

# Canadian Rail

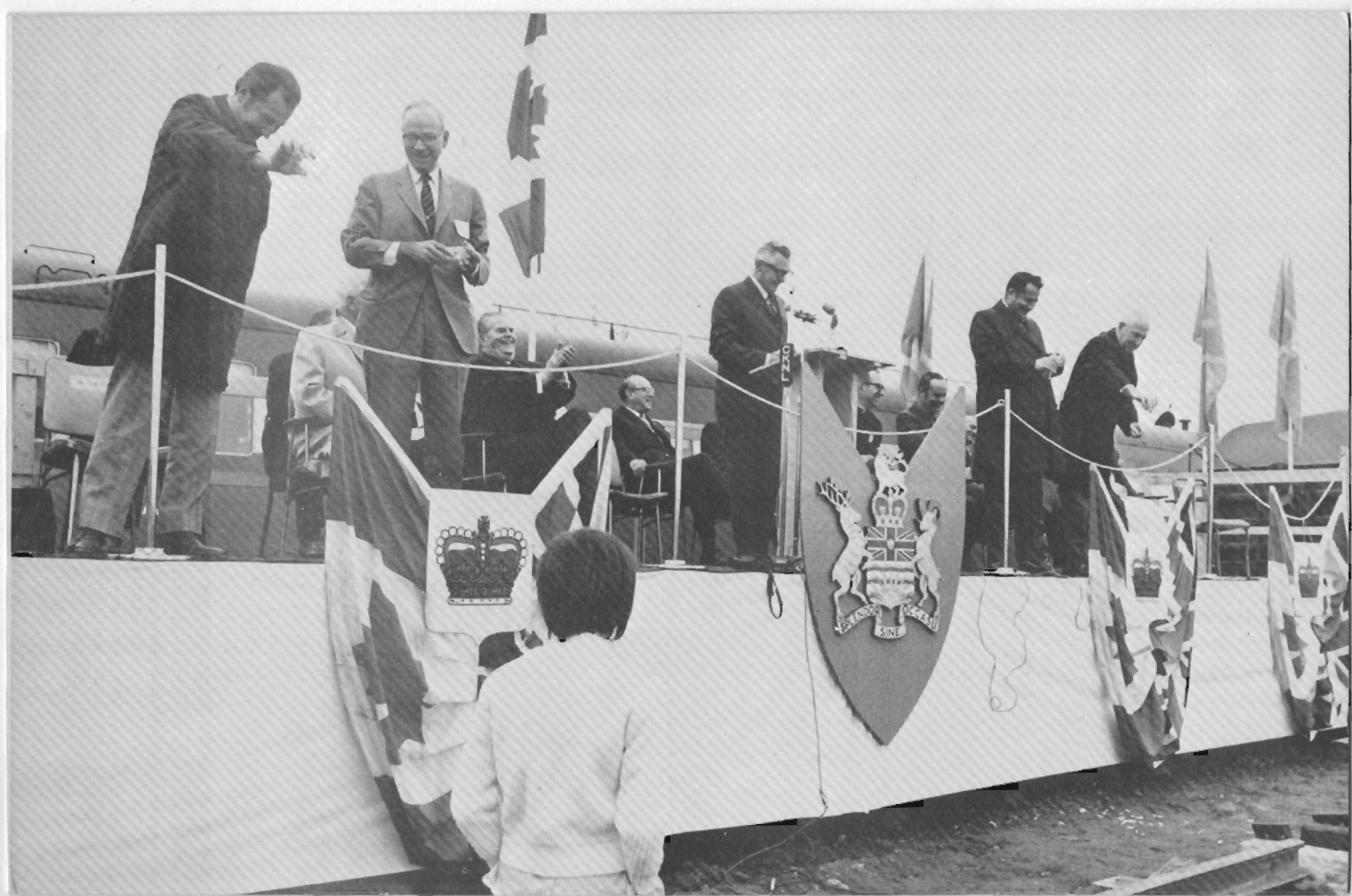
1932 - 1972



40th. anniversary

**NO. 248**  
**SEPTEMBER 1972**





# NORTH TO THE YUKON !

C. Willis Creighton.

The completion of 250 miles of new railway - anywhere in North America in the 1970s - should not be allowed to pass unnoticed. Such an event did, in fact, take place in September, 1971, when the Pacific Great Eastern Railway, renamed the British Columbia Railway in April, 1972, owned and operated by the Province of British Columbia, Canada, placed in operation the extension of its Peace River main line.

This new line extends northward from the former terminus at Fort St. John, B.C., two hundred and fifty miles to a new terminal, five miles south of the town of Fort Nelson, on the famous but as yet unpaved Alaska Highway. The recently-completed railway extension strikes through completely new territory and the closest it comes to the Alaska Highway, wartime (1944) emergency supply route to Alaska, is at Fort Nelson.

Passing through farmlands on its way north from Fort St. John, the new railway soon leaves civilization behind, traversing uninhabited territory that, up to now, has been populated only by the odd moose or bear, or an occasional oil survey or drilling crew. The first bridge of any size is crossed 75 miles from Fort St. John, where the line leaps the Blueberry River. Continuing due north to the Beaton River, the railway then climbs the Milligan Hills to an elevation of 3,000 feet, running along the northern slope to Gutah Creek.

Following the west side of this creek, the rails soon reach the bank of the Sikanni Chief River, one of the main tributaries of the Nelson River. At a point some miles northward, the Sikanni Chief is joined by the Fontas River, to form the Nelson. Four Indian families living in this neighbourhood represent the first sign of human habitation since leaving the Beaton River country, 85 miles to the south.

The new railway thereafter follows the north bank of the Nelson to a "forced" crossing of the river, some ten miles south of the town of Fort Nelson. Crossing the river on an all-steel bridge, 727 feet long, the largest of seven bridges on the 250-mile extension, the railway terminates at the Muskwa River, about five miles downstream from Fort Nelson.

WHEN THE EXTENSION OF THE PACIFIC GREAT EASTERN RAILWAY WAS OPENED, Premier W.A.C. Bennett was one of the proudest citizens of the Province of British Columbia, as, indeed, he had the right to be. We are particularly pleased to have this excellent picture for this month's cover. Photo courtesy British Columbia Railway.

AT THE OFFICIAL CEREMONIES AT FORT NELSON, REPRESENTATIVES OF THE several on-line industries participated in the "Sprinkling Ceremony". At the far right is Mr. Kelly H. Gibson, Chairman of the Board, Pacific Petroleum Limited and Chairman, Westcoast Transmission, Limited. Each industry representative sprinkled some of it over the new line to dedicate it for use. Photo GUNNAR Photography.

Fort Nelson, which in the early 1950s had a population of only 300 people, today is a thriving small city of 4,000.

The principle reason for the construction of the British Columbia Railway's extension is the ever-growing need for a better transportation mode for bulk commodities further into northern British Columbia. The growing markets of the north demand an ever-increasing quantity of manufactured goods and construction materials. Conversely, improved transportation for the raw materials being produced in this northern area was and is essential. Major industries to be served by the new line include forest product mills, the Churchill mine which produces copper concentrates and two multimillion-dollar natural gas plants, which ship sulphur and other important by-products.

Already the BCR's freight trains are rolling north with a wide variety of manufactured goods and materials to the new industrial park with extensive warehousing facilities, being constructed near Fort Nelson.

A special inaugural train - with the writer on board - was operated by the then PGE on September 8, 1971, from Fort St. John to Fort Nelson. This train consisted of three Budd RDC cars (two RDC-3s, BC 30 & 31 and one RDC-1, BC 11, in the middle), carrying businessmen and industry representatives (the author was one), together with a high school band! PGE Special Train BC 30 rumbled cautiously northward over the newly-laid rails, the permitted maximum speed being 25 miles per hour. Most of the new line had only recently been ballasted and, as it was built over a muskeg bottom, three to five years must elapse before the new line will be completely settled in place.

The up-and-down level of the track on the spongy roadbed and the resulting motion imparted to the Budd cars created more than a few problems for the train crew, during the run. On one occasion, the RDC cars had to be uncoupled and separated, because the end buffer-plates of the cars had ridden up and over one another. Under such trying operating conditions, the PGE stewards did an exceptional job of serving to all the passengers a hot roast beef dinner with all the trimmings!

Meanwhile, another larger special train, carrying distinguished guests, provincial government representatives and other dignitaries was en route from Vancouver, 700-odd miles to the south. There were 13 special and business cars in the consist, plus a steam-generator car. Power for this train was PGE units 630, 615, 627, 625 and 619, DL718Bs, all built by Montreal Locomotive Works, Montreal, as are all of the units on today's British Columbia Railway, with the exception of the Budd RDC railcars and a single B-B switcher.

The composition of this Special Train for Dignitaries on its northbound journey was as follows:

PGE Unit 630	CNR VAL ALAIN
615	Union Pacific RR 114
627	CP RAIL VAN HORNE
625	CP RAIL ASSINIBOINE
619	CNR 24
PGE St/Gen 730	CNR BONAVENTURE

CNR NORTHWIND  
CNR 15205  
CNR 1344  
CNR VAL CARTIER

Burlington Northern A-4  
PGE CARIBOU  
PGE NORTHERN SUMMIT

When the railway was surveyed, the Canadian Indians in this part of the country did not agree that they had received sufficient compensation from the Province and on the day that the Special was scheduled to arrive, there was a rumor that the line would be blocked, in protest for this injustice. However, no confrontation occurred, although the constables of the Royal Canadian Mounted Police were on duty!

At Fort Nelson, a demonstration of track-laying did occur. The track-crew had laid a section of the line in the Fort Nelson yard a few days before and had then removed four rail-lengths, which were to be replaced during the demonstration to the dignitaries and the public. However, when the time came to show their capabilities, the track crew just could not get the rails to fit quite right and some of the rail-joints had to be left unbolted until the sections could be "stretched" into place! This demonstration preceded the actual "Last Spike" ceremony.

When the "Last Spike" had been driven, a special freight train carrying products of the north to the markets of the south, broke a symbolic ribbon, stretched across the track, to signify the opening of the line. This special freight was made up of PGE DL718B No. 624, with a consist of cars including a covered hopper of copper concentrates, a boxcar of finished lumber for Chicago, a bulkhead car of graded lumber for Canada's east coast markets and a brightly-coloured Pacific Great Eastern caboose.

The Honorable W.A.C. Bennett, Premier of British Columbia, paid tribute to those men who had constructed the new extension, as well as those other pioneers who first settled the area, when he declared, "Our present achievement will be overshadowed by the challenge of the future". This announcement was, in a sense, somewhat anticlimactic, since the PGE had already declared its intention to add another 420 miles of new line from Fort St. John to Dease Lake, B.C. - scarcely 100 miles from the boundary with the Yukon Territory - in 1974.

Mr. Bennett also took advantage of the occasion to make an announcement about the forthcoming name-change in corporate title of the PGE. He said that, as soon as the enabling legislation could be formulated, the railway would become the British Columbia Railway, as indeed it did on April 1, 1972.

After all of the celebrations had taken place, the Special Train for Dignitaries departed on its southbound run through Chetwynd, Kennedy, Odell, Prince George, Quesnel and Williams Lake, on its way to Squamish and North Vancouver. However, near Williams Lake, a serious derailment occurred, severely shaking up all of the passengers, among whom were the Premier and members of his Cabinet, several Canadian National and CP RAIL Vice-Presidents, the President of the Burlington Northern and officials from several other United States railroads.













Some passengers, including two PGE train stewardesses, were hospitalized, but fortunately no serious injuries were suffered by any of the passengers.

The official investigation of the derailment determined that it had been caused by a transverse fissure in a rail, which caused the rail to fracture when the wheels of one car passed over it. The derailed equipment was rerailed by auxiliaries from Squamish and Prince George, while the passengers were returned to Vancouver the next morning by Pacific Western Airlines.

The "challenge of the future" referred to by Premier Bennett in his Fort Nelson speech aptly describes the opening up of vast new areas of the Province through the medium of the British Columbia Railway. With the completion of the Dease Lake extension in 1974-75, the BCR will have penetrated even closer to the Yukon and the State of Alaska - north to the Yukon, and beyond.

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The author would like to thank the following people for their assistance in the preparation of this article:

Mr. H.D.Armstrong,	Executive Assistant to the Vice-President and Director of Public Information, British Columbia Railway;
Mr. R.F.Corley	Peterborough, Ontario;
Mr. S.S.Worthen	Montréal, Québec.

← PACIFIC GREAT EASTERN UNIT NO. 563 HAULING A MIXED TRAIN AT SQUAMISH, B.C. on July 18, 1951, when it was still an A1A-A1A wheel arrangement. CRHA E.A.Toohy Collection.

PGE engine Number 54 shunts the work-train on the west side of the high bridge over the Fraser River near Lillooet, B.C. on July 19, 1951. CRHA E.A.Toohy Collection.

Not only was gas-electric car No. 107 of the PGE self-propelled, but it was strong enough to haul two flatcar-trailers, loaded with one truck and four automobiles, the total operation being some kind of an ancestor to AUTO-WITH-YOU! All this at Lillooet, B.C. on July 19, 1951. CRHA E.A.Toohy Collection.

British Columbia Railway's three-span, 727-foot long bridge over the Nelson River, not far from the terminal of the new extension. Photo courtesy British Columbia Ry.

## PGE SHIPMENTS— FORT NELSON

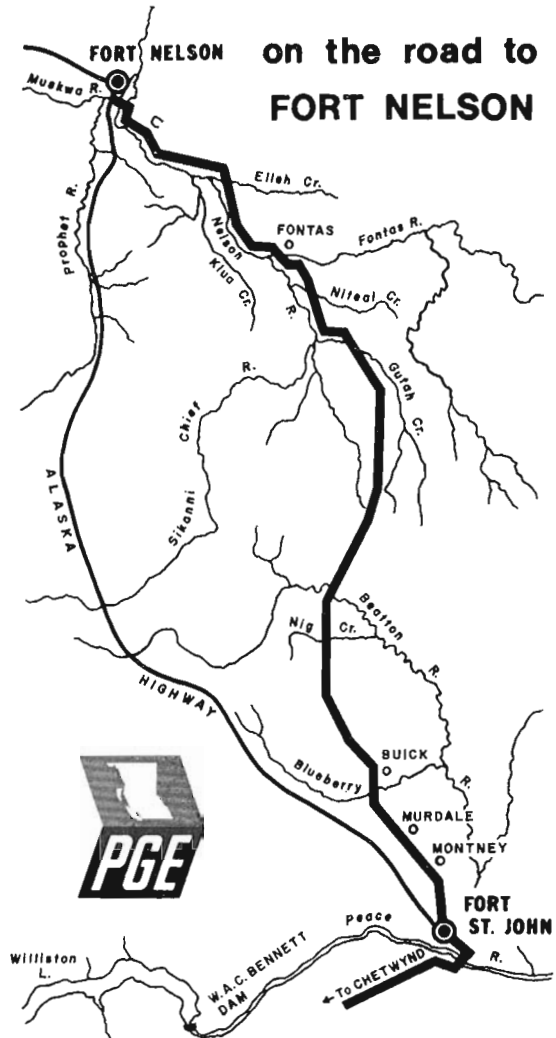
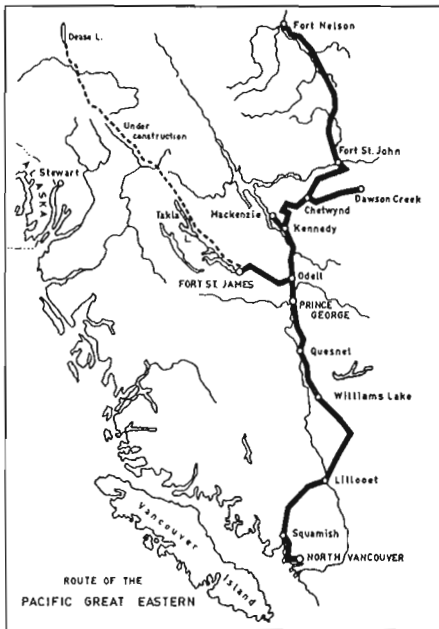
With the opening of the Fort Nelson extension, the Pacific Great Eastern will be hauling a wide variety of shipments into and out of the area.

### INCOMING

oil & gas industry  
supplies  
construction  
materials and  
equipment  
general  
merchandise

### OUTGOING

lumber  
pulp logs  
wood chips  
copper concentrates  
asbestos  
agricultural  
products



We are pleased that you could be with us on this special occasion to mark the official opening of the 250-mile rail extension from Fort St. John to Fort Nelson on September 10, 1971.

**PACIFIC GREAT EASTERN RAILWAY COMPANY**



▲ PACIFIC GREAT EASTERN RAILWAY'S SPECIAL - EXTRA BC 30 - UNCOUPLED AND stationary on the siding at mile 125. The newly-laid roadbed was not a little uneven, causing the end buffer-plates to over-ride thus risking derailment.

▼ A TYPICAL STRETCH OF THE NEW RAILWAY. BUILT ON MUSKEG, IN SEPTEMBER, 1971, the track had not been completely aligned or sledged. Several years of maintenance will be required to finish the line to the high standards required by the BCR. Both photos by C.W.Creighton.

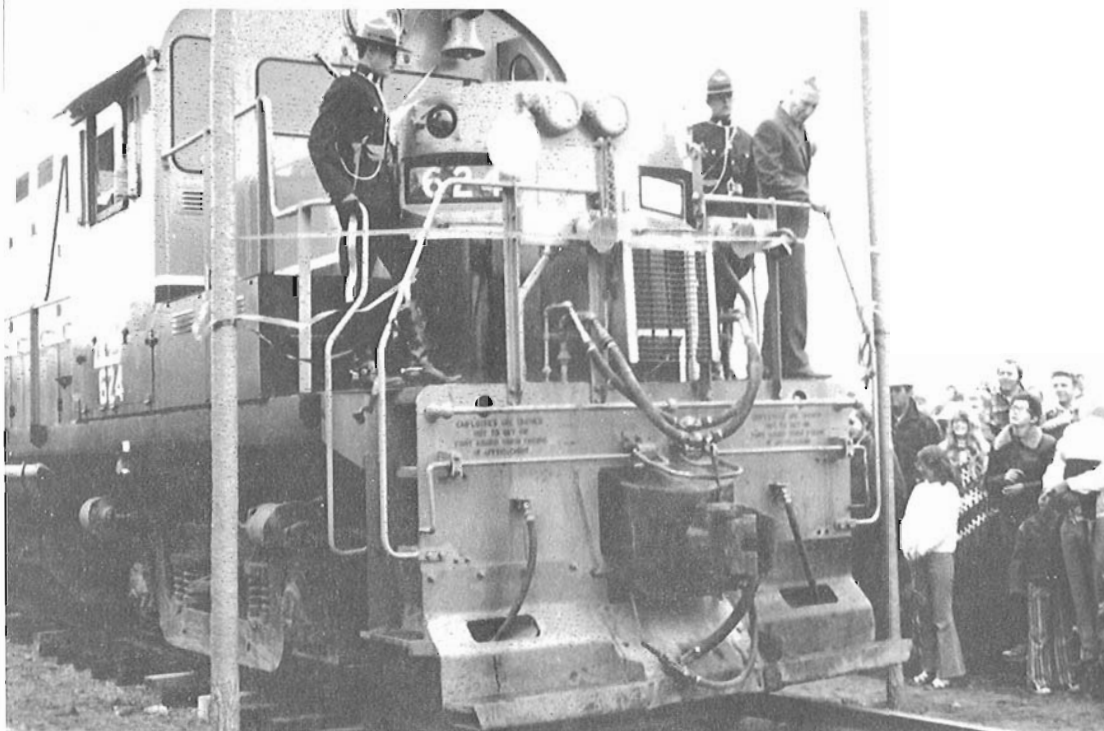




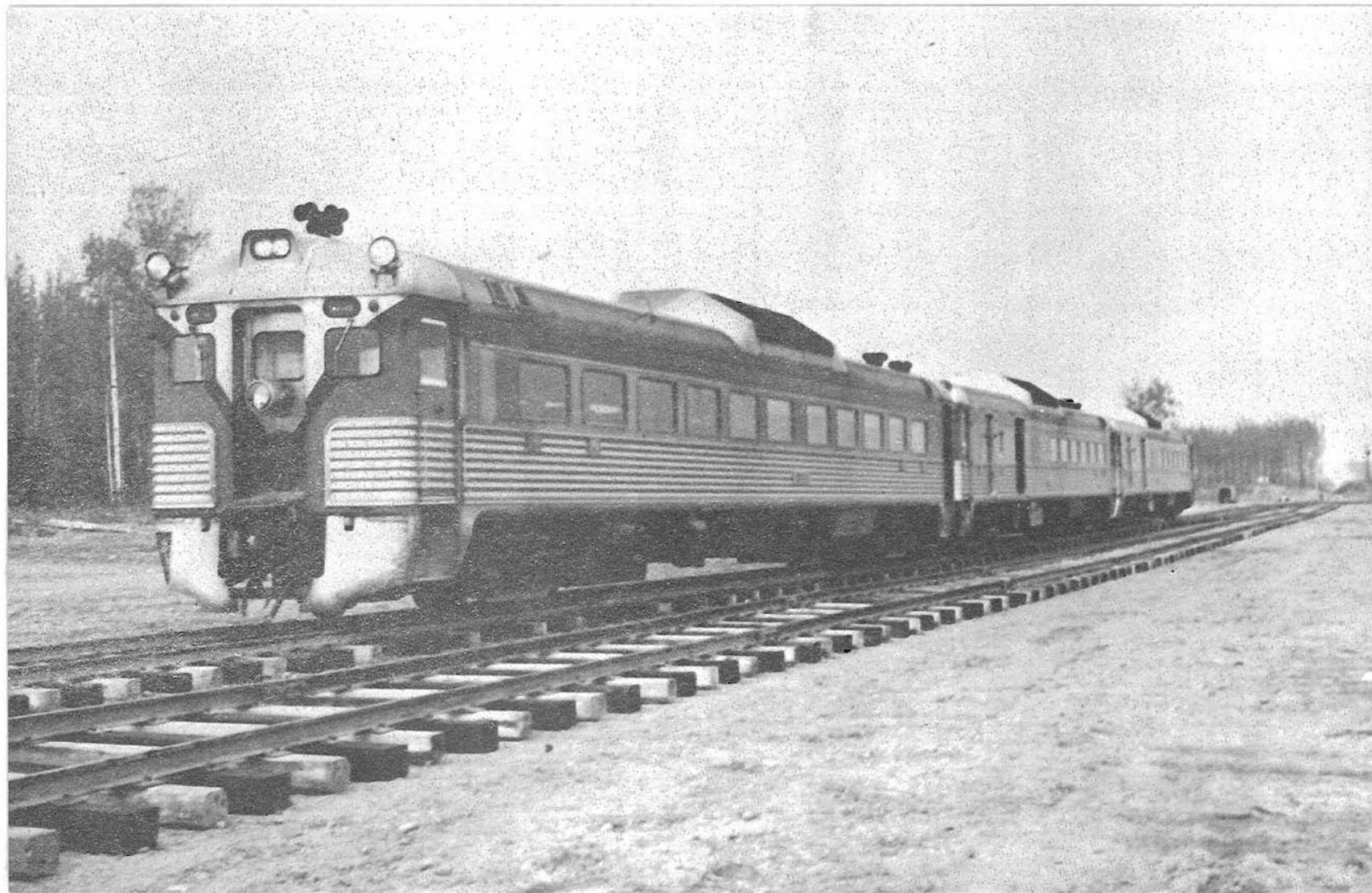
▲ THE SPECIAL TRAIN FOR THE DIGNITARIES WAS HAULED BY MLW UNITS WITH Number 630 leading. On its southbound run, the train was derailed near Williams Lake, S.C.

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▼ THE INAUGURAL FREIGHT, WITH UNIT 624 ON THE POINT, BREAKS THROUGH THE red ribbon across the track, symbolizing the official opening of the new line.  
Both photos C.W.Creighton.







PGE/BCR  
RESUME OF CONSTRUCTION

The Pacific Great Eastern Railway Company was incorporated in accordance with the laws of the Province of British Columbia and construction was started on February 27, 1912.

<u>Date opened for service</u>	<u>From</u>	<u>To</u>	<u>Mileage</u>	<u>Note</u>
Jan. 1, 1914	North Vancouver	Horseshoe Bay	12.0	1
Oct., 1921	Squamish	Quesnel	348.0	2
Jan., 1953	Quesnel	Prince George	81.3	
Aug., 1956	Horseshoe Bay	Squamish	39.8	3
Oct. 5, 1958	Prince George	Fort St. John	262.5	
Sept. 8, 1971	Fort St. John	Fort Nelson	250.0	

Branch Lines

Oct. 5, 1958	Chetwynd	Dawson Creek	61.1	
Aug., 1966	Kennedy	Mackenzie	23.0	4
Aug. 1, 1958	Odell	Fort St. James	75.0	

Total..... 1,151.7 miles

Notes:

- 1 The original line of the PGERy was constructed from North Vancouver, B.C. to Horseshoe Bay, on Howe Sound. It provided a commuter-type passenger service until November 29, 1928, when service was suspended. It had no connection with any other railway, except by car-barge, until the construction of the Second Narrows Bridge across Burrard Inlet.
- 2 Tugboats and car-barges moved freight cars from North Vancouver to Squamish. Passengers made the connection by ferryboat.
- 3 The North Vancouver-Horseshoe Bay line was extensively rebuilt at the same time as the Horseshoe Bay-Squamish line was constructed along the shore of Howe Sound.
- 4 This branch runs to the south end of the Peace River Reservoir, created by the W.A.C. Bennett Dam, some miles upstream on the Peace River from Fort St. John, B.C.

Passenger service is offered between North Vancouver and Fort St. John, B.C., only. There is presently freight service only on the other portions of the British Columbia Railway.

← THE SPECIAL TRAIN FOR INDUSTRIAL REPRESENTATIVES AND MARCHING BANDS stands in the new yard at Fort Nelson, B.C., ready for its southbound journey to Vancouver, B.C. The track in the new yard had been laid only 10 days before and was, as yet, unballasted. Photo C.W. Creighton.

BRITISH COLUMBIA RAILWAYRoster of Diesel-electric engines.

<u>Road number</u>	<u>Wheel arr'g't.</u>	<u>Model/Type</u>	<u>Builder</u>	<u>Date</u>	<u>Hp.</u>	<u>Weight</u>	<u>Note</u>
551	B-B	65 ton	GE	1948	550	130,000	a
552-555	B-B	70 ton	GE	1949	600	139,000	b
556-557	B-B	70 ton	GE	1950	600	139,000	b
561-566	A1A-A1A	RSC-3	MLW-CGE	1951	1600	240,000	c
567-568	A1A-A1A	RSC-3	MLW-CGE	1952	1600	240,000	c
569-571	B-B	RS-3	MLW-CGE	1953	1600	240,000	
572	B-B	RS-3	MLW	1954	1600	240,000	d
573-575	B-B	RS-3	MLW	1954-5	1600	240,000	
576-578	B-B	RS-3	MLW	1955	1600	240,000	
579-586	B-B	RS-10	MLW	1956	1600	240,000	
601-602	B-B	RS-18	MLW	1957	1800	240,000	e
603-604	B-B	RS-18	MLW	1958	1800	240,000	e
605-611	B-B	RS-18	MLW	1960	1800	240,000	e
612-613	B-B	RS-18	MLW	1962	1800	240,000	e
614-618	B-B	DL-718B	MLW	1964	1800	240,000	
619-623	B-B	DL-718B	MLW	1964-5	1800	240,000	
624 (2nd.)	B-B	DL-718B	MLW	1964-5	1800	240,000	
625	B-B	DL-718B	MLW	1965	1800	240,000	
626	B-B	DL-718B	MLW	1965	1800	240,000	
627	B-B	DL-718B	MLW	1965	1800	240,000	f
628-630	B-B	DL-718B	MLW	1966	1800	240,000	
624 (1st.)	C-C	RSD-17	MLW	1957	2400	339,000	h
701-704	C-C	M-630	MLW-W	1969	3000	380,000	k
705-709	C-C	M-630	MLW-I	1970	3000	380,000	
710-716	C-C	M-630	MLW-I	1971-2	3000	380,000	m
1000-03	B-B	S-13	MLW	1959	1000	229,390	
1004	B-B	38-D-8 1/8	FM-Beloit	1949	1000	249,440	n

NOTES:

- a Sold to MacMillan & Bloedel, Powell River, B.C.  
b No. 552 scrapped; No. 553 to Sydney & Louisburg Railway, 1960.  
Nos. 554, 556 & 557 to A.A. Merrilees Limited, Toronto, Ont.  
c Converted to B-B trucks.  
d No. 572 wrecked and later scrapped in 1960.  
e Original road numbers 587-599 inclusive.  
f No. 627 was originally No. 616, which was wrecked, repaired and renumbered.

➔ BY THIS TIME, UNIT 714 WHICH WAS OUTSHOPPED BY MLW INDUSTRIES IN January, 1972, will have been painted in the new BCR colours and will bear the proud name "British Columbia Railway".

Photo courtesy MLW Industries.



- h Now CP RAIL No. 8921, ex-PGE No. (1st.) 624, ex-CNR No. 3899, ex-MLW demo No. 7007 on CP RAIL.
- k Equipped with LOCOTROL for mid-train unit operation.
- m No. 710 outshopped ex MLW-I December 23, 1971; Nos. 711-712 outshopped December 25; No. 713 outshopped December 31; Nos. 714-716 outshopped January 5, 1972.
- n No. 1004 originally Columbia & Cowlitz Railway Unit No. D-1. Built by Fairbanks Morse and Company, Beloit, Wisconsin, U.S.A. Leased by PGE with option to purchase. Option exercised.

GE General Electric Company, Erie, Pa., U.S.A.  
 MLW-CGE Montreal Locomotive Works-Canadian General Electric  
 MLW Montreal Locomotive Works Limited, Montréal, Québec.  
 MLW-W MLW-Worthington Limited, Montréal, Québec.  
 MLW-I MLW Industries, division of MLW Worthington Limited, Montréal, Québec.

Roster of Rail Diesel Cars.

<u>Road Number</u>	<u>Model</u>	<u>Serial</u>	<u>Built</u>	<u>Psgs.</u>	<u>Facilities</u>	<u>Note</u>
BC-10	RDC-1	6319	1956	80	Bag/Exp/Mail	a
BC-11	RDC-1	6320	1956	80	Bag/Exp/Mail	a
BC-12	RDC-1	6321	1956	80	Bag/Exp/Mail	a
BC-30	RDC-3	6508	1956	48	Bag/Exp/Mail/Kitchen	b
BC-31	RDC-3	6509	1956	48	Bag/Exp/Mail/Kitchen	b
(BC-32	RDC-3	6510	1956)	- - - -	see note c - - - -	- - - -
BC-33	RDC-3	6601	1956	48	Bag/Exp/Mail/Kitchen	b

NOTES:

- a Original passenger capacity 89. Reduced to 80 to provide two small compartments for baggage, express and mail.
- b Original passenger capacity 49. Reduced to 48 to provide space for baggage, express, mail and a small galley.
- c BC-32 wrecked in a level crossing accident at Canim, B.C., February 8, 1960.

➔ FOR ITS NEW "CORPORATE SYMBOL", THE BRITISH COLUMBIA RAILWAY HAS SELECTED a design somewhat more natural and understandable than those designed in recent years. It is the dogwood flower, which is the well-known provincial wildflower. It has been applied to one of the new wood-chip cars, recently purchased by the BCR, to handle the ever-increasing traffic in this commodity. Photo courtesy BCR.





7

BCO: 90194  
E  
GROSS WT 40,000 LB  
NET WT 30,000 LB  
MAX LOAD 40,000 LB  
MAX AXLE WT 22,500 LB  
MAX AXLE SPAN 10 FT 6 IN



BRITISH  
COLUMBIA  
RAILWAY

BCOL 90194

10 TON WEIGHT  
MAX WGT CONT

100000 LB

# ***RIDING TO A WINTER WONDERLAND***

Glenn F. Cartwright.

**L**ate in January, 1972, Canadian National Railways began the operation of a weekend "Winter Wonderland Special" from Edmonton, Alberta to the winter sports resort of Jasper, well-known holiday centre in the Canadian Rocky Mountains.

Each Friday evening during the skiing season, the "Winter Wonderland Special" departed Edmonton for the nearly five-hour run to Jasper. The usual consist of the train was two "A" units, a steam generator car, a coach, a "recreation car", a snack coach and a second coach, in that order.

The "recreation car" was actually a modified baggage car, located in the middle of the train. Special ski racks had been installed and a piano was located in the centre of the car. Shades of the Montréal-Toronto "Bistro"!

CN's passenger representative, genial Ed Power, presided at the piano and provided song sheets for all. Singing was one thing, but more than a few couples - responding to the rhythms of Ed's piano - were known to dance all the way to Jasper!

Canadian National made every effort to ensure that each weekend was an enjoyable and memorable one. At both Edmonton and Jasper, skiers with their gear entrained and detrained from the recreation car by means of a specially-constructed wooden stairway. This enabled effortless boarding and quick storage of skiing equipment so that it did not interfere with subsequent activities. While no bar service was provided on the train - though a liquor license had been applied for - Canadian National made available complimentary plastic glasses and ice-cubes from the popular snack coach for those who "required" them.

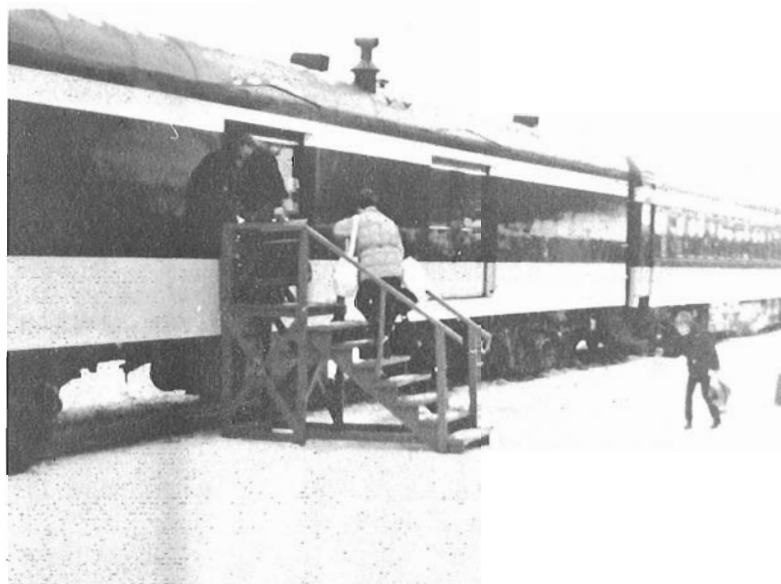
The package deal was organized by Canadian National with the cooperation of the Jasper Park Lodge - a CN-owned and operated hotel. The skier's package fare of \$ 29 included round-trip transportation from Edmonton on the "Winter Wonderland Special", transfers at Jasper and two nights accommodation at the Lodge. For an additional fee, skiers could arrange transportation to the ski areas and the use of all ski-lifts.

Each year, Jasper Park Lodge has increased the number of its facilities available to the public and this winter saw the addition of the Moose's Nook dining area and the Copper Kettle Coffee Shop. Sleighrides, skating and snowmobiling are available at this famous winter and summer resort. With these and other activities to enjoy, many skiers and not a few non-skiers found CN's "Winter Wonderland Special" an excellent way to enjoy a weekend in Canada's Rockies.



The "Winter  
Wonderland  
Special "  
arrives at  
Jasper, Alta.

Unloading of ski  
equipment was  
greatly facilit-  
ated by a ramp.



Enthusiastic ski  
types were  
transported  
to their hotel  
by this some-  
what primitive  
but reliable  
transport mode.

September, 1972.

BECAUSE OF THE SIGNIFICANCE OF CP RAIL'S WINDSOR STATION, MONTREAL, to railway enthusiasts everywhere, our Association has a special interest in the continuing redevelopment of this famous station and the surrounding property.

The Editor of CANADIAN RAIL has been given to understand that the new building to be erected by Marathon Realties will provide an estimated 1.4 million square feet of floor space. Each floor will have an area of about 30,000 square feet and the height of the building for public use will be about 46 stories. There will be other floors for mechanical services so that the probable height of the finished structure will be 50 stories.

The principle entrance to the new building will be from a plaza and the entrance and plaza will face north to Dorchester Boulevard and Mount Royal. The relocation of the new building from its originally-planned site was necessary in order to accommodate its larger size and, at ground level, it is expected to encompass much of the concourse of the existing Windsor Station.

An official announcement is expected to be made by Canadian Pacific interests in the autumn.

#### MR. DAVID WILKIE OF THE BRITISH COLUMBIA RAILWAY HISTORICAL

Association writes to say that the two CP RAIL SD40-2s referred to on page 201 of the June, 1972 issue of CANADIAN RAIL (No. 245), were the third and fourth units of CP RAIL Train 801 out of Fort Steele, B.C., northbound to Golden, on April 2, 1972. The power for this long train of Fording coal was units 4558, 4559, 5587 and 5588 (see above) and the train consisted of 88 new "black bathtubs", each loaded with 105 tons of coal. Mr. Wilkie photographed and taped the train as it rumbled over the Kootenay River bridge at mile 14.8 of the Windermere Subdivision, north of Wasa.



## MR. JOHN WELSH, OUR PERIPETATIC CORRESPONDENT

from Dorval, bought a current "Official Guide" recently. He found that the Midland Railway of Manitoba is now advertised as Burlington Northern (Manitoba). He also noted that Canadian National Railways' entry is reduced to less than 10 pages from 20 (December, 1971), being about even with CP RAIL's 9-page entry. Gone is CN's 4-page map, replaced by a one-pager, on which the only CN identification is printed in a small box of smaller type in one corner, the legend explaining the "dark" and "light" lines on the map. The one and only mention of the Company is contained in "CN Steamships".

John also bought a copy of the Canadian Transport Commission's 1970 report on traffic in the Québec City - Windsor corridor for \$2. He found it interesting and says it is worth the price. The tables, charts, etc. make it so. Statistique Canada (information Canada) - formerly the Dominion Bureau of Statistics - has a series on railway transportation. From Report 52-209 (1970), one learns that CP RAIL has more second main track than CN: 929.7 miles vs. 866.3 miles. In 1970, over 97% of all passengers went by CN, CP RAIL and GO TRANSIT. 92% of all freight ton-miles were accounted for by CN, CP RAIL and QNS&L! The length of the average freight train was 64.1 cars plus the caboose, an increase of 3.1 cars over 1969. The average freight train speed, including "time spent in setting out and picking up cars, meeting oncoming trains, etc.", was 21.4 miles per hour, compared to 21.1 in 1969. Of 106 steam generator cars in service, (look out, you know what's coming) CN had 101. But who had the other 5? Passenger car miles in freight trains totalled 10,070,531, compared to 11,384,087 in 1969. Hm. Conversely, freight car miles in passenger trains totalled 158,910,579 compared to 141,083,615 in 1969. One wonders where the RTC gets these fascinating figures! Fascinating figures? How about these:

	<u>Passenger-miles in 1970</u>
Canadian National Railways	1,687,887,365
CP RAIL	427,549,000
Algoma Central Railway	10,927,231
Canada Southern Railway	8,230,502
C&O-Pere Marquette Railway	Nil
Northern Alberta Railways	905,271
Ontario Northland Railway	30,823,000
Pacific Great Eastern Railway (BCR)	8,373,682
Québec, North Shore & Labrador Railway	5,885,522 (!)
Other Class 2 roads	91,550,617
All Class 3 & 4 roads	3,912

Electric locomotives? Only CN had 'em! 18 units. Total horsepower, 358,000.

CN had more first main track in every Province except British Columbia, where CP RAIL had 1,784.3 against CN's 1,414.4 miles. But in the U.S.A., CP RAIL took the honours with 267.3 vs. 71.8 miles.

A total of 336,014 tons of rail were laid in 1969, of which some 118,142 miles were 100-105 lb. and 104,320 was 132 lb. No new rail under 85 lbs. was laid. Thank goodness!



One more thing. Shown in an explanatory glossary at the back of one report is "Class IV Road: Other companies such as terminal, bridge, tunnel and pullman". And "Pullman"??

Mr. Welsh says "Cheers!" .

DESCRIBED AS AN "EXCITING NEW CONCEPT IN BUS TRAVEL",

Ontario Northland Railway Transportation Commission recently unveiled a Courier "Challenger" standard MC-7 model bus which had been extensively altered inside. It is "The Sleeper", normally an air-conditioned, washroom-equipped, 47-passenger coach, but renovated to carry only 24 occupants. Two redesigned buses have been introduced on the Toronto - Timmins, Ontario service, departing each point at 2300 hours nightly. No extra fare is required, but a reservation fee of \$ 2.50 is charged. Service, planned to commence 28 June 1972, operates 7 days a week. The 24 seats are of the reclining type, tilting and locking in any reclining position and are large and spacious.

Mr. Jim Singleton, Passenger Service Supervisor for ONRTC, said that this concept was a "first" of its kind in North America. If the principle proves attractive to travellers, it will be introduced to other communities in northern Ontario and to the major centres of the southern part of the province.

R.F. Corley.

CANADIAN NATIONAL RAILWAYS TWO NEW SERVICES,

AUTO-WITH-YOU and DAY-NITER coach travel, were previewed on 20 June 1972 in Edmonton, Alberta. AUTO-WITH-YOU is an improved version of CN's old CAR-GO-RAIL service. In the new service, the passenger's automobile is carried in the same train in which he travels. Initially, the service will be available between Toronto and Edmonton only but CN says that Montréal and Toronto - Winnipeg service will be introduced, when warranted. Cost for the service is \$ 188 plus a minimum of two regular adult rail fares. CN feels that this price is reasonably competitive with comparable air fares and car-rental costs.

The DAY-NITER coach provides reclining seats with leg and foot rests, almost the equivalent of SLUMBER COACH accommodation, at a conveniently lower fare. However, there will be a service charge required: Montréal-Vancouver, \$ 8; Montréal-Edmonton, \$ 6; Edmonton to Vancouver or Winnipeg, \$ 2.

G. Cartwright.

FOLLOWING THE DISALLOWANCE OF THE CANADIAN TRANSPORT COMMISSION'S

ruling in re the Burlington Northern's Kootenay & Elk Railway by the Supreme Court of Canada, the possibility that this line will be built is once again revived. Various regional organizations in the Fernie - Trail area of British Columbia generally oppose the construction of the Kootenay & Elk. The City of Trail opposed it and was supported by the Regional District of East Kootenay. Cranbrook opposed it.

One dissenting vote in this opposition was that of Mr. Lloyd Phillips of Fernie, B.C., who advised some of his fellow directors to learn something about the economics of the situation and then draw accurate conclusions as to whether or not there would be detrimental effects to the local economy.

The City of Trail's resolution, as reported in the CROWSNEST CLARION, Sparwood, B.C., (1) opposes building of the Kootenay and Elk for the export of Crow's Nest Industries (Kaiser Industries) coal from the Sparwood, B.C. area; (2) it asks that, if the K&E is built, it be restricted to the transportation of goods for consumption by United States markets; (3) it supports and recommends upgrading of the present CP RAIL line through southern British Columbia, via the Kettle Valley, to provide an alternate route to Roberts Bank for Elk Valley coal and (4) it asks for further public hearings - this time in the west - "to hear the views of the people most affected by a decision in this matter".

CROWSNEST CLARION.

CANADIAN NATIONAL RAILWAYS SD40-2, DELIVERED BY DIESEL DIVISION,

General Motors of Canada, are reported on by Pierre Patenaude. These units were assigned as indicated:

<u>Road numbers</u>	<u>Builders Numbers</u>	<u>class</u>	<u>Added equip.</u>		<u>Assigned</u>
			<u>D/B</u>	<u>UT</u>	
5000-5007	A2246 - A2253	GF-30c	D/B	UT	Calder
5008-5010	A2260-A2262	GF-30d			Toronto
5012-5075	A2264-A2327	GF-30d			Toronto
5076-5090	A2335-A2349	GF-30e			Symington
5091-5097	A2350-A2356	GF-30e			Calder
5098-5110	A2357-A2369	GF-30e			Symington
5111-5125	A2370-A2384	GF-30e	D/B	UT	Calder
5126-5130	A2385-A2389	GF-30h	D/B	UT	Calder
5131-5139	A2390-A2398	GF-30h			Calder
5141-5175	A2400-A2434	GF-30h			Calder
5176-5199	A2493-A2516	GF-30k			Calder
5200-5221	A2517-A2538	GF-30k			Symington
5222-5225	A2539-A2542	GF-30k			Montréal
5226-5240	A2588-A2602	GF-30m			Montréal

Notes:

D/B means fitted with dynamic brakes; UT means for unit-train service. Unit 5011, B/N A2263 was wrecked in the Fraser River canyon near Hope, B.C. in 1968. Unit 5140, B/N A2399 was wrecked in the Fraser River canyon near Boston Bar in 1971. Neither of these units were recovered.

IN A RECENT SPEECH TO THE PULP & PAPER TRAFFIC LEAGUE

at their Annual Meeting at Murray Bay, Québec, Canadian National Railways' executive Vice-President and President, Grand Trunk Corporation, Dr. R.A. Bandeen, said that by 1985, intermodal transportation systems will account for the movement of almost half of the goods carried in Canada. This broadly-based transportation enterprise has not yet appeared in the United States, Dr. Bandeen said, probably because of Canada's different attitude towards transportation regulations. In the United States, governmental regulations tend to define and protect the role each transport mode may play.

Dr. Bandeen, commenting on the formation of the Grand Trunk Corporation, said that CN was trying to create a self-sustaining United States corporation, managed by U.S. citizens for Canadian owners, which would be a railway in its own right, not primarily a feed-

er line for Canadian National. Dr. Bandeen said that, to be a success, the GT Corporation would have to expand its capacity to create transportation packages - price, equipment, facilities and route - geared to the needs of people and businesses in the U.S. midwest region.

CN PubRelDep't.

#### CANADIAN NATIONAL RAILWAYS ANNUAL REPORT,

presented in the House of Commons (Canada) recently, once again underlined that even though the railway can show an excellent operating profit for a fiscal year, the balance sheet has the inevitable red-ink entry because of the enormous interest charges on the perennial "long-term debt".

The railway operating profit was \$ 21.3 million, the highest since 1966 and the best overall financial result in 16 years. A \$ 24.3 million deficit was shown after payment of \$ 68.5 million interest on the aforementioned long-term debt.

Railway operating revenues totalled \$ 1,140.8 million, with expenses at \$ 1,119.5 million, both record highs. Major contributions to increased revenues were carload freight, up 12%, express up 9.7%, hotels up 12.4% and telecommunications, up 6%.

Increased expenses included higher wages and increased employee fringe benefits. Passenger service revenues were down 1%, a reduction of 100,000 passengers on a total of 13.3 million compared to 1970. Employment across the system remained fairly constant at 81,744.

CN Chairman and President Norman J. MacMillan, Q.C., said he believed that the Canadian economy would continue to improve in 1972 and that CN would "improve its performance and financial situation still further" in the years immediately ahead.

The 1971 Annual Report of Canadian National Railways was presented in two parts; the first part was a summary history of the Company, illustrated with some historic pictures seldom or never before published and a delight to the CN enthusiast. The second volume contained the figures, some of which were interesting and all, of which were informative and important. Hearty congratulations are due to those who designed and produced the 1971 Annual Report of Canada's national railway.

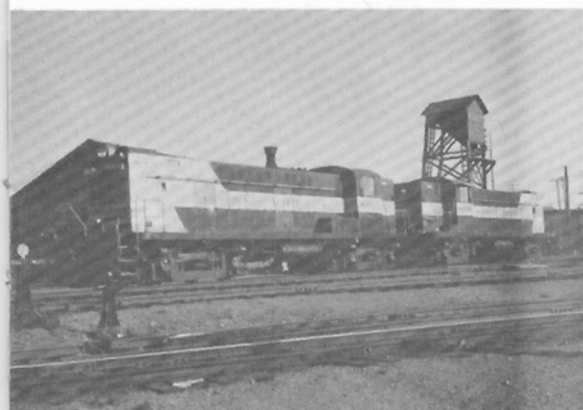
S.S.Worthen.

#### IN LATE JULY, CANADIAN NATIONAL RAILWAYS ANNOUNCED

the awarding of equipment contracts totalling \$ 13.9 million. Marine Industries Limited of Sorel, Québec will build 115 container flats, 84 feet long and capable of carrying 4 x 20-foot or 2 x 40 - foot containers. Delivery is scheduled for October, 1972, at the rate of 8 flats daily.

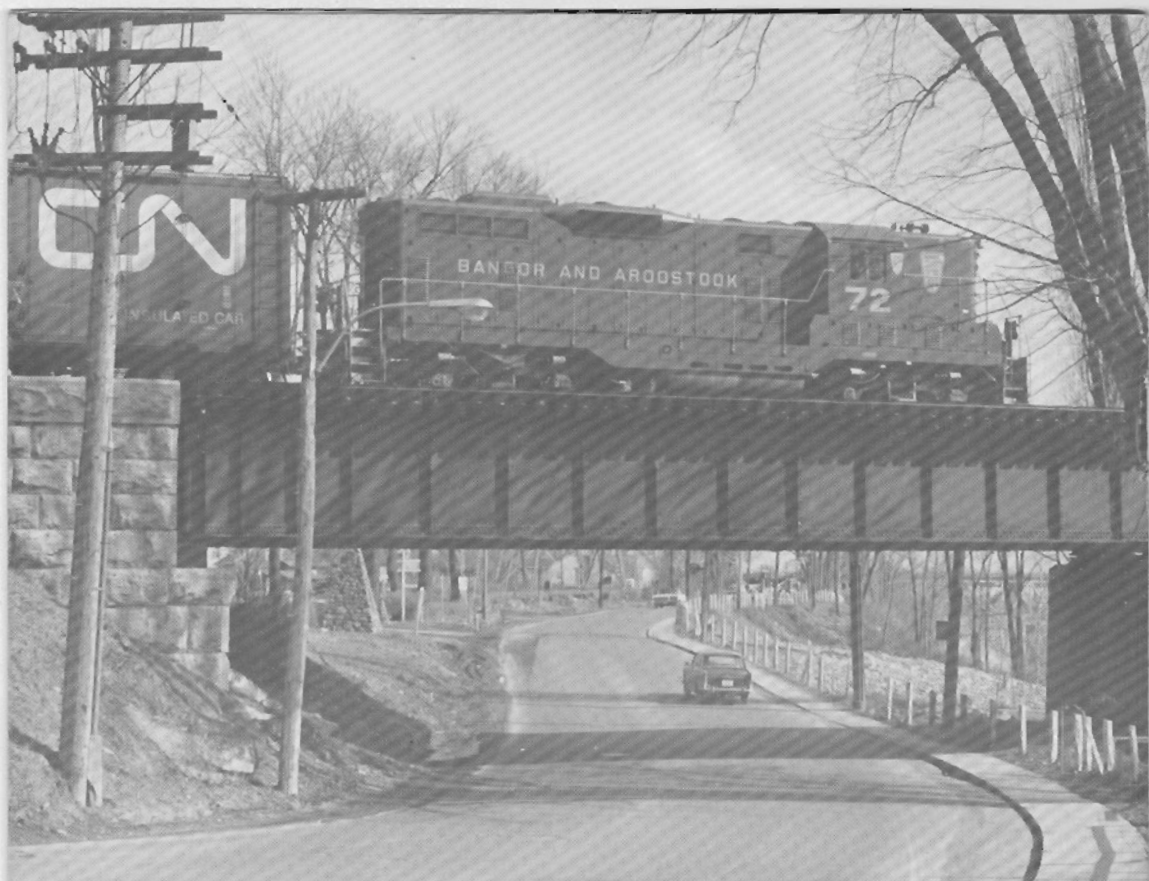
National Steel Car Corporation Limited of Hamilton, Ontario, got the order for 600 boxcars, 52 feet 8 inches long, for transporting sawn lumber, plywood and pulp products. 300 were 100-ton capacity, while the other half were 70-ton capacity. Delivery is scheduled to commence in November, 1972 at the rate of 16 cars daily. CN NEWS.

SPACE PROBLEMS IN THE JULY, 1972 ISSUE (NO. 246) OF CANADIAN RAIL PREVENTED use of all of the excellent pictures accompanying Mr. John E. Hoffmeister's article on the Baldwins of CP RAIL's E&N Sub. Here are the remainder: No. 1, Train 51, units 8007 & 8010 at Hillbank Station, mile 34, Karl Brall, engineman; No. 2, Tr. 52, near Lampson Crossing, Victoria, B.C., with units 8001 & 8009 and 25 cars, Mr. Brall at the throttle; No. 3, units 8005 & 8009 on the roundhouse lead at Victoria, ready to take Train 51 north, D. MacLaughlan, engineman; No. 4, units 8002, 8010 & 8011 idle in Victoria yard on Sunday, October 25, 1970.



2

PICTURED HERE IS A PRIME EXAMPLE OF THE CRAZY, MIXED-UP BUSINESS of railroading in eastern Canada in recent years, when leased or borrowed units abound. Readers may care to hazard a guess about the identity of the railway and the location, in this Summer 1969 photo by K.R. Goslett.



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