

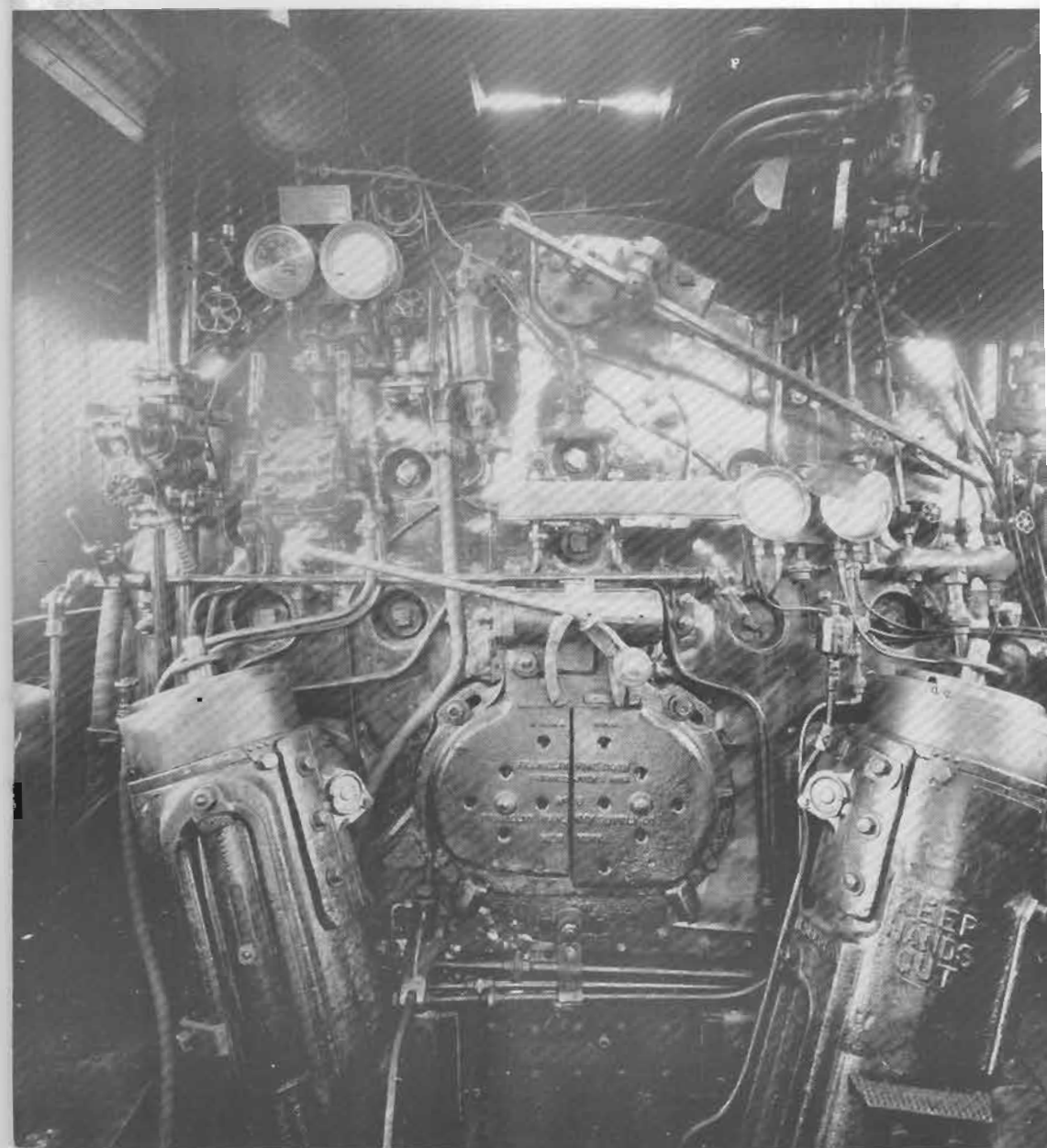
Canadian Rail

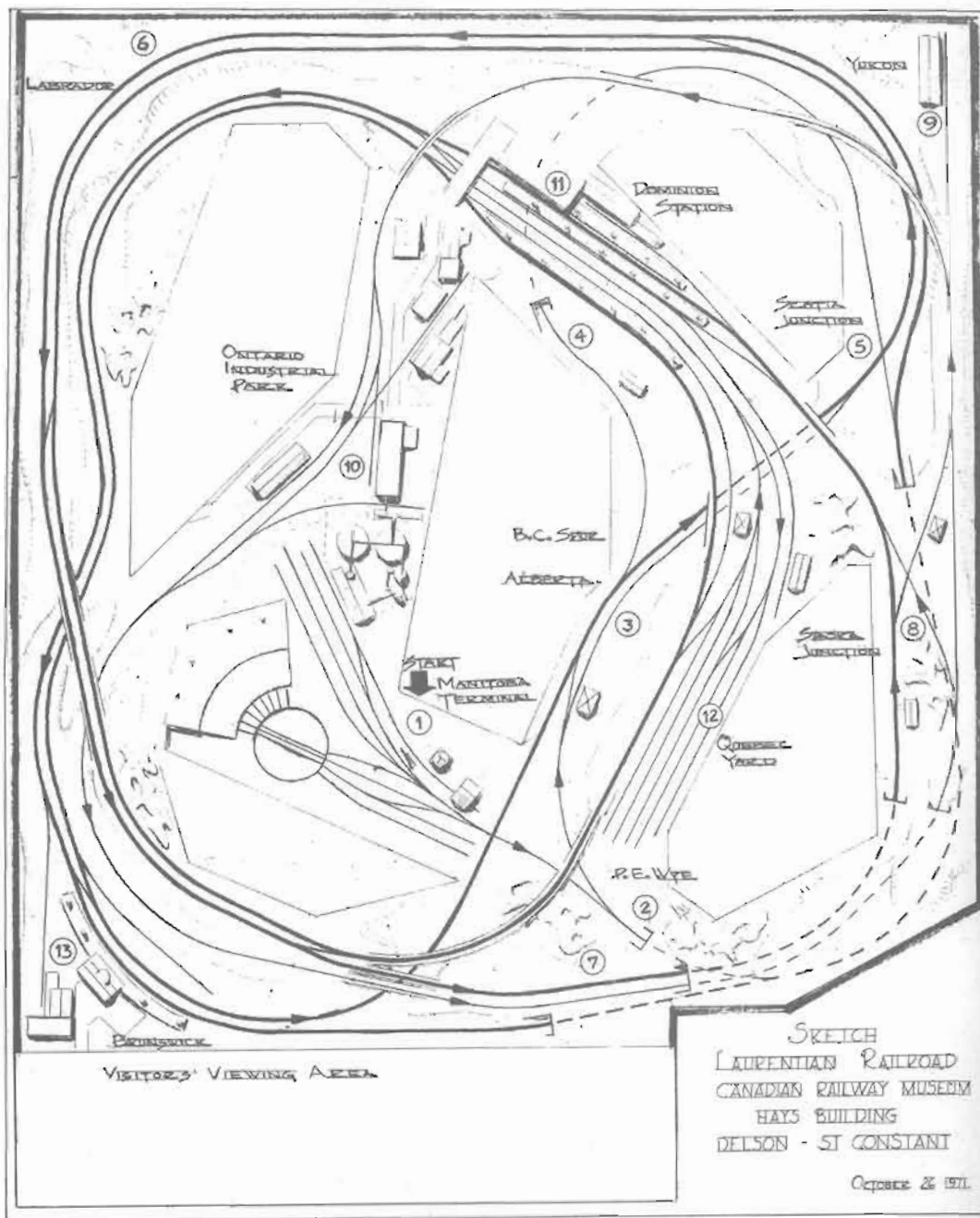
1932 - 1972



40th. anniversary

NO. 245
JUNE 1972







THE LAURENTIAN RAILROAD - From Westmount to St. Constant

Story: Richard Todd

Photography: Ken Papineau

Everybody has a favourite way to get to know a railroad. Some people pour over facts and figures in a financial statement. Others study car plans, timetables, station designs. Still others go into all the minute details of the motive power: "How big? How many? Did they all have Walcherts gear, or was that only on the newer ones?"

For me, there's only one sensible way to really know a railroad and that's to ride on its trains. To see where the road goes, who uses the line and what sort of an operation it is.

Well, the Laurentian Railroad needs that same attention.



If you've ever ridden in the cab of a steam locomotive - or inspected the cab interior of one of the steamers at the Canadian Railway Museum - you may recognize the boiler backhead layout of a Canadian Pacific Railway 2300-class pacific, complete with duplex automatic stoker, pictured on this month's cover.

Photo courtesy Canadian Pacific Railway.

Of course, it doesn't exactly run from Westmount to Saint-Constant, Québec. It's all located at Saint-Constant. At the Canadian Railway Museum. And you can't actually ride on the Laurentian's trains, because the rolling stock is a mere 1/48th the size of its foster brothers and sisters on display at its new home, the Canadian Railway Museum. Nevertheless, the Laurentian Railroad is every bit a railway.

Or, that is, it will be.

Until, 1968, the O-gauge empire was located in the home of Mister Stuart Dunlop in Westmount, Québec. A group of about a dozen railroad modellers had built and operated the road for President Dunlop. However, after fifteen years of activity, the Laurentian was forced to abandon its right-of-way when President Dunlop decided to retire as President and General Manager.

In other words, he sold his big house - which had been considerably reconstructed with the railroad in mind - and moved to an apartment.

Of all the modellers involved with the Laurentian from the outset, only two remained at the end to face the sad task of lifting almost 1,600 square feet of first-class operation. Some of the original members had died and others had moved away from the Montréal area.

But all was not lost.

The motive power, rolling stock and lineside structures were carefully packed away. The scenery and track-work were cut up into portable sections. And after consulting the local model clubs to determine the best possible home for the Laurentian, Mr. Stuart Dunlop generously donated his entire railway to the Canadian Railroad Historical Association.

There's no way of evaluating accurately the worth of the many locomotives, cars, track and structures of the Laurentian. This is, in part, because of the motive power situation. Most of the locomotives (diesel-electrics, straight electrics and steamers) are brass and some of them are "one of a kind", custom-built units, dating back to the years of World War II.

There are 17 locomotives - including some not yet finished or needing repairs - some fifty freight cars and thirty passenger and express cars, as well as the essential non-revenue equipment: the work train and cabooses.



➔ Laurentian Railroad 4-6-4 Number 276 rolls a train out of the tunnel, westbound on the main line.

↻ Crane Number 200 stands ready to rescue a truant piece of rolling stock off the big bridge over the river.

0-8-0 switcher Number 173 moves cars in Manitoba Terminal on the Laurentian Railroad.

It's difficult even to estimate the number of buildings included in the donation, although it seems there must be enough storage tanks and cracking towers to duplicate all the petroleum refineries in the east end of Montréal!

And track? Plenty of that, too. About a hundred turnouts and who-knows-how-many scale miles of rail.

I leave it to you to draw your own conclusions as to the extent of Mr. Dunlop's beneficence. Keep in mind that to buy just one brass "northern" steamer in O-gauge today, you'll need over \$ 500 !

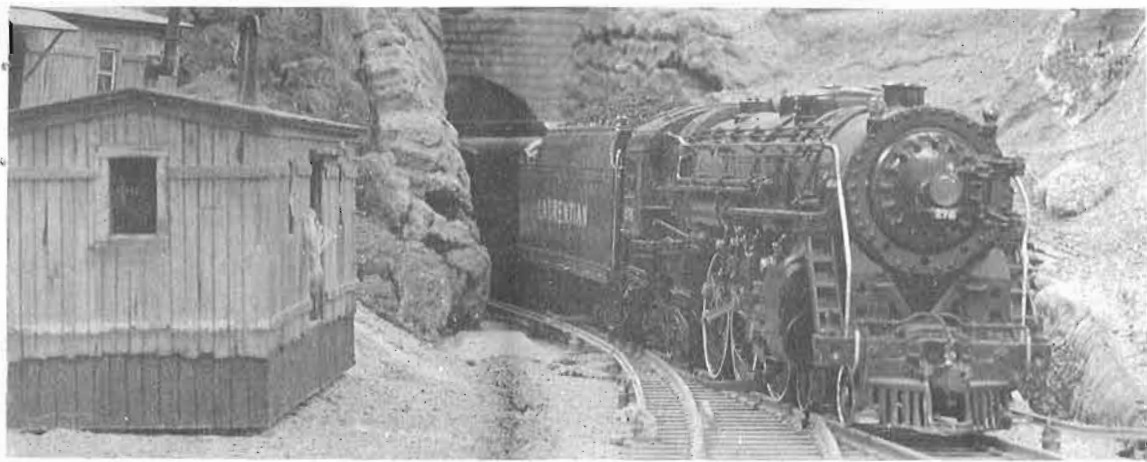
For over a year after the arrival of the "goodies" at the Canadian Railway Museum, no place was available for a new layout. And so the Laurentian Railroad was stuffed into ex-Québec Railway, Light and Power Company's Car 105, which didn't do the ancient, open-vestibule combine a bit of good, although it certainly kept the track and rolling stock of the Laurentian in good condition.

Eventually, space was found for the new Laurentian on the lower floor of the Hays Memorial/Archives Building (see CANADIAN RAIL, Summer Issue, 1970).

But the troubles were just beginning.

The layout, as originally built, was just too big for the Hays Building's lower floor. For an idea of the size, see the picture of the yard area of Mr. Dunlop's great railroad in CANADIAN RAIL, March 1971. So, after two futile months with a shoehorn, much track-ripping and ground-shifting - all through the winter of 1970-71 - a new track plan was developed which, it is hoped, retains the essence of the original Dunlop layout. The roundhouse-engine servicing area is still as it was originally, although now it will be used as a division point rather than as a portion of the passenger terminal, as in the original layout. And the scenery will still represent the hills and gullies of the Canadian Shield.

Even as you read this - if it's a Thursday evening or a Saturday afternoon - a new gang of gandy-dancers, led by Foreman "Wild John" Presley and Resident Expert Ed Lambert - one of the original Laurentian railroaders - is hard at work constructing the new Laurentian.







Although the basic table-work is complete and the locating and construction of the roadbed is well under way, the main line track is not yet finished. So, if we're going to take that ride, it's going to be around the plan, not the line.

For those of you who are content to ride the first-class passenger equipment, there's the double-loop main line and cars with such truly Canadian names as "Saguenay", "Cape Trinity" and "Superior". But to my way of thinking, the only way to really know this road is, as I have already said, to ride the line as an employee specifically a brakie.

Okay. If you're ready, here we go.....

A Day on the Laurentian.

Your day begins in the yard office at Manitoba Terminal. You've been called for the transfer freight and, after shaking hands with everyone wanting to offer you his condolences, you head for the roundhouse to meet the rest of the crew.

The hostler's got 0-8-0 No. 173 coaled, watered and hot, ready for a hard, long day of switching. The numbers in brackets which follow indicate the position of your train on the layout.

After picking up a pair of hoppers from the coaling tower dump-track (1), your switcher backs across the diamond to the tunnel mouth at P.E.Wye (2). Now, up the other leg to Alberta (3). The coal hoppers are dropped at the mine at B.C. Spur (4) and you're back on the main, heading for Scotia Junction (5). Under the long trestle and your peddler's climbing the 2.5% grade to the Labrador turn (6). Prototype railroaders are asked not to get too excited about such a stiff climb. The Laurentian power can easily climb the hill with the small, 15-car trains which are standard on the road. Of course, such shorties are only standard because the grades are so stiff. But that's another story.

As your light freight hugs the outside track along the west side of the Laurentian layout, you might be lulled into thinking that there isn't a softer job for a boomer brakeman anywhere other than right here. But it isn't long before you're into the mountains at the high portal (7) and then out again at Saska Junction (8). Crossing to the industrial line near the Yukon Sawmill (9), you suddenly appreciate the value of an experienced conductor in the crew. Because the main line musn't be blocked, it's up to him to figure out how to use Saska Junction efficiently as a zigzag passing siding to get the mill gondola from the sawmill behind the transfer freight's engine.

Ontario Industrial Park! (Shudder!) A brakie's nightmare, if one ever existed. This maze of industrial sidings (10) pointing every which-way, just packed with loading docks, is

the "raison d'être" for the Laurentian. The many passenger trains may bring hundreds of tourists into this region, but without the companies that call on the L.R.R. to ship products, the railroad would again be forced to abandon service.

And, after all, once is enough - thank you very much!

Normally, one of these industrial sidings is switched per trip. If every one were switched by the heavy eight-wheeler, you'd be there until midnight. At midnight, your sixteen-hour day would be over and a very unappreciative dispatcher would be forced to call a new crew. So, in the interest of friendly coexistence, Laurentian crews try to avoid these hassles!

Now, it's back up the hill to the high portal, this time on the other line. One more trip through the confusing Saska Junction and you've arrived at Dominion Station (11) A little shunting activity gets you into the main yard at Québec (12).

This is as good a time as any to grab a quick bite to eat, while the yard crew takes care of some classification. This classification is not exactly what you're used to, because of the power used: one of the two Ingersol-Rand box-cab diesel units that the Laurentian operates.

After supper, it's out through the passenger station - the local citizenry being quite accustomed to freights choking up the concourse - and on to the small farming and fishing community of Brunswick. A quick trip from here takes you back home to Manitoba Terminal.

A hard day, yes. But at least now when someone mentions he's worked on the Laurentian, you'll know exactly what he's talking about.

LAURENTIAN RAILROAD


Roster of Motive Power

<u>Road number</u>	<u>Type</u>	<u>Class</u>	<u>Wheel arrang't.</u>	<u>Prototype</u>	<u>Builder</u>	<u>Status</u>
1121	Electric	GG-1	2-C+C-2	Pennsylvania	Icken	-
-	Electric	-	2-C+C-2	New Haven	Palmer-Sturges	R
-	Electric	MU-Combine	B+B	Pennsylvania	(Unknown)	U
900	Diesel-electric	PA-1	C+C	Santa Fe	Central Loco	-
901	Diesel-electric	PB-1	C+C	Santa Fe	Central Loco	-
-	Diesel-electric	E3-A	A1A+A1A	GM-EMD	Adams & Sons	U
-	Diesel-electric	E3-B	A1A+A1A	GM-EMD	Adams & Sons	U
440	Diesel-electric	(box-cab)	B+B	Ingersol-Rand	(Unknown)	R
441	Diesel-electric	(box-cab)	B+B	Ingersol-Rand	(Unknown)	R

706	Diesel- electric	GP9	B+B	GM-EMD	Max Gray Imp.	-
101	Steam	switcher	0-6-0	Pennsylvania	Lionel Corp.	-
173	Steam	switcher	0-8-0	Canadian Pacific	Icken+	-
276	Steam	Hudson	4-6-4	New York Central	Lionel	-
389	Steam	Daylight	4-8-4	Southern Pacific	Icken	-
395	Steam	Niagara	4-8-4	New York Central	Max Gray	-
531	Steam	Challenger	4-6-6-4	Union Pacific	Icken	-
-	Steam	Berkshire	2-8-4	Santa Fe	(Unknown)	U

Notes:

Icken+ Custom-built locomotive for Mr. Dunlop.
 R Extensive repairs required.
 U Unfinished locomotive.



The Happy Valley Railway of Harrisville, N.B.

Phillip Fine.

Roughly a decade has elapsed since Canadian National Railways terminated the operation of steam locomotives in and out of Moncton, New Brunswick. Alas! What an unhappy decade this has been. In fact, only with difficulty is the rapturous vision of the iron horse puffing down the Franklin Spur from the CNR shops to Moncton Station to be evoked. But there is still one locale - not far from the City - where a microcosm of steam operation still exists; where the fragrance of smoke from a genuine coal-fired steam locomotive still thurifies or sanctifies the air. That is in the nearby pastoral community of Harrisville, New Brunswick.

At this secluded spot, Mr. Clarence Stiles - ordinarily a working member of the Department of Highways, Province of New Brunswick, has constructed and presently operates and maintains an authentic steam railway operation, running through the green meadowland at the

rear of his home.

Mr. Stiles' microcosmic railway has a main line of some 1,600 feet - no mean or trivial distance, as we shall see. Other essential accessories include a water-tower, an engine house - where locomotive repairs may be undertaken and where the principle form of motive power is shedded - a turntable, one siding and a tunnel, with an extensive earth cut.

These are the essential ingredients for a successful railway operation and these ingredients, together with other amenities, represent almost fourteen years of Mr. Stiles' assiduous and painstaking workmanship.

It should be understood at once that Mr. Stiles has not at any time designated his enterprise as "The Happy Valley Railway". From its location and consequent on my own whim, this name seemed most appropriate and therefore, for the purposes of this report and the tacit approval of the proprietor, this nomenclature has been applied.

For motive power, Mr. Stiles operates his pride and joy - an accurately detailed, hand-built 4-6-2 pacific type steam engine. Over two and a half years of work were required for the construction of the pacific and when she was completed, a block-and-tackle had to be resorted to, to help lift the half-ton engine out of his basement, where it was entirely fabricated.

The engine herself is truly a revelation and a joy to behold. She actually burns coal in her firebox - a rarity today in a world where so many miniature steam locomotives, operated on public park railways and elsewhere, utilize a variety of fluid fossil fuels, such as fuel oil, gasoline or kerosene.

The pacific - with the probably logical number of "1" - was so well-constructed that she has not had to undergo any major or minor repairs in over 3,000 actual miles - not scale miles - of operation, equivalent to approximately fourteen years of running.

Reading a small descriptive note in the March, 1971 issue of the ATLANTIC ADVOCATE was a sufficient stimulus to arouse in me a very intense interest and to urge an inspection of Mr. Stiles' undertaking. However, being somewhat of a procrastinator, it was late July of the year before this pleasantly anticipated occasion could be arranged.

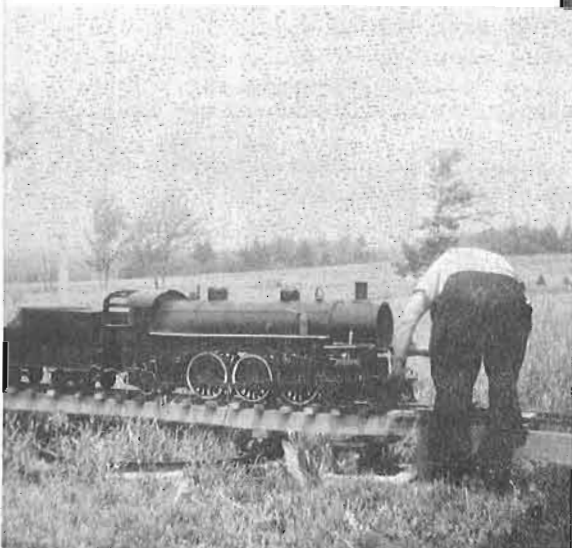
On a hot summer afternoon, the industrious and enthusiastic proprietor of the Happy Valley Railway was busily engaged in firing up pacific Number 1 - by no means an easy task for a summer's day! She had to be cleaned down and then fuelled properly, but less than half-an-hour later, after achieving the required steam pressure in her boiler, the 4-6-2 was turned on the turntable and was slowly backed away from the engine house area.

Thus, after a copious draught from the water-tower, Mr. Stiles coupled the pacific to a flatcar that had been pressed into service as a first-class coach and, with unshakable authority, uttered that famous (traditional) exhortation: "All aboard!"



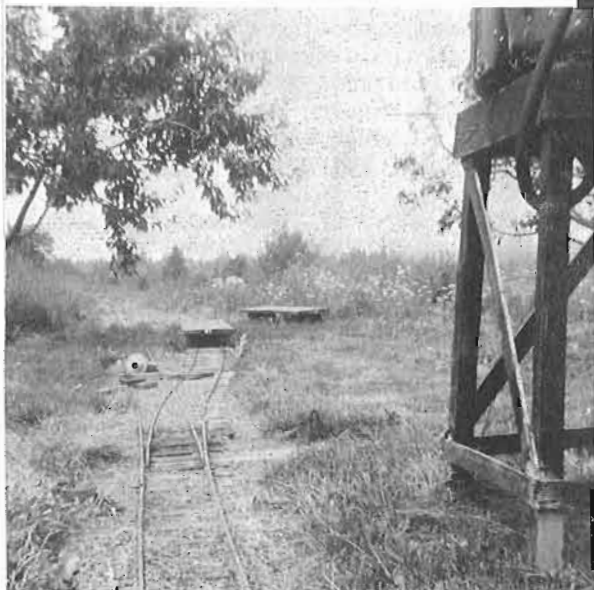
The water-tank, once a washing-machine body (?) on the Happy Valley Railway.

Looking east along the HVRR main line, towards the engine house. One of the neighbours is observing the lighting-up operation. The main switch to the yard appears in the foreground.



Mr. Stiles fires up HVRR pacific Number 5555 on the turntable.

The main line west of the HVRR, through the "Big Cut" to the Tunnel. These are two of the principle engineering works on the line.



Looking west down the siding. The engine house lead leaves the main line, to the right.

Chief Engineer Stiles backs the Pacific Number 5555 down the engine house lead to couple up to the flat car.
All photos by Phillip Fine.



The children of the neighbourhood, who had been eagerly awaiting this magical ejaculation, clambered noisily and excitedly onto the flatcar and, with a merry toot on the whistle, the entire consist with its attendant impedimenta trundled off down the line, giving the non-revenue passengers a merry ride.

However, due to the relatively unstable conditions of the rails and the right-of-way that day, the Pacific and its precious and fragile cargo did not run the entire length of the railroad, making but part of the trip and then reversing to the engine house area. Mr. Stiles expressed some concern for the possibility that the summer heat had perhaps caused the rails to expand somewhat, with the possibility that there was some misalignment and moreover, the track had not been properly ballasted in its more remote sections.

This was a slight disappointment for me, as I was anticipating the wonderful photographs which I might obtain, showing the sturdy Pacific chugging out of the tunnel and into the deep earth cut. Pictorial possibilities were willingly sacrificed when Mr. Stiles remarked that if the locomotive derailed while running on the far side of the route, considerable difficulty would be encountered and significant energy would be required to rerail the engine - and the day was too hot for that!

The engine is modelled after Canadian National Railway Pacific Number 5555, which was often seen on many Maritime runs. Constructed exactly to scale using Montreal Locomotive Works blueprints, the engine's boiler has a maximum pressure of 110 pounds per square inch, but the normal operating conditions usually require but 100 pounds pressure. The diameter of the drivers is 1.5 inches, while the cylinders have a bore of 2.5 inches and a stroke of 3.5 inches. Miniature Number 5555's tender has a capacity of 12 gallons of water, but only 7 are needed for an hour's brisk run. All of the parts necessary for the construction of the 4-6-2 were cast at an Oxford, N.S. foundry, using wooden templates. Due to safety requirements, the locomotive's boiler is regularly inspected, as are the hand-made valves and gauges.

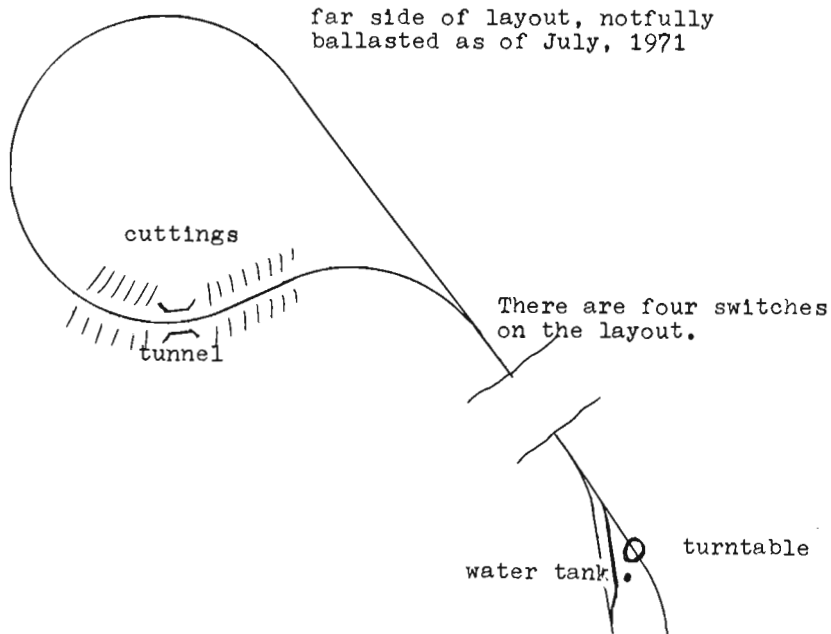
Other rolling stock on the Lilliputian layout includes a boxcar, three flatcars, a hopper car and - in the basement of Mr. Stiles' residence - a nearly-completed 2-8-2 "Mikado".

The Mikado has been built to the same rigorous standards as the Pacific and represents almost ten years of labour - attesting to the perseverance of the builder. She weighs two hundred pounds more than the Pacific. It is hoped that she will join the Pacific shortly on the rapidly-growing railway.

The gauge of the Happy Valley Railway is seven and a half inches and both the ties and rails were made by Mr. Stiles. The latter necessity were fashioned from stock iron. All of the ties have been specially treated to prevent rotting and are regularly replaced when found to be cracked by the frost or otherwise damaged. The rails are spiked to the ties with nails and the whole track structure rests on a four-inch gravel ballast base.

Not to Scale

Map of miniature railroad
Layout of Clarence Stiles
-Harrisville, N.B.



In the years past, two hundred feet of track were laid annually, until today, there is a total length of 1,600 feet. Over 16,000 tie-nails were used in spiking down the rails. The strength of the track structure can be estimated by the fact that, during the winter months a wing-plow is operated up and down the line to keep it clear and to maintain operation.

Mr. Stiles' two sons - Harvey and Allison, aged 13 and 11, respectively - frequently sign up on the spare board and are called for trips with Engine No. 1, providing pleasant and diverting transportation for their friends.

Besides being an avid liliputian steam locomotive enthusiast, Mr. Stiles is most particularly interested in prototype operation. Before the disappearance of the steam locomotive from the Maritimes, he was able to drive a number of engines. Today, he readily affirms that he is "not the least bit interested in diesels!"

While the day of the steam locomotive on Canada's main line railways has passed forever - to all intents and purposes - the diesel-electric locomotive has yet to displace the immortal steam locomotive on Mr. Clarence Stiles' Happy Valley Railway of Harrisville, New Brunswick - one of Canada's last enclaves of steam power.

Engines at the Bottom of the Garden

From Information and
Photographs from

Mr. R.C.Tibbetts.

IN RESPONSE TO THE NOTE IN A RECENT ISSUE of CANADIAN RAIL concerning the locomotive collection in the yard of Tibbetts Paints Limited, Trenton, N.S., Mr. Tibbetts himself was kind enough to send the accompanying photographs and some information for publication.

Not everyone is fortunate enough to have four genuine steam locomotives in his yard. By the same token, not everyone is smart enough to recognize an opportunity and to take advantage of it. This may be the reason why Mr. Tibbetts has engines all over his garden - not just at the bottom.

As can be determined from the accompanying data sheet, Mr. Tibbetts' real challenge will be faced when he decides to build a railroad on which to operate his engines.

Let's see - there will probably be four tracks. One common track. Another one 30 inches from it. That takes care of Number 5. Then a second track, six inches beyond. That allows Number 151 to operate. Then, twenty and a half inches further on the fourth track; Numbers 42 and 7260 will find that useful.

Now comes the question of switches. Of course, each engine will be housed in a separate engine-house - both for display purposes and to facilitate essential repair work. Unless, that is, a general workshop is constructed to accommodate any or all of the locomotives. If this happens, it will take all the fun out of what now follows.

With three separate engine-houses, at least one switch will be essential. And it will be a dilly! Maybe we could get one from CN's yard at Port aux Basques, Newfoundland. This would take care of the 36-inch requirement and the 56½-inch condition. The 30-inch essential will have to be homemade.

Faced with the problem of three rails on one side of the track and one on the other - or any variation thereof (2:2,1:3), the length of Mr. Tibbetts' main line will probably be kept to a minimum. You can't really argue the point!

And now for a word about the motive power.

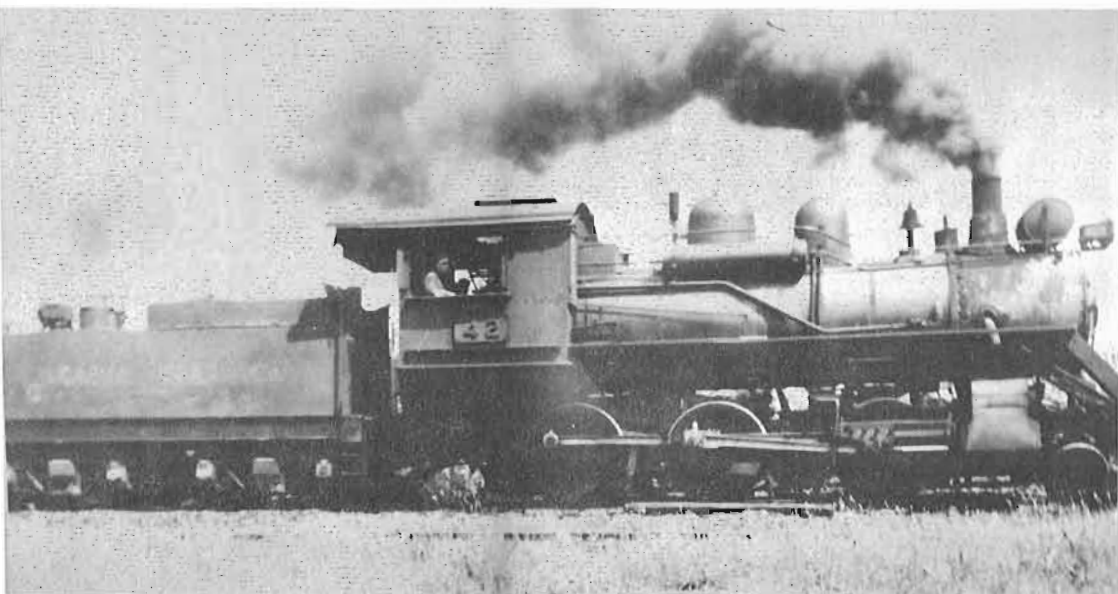
Number 5, the 30-inch gauge 0-4-0T, was last used by the Dominion Steel & Coal Corporation at their Trenton Works, Trenton, N.S. She ran on the private railway that the Company used to service their various buildings. Her sole mission in life seems to have been to haul cars of coal and scrap to and from the various furnaces in the complex. The men who drove her told Mr. Tibbetts that she was a very strong little engine and one of the better ones of her kind.

An unusual distinction was conferred on Number 5 some years ago, when the Association of Hobby Manufacturers Incorporated in the United States listed her in one of their model catalogues. Presumably, there were some purchasers of this attractive model and today, anyone who has a model of this locomotive can go to Trenton and inspect the prototype, first-hand.

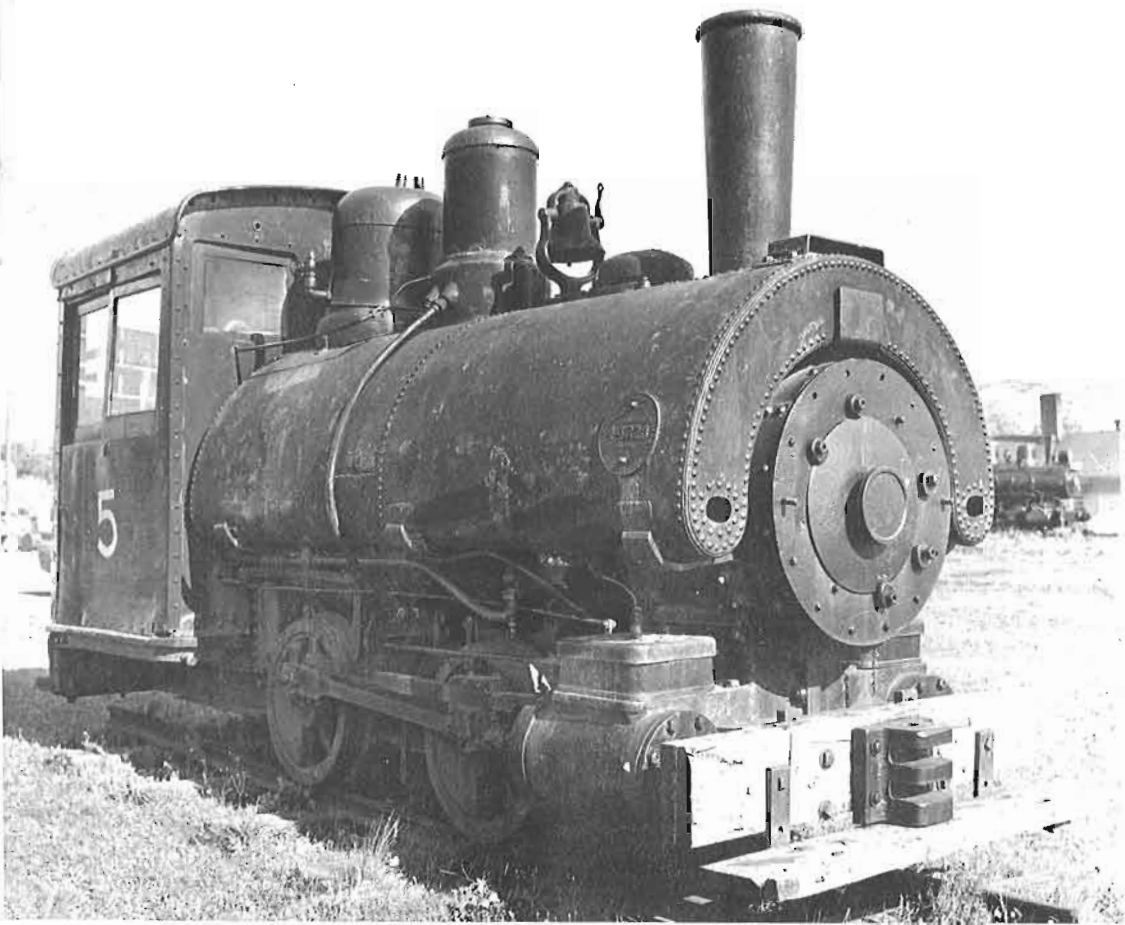


▼ No. 42 of the Acadia Coal Company, since 1963 the property of Mr. Tibbetts.

➔ Ex-Canadian National Railways 0-6-0 tender engine Number 7260, standing at the bottom of Mr. Tibbetts' garden. She was built by the Canadian Locomotive Company, Kingston, Ontario, in 1906.







Number 5, the 0-4-0T saddle-tank still has her Baldwin builder's plate, but not much else is "standard", including her gauge! In the background is 0-6-0 Number 7260.



0-4-0T Number 151 was also owned by the Dominion Steel & Coal Corporation, but was accustomed to work at the Sydney Steel Division, at Sydney, N.S., on Cape Breton Island. She, too, was purchased to run on DOSCO's internal narrow-gauge railway and her function was probably the same as Number 5's.

The standard-gauge display is headed up by Number 42, a 2-6-0 once owned by the Acadia Coal Company Limited of Stellarton, N.S. and acquired by Mr. Tibbetts in 1963. Number 42 was for years a prime

target for railway enthusiasts visiting the Stellarton-New Glasgow area and became almost as renowned as the ancient 0-6-0 SAMSON of the General Mining Association, presently imprisoned in a steel-and-concrete structure in New Glasgow, N.S.

Second largest in Mr. Tibbetts' collection is Number 7260, a standard-gauge switcher (0-6-0) built in 1906 for the Intercolonial Railway Company and road-numbered 809. Renumbered 7075 by Canadian National, she was last used by the Drummond Coal Company of Westville, N.S. and was acquired by Mr. Tibbetts in 1964.

Altogether, Mr. Tibbetts has a very comprehensive collection of motive power. It is hoped that in the due process of time, some - if not all - of these engines may be restored, exteriorally and interiorally, so that some or all of them may, from time to time - and city ordinances respecting air-pollution permitting - emit delicate wisps of steam while standing and, while operating, produce from the smokestack with every chuff a cloud of pure, white, unpolluting, quickly-evaporating vaporized water!

Engines in Mr. Tibbetts' Garden

<u>Eng. no.</u>	<u>Gauge</u>	<u>Builder</u>	<u>B/N</u>	<u>Year</u>	<u>Type</u>	<u>Cyls.</u>	<u>Driv.</u>	<u>B.P.</u>	<u>T.E.</u>	<u>Wt. on drivers</u>	<u>Wt. engine & tender</u>
5	30"	Baldwin Loco Philadelphia USA	44823	1917	0-4-OT	?	26"	165	?	?	?
42	56½"	Schenectady Loco Schenectady USA	?	1899	2-6-0	19x26	54"	180	26,200	122,000	230,000
151	36"	Montreal Loco Montreal, Canada	?	1942	0-4-OT	?	42"	180	?	?	?
7260	56½"	Canadian Loco Kingston, Canada	?	1906	0-6-0	19x26	51"	200	28,080	123,000	214,000

WAYBILLS

Editorial Staff

CANADIAN RAIL

1971 IS SURE TO BE AN INTERESTING YEAR.....

for diesel loco fans as far as MLW Industries is concerned. Scheduled for spring delivery were low-nosed Nigerian Railways MX units on narrow-gauge 4-axle trucks, the Roberval & Saguenay's long-awaited pair of M-420TRs, a series of six-axle standard-gauge units for Yugoslavia with high hoods and an order of M-636s and M-630s for Mexico. MLW-I hoped to keep everybody happy (?) by building a few units for everybody, all at the same time. Sound confusing? Imagine the problems MLW-I will face with four types of units in various stages of production all at once. Among new orders for MLW-I is one for PGE-BCR for six M-630s and two M-420s (another new model) which will probably be completed in 1973.

K. Goslett.

THE BRITISH COLUMBIA RAILWAY.....

formerly the Pacific Great Eastern Railway, had a serious derailment on February 19, 1972, writes Pacific Coast Branch member Dave Davies. 24 cars of a 75-car freight southbound from Squamish to North Vancouver were derailed on a sharp curve at Fisherman's Cove, near the Horseshoe Bay ferry terminal. Four of the freight cars crashed down the steep, rocky cliffside, demolishing one house and seriously damaging another. Six more cars were scattered over the cliff area. PGE Vice-President Joe Broadbent said in the Vancouver SUN that the derailment appeared to have been caused by the rear truck of the third of three diesel units on the head-end coming off the track. This maverick unit was, awkwardly enough, Number 713, a recently received (January 5) M-630 from MLW Industries, Montréal. Mr. Broadbent said that apparently the rear truck derailed on a sharp curve, where new track had been laid in 1956 and realigned and resurfaced in September, 1971.

Mr. Broadbent pointed out that although the new M-630s weigh 180 tons, compared with a gross weight of 120 tons on older units, the total weight was spread over 6 axles instead of 4, resulting in the same "per-axle" loading. Subsequently, a 10 mph. speed limit was imposed on the Fisherman's Cove Section, with a 15 mph. limit on the remainder of the line through West Vancouver to North Van. Damages to the new \$ 415,000 unit (713) amounted to about \$ 700, Mr. Broadbent said.

CP SHIP'S NEW "PRINCESS OF ACADIA".....

is transporting passengers and automobiles between West Saint John, New Brunswick and Digby, N.S. at \$ 3.00 per person and \$ 10.00 per automobile, compared with a former \$ 3.75 and \$ 17.25 tariff, writes John Whitmore of Windsor, N.S. While the ship is easier to load and unload than the vessel formerly used, Mr. Whitmore feels that the passenger accommodation is rather uncomfortable and inhospitable. It is also somewhat difficult to reach the ferry dock from CP RAIL's station in West Saint John, city bus service being about 1 mile distant and taxis frequently entirely unavailable.

WITH REFERENCE TO THE PICTURE CAPTIONS.....

on page 91 of the March, 1972 issue of CANADIAN RAIL, the following:

Question: When is a 2-6-0 a mogul?

Answer : When you use the Whyte system of steam locomotive classification.

Question: When is a 2-6-0 a prairie?

Answer : When the Editor of CANADIAN RAIL writes the picture captions.

Moral: Apologies are in order to Mr. Kemp and to the readers who were thereby irritated.

EARLY IN MARCH, 1972, CANADIAN NATIONAL RAILWAYS.....

announced the addition of five experts to the slurry pipelines research group of the Company. The movement of coking coal, iron ore, potash and sulphur by solids pipeline is being studied, for obvious reasons!

→ NO ONE WAS MORE SURPRISED.....

than Canadian National Railways, when it was suddenly necessary for that Company, too, to lease power to alleviate an alleged motive power shortage. Forty C&O Geeps - 21 to Montréal and 19 to Calder - are helping out with the winter-spring-summer traffic. In case you are wondering, they are GP9s and are slightly the worse for wear - and tear!

IN A DEMURE ANNOUNCEMENT APRIL 3.....

Canadian Pacific Limited announced that the first phase of redevelopment of the Windsor Station area in downtown Montréal is scheduled to start this summer. It will comprise an office tower and a new station facility. Cost was not stated, but estimates unofficial are in the neighbourhood of about \$ 250 million.

AS THE SUN BECAME WARMER AND WARMER.....

in late February and March, 1972, Ken Goslett had a few surprises in the power coming in to CP RAIL's St. Luc Yard, Montréal. In addition to the leased Lake Superior & Ishpeming GE U-23-Cs, which came east with surprising frequency, Delaware & Hudson replaced temporarily(?) the Napierville Junction Railway's two ailing and aging MLW RS-2s with various GE U-23-Bs. NJ Number 4050 "Blackbird" was in particularly bad shape, due to the ingestion of almost toxic amounts of snow. The two 2250 hp. four-axle GEs off the D&H with their distinctive barking exhaust, handled NJs four daily freights with ease, to the delight of the crews.

Depending on performance, D&H might be interested in acquiring a pair of MLW Industries M-42OTRs, à la Roberval & Saguenay.

A POPULAR TOPIC OF CONVERSATION.....

in railroad engineering offices these days is track wear, particularly in the light of the rash of derailments early in the year on both CN and CP RAIL. CN began a very comprehensive series of tests at Rivière à Pierre in northeastern Québec early in the year, to determine just what effect diesel unit size and weight have on the track.

Two interesting observations resulted. First, as expected, six-axle units produce much greater lateral forces on rail than do 4-axle types. Second, probably because of the unique flexible rubber pads which hold the bodies of MLW-I M-630s and M-636s to their trucks, these units produce a greater lateral force on the rails than do their DD-GMC counterparts, the SD40s.

One result of these tests was to prohibit operation of all six-axle units from Montréal-Chicoutimi service and to view the new DOFASCO "Hi-Ad" truck, used on MLW-I units, with more and more suspicion. These findings may well initiate a trend to 4-axle power on anything but the very best track with the very smallest degree of curvature. CN has already booked a trial order of GP38s from DD-GMC: Diesel Division, General Motors of Canada.

LAST STEAM ON CANADIAN NATIONAL.....

John Whitmore, our member in Windsor, Nova Scotia, reminds us that the last regularly-scheduled run on Canadian National Railways, hauled



by a steam locomotive, was Train 64 - The Pas, Manitoba to Winnipeg - arriving April 25, 1960 with engine Number 6043 (U-1-d). Regular engine assigned was Number 6000 (U-1-a), but No. 6043 made the last run.

ON THE DELAWARE & HUDSON.....

power pooling between D&H and Erie-Lackawanna, together with termination of some on-line iron ore hauling business, has made more of the D&H's RS-3s redundant. Five were sold in January, 1972 and another five in February. Nos. 4096 and 4098 went to the Vermont Railway in February, another to Precision National Corporation (PRENCO) and two others to a dealer. Among those sold in January were Nos. 4005 and 4021, equipped with steam generators for you know what!

FRIDAY, MARCH 3, 1972, WAS A DAY OF SURPRISES.....

for the citizens of Hawkesbury, Ontario, writes member Gerald Boone. At 12.15 p.m., a RAPIDO consist of Canadian National, entitled the "Norda Special" came down the Glen Robertson Subdivision from the Montréal-Ottawa main line.

In the consist was CN unit Number 6791, coach 5653 and parlor cars "Bonheur", "Elan" and "Bon Jour". In addition to the normal crew, the special carried a steward and two car inspectors, to couple and uncouple the cars, during the wyeing operation at Hawkesbury. There was also the trainmaster, who was in charge.

The purpose of this special movement was to bring a group of visitors to the Norda Company's plant at Vankleek Hill, Ontario. Since the CN's station there was demolished last year, the passengers detrained at the road-crossing, near the plant. While the group toured the establishment, the "Norda Special" proceeded east to Hawkesbury, where it was wyeed. The guests were entrained at the same road-crossing for the return trip.

EX-D&H PA-1'S, NUMBERS 17 & 19.....

"Gone but not forgotten" - were still at GE Erie, Pa., as of April Fool's Day, writes Jim Shaughnessy, set aside with orders "not to touch, wrinkle, spindel, tear, fold, staple, mutilate or cannibalize"! Don't forget to tune in next month!

Meantime, ex-D&H Number 16 on the Greenbriar Railroad has a damaged main crankshaft bearing and, while it can be operated, the middle main crankshaft bearing and the crankshaft at that point have been scored and will have to be repaired.

GENERAL MOTORS OF LONDON, ONTARIO.....

recently announced that what used to be known as General Motors Diesel Limited has now become Diesel Division, General Motors of Canada, Limited. This apparent divisionalization of GMDL is actually a consolidation of all of General Motors Canadian operations.

A RETURN OF "TURBO" SERVICE.....

on Canadian National Railways between Montréal and Toronto early in 1973 is planned, according to a joint announcement by CN President N. J. MacMillan and United Aircraft of Canada President T. E. Stephenson.

UAC will make a number of modifications to TURBO equipment. These are to be followed by a series of operating tests including some 15,000 miles of TURBO operation. The trains would then be placed in revenue service for a 3-year period, during which economic and performance results would be evaluated.

Under the new agreement, the existing 5 seven-car sets would be modified to 3 nine-car sets, increasing the capacity of each set to about 400 passengers. A number of mechanical changes will also be made and turbine horsepower will also be increased.

Five TURBO trainsets were placed in Montréal-Toronto service initially on December 12, 1968, but were removed on January 6, 1969 for modifications for winter operation(!). Three of the five trainsets were returned on May 25, 1970 for morning service in each direction and on June 22, 1970, afternoon service between the two cities was added. On February 1, 1971, the TURBO trains were again taken out of service, when reliability of operation declined due to mechanical difficulties. Mr. MacMillan said that despite delays and uncertainties - a condition common to new concepts in ground transportation - CN has gained valuable experience with TURBO, which will be of invaluable benefit in evaluating future equipment needs. S.S. Worthen.

THE GREEN MOUNTAIN RAILROAD.....

threatened with extensive maintenance repairs on its steam engines and ridiculous regulations from the environmental pollution experts of Vermont's Health Department, let it be known that they would sell their three steam locomotives for \$ 90,000. Then the rumor mill began to grind. First story said that country-and-western music star Johnny Cash was beating a batter with Colonel Saunders of fried chicken fame to purchase the engines for use at a Disneyland-type establishment somewhere in the south-central United States. A finger-lickin' good idea! Second story said the engines would be bought by Southwestern Virginia Railroad, a subsidiary of Johnny Cash-Carter Family Enterprises, for a fixed operation on 30 miles of Southern Railway trackage from Bristol to Moccasin Gap, Virginia, as well as occasional long-distance trips. H.W. Rhymer is president of SOUVARR, based at Appalachia, Va. The Company has bought Quakertown & Eastern No. 4, a 2-8-0 ex Buffalo Creek & Gauley and may acquire Green Mountain's three steamers, if negotiations are successful. J.J. Shaughnessy.

VERMONT RAILWAY HAS PURCHASED.....

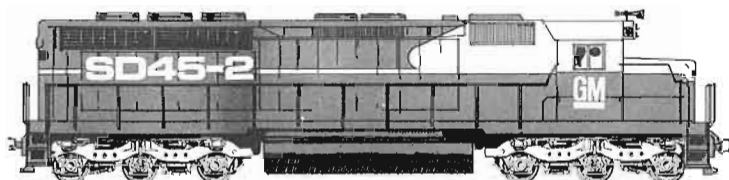
two D&H RS-3s from the several available, which, with the two ex-Lehigh and Hudson River RS-3s, makes four. This indicates that the two VRR ex-Rutland ALCO RS-1s will be retired. No. 403 has not run in several years. No. 404 came from the \$oo Line, in fact. No. 402 is the only ex-Rutland unit still in service on the Vermont Railroad.

J.J. Shaughnessy.

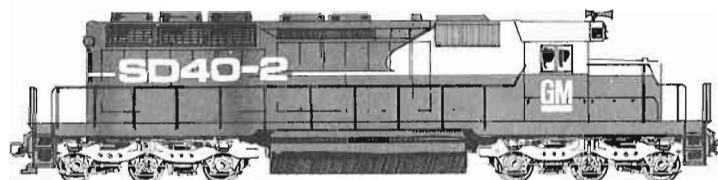
CP RAIL'S LAST TWO UNITS, NUMBERS 5587-88,.....

of a twenty-four unit order from DD-GMC, London, Ontario for SD40-2s, for coal unit-train service in British Columbia, were spotted gliding into Montréal on March 26, 1972. When you realize that the first units of this order were delivered on February 16, 1972 (Nos. 5565-66), the capacity of DD-GMC is obvious.

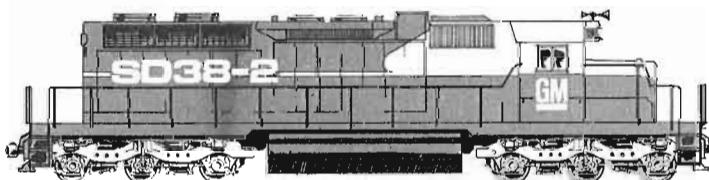
The 40-2 series— five standard road locomotive models



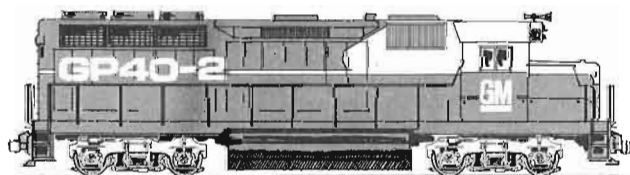
SD45-2
3600 horsepower
(turbocharged)



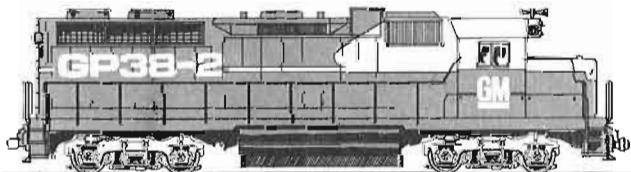
SD40-2
3000 horsepower
(turbocharged)



SD38-2
2000 horsepower



GP40-2
3000 horsepower
(turbocharged)



GP38-2
2000 horsepower

Wonder what happened to CP RAIL's proposal to electrify the Calgary-Vancouver portion of the main line? After numerous studies and overseas tests, no announcement has yet been made. The most that has been said is "Not if, but when!" After the winter of 1971-72, which saw the Rogers Pass area closed an equivalent of 1 month in 3, CP RAIL will reconsider stringing wire through the mountains and the canyons. Snowsheds may be indicated! K. Goslett.

CANADIAN NATIONAL RESPONDED TO.....

the Canadian Transport Commission's recommendation that sleeping, dining and parlor car charges be entirely divorced from straight passenger transportation charges (coach fares) early in March, 1972, by doing just that. Shortly thereafter, there was an announcement that sleeping car tariffs would be increased from 5 to 9%, effective June 1, 1972. CN pointed out that the increase was necessary in the light of the CTC directive that sleeping and dining car services must be self-supporting. Coach fares and cash meal prices remained unchanged in the new tariffs.

JUST AS MLW-INDUSTRIES FUTURE LOOKED BRIGHT..

with a fat backlog of orders good for at least 18 months, new difficulties developed with production units. The new series of MX models for export was, on paper, a great improvement on the older export design, borrowed a few years ago from ALCO Products, late of Schenectady, NY. One of the most important advantages of the MX model was that it offered higher horsepower than previously advertised in lightweight export units.

Higher horsepower was achieved in two ways. First, MX series units were offered on a new truck - a four-axle HI-AD - with three axles powered and the fourth, the outside axle on each truck, being a bogie. By distributing the weight over eight axles, a proportionately heavier prime-mover could be used.

But alas, when the new truck was first used on a series of 35 East African Railways units, there were headaches. While the precise nature of the headaches is unknown, they were sufficiently serious to cause MLW Industries in March, 1972, to recall for modification all those trucks which were completed in conjunction with the order for Nigerian Railways.

The second problem is with the model 251 V-8 prime-mover of ALCO C-415 fame, which is to power these latter units. The V-8 was selected because it could deliver 1750 hp., yet did not weigh as much as the model 251 V-12. But in operation, the V-8 develops severe vibration in the upper rpm. ranges, the same as its V-16 and V-18 brothers, used in CNS M-636s and CP RAIL's lonely M-640. In mid-March, MLW-I hoped to reduce vibration by mounting the prime-mover on rubber-pad engine mounts. K. Goslett.



Not so archival! Canadian National Railways westbound RAPIDO pauses at Brockville, Ontario, on Sunday, 20 September 1970, making its unscheduled stop to change engine crews. Motive power is units Numbers 6763 & 6764. Photo courtesy Dr. Robert F. Leggett.



"CANADIAN RAIL"
published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O. Box 22, Station "B"
Montreal, Que.

Associate Membership including 12 issues of
"Canadian Rail" \$8.00 annually.

EDITOR S.S. Worthen

PRODUCTION P. Murphy

VISIT THE
Canadian Railway Museum
OPEN MAY - SEPT.



VISITEZ LE
Musée Ferroviaire Canadien
OUVERT MAI - SEPT.

DIRECTOR OF MEMBERSHIP SERVICES - J.A. BEATTY

ASSOCIATION BRANCHES

OTTAWA
PACIFIC COAST
ROCKY MOUNTAIN
TORONTO & YORK

W.S. Linley, Secretary, Box 141, Terminal A, Ottawa, Canada.
Barry Sanford, Secretary, Box 1005, Station A, Vancouver, B.C.
D.W. Scalf, Secretary, Apt. 101, 12407 Lansdowne Dr., Edmonton, Alta.
Peter Shergold, Unit 12, 206 Lakeshore Road West, Oakville, Ont.

ASSOCIATION REPRESENTATIVES

AUSTRALIA
FAR EAST
HAWAII
SASKATCHEWAN
SOUTH AMERICA
SOUTHERN ONTARIO
UNITED KINGDOM

L.S. Lamrite-Schurer, Dept. History, National Univ., Canberra, Aust.
W.D. McKown, 5-7, 4-chome, Yamate-cho, Saita City, Osaka, Japan.
E.B. Younger, 207 Vernon Road, Winnipeg, Manitoba.
J.B. Nicholson, 2306 Arnold Street, Saskatoon, Sask.
D.J. Howard, Caixa Postal 1975, Sao Paulo, Brazil.
W.J. Beubrook, 50 Cedarbrae Blvd., Scarborough, Ont.
J.H. Sanders, 57 Willow Way, Amthill, Bedfordshire, England.