Canadian Rail

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1413
1419
CP Rail

The SCENIC DOME TRAIN of the SEVENTIES

Harvey E. Elson.

More than a quarter-century ago, after the relaxation of the travel restrictions which had been imposed in Canada during World War II, passanger traffic on Canada's two major railways increased by leaps and bounds. In order to secure as much as possible of this lucrative business - and to retain it in the face of the ever-increasing popularity of air travel, the Canadian Pacific Railway Company decided to create a travel mode which would prove irresistable to the North American transcontinental traveller.

The decision was taken in 1952 to purchase a sufficient number of stainless steel passenger train sets - including some cars with the new and popular "scenic-dome" facility - to provide a second daily train from Montréal and Toronto to Vancouver, British Columbia, supplementing the already popular "Dominion". At first, the name "Royal Canadian" was proposed for the new train, but when ratification of the use of the term "Royal" could not be obtained from the British government, the name was shortened to the "Canadian" and, under this title, the new passenger train service was to continue for more than eighteen years.

The cars for the "Canadian" were ordered from the Budd Company of Philadelphia, U.S.A., at a cost of $ 40 million. The first car to be delivered to the Canadian Pacific Railway Company was the "Chateau Bienville", a sleeping car, which came to Montréal on 4 July 1954 via the Delaware and Hudson Railway. On 12 July, the "Chateau Argenson" and the "Banff Park" - the latter, a dome-observation lounge - arrived, soon followed by others. Two of these new units, the sleeping car "Chateau Bienville" and the "Banff Park" soon began a cross-Canada tour, visiting 34 major cities to acquaint the public

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↖ ON THIS MONTH'S COVER, CP RAIL'S "CANADIAN" FOLLOWS THE WINDING Bow River in the foothills of the Rocky Mountains, west of Calgary, Alberta.

← OPPOSITE, THE "CANADIAN" BEGINS THE JOURNEY TO THE WESTERN OCEAN, climbing up the hill from Windsor Station, Montréal, to Westmount. Both photographs were taken in 1969 and are courtesy of CP RAIL.

with the appearance and luxury of the new equipment, before the now-famous "Canadian" made its inaugural run on 24 April 1955. During this cross-country tour, some 200,000 Canadians were able to visit the equipment.

For the $ 40 million spent, Canadian Pacific received a total of 173 cars of seven different types. These were 18 baggage-domitory cars, 30 coaches, 18 scenic-dome SKYLINE coaches, 18 dining cars, 29 Chateau-class sleeping cars, 42 Manor-class sleeping cars and 18 Park-class scenic-dome observation-lounge sleepers.

This number provided enough equipment to assemble eight train-sets, seven of them necessary for the proposed daily schedule of the "Canadian", with the remaining set meeting "turn-around" and "standby" requirements.

Of the original 173 cars delivered, all but eight were still in service in 1972. Five of the 30 coaches were converted to parlor cars and one dome-observation and two baggage-domitory cars were wrecked on various occasions. But this is getting ahead of our story.

The consist of the "Canadian" has changed very little over the years. Normally, the first car behind the diesel-electric units was one of the 3000-series baggage-domitory cars, for passengers' baggage and accommodation of the dining-car and buffet-car crews, who work the Montréal/Toronto- Winnipeg and Winnipeg-Vancouver portions of the transcontinental run. These cars were designed to include a steward's room, with upper and lower bunks and a wardrobe, together with a crew section accommodating 15 men in triple-tiered bunks.Locker, washing, shower and toilet facilities were provided. The baggage section, 47 feet 6 inches long, has a load capacity of 35,650 pounds and is fitted with a desk, locker, hot-plate and lavatory. These cars weigh 119,500 pounds each.

In 1971, only 16 of the original 18 baggage-domitory cars were still in service, the 3011 and the 3014 having been destroyed in the derailment of the eastbound "Canadian" on 17 April 1965 at Terrace Bay, Ontario. The wreck totally destroyed these two cars, killing the baggageman, Mr. Charles Kannegiesser and damaging four other cars in the train.

The 121,500-pound 100-series coaches, used on the "Canadian", were designed with reversible, reclining seats, fitted with adjustable head, leg and foot-rests and accommodating up to 60 passengers. Each seat had foam-rubber cushions and an ash-tray in the arm-rest. The seats were arranged in a 36-seat non-smoking section and a 24-seat smoking area, separated by glass partitions. Washing and toilet facilities were provided at each end of the car, with the men's section located adjacent to the smoking section and the ladies' at the opposite end of the coach. A dressing table and vanity were installed in one of the ladies' lounges.

Six of these coaches have led rather an interesting life. Five of them, Numbers 119, 120, 124, 125 and 127, were converted into parlor cars Numbers 6621, 6622, 6620, 6623 and 6624, respectively. Number 6620 was later rebuilt to its original form as coach Number 124, when the sixth car, Number 128, was wrecked by an enormous falling rock in the Illecillewaet River canyon near Revelstoke, British Columbia, in August 1968. There was one passenger fatality. The wrecked car was scrapped in January of the following year, leaving only 25 of the original cars from the Budd Company still in service.

The next type of car in the "Canadian's" consist is, to some,

the most important in the train. This is the dining car, of which 18 were built. All of the diners were named after well-known public lounges and dining rooms in Canadian Pacific hotels across Canada. The 48-passenger dining area includes symmetrical banquette sections in the four corners of the car, accommodating 16 persons. The remaining 32 guests dine in the centre section at eight tables, each seating four persons.

The interiors of these diners were finished in plastic trim with bright moldings and etched-glass partitions, portraying Canadian birds and landscapes. The ceilings were done in a star-studded night sky motif.

The windows in the banquette section were $54\frac{1}{2}$ inches long, while the mid-car remainder were $67\frac{1}{2}$ inches long. Each set of windows was provided with daylight-control venetian blinds and drapes.

In the remaining portion of the diner, an all-stainless-steel kitchen and pantry was built, with electromechanical refrigerators, a combination three-gallon coffee urn and six-gallon hot water boiler, a propane-gas range and an automatic dishwasher, which not only washed the dishes but also rinsed and sterilized them. The floor of the dining area of the car was carpeted, while the remainder of the car floor was tiled. Each car weighed 141,600 pounds.

The meals in these dining cars, always prepared by efficient and well-trained personnel, have been served to the traveller by prompt, courteous waiters, in the best tradition of the famous Canadian Pacific Railway's dining car service.

Another type of car regularly seen in the consist of the "Canadian" is the 144,900-pound, 500-series "Skyline" Scenic-dome coach. These cars have a 26-passenger coach section at one end, the same as the 100-series coaches. At the end of this coach section, two steps down to the depressed-centre level lead to a side-passage under the dome. On the inner side of this passage is a kitchen, fitted with a combination three-gallon coffee and six-gallon hot water boiler, an automatic dishwasher, an ice-cream and frozen-food freezer and a general storage refrigerator, as well as cooking facilities for making hot meals and snacks. Just beyond the kitchen is a six-passenger buffet section, separated from the side-passage by clear glass panels. The decor in the buffet section includes a large mirror on one wall and a colourful mural design on another.

Two steps up from the side-passage bring the passenger to an attractive 17-passenger buffet section. From this area, the six-step staircase leads to the 24-passenger dome section. The buffet area, with its combination of curved settees, banquette seats and tables, is elegantly decorated in a truly Canadian motif, a theme which predominates the entire train. Plaques of the coats of arms of Canada and the Provinces are combined with illustrated maps and scenes, depicting the varied life and scenery of the country. The transportation theme predominates, with murals tracing the development of transportation in Canada from the birch-bark canoe, the kayak and the dog-sled to the stage-coach and the tall-stacked, wood-burning locomotive and the streamlined train, hauled by the sleek diesel.

Since they were introduced in 1955, four of these dome-coaches have been modified from their original design. Cars Numbers 505, 510, 513 and 515 are now equipped with 19 parlor car seats, instead of the original coach seats. Other modifications to units of this series include cars Numbers 505 and 515, which are now equipped with flip-


1415
CANADIAN
PACIFIC
1415


4448
CANADIAN
PACIFIC
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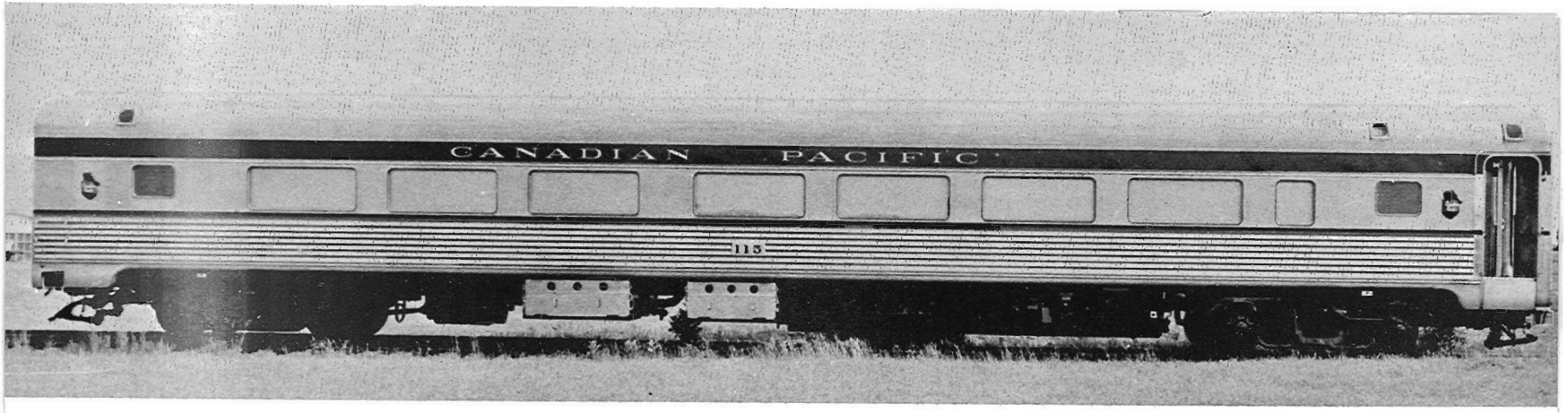


CP RAIL Number 1415, FP 9A . Photo courtesy CP RAIL.

CP RAIL Number 4448, F 7B, class DFB 15d, 1500 hp.
Built GMDL 1952. Photo courtesy CP RAIL.

CP RAIL coach Number 115. Photo courtesy CP RAIL.

The conductor of Train 1, the "Canadian", in dome-coach Number 563, between Field and Kamloops, B.C., 19-20 August 1971. H.W.Elson.


CANADIAN PACIFIC

over fly-seats in the observation dome. Cars with this type of seat in the dome can be run in either direction, thus eliminating the need to turn the car at the end of a run.

When the new stainless-steel train was introduced in April 1955, there were two types of sleeping cars planned and produced, all units of which are still in service. There were 42 Manor-class 24-passenger sleeping cars. At one end, these cars had four open sections which folded down into facing transverse settees during the day and made up to lower and upper berths at night. In the centre of the car were one 2-passenger compartment and five double-bedrooms, while at the vestibule end, four full-sized roomettes, two on each side of the centre aisle, were provided.

These roomettes, like the ones in the Chateau-class sleepers, were of the improved type, in which the sliding aisle-door does not have to be opened when the bed is to be raised or lowered. Each roomette had a carpeted floor, a combination dressing-table and hand-basin and a private toilet.

Like the Manor-class sleepers, the Chateau-class were built with four open sections, but in the centre of the car there were three double-bedrooms and a drawing room. Another similarity between the two classes was the arrangement of the beds in these bedrooms and the drawing room, which folded away to create a daytime living room with movable chairs and individual toilets. All rooms were equipped with a dressing-table combination with a three-way mirror. In the Chateau-class cars, Bedrooms C and D can be opened into one large room by means of a sliding partition.

The Chateau-class sleepers were the latest in compact accommodation, with eight upper and lower duplex roomettes, two of each on both sides of the centre aisle. The upper roomette was fitted with a folding berth, while the lower had a simple sliding-type bed. The floors of these cars, similar to those of the Manor-class, were all carpeted.

The Manor-class sleepers were named for prominent Canadians of English origin, while the Chateau-class were named for Canadians of French origin. The manor-class cars weigh 137,300 pounds, compared to the Chateau-class cars which weigh 138,500 pounds.

The last car of the "Canadian" is probably the most interesting and certainly the most impressive. This is the Park-series observation-lounge scenic-dome car. Ahead of the centre dome-section are three double-bedrooms and a drawing room. Two steps down into the side-passageway under the dome lead to a glass-enclosed, 12-passenger beverage room, decorated with murals by artists of the Royal Canadian Academy of Arts. This lounge is called the "Mural Lounge" and has comfortable banquette seats, arranged around tables, and is enhanced by the mural, which covers two walls. Scenes from the National or Provincial park for which the car is named, are the subject of the mural. An etched-glass third wall-panel is decorated with park flowers. The bar along the fourth wall completes the lounge.

Along the passageway, two steps lead up into the 13-passenger observation section behind the dome. This area reflects the comforts of home, complete with upholstered chairs and wall-to-wall carpeting, which complement the decorative scheme of the room. A writing

← CP RAIL dome-coach "Skyline" Number 517. Photo courtesy CP RAIL.

CP RAIL dining car FAIRHOLME. Photo courtesy CP RAIL.

desk is placed beside the gently curving stairway leading upward to the 24-passenger dome section. The seats in the dome are arranged in pairs, seating 12 on each side of the centre aisle.

Originally there were 18 of these Park-class cars, but in 1957, after just two years of service, one of them, the "Fundy Park", was wrecked in a rear-end collision at Gull Lake, Saskatchewan, leaving only 17 on the roster.

The diesel-electric units which normally haul the "Canadian" originally were 1400-series A units and 1900-series B units. They were built by General Motors Diesel Limited, of London, Ontario between 1951 and 1954 and today are grouped in several different subclasses.

The A units which provide the main power are either FP 7A or FP 9A models. The FP 7As were numbered 1400 through 1404 and 1416 through 1418, while the FP 9As were numbered 1405 through 1415. The FP 7As are 54 feet 8 inches long, develop 1500 hp. and have a maximum speed of 89 mph. They have 40-inch wheels, a 58:19 gear ratio, a water capacity of 1280 gallons and a steam generator for train heating. The units Numbers 1400-04 weighed 263,000 pounds, while those Numbers 1416-18 weighed 259,500 pounds.

The FP 9A-class are a little more powerful, in that they have 1750 hp. prime-movers. Their maximum speed is also 89 mph., with 40-inch wheels. The gear ratio, water capacity and weight are identical to the FP 7A units. Both series consume approximately 1500 gallons of diesel fuel every 1000 miles and thus must be refuelled every 450 miles. The cabs of these units have individual seats for the engineer, fireman and head-end brakeman, although, on the "Canadian" the head-end brakeman usually rides in one of the cars at the front of the train.

The B units usually assigned to the "Canadian" are also of two separate classes. Those numbered 1900-07 are FP 9B, while Number 1908 is a F 7B. This single F 7B develops 1500 hp., has 40-inch wheels, a top speed of 89 mph., a 58:19 gear ratio, a 4740 steam generator and a weight of 254,300 pounds. It was built by GMDL in 1951.

The F 9B series were built by General Motors Diesel Limited in 1954, develop 1750 hp., have a water capacity of 1500 gallons and are otherwise identical to the F 7Bs, except for their weight, which is 255,000 pounds.

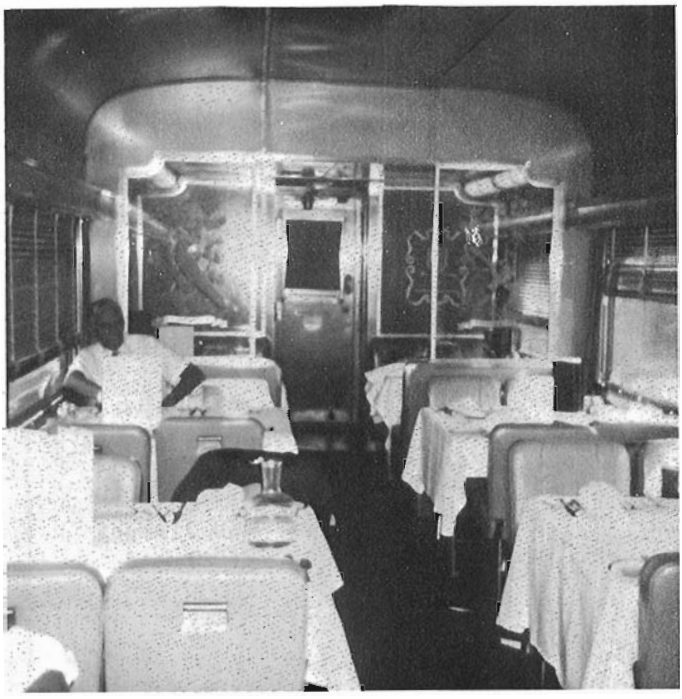
In July 1971, these B units were both renumbered and reclassified. Number 1908 was reclassified to DFB-15c and its original number, 4434, which it was given when built, was restored. Numbers

1900-07 were reclassified to DFB-17a and, except for Number 1902 and 1906 which were both involved in wrecks, were renumbered:

Old number	New number
1900	4473
1901	4474
1903	4475
1904	4476
1905	4477
1907	4478

The gear ratio of all of these units was simultaneously changed from 58:19 to 62:15.

Originally, there were 18 of the 1400-series A units and 8 of the 1900-series B units, but two accidents resulted in the destruction of three units. Numbers 1401 and 1906 were wrecked at Terrace Bay, Ontario on 17 April 1965. Number 1415 was scrapped after it was in a collision with CPR switcher Number 7088 on the shop-track at Canadian Pacific's St-Luc Yard, Montréal, in December 1968. Although Number 7088 was repaired, Number 1415 had its main frame broken and today sits a complete wreck at St-Luc Yard, Montréal.



Interior of CP RAIL dining car PRINCESS. Photo by H.W.Elson.

While the above description covers the normal consist of CP RAIL's "Canadian" in 1971-72, it is not unusual to see other kinds of equipment in service on this famous train. Quite often, various baggage cars from either the 4200 or 4700-series may be seen rolling across Canada behind the "Canadian's" diesel units.

CP RAIL sleeping car CHATEAU VERCHERES. Photo courtesy CP RAIL.

Between Calgary, Alberta and Vancouver, British Columbia, you may also see box-baggage-express cars, only four of which are in service. Their numbers are 4901, 4904, 4907 and 4908. From time to time, official or business cars move from place to place via the "Canadian" and the 4500-series horse-express cars, recently renumbered in the 2500-series, transporting show horses, may be included in the consist.

Other minor variations occur in the power for the "Canadian". Sometimes the regularly-rostered 1400 and 1900-series units are supplemented or replaced by 4000-series units and occasionally, particularly in the winter months, by 8400s or 8500s.

Finally, an explanation for those who are not entirely familiar with this famous train's operation. Westbound, the "Canadian" - for reasons of prestige - originates in Montréal as Train 1, with its Toronto counterpart Train 11. The two trains meet at Sudbury, Ontario and are consolidated, after which the combined " Canadian", CP RAIL's Train 1, proceeds west. This will explain why, in the tables which follow, the consist may appear to be incomplete. For example, the dining car on Train 11 ex Toronto runs through to Vancouver, while the diner from Train 1 ex Montréal returns on eastbound Train 2 the following day. Similarly, some coaches may be turned at Winnipeg for Toronto/Montréal and sleepers may be operated from Montréal/Toronto to Winnipeg/Calgary.

AUTHOR'S NOTES.

1. In April 1973, the baggage-domitory cars were renumbered to the 600-series. The renumbering was linear,i.e., Number 3000 became Number 600.

2. The 4200 and 4700-series baggage cars were also renumbered, those in the 4200-series becoming 2400s and those in the 4700-series becoming 2700s. Again, the renumbering was linear.

3. Two of the FP 7A units, Numbers 1403 and 1404, were temporarily out of service in April 1973, after a wreck in Alberta. However, they are being repaired and will be returned to service.

4. It is interesting to note that one of the parlor cars converted from one of the 100-series stainless steel coaches, Number 6622, has been rebuilt and fitted out with full stand-up bar facilities, renamed the "Alouette Room" and, up until mid-April 1973, formed part of the "Train de Ville-Town Train", the pride of the Montréal-Lakeshore-Rigaud CP RAIL commuter service . However, it was reported that bar sales had declined steadily since the car's introduction and serious consideration was being given to withdrawing it from this service.

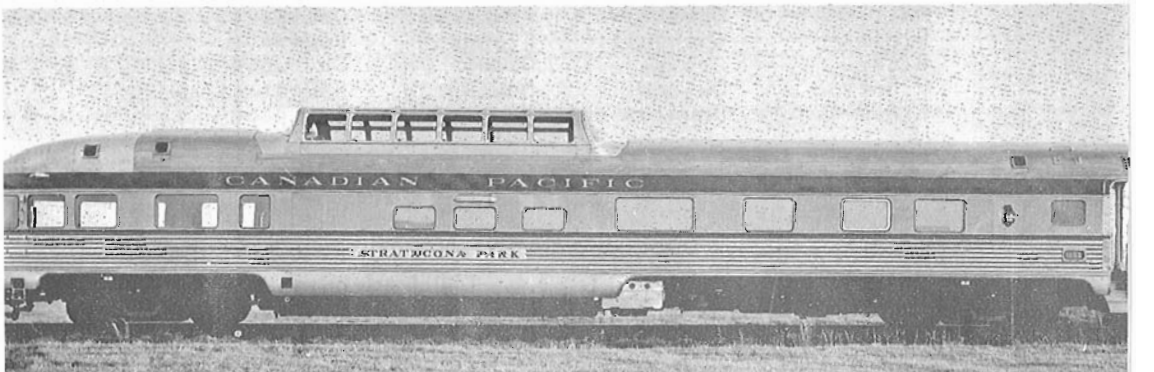
5. Recently, the interior arrangements of some of the 500-series scenic-dome "Skyline" coaches were altered, depending on the season of the year and the service. In winter, these cars operate with the usual arrangement of coach seats, but in the summer, or when the cars are used on trains not having a dining car, the coach seats are removed and replaced by additional dining tables and a lounge-parlor chair area.

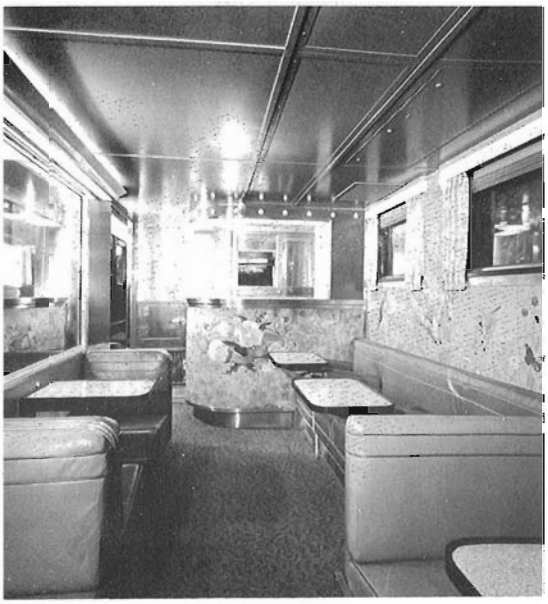
The author wishes to express his thanks to Mr. Frank Stelfox of Canadian Pacific Limited, whose kind cooperation in supplying many of the photographs for this article is very much appreciated.

ORIGINAL NUMBERS AND NAMES OF CARS FOR THE "CANADIAN".

Baggage-Domitory	3000-3017	Renumbered April 1973
Coaches	100-129	Some converted to buffet-parlor cars and renumbered.
Coaches: Scenic-Dome "Skyline"	500-517	Some have interiors modified.

CP RAIL dome-observation-lounge STRATHCONA PARK.
Photo courtesy CP RAIL.





The "Mural Lounge" in one of CP RAIL's Park-class dome-observation-lounge cars. Photo courtesy CP RAIL.

Up in the scenic dome in one of CP RAIL's Park-class dome-observation-lounge cars. Photo courtesy CP RAIL.

Dining Cars:

Acadian	Emerals	Louise
Alexandra	Empress	Palliser
Alhambra	Fairholme	Princess
Annapolis	Frontenac	Selkirk
Cartier	Imperial	Wascana
Champlain	Kent	York

Sleeping Cars: Manor-class

Names are followed by "Manor"; e.g., "Abbott Manor".

Abbott	Burton	Draper	Laird
Allan	Butler	Drummond	Lorne
Amherst	Cabot	Dufferin	MacDonald
Aylmer	Cameron	Dunsmuir	MacKenzie
Bayfield	Carleton	Elgin	Monck
Bell	Christie	Franklin	Oslier
Blair	Cornwall	Fraser	Rogers
Bliss	Craig	Grant	Sherwood
Brant	Dawson	Hearne	Stuart
Brock	Douglas	Hunter	Thompson
		Jarvis	Wolfe

Sleeping Cars: Chateau-class

Names are preceded by "Chateau"; e.g., "Chateau Argenson".

Argenson	Dollier	Maisonneuve	Roberval
Bienville	Iberville	Marquette	Rouville

Brule	Joliet	Montcalm	Salaberry
Cadillac	Lasalle	Papineau	Varennes
Closse	Latour	Radisson	Vercheres
Denonville	Lauzon	Richelieu	Viger
Dollard	Levis	Rigaud	Laval
			Lemoyne

Dome-Observation Cars: Park-class

Names are followed by "Park"; e.g., "Algonquin Park".

Algonquin	Kokanee	Sibley
Assiniboine	Kootenay	Strathcona
Banff	Laurentide	Tremblant
Evangeline	Prince Albert	Tweedsmuir
Fundy*	Revelstoke	Waterton
Glacier	Riding Mountain	Yoho

* Scrapped 1957.

TYPICAL CONSIST OF THE "CANADIAN".

17 July 1971

Unit 1407	Montréal-Vancouver	Dm.Coach 503	Montréal-Vancouver
8466	Sudbury-Calgary	CHATEAU VIGER	Toronto-Vancouver
4477	Calgary-Vancouver	FRASER MANOR	Toronto-Vancouver
1406	Montréal-Vancouver	THOMPSON MANOR	Toronto-Vancouver
Bge. 4722	Montréal-Calgary	CHRISTIE MANOR	Toronto-Vancouver
Exp. 4904	Calgary-Vancouver	CHATEAU BRULE	Toronto-Vancouver
BgDm.3010	Toronto-Vancouver	EMPRESS (Diner)	Montréal-Sudbury
Coach2293	Montréal-Winnipeg	PRINCESS (Diner)	Toronto-Vancouver
124	Toronto-Vancouver	BROCK MANOR	Montréal-Vancouver
112	Toronto-Vancouver	HUNTER MANOR	Montréal-Vancouver
126	Montréal-Vancouver	CHATEAU VARENNES	Montréal-Vancouver
		PRINCE ALBERT PARK	Montréal-Vancouver

Montréal-Sudbury-Vancouver

11 May 1971

Unit	1406
	1907
Bge.	4731
Bge./Dorm.	3006
Coach	122
Dome Coach	517
Diner	ACADIAN
Sleeper	AYLMER MANOR
Sleeper	SHERWOOD MANOR
Sleeper	CHATEAU MONTCALM
Dome/Obs.	KOOTENAY PARK

Montréal-Sudbury-Vancouver

10 June 1971

	1410
	1905
	4783
	3009
	103
	517
	ALHAMBRA
	DUFFERIN MANOR
	-
	-
	LAURENTIDE PARK

CP RAIL Train 2, the "Canadian", rumbles over Stoney Creek Bridge in south-central British Columbia, with an A-B-A lashup on the point, followed by 18 cars, the dome-observation-lounge being - appropriately enough - the GLACIER PARK. Photo courtesy CP RAIL.


CP Rail

"the D&H"

DELAWARE & HUDSON

"the D&H"

THE SECOND FOUNDATION

S.S.Worthen

Notwithstanding the ample advance notice which the Delaware and Hudson Railway Company of Albany, New York, provided to the eastern steam enthusiasts and the general public, in the spring of 1973; despite the marvellous anticipations, propogated by the ever-present and fully-functional "grape-vine"; neither the fans nor the public, especially that part of the latter resident in the Hudson River-Lake Champlain valley, were entirely prepared for what transpired on the weekend of 28-29 April 1973.

The magnitude of the response from those who were prepared caught the D&H completely by surprise. Who would have thought that what was planned as a polite anniversary-marking railway journey would have turned into just about the biggest thing for rail enthusiasts that had happened in the eastern United States in almost a quarter-of-a-century.

The Delaware and Hudson's Sesquicentennial Steam Spectacular - and this is describing the event quite unemotionally - was a really far-out happening. Of course it turned on and turned out railfans! But it also set up a really big ground-wave amongst the citizenry, all the way from Albany's Colonie to CP RAIL's Windsor.

There were hundreds and tens-of-hundreds of people at stations and other vantage-points all the way north and back south the next day. They viewed the spectacle in the spring sunshine, in the rain, in hail storms and thundershowers. Their elation and enthusiasm were unbounded. The fact that the Super-Sesquicentennial Special was running late in some stretches in no way dampened their eager enjoyment of the extraordinary sight of a passenger train, hauled by not one, but two, gen-u-wyne puffing, smoking, clanking, whistling, dingdonging steam engines.

The crowds laughed, waved, hollered, cheered, snapped a multitude of pictures, waved again, cheered again, watched the train out of sight - and then stood around smiling and talking about this impressive event.

Eastman Kodak must have made a bundle!

Some sample conversation, overheard:

- "Mommie, Mommie, the train's on fire! It's burning up!"
- "Look at all those people smiling! That's something you don't see much any more."

- "Yes, engines like that did used to pull passenger trains on all the railroads, Sweetie."
- "The little engine was saved by a historical society in Pennsylvania and the big engine was in the Smithsonian Institution in Washington."
- "Where's the bathroom?"

Nonetheless, it was a monumental event. The spectator or passenger, be he enthusiast or just plain John Q. Public, owes his sincere gratitude to men like Bruce Sterzing who, together with all of the hundred-odd others, turned a preposterous proposition into a show-stopping actuality.

And as if the Pacific and the Northern weren't impressive enough, all by themselves, the equipment conoisseurs were startled by the splendour of polymorphic baggage cars, heterogenous coaches and scintillating private cars, complete with distinguished VIPs. The head-end glorified in gleaming black-and-gold; the rear-end rejoiced in an open-platform observation car, the like of which can best be found - these days - among the illustrations in one of Arthur Dubin's entrancing books.

Lucius would have been very, very pleased!

But enough! As the Chinese sage is reputed to have said, one picture is worth 10,000 words. In the 90,000 words which follow, the incomparable photographer and Historian of the D&H, Jim Shaughnessy, resurrects - albeit briefly - the events of the wonderful weekend.

For openers, ex-Reading Railroad Number 2102, now become Delaware and Hudson Number 302, purred contentedly to herself the night before the spectacular at the D&H shops at Colonie. Nearby, ex-Canadian Pacific Railway Number 1278, ex-STEAMTOWN Number 127, transformed into Delaware and Hudson Number 653 (the feed-water heater gave the show away!) dozed in the dark.

Next day, 28 April, D&H Number 302 blasted north near Fort Ann, beside the venerable Champlain Canal. At Port Henry, north of Whitehall, Number 653 waited for the special, was coupled up on the point and helped to move the 22 cars north up Westport Hill and along the lake to Plattsburg - the picture was taken just north of this city - and Rouses Point.

From Rouses to Montréal, it was Number 302's private show and she made right smart work of it! The only thing that beat her was wet rail and no run for the hill from South Junction to Montreal West on CP RAIL. With fire flying furiously from her eight drivers, Number 302 stalled about 50 feet from the top. It became necessary to summon a diesel!

On Sunday morning this minor contretemps was forgotten, as Number 302 posed at CP RAIL's Windsor Station, Montréal, ready to begin the return trip. Two of the D&H's FOUR PA 1s, on the adjacent Exhibition Train, enhanced the scene. With her particoloured train trailing behind, Number 302 stomped across the bridge at Lachine, momentarily slowed for the double lift-bridge at the Seaway and, under overcast skies, fled southeast for Delson and Napierville Junction iron.

A picture of Number 302 and train and the fabulous station of the NJ at Lacolle, Québec, was mandatory.

The return of the sensational safari to Rouses Point was a second occasion for general rejoicing. After taking on fuel and water, Number 302 continued her southward progress. At Whitehall, Number 653 awaited the train, having run light south from Rouses. Although there was no real need, 653 double-headed with 302 the rest of the way back to Colonie.

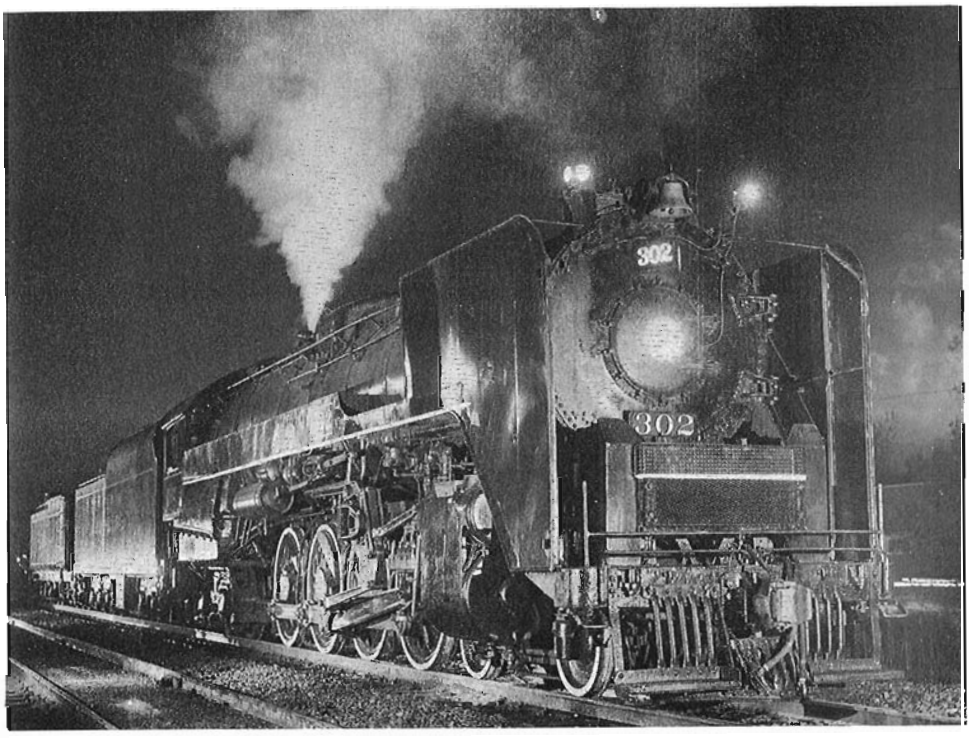
The sight was indeed an inspiring one, as witness Jim Shaughnessy's portrait of the special on the Hudson River bridge at Fort Edward, New York.

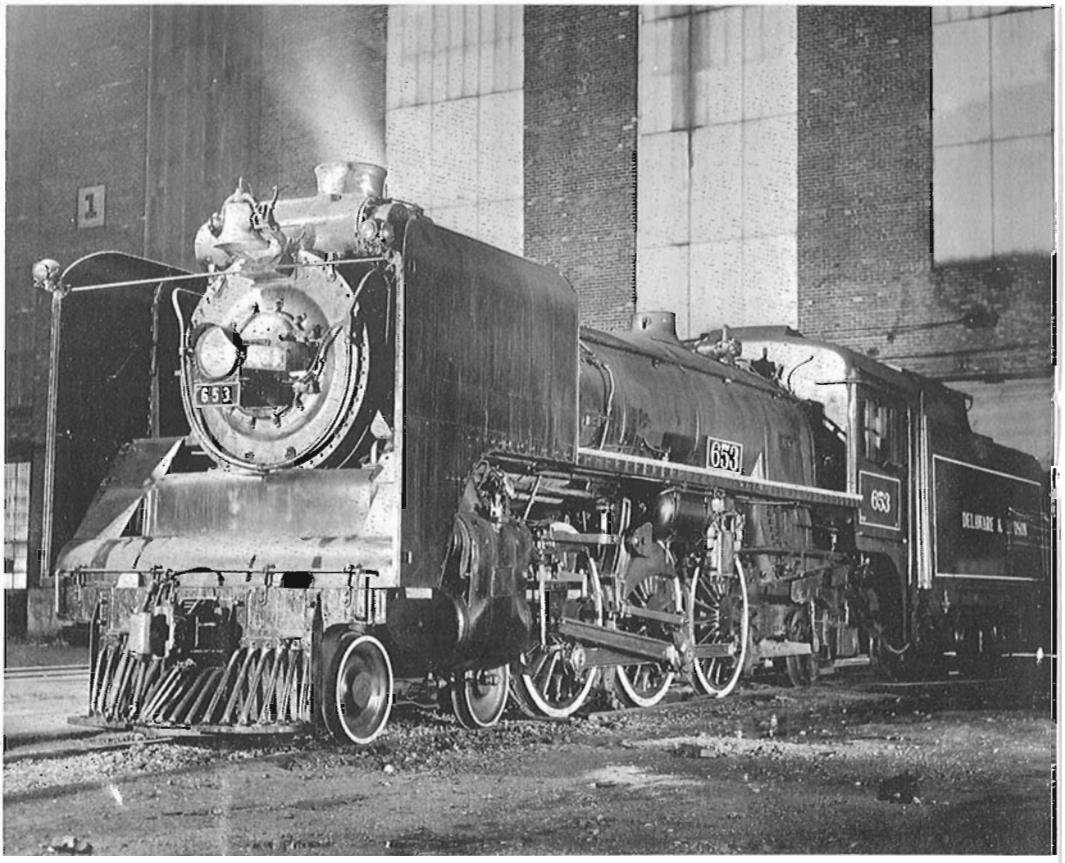
From every and all reports, the trip was an unqualified success. The passengers reiterated that - by darn - they had got their money's worth. The only partly unhappy people (there wasn't a single totally unhappy person anywhere in the district) were those that didn't buy a ticket on the Sesquicentennial Special. And if Mr. Bruce Sterzing has his way, they will yet be happy, either this summer or next year. The means - either steam or diesel - will be provided to take them for a ride on a D&H train. Four PA 1s and eight coaches have already been found!

But it's pretty unlikely that Numbers 653 and 302 will ever again run in tandem. After all, it is really too much to expect that a sensational steam locomotive excursion like the Sesquicentennial Special will reappear more than once in a decade. It would be altogether too much to expect.

Or would it?

What man can conceive, he can also create.

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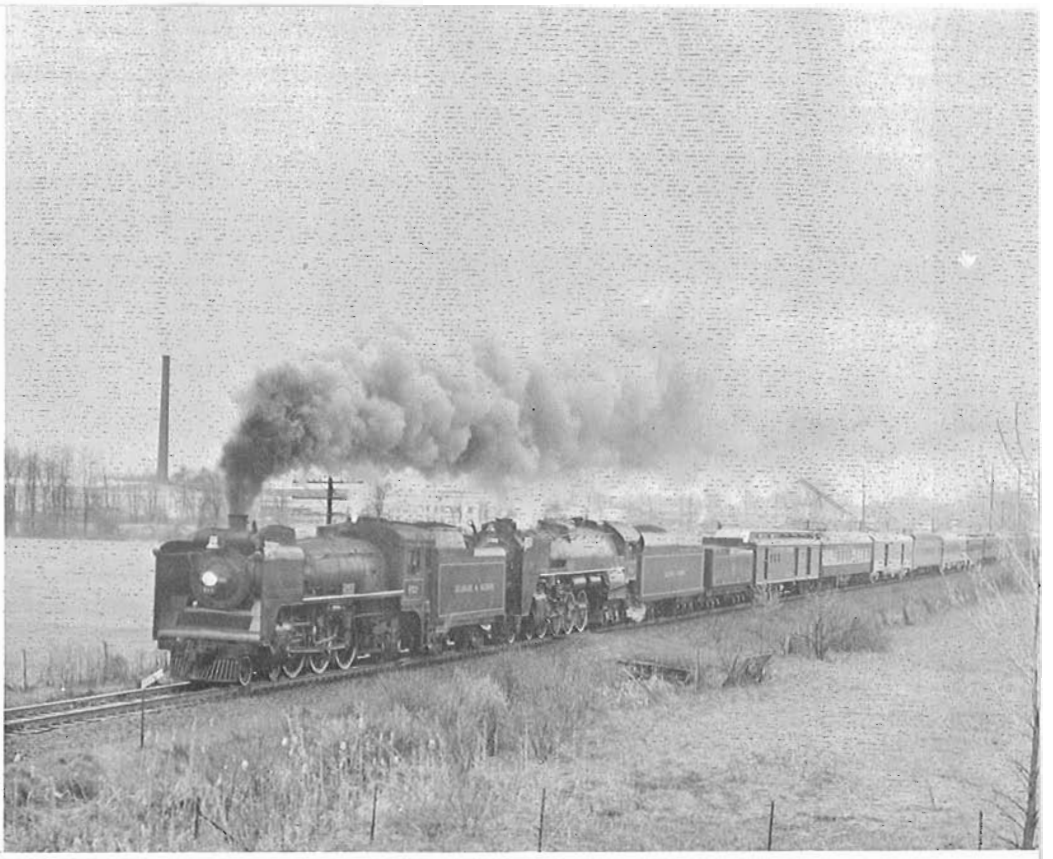


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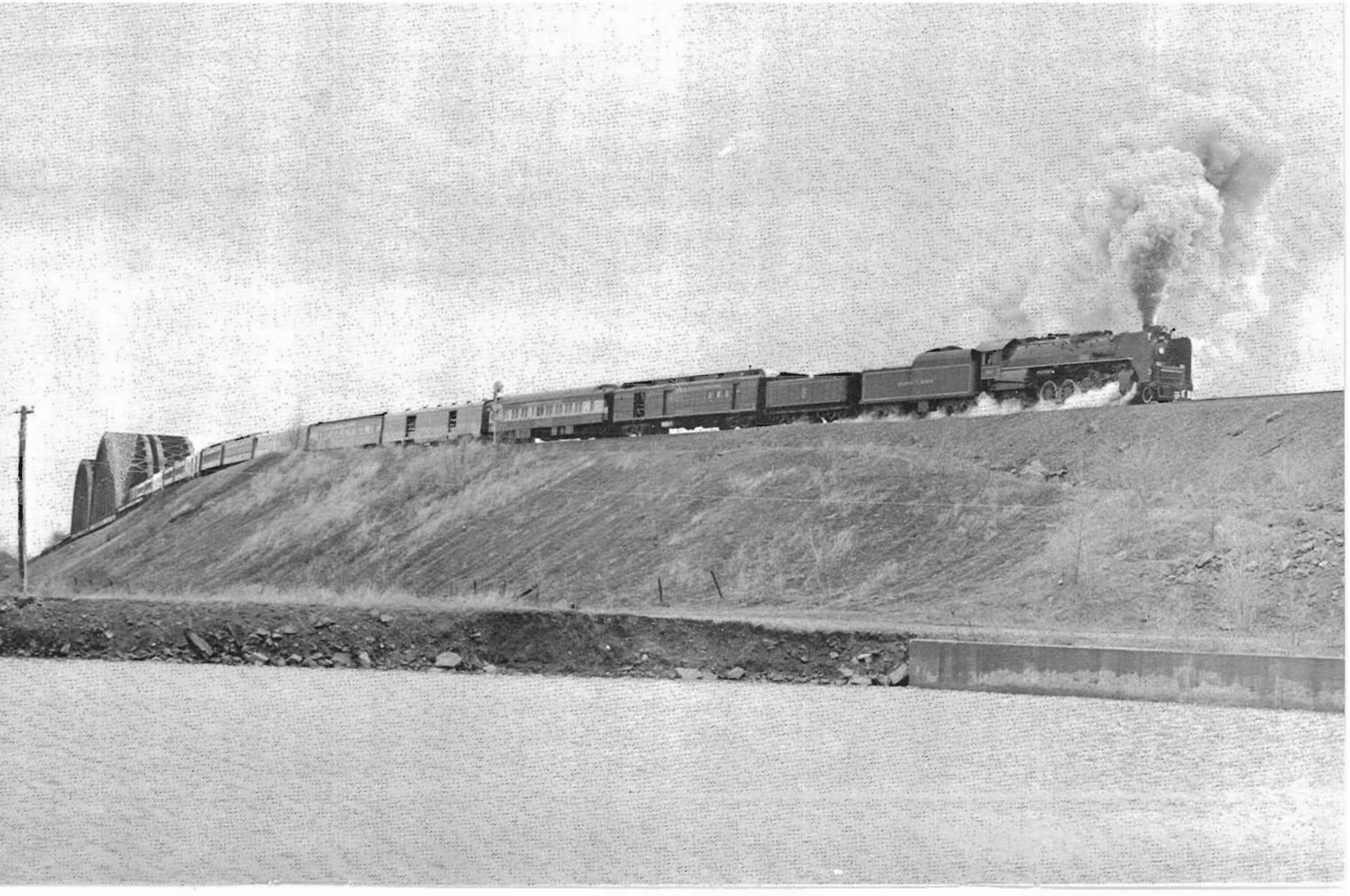


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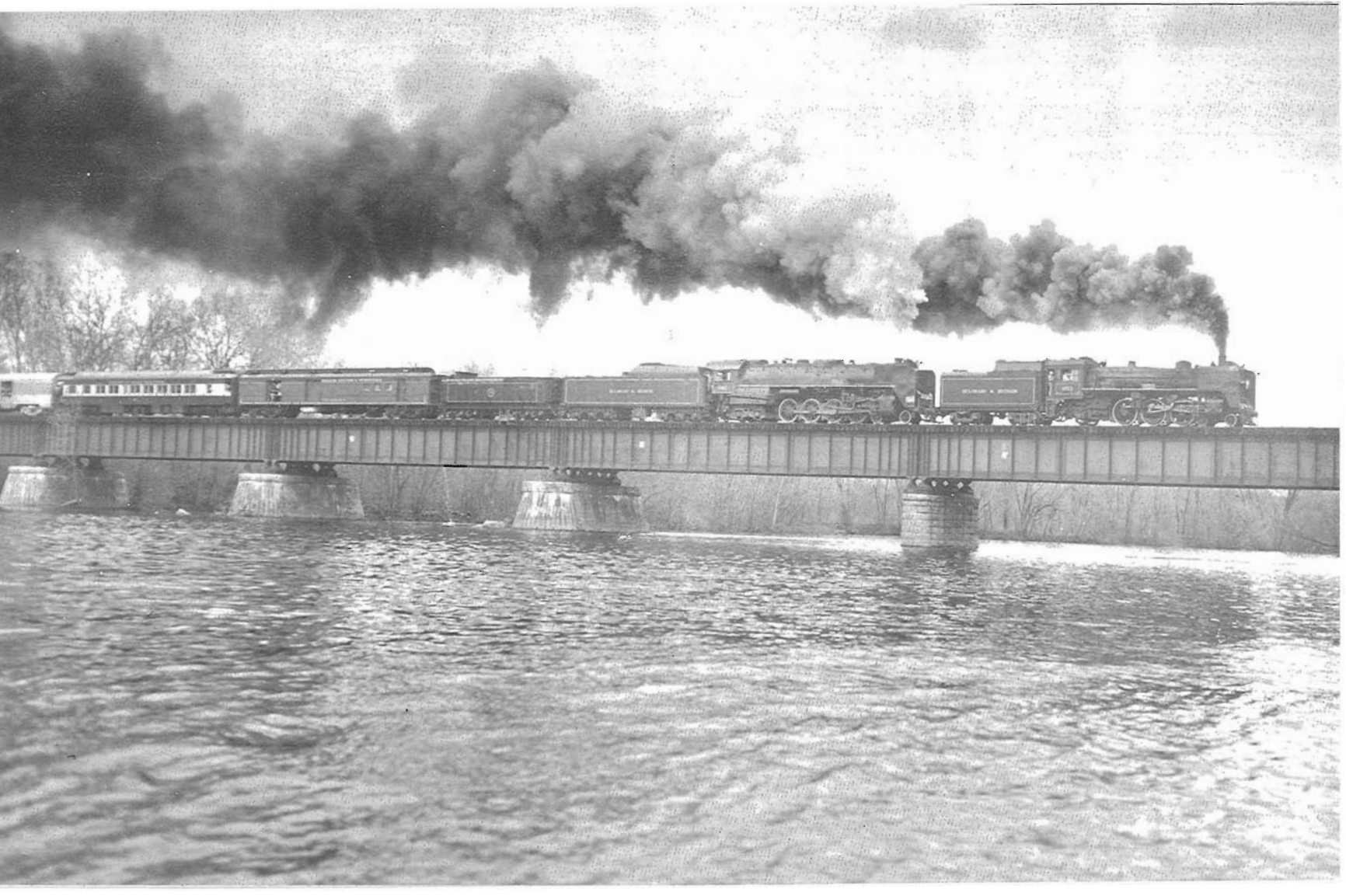
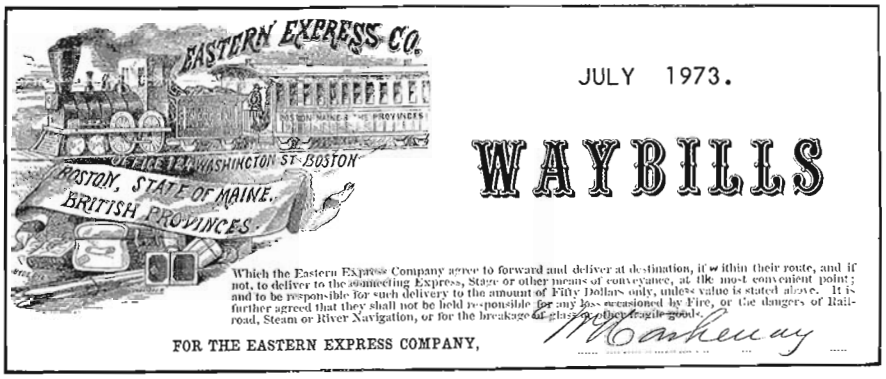




UNITED RAILWAY SUPPLY COMPANY OF MONTREAL HAS SOLD EX-DELAWARE AND Hudson Railway RS 3 Number 4120 to the Québec Iron and Titanium Corporation. About 20 April 1973, this unit emerged from URS's shop, resplendant in a new brown and orange - with black underframe - paint scheme and renumbered "8".

New Number 8 is one of the units that was overhauled and repainted in 1972 for possible sale to the British Columbia Railway. However, this proposed sale did not materialize.

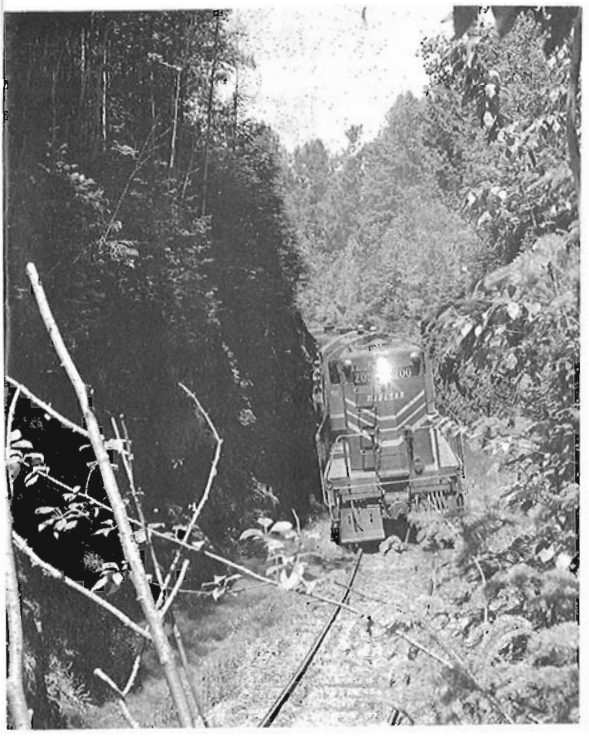
It is not known whether the unit will be placed in service at QI&T's plant at Sorel or at Havre-St-Pierre, Québec, on the Company's Romaine River Railway. K.R.Goslett.

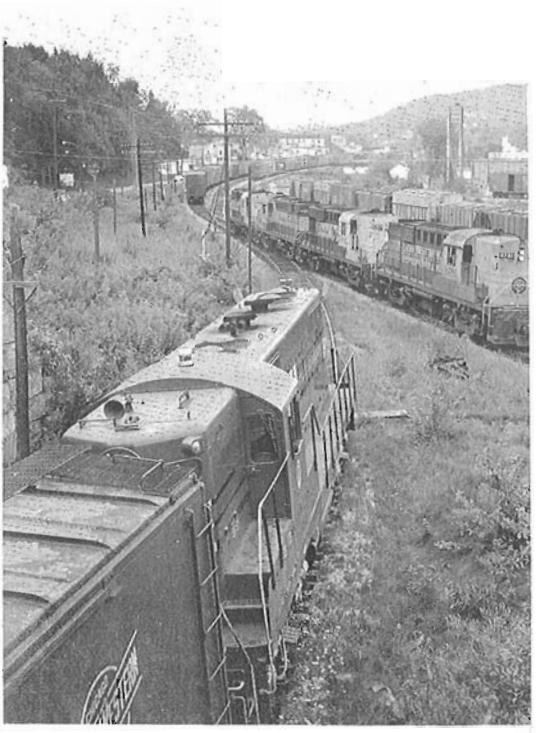
THE ALGOMA CENTRAL RAILWAY'S 1972 ANNUAL REPORT HAD THIS TO SAY ABOUT the "Agawa Canton Tour" operation:

> "The Agawa Canyon Tour again set new records, increasing in popularity in each of the months from May to October. Approximately 77,000 tourists, nearly 25% more than in 1971, travelled through what is said to be some of the most beautiful scenery east of the Rockies.
>
> Early in 1972, we instituted a winter "Snow Train" tour which provides a different look at Algoma Central Country and Agawa Canyon. This tour was available Saturdays only in January, February and March. The initial year was a pilot project only, although some 1',200 passengers took the trip on ten successive Saturdays.
>
> This year the tour, operating on both Saturdays and Sundays, is expected to draw between 8,000 and 10,000 persons. The success of the "Snow Train" seems assured and we will consider expanding this service in the 1974 season.
>
> Our capital program for 1973 has provision for the purchase of additional air-conditioned passenger and dining coaches as well as new terminal facilities to accommodate the growing demand for both the summer and winter tours."

Coincident with the increasing popularity of the ACR's tours is the increasing scarcity of hotel-motel accommodations in the Sault-Ste-Marie area. The ACR might well consider the purchase of a few 12-4-4 sleepers to ease the situation.

DOWN FOR THE COUNT OF EIGHT! SUBSEQUENT TO THE SUSPENSION OF SERVICE on Mr. Sam Pinsley's fabled Vermont short-line, the St. Johnsbury & Lamoille County Railroad, an order from the District Court of the State of Vermont ordered service reinstituted by 15 March 1973. Meanwhile, the GE gas-turbine generator - the straw that broke the camel's back - had been disinterred from its watery grave in the Lamoille River, just east of Morrisville, the StJ&LC's headquarters.





The injunction to require resumption of freight service was suspended a few weeks later by Chief U.S.District Court Judge James S. Holden of Rutland, following a derailment suffered by the first train to operate over the line since the November 1972 closedown.Added to this inconvenience was a heavy snowfall in March 1973, which slowed and sometimes stopped all transportation modes in the State.

It has been suggested that the State of Vermont exercise the existing authority to establish a transportation authority,issue bonds to cover the costs of reconditioning the track and roadbed, which are in truly deplorable condition. The renovated railroad would then be leased by the State to a commercial railroad operator.

The eastern section of the line, from Morrisville to St. Johnsbury, Vermont has remained closed, but, as of 26 March 1973 , the date set for the hearing on the proposal by the StJ&LC to abandon the whole line, there were several freight cars on the Central Vermont interchange track at Fonda Junction, just south of Swanton.

At the end of April, three trips a week were being run from Morrisville to Fonda Junction, using one of the StJ&LC's GP 7s. Only one engine crew was working, together with one maintenance-of-way crew. The east end, from Morrisville to St. Johnsbury, has not been re-opened and the chances of restoring service on this portion are practically non-existant.

Restoration of service has permitted the Eastern Magnesia Talc's mine and mill at Johnson, Vermont and the Swanton Lime Works at Swanton to continue operation. Previously, it had been alleged that closure of the StJ&LC would force closure of these two plants, thus throwing a considerable number of men out of work.

David Clark & Editorial Staff.

ON THE FIRST OF MAY 1973, THERE WERE TWO "MYSTERIES IN MONTREAL". Ex-Delaware & Hudson Railway RS 3, Number 4117, owned by United Railway Supply, had been repainted a bright metallic baby-blue with a black underframe and was sitting in Canadian National Railways' Montréal Yard, waiting to be shipped to an unidentified consignee at an unknown destination.

A week later, ex-National Harbours Board Number D-8 which was purchased by MLW-Industries several months ago, has been overhauled and sold by MLW-I to an unidentified purchaser.

K.R.Goslett.

OUR MEMBER IN WEST AFRICA, MR. R.E.LEGGOTT, WHO IS PRESENTLY TEACHing at the University of Ibadan, Ibadan, Nigeria, writes to say that, not long ago, he was doing a little browsing around the yards of the Nigerian Railway Corporation at Ibadan, when what should he perceive temporarily dead on a storage track but a genuine - though ancient - 2-8-2 steam locomotive. What caught Mr. Leggott's eye was the nameplate "Yukon" on the boiler barrel.

Now most NRC mikados are of the "River" class and have a nameplate on the boiler barrel, e.g., Number 186, "River Njaba".

Mr. Leggott dutifully scrubbed off the builder's plate and found the following:

NRC road number: 174 (not on the plate, of course.)
Builder: Montreal Locomotive Works, Montréal, Canada.
B/N: 75151 Date built: April 1947.

Mr. Leggott said that the other data about this locomotive are probably at the railway's headquarters at Lagos, Nigeria. Since that city is a fair distance from Ibadan, he wondered if another interested member could give him further details on this engine and others of her class, built by MLW.

Mr. Leggott is presently putting together some information on the MX diesel-electric units, recently completed by MLW-Industries for the Nigerian Railway Corporation.

ONE OF THE MOST CURIOUS ACCIDENTS IN RECENT CANADIAN RAILWAY HISTORY occurred at 10.10 hours on 8 March 1973, when Canadian National Railways RAPIDO Train 51, Montréal to Toronto, came into violent collision with CN road-rail brushcutter Number TC-103 at mile 34 of the Kingston Subdivision, a few miles east of Coteau, Québec.

The brushcutter had been placed on the rails only a few minutes before the RAPIDO was due and the boom supporting the cutter was pointed east. Although the westbound RAPIDO's engineman saw the work vehicle on the westbound track, he was unable to reduce the speed of units Numbers 6769 & 6858 sufficiently to prevent the seven-car train striking the work vehicle. The boom of the brushcutter "speared" the lead unit, passing through the cowl slightly to the right of centre, through the cab and electrical panels, into the prime-mover section, killing the engineman. Gasoline from the fuel tank of the work vehicle ignited and set the lead unit, Number 6769, on fire.

On the block behind Train 51 was one of the United Aircraft Company's TURBOTRAIN sets, making a test run. The TURBOTRAIN was brought forward by radio to the rear end of the RAPIDO and, after coupling up, pulled the passenger cars clear of the two units.

CN's Montréal auxiliary handled the clean-up procedure and the westbound main line was restored to service by 15.00 hours the same day.

Newspaper accounts said that it was impossible to explain immediately why the brushcutter was railed on the westbound main at almost the exact time that Train 51 was due to pass. The accident was investigated by CN authorities. S.S.Worthen.

CP RAIL TOOK DELIVERY OF DD GMC SD 40-2 UNITS AS FOLLOWS:
Order C-358, B/N 72657-1 through 72657-30 were delivered to CP RAIL between 2 and 22 December 1972.
Ontario Northland Railway's SD 40-2 units Numbers 1730 through 1734 will have B/N A-2844 through A-2848.
Quebec, North Shore and Labrador Railway's SD 40-2 units Numbers 241 through 260 will have B/N A-2849 through A-2868.
CP RAIL SD 40-2 units Numbers 5659 through 5674 will have B/N A-2872 through A-2887.
Algoma Central Railway SD 40-2 units Numbers 183 through 185 will have B/N A-2869 through A-2871. Road Numbers 186 through 188 will have B/N A-2955 through A-2957.
Canadian National Railways GP 38-2 units Numbers 5561 through 5610 will have B/N A-2888 through A-2937. Pierre Patenaude.

IN MID-MARCH 1973, EXCITED REPORTS IN MONTREAL'S NEWSPAPERS HEADLINED the news that Canadian National Railways would punish most severely those passengers on commuter trains who persisted in violating "no smoking" regulations, promulgated some two years ago and generally ignored by passengers from the start. CN constables were said to be assigned to CN commuter trains in the Deux-Montagnes/St-Hilaire-est/Central Station zones, to enforce the rule and to identify violators, who would subsequently be prosecuted under the terms of the Railway Act (amended).
In April, smokers in non-smoking cars were being reminded, gently but firmly, by the conductor or brakeman. Infractions of the "no smoking" regulations on commuter trains dropped sharply, but did not disappear entirely.
In May, no reliable evaluation of the situation was available. Editorial Staff.

PIERRE PATENAUDE SENDS IN THE FOLLOWING SUMMARY OF THE EXPORT ORDER for diesel-electric units from Diesel Division, General Motors of Canada to Yugoslavia:

Order no.	Road numbers	Delivery dates
C-352	661-401 to 661-413	23-27 September 1972
	661-414 to 661-415	29 November 1972
C-353	661-265 to 661-278	23 October-22 November 1972

Units Numbers 661-272, 661-273 and 661-276 were lost overboard from the MV RUMBA off the coast of Newfoundland.

CANADIAN NATIONAL RAILWAYS CRANKED A COMPUTER-BASED INFORMATION system into its accident-prevention program, effective 1 January 1973. Information retrieved now includes not only historic data but also pinpoints problem areas, to assist in determining what corrective action must be taken.
More than 25,000 CN trains rolled 54.3 million miles across Canada in 1972 without any increase in the accident rate. The 245 accidents - costing more than $750 in damages - which did occur, represented 1 accident per 238,000 miles operated.
CN spends $ 220 million annually in capital and operating funds to maintain and upgrade rail lines and associated operating

facilities across Canada. A network of hot-box detectors has proven effective, while the introduction of modern equipment and maintenance techniques has helped to keep a safe roadbed under trains. CN has entered into the second year of a five-year program of rock stabilization in the Rocky Mountains to prevent slides. The Company operates round-the-clock track patrols in strategic areas and maintains slide-detector fences in problem areas in the mountains.

In the east, it is reported that serious consideration is being given to the problem of ice-buildup at level crossings in the winter months. This is of particular importance on lines where new, high-speed equipment is operated, since the clearances between icy road-crossings and passenger car trucks and under-car equipment are becoming smaller and smaller. Editorial Staff.

WHEN THE ANNUAL REPORT FOR 1972 OF THE BRITISH COLUMBIA RAILWAY WAS released late in February 1973, record gains in all areas of operation were reported by J.S.Broadbent, Vice-President of the BCO. Revenues, net profits, carloadings and tonnage rose to the highest levels ever recorded in the 60-year history of this railway. Gross revenues were up 15.8% to $ 47.7 million. Carloadings rose to almost 131,000 from about 120,000 in 1971.

Mr. Broadbent said that plans were proceeding but not yet finalized for the movement of wome 2 million tons of coal annually from the Chetwynd area, 190 miles north of Prince George, to tidewater in the lower British Columbia mainland area.

By 1972 year-end, track had been laid on 19 of the 420 miles of the extension from Fort St. John to Dease Lake. 19 bridges had been built on the extension and 10 more were scheduled for completion in 1973.

A car assembly plant was planned for construction at Squamish, B.C., to employ about 150 men. During 1972, the BCO acquired eight diesel units, 585 boxcars, 200 wood-chip cars, 50 gondolas and 25 cement hopper cars, bringing its total fleet to 82 diesel units and 4,441 freight cars.

144 miles of main-line trackage was replaced, eight permanent concrete bridges were built to replace trestles and 282,845 ties were replaced.

The BCO now has 2,849 employees with an average wage of $ 10,102.

Keen Industries Limited of Alberta has three contracts on the Dease Lake Extension with BCO. One of them, reported to be for $ 3.9 million, showed payouts of $ 6.5 million at the last accounting. Questions were asked thereafter in the British Columbia legislature.

No mention was made of the BCO's proposal to tunnel through the rock ridge between Horseshoe Bay and North Vancouver. Ed. Staff.

RECENTLY, UNITED STATES PRESIDENT RICHARD NIXON AND THE DEPARTMENT of Transportation tried to come to grips with the uncertain rail transportation situation in the northeastern United States. With Penn Central on the brink of total collapse and the Central Railroad of New Jersey, Erie-Lackawanna, Reading, Boston & Maine and Lehigh Valley Railroads in bankruptcy proceedings, consideration was given to a government-designated "core rail service" for the Northeast. This would mean a restructuring of rail operations in this area, probably into three or four systems, and a paring down of freight services to an "essential minimum", much like the refining process for passenger services which resulted in AMTRAK.

However, there are two existing solvent carriers - Norfolk

& Western and Chessie System - whose reaction to this proposal must and will be significant.

Because the core rail service proposal anticipates sharp service curtailments, the plan is expected to meet severe opposition from the U.S.Congress and the United Transportation Union.

Part of the process of establishing the "core rail service" would include means to abandon marginal freight operations without overview by the Interstate Commerce Commission, long-time guardian of existing - and frequently unprofitable - trackage in the north-eastern United States.

The corollary question to this proposal is," Where will the freight traffic go, if the railroads are no longer there to transport it?"

Editorial Staff.

HERE IS A SAMPLE FROM JOHN WELSH'S DEPARTMENT OF STARTLING STATISTICS: From the Annual Report (1972) of the Canadian Transport Commission:

Collisions	1971	1972
Canadian National	31	28
CP RAIL	12	12
All railways	48	43
Derailments		
Canadian National	196	234
CP RAIL	51	81
Algoma Central	3	2
Toronto, Hamilton & Buffalo	-	1
Quebec, North Shore & Labrador	6	3
Northern Alberta	1	2
DEVCO	-	1
Burlington Northern(in Canada)	6	2
Chesapeake & Ohio(in Canada)	1	-
Penn Central (in Canada)	6	1
White Pass & Yukon	1	-
All railways	271	327

To be perfectly fair, these figures should be compared with train miles run in these years.

C.W.CREIGHTON SENT A CLIPPING FROM THE CALGARY "HERALD" DATED 2 MAY 1973 reporting that Canadian National Railways were seeking bids from contractors to prepare and stockpile rock near Grande Cache, Alberta, a major step towards rebuilding washed-out track of the Alberta Resources Railway. Thirty-seven miles of the AAR were destroyed in the spring of 1972 and estimated cost of repairs was $ 15-20 million. The cost-sharing agreement, close to signing, has CN paying $ 8 million with Alberta adding $ 2.5 million. Rebuilding will hopefully begin in July.

ON THE BACK COVER APPEARS PIERRE PATENAUDE'S SHOT OF CANADIAN NAtional Railways Train 428 passing EJ Tower, Montréal, on 3 March 1973. On the point are units Numbers 5514 & 5542, two brand-new GP 38-2 models from Diesel Division, General Motors of Canada, plus a leased C&O GP 9, Number 6208.

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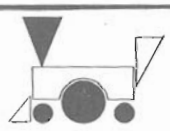

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