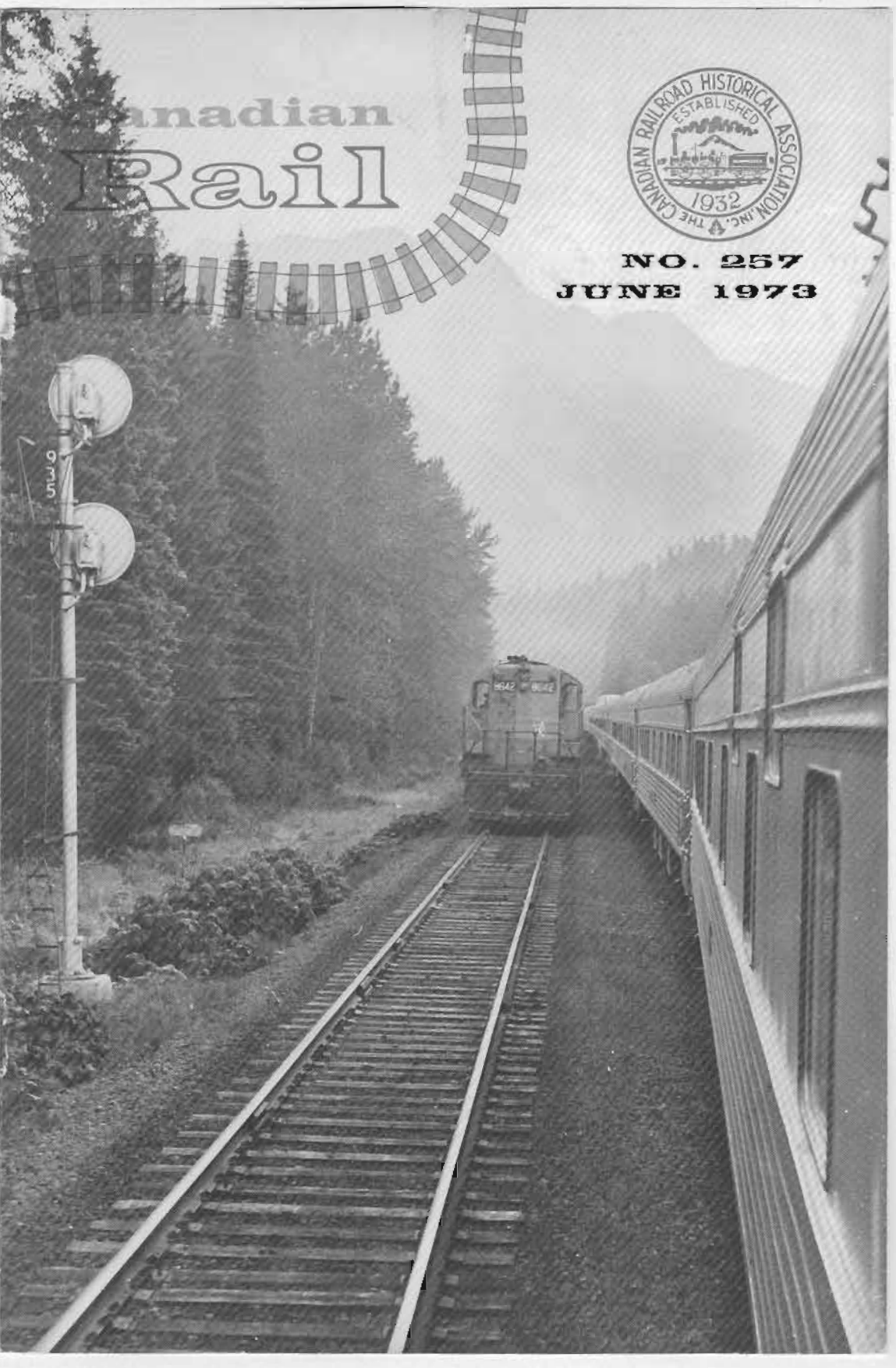


Canadian Rail



NO. 257
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OVER THE TOP!

Philip Mason

If you think of CP RAIL for a moment - not in terms of number of locomotives and cars owned, nor as a divisional entity, but as a piece of Canadian folk history - more than likely your thoughts will turn toward the Rocky Mountains.

Somehow, the miles of prairie branch-lines or the metropolitan operations between major eastern cities do not characterize CP RAIL half so well as the rails that wind their way through the high mountain passes of our western cordillera. Famous names such as Laggan, Field Hill, Rogers Pass, Stoney Creek Bridge and Craigellachie quickly come to mind. With all of these heroic images swimming about in my head, added to a great love for mountain scenery, my choice of CP RAIL's Revelstoke Division as a location to begin a career on the railway - albeit only for the summer of '72 - was natural.

There is a myth among railway enthusiasts that the railway companies never hire new talent. With this impression in my mind, I was less than optimistic about being hired as a trainman, as I filled out an application form at the local Canada Manpower Centre in Revelstoke, British Columbia. To my great surprise, a few minutes later I was reading an eye-chart on the wall of a supervisor's office at the railway station.

Eyesight checked, my next appointment was at the general office, where a clerk presented me with a mammoth quantity of literature pertinent to my new job, and a switch-key, also pertinent. In the space of half-an-hour, I was mysteriously transformed from an itinerant railfan to a very "green" student trainman. At the time, the whole prospect before me was rather frightening.

To qualify as a trainman on the Revelstoke Division of CP RAIL, it is necessary to make three unpaid trips to each end of the division in the cab of a diesel locomotive, in order to learn the route and the signal indications. In addition, two shifts of switching in the yard have to be completed. A student trainman has to copy out the rule-book almost verbatim and must undergo a complete medical check-up. When I made my first trips, I was merely an observer and, from the point of view of a "student", these trips were routine. They seemed just like any cab-ride I had taken as a railfan. With time and experience, I gained more knowledge and became more of a railwayman than a recycled railfan.

PHIL HASTING'S FINE PICTURE OF CP RAIL EXTRA 8642 WEST, HOLDING THE main line at Flat Creek, British Columbia, embellishes our cover. In the siding is CP RAIL Train 2, the "Canadian". The date is 18 Sept., 1971.

← Opposite, CP RAIL Extra 5509 west, a coal unit-train with SD 40s on the point, passes Revelstoke, B.C. station on 13 August 1969. The photographer was Ronald C. Hill.

Just before qualifying, my fellow trainees and I went through a busy morning at the station at Revelstoke. First, a senior conductor led us around the yard and taught us how to remove coupler-knuckles, cut out the brakes on a defective car and other bits of knowledge, which would come in handy later on - so he said.

With our health certified and our training completed, all that stood between us and full employment and a guaranteed wage was the oral rules examination. Fears of a gruelling war of wits with the examining trainmaster were soon dispelled. The examination was easy and all the candidates qualified. A pep-talk followed, during which we were told who was boss and admonished not to forget it.

And there we were, genuine spare-board trainmen!

August 1st., 1972, was a quiet day. The day before, I had returned to Revelstoke on a freight from Kamloops, B.C. and so had been able to enjoy a full night's sleep. Most of the following day was spent lazing around the boarding house, watching TV soap-operas. Soon after supper, the crew-clerk called me with the notification for train duty that each member of the crew receives two hours before he is due to report for work. The call was for Kaiser Train 804, an empty coal unit-train returning to Fort Steele, B.C., 269.3 miles east and south, with 89 cars and ROBOT units mid-train. This run was to cover 90.7 miles of the Mountain Subdivision, from Revelstoke to Golden, over the Selkirk Mountains via the Connaught Tunnel under Rogers Pass.

The word from the crew-clerk gave me just enough time to watch one more TV show, change and make the fifteen-minute walk to the station. Revelstoke is a railway town, the first division point west of Calgary. Walking down the street, battery-lantern swinging from my right hand, I was looking forward to the trip. A grubby travel bag with "Intercity Electric" and a British Rail symbol - a memento of several railfan escapades - contained my lunch, timetable, rule and operating books, an oversize shirt, pliers and camera.

The population of Revelstoke is about 5,000 and it nestles among the surrounding mountains on the east bank of the Columbia River. Everyone in Revelstoke lives and/or works within earshot of the railway and, as I walked along, I could hear the yard engine switching cars a few blocks away.

Arriving at the station, I ducked into the small crew-room to meet the conductor and rear-end brakeman. I gave the conductor my handy rubber stamp - which carried my name and employee number. This he would use to fill out my trip-ticket, the document which, at a later date, would be used in making out my pay-cheque. Two sets of train orders waited on the counter of the crew-room. The conductor took one set and I took the other for the head-end of the train. Before leaving the station, the train-order numbers had to be checked with those listed on the covering clearance form, to make sure they were all there.

No train orders, per se, are required for meets or special moves on the subdivision, as this is CTC territory. The train orders I received consisted of "bulletins" describing the locations where slow orders applied, where maintenance-of-way crews were working or where there was faulty track or switches.

Satisfied that there was a complete set of orders, a mumbled "goodbye" to the tail-end men started me off towards the shop-

track to join the engineer on the lead unit. The shop building at Revelstoke is a vast, dilapidated, wooden structure and although it still makes some repairs on diesel locomotives, it must be as old as Canadian Pacific Limited, itself. Around the corner, I spotted the lead units for my train, waiting on the servicing track. ROBOT units are serviced in the train on the siding. A Montreal Locomotive Works M-630, 3000 hp. C-C road freight engine, Number 4553, would lead the consist up the hill. Empty coal trains are powered by four units: two MLW M-630s on the head-end, a ROBOT car and two GMDL SD 40s mid-train.

The engineer was already at the controls and, the moment I got on board, the diesels began to move. Engineers are paid "terminal detention" for the time spent between leaving the shop-track and the departure of the train. Hence, the prompt exit from the service track, although our train was not scheduled to leave for at least another half-hour. The two lead units idled their way through a series of turnouts and onto the lead which would take them to the east end of the yard, where the train was waiting. The units slowed to a stop and the restarted gently. There was a muffled clash of couplers. The air-hoses were connected and the engineer revved up the diesel motors to pump up the train-line. I climbed up into the cab to get acquainted with the engineer.

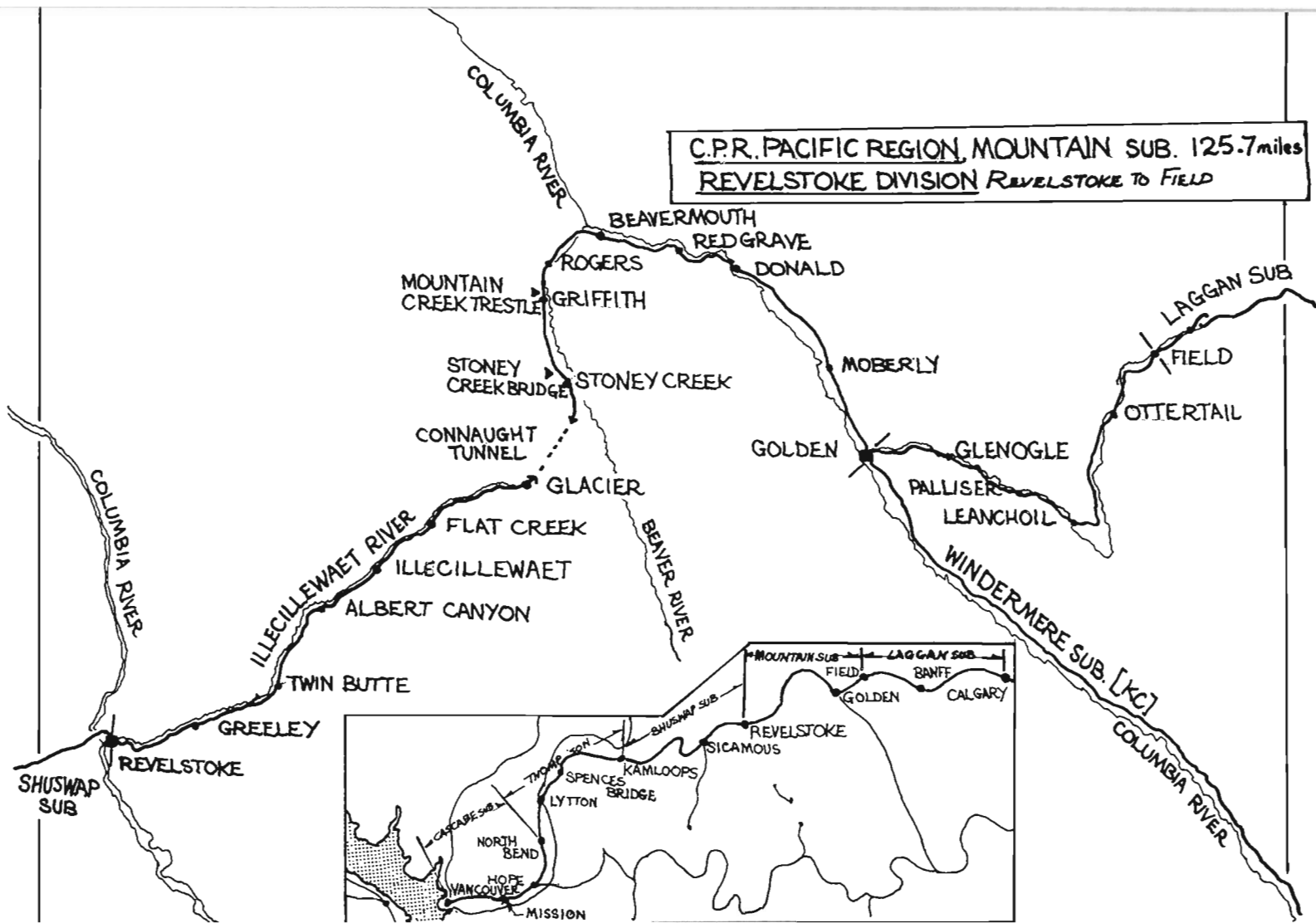
At the throttle for this trip was Jim, a friendly, young engineer. Jim was profoundly interested in British Columbia politics and an ardent worker for the candidate of the New Democratic Party. Of paramount importance, was the upcoming election. My support was vigorously solicited. Unlike many engineers who prefer to dress in the traditional striped overalls and cap, Jim was wearing slacks, a white shirt, a windbreaker and oxfords, rather than the usual heavy workboots.

While we talked, I checked the emergency flagging equipment kit and peered into the nose of the unit, to ascertain the serial number of the two-way radio. Several of these expensive contraptions had vanished at intervals and, in an effort to eliminate these disappearances, the number of each set had to be reported by radio to the yardmaster before the train left. Shopmen in the ROBOT unit checked the remote-control functions of train-handling and our conversation was interrupted by "4553 independent release" and other commands over the radio.

The train's braking functions are controlled by a series of pushbuttons located on a console above the control-stand. Jim pressed one of these buttons in response to a request. The result was normal. The shopmen finished their checks and the radio was momentarily quiet. When Jim finished reading the train orders, I read them. Minor chores completed, we resumed our conversation which ranged widely. A discussion of religion, drug abuse and other topics of the day ensued. Two tracks over, a freight arrived from the west and I climbed down to talk with the head-end brakeman, as he cut off the head-end units.

By now it was dusk and the engineer on the other freight radioed to Jim, "Sing me a few bars of 'Canadian Sunset'". This Jim did with gusto, as the sky to the west turned a beautiful crimson. Indeed, there is nothing to compare with a Selkirk sunset and the sight of our train strung out behind us and the mountains of Eagle Pass silhouetted black against the vivid evening sky was quite unforgettable. A short freight arrived from the east. The radio sputtered "Set 'em up....OK to release" and the engineer responded to

C.P.R. PACIFIC REGION MOUNTAIN SUB. 125.7 miles
REVELSTOKE DIVISION *REVELSTOKE TO FIELD*



Miles from Field	Telegraph and Telephone Offices	MOUNTAIN SUBDIVISION		Telegraph Calls	Car Capacity Passing Trains	EASTBOUND TRAINS SUPERIOR DIRECTION							
						FIRST CLASS			SECOND CLASS	FOURTH CLASS			
						2	4	8	952	80	82	84	
						Montreal	The Dominion	The Dominion	Seaboard Freight	Freight	Freight	Freight	
			α Daily	α Daily	α Daily	α Daily	α Daily	α Daily	α Daily	α Daily	α Daily	α Daily	
.0	D N		FIELD	ZK A C		6.50	14.10	14.50	3.45	9.20	12.20	21.35	
4.1	T	4.1	EMERALD		57	6.32	13.55	14.34	3.24	9.00	11.55	21.15	
8.2	T	4.3	OTTERTAIL	O A	77	6.21	13.39	14.25	2.58	8.46	11.42	21.01	
12.5	T	4.5	MISKO		71	6.10	13.27	14.15	2.47	8.36	11.32	20.51	
17.0	D N	5.5	LEANCHOIL	Y C N	101	f 5.58	13.15	14.00	2.35	8.25	11.20	20.40	
22.6	T	5.2	PALLISER	ZW	74	5.45	13.00	13.40	2.10	8.03	10.55	20.20	
27.8	T	3.9	GLENOGLE	G O	69	5.29	12.44	13.24	1.50	7.45	10.35	20.00	
31.7	T	3.3	CLOISTER		26	5.15	12.30	13.10	1.30	7.25	10.15	19.40	
35.0	D N	6.5	GOLDEN	ZYWF G D S	113 44	s 5.05	s 12.20	s 13.00	1.15	7.15	10.05	19.30	
41.5	T	6.0	MOBERLY		59	f 4.51	12.03	12.44	24.52	6.55	9.46	19.13	
47.5	T	4.0	FORDE		75	f 4.40	11.52	12.33	24.40	6.43	9.34	19.01	
51.5	T	5.2	DONALD		69	f 4.31	11.45	12.26	24.32	6.35	9.26	18.53	
56.7	T	6.3	REDGRAVE		81	4.19	11.35	12.15	24.20	6.25	9.14	18.40	
63.0	D N	4.8	BEAVERMOUTH	YWF V	78 40	s 4.04	s 11.20	s 11.58	24.00	6.05	8.54	18.20	
67.8	T	2.6	ROGERS		54 51	f 3.50	f 11.08	11.44	23.45	5.47	8.39	18.00	
70.4	T	3.0	GRIFFITH		59	3.44	11.03	11.39	23.26	5.10	8.21	17.31	
73.4	T	1.3	STUPDEE	ZW	35	3.38	10.57	11.33	23.17	5.00	8.12	17.21	
74.7	T	2.4	CUTBANK		30	3.34	10.54	11.30	23.10	4.53	8.05	17.14	
77.1	D N	1.0	STONE CREEK	ZW S Y	80	3.30	10.50	11.24	23.02	4.45	7.57	17.06	
79.0	T	6.5	CONNAUGHT	ZXR	61	3.25	10.45	11.20	22.50	4.30	7.45	16.40	
85.5	D N	4.2	GLACIER	YXWR G	52 50	s 3.05	s 10.25	s 11.00	22.30	4.10	7.25	16.15	
89.7	T	3.5	ROSS PEAK		61 59	2.48	10.12	10.47	22.07	3.52	7.08	15.48	
93.2	T	5.0	FLAT CREEK		63 23	2.37	10.02	10.37	21.55	3.40	6.53	15.34	
98.2	T	3.9	ILLECILLEWAET	W	53 32	2.23	9.47	10.22	21.37	3.20	6.20	15.16	
102.1	T	2.7	DOWNIE		51	2.12	9.38	10.13	21.26	3.09	6.09	15.05	
104.8	D N	5.3	ALBERT CANYON	ZYWF M U	84 37	s 2.03	9.30	10.05	21.15	2.55	5.55	14.53	
110.1	T	5.0	LAURETTA		72	1.50	9.19	9.54	21.00	2.42	5.42	14.41	
115.1	T	4.4	TWIN BUTTE	ZW	62 30	f 1.40	9.09	9.44	20.48	2.30	5.30	14.30	
119.5	T	6.2	GREENLY		75	f 1.30	9.00	9.35	20.37	2.20	5.20	14.20	
125.7	D N		REVELSTOKE	K B Y		1.15	8.45	9.20	20.20	2.00	5.00	14.00	
						1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	1 Daily	
			* No passing track			2	4	8	952	80	82	84	

to leave Field..... 1.10 k, arrive Revelstoke... 7.35 k, Wednesday and Saturday.

the carman's request, as the latter inspected the train brakes. Inspection completed, our train was ready to roll. "89 cars all working" came over the radio from the head carman.

The engineer released the brakes and simultaneously opened the throttle. The M-630s came to life with their characteristic thrack-thrack coughing exhaust and, half-way down the train, the GMDL SD 40 3000 hp. units picked up their harmonic whine.

As we began to move, the conductor's voice over the radio reported "All moving....highball!" Coal unit-trains with tight-lock couplers on the cars are virtually slack-free and with mid-train units, the rear-end starts at almost the same moment as the head-end. The train accelerated quickly and Revelstoke yard was left behind, as we headed east up the narrow valley of the Illecillewaet River.

On our journey that night, we climbed 2,307 feet in the 40.2 miles to the summit at Glacier, then dropped 1,218 feet in the remaining 50 miles to Golden and the junction with the Windermere Sub-division. We followed the valleys of the Illecillewaet, Beaver and Columbia Rivers in the process.

At the east end of Revelstoke yard, the line turned abruptly east, past a disused power dam on the river, and began to climb up the narrow valley to the Connaught Tunnel in Rogers Pass. The noise of the diesels was momentarily dominated by the river's roar, as it cascaded over the power dam, while our train of empty bath-tub cars squealed around the curve on a ledge above the torrent. For the next mile or so, railway and river shared Box Canyon, with the track curving back and forth and finally crossing the river on a through-truss bridge. The railway crosses the Illecillewaet ten times between Revelstoke and Glacier.

Greeley is the first passing siding in the canyon. It was named in honour of Horace Greeley (1811-1872), editor of the New York "Tribune", who popularized the expression "Go west, young man". Today, Greeley is the location of a livestock farm and a camp-ground that advertises itself as "ideal for lovers, fishermen and (of all things) railfans!"

The valley walls steepened and curves were more frequent and sharper. Even in the height of summer, it is cooler here than in Revelstoke and, this evening, it was more comfortable with the cab windows closed and shirt sleeves rolled down.

Before long, my train was passing Twin Butte, the siding named for the twin mountains visible to the west. There was little traffic on the Mountain Sub. that night, so our train rumbled past most passing sidings without slowing. Speed upgrade was about 25 mph. Jim, the engineer, being somewhat of a "speed merchant", moved the consist up the hill at a brisk clip. You could feel the trucks on the unit hunting and hear the wheels on the coal cars squealing, as the bath-tubs wound around tight curves.

A half-mile stretch of tangent track on an embankment in the gorge marked the site of the former Lauretta siding. When CTC (Centralized Traffic Control) was installed on the subdivision, about half of the passing sidings were eliminated. Today, a widening of the roadbed and a few discarded ties are all that remains of these operating points. Present passing sidings are about five miles apart.

Now the line curved close to the river and the Trans-Canada Highway, which shares the same narrow valley, appeared for the first time, above us on the opposite side of the river. Rumbling around a

tight curve, our train passed through a short, unlined tunnel. Beyond the tunnel lay Albert Canyon siding.

Albert Canyon of the Illecillewaet River is a short box-canyon at an angle to the main valley. Far above us was the Albert Icefield. The canyon and the icefield were named for Albert L. Rogers, nephew of Major A.B. Rogers, discoverer of this famous pass through the Selkirk Mountains. In 1881, Major Rogers sent his nephew and a few companions over the crest of the Rockies via the already-discovered Yellowhead Pass, to attempt to penetrate the Selkirks through a pass from the west. Major Rogers himself intended to cross the range from the east. Albert Rogers was successful in accomplishing this feat, but the members of his expedition very nearly starved during the arduous trip.

In the days of steam, Albert Canyon was a busy place. It was the operating point where eastbound freights frequently picked up pusher engines to help them up to and over the pass. After 1916, the pushers worked up to Glacier at the west portal of the Connaught Tunnel. There was once an engine house here and several small homes. The engine house is no more, the homes are deserted and the location stinks of rotting grain, spilled from a recent derailment. It is a forlorn place in the midst of the mountains.

East of Albert Canyon, the grade steepened, the narrow valley became wilder and the mountains grander and higher. A short distance further on, the Illecillewaet River was roaring through a deep gorge, with sheer rock walls more than 100 feet high. The track kept on winding around the top of the south wall of the gorge, on a narrow ledge. Thirty or forty years ago, at the most spectacular point in this section, the Canadian Pacific built a stone parapet or belvedere, so that passengers on the transcontinental "name" trains could alight and peer into the depths of the gorge or view open-mouthed the grandeur of the mountains. Today, traffic on the line moves less leisurely and no passenger train has stopped here for some years.

A mile or so beyond, we came to the site of Downie. When the CPR was first built through the mountains, it was near here that it crossed the river on a slender bridge. The stone piers on which the bridge rested still stand. This portion of the line was relocated in 1938 to eliminate some curves and bridges. Barely a month before this trip, there was a spectacular washout on the line at this very place, caused by a tributary of the main river.

Now the track began to climb steadily, through dense forest where, amid the towering trees, can be seen the moss-covered stumps of the huge conifers that flanked these mountains at the time when the CPR was under construction.

Just before Illecillewaet siding, the railway ran closer to the river. As the line gained altitude, the night air became colder and a windbreaker was handy. Night had fallen and the engineer's face was illuminated by the lights on the instrument panel. Periodically, there were those stretches of track where train speed had to be reduced because of maintenance-of-way work. The beginning of such a "slow" is marked by a yellow flag and lamp. As the "reduce speed" marker appeared in the headlight's beam, I called out "Yellow flag" and Jim repeated the call. A green flag and lamp on the right-hand side of the track marked the end of the "slow" and, when the caboose passed the flag, the radio came to life with the conductor's report: "Over the slow, 4553, over the slow".



↕ CP RAIL EXTRA 5550 EAST PULLS UP THE MAIN LINE BESIDE THE SIDING AT Greeley, B.C., Mile 119.5 on the Mountain Subdivision. K.R.Goslett. Further east at Albert Canyon, B.C., Mile 104.8 on the Mountain Sub., Train 938 east charges upgrade through Albert Canyon, B.C. in "run 8" behind two SD 40s and three SD 40-2s. K.R.Goslett.



Jim sounded a 14-L, as the train entered the long, curved Laurie snowsheds. The noise of the diesels doubled in the confines of the sheds. As the lead units emerged from the east end, a track-walker's house was caught in the headlight's beam, plainly visible and looking much like a small station. Shattered trees and melting snow - even in August - are silent evidence of a snowslide last winter, which roared down the mountainside, passing within a few feet of the track-walker's house.

Lanark sheds were up ahead, shorter and of concrete construction.

Suddenly, the single-aspect intermediate signal before Flat Creek came into view, indicating yellow. Both Jim and I were wide awake and called "approach" simultaneously. The yellow eye meant that we would take the siding at Flat Creek. The signal at the west switch was red over yellow, a "restricting" signal. Jim eased our long train into the siding and we rolled slowly toward the east switch, where the dwarf signal was glowing red. The radio crackled "over the switch", as the caboose pulled clear of the main line. Exhausting air shrieked in the cab, as Jim set up the train brakes. And we began to wait for the westbound train. Soon, a faint glow in the night sky, a glimmer on the rails, heralded the approaching train.

"Of course," I said to myself, "Why didn't I think of that?"

Train 1, the westbound "Canadian", is due in Revelstoke at 21.40 hours and, on this evening, it was running a little late. It was my responsibility to climb down from the engine and check Number 1's running gear, as it sped by. The engineer on the "Canadian" dimmed his headlight when he saw our train "in the hole" at Flat Creek. The train rumbled by, picking up speed on the downgrade, so that I had only a fleeting glimpse of the passengers in the coaches. How remarkable - I thought - that they would be in Vancouver before I would return to Revelstoke. The three GMDL F units howled away into the dark, while my teeth began to chatter with the cold, in spite of my warm windbreaker. With a whirr, the switch-machine moved the switch points over to line up with the main, the dwarf signal blinked to a wobbly green and Jim released the brakes and advanced the throttle. Reluctantly, our train starts out of the siding, up grade on its way east.

This area in the Selkirks is very dangerous in the spring, because of the avalanche and snowslide potential. The siding once located at the operating point called Ross Peak had the greatest number of snowslides annually of any point on the subdivision. It is here that CP RAIL has erected some test sections of catenary, to see how overhead wire and accessory supports will stand up to the severe winter of Canada's Rocky Mountains, in anticipation of electrification of the main line from Calgary, through the Rockies, to Vancouver. Ross Peak was named after James Ross, the engineer in charge of construction of the CPR's Mountain Division in the days when the railway was built.

Presently, on the right, Loop Creek joined the Illecillewaet. This mountain torrent was named for the impressive series of loops which the original main line made on the south wall of the valley, struggling to gain altitude to reach the summit of Rogers Pass. The original line of the CPR up to the summit was wild and treacherous and is today legendary. It clung to the mountainside, passing over a succession of high, curved, wooden trestles, to the upper rea-

ches of an incredibly beautiful valley. Today, the Trans-Canada Highway follows much of the original right-of-way, especially through Rogers Pass itself.

Operation of the railway through the Pass was always difficult and dangerous. There were more snowslides here than on any other comparable line of railway in the world. There were here, at one time, more than four miles of snowsheds. A disastrous snowslide which, in 1910 took the lives of 58 men, convinced the CPR once and for all, that a tunnel would have to be built under the crest of the Pass. In 1916, the Duke of Connaught opened the tunnel which bears his name. From 1885 to 1916, the high line - altitude at Rogers Pass station, 4,236 feet - cost the lives of 260 railwaymen.

In the daylight hours, it is possible to catch a glimpse of the Illecillewaet Glacier, source of its namesake river. The present CP RAIL main line crests the divide - elevation, 3,801 feet - just west of the Connaught Tunnel near Glacier station.

As our lead units sensed the downgrade, Jim throttled down and the roar of the prime-movers diminished. From here to Golden, it was pretty well all downgrade.

Rolling by Glacier station and sidings, located several hundred feet west of Connaught Tunnel, we got a last breath of fresh air before entering the murky depths of the bore. For me, tunnels have a vaguely menacing aspect and the approach and entry to Connaught generated a vague feeling of apprehension. Like some other famous tunnels, the Connaught is straight as a die and, on the odd occasion when it is free from smoke and fumes, you can see through from one end to the other. The pin-point of light and the block-signals within the tunnel help to dispel the gloom in the interior and reduce to a bearable minimum the otherwise endless interval of passage. At night, only the colour-light signals provide a hopeful and friendly guidance.

The inside of the tunnel was featureless and the carbon-monoxide fumes from the prime-mover exhausts made me drowsy. Pusher crews, who occasionally work westward through the tunnel to Glacier, are required to wear respirators. During the period I worked on the subdivision, the tunnel exhaust fans at the west portal were inoperable. This made the atmosphere within the tunnel even fouler. Crews were issued floral hand-towels, courtesy of the Passenger Department, to cover their faces while passing through the tunnel. In the depths of the bore, it seems as though the whole, massive weight of Mount Macdonald is pressing down upon you. Just as the oppression becomes unbearable, your train rumbles out into the fresh air.

In the night, I could not have said when we came out of the tunnel, except that, suddenly, a fresh breeze blew on my face. We were a mile or so west of Stoney Creek siding. If it were daylight, high up on the north side of the mountain, traces of the original main line could still be seen, especially the beautiful stone-arch bridge spanning Cascade Creek.

Leaving the eastern approaches to the Pass, our train wound down the side of Beaver River valley, while the Trans-Canada Highway dropped steeply to the valley floor. Although the railway has provided transportation through Rogers Pass since 1885, there was no highway through this section until 1962.

Stoney Creek siding is long and winding. Westbound freights from Golden generally leave their pusher-engines here. Since our tr-



↑ ↓ IN THE HEY-DAY OF THE TRANSCONTINENTAL PASSENGER TRAIN, TOURISTS thronged the observation lookout at Albert Canyon, British Columbia, as shown in this picture from Canadian Pacific Corp. Archives. IN ANOTHER ERA, CP RAIL TRAIN 2, THE "CANADIAN", ROLLED EAST through Albert Canyon, B.C. The photo on 14 August 1969 is by R.C.Hill.





ain began the descent from the tunnel, it had been gradually accelerating. Jim held our speed down, using both dynamic and automatic train brakes. Suddenly, we rumbled out onto Stoney Creek bridge. It was an excellent location from which to look back along the train. I could see the dim ground-lights of the ROBOT-controlled units, half-way back in the train. Stoney Creek Bridge, a magnificent steel-arch structure, is familiar to most railway travellers. The story is told that, when the morale of the construction crews was at its lowest ebb, during the building of the original wooden bridge over Stoney Creek, Sir William Van Horne, genius of the CPR, took up an axe and worked alongside his Irish navvies, to restore their spirits.

In its present form, Stoney Creek Bridge is a favourite location for Mr. Nicholas Morant, long-time expert photographer for Canadian Pacific. From a nearby vantage point, Mr. Morant has recorded on film many of the Company's famous trains, like the "Canadian" and the coal unit-trains. The "Canadian" on Stoney Creek Bridge has appeared frequently on CP RAIL posters and other promotional material.

On a long tangent, our train rolled down the grade. We crossed Surprise Creek on another, smaller steel trestle; the former bridge at this site collapsed in the '30s while it was being rebuilt, carrying a locomotive and crew with it. Bits of the twisted frame are still visible in the water below. Bears and moose are frequently seen along this stretch of track, while ground-squirrels constantly scurry across the track.

Traffic on this August evening was still light and we had not yet had a meet with a westbound freight train. The siding at Griffith, where we might have had a meet, is much like that at Stony Creek, curving along the contours of the mountainside.

Although it was very dark, Jim knew that we were approaching Mountain Creek trestle, which spans a narrow valley and a brook, a tributary of the Beaver River. As originally built, Mountain Creek trestle was one of the largest wooden structures in the world. It has since been replaced by a steel trestle of impressive dimensions.

On our downhill run from the summit, we had almost reached the valley floor and Rogers Siding, named, of course, for the discoverer of the Pass. This is another abandoned location, identifiable only from forlorn remnants of a saw-mill and an abandoned logging road.

"Time for a snack," Jim shouted across the cab.

An excellent suggestion. All Jim's paraphernalia was packed in a sturdy steel box. The Brotherhood of Locomotive Engineers sell these handy items and Jim had embellished his with red and white stripes to match the locomotives of CP RAIL. Stickers proclaimed his membership in and support of the BLE and the UTU (United Transportation Union).

← HAVING JUST NEGOTIATED THE DEPTHS OF THE CONNAUGHT TUNNEL, CP RAIL Extra 5509 west rolls past the station at Glacier, British Columbia, with a trio of SD 40s on the head-end. Ronalc C. Hill took the picture on 13 August 1969.

My landlady always packed me a huge lunch and I found about seven sandwiches plus dessert in my British Rail bag. Any lunch must include a beverage and my selection was a tin of "canned water", generously supplied in a grey-painted ice-bucket by CP RAIL. It had a somewhat unusual taste, because it had, added to it, some preservatives to keep it "fresh" during storage. Jim had stew in a thermos. Some engineers would bring a hot-plate, which they plugged into the 80-volt "snowplow receptacle". Thus they could percolate coffee in transit.

From the chatter on the radio, the presence of a westbound freight in the siding at Rogers was not surprising. Headlights dimmed as we approached. As we rolled past, a trainman was at trackside inspecting the running gear. A wave from his battery-lantern was a friendly greeting. Standing in the cold, a few feet from the rolling wheels, he played the light of his battery-lantern on the trucks and rigging of the bath-tub coal cars. As our caboose clattered by, he waved a "highball" and then hurriedly returned to the warmth of the locomotive cab.

From Rogers to Redgrave, 13 miles, there were signs that CP RAIL had begun the relocation of its main line, in anticipation of flooding in this area by the mighty Columbia River, which will occur when the huge earth dam at Mica Creek is completed. Curves in this section will be eased, permitting the average train speed to be increased to 35 mph. A new 1,800-foot tunnel will be driven.

Nowadays, CP RAIL's main line follows the Beaver River to its confluence with the Columbia at Beavermouth. A couple of miles west of Beavermouth, the glacial Beaver River must pass through a narrow, rocky "gate", barely 10 feet wide, where the bedrock thrusts itself into the channel, creating a flume. In the heyday of transcontinental passenger service, trains stopped here so that passengers could alight to view this natural marvel. This "little Hell-Gate" will disappear when the waters of the Columbia back up into the mouth of the Beaver River.

The pusher units for westbound freights work from Beavermouth siding and this is "home" for the handful of men assigned to this service. There were three GMDL SD 40s idling on the back-track as our coal train rolled past. Deeper in the woods, the lights of the white house-trailers - in which these crews live - glimmered in the dark. Not far from the track, the swirling waters of the mighty Columbia flow by, on their way to Mica Dam, Revelstoke and the Arrow Lakes. Just west of Redgrave, the railway was only a few feet above the churning water. When the river made a sharp bend, the railway followed.

This curve is called "Calamity Curve" by enginemen and with good reason. It is an extremely sharp curve and has always been notable for landslides. Preliminary work on the realignment project has resulted in more than the usual number of landslides along this section of the subdivision, probably due to the blasting operations.

Jim slowed our train to a crawl and his eyes were fixed on the track in the headlight's beam. He was looking for rockslides on the track - and so was I. It was little comfort to us to know that "Calamity Curve" will also disappear when the track is relocated.

Once around "Calamity Curve", we entered a short tunnel and rolled past Redgrave siding. The unusual name for this siding was coined as a result of a smallpox epidemic during the construction of

the railway in the 1880s. The victims of this then-dreadful disease, which produces an inflamed appearance of the face and body, were buried in a quiet graveyard in nearby Donald.

The mighty Columbia, more tranquil at this point, was crossed on a new bridge just west of Donald siding. Donald siding from Donald Smith - later Lord Strathcona - (1820-1914) was one of the incorporators of the Canadian Pacific Railway.

The arduous portion of our trip was now behind us and the remaining 16 miles to Golden could be called a "speed" stretch, along the level flood-plain of the Columbia. The valley is wide and the river was only occasionally visible through the trees in the darkness. Jim advanced the throttle to sixth notch and began to fill out his trip ticket. We rolled along easily to Moberley, where Jim made a brake application to control the train through the gentle curves. Walter Moberley, C.E., for whom this location was named, was a pioneer surveyor for the CPR and is noteworthy as the discoverer of Eagle Pass through the Gold Range, west of Revelstoke.

Our destination coming nearer and nearer, Jim radioed ahead: "Hello Golden operator. Where do you want us?"

"Come up the main and change off at the station," comes the reply. "I've already called a taxi for you!"

A pinpoint of light in the darkness ahead resolved itself into the intermediate signal for Golden. Jim and I began to pack our gear. At Golden, a new crew would take our empty coal unit-train south over the Windermere Subdivision to Fort Steele, on the way to Sparwood in the Crowsnest Coal region.

Completing his trip ticket, Jim asked me who our conductor was on this run. For the life of me, I couldn't remember!

Gradually reducing speed, Jim brought the train down the main line to the station at Golden and eased it up to the KC cross-over. We crawled along through the turnout, waiting for the voice of the conductor on the radio to announce that we were clear of the west switch. KC is an abbreviated way of saying Kootenay Central - which was once the corporate title of the company that built the railway from Golden south to Cranbrook, B.C.

With about ten feet to spare before the KC cross-over, the conductor radioed that we were clear of the west switch. Jim set the brakes and notched back the throttle to "idle".

But our run was not yet quite finished. Engine and train crews on this run must travel east to the end of the subdivision at

YOU ARE WATCHING CP RAIL COAL UNIT-TRAIN EXTRA 4574 WEST FROM ONE OF Nicholas Morant's favourite photo sites, up on the side of the mountain just west of Stony Creek Bridge, in the Beaver River valley. In all probability, this picture, reproduced through the courtesy of Canadian Pacific, was taken by Mr. Morant.

Further to the east, CP RAIL coal unit-train Extra 4550 west eases out of the yard at Fort Steele, B.C., with a bevy of M-620s on the point. Ronald C. Hill took the picture on 22 August 1970.





Field, B.C., part way up Kicking Horse Pass. The railway climbs another 1,489 feet in the 35-mile journey up the Kicking Horse River to Field. But this stage of our journey will be made by taxi!

Although the operator at Field had ordered a taxi for us, we had to wait a few minutes after handing over the train. Finally, it arrived and we loaded our gear in the trunk. No effete city taxi this. Taxi companies in Revelstoke and Golden depend on long-haul journeys such as this for their livelihood and transportation of train-crews is their bread and butter.

While I lived in Revelstoke, one taxi company presented a bill for \$ 1,200 to CP RAIL, the cost of only one week's transportation of train-crews.

Our taxi had to back-track the length of the yard at Golden to pick up the conductor and the tail-end brakeman. Much to Jim's dismay, the conductor turned out to be a staunch supporter of the Social Credit Party - politically diametrically opposed to the New Democrats. Added to this, the brakeman was of the same persuasion. In addition - and to detract further from his "peer status", it appeared that the conductor once crossed the firemen's picket lines during a "labour difficulty" some years ago. In those days, Jim was a fireman and former firemen, like elephants, never forget!

Fortunately, the taxi driver was a New Democrat and consequently the poor conductor was subjected to a fifty-minute indoctrination course, on the way up to Field. The tail-end brakeman very wisely pretended to be asleep. When the conversation strayed from politics, it considered the perils of mountain motoring, a somewhat unfortunate choice, considering our breakneck progress up the curving stretches of the Trans-Canada Highway.

Another piece of information. When a train-crew rides in a taxi, the conductor or the engineer sits in front beside the driver. The three left-over members of the crew ride in the back seat. Now, who gets to ride on top of the transmission tunnel? You guessed it! The head-end brakeman, regardless of his size!

The bunkhouse at Field was a welcome sight. We collected our gear from the trunk, signed in on a blackboard at the bunkroom entrance and walked thankfully to our bedrooms. We were all grimy from the coal dust, which flies from even an empty coal train. The first thing was a shower, followed rapidly by something to eat at the lunchroom downstairs. A Calgary crew was downing hot coffee and talking of topics remote and foreign to we Revelstoke men.

Time was moving along; it was nearly 02.30 hours on the morning of August 2nd. After 120-odd miles with 89 over the top, I was ready for some sleep. Several crews were booked in ahead of us, so we were assured of a good night's sleep.

Each member of the crew sleeps in a small, clean room, furnished with a bed, a writing desk and a clothesrack. The beds have clean sheets and ample grey woolen blankets. I stepped out of my clothes, leaving them in a heap on the floor, and staggered into bed to sleep profoundly - until awakened.

Outside, the first suspicion of morning light brightens the eastern sky, while the vast, black bulk of Mount Stephen loomed overhead against the starry sky above the town of Field. Three GMDL SD 40s mumbled to themselves on the shop-track.

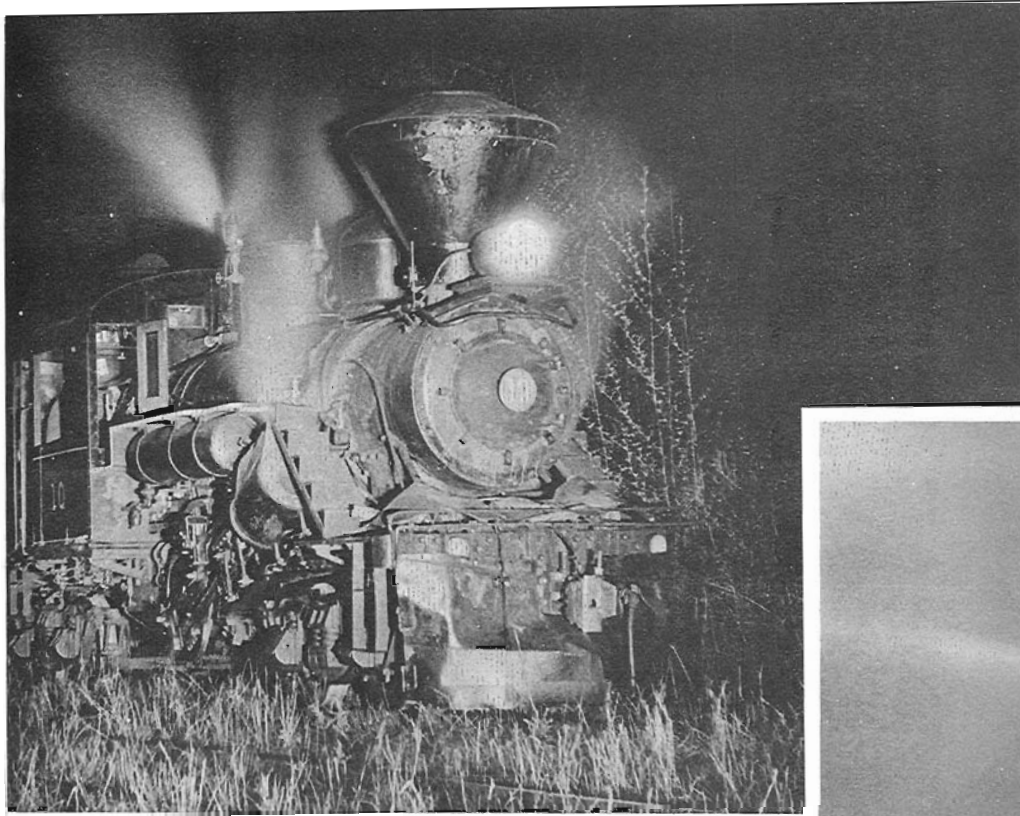
Another day, another trip "over the top", would soon begin.

HILLCREST NO. 10

PHOTO STORY









↑
↻ HILLCREST LUMBER COMPANY'S CLIMAX NUMBER 10 WAS SCHEDULED TO LEAVE the woods near Lake Cowichan, Vancouver Island, British Columbia , on 27 September 1970, pulling a special train. However, three days before the 60-mile trip could be run, the Canadian Transport Commission declined to certify Number 10's boiler. Together with a log flat, a tank car, Victoria Pacific Railway Number 501, VPR boxcar Number 301, VPR Browning hoist Number 950, VPR flat car Number 401 and two CPR cabooses, Number 10 was hauled south by CP RAIL Baldwin Number 8010. Peter Replinger photographed the train on a bridge once located at Cisco, B.C. in the Fraser River Canyon.

On 18 April 1970, Number 10 was photographed by Brian Norvel on the Robinson River bridge at Mile 7, Pacific Logging trackage. This picture and the next, taken at the same place, were made with the aid of two British Columbia Hydro Railway interurban headlights!

Earlier, on 1 June 1969, Number 10 had a straight stack and was photographed at Mile 8 on Pacific Logging Company's trackage by E.M.Berntsen. The 18 April 1970 adventure with Number 10 was a special trip for a select six enthusiasts. Brian Norvel took the picture of Ken Hynck, the fireman, on his second trip on Number 10.

Approaching the Robinson River bridge, Number 10 presented a splendid sight, immediately after her annual inspection. Just in case anyone was thirsty, there was a drinking mug strategically hung on a nail under the trestle deck. Brian Norvel photographed both the engine and the thirst-quencher on 18 April 1970.

Hillcrest Lumber Company Number 10 is now a permanent resident at the Victoria Pacific Railway, just north of Victoria, B.C.



JUNE, 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 above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass in the engine-room.

FOR THE EASTERN EXPRESS COMPANY,

W. W. Mearns

IN CASE YOU MISSED THE ANNOUNCEMENT in the "Association News" section of the May 1973 issue (Number 256-A) of CANADIAN RAIL, please take note that order in the series was restored by adding "A" to one issue number. Number 253 was omitted and this created the problem. The present issue (June 1973) has been numbered 257 and order once again prevails.

AS A PREFACE TO WHAT MUST SURELY GO DOWN IN RAILWAY HISTORY AS A most memorable and unforgettable weekend for the railway enthusiast, the Sesquicentennial Banquet of the Delaware & Hudson Railway Company was held in Albany, New York, on 23 April 1973. The dinner was attended by a large number of distinguished guests, officers and friends of the Delaware & Hudson.

One of the highlights of the dinner was the speech of Mr. Carl B. Sterzing, jr., President and Chief Executive Officer of the Company. In his remarks, Mr. Sterzing introduced the newly-appointed Official Historian of the D&H, well-known writer, photographer and member of the Canadian Railroad Historical Association, Mr. James J. Shaughnessy of Troy, New York.

Mr. Sterzing, in making the announcement, recognized Jim Shaughnessy's past contribution and service to the Company. He cited Mr. Shaughnessy's recent book "Delaware & Hudson", as well as many other activities conducted on behalf of the D&H in the public relations area.

Mr. Sterzing said that, while the salary associated with this position was modest - \$ 1 per year - of considerably greater usefulness would be the pass which he presented to Mr. Shaughnessy. This pass is good on all Delaware & Hudson Railway trains and permits access to all Company properties.

On behalf of the Directors, Officers and Members of the Canadian Railroad Historical Association, hearty congratulations are extended to Mr. Shaughnessy on his new appointment. S.S.Worthen.

AND THEN, ON SATURDAY, 28 APRIL 1973, THE "SESQUICENTENNIAL SPECIAL" of the Delaware & Hudson came roaring north from Colonie,

New York to Montréal, with the largest number of "on-board" and roadside participants ever assembled in one area at one time in eastern North America. Through sunshine and rain - double-headed all the way from Port Henry to Rouses Point - the steam special attracted crowds of people at every station - and in between. At one point just south of Westport, the motorcade was estimated to be one to two miles long.

Led by "Delaware and Hudson Number 653", complete with smoke-lifters, the train engine, "Delaware and Hudson Number 302",



also with elephant-ears, made light work of the run along the shores of Lake Champlain. On Westport Hill, the train was a heroic sight and the spectators cheered the spectacle of steam in action. Even the diesel fans were temporarily converted!

Complete photo coverage of this epoch-making event will appear in an early issue of CANADIAN RAIL. S.S.Worthen.

FOR REASONS NOT MADE PUBLIC, CP RAIL'S "RED, WHITE AND BLUE"

fare structure, anticipated in February by Mr. Glenn Cartwright, for introduction 1 March, 1973, was not ratified and therefore not implemented by the Company, although many particoloured 1973 calendars were prepared. While the time may not yet be ripe for the introduction of this fare structure, it is probable that some rationalization of passenger fares between Canada's two major railways will occur in late '73 or early '74. S.S.Worthen.



Passenger
Services

RED, WHITE AND BLUE DAYS • 1973 CALENDAR OF SAVINGS

S M T W T F S							S M T W T F S							S M T W T F S								
							FEBRUARY							MARCH								
	1	2	3	4	5	6					1	2	3							1	2	3
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10		
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17		
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24		
28	29	30	31	25	26	27	28	25	26	27	28	29	30	31								

THE PROVIDENCE & WORCESTER RAILROAD, 47-MILE-LONG

Rhode Island-Massachusetts short-line, recently "liberated" from the many-tentacled Penn Central, began independent operation on 3 February 1973. The motive power for initial operation was provided by five leased Delaware & Hudson Railroad RS 3s, Numbers 4071, 4075, 4078, 4082 and 4084, newly painted at D&H's Colonie

Shops in buff, tan and orange and renumbered P&WRR Number 161, 162, 163, 164 and 165. In mid-February, another RS 3 was readied and was sent to the P&W on lease, but was not repainted or renumbered.

P&W also announced that a firm order for two M420s had been placed with MLW Industries, Montréal and, sure enough, a production order for one appeared on the schedule in March.

Elsewhere, it was reported that the P&W would trade two RS 3s for two of the 2,000 hp. M420s. No explanation of how this could be done (since D&H only leased the units) was available, or were import or export problems explained. It was also said that the new M420s would be built minus DOFASCO "HI-AD" trucks, the trucks from the RS 3s being utilized.

The Providence & Worcester also acquired five cabooses from the D&H.

These items from Ken Goslett, Jim Shaughnessy and Dwight Smith.

MR. R.F. CORLEY, WHO SUPPLIED INFORMATION ON THE ANTICOSTI RAILWAY (CANADIAN RAIL No. 252, January, 1973, writes to say that he has recently received information substantiating that this line was not a 3-foot gauge railway but was, in fact, a standard-gauge (4 feet 8½ inch) operation. This fact is confirmed by Mr. G. A. Parker, our member in Lachine, Québec, who says that a builder's drawing of the MLW locomotive also gives the conventional dimension of 56½ inches between the inside of the driving wheel flanges.

NEW EQUIPMENT FOR CANADIAN NATIONAL RAILWAYS WAS ANNOUNCED

In March 1973. For \$ 16.5 million, 800 new boxcars will be manufactured by the National Steel Car Company of Hamilton, Ontario. 300 of them will be 52½-foot cars with 18-foot double-doors to transport forest products. 400 will have 12-foot plug doors for general service and the remainder will be fitted with bulkheads for carrying automobile parts. Delivery will start in August 1973 and will be completed in November following.

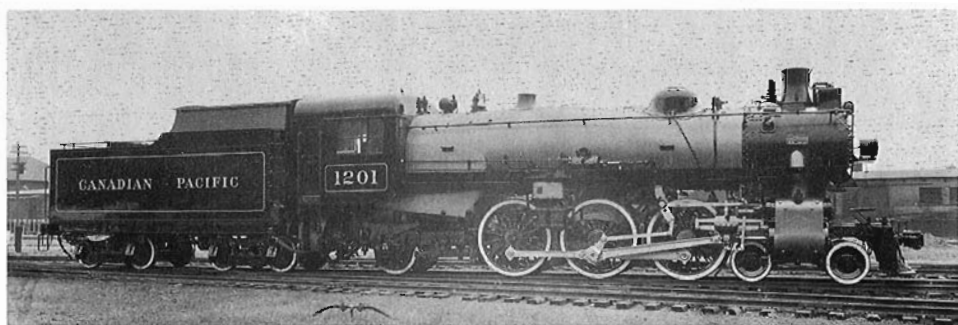
Previously announced in February 1973 was an order for 1,697 cars, including gons, bulkhead flats, cushioned-underframe boxcars, general service flats and piggyback trailer-flats, all worth \$ 30.7 million, to be built by Company shops in Manitoba and Québec and by National Steel Car Company (Hamilton) and Eastern Car Company (Trenton, N.S.).

ON 1 DECEMBER 1972, A TORONTO, HAMILTON & BUFFALO TRAIN

with 55 tank cars of sulphuric acid in the consist, left the iron just west of the Welland, Ontario city limits. 19 of the tank cars ruptured and 1500 tons of acid leaked all over the right-of-way and adjacent landscape. Cleanup crews did their best to neutralize the spilled acid with lime, but could not corral all of it. Curiously enough, the TH&B right-of-way had previously been relocated in this area and the new line was opened for use the day after the derailment. The train was en route to the acid depot of Canadian Industries Limited at Niagara Falls, Ontario. W.J. Bedbrook.

IN A RECENT INTERVIEW ON AN OTTAWA, CANADA TELEVISION STATION

Mr. John Corby of the National Museum of Science and Technology revealed that plans were being made to repair and ready for service ex-CPR pacific Number 1201, on exhibition at the Museum for the past several years. Mr. Corby said that the engine would be repaired for service "across Canada", in conformity with the policy announced by Canada's Secretary of State in 1971, to take museum exhibits to the citizens of Canada.



It may be that the proposal by Mr. Douglas Fullerton, Chairman of the National Capital Commission, Ottawa, to run steam-hauled excursions up the Gatineau River valley to Waltham is closer to realization than one might suspect.

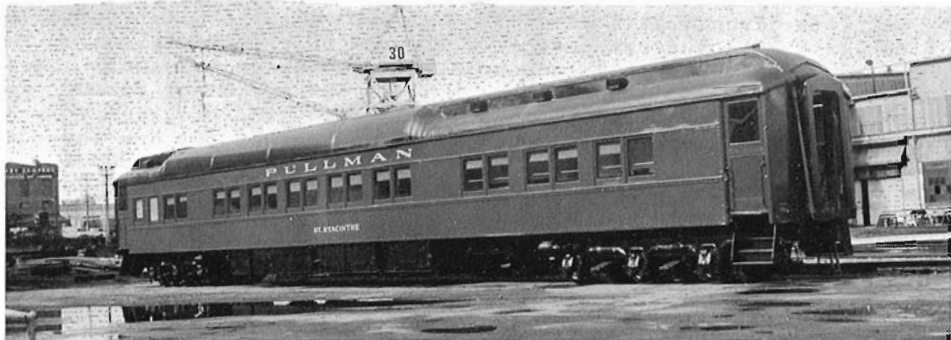
The proposal to restore Number 1201 to operation was furthered in March, when tenders were announced for the demolition of part of the north wall of the building in which the 1201 is presently housed. It was reported that the necessary repairs on Number 1201 would be carried out by a volunteer group, under the supervision of CP RAIL personnel, at John Street Roundhouse, Toronto, in late 1973 or 1974, after the repairs on ex-CPR 1057 were completed.

S.S.Worthen.

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY'S PACIFIC COAST

Chapter Chairman, Fred A. Stindt, sends a progress report on the restoration of former Canadian National Railways' sleeping car "St-Hyacinthe" which - only a few years ago - was awaiting the scrapper's torch in Montréal. The Pacific Coast Chapter purchased the car from CN in 1971.

Today, the "St-Hyacinthe" has been completely repainted, inside and out, by Bethlehem Shipyards at a cost of \$ 15,000, in the exact paint scheme specified by the Pullman Company in the 1920s. Every accessory on the car has been thoroughly checked - lighting, water connections, blowers, generator, etc. and it is now in perfect working order. All of the mechanical repairs were made by the Southern Pacific Corporation.



To give the Pacific Coast Chapter members a "look-see", the "St-Hyacinthe" was operated on Saturday, 10 February, from Oakland to San Francisco in the consist of AMTRAK's "San Francisco Zephyr"

and, at 80 mph., it rolled along as though suspended on a cushion of air. The beautiful maple-leaf design carpet was taken up and given a thorough cleaning. The floor of the car, so revealed, was found to be a beautiful example of the art of the woodworker.

Mr. Stindt notes that the "St-Hyacinthe" will be one of the showpieces in the new railroad museum planned for Sacramento. About 15 February 1973, \$ 340,000 was allocated to the architects for the planning and designing of the museum complex.

"As you can conclude," says Mr. Stindt, " we are moving along in our efforts".

UNITED RAILWAY SUPPLY COMPANY OF MONTREAL HAS RETURNED

unit Number 602 to the Ferrocarril Chihuahua al Pacifico of Mexico. Number 511, high-nose H-16-44 of the same railway, is now undergoing extensive repairs. Norfolk & Western Railroad unit Number 116, another H-16-44, will be "incorporated" into the 511, to produce a "new" unit. K.R.Goslett.

CANADIAN NATIONAL RAILWAYS RECENTLY OUTSHOPPED GP 38-2 UNITS

from DD-GMC are assigned as follows, according to Mr. Pierre Patenaude, who took the accompanying photograph of unit Number 5504, with GP 9 Number 4122 and GP 40 Number 4004 on Train 302 at Dorval, Québec, on 10 February 1973:



Numbers 5500 through 5518 are maintained at Toronto Yard, Great Lakes Region; Numbers 5519 through 5560 are allocated to Montréal Yard, St. Lawrence Region.

The current order for 61 units will be followed by an order for 50 more GP 38-2s, says Mr. Patenaude, which will have road Num-

bers 5561 through 5610, will be classed as GR-20d and will be equipped with CN's new safety cab (CANADIAN RAIL, No. 250, November 1972, page 347).

THE ASSOCIATION'S UNITED KINGDOM REPRESENTATIVE, JOHN H. SANDERS, writes to say that British Railways' famous Clapham Museum in London closed at Easter, 1973. All of the restored exhibits, except those belonging to London Transport Authority, will be moved by road and rail to York, on the east coast, where a new building is presently under construction to receive them. Railway enthusiasts in Great Britain are considerably disappointed by this relocation, but are gratified that a new museum is being built to house and display this truly priceless collection.

Recently, British newspapers and enthusiast publications have reported with relief that bankrupt Alan Pegler's well-known "Flying Scotsman" ex-LNER 4-6-2 Number 4472 (with two tenders) has been bought by McAlpines Limited and was returned to England in February, 1973. This famous steam locomotive will be repaired for future operation and placed on exhibition at the new museum at York. It is also reported that British Railways has designated a stretch of railway between York and Sunderland, on the North Sea, as authorized for steam locomotive operation. "Cheers!", says John.

London Midland Region of British Railways is said to be considering electrification of the former Midland Railway main line from St. Pancras (London) to Bedford. The line is presently in quite a dreadful state, says John, but the fast lines are all welded-rail and quite a bit of colour-light signalling has been installed. There is a lot of realignment of track to do and many stations will have to be rebuilt. John thinks it will be quite a time before British Railways begins reconstruction of this line.

DURING THE LAST WEEK IN MARCH, 1973, CANADIAN NATIONAL RAILWAYS became the first North American railway company to take delivery at Winnipeg, Manitoba, of rails in 79-foot lengths instead of the conventional 39-foot variety. At CN's Transcona rail-welding plant, a newly installed 15-ton crane unloaded six lengths at a time, representing 20,592 pounds of steel. The new "long-liners" were brought in on two specially designed flatcars, part of a fleet of 200 built at Transcona Shops to transport rails in the longer length.

As a result of the increase in Spring 1973 traffic in potash from central Canada to the west coast, CN converted 135 open-top hopper cars at its Transcona Shops (Winnipeg), to carry potash. Nine of the 95-ton capacity hoppers per day were outshopped, with a pre-fabricated plywood "roof", with built-in hatches, to form a covered hopper car. The main advantage of the conversion is that, when the traffic in potash resumes its normal volume, the plywood "roofs" will be removed and stored for future use and the hoppers will be returned to service for transportation of commodities normally shipped in open hoppers.

CN News Service.

FRANK SCHLEGEL OF THE BRANFORD TROLLEY MUSEUM, EAST HAVEN, Connecticut, U.S.A., writes to say that trolleys will be operating on Sundays from 7 April through 21 October 1973 from 1100 to 1800 hrs.; on Saturdays from the one before Memorial Day through 29 September, 1100 to 1800 hrs.; Mondays through Fridays from 25 June through 30 August, 1100 to 1700 hrs. For further information, write P.O. Box 457, Short Beach, CONN 06405, U.S.A.

M. ADRIEN D'ASTOUS, AUTEUR DE "LA SAISON DU MAL", EDITION DE MARS 1973 du CANADIAN RAIL, nous a écrit: "C'est presque incroyable, mais "la saison du mal" s'est fait sentir jusque dans mon sous-sol! Un essieu coupé à la suite d'une boîte surchauffée a causé ce déraillement au Train 340 de Joffre à Edmundston, N.B..... On pourrait s'y méprendre, si mon "layout" était complété.....
Mr. Adrien d'Astous, author of "Season of Evil" in the March 1973 issue of CANADIAN RAIL, tells us that "it's almost unbelievable, but the "Evil Season" made itself felt, even in my basement! A broken axle, caused by a hot-box, resulted in the derailment of Train 340 from Joffre to Edmundston, N.B..... You could get the idea - quite mistakenly - that my layout was finished....."



EARLY IN MAY 1973, UNITED RAILWAY SUPPLY OF MONTREAL, CANADA, PUT the finishing touches to yet another unit - Number 7 - for the Quebec Iron and Titanium Corporation. The "new" unit was formerly Quebec, North Shore & Labrador Railway's Number 102, which was a "blend" of QNS&L's Numbers 102 & 103, both originally MLW RS 3s. It is presumed that the "new" QI&T Number 7 will be shipped down the St. Lawrence River to Havre-St-Pierre, Québec, on the north shore beyond Sept-Îles, for service on the QI&T's Romaine River Railway.
Philip Mason.

MR RUSSELL L. WILCOX, OUR MEMBER IN LUTHERVILLE, MD, U.S.A., POINTS out that there was an error on page 97 of the March 1973 issue (Number 255) of CANADIAN RAIL. In the "Waybills" report on the marketing of railway memorabilia in Canada and CP BY-GONES, it was stated that this department of Canadian Pacific Limited started marketing activities "after May 1972".
Mr. Wilcox recalls that he was in Calgary, Alberta, on 5-9 August 1971, at the regional convention of the National Model Railroad Association, at which time he made some purchases from CP BY-GONES. After the convention banquet which was held at the Palliser Hotel, the three-car marketing/collecting train of CP BY-GONES, including the "Mount Stephen", was opened to the convention participants for inspection. Mr. Wilcox says that the "Mount Stephen" is one of the most beautiful and gracious cars of the type that he has ever seen.

Thus, the year stated in line 16, page 97 of the March 1973 issue of CANADIAN RAIL should be "after May 1971".

THE TUG-OF-WAR OF MARCH, 1973. CANADIAN NATIONAL RAILWAYS UNITS NUMBERS 2000 & 2001 in the company of CHESSIE System GP 40-2s Numbers 4181, 4182 and 4184 went backwards and forwards in CN's Turcot Yard, Montréal, while CN's Technical Research Department conducted wheel-slip and tractive effort tests. Ken Goslett got the photo - and the bird!



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

VISIT THE
Canadian Railway Museum
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VISITEZ LE
Musée Ferroviaire Canadien
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