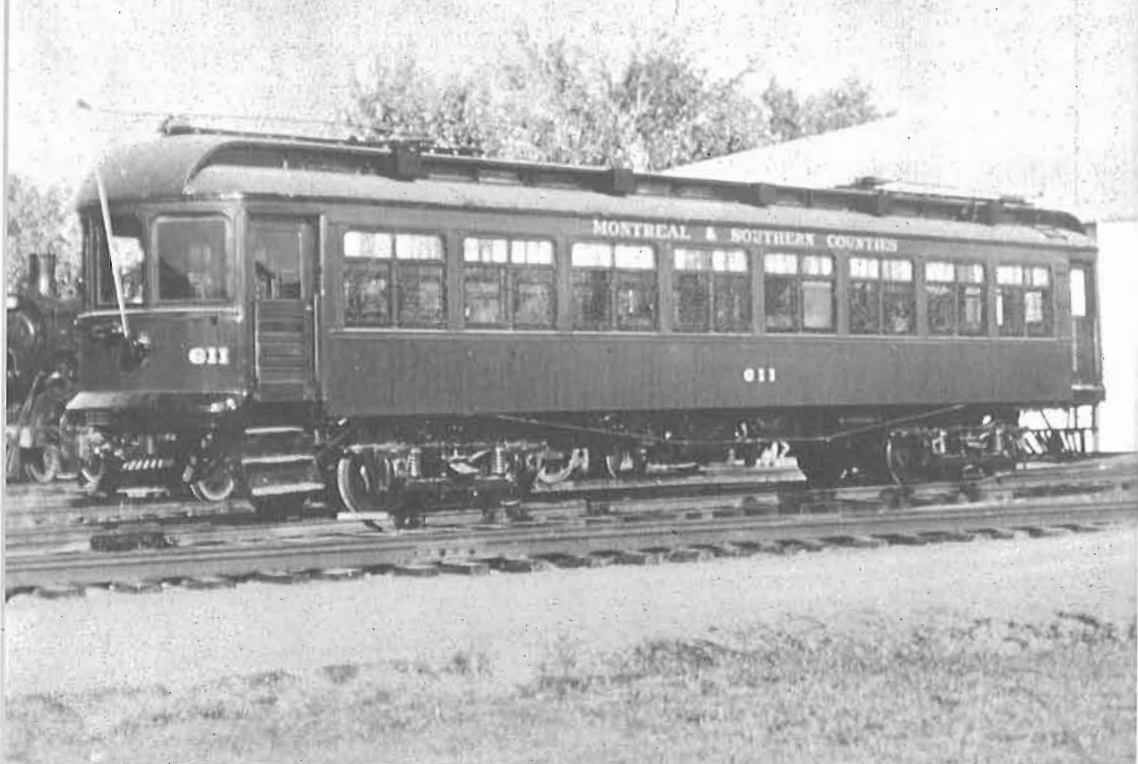
In addition to the ACQUISITION represented by the JOHN MOLSON, the Association received the donation of a gas-mechanical shunting engine from HYDRO-QUEBEC. This donation will be very useful in the conduct of light switching operations at the Museum. This locomotive was in service for its entire life at the Chelsea Power Station of Hydro-Québec, not far from Hull, Qué.

Ottawa Transportation Commission car No. 854 was transferred to the National Museum of Science and Technology, Ottawa, Canada, at the request of the Ottawa Branch of the Association. This car is an exact duplicate of Ottawa Transportation Commission car No. 859 at the Canadian Railway Museum and therefore was available for disposition.

Throughout the year, the Museum continued to receive, on behalf of the Association, many documents, manuscripts, photographs, models and books from many members and friends, for which the Canadian Rail-

→ THE VISIBLE RESULT OF A SUMMER'S HARD WORK BY THE RESTORATION COMMITTEE at the Canadian Railway Museum-Musée Ferroviaire Canadien. Canadian National's 4-6-4 No. 5702 and 2-10-2 Number 4100 pose for a portrait, together with Canadian Pacific 4-4-4 Number 2928. Mr. Bob Linney provided the photo.





↑ THE ESSENTIAL ELECTRIC RAILWAY ASPECT OF MUSEUM ACTIVITY ALSO RECEIVED attention in the summer of 1971. Former Montreal & Southern Counties Railway Number 611 emerged at summer's end in a glossy new coat of bottle green. John Doyle kindly supplied the picture.

way Museum Commission wishes to extend their thanks. The Commission would like to remind the members of the Association that donations of artifacts, manuscripts, documents and photographs pertaining to railways are most welcome.

During the second half of the year, the lease of the property on which the Museum is located was annuled and the property was purchased outright from DOMTAR Limited by the Canadian Railroad Historical Association.

Last year was most successful with regard to MUSEUM OPERATION. The total number of visitors increased nearly 40% over 1970. The derivative increase in revenue permitted the hiring of more staff in order to provide better service to the visiting public. There was also an encouraging increase in the number of school tours during the period May 15 to June 30. Nearly two-thirds of the tours which could be accommodated during this period were booked before the Museum opened to the public in the spring. The Montreal Protestant School Board has added a visit to the Canadian Railway Museum to the Canadian History curriculum for Grades 6 & 7.

The Museum was also used as the locale for numerous advertisement-photograph productions and was one of the "on location" sites for an up-coming feature film.

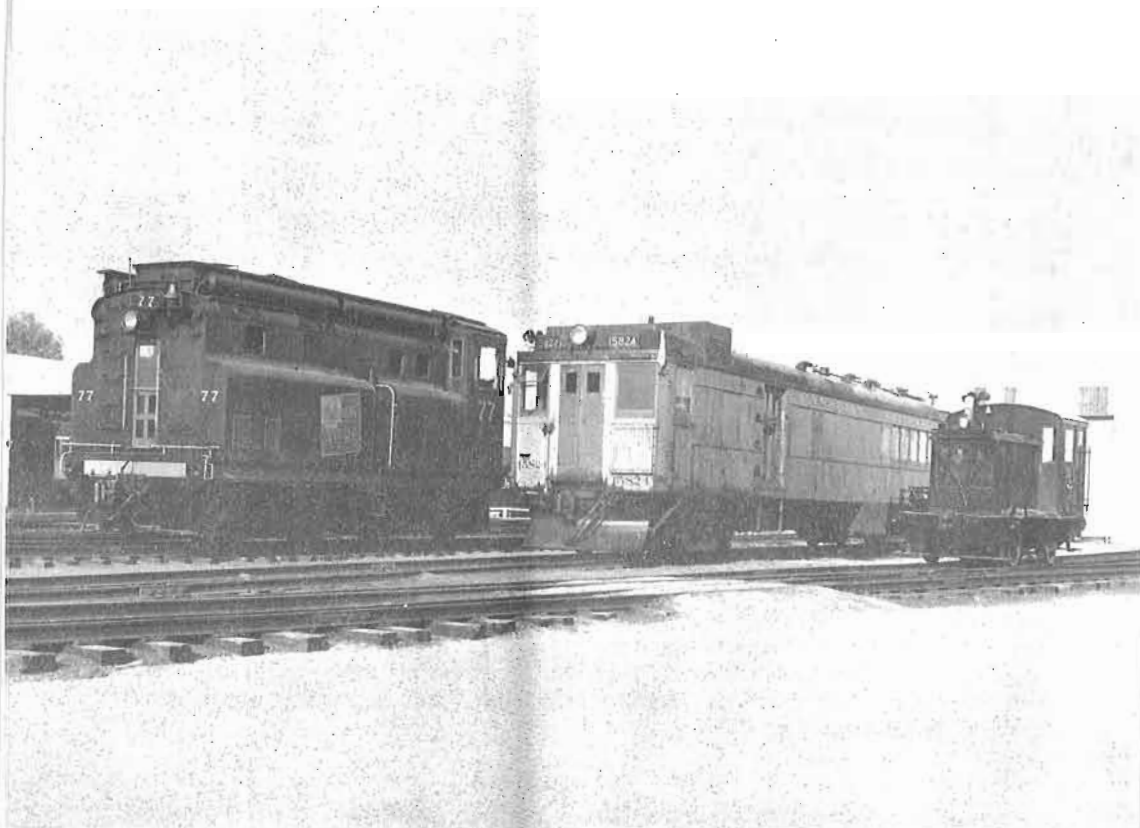
The increased revenues derivative from all Museum activities enabled the Commission to achieve and surpass the budget forecasts made early in 1971.

While 1971 was a very good year - perhaps the best to date - for the Canadian Railway Museum, its continuing expansion and growth imposes a constant strain on both human and financial resources. In order to provide for continuing, orderly expansion during the next several years, it will be necessary to plan and undertake a campaign for financial support in 1972. Indeed, this step has already been put in motion and is well under way at the present time. Nevertheless, the Museum will continue to need more volunteers to participate in the many and varied activities it offers.

The Canadian Railway Museum Commission urges every member to come to our Museum and join in the fun. Perhaps you would like to bring a friend with you. Please feel free to do so, or to suggest to your friend that he come by himself, if he wishes. Remember, if you are over twelve years old, you can participate in many of the projects at the Canadian Railway Museum.

Why not telephone us at 632-2410 and join in now?

▼ A SHOW OF (DIESEL) POWER AT THE CANADIAN RAILWAY MUSEUM-MUSEE FERROVIAIRE Canadien. CRM Number 9 (right), ex-CNR No. 15824 and faithful No. 77 after undergoing a "class 5" repair. Bob Linney provided the picture.



YOUR ASSOCIATION'S FINANCIAL REPORT FOR 1971

A.S.Walbridge.

The Members of the Canadian Railroad Historical Association should be pleased to learn that the financial status of our Association at the end of 1971 was an excellent one. The Balance Sheet and Statement of Surplus, audited by Winspear, Higgins, Stevenson and Doane, Chartered Accountants of Montreal, were presented to the Annual Meeting of the Association, held on January 26th., 1972.

Fifteen hundred Regular and Associate Members paid total dues of \$ 10,300 for 1971. Allowing for the cost of the December issue of CANADIAN RAIL, paid for in 1972, revenue and expense per member was:

	<u>per Regular Member</u>	<u>per Associate member</u>
Dues received	\$10.00	\$6.00
Expenses: CANADIAN RAIL	\$4.41	\$4.41
Membership Serv.	.52	.52
Audit	.67	.67
General expense	<u>.95</u>	<u>.40</u>
	<u>6.55</u>	<u>6.00</u>
Excess of Revenue over Expense-1971	<u>3.45</u>	<u>NIL</u>

The Association's reserve at December 31, 1971 amounted to \$ 1,916.00.

Sales of publications totalled \$ 4,275. A surplus of \$ 1,450 thereon provided the Canadian Railway Museum with \$ 1,000 for capital purposes.

The Trip Committee operated six trips which netted a surplus of \$ 3,550. Canadian Railway Museum capital projects benefitted by \$ 1,900 from this surplus.

In 1971, the Canadian Railway Museum welcomed 22,750 paying guests. Gate receipts, train rides, vending machine revenues and the Museum Store generated a surplus on operations of \$ 1,440. The Museum began to receive the benefit derivative from an endowment of \$25,000 made to cover the cost of maintaining the Hays Memorial Archives/Library Building.

In 1971 for the first time, surplus funds from Museum operations were available for capital projects, to a total of \$ 900 .

The largest capital project payments in 1971 were:

Operating replica: JOHN MOLSON	final instalment.	\$ 16,100
Hays Memorial Archives/Library	final instalment†	\$ 5,900
Canadian Railway Museum property:	acquisition	\$ 23,400
Employment: Wages and salaries re		\$ 7,700
Opportunities for Youth, a Government of Canada-sponsored summer work project for junior college and university students:		

The most significant omission from the Financial Statements is the dollar-value of the thousands of man-hours of time spent in voluntary work on Association projects such as:

CANADIAN RAIL : Editing, publishing and distributing, each month;
MEMBERSHIP SERVICES: Receiving and answering hundreds of pieces
of mail, each week;

CANADIAN RAILWAY MUSEUM: Construction of track & switches;

ASSOCIATION COMMITTEES: Attending, advising and planning;

MEMBERS' MEETINGS: Planning, conducting and improving;

BRANCH LIAISON: Planning, advising, promoting, assisting;

ADMINISTRATION: Performing clerical, legal, engineering, railway
and accounting functions;

OTHER: Patching the roof of the caboose at the Museum!

Without the free and willing donation of all of these hours, the Members of the Association would not receive all of the benefits which they presently receive.

The Treasurer recognizes and appreciates the considerable assistance received from members performing related duties.

A copy of our Association's audited financial statements awaits your welcome communication with the Treasurer, at the Association's address.

Stephen Walbridge
Treasurer of the Association.



IN OTTAWA IN '71

Duncan duFresne.

An interesting year, yes. But not unusually so. Yet progress was made. Our membership held its own and we even picked up a few new younger members who will be a great asset to the group.

Administratively, the relationship between the Ottawa Branch and the Bytown Railway Society was clarified, which was considered to be a major milestone in the history of the Branch. The result of this has been the easing or elimination of encumbering legal problems associated with the operation of equipment, the running of excursions, etc. and has done a great deal to make life more enjoyable for members of the Ottawa Branch executive.

In addition to 12 general meetings during the year, eight executive meetings were held and these were mostly lengthy and lively, as well as essential and productive. In an encapsulated resumé of the events of the year, the following events may be mentioned:

1. A trip to the Canadian Railway Museum at Saint-Constant, Qué.
2. Five days of operation of the National Museum of Science & Technology's 0-6-0 steam yard locomotive and the handling of over 6,000 passengers during the period. The first of these five occasions saw Canadian National's famous locomotive No. 6218 on the Museum's spur, along with ex-STELCO 0-6-0 No. 40. The crew of No. 40 - members of the Ottawa Branch - had the pleasure of switching a car of coal to refuel No. 6218 and then offered a "steam salute" to this grand "Northern" on this, her final visit, to our Nation's Capital.
3. An excursion to Maniwaki, Québec, with a five car train. It was a beautiful occasion - our greatest undertaking yet - and unquestionably an unqualified success!
4. In June and October, we rejoiced in the operation of our ex-Central Vermont auxiliary steam crane. We enjoyed all the smells of steam locomotive operation and thrilled to the sound of a Canadian Pacific steam locomotive whistle - now securely installed on the steam crane.
5. Restoration continued on most of the equipment belonging to the Ottawa Branch, including the rebuilding of an ex-CPR handcar which was operated on the double track parallel to and in conjunction with the operation of ex-STELCO 0-6-0 No. 40 - to everyone's delight!

→ MUSEUM OF SCIENCE AND TECHNOLOGY'S EX-STELCO NUMBER 40 MADE MANY YOUNGSTERS happy in 1971, as she went through her paces under the able direction of the Ottawa Division's President, Duncan du Fresne. Photo courtesy J. Langevin.



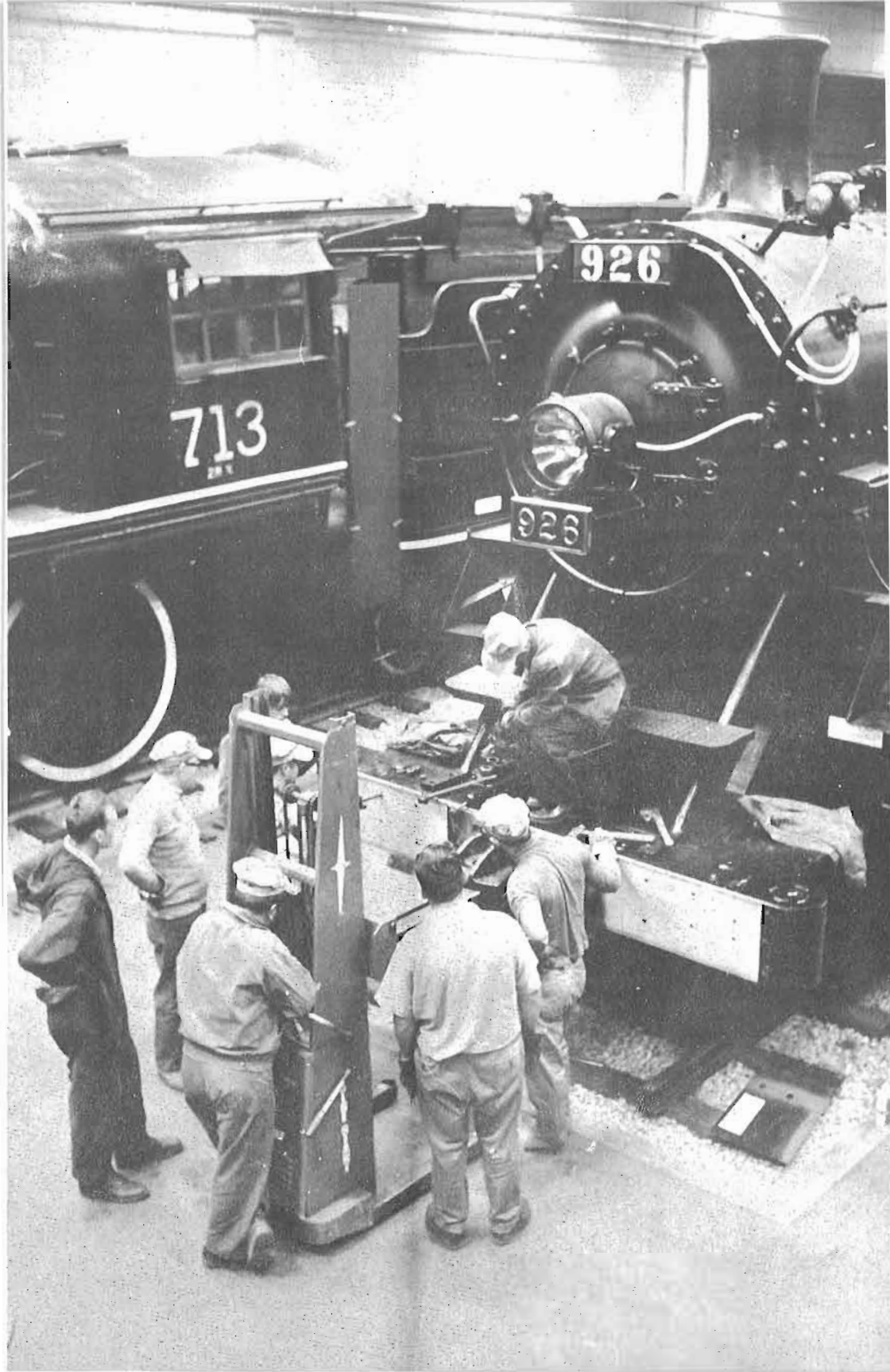


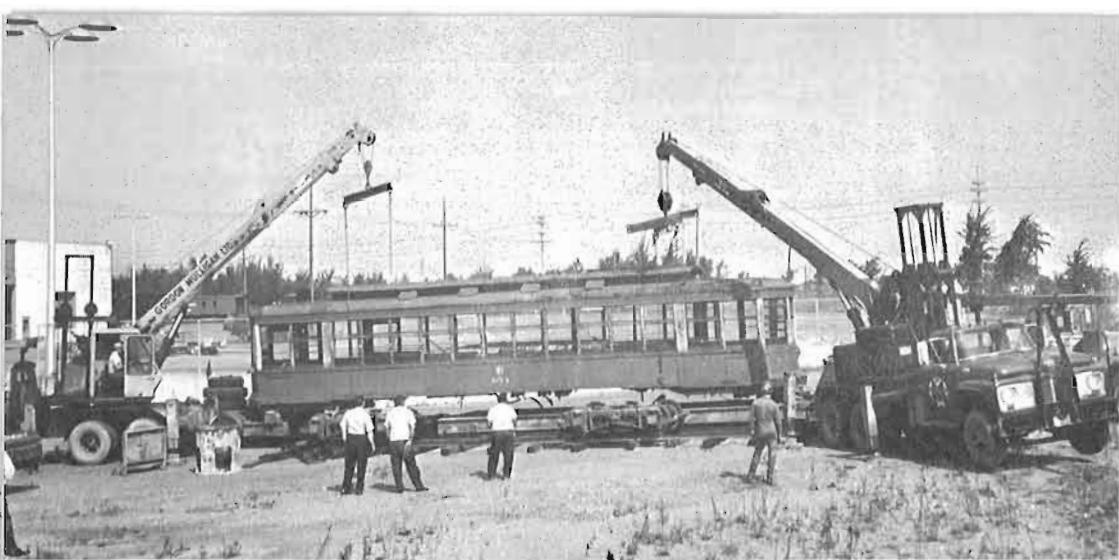
➔ LOCOMOTIVE RESTORATION AT THE NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY, Ottawa, with Ottawa Division members Rolly Lafleur, Dick Carnegie, Ron Roncari, Bob Millikin, Bob Elliot, K. Lenton and Dunc du Fresne installing a new pilot beam on ex-Canadian Pacific D-10 Number 926. One worker was missing from the picture: Doug Campbell. He's busy taking the picture!

⬆ ON AN OPERATING DAY FOR EX-STELCO NUMBER 40, DUNC DU FRESNE PUTS THE LITTLE lady through her paces, to the wondering eyes of the younger members of the audience. Photo courtesy J. Langevin.

6. A within-the-Branch group of "juice" fans, who by their individual efforts managed to get ex-Ottawa Transportation Commission car No. 854 back to Ottawa, promoted its purchase from the Canadian Railroad Historical Association and realized its sale and removal to the National Museum of Science and Technology.
7. The continuing restoration work on steam locomotives belonging to the National Museum of Science & Technology resulted in plaudits from Dr. David Baird, Director of the Museum and the erection of a sign acknowledging the contribution of the Branch members by their voluntary efforts.

On the debit side of the ledger, we were sorry that our immediate Past President, Major Bob Elliott, decided to reside in the United Kingdom after his retirement from the Canadian Armed Forces. Although the decision to reside there may be reversed, we are hoping that he will be back. The Branch is about to lose another of its members, Mr. Fred Barber, Editor of our publication THE BRANCHLINE, who is also a Squadron Leader with the Royal Air Force. Fred is being transferred to Great Britain (home) after many years absence and, while we know that he and his wife are looking forward to the return with pleasure, we





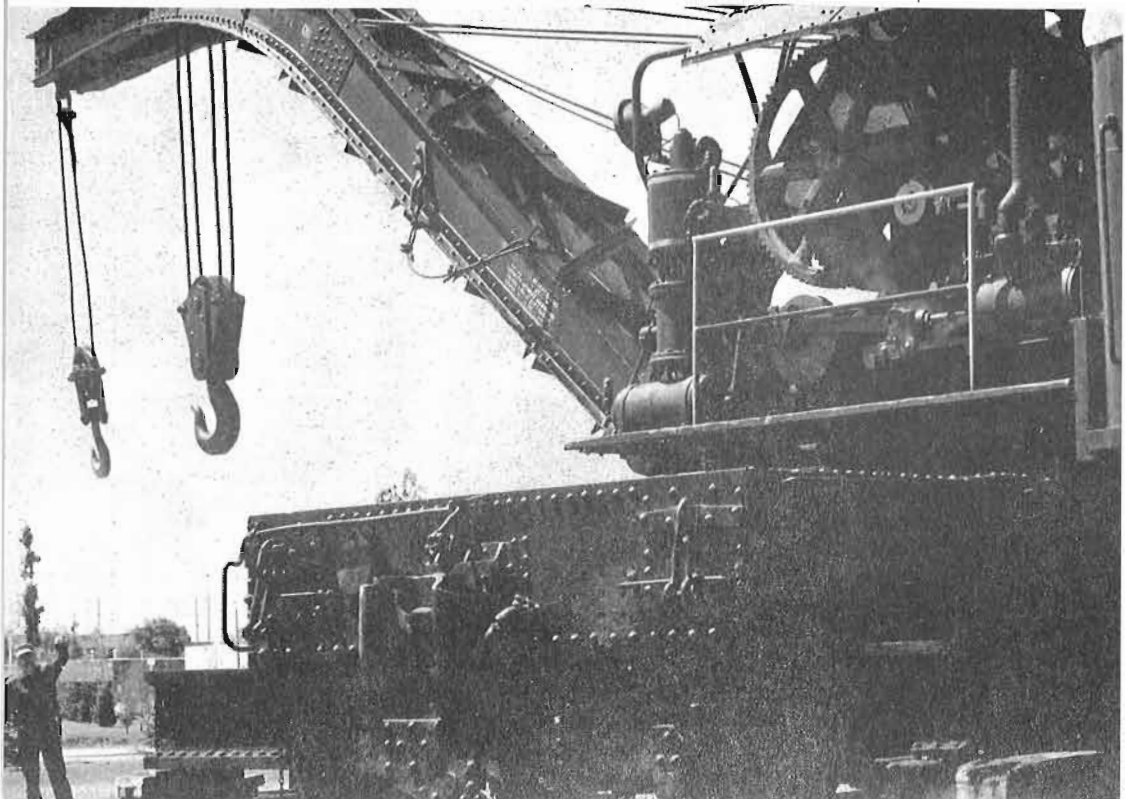
regret that he will not be able to offer the Branch his assistance in the coming years.

Our best wishes go with both Major Elliott and Squadron Leader Barber.

And we anticipate a more successful year of planning, operation and accomplishment in 1972!

EX-OTTAWA TRANSPORTATION COMMISSION CAR 854 RETURNS TO OTTAWA. IT IS 1030 hours, August 15, 1971, as Number 854 is slowly lowered onto her trucks on home ground. CRHA Director Ken Heard made the scene. Bruce du Fresne preserved the event on film.

OTTAWA DIVISION'S EX-CENTRAL VERMONT RAILWAYS AUXILIARY NUMBER 4251 SEEN here in action. Bob Elliot signals Dunc du Fresne to "lower the big hook". Dick Carnegie took the picture.



Our Association: Today and Tomorrow.

C.W.Kenneth Heard.

Surely, the major new development in 1971 with respect to Branches of our Association is the possibility that a fourth branch, centered in Toronto, may be formed in 1972. The name proposed is the TORONTO AND YORK BRANCH.

Two former Directors of the Association, Messrs. Walter Bedbrook and Peter Shergold, resident in Toronto, have undertaken to respond to the requests from members in this area to organize a new branch. Messrs. Bedbrook and Shergold presently have in hand the necessary application, which requires the signatures of ten members for submission.

It should be emphasized that this new branch, when formed, is not intended to compete with present railway enthusiast organizations in the southern Ontario area, but rather to complement them.

Moreover, two conditions are essential if a branch is to be viable in this or any region. These are, a sufficient number of enthusiastic Association members in the area, willing to organize it, and a role for the branch. There are certainly enough Association members in the Toronto-London area to provide the manpower to organize. As for the role of the branch, the Association members in the Toronto area who are promoting the branch, presently wish to confine their activities to the research and study of Canadian railway history and similar projects.

They consequently are not requesting authority to acquire and preserve large items, such as railway rolling stock, and do not envisage undertaking activities similar to those of the Upper Canada Railway Society.

Conversely, as an alternative to the formation of the Toronto and York Branch, the Association's Board of Directors might well investigate the possibility of concluding a formal affiliation agreement with the Upper Canada Railway Society of Toronto, under a provision which - from the point of view of our Association - would be permissible and enabled under the new General By-law, presently in preparation. Such an arrangement could offer advantages to the members of both organizations.

As most of the members present at the 1971 Annual General Meeting are no doubt aware, I have been engaged for the past two years in a comprehensive study of the structure of our Association, with a view to preparing a new General By-law, to supercede the present By-law Number 3. This broad assignment has taken much longer than originally anticipated, but it is nevertheless my hope that it will

be concluded sufficiently in advance of May 1972 so that the members may consider its terms before the end of that month. It has been suggested that a Special General Meeting of the Association - at which the proposed By-law would be discussed - might be held in conjunction with other activities of interest to the members, such as a Members' Day at the Canadian Railway Museum or an Association excursion, to take place on a suitable weekend.

The general terms of the By-law which I shall propose were outlined in my Annual Report for 1970 and were presented in summarized form in the March 1971 issue of CANADIAN RAIL.

In view of the future importance to the Association of the structure embodied in the new proposals, I can make available to interested members a few copies of my 1970 Annual Report.

As we look towards the future, one of the most significant decisions taken by your Board of Directors in 1971 was to submit an application to the Government of Canada for a series of grants for a total amount of \$ 370,000. This sum was requested for capital expenditures at the Canadian Railway Museum.

It is, of course, impossible at the present time to determine whether or not this request will be granted. It is my private opinion, however, that it will be the better part of a year before any decision will be forthcoming from the appropriate agency of the federal government.

The application for this sum of money coincidentally raises a number of questions, which must surely be resolved as part of the process of reaching a decision on the application. For example, it would seem important to clarify the concept of the Museum as a whole. Those members who are intimately involved in the construction and operation of the Canadian Railway Museum may have - in their own minds - a clear idea of what this over-all concept is, but it is not apparent to the casual visitor. Unfortunately, comprehensive visual aids to exhibit identification - which would assist in informing the visitor of the complete concept of the Museum - are, in general, lacking.

In addition, there is not at the present time a logical acquisition policy. Such a policy is important, with regard to the future space and structural requirements. Obviously, the present ten-acre site is not large enough to house and exhibit the present collection, except under warehouse conditions. While the policy of affording maximum covered storage for restored exhibits is essential, the display in conditions which can only be described as confined, is regrettable. In these circumstances, should not a decision be taken as to whether this is all the Canadian Railway Museum should attempt to achieve? Or whether, concurrent with changing museum concepts and rising standards of display, the Museum should earnestly try to generate in the visitor a clearer idea of what railways were and are and how they were, are and will be relevant to Canada. In sum, what is required is an understanding more effective than can be presently evoked by a series of static displays of railway motive power and rolling stock.

Finally, the crucial question raised by the request for public

monies is whether or not the present method of managing the Museum will continue to be viable if the expansion implied by this grant application takes place. In the last fourteen years, mountains have been moved by volunteers. Indeed, the Museum would not now exist without these efforts and they will always be required.

But while the volunteer-type of effort is essential, the "volunteer" type of thinking is no longer adequate. Further expansion will necessitate a more mature, more informed, more expert direction of the Museum. The Association is today the proprietor of a property having a value conservatively estimated to be worth \$ 600,000. If present plans materialize, this same project will have a value five years hence in excess of \$ 1 million. There are very few persons who can appreciate this figure. Most of us would claim to be rich if we had one-twentieth of this amount. The management of this estate is no sinecure. Its direction is, frankly, quite beyond the capabilities of any group of amateurs and we must surely face immediately the problems associated with the appointment and remuneration of a permanent staff - even a modest one of two or three people - headed by a professional museologist, if indeed one can be found who is willing to supervise our particular specialty.

In grappling with such questions, it is essential to avoid the insularity of outlook which has manifested itself on occasion over the past three or four years and which has even resulted in the needless alienation of people who would have been useful to the Association. It has also been said on many occasions that our Association is national in scope. This has yet to be proven. While we may presently have an excellent archives and a communications medium - CANADIAN RAIL - permitting the dissemination of much valuable information relating to the history and development of Canada's railways, our Association by no means has a monopoly of knowledge and expertise on the subject. At times, it seems impossible for us to recognize this fact.

The Canadian Railway Museum - and indeed the Canadian Railroad Historical Association - is one of several similar organizations in Canada which may have a legitimate Claim on any funds which the Government of Canada may make available to publicly-sponsored - as opposed to government-sponsored - museums. Our application therefore will be judged according to the same criteria as all of the others and it should be recognized at once that we have some very prestigious companions. One example is the Royal Ontario Museum of Toronto.

One area of Association activity, considered by the Board of Directors as deserving of more attention is that of publicity and public relations. On several occasions in 1971, the Board discussed this subject. The excellent progress made during the year by the Public Relations Board of the Canadian Railway Museum was noted and the hope was expressed that this Board could also become the Public Relations Committee of the Association, with responsibility for publicizing both the Association and the Museum - although not necessarily both at the same time.

While the membership may have increased in 1971, it is still

somewhat lower than the all-time high, established some years ago. More important - it is safe to say that our membership does not exceed 25% of the total membership potential. In other words, there are at least four times as many people interested in the railways of Canada = past and present - than can be counted as members of our Association. This potential must be exploited - and as soon as possible. A well devised, imaginative publicity drive and membership campaign - coupled with improvements in our product, Association membership - should be devised and implemented. Inherent in this proposal is the assurance that the Association's Branches would also derive benefit and the possibility of forming branches elsewhere would be enhanced.

Further, it should be emphasized that among the Association's initiatives in 1972 should be an earnest effort to strengthen and increase our membership in the francophone sector of Canada's population where, at the moment, it is notably weak. The Board, ever conscious of this situation, should arrange to meet with francophone members, to insure their more meaningful participation in the affairs of the Association. Wherever possible the transactions of the Association should be communicated in both of Canada's official languages. Where a demand can be shown, the Association's publications should also be bilingual.

To summarize, the problems facing the Association in the '60s seemed at the time to be insuperable and yet, they were resolved or mitigated. However, the problems of the '70s will be no less formidable and very likely entirely different. If they are to be resolved rapidly and expeditiously - and to the best advantage of the Association - now is the time to undertake the study of their probable nature and to thereby prepare the plans essential to their efficient resolution.



TRIP COMMITTEE REPORT - 1971

F.F. Angus

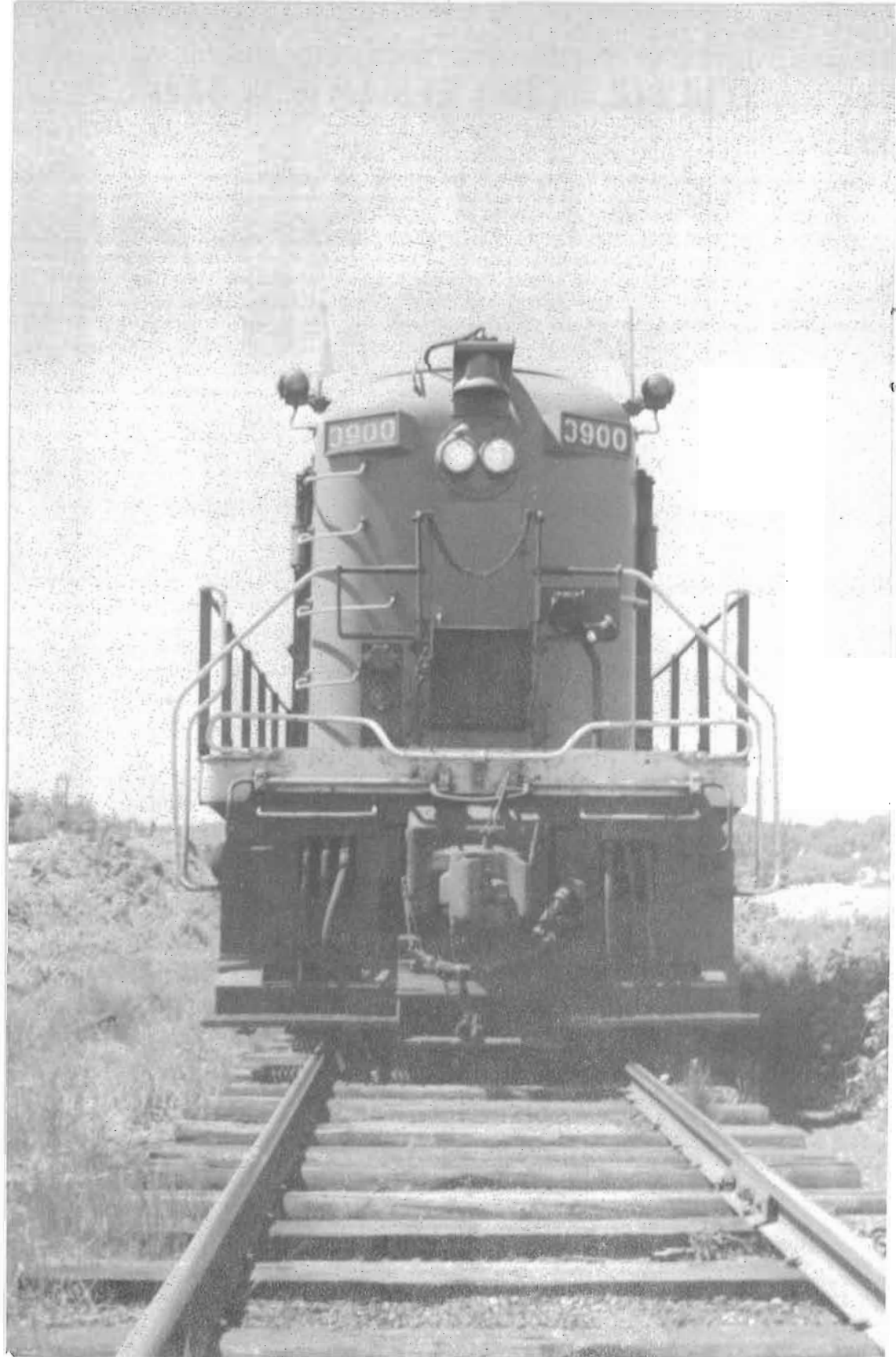
At the first meeting of the Board of Directors in 1971, the formation of the Excursions and Special Activities Committee was approved. The members of this committee were Messrs. Angus, Doyle, Leach and Murphy. Mr. R. Rivet was subsequently added to the Committee.

The first activity was the February 6 "Snow Excursion", an activity organized by the committee in the preceeding year. This trip by CP RAIL ran from Montreal to Labelle, Québec, and return, the train consisting of CP RAIL diesel-electric unit Number 4071, four modern coaches and the dome-observation car "Revelstoke Park". This was indeed a "snow" trip as the photographers discovered at the various photo stops, but those who braved the deep snow obtained pictures of the rare sight of a scenic dome train in the picturesque Laurentians. An innovation on this occasion was the provision of a bar and refreshment service in the dome car, which added to the enjoyment of the excursion.

With the coming of Spring, another excursion was planned. This time it was by Canadian National and Central Vermont Railways, from Montréal to St. Albans, Vermont, to take part in the annual Maple Sugar Festival being run by the Vermont Maple Festival Council. As April 3 approached, ticket sales soared and more and more coaches were added to the planned consist of the train. During the last week before the event, the committee members were kept busy all evening until late at night answering hundreds of telephone inquiries about the excursion. By April 3, the train had grown from a projected five to eleven coaches, pulled by two CN diesel-electric "A" units and an unprecedented 650 passengers were aboard! The train was completely sold out and regretfully, at least 350 people were disappointed at not being able to secure tickets. The success of this excursion was due in no small measure to the great cooperation of the Vermont Tourist Bureau, which helped to publicize the excursion.

Saturday, June 5, was the date of our "Apple Blossom" excursion to Granby and Waterloo, via Canadian National Railways. The trip followed the line of the old Montreal and Southern Counties electric line to Granby and then on to Waterloo. At Granby, passengers had

← EAST OF ABBOTSFORD, QUEBEC, ON THE FORMER LINE (ELECTRIC) OF THE MONTREAL AND Southern Counties Railway, the "Spring-Time" or Apple Blossom Special paused for a picture - but, alas, the apple blossoms had faded! S.S. Worthen.



the choice of either going on a specially organized tour of the Granby Zoo or else continuing on to Waterloo. Motive power on the trip was CN road-switcher 3900 and ALCO "A" unit 6750, both units of considerable interest to the diesel enthusiast. Weather was perfect for the trip, although unfortunately the apple blossoms were absent!

1971 was the tenth anniversary of the Canadian Railway Museum and a special banquet and barbecue was held at the Museum on August 14. As part of this celebration, a special train of two CP RAIL "Dayliners" (9114 and newly renovated 9116) went from Windsor Station to the Museum and eventually, at the close of celebrations, returned. This party was noted for the official unveiling of the full-sized replica of the locomotive "John Molson", which was under steam on that day. It should also be recorded that the occasion was also the last Association excursion from the "old" Windsor Station, since the new tracks situated farther west are now in use and the last rails were removed from the old trashed late in November.

The 1971 tour to other museums was billed as a double feature: a trip to the trolley museums at Branford and Warehouse Point, Connecticut. As it turned out, it was a triple feature, since a trip was also made to the steam-powered Connecticut Valley Railroad near Old Saybrook, Conn. Both trolley museums featured the operation of Canadian streetcars and those who attended were able to "ride down memory lane" on Montreal double-enders, one of the "golden chariots", Montreal & Southern Counties No. 9, two Toronto cars and a variety of other equipment, including the world's first PCC car.

This year, the annual Fall Foliage Excursion was held again after a lapse since 1969. Following the success of the Maple Sugar Trip, it was decided to go via Canadian National-Central Vermont once again and our destination was White River Junction, Vermont. A sell-out crowd of 370 passengers enjoyed a great trip through the scenic Green Mountains in perfect weather. Once again we had the wholehearted support and cooperation of the Vermont Tourist Bureau and the Central Vermont Railway. This trip completed the excursion programme for 1971.

<u>Date</u>	<u>Excursion</u>	<u>Expenses.</u>	<u>Revenue</u>
February 6	"Snow" Excursion	\$ 2,349.73	\$ 2,924.41
April 3	Maple Sugar Trip	4,132.40	6,134.69
June 5	Apple Blossom Tour	1,213.34	1,213.93
August 14	Museum Members' Day	629.50	629.50
September 18	Trolley Museum Tour	390.31	360.00
October 2	Fall Foliage Excursion	3,963.24	5,481.10

The success of the 1971 excursions is reflected in the financial statement, part of which is shown above. As revenues exceeded expenses by more than \$ 3,500.00 - an unprecedented total - it was possible to transfer \$ 1,900 to the Museum capital fund, where much of it will be used in the programme of restoration of exhibits.

← EAST OF GRANBY, QUEBEC, CANADIAN NATIONAL UNIT NUMBER 3900 PAUSED BRIEFLY for a photograph and then hauled the train onward to Waterloo. S.S. Worthen.

ELECTIONS AND APPOINTMENTS FOR 1972

F.F.Angus

THE ANNUAL GENERAL MEETING OF THE Canadian Railroad Historical Association was held at McGill University, Montréal, Qué., on Wednesday, January 26, 1972.

Approximately 40 regular members, as well as a few associate members and friends were present. The reports of the various Directors and Committees were read and questions were asked regarding the functions of the Association during 1971. Summaries of many of these reports are included in this issue of CANADIAN RAIL.

The scale of fees for the several classes of Association membership were ratified by the members and the scale for 1972 was unchanged from that of 1971.

Nominations for Directors for thirteen candidates for the 12 positions of Directors of the Association for 1972 were received. Accordingly, an election was held and the following candidates were elected to the Board of Directors:

Angus, F.F.	Latour, D.	Nicholls, R.V.V.
Beatty, J.A.	Leach, L.O.	Walbridge, A.S.
Cheasley, C.S.	Mosher, K.D.	Webb, R.W.
Doyle, J.	Murphy, M.P.	Worthen, S.S.

After the election, the firm of Winspear, Higgins, Stevenson and Doane was appointed as auditor of the Association's accounts and, following this, the meeting was terminated.

The new Board of Directors of the Association met on January 31 and February 7 and the following officers were elected:

President	C. Stephen Cheasley
Vice-Presidents	D. Latour S.S. Worthen
Treasurer	A. Stephen Walbridge
Secretary	Frederick F. Angus

Honorary Officers of our Association were elected at these meetings:

Honorary President	Donald F. Angus
Honorary Vice-Presidents	N.R.Crump, Chairman, Canadian Pacific, Limited; R.C.Day, Chairman, Toronto Transit Commission L. L'Allier, Chairman, Montréal Urban Community Transportation Commission; N.J.MacMillan, Chairman and President, Canadian National Railways; David Stewart, President, Antiquarian and Numismatic Society.

The following areas of responsibility were assigned to the Directors of the Association:

Membership	J.A.Beatty
Publications Sales	L.O.Leach
Editor, CANADIAN RAIL	S.S.Worthen
Chairman, CANADIAN RAIL Committee	M.P.Murphy
Meetings & Special Activities	D. Latour
Excursions & Trips	F.F.Angus
Corresponding Secretary	J.A.Beatty

All of the Directors with the above portfolios were authorized to form committees to assist in the carrying out of work in connection with these portfolios.

Members wishing to participate in any of these activities are urged to contact the Director concerned.

EDMONTON

ENERGETICS !

Text & Photos

Don Scafe.

THE DRIVER-TRAINEES OF 154 COMPANY, ROYAL Canadian Army Service Corps, heaved sighs of relief late in the afternoon of November 13, 1971, when they were told that they would not be returning to the Alberta Pioneer Railway Association museum site again during the year.

Lending personnel and trucks beginning in September, 154 Company helped to complete the APRA's major pro-

ject for the year. Commencing on a rainy Saturday in June, tie-hauling became a muscle-tiring weekend activity that continued until the ties for two miles of track had been transported to the future home of A.P.R.A. Park.

Before outside activities began for the year, refurbishment of former CN 4-6-0 steam locomotive No. 1392 and former Intercolonial Railway baggage car 8029 was started. The successful hydrostatic test on No. 1392 brought the operation of a second steam locomotive in Edmonton much closer to reality. The 91-year accumulation of paint on Car 8029 yielded sometimes easily, other times reluctantly, as members prepared her for a return to Intercolonial colors.

Although members of the Rocky Mountain Branch are keenly interested in the operation of steam locomotives, they are mindful that "first-generation" diesel power is beginning to succumb to the scrapper's torch. The A.P.R.A. is pleased that Canadian National Railways honored its request for donation of CN unit No. 9000 - the first commercial road freight "A" unit built for a Canadian railway. The unit is in operating condition.

The roster of the A.P.R.A. has expanded with the arrival of the following equipment:

ex-CNR	9000	F-3A	built by GM-EMD in 1948
ex-CNR	50122	Pile-driver model 408-B1	built by Dominion Hoist & Shovel
ex-CGTX	1102	Tank car	Built December, 1926.

Statistic Edmonton

Ties moved to Museum site	ca. 5,500
Passengers carried - 3 occasions	4,550

The site for the A.P.R.A. Museum has been selected, but no equipment has been moved from Edmonton, since the connecting switch with the C.N.R. has not been completed.

Johnny Cash was given an honorary membership in the A.P.R.A.

Copies of the print of ex-NAR No. 73 that he is holding can be purchased unmounted from the A.P.R.A. at \$ 2.00 each.

➔ THE "GENTLE" REMOVAL OF THE THROTTLE PRECEDES AN INTERNAL INSPECTION OF EX-Canadian National Railways' Number 1392's boiler.

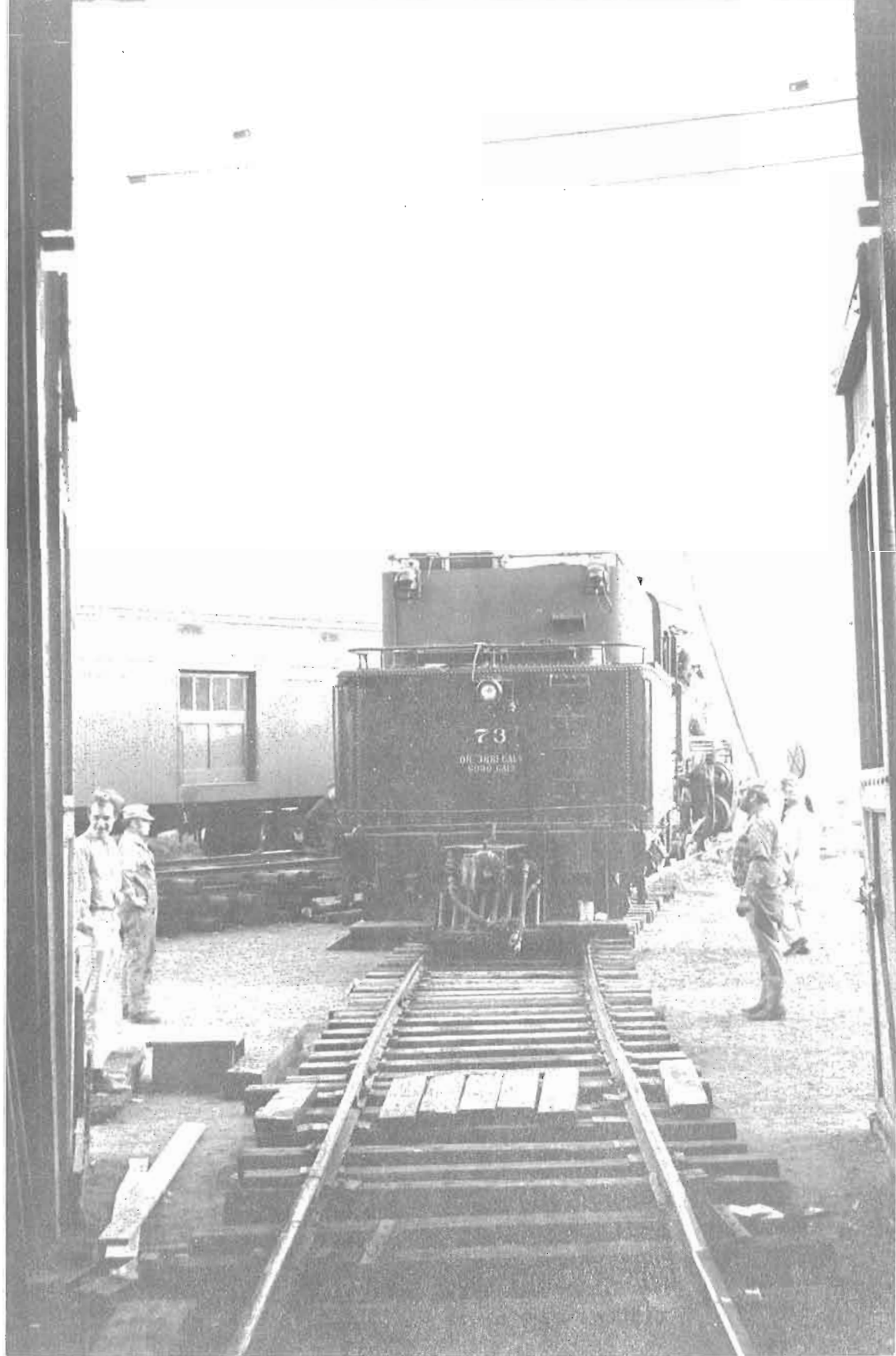
AFTER THE SUCCESSFUL INSPECTION AND HYDROSTATIC TEST OF NUMBER 1392, FIBRE-glass lagging is applied over the boiler.

A WAVE TO THE CN ROC RAILLINER TO ST. PAUL? ALBERTA MAKES A BREATHER FOR THE APRA members hauling ties to the museum site in summer '71.

MEMBERS ARE POSTED AT TRACK-SIDE TO ENSURE THAT EX-NORTHERN ALBERTA RAILWAYS Number 73 doesn't climb the rail unnoticed, when backing into the barns at the end of a weekend of operation by the APRA and the Rocky Mountain Division.

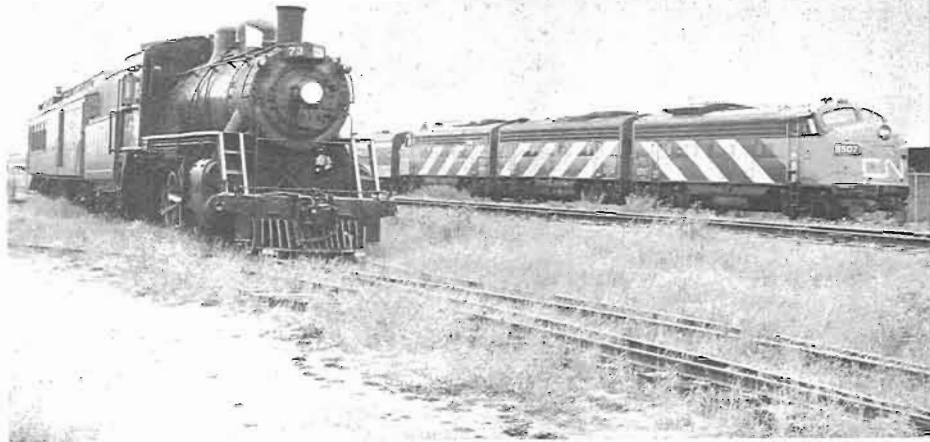
THE MODERN RECREATION OF A ONCE-FAMILIAR OPERATING PROCEDURE. PASSING ORDERS "on the fly" is one of the demonstrations presented to visitors at the APRA.







THE COMPETITION'S (CN) TRAIN NUMBER 4 ROLLS
by APRA's Number 73 and combine at Edmonton,
Alberta on the Labour Day (1971) weekend.



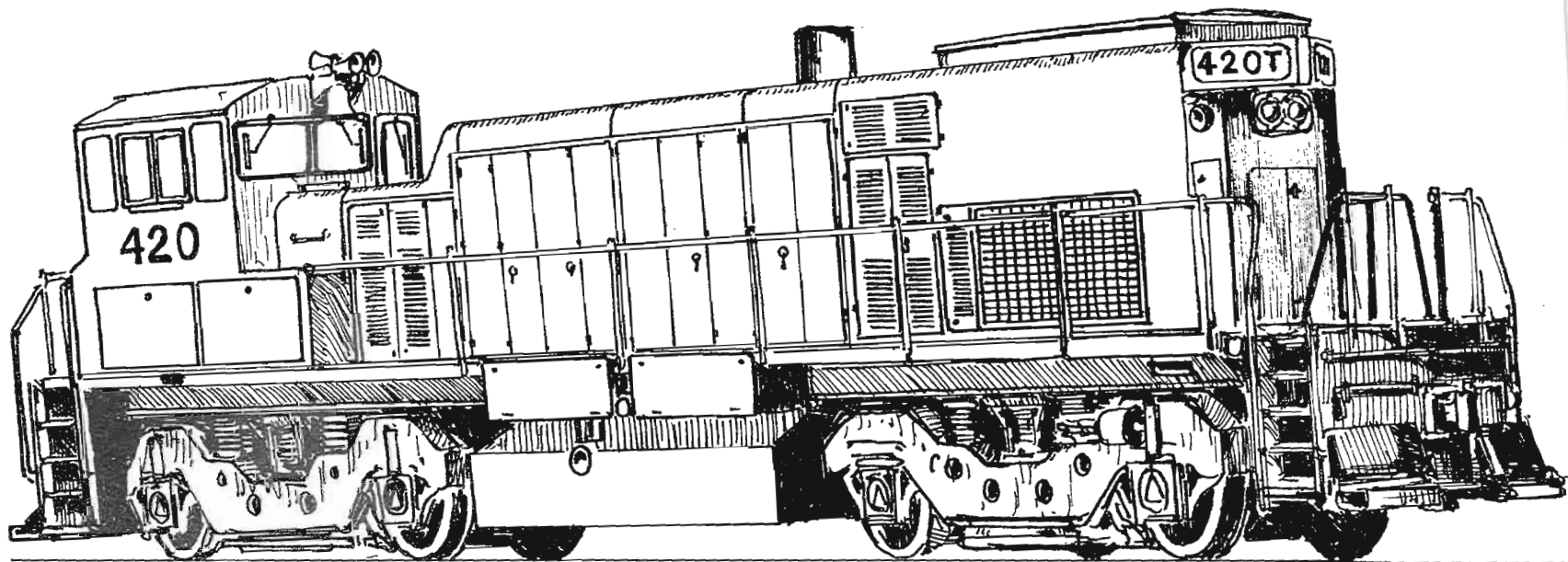
TRACK-LAYING BEGINS INTO THE APRA MUSEUM SITE
from the newly-installed switch on the CN's
main line.

WELL-KNOWN COUNTRY AND WESTERN SINGER, JOHNNY Cash, receives an honorary membership in the APRA - and a print of Number 73 - prior to his summer '71 concert in Edmonton, Alberta.

Photo courtesy J. Rysdyk.



THE ACQUISITION OF THE YEAR! EX-CANADIAN NATIONAL F3A Number 9000 is moved slowly forward by CN Number 5172 prior to the official presentation to the APRA on November 27, 1971.



MLW M-420TR

Philip Mason '72

WAYBILLS

Editorial Staff

CANADIAN RAIL

APRIL, 1972.

← ONE OF MLW INDUSTRIES UPCOMING MODELS IS GUESS WHAT? WE REPRODUCE HEREWITH an artist's sketch of an M42D-TR. Mr. Philip Mason, who did the sketch, was of the opinion that the "real thing" would be outshopped before the sketch appeared in CANADIAN RAIL.

PA-1S IN THE "SMOKING" DEPARTMENT:

Jim Shaughnessy's observation on the-then D&H PA-1s in the December, 1971 issue of CANADIAN RAIL has elicited the following comments from Mr. B.A. Bigelow of Montréal:

"The excessive volumes of smoke emitted by the ALCO PA-1s is not a low-speed phenomenon, but is related to the transient prime-mover loading when the unit is being "notched up". Take, for example, the situation involved in going from throttle notch 2 to notch 3. The demand for more power resulting from this move causes the electrical system to command increased prime-mover rpm, with a resulting increase in horsepower output.

The fuel control system reacts by increasing the volume of diesel oil injected into each cylinder. However, the volume of air required to burn this increased amount of fuel completely is increased at a much slower rate.

The volume of air required for proper and complete combustion of the fuel is partially sucked into each cylinder, as it is in any 4-cycle internal-combustion engine. It is also charged or "pushed" into the cylinder by a fan.

The fan is driven by a turbine, which is installed in the exhaust gas flow and driven by the force of the exhaust gasses, expelled from the cylinders. The speed of the turbine - and therefore of the charging fan - depends on the speed of the exhaust gasses and thus increases in proportion to exhaust gas speed. This process is, of necessity, a slow one.

The whole arrangement of turbine and fan is called a "Turbocharger".

The time required for the necessary increase in turbocharger speed - necessary to achieve complete combustion of all the fuel, with simultaneous elimination of smoke - may be several minutes.

Ideally, a demand for increased power, resulting in increased prime-mover rpm, should result in an increase in fuel volume with a simultaneous, adequate increase



in air volume, thus achieving complete, smoke-free combustion. If this were possible, there would be no smoke or incompletely-burned fuel particles from the exhaust stacks.

ALCO engines which smoke suffer from two major illnesses:

- (a) some of the exhaust gasses may bypass the turbo-charger, due to leaks in the exhaust manifold. As a remedy, many railroads use non-standard exhaust manifolds on their units;
- (b) the smoke-control device may be faulty. It is regrettable that ALCO failed to develop a device which could be maintained in proper operating condition by the average diesel-engine maintenance shop.

The ALCO prime-mover has a rapid response in service, but is costly to maintain, as the carbon from the incompletely burned fuel - otherwise smoke - contaminates the lubricating oil. A good engineman will throttle up, notch by notch, allowing the prime-mover to stabilize in each notch, thereby minimizing the amount of unburned fuel (smoke). The smoke production is obviously at its worst when the throttle is notched up rapidly, preventing stabilization of the prime-mover at each throttle position.

While comparisons are generally odious, it must in all fairness be pointed out that General Motors Diesel prime-movers, due to their 2-cycle design, require that the air be charged into the cylinders. In this type of design, the charging fan is driven from the crankshaft so that there is - practically speaking - no time-lag between engine speed demand, fuel volume and available air volume. This type of crankshaft-driven fan is called a "supercharger".

The latest GMDL prime-movers use a turbocharger which is gear-driven in the lower throttle notches and unclutched (not gear-driven) in the higher throttle notches, being, in the latter conditions, driven directly by the exhaust-manifold gasses. At higher prime-mover speeds, the speed of the exhaust-manifold gasses is sufficient to power the turbocharger directly through an exhaust-gas turbine.

A gear-driven turbocharger at low prime-mover speeds, plus a direct-driven turbocharger at higher prime-mover speeds, makes smoky-exhaust GMDL diesel-electric units extremely rare."

THE FIRST OF CARTIER RAILWAY'S THREE NEW M-636s came out of MLW Industries on January 27, 1972, and was loaded on board ship at Montréal on February 2 for the trip down the St. Lawrence Ri-

← THIS PICTURE OF JIM SHAUGHNESSY'S MIGHT BE TITLED "IN THE GOOD OLD DAYS OF Steam on the Delaware & Hudson!". Northbound Train 35 was growling up the line at Saratoga Springs, N.Y., on July 23, 1969 - a veritable pillar of cloud by day!

ver to Port Cartier, Québec. It was thought that shipment would have to be delayed until spring, but this was not so. The first unit - road number 71, was followed later by Numbers 72 & 73.

Ken Goslett.

IDLY THUMBING THROUGH THE "YELLOW PAGES" OF THE CURRENT TELEPHONE directory for Montréal's Lachine-Dorval-Pointe Claire "Lakeshore" area, John Welsh recently discovered with some surprise that under the heading "RAILROADS", there was just one listing and that was for - of all things - the Boston & Maine Railroad, (with offices) on Côte de Liesse Road in Montréal!

At the beginning of February, 1972, Algoma Central Railway's second-generation power had arrived at Sault Ste. Marie, Ont. Pierre Patenaude reported that the three SD40s had serial numbers A-2561 to A-2563 and carried road numbers 180, 181 and 182. They were equipped with dynamic braking. Mr. Patenaude also reported that Quebec, North Shore & Labrador Railway ordered forty (40) SD40-2s from General Motors Diesel of London, Ontario. Twenty are scheduled for spring 1972 delivery, with the remaining 20 to be delivered in the spring of '73. Serial numbers are A-2613 through A-2632. Road numbers will be 221 through 240.

AFTER LORNE PERRY'S ARTICLE "ST. LAMBERT SUMMER" appeared in the December, 1971 issue of CANADIAN RAIL, a flood of letters of congratulation ensued.

Among them was one from Mr. Laurence Gagnon of Amherstview, Ontario which said in part:

"I have seen few presentations that match Mr. Perry's effort in terms of writing style, information, atmosphere and some whacking good photos. Many writers tend to overdo the sentiment in looking back to the steam age, but Mr. Perry supplied a documentary which is outstanding. There are no formal books on railroading that can match the observer who is thoroughly familiar with a particular area. I hope Mr. Perry will contribute another article before too long because I am sure a good many other readers have been impressed by "St. Lambert Summer".

Mr. Earl Roberts of St. John's, Newfoundland, points out in his letter of congratulation, that the caption on page 347 of the December 1971 issue, for the photograph of Canadian National Railways engine No. 6173 is incorrect. Mr. Roberts is quite right and the Editor accepts the responsibility for the error, since he typed the caption.

Mr. Roberts reminds us that the CN "Northern" at the CNE Grounds in Toronto is class U-2-g No. 6213, sister engine

to No. 6218 of recent fame. No. 6173 unfortunately was scrapped at Turcot, Montréal in October, 1961 and was written off CN's books that same month. Thank you, Mr. Roberts, for setting the record straight.

MR. GEORGE A. MATHESON TELLS US THAT CP RAIL DAYLINER NO. 9102, PICTURED in the December, 1971 issue of CANADIAN RAIL, used to be assigned to the Saint John, N.B.-McAdam-Woodstock-Arrostock-Edmunston train service before it was withdrawn in November, 1963. DAYLINER No. 9199, now on the E&N on Vancouver Island, was one of the last DAYLINERS on Trains 201-206 of CP RAIL, from Montréal to Sherbrooke and Megantic. No. 9199 ran up until mid-July, 1970 and the last run of Train 206 was made by CP RAIL DAYLINER No. 9111 on July 31, 1970.

YOU MIGHT HAVE THOUGHT THAT THE GHOST OF Montreal-New York City passenger train service had been finally and thoroughly laid to rest by New York State Governor Rockefeller's resolution - ratified by the voters - not to provide any more State funds for intrastate passenger train operation. Not so.

New Yorker Joseph V. MacDonald, buyer of capital equipment for Continental Can Company and ex-Vermonteer from St. Albans - he left the State in 1932 - is agitating for a resumption of the former CN-CV-New Haven-Pennsylvania "Washingtonian" and "Montrealer" passenger service. With AMTRAK already operating trains from Washington to Springfield, Mass., Mr. MacDonald says it would be a snap to turn a buck on the proposed service, since "the New England route is financially sounder because of the far greater market through densely-populated southern New England, compared to the barren Hudson River route".

Subsequently, Mr. MacDonald's proposal was espoused by several Governors of the New England States, who suggested that they might be willing to consider subsidies for passenger train operation - presumably through their individual states. It seems to be unlikely, however, that passenger service north of Springfield, Mass. would be viable, since the centres of population in Vermont are few and Interstate Highway Number 91-89 parallels the railway for the entire distance to the Canadian border.

S.S. Worthen.

ONCE UPON A TIME, NUMBER D-1 (D FOR DIESEL, 1 FOR GUESS WHAT?) OF THE National Harbours Board-Conseil des Ports Nationaux on the Montréal Waterfront was a centre-cab job. The Editor doesn't know anything about it, except the date was July 12, 1948. CRHA Archives, E.A. Toohy Collection.



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