

# Canadian Rail

1932 - 1972



40th. anniversary

**NO. 251**  
**DECEMBER 1972**



# RETIREMENT?

S.S.Worthen

**A**t variable intervals, events forcibly remind us of the stark truth of that hoary adage that "there is nothing so constant as change". In July, 1971, the shareholders of the Canadian Pacific Railway Company had this axiom impressed upon them when the Company, in supplementary letters patent, changed its world-famous name to Canadian Pacific Limited-Canadien Pacifique Limitée. The simultaneous change in par value of the Company's shares from \$ 25 to \$ 5 was, to the general public, somewhat less remarkable.

Once upon a time about 70 years ago, the Canadian Pacific Railway Company was a railway. It was a very long and very important one, to be sure. It had a notable President. Today, it can be argued that the CPR was the greatest single influence that shaped the destiny of Canada. There has been hardly a decade of Canadian history that has not felt the influence of this Company and the men who were instrumental in making it the wonderful, complex business that it was then and is now.

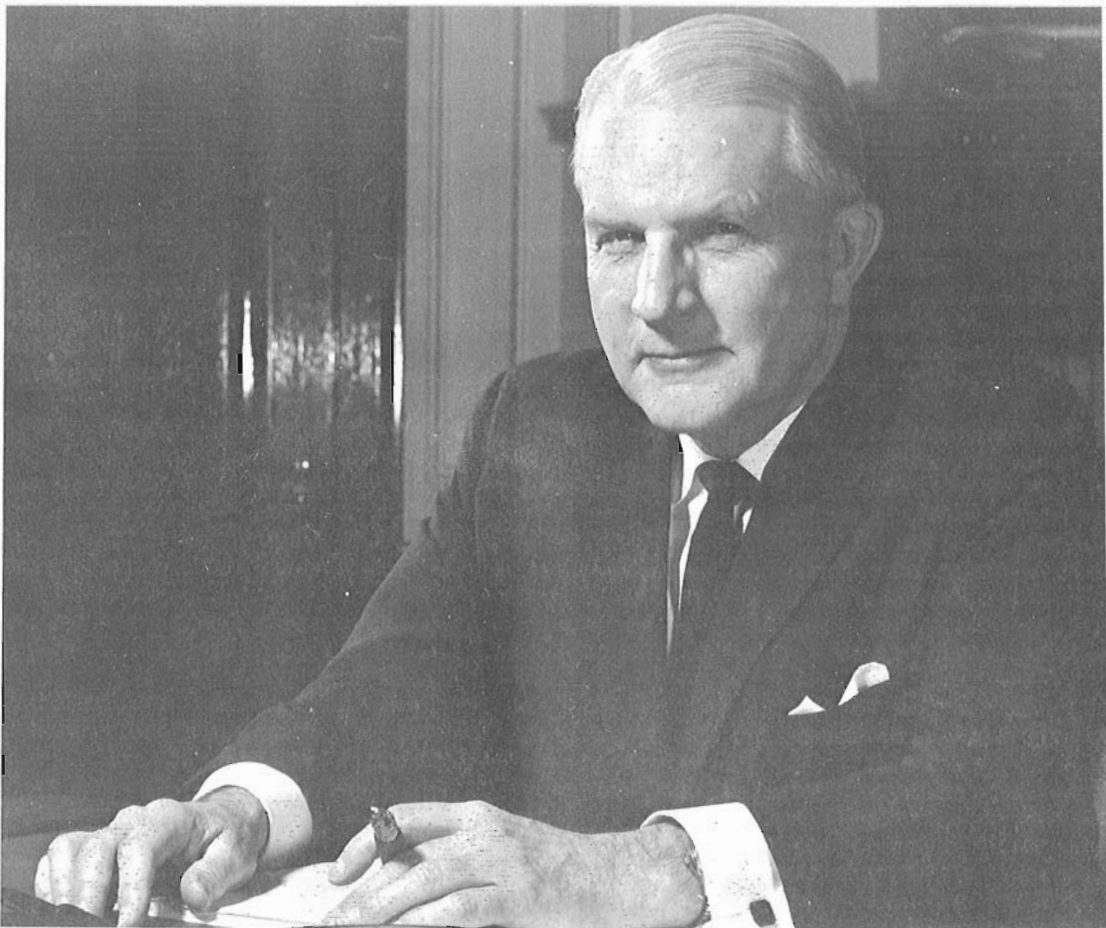
Norris Roy Crump, who retired as Chairman of the Board of Directors of Canadian Pacific Limited at the Annual Meeting on May 3, 1972, is the last of a notable and unique kind of man and manager, first observed in the person of Sir William Cornelius Van Horne. Sir William, we remember, joined the Canadian Pacific in 1882, afterwards built most of the railway and became its second President in 1888. His contemporaries George Stephen, Duncan McIntyre and R.B. Angus were expert financiers. Van Horne, Shaughnessy and latterly N.R.Crump were railwaymen and expert managers.

In the interval before his official retirement, Mr. Crump was lauded by the politicians, feted by his associates, felicitated by his peers and contemporaries, and his departure was deplored by everyone who knew him. He was well-known as a fair but unrelenting adversary in debates on principles which he believed to be right for the Country and the Company. He never brooked any ambiguity from government regulatory agencies or contemporary public corporations.

After his advent to Montréal in 1948, his reputation within the Company for straightforwardness continued to flourish. Indeed, he may have frightened some people with this approach. His voice was and is sometimes gruff and he still has a way of looking at you very penetratingly, which is guaranteed to make the uncertain flinch and the timid quail.

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**A** THIS MONTH'S COVER IS A PHOTOGRAPH OF "BUCK" CRUMP AT THE BEGINNING of his career with the Canadian Pacific Railway Company.



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↑ A MORE RECENT PHOTOGRAPH OF MR. NORRIS R. CRUMP OF CANADIAN PACIFIC Limited is presented above. Both photographs courtesy Canadian Pacific.

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Although he is a reticent man, Mr. Crump tells the anecdote and he loves to tell them that when he was four years old, someone decided that he should be called "Buck". Although he chose to allow this decision to stand, some time about his fifteenth birthday, he began making his own decisions. When he told his English-born father that he was going to work for the Canadian Pacific at Revelstoke, British Columbia, instead of returning to school, there was no emotional remonstrance. His father's only advice was, that if this was the choice he had made, then he should be sure to do his best to be a success at whatever trade he chose. This forbearance was, in retrospect, entirely justified.

After an interval working with the track-repair gang, "Buck" Crump decided that there was a better future in the machine-shop, so he signed a five-year apprenticeship agreement with the railway. His sojourn in this capacity led him to the conclusion that the future possibilities for a machinist appeared to be limited. "Buck" decided that it was high time to get out of the enginehouse pit, where he seemed to be spending most of his time. A transfer to Winnipeg provided the opportunity.

When "Buck" concluded that a university degree would be a most desirable asset, his father said that such a document would save answering a lot of questions. It was not, however, an easy prospect. First, he had to graduate from high school. This was a difficult thing to do, especially at night school, as anyone who has done it will confirm. But obtain his certificate he did and subsequently went to Purdue University in the State of Indiana, U.S.A., to study mechanical engineering. At that time, the Association of American Railroads had all of its research work done at Purdue.

In four years, Mr. Crump got his university degree and one other honour of much greater importance - a wife. Mrs. Crump, nee Miss Stella Elvin, worked in the university library. They were married in 1930, after "Buck" had returned to the Canadian prairies, where he found a job as night foreman with the Canadian Pacific Railway.

It would be easy to write a facile account of their first years of married life on the prairies, but it was not always a comfortable experience. Few places west of Winnipeg in the 1920s and dusty '30s enjoyed all of the amenities of city life. But after a summons received one fateful night in Outlook, Saskatchewan, when "Buck" was underneath yet another steam locomotive, he was on his way by the next train to Montréal, to become Assistant to the Vice-President of the Canadian Pacific Railway Company. This was the first rung of the ladder.

The success which Mr. Crump thereafter enjoyed in the Company was largely due to his own ability, reinforced always by the steadfast counsel of his wife. During all of his career, Mr. Crump never forgot the progression of events which had increased his authority and responsibility and, for that reason, he never missed an opportunity to ride with the crew in the locomotive cab, or to drop off a train at some lonely division point to have a "bull-session" with the men in the roundhouse, in the machine-shop or in the section-house. Never, in all of the 52 years he worked with Canadian Pacific, did Mr. Crump insist on demarcations according to rank. He always affirmed that he was an employee of the Company, like the next man.

In 1943, Mr. Crump was appointed General Superintendent, Ontario District, Canadian Pacific Railway Company, with headquarters in Toronto, Ontario. The following year, he was Assistant General Manager, Eastern Lines. Promotions seemed to come on an annual basis. From General Manager, he became Vice-President, Eastern Region and then, in 1948, Vice-President with jurisdiction over lines system-wide. That was the year that Mr. and Mrs. N.R. Crump began their 24-year residence at 12 Kilburn Crescent, in Montréal's suburb of Hampstead.

After Mr. Crump was elected President of the Canadian Pacific Railway Company in 1955, he was in a position to do some of the things that he thought needed doing. Of course, if you ask him about these accomplishments, he will insist that they were achieved with the cooperation of a good management team. This assertion is, without doubt, quite true, but it does not incorporate the basic and essen-

tial component of management leadership. And at this important skill of managing a very large corporation, Mr. Crump excelled. Had he been less than excellent in his capacity as President of the Company, it is probable that some of the following achievements would not have been recorded:

1. Motive Power Conversion:

This was Mr. Crump's first major task after he became President. It meant the replacement of more than 1,000 steam locomotives by diesel-electric units in the brief period between 1956 and 1960. By 1960, the project was completed. The capital cost was great, but the subsequent savings in operating costs to the Company were very substantial.

2. Increasing the Dividend:

In 1955 when Mr. Crump became President of the Canadian Pacific Railway Company, the annual dividend on the ordinary shares was \$ 1.50. In 1971, it was \$ 3.25. This is no mean accomplishment.

3. Repatriation of Ownership of the Company:

Canadians owned only some 9% of the Canadian Pacific Railway Company in 1946, shares being held principally in England and the United States. Canadian control topped 67% in 1971. Share value was well launched into its run from a low of \$ 20 in 1962 to its recent high of \$ 91.25 in 1969. This is a remarkable achievement.

4. Divisionalization of the Company:

About 1958, it became clear that a restructuring of the Company was necessary, so that all aspects of its activity could receive adequate attention, thereby enabling each division to organize its own management team for more efficient operation. Consolidated Mining & Smelting of Trail, British Columbia, became COMINCO. Canadian Pacific Investments was incorporated in 1962. Multimarked CP RAIL, CP SHIPS, CP AIR and CP HOTELS, Canadian Pacific Oil & Gas and Marathon Realities were broken out and/or organized as individual corporate entities. Finally, Canadian Pacific Limited was established in 1971 to provide overall direction for these many and varied enterprises.

Concurrent with these accomplishments, Mr. Crump had captained the management team which had brought the Company intact and unscathed through the troubled and uncertain business climate of the 1950s and '60s, into the entirely new environment of the 1970s. To do this with a corporation the size of the CPR was almost a super-human feat.

But behind all of these accomplishments, the railwayman still lives. Mr. Crump, in conversation, is fond of measuring attainments

in "rail-activity" terms. He takes great pride, quite naturally, in pointing out that the railway division grossed \$ 658.8 million in 1971, generating net earnings of \$ 45.8 million. Assets of Canadian Pacific Investments may exceed \$ 1 billion, he notes, but assets on the transportation side are more than double that!

While the nick-name of "Buck" may have persisted through the years, it is hard to associate it with a man who has accomplishments of this magnitude in corporate management. Since "Mr." is the most honorary non-political, non-ecclesiastical title that our democracy permits, then that is the title which Mr. Crump merits.

In other and perhaps less apparent areas, Mr. Crump's appraisal of and judgement on various situations have stood the test of time. When the Canadian Railway Museum was being established, and afterwards during its construction, Mr. Crump was sometimes instrumental, sometimes responsible, for the many donations of exhibits and materials essential to the growth and continuing success of this enterprise.

Mr. Crump was first elected an Honorary Vice-President of the Canadian Railroad Historical Association in 1956 and continued in that capacity through 1972. In recognition of his significant contribution to the Association and the Canadian Railway Museum, the Board of Directors of the Association has elected him to Honorary Life Membership.

It is reassuring to understand that, although Mr. Crump has relinquished almost all of the many directorships which he held in various corporations at the time of his retirement, he plans to retain one important one. That is his directorship in his favourite Company, Canadian Pacific Limited.

On 1 July 1972, Mr. and Mrs. Crump departed from Montréal in the private car "Laurentian" of CP RAIL, in the consist of the west-bound "Canadian", Train 1. Their destination was Calgary, Alberta. Previously, Mr. Crump had said that after a suitable interval, he wanted to finish the basement of the new home in Calgary and install his machine-shop for gunsmithing. Concurrently, he intended to pursue his hobby of ancient history and archaeology.

But - not surprisingly - less than ninety days after his arrival in Calgary, he was considerably involved in "Railroad Days" at Glenbow Foundation's Heritage Park. There, he was invited to participate in yet another modern-day "Last Spike" ceremony. Afterwards, he protested that he had been deceived. But at the climax of the celebration, he drove the spike flush with the tie-plate, with a good dozen blows of the maul, at the opposite end of the tie from where the hole to receive it had been prebored!

Retirement ?

Hell!

# Remembering It Like It Was Yesterday !

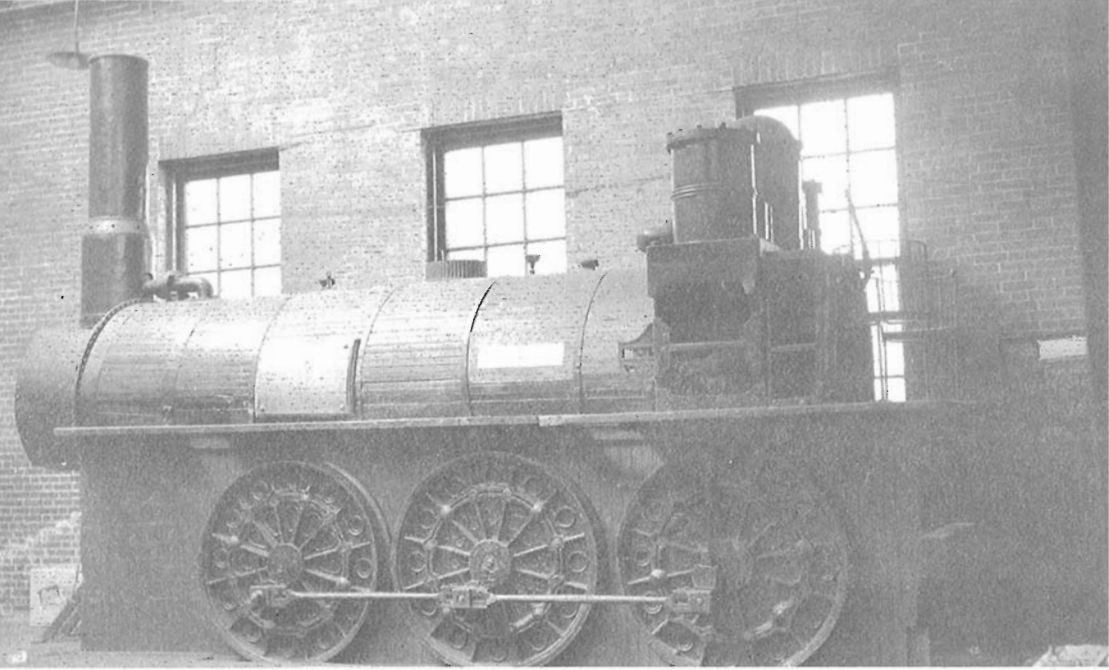
S.S.Worthen.

By some occult process which is usually completely unclear and seldom understood, people, including historians, seem to remember the most curious things about the railways that used to run through their communities. While you can meet occasionally a person who has a clear and accurate recollection, most of us cannot even remember what we had for dinner the night before last, let alone wives' birthdays, wedding anniversaries and the like.

A good many of the older residents of the Bruce Mines, Ontario region will have it that the famous cartoonist of the 1920's and '30's, . Fontaine Fox, was born and raised in that neighbourhood. Mr. Fox was the creator of the cartoon "The Toonerville Trolley that Meets all the Trains", which for years was read avidly by an emerging generation of neophyte streetcar motormen. The characters portrayed in Fox's work - The Terrible Tempered Mister Bang, Aunt Eppie Hogg, Mickey Himself Maguire, Suitcase Simpson and Flem Proddy, to name but a few, did not last quite as long as George McManus' Maggie and Jiggs, but they were every bit as well-known to the readers of hundreds of daily papers throughout North America.

It is difficult to conclude whether Fontaine Talbot Fox, jr . portrayed himself as the Skipper, who superintended the convolutions of the single-trucked, antique streetcar, or as Mickey Himself Maguire the perennial "Peck's Bad Boy" and leader of the Little Scorpions Club. Probably it was the latter. In any event, Mickey Himself became such a byword that a juvenile actor of the time, Joe Yule, jr., changed his name to Mickey McGuire to further his Hollywood career. Fontaine Fox went to court to protect his copyright on the name and Joe Yule, jr. became Mickey Rooney.

Recently, in Nova Scotia, the old chestnut about the early steam locomotives belonging to the General Mining Association was revived. The Albion Mines Railway, the scene of early Maritime steam operation, was a department of the General Mining Association at Stellarton, N.S. The designation of this activity as the "South Pictou Railroad" (which it was not) had its genesis in a Mr. Robert Mitch-



↑ THE FAMOUS "SAMSON" OF THE ALBION MINES RAILWAY OF THE GENERAL Mining Association, as she looked when she was displayed in the "Union" Station at Halifax, N.S. on 30 May 1949.  
Photo from E.A.Toohey Collection,C.R.H.A.

ell, a local resident, who also claimed to have run one of the ante-diluvian monsters -- the SAMSON -- himself. At any rate, the railway ran from Albion Mines (later Stellarton) to Dunbar Point, a distance of 10,694 yards or 6.1 miles. The kernel of the chestnut involves the purported names of the first three steam locomotives which were built in England for the railway. History records that the three locomotives were named SAMSON, HERCULES and JOHN BUDDLE. The names for the first two behemoths were appropriate, considering the job that they had to do. The third one was named unromantically for Mr. Johnnie Buddle, the "viewer" or mine manager who selected the three 0-6-0's for Mr. Joseph Smith, the then-GMA manager at Stellarton N.S.

Goodness knows how many years later, a local amateur historian named Regan compiled a fairly useful little volume entitled "First Things in Nova Scotia". Being a transplanted Hibernian with a vivid imagination, he duly recorded that the locomotive HERCULES was named for England, the SAMSON for Scotland and the third, said to be called the HIBERNIA was obviously named for Ireland. The reasoning in this conclusion was slightly obscure, since HERCULES has generally been positively identified as a Greek while SAMSON was, by all reliable accounts, an Israelite and HIBERNIA also included Northern Ireland, a classification at best unsuitable to Mr. Regan's purposes!

To keep the record accurate, Mr. Regan's "First Things in Nova Scotia" is fairly good as a reference work, but it should be borne in mind that he included every single "first" within a thousand or more miles of Nova Scotia and his imagination about the steam engines of the General Mining Association is inclined to be a little florid, to say the least!

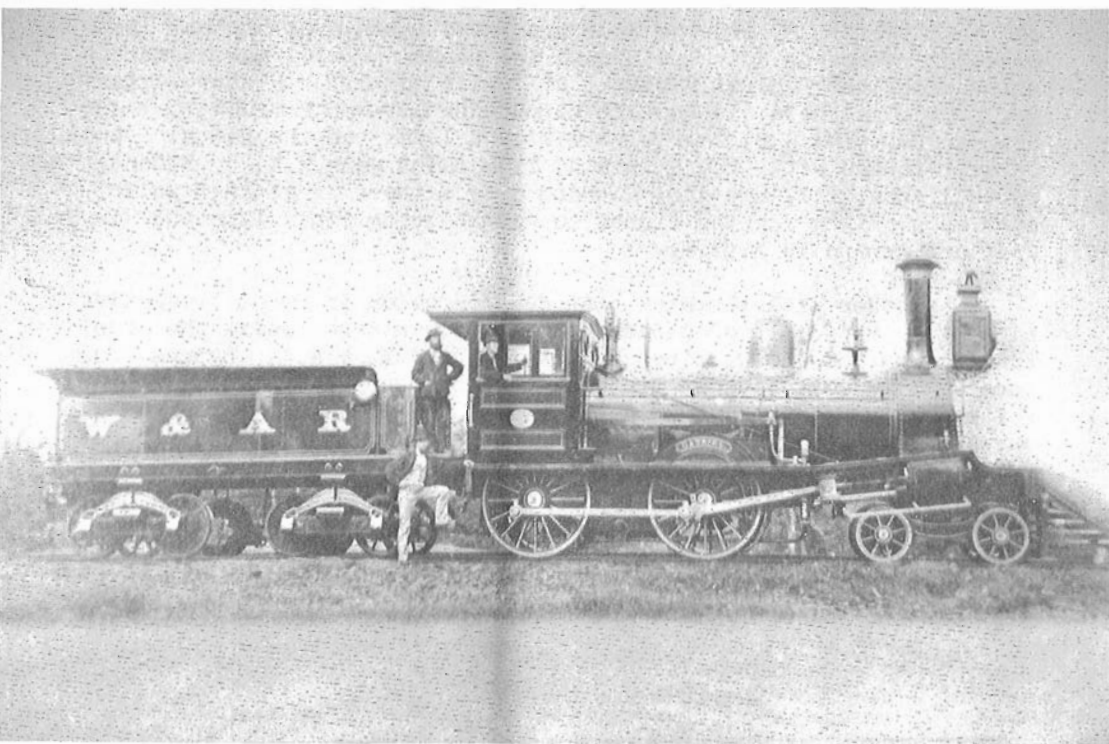


The European and North American Railway from (roughly) Moncton to Saint John, New Brunswick, was one of the first BIG railways in the Maritimes. Opened to Shediac, N.B. from Saint John on August 1, 1860, a distance of 107.97 miles, it was slightly antedated by the Nova Scotia Railway, opened from Richmond (Halifax) to Truro, N.S., on December 15, 1858, a distance of 61.19 miles. The E. & N.A. which had fallen on evil times, was quick to succumb to the "blandishments" of the Federal Government of Canada after the Act of Confederation of 1867 and passed into the control of the Department of Public Works. A gentleman by the name of Mr. Lewis Carvell was General Manager of the line and, in 1867, his jurisdiction was extended to include the Nova Scotia Railway. Mr. Carvell was desperately unpopular and the Nova Scotia newspapers, in the traditional Joseph Rowc manner, raised so much hell about him that, although he was allowed to retain his title, his jurisdiction was confined to the New Brunswick portion of the operation and popular Mr. George Taylor, Traffic Manager, looked after local N.S.R. arrangements.

Carvell seemed to have earned his reputation. At one time, he was sent to Nova Scotia to make a report on the state of the Nova Scotia Railway. The report he made was so devastatingly unfavourable that the N.S.R. General Manager was summarily fired and Carvell installed in his stead. Some years later, C.J. Brydges, then General Manager of the Grand Trunk Railway was also chief commission-

↓ WINDSOR & ANNAPOLIS RAILWAY'S NUMBER 2 "GABRIEL", BUILT BY FOX-WALKER in 1868. She was standard-gauged in 1876 and, after being converted to an 0-6-0 by Canadian Pacific in 1902, was scrapped in 1906.

Photo courtesy Harold A. Jenkins.



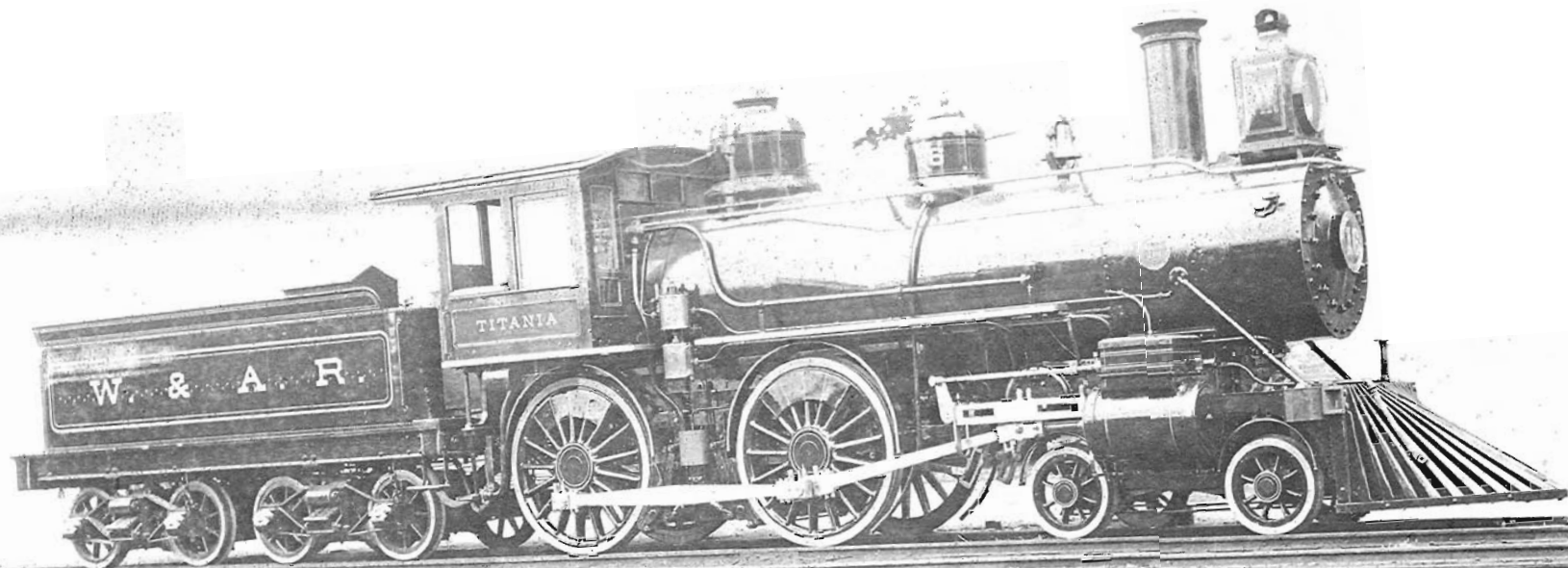
er for the building of the new Intercolonial Railway. He was appointed by the Federal Government to make a report on Carvell's handling of the first section of the Intercolonial - Halifax to Saint John, N.B., 1872-76. He, in turn, gave Carvell such a going-over that the Government retired Carvell and appointed Brydges as General Manager of the whole operation from Halifax to Rivière du Loup and Lévis, from 1876 on.

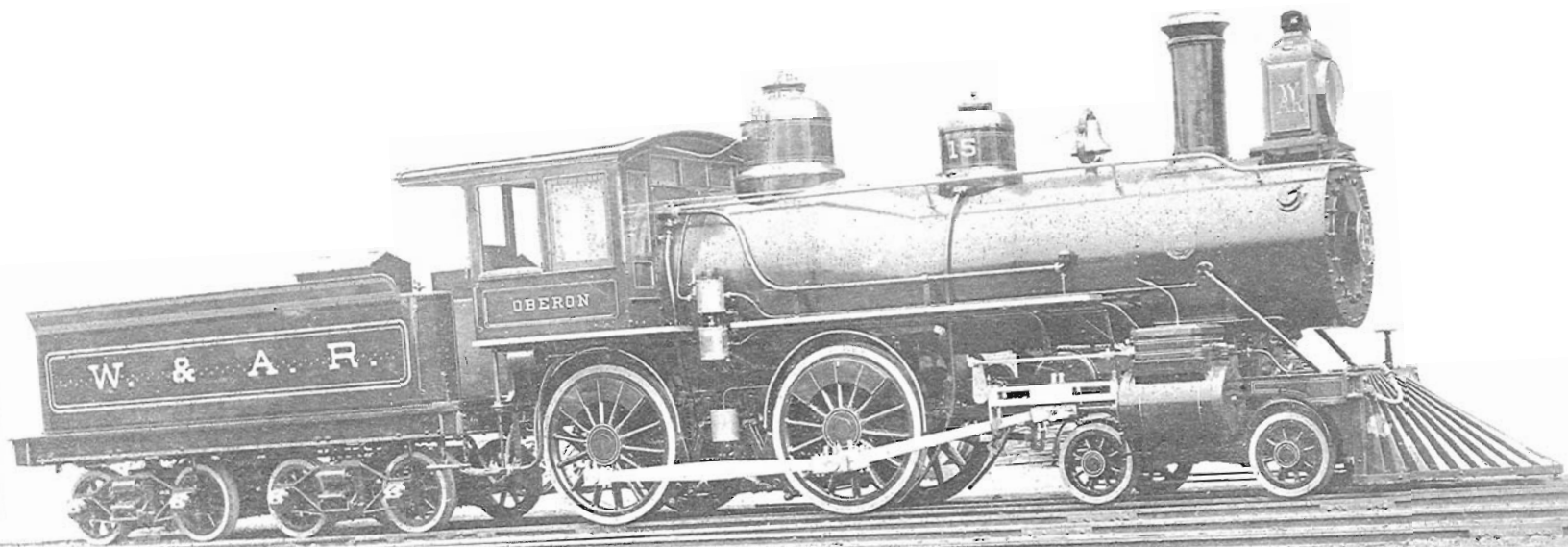
Sir Charles Tupper, reigning politico and one of the "Fathers of Confederation" thoroughly disliked both Brydges and Carvell and when he became Minister of Railways and Canals in 1879, the first thing he did was to summarily fire Brydges and bring in David Pottinger from Nova Scotia. The first act might have been a minor error but the second was a miracle of good fortune for the Intercolonial. Even as late as 1906-12, there were still some men around on the I.C.R. who had run engines on both the N.S.R. and the E. & N.A. and both Carvell and Brydges, but especially Brydges, were still remembered with cordial detestation. They remembered Brydges as an arrogant Upper Canadian of the Grand Trunk, which railway they considered to be the "meanest railroad in North America". The dictionary definition of "meanest" does not do justice to their use of the adjective!

In conversation, these men used to refer to having worked for the Intercolonial before 1872 and this was a little puzzling and seemed to be historically incorrect, because the I.C.R. did not come into existence until the Order in Council of November 9, 1872. Recently, on reading through the Federal Sessional Papers from 1867 to about 1934, when they were discontinued, it was discovered that, although the N.S.R. and the E. & N.A. were taken over by the Federal Government on July 1, 1867, the two roads operated as separate units under the Federal Minister of Public Works, Sir Hector Langevin, because there was no rail connection between Truro, N.S. and Painsec Junction, N.B. George Taylor in Halifax ran the N.S.R. and Carvell looked after the E. & N.A. from Saint John, N.B., although Carvell apparently had jurisdiction over matters of general policy, such as granting running rights to neighbouring lines like the Windsor and Annapolis Railway.

Another element which produced confusion in steam locomotive history in this part of Canada was the circumstance where the contractors on the I.C.R. hired both N.S.R. and E. & N.A. engines for construction work between Truro and Painsec Junction, as well as north from Moncton towards the Miramichi River valley. These engines operated with their old names and numbers, not only during the con-

→ NUMBER 16, "TITANIA", OF THE WINDSOR AND ANNAPOLIS RAILWAY. BUILT BY Baldwin in 1893 (B/N 13615), Number 16 became Number 20 of the Dominion Atlantic Railway. Collection of Major C.W. Anderson.





struction period, but also during the first years of the I.C.R. operation, until that line got around to repainting and renumbering them.

Elsewhere in Canada, the Canadian Pacific Railway may have pursued its construction with vigor and independence, but such was not the case in New Brunswick and Nova Scotia. In New Brunswick, it purchased existing railways instead of building and came to Saint John over the rails of the Western Extension of the E. & N.A. Before the purchase of the consolidated Dominion Atlantic Railway, with access running rights to Halifax, the C.P.R. secured its own running rights for its Montréal-Halifax passenger trains from Saint John, via Moncton and Truro, over the Intercolonial. The "C.P.R. Express", trains 25 and 26, ancestor of today's "Atlantic Limited", was a regular fixture on this portion of the I.C.R. until F.P. Gutelius ended the Saint John-Halifax portion of it about 1914. However, through service was continued from Saint John to Moncton, where the cars were added to the eastbound "Ocean Limited" for the onward journey to Halifax.


The lease of the Dominion Atlantic and the establishment of the Saint John-Halifax service via the D.A.R. might have seemed to be the solution to the problem of competition with the I.C.R., but so much time was usually lost in crossing the Bay of Fundy to Digby and on the run from Digby to Halifax that the arrival times at the terminus for the two journeys was about the same. The actual rail distance, via Moncton and the I.C.R. was 275 miles, while it was 204 miles via Digby and the D.A.R.

When this new route to Halifax was opened, C.P.R. passengers intending to make the journey were invited to participate in a passage across the Bay of Fundy, which is renowned as being the most turbulent piece of water in the world, with the possible exception of the Bay of Biscay. Service on the 47-mile water passage from Saint John, N.B. to Digby, N.S. began as early as 1784, with the sailing packet SALLY. The first steamship service started in 1827 with the 87-ton SAINT JOHN and in 1881, the Bay of Fundy Steamship Company instituted regular service. The sidewheeler MONTICELLO was making the trip in 1889. The Canadian Pacific had through passenger service to Saint John from Montréal in 1889 and was soon considering ways of transporting their passengers to Halifax faster than by taking them around by Moncton.

By 1892, when the Canadian Pacific failed to secure running rights over the I.C.R., the Dominion Atlantic had ordered a steel paddle-steamer, the PRINCE RUPERT, from J.M. & A. Denny of Dumbarton, Scotland and at the time, it was rumored - not without foundation -

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← LATER NUMBER 19 OF THE DOMINION ATLANTIC RAILWAY, W&A NUMBER 15, "Oberon" was built by the Baldwin Locomotive Works in 1893, 3/N 13638. Collection of Major C.W. Anderson.



**Windsor & Annapolis Railway.**  
Commencing MONDAY, JUNE 26th, 1893,  
(And until further notice.)

Miles.	TRAINS GOING WEST.			
	Flying Bluenose.	Express Daily.	Accom. Daily.	Express Daily.
0 Halifax, Leave	A.M. 8.30	A.M. 6.30	A.M.	P.M. 3.25
14 Windsor Jct, arrive	9.00	7.00	6.45	4.02
Do.—depart		7.03	7.33	4.07
40 Newport Station, arrive	10.50	8.07	8.20	5.14
46 Windsor, arrive		8.22	10.15	5.23
Do.—depart		8.44	10.43	5.50
53 Hantsport, arrive	10.34	9.11	11.35	6.30
64 Wolfville, arrive		9.20	11.50	6.25
60 Port Williams, arrive		10.47	9.22	12.10
Do.—depart		10.51	9.44	12.10
83 Berwick, arrive		10.09	9.09	2.12
85 Kingston, arrive		10.37	9.03	2.05
102 Middleton, arrive	11.50	10.43	9.25	2.53
Do.—depart		10.59	9.59	3.09
116 Bridgetown, arrive		11.33	9.40	3.40
130 Annapolis, arrive	12.45	12.10	10.55	4.55

\* Tuesday, Wednesday, Friday, Saturday.  
Buffet Parlor Cars run daily each way between Halifax and Yarmouth on the "Flying Bluenose" on Tuesdays, Wednesdays, Fridays, Saturdays, and on Express Trains on Mondays and Thursdays.

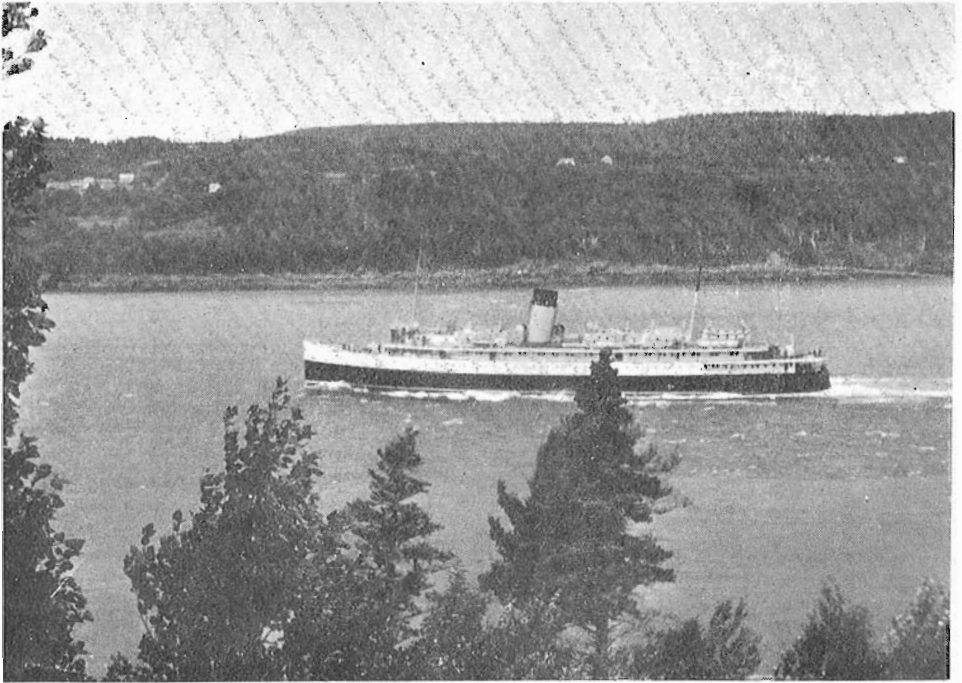
Public timetable of the Windsor and Annapolis Railway, effective Monday, June 26, 1893 and - as it says - until further notice! Collection of Maj. C.W. Anderson.

Miles	TRAINS GOING EAST.			
	Flying Bluenose.	Express Daily.	Accom. Daily.	Express Daily.
0 Annapolis, leave	P.M. 12.15	A.M.	A.M.	P.M.
14 Bridgetown, arrive	1.12	—	—	5.25
28 Middleton, arrive		—	—	6.25
Do.—depart		—	—	7.25
38 Kingston, arrive		—	—	8.10
37 Berwick, arrive		—	—	9.12
60 Kentville, arrive	2.12	5.15	10.05	3.15
Do.—depart	2.18	5.15	10.05	3.20
64 Port Williams, arrive		5.25	11.15	3.43
60 Wolfville, arrive	2.31	6.30	11.35	3.49
77 Hantsport, arrive		5.40	12.20	4.20
84 Windsor, arrive	3.00	6.20	1.00	4.41
Do.—depart		6.23	1.20	4.45
90 Newport Station, arrive		6.30	2.00	4.58
110 Windsor Jct, arrive	4.05	7.45	3.40	5.55
Do.—depart		7.48	4.32	6.00
130 Halifax, arrive	5.40	8.25	5.20	6.30

\* Tuesday, Wednesday, Friday, Saturday.  
N. B.—Trains are run on Eastern Standard Time—one hour added will give Atlantic time. Trains run daily, Sunday excepted.  
Accommodation Trains of the Cornwallis Valley Branch leave Kentville daily at 10.10 a. m., and 3.40 p. m., and Express Trains leave Kentville at 5.20 a. m., on Mondays, and 6.45 p. m. on Saturdays.  
Steamer "Evangelina" makes a daily service between Kingsport and Parrsboro.  
Trains of the Nova Scotia Central Railway leave Middleton at 2.05 p. m., for Bridge-water & Lunenburg.  
Trains of the Western Counties Railway leave Annapolis daily at 1.05 p. m., and on Tuesday, Thursday and Saturday at 5.50 a. m., leave Yarmouth, daily at 8.10 a. m., and on Monday, Wednesday and Friday at 1.45 p. m.  
Steamers of the Yarmouth Steamship Line leave Yarmouth every Tuesday, Wednesday, Friday and Saturday, p. m., for Boston.  
Steamer "City of Monticello" leaves St. John daily for Digby and Annapolis; returning, leaves Annapolis daily for Digby and St. John, Sundays excepted.  
Steamers of the International Line leave St. John every Monday, Wednesday, Thursday and Saturday for Kingston, Portland and Boston, and on Tuesday and Friday the Steamer leaves St. John for Portland.  
"Rosa M. Lewis" leaves St. John every Tuesday at 3 p. m., for Eastport, Bar Harbor and New York.  
Trains of the Canadian Pacific Railway leave St. John at 6.25 a. m., daily (Sundays excepted) and 2.30 p. m., daily for Bangor, Portland and Boston.  
Through Tickets by the various routes on sale at all stations.  
W. R. GARDNER, General Manager & Secretary.  
R. SUTHERLAND, Resident Manager, Kentville.

that the C.P.R. was behind the order for this ship. Operating two trips daily, the new ship was so attractive that in 1896 the competing Bay of Fundy Steamship Company withdrew the MONTICELLO from the run.

The PRINCE RUPERT did not pass to C.P.R. ownership when the Dominion Atlantic was leased for that marvellous term of 999 years from January 1, 1912, - the lease having been consummated on November 13, 1911. She (he)(it) was purchased by Canadian Pacific on September 15, 1913 and together with the YARMOUTH was replaced in that same year by the ST. GEORGE and the EMPRESS. The PRINCESS HELENE, well-known to so many Canadians, was built by Canadian Pacific specifically for the Bay of Fundy service. She could carry a thousand passengers and 45 automobiles and was the "Digby Boat" from 1930 to 1967. The present PRINCESS OF ACADIA was formerly the PRINCESS OF NANAIMO of the C.P.R.'s British Columbia Coastal Fleet.



↑ THE S.S. PRINCESS HELENE OF THE CANADIAN PACIFIC RAILWAY COMPANY, AT one time the preferred way to travel between Saint John, New Brunswick and Halifax, Nova Scotia, via Digby and the Dominion Atlantic. Photo C.R.H.A. Archives.

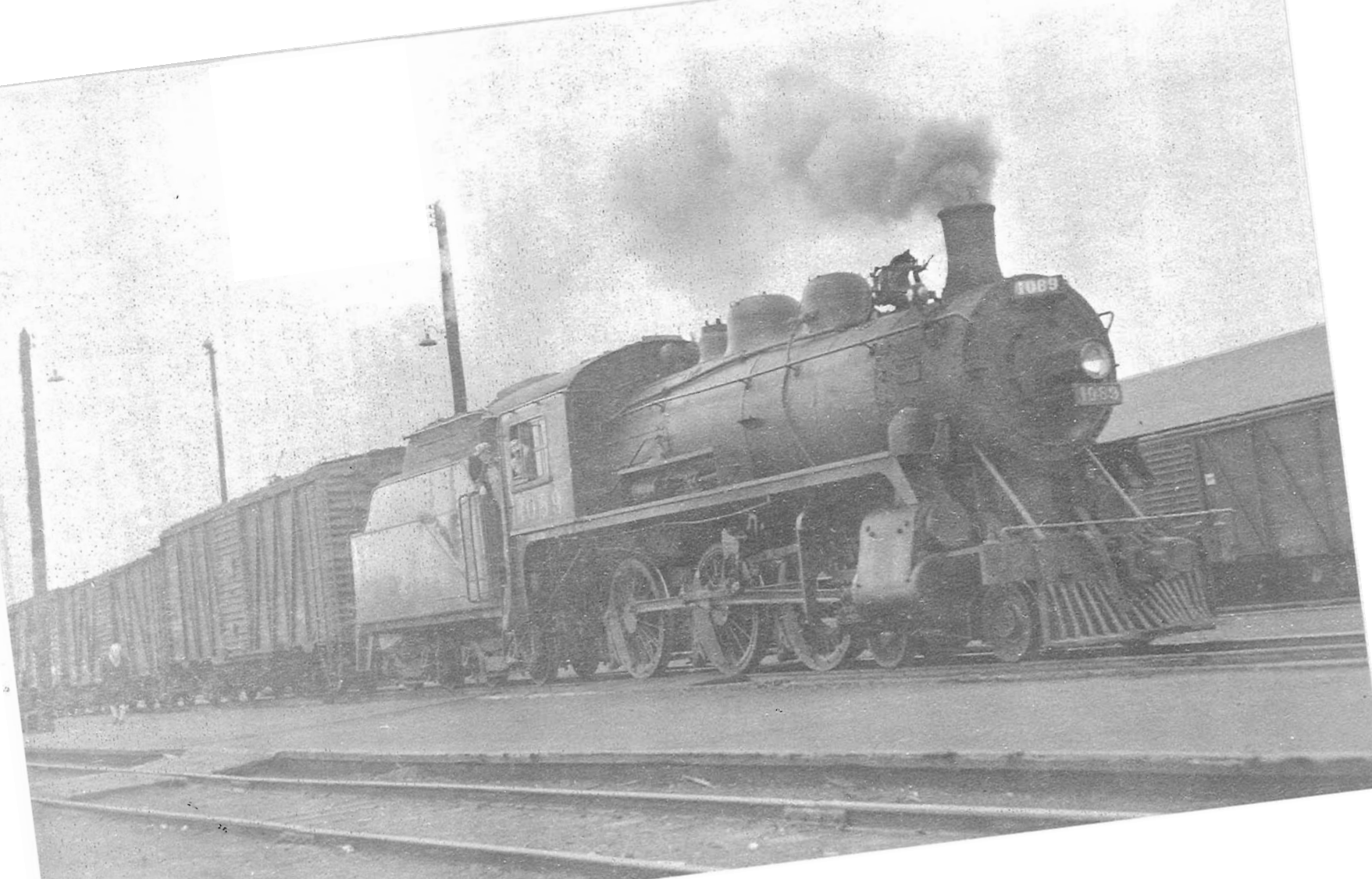
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The PRINCESS HELENE was a steady ship on which to travel . On one trip during World War II, her passengers got an unexpected fright. On the passage from Digby to Saint John, the "Digby Boat" was in that period escorted by a Royal Canadian Air Force bomber from the R.C.A.F. station at either Greenwood or Yarmouth, because enemy submarines were known to be in the coastal waters. The view from the PRINCESS HELENE's dining room was superb, commanding a clear and unobstructed view of the sea to both port and starboard. One passenger who was idly reading a newspaper, raised his eyes to the awesome sight of a submarine breaking water about half a mile north of the ship. Much consternation and a panic among the passengers ensued until they took a second look and discerned the number "15" on the conning tower. It was then realized with relief that this was a Dutch practice sub from Cornwallis Naval Base, not far away. Of course, the ship's personnel had been previously informed.

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2 THE DOMINION ATLANTIC FREIGHT STAGGERS OUT OF TRURO, N.S. ON THE MORNING of May 26, 1949, with D-10 Number 1089 on the head-end. In 1972, the D-10 is gone and only a portion of the old ICR station at Truro remains. Photo E.A. Toohy Collection, C.R.H.A.

AN INFREQUENTLY PHOTOGRAPHED LOCATION IS GRAND NARROWS, WHERE THE CANADIAN NATIONAL'S main line to Cape Breton crosses the Bras d'Or Lakes. Here is CN Train 5, Sydney-Moncton, at Iona N.S. on May 26, 1949. Photo E.A. Toohy Collection, C.R.H.A.









SYDNEY AND LOUISBURG RAILWAY ENGINE Number 55 had headlights and pilots at both ends, to permit operation in either direction on branches where no wyes were available.

Photo W.G.Cole Collection,C.R.H.A.



THE FORMER INTERCOLONIAL RAILWAY STATION at Pictou, Nova Scotia, as it looked when the gas-car was loading on May 28, 1949.

Photo E.A.Toohy Collection,CRHA.

Both the "Princesses" were relatively free from incentives to seasickness. It was the earlier ships like the PRINCE RUPERT and the EMPRESS that seemed to induce the malady, with their nauseating cookery, coal smoke and hot oil odours, all of which earned these vessels a singularly unenviable reputation.

The naming of steam locomotives on the railways of Nova Scotia was perfected to a remarkable degree. The Nova Scotia Railway had one named (quite elegantly) SIR GASPARD LE MARCHANT, after Sir Gaspard Le Marchant, one-time governor of the Province. Sir Gaspard was a close friend of the Great Tribune, Joseph Howe and in the middle of the nineteenth century, Sir Gaspard got Joseph into a peck of trouble by sending the latter to the United States to recruit a "foreign legion", sponsored by the British Government in London, to fight the Russians in the Crimea.

Parenthetically, it is noted that the N.S.R. sold both the SIR GASPARD LE MARCHANT and the JOSEPH HOWE to the Windsor and Annapolis Railway, which changed their names to MICMAC and MALISEET and used them on construction work only. These stalwarts never saw regular service after the W. & A. was completed.

The SIR GASPARD LE MARCHANT and the JOSEPH HOWE are reputed to have been "bicycle" engines, or of a 2-2-0 wheel arrangement. Although there were photographers in Nova Scotia at that time, - and good ones, too - either they were just not interested in railway subjects or their works have not survived. Neither are there any surviving artists' sketches of these early locomotives, as there are for many other "first" locomotives of Canada's pioneer railways. The late Robert R. Brown made a drawing of one of them, based on information supplied by one of the Youlds of Truro, N.S., who had driven them during the construction of the line. The resulting pictorial representation may or may not be anything like what they really were. Among the first pictures of railway locomotives are those of the Fox-Walker engines of the Windsor and Annapolis. These locomotives were built in Bristol, England and many of them were given Acadian or Micmac Indian names.

The accurate recording of history, particularly railway history, is a very difficult and exacting occupation, but it is nowhere near as difficult as the later research which is almost inevitably required to separate out the impression from the fact.



# DECLINING RAIL SERVICE IN SOUTHERN QUEBEC. 1961 - 1971

J.D.Booth

The past decade has seen an acceleration in the long established pattern of rail passenger service reduction throughout Canada. Not only have entire operations been abandoned, but there has also occurred a progressive dilution of skeletal proportions of service on many of the remaining lines (see accompanying maps).

A comparison of the volume of passenger train service in the southern part of Québec in 1961 and 1971 illustrates a number of important points. The first is the 38.9% overall decline in total passenger train miles from 16,003 in 1961 to only 9,766 in 1971. The second is the reflection of the ongoing rationalization of passenger service and the resultant concentration of operations in the areas of highest population density, notably the Québec City-Montréal-Toronto corridor, as seen in the continuing relatively large number of trains operating on Canadian National Railways St-Hyacinthe and Drummondville Subdivisions. In 1971, 63.5% of total passenger train miles were on this route, as opposed to only 37.5% in 1961.

The two major areas of decline are in branch line and international passenger services, although the resumption of New York City-Montréal international service may have changed this latter aspect somewhat. Among the operations in the former category, which either disappeared or were curtailed between 1961 and 1971, are CN's Montréal-Granby-Waterloo passenger service and the mixed train from Granby to Farnham, Québec; CN's Richmond to Québec line and Quebec Central Railway's service between Sherbrooke and Québec.

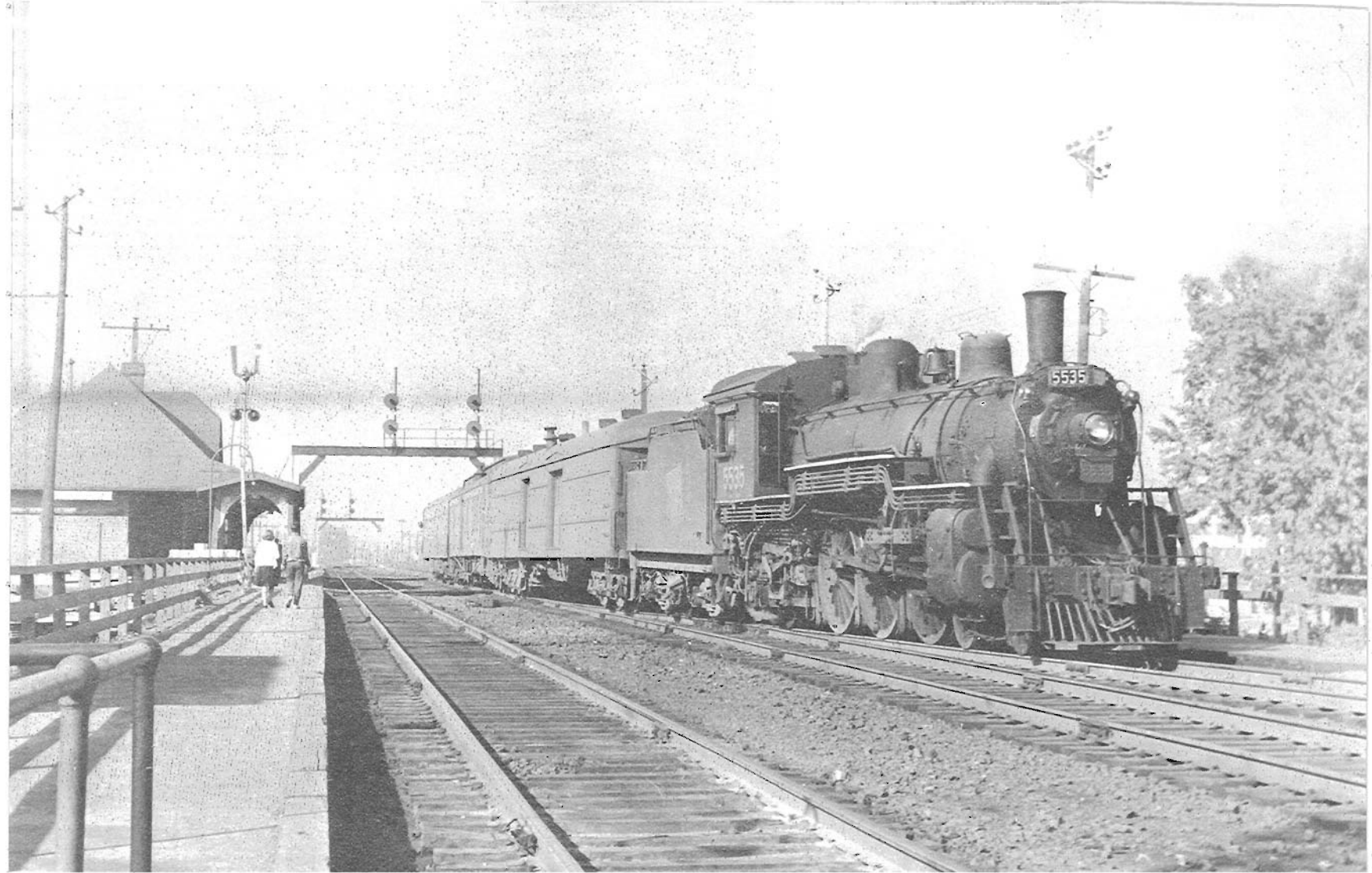
Among the "name" international trains of a decade ago, which included Canadian Pacific Railway's "Alouette" and "Atlantic Limited", Canadian National's "Washingtonian" and "Montreal Limited", only the "Atlantic Limited" remained - until a few weeks ago - passing through the northern part of the State of Maine in the dead of night, en route to Saint John, New Brunswick.



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CANADIAN NATIONAL RAILWAYS BRANCH-LINE TRAIN 138/140, Montréal to Des Ormeaux, Québec, via Sorel, takes the east switch at St. Lambert, Qué., on September 3, 1955. Photo courtesy John A. Swift.

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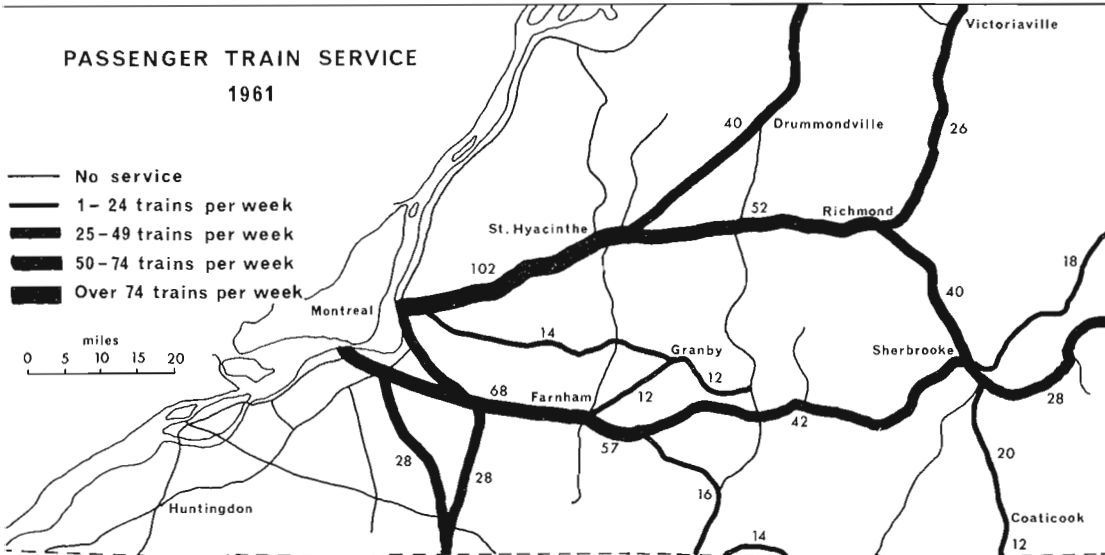









### PASSENGER TRAIN SERVICE 1961

-  No service
-  1-24 trains per week
-  25-49 trains per week
-  50-74 trains per week
-  Over 74 trains per week

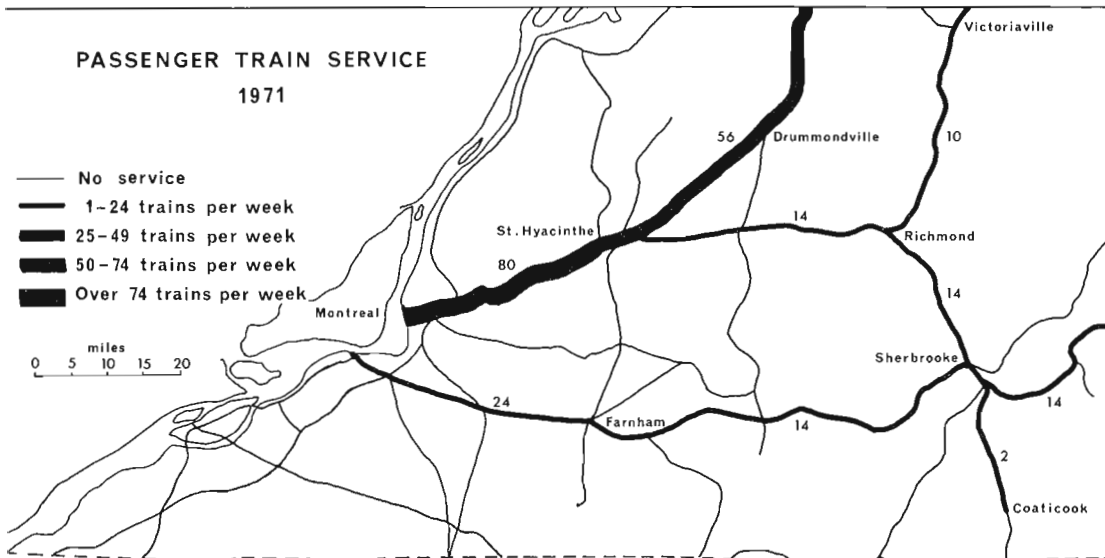
miles  
0 5 10 15 20



### PASSENGER TRAIN SERVICE 1971

-  No service
-  1-24 trains per week
-  25-49 trains per week
-  50-74 trains per week
-  Over 74 trains per week

miles  
0 5 10 15 20



THE LAST VESTIGE OF THE RUTLAND RAILROAD'S MONTREAL CONNECTION, Train 64 to St. Johns, Québec, with pacific Number 5063 for power, swings south towards Edison Avenue, St. Lambert, Québec, on September 2, 1955.  
Photo courtesy John A. Swift.

One of the first international railways in the world was the Grand Trunk Railway's Montréal to Portland, Maine, line, opened in 1853. By 1961, passenger service on this line had been cut back to Island Pond, Vermont and today, all that remains of the service on this historic route is the daily RDC "Railiner" between Montréal and Sherbrooke, with a folorn Friday evening only round-trip from Sherbrooke to Coaticook, 21.4 miles further south towards Portland.

An indicator of the shrinking passenger operations has been the decline in the number of communities where rail passenger service is still available. In 1961, 111 localities in southern Québec were served by passenger trains, but this number dropped to only 44 by 1971 and much of this service is on a less-than-daily frequency.

In all probability, there will be further reductions from even the modest scale of operations in 1971. While CP RAIL's "Atlantic Limited" and CN's corridor service between Montréal and Québec City will likely remain stable for the near future, the prospects for CN's Montréal-Sherbrooke-Coaticook and Richmond-Québec City services are considerably less promising. Volume of passengers on both of these lines is light, in particular between Richmond and Québec City, and CN has requested permission to abandon both operations.

**Editor's Note:** Professor Booth composed this article in June, 1972, when the AMTRAK service between New York City and Montréal had not been initiated. However, the resumption of this service does not change the conclusions in Professor Booth's article significantly, since the only southeastern Québec community to benefit even marginally from this service is St. Johns, Québec.



↑ JUST BEFORE THE STATION WAS FINALLY demolished, this is Canadian National's station stop at Lennoxville, Québec. The date of Professor J.D. Booth's photo was April, 1970.

↓ THE COUNTRY STATION OF CANADIAN National Railways at Hemmingford, Québec, was quite unique. This is the way it looked in June, 1969, when Professor Booth took the picture.





December 1972

## WHAT SHOULD TURN UP THE OTHER DAY AT UNITED RAILWAY SUPPLY'S

Montréal facilities but two Fairbanks-Morse H-16-44s from the Ferrocarril Chihuahua al Pacifico (Mexico), Numbers 502 & 620. Number 502 is a high-nose with a steam generator (passenger unit, maybe?), while Number 602 is a rebuilt low-nose. The two units are to be repaired - no renewal of the larger components - and returned to the FCalP by the end of November, 1972. Other units are expected to come to Montréal for the same procedures. C. & K. De Jean.

**SPEAKING OF UNITED RAILWAY SUPPLY**, it is rumored that this company has been purchased by Precision National Corporation. While this would seem to be quite a logical occurrence, it is as yet unconfirmed by the two companies involved.

## LOOKING SOUTHWEST FROM L'ENFANT PLAZA IN WASHINGTON, D.C.,

National Railroad Passenger Corporation's AMTRAK is planning yet another international railroad passenger service, this time with the Republic of Mexico. The proposed service will run via Little Rock, Arkansas and Dallas, Texas, probably using the former route of the "Aztec Eagle" through Nuevo Laredo, Mexico. AMTRAK also wants to get something going between Oakland and Bakersfield, California, in the San Joaquin Valley. AMTRAK's plans also include the purchase of eight turbotrains or other high-speed trains, as well as some fairly fast conventional trains. Wonder what all that means? S.S.Worthen.

## MR. ALLAN GRAHAM, CHAIRMAN OF THE RAILWAY HISTORY COMMITTEE

of the Prince Edward Island Heritage Foundation reports that the Committee acquired the former Canadian National Railways station at Elmira, P.E.I., during the week of 16 October 1972. Undaunted by the fact that it may be five years before funds are available for restoration of the station - and by that time, it may be a complete ruin - the Committee is hard at work on the project to photograph all of the Island's railway stations. Only five remain to be done. A history of the Prince Edward Island Railway from 1870 to 1900 is being written by a member of the Committee.

## CANADIAN NATIONAL RAILWAYS HAS FINALLY DECIDED TO RENEW

twelve troublesome wooden bridges between Chilliwack and Vancouver, British Columbia on the 14-mile stretch of its main line through the upper delta of the Fraser River. The 110 to 150-foot long bridges that were replaced were all timber structures and the new ones are made with prestressed concrete beams. In some cases land-fill and culverts were used. The preliminary work of pile-driving and dock assembly were done first. The components of the new bridges were stockpiled at each site to allow quick and efficient change-out. CN trains were detoured over CP RAIL's main line for 60 hours, while the work was being done. CP RAIL, which uses a portion of CN's main line to get its coal trains to Roberts Bank, stockpiled enough coal to maintain normal ship operations when CN's line was

CN trains were detoured over CP RAIL's main line for 60 hours while the work was being done. CP RAIL, which uses a portion of CN's main line to get its coal trains to Roberts Bank, stockpiled enough coal to maintain normal ship operations when CN's line was closed.

Hitherto, bridge replacement operations were conducted between train movements, resulting in severe delays and subsequent slow orders. In this operation, CN allowed a period of 60 hours to get the work done. After that, almost normal schedules for main-line trains were resumed.

CN NEWS.

AT THE BEGINNING OF OCTOBER, 1972, IT WAS RUMORED THAT

MLW Industries had completed the necessary modifications to the trucks and engines and had shipped 12 of the 64 units for the Nigerian Railways.

The Portuguese National Railways had placed a large order for spare parts for their RS3s, purchased some years ago.

As reported elsewhere, MLW-Industries has joined the Budd Company and Morrison-Knudsen Construction Company to modernize and expand Burlington Northern's commuter service into Chicago. MK and MLW-I have cornered a \$ 6 million + contract to rebuild and upgrade 21 EMD E-type passenger units for this service. Work will be done in a new MK shop at Boise, Idaho.

Meanwhile, MLW-I in Montréal was reported to have a back-log of 167 units of various models, some for export to Greece.

Editorial Staff.

AFTER BEING RETURNED TO THE C&O BY CANADIAN NATIONAL,

Pierre Patenaude reports that the following GP9s were again leased by Cn in September and October, 1972:

6026 6027+ 6030 6033+ 6037 6045 6050+ 6140+ 6150+ 6158+  
6166+ 6189+ 6192 6194 6197

(+ = leased in September; remainder leased in October)

FURTHER TO THE QUESTION REGARDING THE LAST

regularly-scheduled, steam-hauled passenger train in the United States, there seems to be general agreement in communications from our readers that it occurred on the Grand Trunk Western Railroad. The following dates and runs have been placed in competition:

<u>Date</u>	<u>Between</u>	<u>Train</u>	<u>Engine No.</u>	<u>Notes</u>
27 Mar. 1960	Detroit-Durand, Mich.	1-21	6319	A & B
		2-21	6322	
7 Aug. 1960	Chicago-South Bend, Ind.	(spec.)	6322	C
20 Sept. 1961	Detroit-Durand, Mich.	21	6323	D

NOTES:

- A C.R.H.A. NEWS REPORT No. 111, May, 1960, Page S-19; R.F. Corley  
 B Mr. W.A. Kirkpatrick, Evanston, Ill.: personal participation  
 C RAILWAY AGE, August, 1960  
 D Mr. Donald W. Etter, Willis, Mich.: personal participation.

**CANADIAN PACIFIC LIMITED'S DIVISION "CP HOTELS"**

will put the Company back in Halifax, Nova Scotia, when the "Chateau Halifax" is completed in 1973. The new hotel is under construction in the downtown shopping area of Halifax, on Scotia Square.

Bob Tennant.

**THE CANADIAN RAILROAD HISTORICAL ASSOCIATION LOST**

a second Honorary Officer this year, when Mr. Ralph Day retired as Chairman of the Toronto Transit Commission in June. Mr. Karl Mallette of Scarborough was named by the Council of Metropolitan Toronto as a TTC Commissioner, to succeed to the seat previously held by Mr. Day. Mr. Franklin I. Young, also a Commissioner, was elected as the new Chairman of the TTC on 5 July 1972. Mr. Young is a former northern airline pilot and was an AIR CANADA executive more recently. His career has been in the transportation field, albeit not in the surface sector.

W.J.Bedbrook.

**ABOUT MID-YEAR, 1972, HAWKER SIDDELEY (CANADA) LIMITED**

of Thunder Bay, Ontario, began to outshop the first of 46 PA-3 rapid transit cars for the Port of New York Authority (PATH). Some of these cars travelled east to Toronto on their own wheels, via CP RAIL.

W.J.Bedbrook.

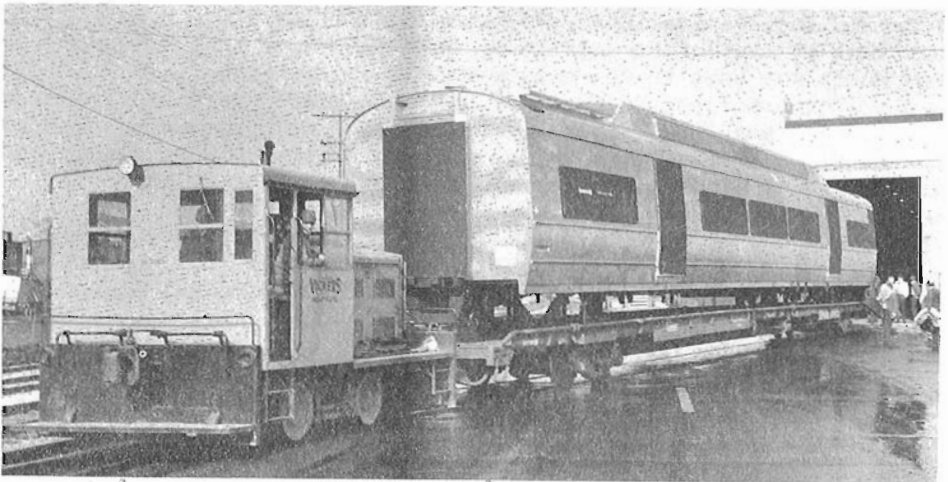
**JOHN R. EICKER, EDITOR OF THE "INTERCHANGE"**

of the Baltimore, Maryland, Chapter of the National Railway Historical Society, pointed out in a recent issue that AMTRAK lost \$ 935 on each and every passenger it carried during its first year of operation. Penn Central, over whose lines the majority of AMTRAK services are operated, lost the most money for the corporation - \$ 43,600,578. That is quite a lot of money!

**CANADIAN VICKERS LIMITED OF MONTREAL BEGAN SHIPMENT**

to the General Electric Company, Erie, Pa., about mid-year of the first of 144 cars being built jointly by the two companies for the New York Metropolitan Transit Authority and the Connecticut Transportation Authority (NYMTA and eastern CTA). Vickers are building the bodies and GE Erie is installing the electrical gear and trucks.

W.J.Bedbrook.



**THE TRURO, NOVA SCOTIA, PASSENGER STATION OF CANADIAN NATIONAL**

Railways is in the midst of being "replaced". The eastern and western extremities of the former classic Intercolonial Railway station have been demolished, leaving the main central portion, with its imposing tower (picture, page 271, No. 205, CANADIAN RAIL, December, 1968). A group of "Save the Station" citizens of Truro tried - alas, unsuccessfully - to have the imposing ICR structure preserved as an historic landmark.

Bob Tennant.

**PLANS FOR REFURBISHING CAPE BRETON ISLAND'S**

Sydney and Louisburg Railway for steam-powered passenger train operation between Victoria Junction - 4 miles from Sydney Nova Scotia - and Louisburg, mile 39, during the summer tourist season, have been prepared by PROJECT RAILLINE. This organization is a joint venture of the Cape Breton Development Corporation (DEVCO) and Nova Scotia Eastern Institute of Technology. PROJECT RAILLINE's report was to be submitted to DEVCO, the major sponsor, in September. A decision on whether or not this exciting plan would be implemented was expected shortly thereafter. (This item is from THE MARITIME EXPRESS, from an exclusive interview with Mr. Del Amiro, Director, PROJECT RAILLINE.)

**ONCE KNOWN AS "WESTERN FLYER COACH (1964) LIMITED",**

modernized, Manitoba-owned Flyer Industries Limited had an international "happening" early in October, 1972, when the first of what is hoped will be a new series of trolleybuses rolled out of its shops, en route to San Francisco, California. This west-coast city operates one of the largest fleets of trolleybuses in North America and Flyer Industries hopes that this prototype will be the first of an order for 210 vehicles for the California system.

Flyer Industries is the only remaining builder of trolley-coach bodies, having entered the "rebuilding" field in 1967. The Company has specialized in the rebuilding of trolleybuses, using the propulsion systems of units classified as "non-operable" by the transit company requesting the rebuild. It has received rebuild orders for 151 units from the Toronto Transit Commission and for another 40 units from Hamilton, Ontario.

Other potential customers include the U.S. cities of Boston, Philadelphia, Dayton and Seattle. Canadian cities who may be interested include Vancouver, Edmonton and Calgary, the transit department of the latter said to be much impressed by a demonstrator bus which was used in the city a couple of years ago.

Western Flyer Coach was founded in Winnipeg in 1930 by Mr. John Coval. Mr. A.J. Thiesen assumed control in 1963 and reorganized the Company in 1964. The Government of Manitoba purchased a controlling interest in the Company in 1970.

With entry into the United States market thought to be assured, Flyer Industries are pressing forward with plans for a \$ 2.5 million plant in neighbouring Transcona, scheduled for completion in December 1972 and increasing the Company's potential annual output between its two plants to 1,300 units.

With mounting pressure from the antipollutionists in Canada's cities, as well as from similar organizations in the United States,

the future of the trolleybus as an urban transportation mode seems assured. Toronto thinks so. So does Hamilton! Winnipeg ought to. Calgary and Edmonton are still undecided. But the real winner in this contest will be the first trolleybus builder who hits the market with a new, simple, modular control and propulsion system.

S.S.Worthen.



#### CANADIAN NATIONAL RAILWAYS AND THE CITY OF MONTREAL

Let the people know on 13 October 1972 that some of the land adjacent to the historic first railway entrance into the City of Montréal - via the Montreal and Lachine Rail Road - would change hands soon for between \$ 9 and \$ 10 million. A few days before this announcement, CN's President N.J.Macmillan noted during an interview that the Company had a considerable amount of property in the cities of Québec and Winnipeg, which presently supports only tracks and the occasional boxcar and which represents an extremely desirable area for development purposes. The same - by extension - was probably true for Montréal, Toronto and Vancouver.

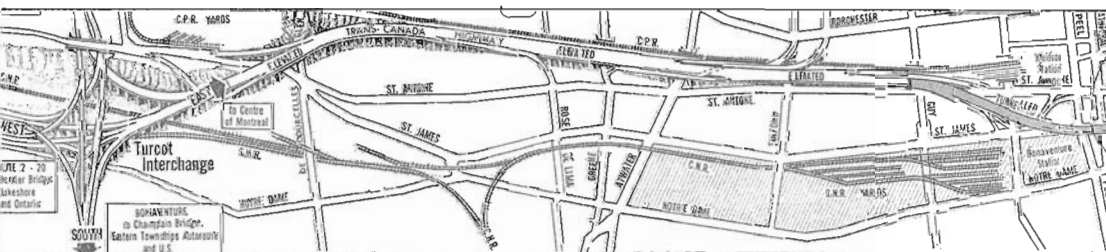
Proceeding in line with the President's statement, CN set about consummating the sale to Montréal, under discussion since 1968 of about 20 acres of land between Guy and Atwater Streets in the "Little Burgundy" district. Mr. Yvon Lamarre, a spokesman for and member of the City's Executive Committee, said that the land was to be used for construction of between 1,600 and 2,000 new dwelling units.

Railway historians will recognize this general area as adjoining on the original right-of-way of the Montreal and Lachine Rail Road, opened in November 1847, the first railway to enter Montréal. After the completion of the Grand Trunk Railway from Montréal to Toronto in 1856, the "downtown" terminus of the Montreal & Lachine at St-Bonsecours Street on Chaboillez Square became a very desirable piece of property to the Grand Trunk, since its station was in distant Pointe-St-Charles.

In due time, the Grand Trunk leased the Montreal and Champlain Railroad Company (30 June 1864) and finally purchased it on 14 June 1872, getting in the process the Montreal & Lachine and an entry into downtown Montréal. The Grand Trunk's first action in 1864 was to lay a third rail from St-Henri Station to Bonaventure Station to accommodate its 5-foot 6-inch-gauge cars over the 4-foot 8½-inch-gauge line of the Montreal & Lachine. The second action of the GTR was to acquire the real estate adjoining on both sides of its new line. This it did and this CN has today. Part of this, Montréal will purchase.

CN will retain title to that parcel of land on which the present Bonaventure Express Terminal, fruit and piggyback tracks are located, from Peel to Guy Streets.

Mr. Lamarre noted that the sale agreement had yet to be ratified by Québec's Ministry of Municipal Affairs. A CN spokesman said that removal of the tracks from the property contemplated in the purchase agreement could begin by January 1973 if the sale was approved rapidly by Québec and that CN had plans to develop the Bonaventure express, fruit and piggyback terminal as a "mini-Place-Ville-Marie" complex, just down Peel Street from the projected Place St-Georges development of Marathon Realities, on the present site of CP RAIL's Windsor Station. S.S.Worthen.



#### ENFIN! LA REGION DE QUEBEC A AUSSI SA LOCOMOTIVE A VAPEUR!

Lundi matin, le 31 juillet dernier, les automobilistes de Québec maugraient à bon droit contre la lenteur de la circulation. La raison de cet embouteillage était la présence incongrue d'une locomotive à vapeur de 165,000 livres qui, bien sûr, ne pouvait se mouvoir de ses propres moyens. Il s'agissait de la locomotive 0-6-0, numéro 38 de la Gulf Pulp & Paper Company de Clarke City, Québec. Ce mastodonte d'acier termina son périple par le boulevard Masson, jusque dans le boulevard l'Ormière.

De fait, c'est sur le terrain de M. Yvon Bordeleau, encanteur, que cette vieille locomotive toute rouillée, datant de 1930, trône



depuis cette fin de semaine là. Monsieur Bordeleau qui vient de se porter acquéreur du ranch appartenant à Monsieur Martin O'Neill, a décidé de faire cette locomotive sa réclame officielle.

C'est à Clarke City que M. Bordeleau a déniché cette machine qu'il acheta il y a déjà trois ans. Profitant de son déménagement sur le boulevard de l'Ormière, M. Bordeleau a fait venir la locomotive à Québec. Chargée sur une remorque de Clarke City à Sept-Îles, elle fut acheminée dans la semaine du 23 juillet de Sept-Îles à Québec, par bateau, et démenagée jusque dans le quartier Neuf-châtel sur une autre remorque géante.

M. Bordeleau qui a également acheté plusieurs milliers de pieds de rail, caresse le projet de remettre en état cette locomotive assez extraordinaire, afin de pouvoir la faire circuler autour de sa nouvelle propriété.

Sur la plaque de construction apposée sur le cylindre gauche on peut y lire le numero de série 2187 - Davenport Locomotive Works, Davenport, Iowa.

A ma connaissance, ce serait la première fois qu'un canadien de la langue française s'intéresse à la préservation d'une locomotive à vapeur au point d'investir plusieurs milliers de dollars à cette fin! Espérons que d'autres imiteront son louable geste!

Communiqué de M. Roger Boisvert, Québec.

#### AT LAST! THE QUEBEC AREA, TOO, HAS A STEAM LOCOMOTIVE!

On Monday morning, 31 July 1972, the traffic in one part of the City of Québec was severely impeded by a 165,000-pound steam locomotive, moving down Masson Boulevard to the Boulevard de l'Ormière. This was an O-6-0, formerly Number 38 of the Gulf Pulp & Paper Company at Clarke City, Québec.

Mr. Yvon Bordeleau of Québec recently purchased a ranch from Mr. Martin O'Neill and thereafter decided to bring the steamer from Clarke City, where she had been since Mr. Bordeleau purchased her three years ago.

On the builder's plate, affixed to the left-hand cylinder, you can read the builder's number 2187 and the name "Davenport Locomotive Works, Davenport, Iowa".

As far as the writer knows, this is the first time a Canadian of the French language has interested himself in the preservation of a steam locomotive. Let's hope others will follow his good example!

Report from Mr. Roger Boisvert, Québec.

**R** PHILIP MASON SENDS US THE PICTURE FOR OUR BACK COVER. CP RAIL UNIT No. 4085 (FA2) poses with leased Lake Superior & Ishpeming Railroad U25C Number 2304 at Thunder Bay, Ontario, on May 23, 1972.



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