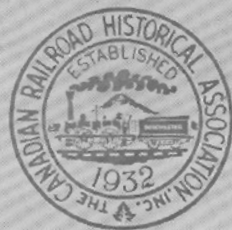


Canadian Rail



NO. 252
JANUARY 1973





A Letter From Summer.

George L. Coop.

Editor's Preface

In the State of Victoria, Australia, around this time each year, everyone is enjoying the pleasures of Summer. There is little talk about skiing in the mountains and there are many discussions about beaches, sailing and holidays. As the seasons north and south of the equator are midway in their annual exchange, our member in Victoria, Australia, Mr. George L. Coop, writes us a letter from summer.

- - - - -

For the past twelve months and more, I have been a member of the Canadian Railroad Historical Association and, for a time back beyond that, I have a good collection of CANADIAN RAIL. Having been the grateful recipient of many of the Association's services, it seems to me to be about time that I tried to make some kind of a contribution, perhaps to CANADIAN RAIL, and thus this letter and accompanying photographs have been prepared.

Naturally enough, the bulk of the Association's membership is in North America, although from time to time I note in the "New Members" list the names of people from other countries. Why is it that we railway enthusiasts often become interested in something that we may never have actually seen or, at best, with which we have enjoyed only a passing acquaintance?

My own interest in the railways of Canada began in the interval 1964-1967, when my wife and I were teaching school in the central part of British Columbia. Our schools were in Trail, whilst we lived in nearby Rossland. What a change in environment from our previous home in Australia! The country there is so flat that if the elevation changes by only 40 or 50 feet, this "prominence" is graced with the title of "hill";

WHAT COULD BE MORE APPROPRIATE FOR OUR JANUARY COVER THAN A WINTER scene in the Canadian Rockies, with Canadian National Railways famous "Sceneramic" full-length dome car in the consist of a trans-continental passenger train. Photo Canadian National.

" I WAS UTTERLY ENTHRALLED BY CN'S FULL LENGTH DOME CARS....." Mountain scenery certainly looks better from this vantage point. The time is the summer of 1967 - prime travelling time in EXPO year. G.L.Coop.



".....there are trains at the bottom of my garden"! No wonder the crew of this CPR "C-line" diesel look somewhat startled. It is just 0700 hours and they have suddenly spotted a lone photographer near the end of their run up the hill from Trail to Rossland, A.C. Shades of the Shays! Summer 1965. G.L.Coop.

In Canada, I had expected to see some logging railway activity, complete with Shay-g geared locomotives. Of course it was too late for the real thing, but some almost instant replay was available at the Cowichan Forest Museum at Duncan, B.C., on Vancouver Island, or at the North Vancouver wharves, where a duo of PC-Shays used to snuffle up and down.

The Kootenay area of south-central British Columbia was encountered purely by chance and what a lucky chance it was! Beautiful scenery, interesting work, friendly people and an introduction to the Canadian Pacific Railway all combined to make a truly enthralling and rewarding life-style. It was not long either before I found that, at the foot of our street in Rossland, there were railway tracks - those of the famous Rossland Branch of the CPR. The landlord said we would not be disturbed by railway noises, as "..... the trains never come by these days". Happily for me, he was not precise in this opinion. There was still a casual freight service whenever sufficient traffic was offered.

My first encounter with a Canadian (Pacific) train occurred in the depths of winter and the dead of night. It was well past midnight and I was fast asleep. Slowly and gradually, an extra dimension began to be added to my slumbers, as a low throbbing sound ebbed and flowed around the periphery of my unconsciousness. It was so persistent that it eventually awakened me and thereupon I was forced by curiosity to jump out of bed to look out of the frost-encrusted window.

Down across the valley, a bright light - the headlight of an engine, perhaps - was piercing the darkness with sweeping arcs of light, around and through the snow-covered trees, as the engine to which it seemed to belong, followed the sharp curves in the track on the valley wall, up the hill. Needless to say, I was all at once very excited, as this, my first Canadian train, was evidently going to pass almost at my (cold) feet. The train came closer and closer, occasionally passing out of sight in the cuts.

The growing glow of the headlight heralded its arrival. Then, a sensation! Instead of the anticipated square boxy diesel-electric locomotive, a black angular form, all legs and arms like a great giant, frozen grasshopper, came urging forward, thrusting aside the snow on the track, as it approached. In the dark of the night, no immediate understanding of this midnight spectre was possible. It was a few days later that I discovered that what I had seen was my first Jordan spreader!

This nocturnal apparition on the Canadian Pacific was more than sufficient to stir the depths of my imagination and curiosity. It became absolutely imperative to investigate this vast railway, with particular emphasis on the East and West Kootenay districts. But, alas, 1967 saw our departure from Rossland and, ultimately, from Canada, but only after one final fling in enjoying the railways of Canada. Our return to our homeland was via the-then Pacific Great Eastern and Canadian National Railways to Prince Rupert, from whence we journeyed by coastal steamer to Skagway, Alaska and the terminal of the fabled White Pass & Yukon Route, for the onward journey to Whitehorse, Yukon Territory.

Apart from the gargantuan repast provided by the WP&YR at Lake Bennett, one of the most human highlights of the trip occurred when we managed to leave behind the Canadian Customs & Immigration officer. He must have been enjoying his lunch to the exclusion of his duties, for the train had gone scarcely half-a-mile when it came to a grinding halt, after which it reversed in the direction of Lake Bennett. The highly embarrassed and out-of-breath Customs and Immigration officer was encountered, stumbling along the tracks in pursuit of the narrow-gauge train in true "Keystone Cops" fashion.

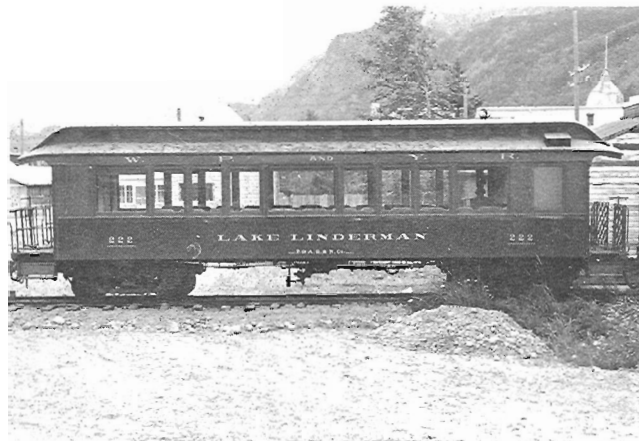
The gentleman in question deserves much praise for retaining his composure in a very trying situation, where the entire train-load of passengers were thoroughly enjoying his discomfiture. Nevertheless, he persevered and, with solemn mien, completed his normal, routine duties.

We thereafter returned to Vancouver, British Columbia and joined Canadian National Railways' "Super Continental" for the journey east. Feeling rather guilty at abandoning my first love, the Canadian Pacific, I was nevertheless anxious to sample new experiences and the alleged benefits of "Red, White and Blue" fare plans. To me, dinner in the diner is always a very real pleasure and a graceful one as well. I was utterly enthralled by CN's full-length dome cars and the ten-minute stop to view the majesty of Mount Robson on a most beautifully clear day - you could see "forever" - was a memorable experience.

By prior arrangement, I was privileged to travel the last 100-odd miles into Winnipeg in the cab of the diesel. Likely the true enthusiasts will think me strange, for I made no notes of technical details such as engine numbers or models. For me, this experience was one to excite the sensations, coupled with the sheer pleasure of doing something hitherto quite outside my experience. Usually in these ventures, a deeper insight is gained into aspects of daily life quite foreign to one's own and thus they are subsequently of considerable benefit in the practice of a profession such as teaching, which is my own.

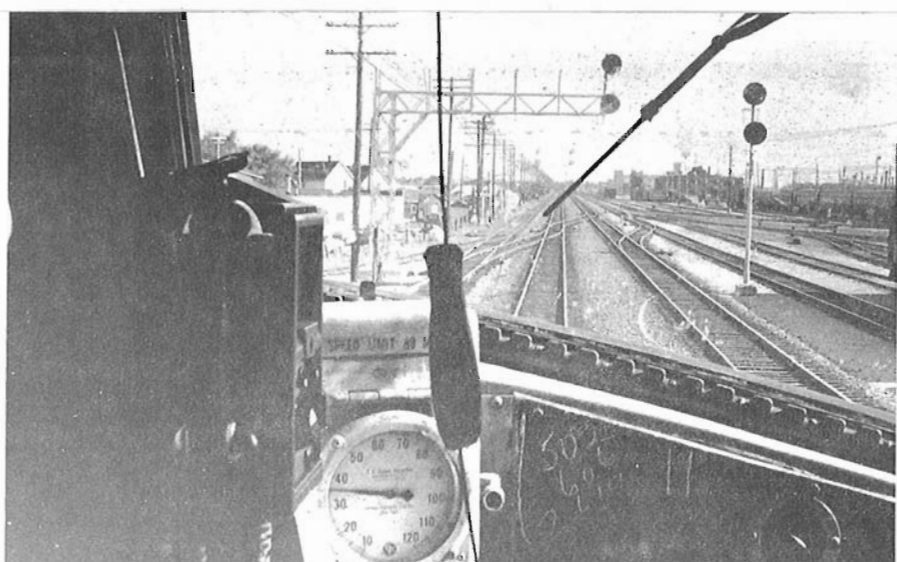
There lingers in my mind the distinct impression of surprise when my eyes happened to rest on the speedometer, as we were speeding away, after a station stop on the prairies west of Winnipeg. Watching the telegraph poles and the scenery flying by, I estimated our speed to be about 50-60 miles per hour. The speedometer needle said something quite different. It was pointing at 90, or very nearly that!





CLOCKWISE: At Whitehorse, Yukon, there are extremes in railway technology. A GE diesel poses with an antediluvian stub-switch. Next, another GE unit poses with river sternwheelers. In our third glimpse, a living anachronism - a stub-switch in the Whitehorse yards. Then, an interior view of WP&YR car No. 222 LAKE LINDERMAN, surely a candidate for preservation some day! Exterio-rially, the LAKE LINDERMAN is no less impressive. In keeping with the historic theme, the observa-tion end of this car reflects the elegance of the '80s, complete with cast plates (above) for public notices. All photos Summer 1967 G.L.Coop.



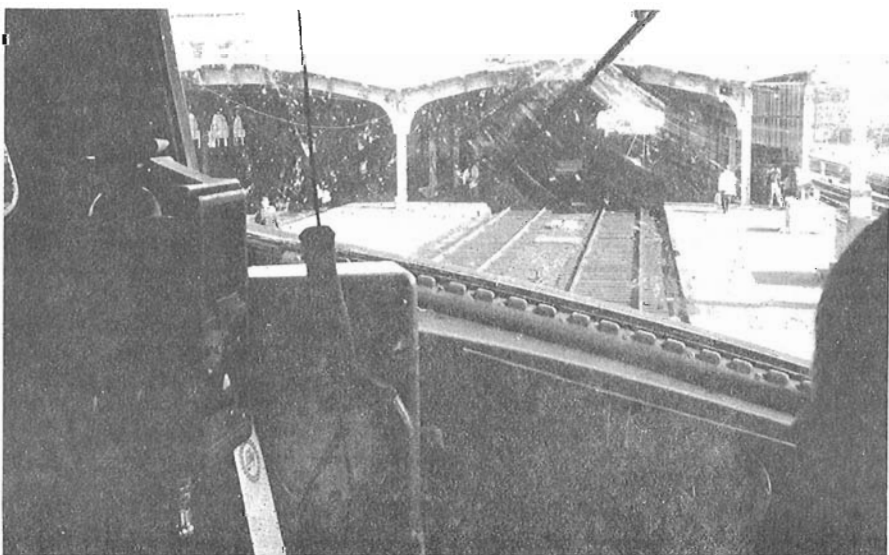


TRAIN 2, CANADIAN NATIONAL RAILWAYS' "Super Continental" slows to 35 mph. approaching Winnipeg, Man., after the 100-mile run from Portage La Prairie.

PRAIRIE MEET. EASTBOUND AND WESTBOUND "Super Continentals" salute each other between Portage La Prairie and Winnipeg.

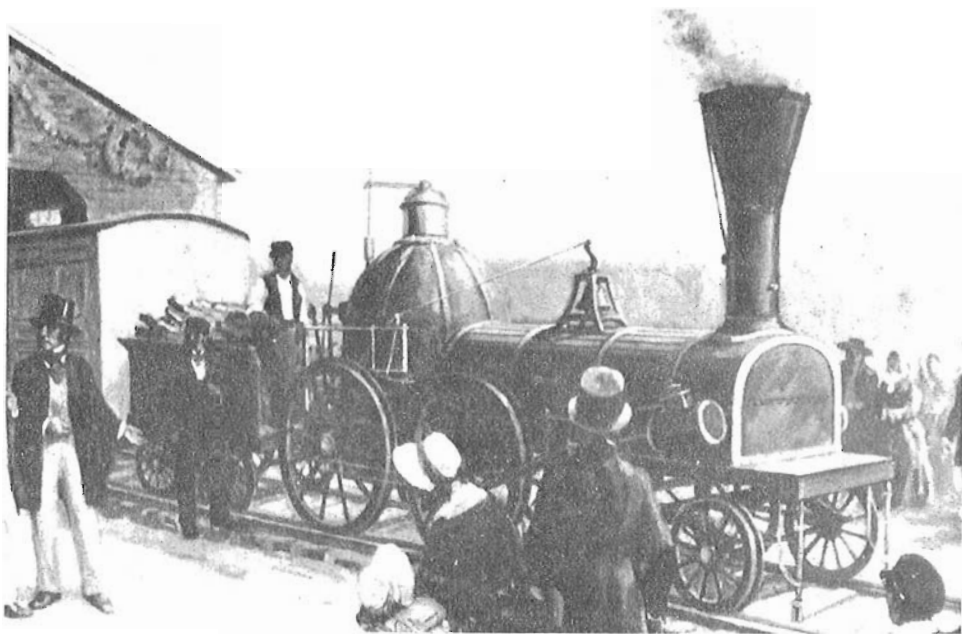
THE END OF THE SUBDIVISION: CN'S TRAIN 2 about to enter the station at Winnipeg.

All photos Summer of 1967 by G.L.Coop.



The Fate Of The "LACHINE"

John Beswarick Thompson.



Shown in the photograph of Adam Sherriff Scott's painting of the opening of the Montreal and Lachine Rail Road in 1847 (CANADIAN RAIL, August 1972, No. 247, page 250) was the locomotive "Lachine".

The caption accompanying this photograph stated that in 1848, the locomotive was "lost" in the swamp to the west of Tanneries Village". From John Beswarick Thompson of the National Historic Sites Service in Ottawa - author of the article with which the illustration was used - comes this documentary correction of the true history of the "Lachine", the first steam locomotive on the Island of Montréal.

A recurring myth in Canadian railway history concerns the awful fate of the locomotive "Lachine" of the Montreal and Lachine Rail Road. In 1847, this engine gloriously hauled the first train on this line, carrying Governor-General Lord Elgin and Lady Elgin from Montréal to Lachine in 21 minutes, on Montréal Island's first train. A year later, this locomotive had vanished from the roster of the railroad. A fanciful account, which seems to have first appeared in

BULLETIN 56 of the Railway and Locomotive Historical Society (October 1941) explained the disappearance thus:

"Lachine": This engine was lost in the Turcot swamp about 1848 and little is known about it."

Romantic this tale might have been. True, it is not!

As the following extracts from documents in the Public Archives of Canada indicate, the "Lachine" was purchased from Norris Brothers of Philadelphia, Pa., U.S.A., in the fall of 1847 and was ready to haul the official first train on the Montreal & Lachine on 19 November 1847. A year later, the Company, having acquired two new locomotives from Kinmonds, Hutton and Steel of Dundee, Scotland, sold the "Lachine" to the Champlain & St. Lawrence Rail Road for £ 100 less than they had paid for it.

Having thus avoided interment in the terrible Turcot swamp, the "Lachine" was rechristened "Champlain" and, up to 1860 when she was declared "out of use", had run about 33,600 miles on the line. This was not an exceptional mileage and the locomotive appears to have been rather a mediocre machine. Beyond the fact that she hauled Montréal's first train, perhaps this engine's most interesting claim to fame was her untimely interment that never was!

DOCUMENTS

13 October 1847

Hon. James Ferrier (President) & A. Millar (Superintendent) to Philadelphia purchasing a Locomotive..... £ 33,600
(Account Book, Public Archives of Canada, RG 30 Vol.281 p.2)

Remitted to Norris Bros. in full for locomotive. £ 2062.10.0
(RG 30, Vol. 281, p. 71)

6 November 1847

"We saw the engine recently purchased in the United States, two others being ordered from England, moving in great state along St. Antoine Street; to be set up and placed on the line. It weighs no less than seventeen tons and the boiler was drawn by eighteen horses. We at first started as if we had seen a ghost....."

(Montreal GAZETTE, 8 November 1847)

19 November 1847

"For some days this road has given note of preparation for activity, in the puff and roll of the engine connected with it. This is now the day fixed and at noon the formal opening will take place."

(Montreal GAZETTE, 19 November 1847)

30 November 1847

"The engine and tender were thrown off the track, about five miles from town, a consequence of the starting of the joint of a rail or rather the iron which fastened it to the wooden sleeper."

(Montreal GAZETTE, 1 December 1847)

27 June 1848

Paid W. Hall provincial duty on the above locomotives
(J. Ferrier and Montreal)..... E 483.3.3
(RG 30, Vol. 281, p. 94)

15 November 1848

For the sale of the Locomotive and Tender Lachine to the
C&St.LRRCo. E 1962.10.0
(RG 30, Vol. 281, p. 71)

7 April 1849

For painting the Engine "Champlain"..... E 8.5.0
(Record Book of T.L.Dixon: Bulletin of the Canadian Railroad
Historical Association, NUMBER 3, 1937.)

20 March 1849

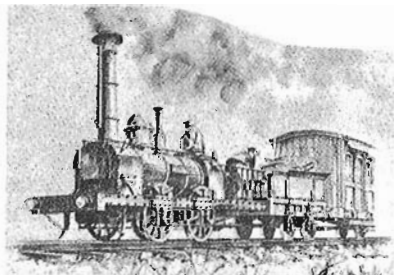
Allowance made to the C&St.LRRCo. for imperfections in one of
the wheels..... E 50.0.0
(RG 30, Vol. 281, p. 71)

29 August 1849

To Norris Bros. for Wheel for "Champlain"..... E 43.18.7
(RG 30, Vol. 134, p.395)

31 December 1860

Champlain.....Total Miles..... 33,676...Out of Use
(Keefer Report, 1862)



MODELING - From Itch To Scratch

Photographs: J.H.Saunders

Text: S.S.Worthen

Leaving Canada to take up residence in England may be all very well, and a "consummation devoutly to be wished" (by some) but, as our United Kingdom Representative John H. Sanders observes, it is hard to undertake the construction of a Canadian National Railways 4-6-2 or a Canadian Pacific "Selkirk", without proper drawings,

And the drawings for these and comparable steam locomotives can be rather bulky and not too easily taken along with the family belongings!

Once you have decided to do a little modeling of these very attractive locomotives, the next question that arises is the choice of scale and the possibility of operation. Naturally, the models should be reasonably large, so that the detail will be readily appreciable.

"I build 7 mm. to 1 foot scale - British '0' gauge", writes John. "Last year I represented the Canadian Railroad Historical Association by having a stand at the Bedford Model Railway Exhibition. It was very encouraging to see the amount of interest. I hope to do the same thing in 1972, as I have built quite a few models since the last exhibition.

Lack of space prevents me from having a model layout and for this reason, I prefer to 'scratch-build' my engines, with a minimum of machinery. However, I hope to put down a 25-foot test track in the garden next year and my friend in the next village intends - in the next year or so - to build a large 0-gauge layout in his garden - about a 600-foot run.

This afternoon, I'm taking a friend of mine to see a HO garden layout and we are taking along some of our own 'power', an attempt - obviously - to show our host that North American power is superior to British !!

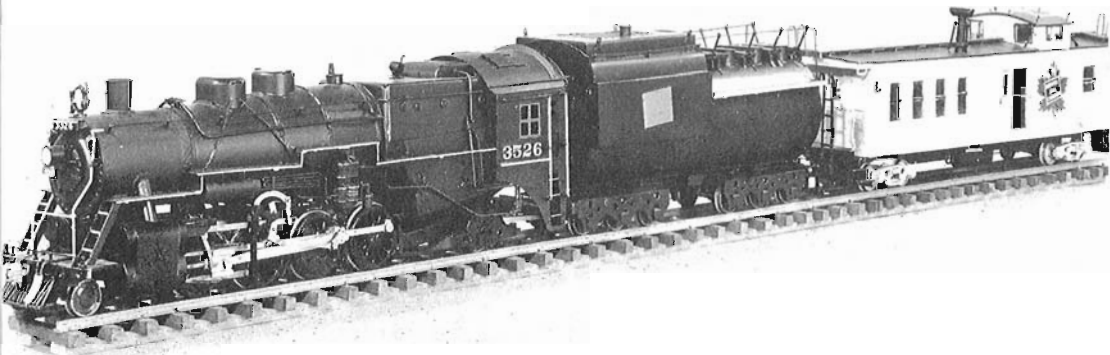
My friend has just invested in a German Federal Railways class 50 2-10-0 by Fleischmann. It runs like a dream. I'm taking a Santa Fe 2-8-4 No. 4100 by United. Regrettably, I do not have a place to put up the HO layout and that is probably why I have gone to scratch-building.

My namesake, John Saunders from St. Lambert, Québec - now of Calgary, Alberta - started me off in scratch-building by giving me a drawing of Canadian National Railways' Number 5107. The result which

I achieved perhaps has many faults, but I had a good deal of fun building it.

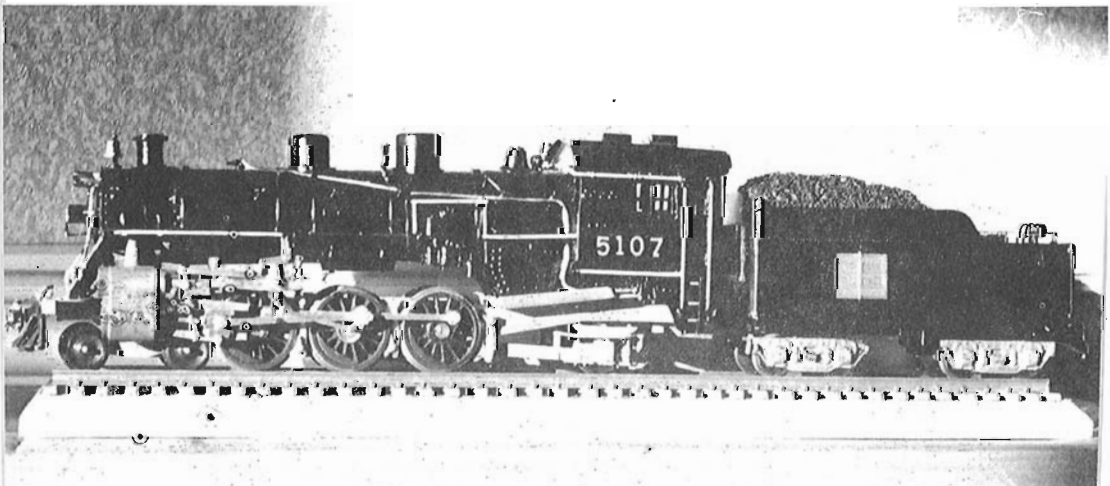
Dr. Nicholls sent me a big side-elevation of a Canadian Pacific 'Selkirk' and, as this model is almost finished, I will send you a picture of it near the year's end. Don't be surprised at the result! I have built this one with a minimum of machinery!"

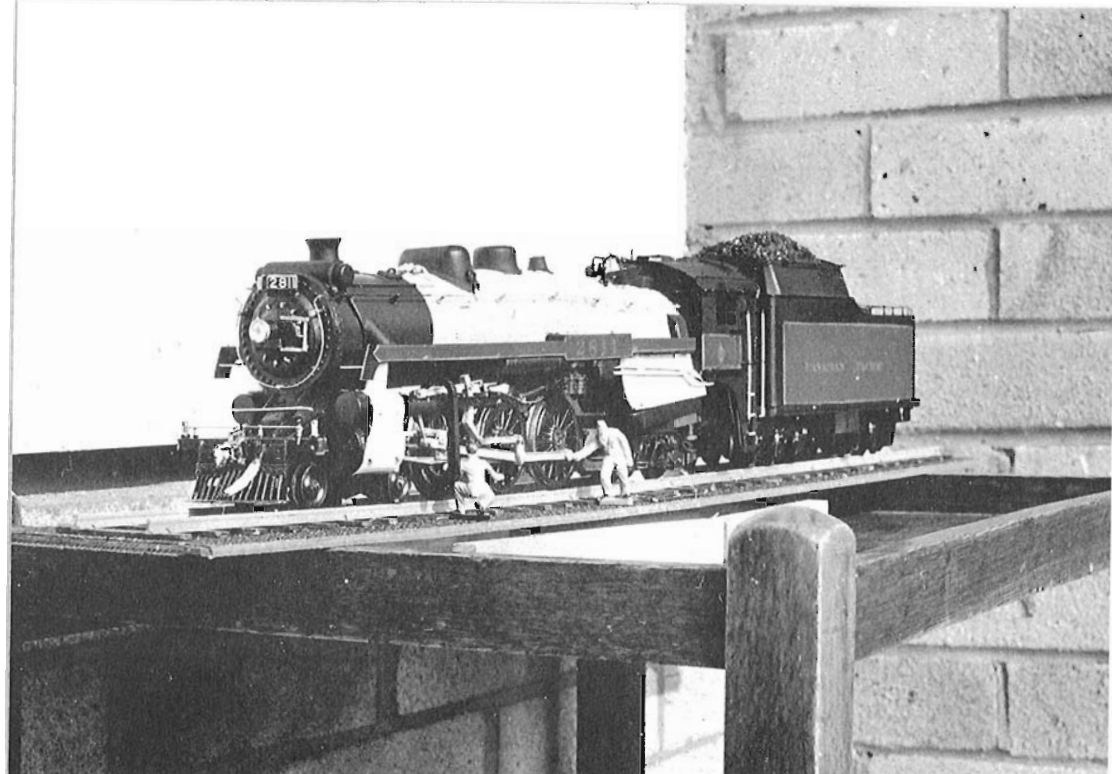
Presented herewith are some photographs of John Sanders' scratch-built models. John feels that they represent a way of satisfying his itch to build scale models of some really remarkable Canadian steam locomotives.



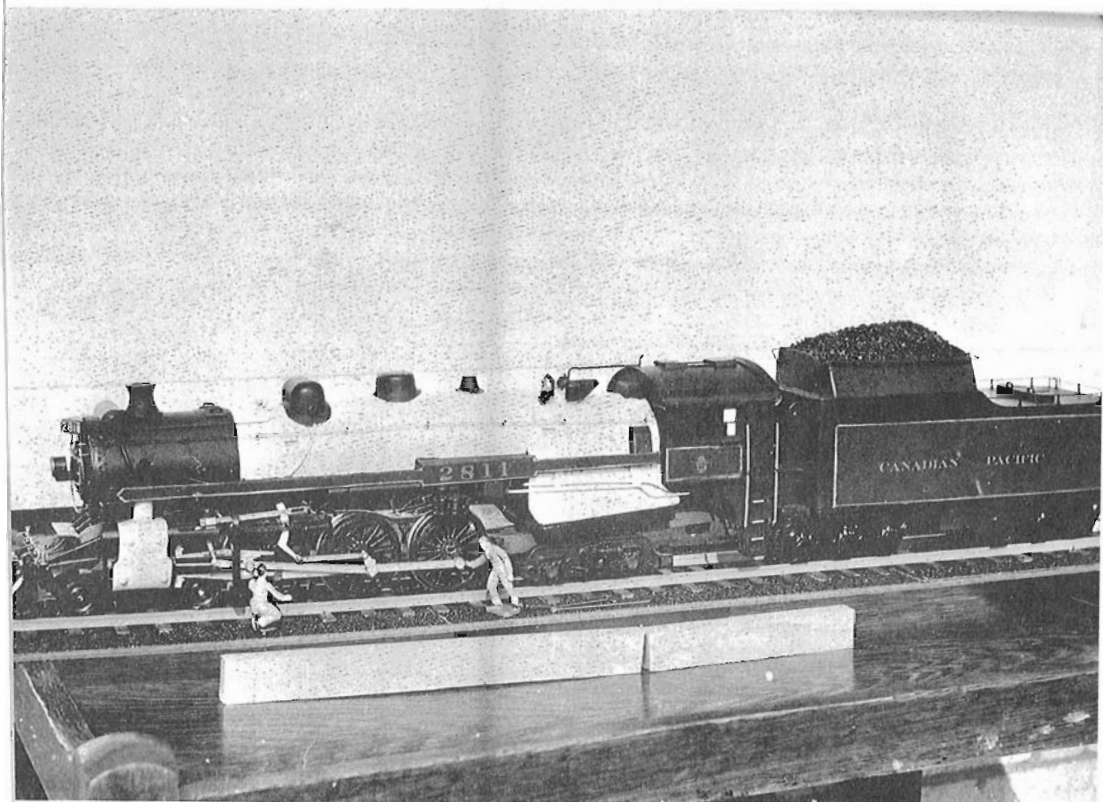
↑ CANADIAN NATIONAL RAILWAYS 2-8-2 "MIKADO" TYPE; CLASS S2A, NO. 3526, mostly brass construction; mild steel bar-frame; sprung boxes; Pittman motor; scale 7 mm. to 1 foot.
CANADIAN NATIONAL RAILWAYS Drivers' Caboose; wood construction with interior detail.

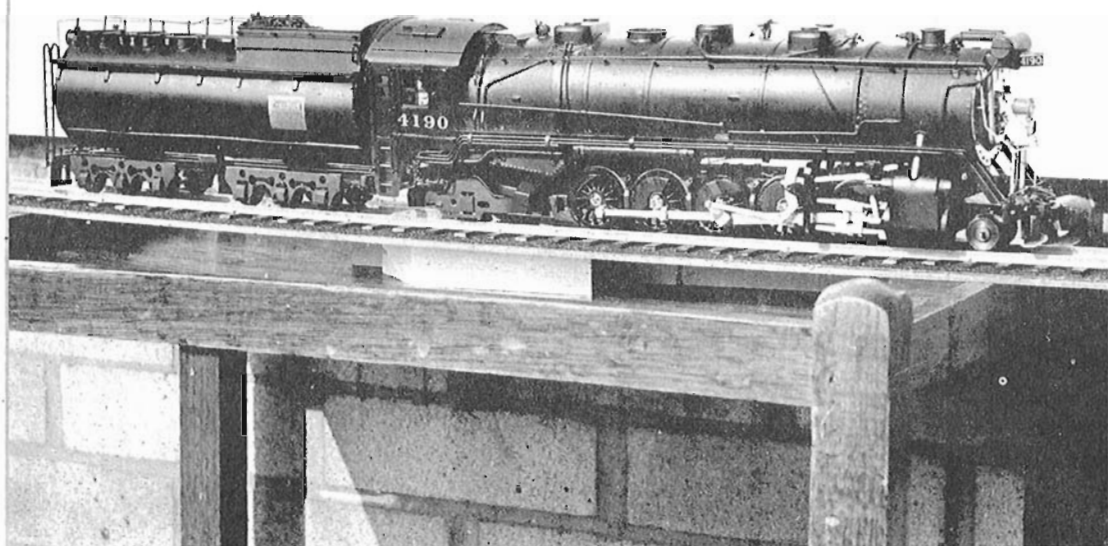
↓ CANADIAN NATIONAL RAILWAYS 4-6-2 "PACIFIC" TYPE, CLASS J40; ROAD NO. 5107; tin-plate and brass construction; mild steel frame; unpowered at the moment; scale 1/4 inch to the foot.



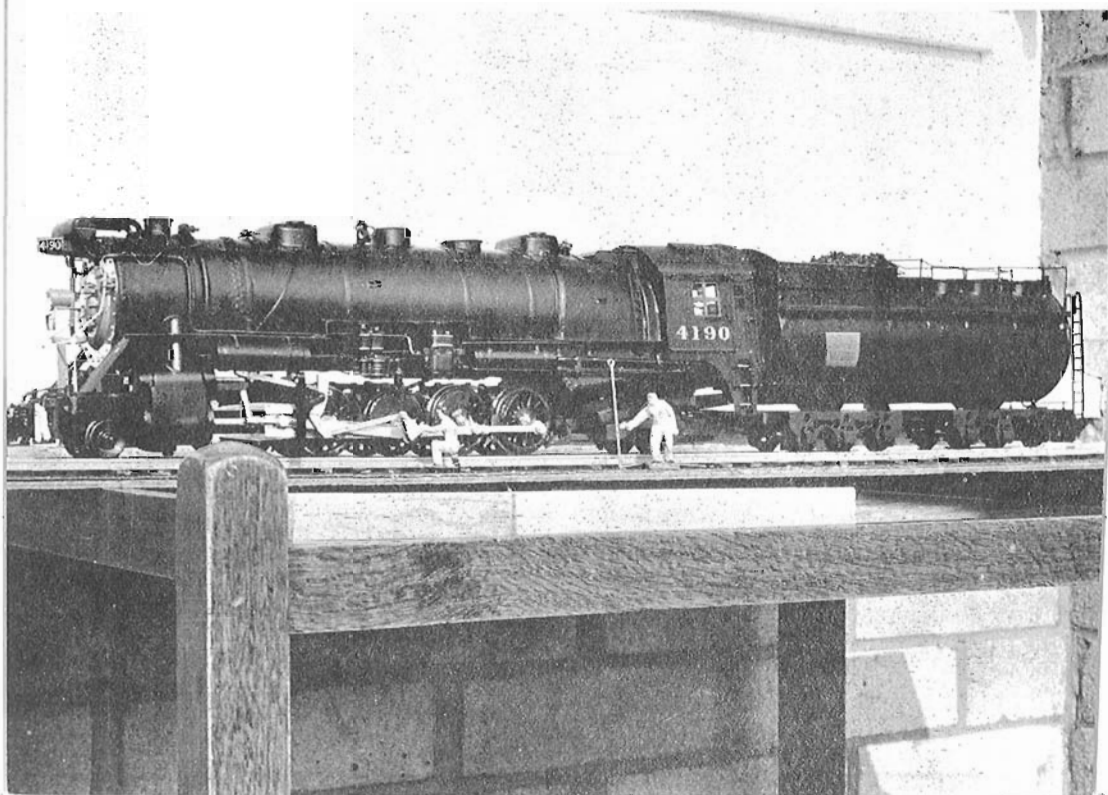


CANADIAN PACIFIC RAILWAY 4-6-4 "HUDSON" TYPE CLASS H1b, ROAD NO. 2811;
tin-plate and brass construction; duraluminum bar-frame; motor 12v.
DC Japanese; scale 7 mm to 1 foot.





CANADIAN NATIONAL RAILWAYS 2-10-2 "SANTA FE" TYPE T-2-a CLASS
No. 4190 (ex-4100). Tin-plate and brass construction; mild
steel har-frame; sprung boxes; Pittman DC 105 motor; scale
7 mm to 1 foot.



ANTICOSTI RAILWAY.

From information supplied by:

Major C.W.Anderson

Mr. R.F.Corley.

I n response to the request for information from Mr. J.M.Canfield of Northbrook, Illinois, U.S.A., on the railway on the Island of Anticosti ("Waybills" CANADIAN RAIL, February 1972), the following notes have been received:

Major C. Warren Anderson of Sussex, New Brunswick, describes Anticosti Island as being 120 miles long, with a breadth of 30 miles at its widest point. It lies in the Gulf of St. Lawrence about 30 miles south of Havre-Saint-Pierre, across Jacques-Cartier Strait and 60 miles north of Grande Vallée, Gaspé, across Honguedo Strait, in the eastern part of Québec.

The Anticosti Railway was originally built by Monsieur Henri Menier, the "Chocolate King" of France in 1909-10, when he owned the Island. Monsieur Menier established the town of Port Menier on the southwestern end of the Island on Ellis Bay and, from this locale, the railway was built to Lac Zébé in the direction of the north shore. A branch line was also constructed from a point near Lake Princeton, towards the centre of the Island.

The total length of the railway and its branches varied from 18½ to 25 miles, according to the amount of lumbering being carried on in the Island, this being the chief reason for the railway.

The Anticosti Railway was afterwards sold to and operated by the Anticosti Corporation, which purchased or otherwise acquired the Island, after M. Menier's tenure.

Major Anderson notes that the railway, when owned by the Corporation, had five locomotives, 10 steel cars (presumably flat cars), 3 boarding cars, 20 dump cars, 25 wooden cars (probably flat cars), and a steam-shovel!

The accompanying photograph of Engine Number 1, sent by Major Anderson, was from Mr. Keith Pratt of Bloomfield, Prince Edward Island, in May, 1942. The locomotive is a 2-4-0 built by Montreal Locomotive Works, Limited, in October, 1910 (B/N 48736).

Major Anderson adds that parts of the Anticosti Railway were still extant as late as the middle 1930s.

Mr. R.F.Corley of Peterborough, Ontario, sent a copy of the CANADIAN MAGAZINE, included with the Toronto DAILY STAR of 30 Octo-

ber 1971. In this publication was an article "You Pay Your Money and You Shoot Your Deer", by Mr. Peter Moon. The following portions of the article are presented:

Anticosti is half as big as the Province of Prince Edward Island and it is entirely owned by one company - Consolidated Bathurst Limited - a wholly-owned pulp and paper company and a subsidiary of Power Corporation of Montreal. It is the largest privately owned island on the continent.

The island, which is part of the Province of Québec, lies in the Gulf of St. Lawrence about 50 miles northeast of Gaspé. It is a long, low island, 135 miles long and 35 miles across at its widest point and it is criss-crossed with hundreds of sparklingly clear rivers and streams and dotted with hundreds of unpolluted lakes. One river, the Jupiter, is one of the finest Atlantic salmon rivers in the world. Another, the Vauréal, has a spectacular waterfall that drops 100 feet, tall as an 18-storey building.

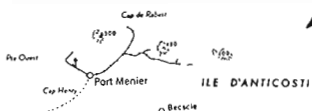
Today, the island is occupied by only 450 permanent residents, who live in the small company village of Port Menier at the western end of the island. The only work is provided by Consolidated Bathurst, which has a small logging operation on Anticosti. The wood is shipped out to pulp plants at Trois-Rivières and Port Alfred on the Saguenay River.

Anticosti was discovered by Jacques Cartier in 1535 and France granted it to the explorer Louis Joliet in 1680. In 1763, it was annexed by Newfoundland but was returned to Canadian ownership in 1774. The island changed owners several times until 1895, when it was purchased by Henri Menier, a wealthy French chocolate manufacturer, who paid \$ 125,000 for it at a sheriff's bankruptcy sale.

Menier, who lived in Paris, visited his island as often as he could, crossing the Atlantic in his own steam-powered schooner. He built a four-storey, 30 room chateau for himself on the island. It was designed in a strange mixture of Swedish and French architectural styles and furnished with a weird variety of European and oriental decorations. Its chief feature was a massive baronial hall at one end of which was a copy of the throne of Louis XV, in which Menier would sit and hold court, giving instructions to his employees and settling disputes between island residents.

Consolidated Bathurst burned the chateau to the ground in 1953, because its dilapidated condition had made it a hazard. Many of the furnishings and decorations were removed to the Company's offices and a hotel it owns at Grand 'Mere, Québec.

Menier died in 1913 and his brother, Gaston, a French senator, became the Island's owner until he sold it in 1926 to a group of



↑ THIS IS ANTICOSTI RAILWAY 2-4-0 NUMBER 1, BUILT BY Montreal Locomotive Works, Montreal, Canada, in October, 1910, B/N 48736. Collection C.W.Anderson.

Canadian pulp and paper companies, which formed a closed corporation called the Anticosti Corporation. The purchase price was close to \$ 6.5 million.

Mr. R.F. Corley has kindly provided the following data:

ANTICOSTI RAILWAY

Location: Anticosti Island, Gulf of St. Lawrence, Québec.

Gauge: 36 inches

Headquarters: Port Menier,
Anticosti Island.

Year built: 1910

Owner: M. Henri Menier

Roster of Motive Power

<u>Road number</u>	<u>Builder</u>	<u>Serial number</u>	<u>Date built</u>	<u>type</u>	<u>weight</u>	<u>Notes</u>
1	MLW Ltd.	48736	9/1910	2-4-0	44,000 lbs.	A
?	Vulcan	3499	12/1924	0-4-0 ("B")		B
?	GM 1000 hp.					
?	Heisler	1323	/1916	B-B	100,000 lbs.	C
?	ALCO- Rogers	48414	5/1911	STEAM SHOVEL		Bought new.

NOTES:

- A Bought new; lettered "Anticosti" on tender sides, "No. 1" on rear of tender.
- B Ex-E.B. Eddy Company, Hull, Québec.
- C Sold to Tionosa Valley Railroad, Sheffield, Pa., U.S.A.

JANUARY 1973

WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated a-ove. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Rail-road, Steam or River Navigation, or for the breakage of glass, or the fragility of goods.

FOR THE EASTERN EXPRESS COMPANY,

THE ST. LAWRENCE SEAWAY AUTHORITY, CANADIAN NATIONAL RAILWAYS and Penn Central Transportation Company have begun construction of an eight-mile unobstructed bypass in and around Welland, Ontario, to eliminate once and for all the mess of swing-bridges which, in the past, caused frustrating delays to trains and potential hazards to ships using the Welland Canal. With the increasing traffic on the St. Lawrence Seaway and the modern length of freight trains, something had to be done.

C.A.Pitts Eastern Limited of Toronto began the job early in December, 1972, near the city of Welland. Cofferdams were erected in the canal, parts of it were pumped dry and three approach tracks were lined up with the newly-constructed triple-track tunnel. Two of the tracks are for PC's ex-Michigan Central main line, while CN owns the third.

Advantages: elimination of bridge hazards and curves on CN and Penn Central; provision of a stretch of water more than 50 feet wide, with no interruptions, for ships in the Seaway, with a consequent reduction of half-an-hour in canal transit times. Everybody benefits! Everybody? Well, maybe the citizens of Welland, Ontario will be a little uptight about their new station, which is now more than "walking distance" from the city centre.

But you can believe that PC + TH&B and CN + N&W will be glad to see the last of those tedious delays that they used to have to endure, while the ships pursued their slow way through the Welland Canal.

Editorial Staff.

THE SCOTIAN RAILROAD SOCIETY OF HALIFAX, NOVA SCOTIA, is receiving congratulations from far and wide on the occasion of the completion of PROJECT GEORGIA PEACH. After 21 visits to Westville, 8400 miles of travel and 1500 man-hours of hard labour, Number 4, the GEORGIA PEACH, arrived in Halifax at 1900 hours, Tuesday, October 31, 1972. On 7-8 November, she was sent to PROCOR Limited, Windsor Junction, N.S., for exterior cleaning and a coat of primer. Because of wet weather, the work was delayed but the job was completed on 16 November. 0-6-0 Number 4 was thereafter returned to Halifax on 17 November and off-loaded at the Society's Museum on Tuesday, 21 November.

Bob Tennant, jr., Editor of the Society's MARITIME EXPRESS, reports that the "Georgia Peach Basket" has collected 1085 peaches (as of 10 December 1972), but since it took 1488 peaches to pacify the peach-hounds, there is still room for a few more peaches in the "Peach Basket". Just send your peaches to PEACH BASKET, Scotian Railroad Society, P.O.Box 798, Armdale Postal Station, Halifax, N.S.

OUR PERCEPTIVE READER, MR. R.F. CORLEY, OF PETERBOROUGH,

Ontario, has written to point out that the captions for some of the pictures in Mr. Harvey Elson's excellent article, "Across the Great Divide by CP RAIL" (CANADIAN RAIL No. 250, November, 1972) are slightly misleading. On page 327, the double-headed east-bound freight is passing the track-walker's house, located at the west mile-board for Partridge, B.C., not at that operating point itself. Similarly, Mr. W.R. Linley's picture on page 332 was taken at the same location, as was the picture of the westbound train on page 335. The repetition of this error in three pictures is regrettable.

RECEMMENT, LE MUSEE FERROVIAIRE CANADIEN A ACCEPTE AVEC PLAISIR

le don, par l'Hydro-Québec, d'une locomotive à essence Plymouth. La présentation de la locomotive a été faite par M. Paul Dozois, commissaire de l'Hydro-Québec, au Dr. Robert V.V. Nicholls, directeur, et M. Donald F. Angus, président-honoraire de l'Association canadienne d'histoire du chemin de fer.

La locomotive "Hydro-Québec", qui a été construite dans les années 20, pèse 15 tonnes et est encore dans un état remarquable pour son âge. Tout en servant de pièce d'exposition au Musée, elle pourra aussi être utilisée pour remorquer certaines pièces à l'intérieur même du terrain d'exposition.

Vers la fin des années 20, la Gatineau Power Company - maintenant intégrée à l'Hydro-Québec - utilisait cette locomotive pour le transport du matériel lourd, destiné à la construction de la centrale hydro-électrique Farmers Rapids et de Chelsea, sur le cours inférieur de la rivière Gatineau, à quelques dix milles au nord de notre capitale, Ottawa. La locomotive circulait sur un embranchement d'un mille, qui reliait la compagnie aux voies ferrées du Canadian Pacific - aujourd'hui CP RAIL - à Chelsea, Québec.

Il y a dix ans, la petite locomotive servait encore au transport de l'équipement de la centrale qu'on envoyait réparer. Mais les rails légers de l'embranchement se sont avérés incapables, à la longue, de supporter des chargements lourds, bien que la locomotive elle-même pèse 15 tonnes seulement. L'embranchement a été fermé et les rails ont été envoyés à la ferraille.

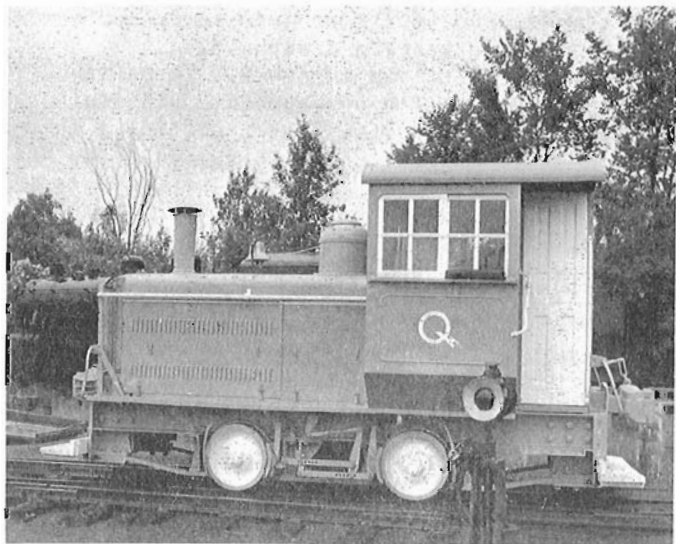
Heureusement, la petite locomotive dans sa quarantaine n'a pas subi le même sort. Nous sommes heureux de la recevoir au Musée Ferroviaire Canadien, grâce à la générosité de l'Hydro-Québec.

S.S. Worthen.

RECENTLY, THE CANADIAN RAILWAY MUSEUM ACCEPTED WITH PLEASURE

a gift from Hydro-Québec. This was a 15-ton Plymouth gas locomotive. The engine was presented by M. Paul Dozois, a commissioner of Hydro-Québec, to Dr. R.V.V. Nicholls, director and Mr. Donald Forbes Angus, Honorary President of the Canadian Railroad Historical Association.

The locomotive, which could be called "Hydro-Québec", was constructed in the 1920s and is still in remarkably good condition,



despite its age. Besides being a very presentable locomotive for display at the Museum, the engine can be used to move some of the lighter cars around the Museum grounds.

Toward the end of the 1920s, the Gatineau Power Company - today part of Hydro-Québec - used this locomotive to transport heavy material for the construction of the power plant at Farmers Rapids at Chelsea, Québec, on the lower course of the Gatineau River, some ten miles north of our capital city of Ottawa. The locomotive ran

on a branch about a mile long, which linked the construction site with the Canadian Pacific Railway - today CP RAIL - at Chelsea.

Up until 10 years ago, the "Hydro-Québec" was used to move heavy equipment from the power house to the CPR, on its way to be repaired. But the light rails of the branch were finally unable to support heavy loads. The branch was closed and the rails were taken up and sent away for scrap.

Happily, the little locomotive, now in its forties, was not the victim of the same fate. We are very happy to welcome it to the Canadian Railway Museum, Saint-Constant, Québec, thanks to the generosity of Hydro-Québec. S.S.Worthen.

"THE 470" - MONTHLY NEWSLETTER OF THE 470 RAILROAD CLUB

of Portland, Maine, U.S.A., has to be one of the best reading values of this or any other year. Now including a full-page 8½x11-inch black-and-white illustration with each issue, "THE 470" contains interesting items about railroading in New England and elsewhere such as the following items, reproduced here with the kind permission of Editor Dwight Smith:

- MOUNT WASHINGTON COG RAILROAD ALLOWED 60 DAYS TO STOP smoking or else! New Hampshire's Director of Air Pollution served notice on the historic cog railroad to cease smoking or cease operation within 60 days..... The road's eight steam locomotives, including new Number 10 - the "Colonel Teague" - and its steam-powered pumping station which supplies water for the on-line water tanks and the Tip Top House - apparently put out black smoke in excess of New Hampshire's new emission standards..... In subsequent newspaper reports, the New Hampshire official explained that this action was taken hopefully to forestall more drastic U.S.Federal government curbs at a more inconvenient date.
- FREIGHT SHIPMENTS UP NINE MILES OF TWO PERCENT: General Electric Company's South Portland plant recently shipped the largest single piece of freight ever to move over Maine Central trackage. The 250-ton, 77 feet long, 12½ feet diameter reheater occupied two flat cars, each with 4 trucks, for a total of 16 axles, to spread the ponderous weight. The shipment moved from MeC's Rigby Yard, Portland to St. Johnsbury, Vermont, up the nine,hard miles of the Mountain Division grade through incredible Crawford Notch. Another similar shipment will follow soon on GE No. 711, a twelve-axled car, assigned to the South Portland plant.
- IN SEPTEMBER, 1972, HIGHWAY CONSTRUCTION BETWEEN Gorham and Berlin, New Hampshire, on Canadian National's Grand Trunk main line from Montréal to Portland, necessitated a new trestle and bridge for the Boston & Maine's high line which spans road, railway and

the Androscoggin River just north of Gorham. The main girders for the new bridge left Bancroft & Martin's Portland fabricating plant, adjacent to the Maine Central Railroad's Rigby Yard, on three flat cars, hauled by MeC GP7 No. 564, with add-on caboose. The 264,000-pound load, 140 feet long, came north up the MeC Mountain Division through Crawford Notch and was delivered to the B&M at the ball-signal at Whitefield, New Hampshire, for the trip east to the construction site. The girders were swung into place on 14 September 1972, replacing the bridge originally built in 1895.

- BOSTON & MAINE RAILROAD HAS INTERSTATE COMMERCE Commission authority to abandon its Conway Branch from Mt. Whittier to Intervale, New Hampshire, via Conway and North Conway.....(The latter town is the location of the most distinctive railway station east of Los Angeles..Editor, CANADIAN RAIL.) So far, B&M has not seen fit to exercise this authority. This of course frustrates the founders and friends of the Conway Scenic Railway, who are anxious to see the last of the B&M north and south of North Conway!

If you're interested in reading more from "THE 470" - and by now, you ought to be - address your inquiry to "THE 470", P.O. Box 641, Portland, Maine 04104.

JOHN WELSH SENT IN A CLIPPING FROM THE MONTREAL "GAZETTE" of 29 September 1972, which announced that Canadian National Railways was requesting tenders for the construction of a drop-table pit for the TRUBOTRAIN facilities at track level, Central Station, Montréal. Tenders were scheduled to close 12 October at 12 noon.

"WHAT'S WRONG WITH AMTRAK?", ROGER LEWIS, AMTRAK'S PRESIDENT ASKED recently. To provide the answer - or rather, one answer - Louis Harris & Associates pocketed \$ 200,000 and told Mr. Lewis that people like passenger trains, but not enough to pay money to ride them. Only 4% of the people polled by Harris in May, 1972 had travelled intercity (100 miles or more) by train in the United States in the previous 12-month period. "But", Mr. Harris said, "if AMTRAK does its marketing job, the percentage could be doubled in two years!"

"If" and "could" are the active words.

Mr. Lewis responded that if 8% of the intercity travellers made it by trains, AMTRAK operation " would come close to break-even".

Harris pollsters visited 30,000 households to find 1,000 intercity train-users (no commuters, of course). Additionally, the Harris people took a national sample of 3,000 individuals to determine basic attitudes on transportation by rail. Some results:

- 64% to 22% favoured continuing intercity passenger service;
- 82% to 10% felt that the public must have the option of passenger train service;
- 56% said that trains pollute the air less than any other form of transportation;
- 63% to 23% feel "there is something exciting about a train trip".

Mr. Lewis recalled that the recent AMTRAK inaugural train trip from New York to Montréal was a "great experience", but admitted that he flew back to New York to make a press conference on 3 October. He is quoted as having said, "I don't see anything wrong with it. I'm not trying to say the Wright brothers never lived".

To this say we all "Amen".

S.S.Worthen.

FRIENDS OF THE ST. JOHNSBURY AND LAMOILLE COUNTY RAILROAD, renowned short-line railroad in northern Vermont, U.S.A., will be sorry to learn that deferred track-maintenance problems forced a freight embargo on the eastern portion of the line from Morrisville to St. Johnsbury, Vermont early in September, 1972. This eastern portion of the main line and the connections at St. Johnsbury with CP RAIL and the Maine Central Railroad was reopened on 6 November and subsequently, an application was made to the Interstate Commerce Commission to abandon the entire line from East Swanton to St. Johnsbury.

Mr. Samuel Pinsley of Boston, President of the line, confirmed that the StJ&LC did not have the necessary \$ 2 million to upgrade the track to carry the still-considerable traffic which the road handles. Therefore, he proposed that the State of Vermont purchase the line and lease it back to the railroad company at an annual rental. As the owner of the line, the State of Vermont would complete the extensive rebuilding of the line which will be required to carry the heavier boxcars and locomotives essential to present-day operation and the retention of the line's customers. It is further noted that precedent already exists for such a procedure, since portions of the former Rutland Railroad were reorganized in a similar manner.

Mohawk & Hudson (NRHS) CALL BOARD.

THE FIFTY GP38-2, 2000 HP, ROAD DIESEL UNITS, VALUED AT \$ 17 MILLION recently ordered by Canadian National Railways from the Diesel Division, General Motors of Canada, London, Ontario, will incorporate the CN's new locomotive cab design pictured on page 347 of CANADIAN RAIL No. 250, November, 1972.

CN NEWS.

DIESEL DIVISION OF GENERAL MOTORS OF CANADA ANNOUNCED

in November, 1972, that with the completion of the present order for 58 G-26 export units for the Yugoslavian Railways, there would be 147 London-built units in service on the railways of Yugoslavia. Mr. Vlado Sodin, a representative of the Yugoslavian Federal Chamber of Economy said that the excellent quality of General Motors diesel locomotives was the main reason why they were selected. He also commented favourably on the financing arrangements made by the Export Development Corporation.

GM DIESELINES.



D&H'S INSPECTION TRAIN AT ROUSES POINT, N.Y. ON 30 NOVEMBER 1972. PA1s 18 & 19, D&H coach 34, EL sleeper SPIRIT OF YOUNGSTOWN, D&H lounge car 43 CHAMPLAIN, D&H business cars 500 & 200. On 3 December 1972, STEAMTOWN 127 joined PA1 No. 18 in Colonie Shops for refurbishing. Both photos courtesy Jim Shaughnessy.



THE DELAWARE & HUDSON MAY NOT HAVE GOT AMTRAK,

but D&H President C.B. Sterzing did recover ex-Santa Fe, ex-D&H PAls Numbers 16 and 18 from the Greenbriar Railroad and Number 19 from General Electric of Erie, Pa.

On Thursday, 30 November 1972, the D&H Presidential inspection train, powered by PAls Numbers 18 & 19, made the round-trip from Albany, N.Y. to Delson, Québec. It was a "super" trip, complete with steak dinner and the trimmings. President Sterzing was at the throttle of Number 18 for at least part of the southbound trip, piloting the train along the cliffs beside Lake Champlain, sometimes through a blinding snowstorm.

Although many applications have been received for any or all of these famous diesel units, in view of President Sterzing's enthusiasm, it seems unlikely that he is about to give away any of the PAls, including Number 16, which is in the Colonie N.Y. shops of the D&H waiting for a decision on whether or not the crankshaft and bearings of the prime-mover will be repaired. The disposition of PAL Number 17, still at General Electric, Erie, is presently unknown.

J.J. Shaughnessy.

IN 1973, THE DELAWARE AND HUDSON RAILROAD WILL CELEBRATE THE 150TH anniversary of the incorporation of the Delaware and Hudson Canal Company, ancestor of the present corporation. To help commemorate this anniversary, several special excursions are planned, the first to operate on 28-29 April 1973, Albany to Montréal and return, using ex-CPR pacific STEAMTOWN Number 127, presently being overhauled in D&H's Colonie Shops. The fare is estimated at \$ 42 return and three photo-runpasts each way are planned. The trip will be operated by the High Iron people (Ross Rowland) on behalf of the D&H.

There may be additional shorter trips with steam power and there is the possibility of excursions with the PAL units.

A display train, powered by the D&H's famous PAls, will tour the entire system and the historic LION (1828) of the Delaware and Hudson Canal Company, on loan from the Wayne County Historical Society, will be placed on a flat car and will be included in the display. The train will visit all points on the D&H system, including Montréal, during a 3-week period in April, 1973.

On 5-6 May, 1973, it is proposed to run an enthusiast excursion from Hoboken, New Jersey to Binghamton, New York on the Erie-Lackawanna Railroad main line, using ex-Reading Railroad 4-8-4 Number 2102 for power.

Should Canadian National Railways have their 4-8-2 Number 6060 ready about this time, it will certainly be a vintage summer for the eastern North American railway enthusiast. J.J. Shaughnessy.

ALBERTA RESOURCES RAILWAY WAS HARD-HIT BY AUTUMN FLOODING

which caused extensive damage to the line between Grande Cache and Grande Prairie, Alberta. A portion of the line has been closed pending rebuilding of bridges and right-of-way. No start-

up date for the repair work has been announced, as negotiations between Canadian National Railways (the operator) and the Province of Alberta (the owner) have not been concluded. Alberta claims that CN, as lessee, is responsible for the maintenance of the line. CN contends that the magnitude of the damage is such as to classify it as a capital cost, rather than a maintenance charge. Therefore, the responsibility is that of the Province of Alberta, the owner of the line.

C.W.Creighton.

THE FORT NELSON EXTENSION OF THE BRITISH COLUMBIA RAILWAY, featured in the September 1972 CANADIAN RAIL No. 248, was cut in the autumn of '72 when Fontas Creek washed out the railway's bridge which spans it. Repair of the bridge was under way soon after the washout and the line was expected to reopen early in December.

C.W.Creighton.

CP RAIL HAS ERECTED APPROXIMATELY 2200 FEET OF TEST CATENARY at mile 89 of the Mountain Subdivision, between the sidings at Flat Creek and Glacier, British Columbia. The test catenary is not erected over the main line right-of-way, but is over a cleared "second right-of-way", along the south side of the main line.

Three types of suspension for the catenary are being evaluated. Type I consists of steel I-beam uprights with brackets to support the wire; Type II is wooden poles with brackets and Type III is double wooden poles with a transverse steel I-beam, the wire being hung from the middle of the I-beam.

These various types are arranged as follows: a wooden pole at the end, then two steel poles, three wooden doubles, two wooden singles, three steel poles, two wooden singles and a wooden pole at the end.

This test section has been erected at the foot of a slide area and is built around an S-curve, so that all possible operating conditions are encountered. The first snowslide of the season is now awaited with keen anticipation.

K.R.Goslett.

ATCO (QUEBEC) LIMITEE OF VILLE LA SALLE, QUEBEC will construct 122 mobile housing units for Canadian National Railways, to accommodate Company employees working in remote areas of the country. The 10 x 34-foot units, to be mounted on flat cars, will be delivered in the first quarter of 1973. They can also be off-loaded onto wheels for highway travel or can be placed on foundations for stationary use.

Varying in interior design, they will provide modern two-to-a-room living accommodation, power-generator supplied lighting and other electrical services and built-in pressure systems with hot and cold water for sinks and showers. Each unit is heated by thermostatically controlled forced-air heaters and has aluminum-frame windows and modern sanitary facilities.

Certainly these housing units are superior to the old freight and passenger cars now infrequently in use to accommodate crews in

places where alternative housing is not available. It seems that the era of the "boarding car" is about to come to a close. CN NEWS.

RETIRED BUSINESS CAR NUMBER 93 OF CANADIAN NATIONAL RAILWAYS, recently on the list for disposition, was purchased by EATON'S Limited, Large Canadian department store company, in September 1972. Following some restoration work by CNR, including repainting the car with its original name "Eatonia", it was taken from Toronto to Calgary, Alberta, to be placed on display in Heritage Park of the Glenbow Foundation.

Built in 1916 by the Pullman Company of Chicago, Ill., U.S.A., for Sir John C. Eaton, "Eatonia" was assigned the following year to carry relief supplies to Halifax, Nova Scotia, in the aftermath of the disastrous explosion in that port city on 6 December 1917.

"Eatonia" was sold to the CNR in 1930 and became business car Number 96. It was assigned to the Vice-President, Traffic and continued in that service for 25 years. In 1955, the car was renumbered 101 and was assigned to the Government of Canada and based in Ottawa. Three years later, Number 101 was returned to CN and became Number 93. It was based at Montréal as an official business car until it was retired in 1972. S.S.Worthen.



ONCE UPON A TIME, WHEN PEOPLE TRAVELLED BY TRAIN,

the Dominion Atlantic Railway of Nova Scotia, Canada, had a real passenger train between Truro, on the main line of the Intercolonial Railway to Halifax, and Windsor, on the main line of the DAR from Windsor Junction to Digby and later Yarmouth.

In later years, as the number of passengers declined, the reliable passenger train was reduced to a mixed-train service, with a combination baggage-passenger coach at the rear, ahead of the caboose. For years, this combine trundled back and forth from Truro to Windsor, until it was donated by the DAR/CP RAIL to the late Mr. George Warden of Kentville, N.S., for his railway museum (CANADIAN RAIL Number 226, November, 1970).

The combine was replaced by one of the tuscan-red 2300-series lightweight steel coaches of CP RAIL, which continued in service until early December 1972, when it was removed, ostensibly for repairs.

After that, passengers between Truro and Windsor were carried in CP RAIL caboose, Canadian Pacific Number 435398, complete with wooden bunks, spartan armchairs and an oil-fired stove to beat back the cold in winter. Passengers were required to sign release forms acknowledging that they were travelling at their own risk. The freight left Truro at 0700 hours, arriving at Windsor at 1000, in time to connect with the Halifax-Yarmouth Budd RDC "Dayliner", arriving at 1045 hours.

The freight, minus the caboose, continued onward to Kentville, where it terminated. At 1500 hours, the northbound freight left Kentville, picking up the caboose at Windsor and arrived at Truro at 1730 if everything went well and set-outs and pick-ups were not too many. The DAR estimated that from 10 to 12 passengers per month travelled in the antique caboose.

Then the Canadian Transport Commission heard about the passengers riding in the caboose and promptly hit the roof! This bureaucratic body told DAR/CP RAIL that they were NOT allowed to carry passengers in a caboose, release forms notwithstanding.

Shortly thereafter, DAR/CP RAIL instituted a 112-mile passenger service by taxi between Truro and Windsor, with a genuine railway passenger agent "on board". With map and train schedule on his lap, the passenger agent directed the taxi-driver along the back roads through Colchester and Hants counties, following the DAR line, stopping at stations where possible and otherwise conforming to the mixed-train schedule. After being in service for two days and travelling almost 500 miles, the mixed-train-taxi had carried only ONE passenger.

DAR/CP RAIL hoped to have its passenger car back for service on the mixed train by mid-December, so that it might be relieved of the heavy operating charges for the taxi and start collecting a few more \$ 3.50 fares for the 112-mile trip. In addition, the ONE passenger on the mixed-train-taxi said that the meal service was terrible and this might be just the comment which would stimulate the Canadian Transport Commission to begin agitation to require the DAR/CP RAIL to provide a buffet car on the mixed train from Truro to Windsor.

Glenn Wallis.

OUR FRIENDLY CORRESPONDENT JOHN WELSH WENT LOOKING IN

one of his notebooks the other day and came up with this entry from 25 March 1937, the day before Good Friday. The place where John made these observations was the old Sunnyside Station, west of "The Open Door" (Union Station), Toronto. The observations began about 5.45 p.m. (1745 hours):

- Sharp Travel Service Special	CNR eng. No. 6152 + 12 cars
- Conducted Tour Special	CNR eng. No. 6140 + 8 cars
- CN Train 103-104	CNR eng. No. 6148 + 15 cars
- Coach Special:Niagara Falls	CNR eng. No. 5250 + 8 cars
- University Tours Spec.No.820	NYC eng. No. 5287 + 12 cars
- University Tours Spec.No.825	NYC eng. No. 5329 + 11 cars
- CPR Train 801 via NYC to	CPR eng. No. 2714 + 12 cars
New York (7 sections)	NYC eng. No. 5245 + 12 cars
	NYC eng. No. 5211 + 13 cars

	NYC eng. No. 5244 + 13 cars
	NYC eng. No. 5276 + 10 cars
	TH&B eng. No. 16 + 10 cars
	CPR eng. No. 2715 + 11 cars
via NYC & PRR to Wash- ington & Atlantic City	
- CNR: Lehigh Valley Railroad	CNR eng. No. 6154 + 11 cars
- CNR Train 89-8	(no details)
- CPR Train 821 (two sections)	TH&B eng. No. 11 + 11 cars
	CPR eng. No. 2224 + 9 cars

The last train cleared Sunnyside before 9.00 p.m. "Unfortunately I was not able to return the following Tuesday morning to see the inbound parade", John writes. "I heard afterwards that the tie-up at the border (Niagara Falls) was massive, while customs and immigration officials cleared the happy holidaymakers.

Imagine the picture possibilities between Hamilton and Toronto, with that many trains of that many railroads. Imagine the same possibilities at Niagara Falls, where they were all stopped at one place! Fantastic!"

FORBES - THE "WALL STREET JOURNAL" OF THE GREAT UNITED STATES foundations and the "Cadillac" of the investment-financial journals, unilaterally provided its readers in its March, 1972 issue with some remarkable information. In an article entitled "Canadian Pacific-America's Model Railroad", the following statements, admittedly quoted out of context and therefore suspect, appeared:

- "If the Canadian Pacific were a U.S. railroad, it might well have joined Penn Central in the bankruptcy courts.
- Building the CP line was a gamble. Track was paid across the deserted prairies long before a route through the mountains had been found to take the line to the Pacific. But in the 1880s, Canada had to act swiftly. Its undeveloped western lands already were falling prey to U.S. land speculators.
- Last year alone the Canadian government pumped about \$ 90 million into Canadian National, most of it to reimburse CN for running unprofitable services that the government deems necessary.
- For years, CP had promoted little besides the luxuries of its Empress liners, its sleekly domed transcontinental trains and its swank hotels like the copper-turreted Banff Springs in the Rockies. Good for travel brochures, maybe, but not necessarily profits. 'I'm not motivated much by nostalgia', says Sinclair."

S.S. Worthen.

PHILIP MASON SENDS US THIS PICTURE OF A CP RAIL FREIGHT HEADED BY LEASED Baltimore & Ohio units Numbers 4487 & 4589 at Bredenburg, Sask., on 27 May 1972.



"CANADIAN RAIL"
published by the

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

Associate Membership including 12 issues of
"Canadian Rail" 8.00 annually

EDITOR S.S. Worthen LAYOUT & PRODUCTION P. Murphy

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