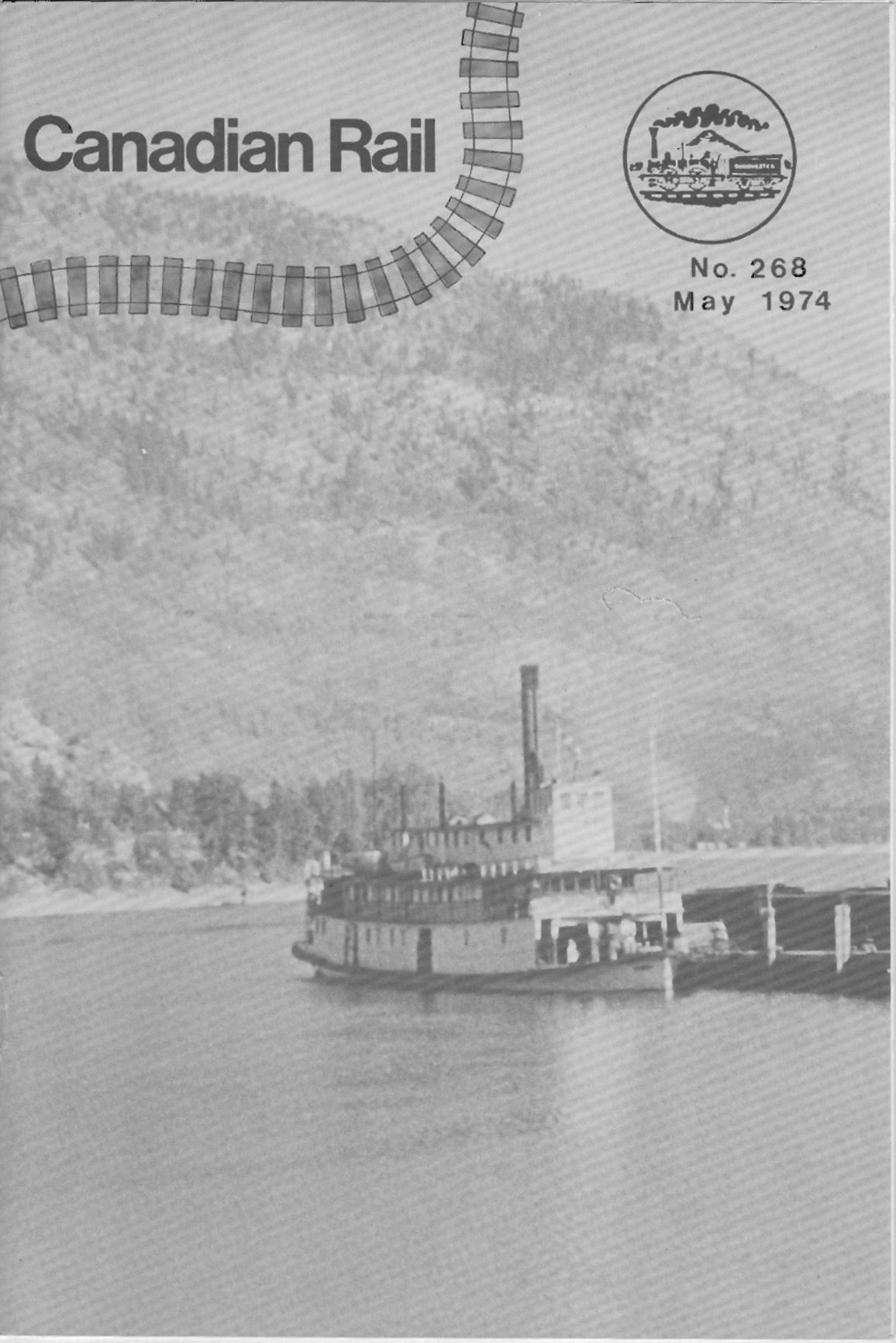


Canadian Rail



No. 268
May 1974





THE LADY OF THE LAKE

Rev. C. Leighton Streight

During one's childhood and youth, many dreams and ambitions pass in an endless parade across those formative years. Too often, many youthful aspirations never reach fulfillment. One of mine, however, was attained.

It was my dream to return to the mountains and lakes of British Columbia, Canada's westernmost province, to rediscover the wonders that I knew and loved during the brief period when I lived in Vancouver in my youth.

During each of five student summers, when I was attending the University of Toronto, it was my privilege to come back west. Three summers were spent in the mountains and two in the foothill country north and south of Calgary, Alberta. In September 1950, after a most enjoyable and profitable summer at Banff, I first made the acquaintance of "The Lady of the Lake". She was, in truth, the living embodiment of everything I had read and imagined about her. The first glimpse - a most enduring one - found her moored at the dock at Robson West, at the southern end of the Arrow Lakes, awaiting the connecting train of the Canadian Pacific Railway. Pale wisps of smoke curled in gentle swirls from her tall stack. Below the three windows of her towering pilot-house was the proud superscription, S.S.MINTO.

Earlier in the summer, I had read an article in the "Saturday Evening Post", chronicling a voyage the writer had made on British Columbia's Arrow Lakes, aboard the stern-wheeler S.S.MINTO. The account of the ship and her voyage to quaint, out-of-the-way ports of call, fascinated me. Then, as I read further, I learned that her days were - alas! - numbered. It was unlikely that I would ever again be so near to this unique ship and so I immediately booked a passage for the following September.

Mid-September of the following year was long in coming, but one autumn day, after an uneventful but enjoyable journey by train south from Calgary to Fort MacLeod and then west over the Crow's Nest Pass route and along the precipitous shores of Kootenay Lake, my objective was reached. Leaving the Canadian Pacific train from Nelson at Robson West, British Columbia, I stood on the dock and examined the ship that was to be my home for the next twenty-four hours or so. It was pleasant to savour the taste of adventure.

ON THE COVER THIS MONTH, THE S.S.MINTO LIES AT THE DOCK AT ROBSON WEST, British Columbia. Canadian Pacific Railway freight cars on the dock are loaded and unloaded into the ship. Photo by the Author.

THE S.S.MINTO, WITH ALL HER FLAGS FLYING, STOPS AT A "FLAG-STOP" ON the Arrow Lakes, in British Columbia's interior, en route from Robson West to Arrowhead, at the northern end of the Lakes.

Photo by the author.

Stepping on board, I had the distinct feeling that I was being carried back into history, back to the "Days of '98" and the Klondike Gold Rush, for indeed, it was this trade that the S.S.MINTO was designed to serve, on the Stikine River, far to the north in the Yukon. She was actually built in sections at Toronto, Ontario and then shipped by rail to Vancouver, where she was to be re-assembled.

By the time the S.S.MINTO's pieces arrived, however, the Klondike Gold Rush was almost over, so the S.S.MINTO, still in parts, was shipped back to the village of Nakusp, on the narrows between the Upper and Lower Arrow Lakes. Here, her sections were assembled by Thomas Bulger and here she began her 56-year indenture as servant to the settlers at 25 regular ports of call along the shores of the lakes. During those years, the S.S.MINTO made over 7,000 trips, travelling more than $2\frac{1}{2}$ million miles.

Once aboard for my first voyage of discovery, the hospitality and informality for which the S.S.MINTO was justly famous, was everywhere apparent. From the deck-hand to the purser to the steward to the cabin boy, my every contact with the crew bespoke friendliness. I was shown to my cabin, which cost the enormous sum of two or three dollars. Granted, it was not EMPRESS OF CANADA style. Indeed, my stateroom was barely large enough to permit turning around. Nevertheless, it was comfortable, with a good bunk and running water and with a porthole of a size adequate to view the magnificent panoramas during the voyage.

The meals in the dining saloon were also quite unforgettable, both as to quality and price. Can you imagine a full-course breakfast, served on a silver service, for 75 cents? Or lunch and dinner for \$ 1.00 each? Such was the service aboard the S.S.MINTO when I made my first trip.

Typical of the hospitality shown to the occasional traveller and, to me, the highlight of the trip, was the early invitation from Captain Robert Manning to join him in the pilot-house, whence the stately swan-like progress of the S.S.MINTO was directed. It was my privilege to enjoy this vantage-point for the balance of the day, until we docked at Nakusp, layover point for the night. It was a pleasure to watch Captain Manning as he skilfully guided his ship in and out of the various points at which the vessel stopped.

Two, in particular, remain in my memory. At one location, not designated by any formal title, Captain Manning simply headed the S.S.MINTO's bow for the shore. As there appeared to be nothing on the shore at this point, it was impossible to imagine the reason for this manoeuver. Within minutes, the bow of the ship was hard aground. Thereupon, the deck hands and some of the passengers began to unload cargo from the deck to the shore, through the shallow water: some lumber; a table-saw; various and sundry other articles, including a small skiff. Discharge of cargo completed, Captain Manning reversed the ship's engines and, with paddle-wheel revolving at a furious rate, the S.S.MINTO slid off the shingle and backed out into the channel. Signaling her engines to "stop" on the engine-room voice-pipe, Captain Manning brought the ship's bow around and, calling "slow ahead" and then "full ahead" into the voice-pipe, he guided the ship to resume her northward journey.

Thus it was that the S.S.MINTO located yet another settler and his family on the shore of the lake, there to begin a new life in this most beautiful valley in British Columbia. Who would have ven-

tured to predict that, in the 1970s, these beautiful beaches would be inundated, as a result of man's immoderate and unending desire to harness the swift waters of the Columbia River for generating the exportable commodity of electric energy?

The other notable interval in my voyage north was the stop at Needles, where it was necessary to unload a very quaint wagon. This vehicle was the "home-on-wheels" of a gentleman and his grandson, who were in the process of making a journey from somewhere back east to the Pacific Coast. How many days they had been on the road when I encountered them and how many more days they spent in reaching Vancouver are now long forgotten. But there is the vague memory of a report in the Vancouver SUN, noted later on, of their eventual arrival.

How well I recall little beauty-spots such as Renata; the imposing hotel at Halcyon Hot Springs and, all along the lake, the unusual docks, sloping into the water, so that a mooring was always provided for the S.S.MINTO, regardless of the water-level.

In the early years of this century and, indeed, until well after World War II, the S.S.MINTO provided the essential communication with the outside world for the residents along the Upper and Lower Arrow Lakes. But with the improvement in the roads and highways of the region and the advent of the private car and motor truck, the S.S.MINTO's service became less and less essential. Moreover, the ship was growing old and there was no justification, after a time, for retaining her in service.

The end of the saga of the S.S.MINTO is soon told. She was sold by Canadian Pacific to the Town of Nakusp which, in turn, sold her to a salvage company at Nelson, B.C. After her fittings and stern-wheel had been removed, she was sold to Mr. John Nelson of Galena Bay, B.C., who hoped to convert her to a floating museum, a living memento of the days of stern-wheelers on the Arrow Lakes. But the cold patina of age had settled on her forever and it was impossible to effect the repairs necessary to preserve the historic ship.

In the end, the S.S.MINTO was accorded a Viking's funeral, a fitting finale for a gallant vessel.

The S.S.MINTO now no longer graces the waters of the Arrow Lakes with her stately progress; she has passed from the scene. But she still lingers on in the memories of the thousands who sailed on her, either through necessity or on occasion, and to whom, for many years, she rendered faithful service.

"She was a phantom of delight
When first she gleamed upon my sight;
A lovely Apparition sent
To be a moment's ornament.

And now I see with eyes serene
The very pulse of the machine;
A Being breathing thoughtful breath,
A Traveller between life and death."

(William Wordsworth)



↑ THE BROAD EXPANSE OF LOWER ARROW LAKE, NORTH OF RENATA. THIS VIEW IS typical of the scenery along the Lower and Upper Arrow Lakes.

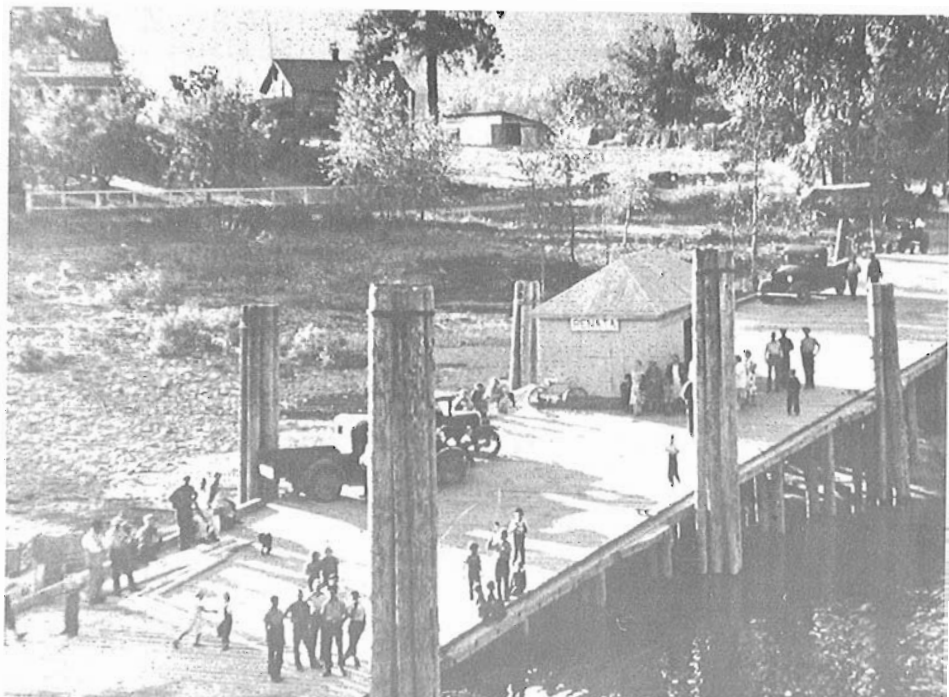
Photo by the Author.

→ THE CAPTAIN AND CHIEF ENGINEER OF THE S.S.MINTO, PHOTOGRAPHED AT THE north end of the run at Arrowhead, B.C. See the note at the end of the article.

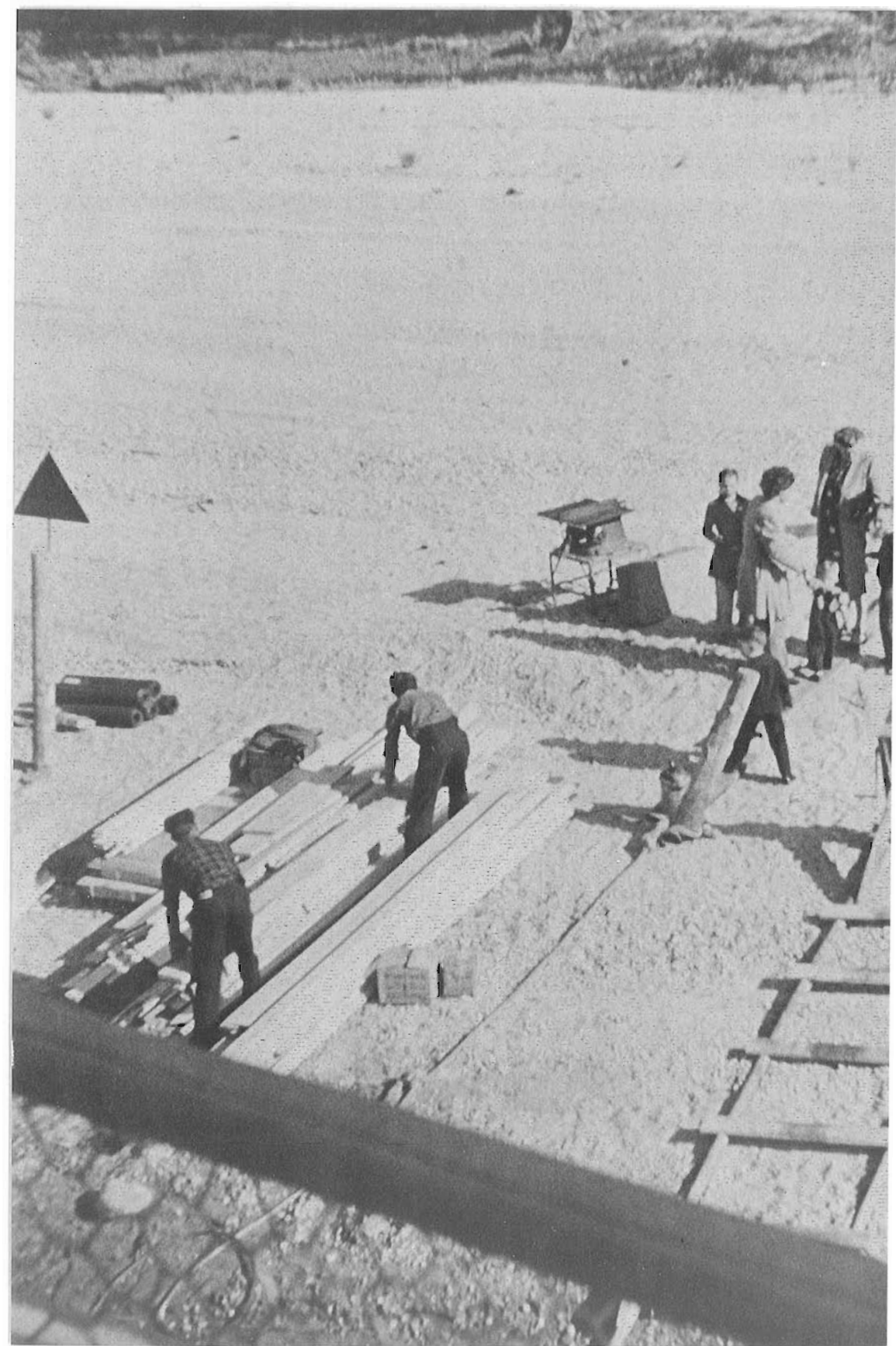
Photo by the Author.

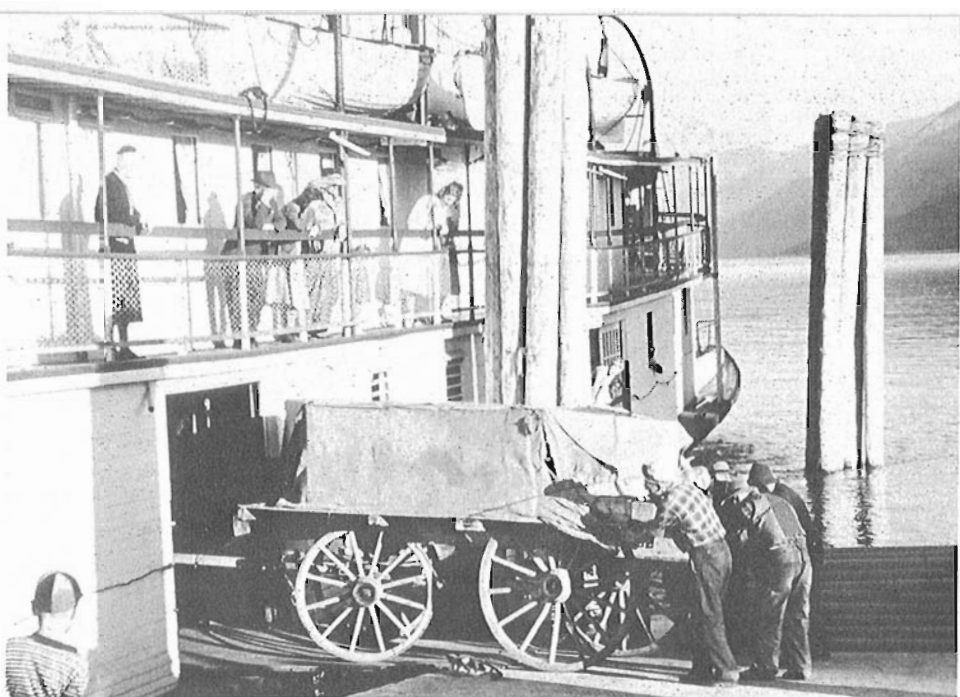
↓ THE "PIER" AT RENATA, BRITISH COLUMBIA, IS SLOPED TO THE WATER SO that the S.S.MINTO can land passengers and freight, regardless of the water-level in the lake.

Photo by the Author.







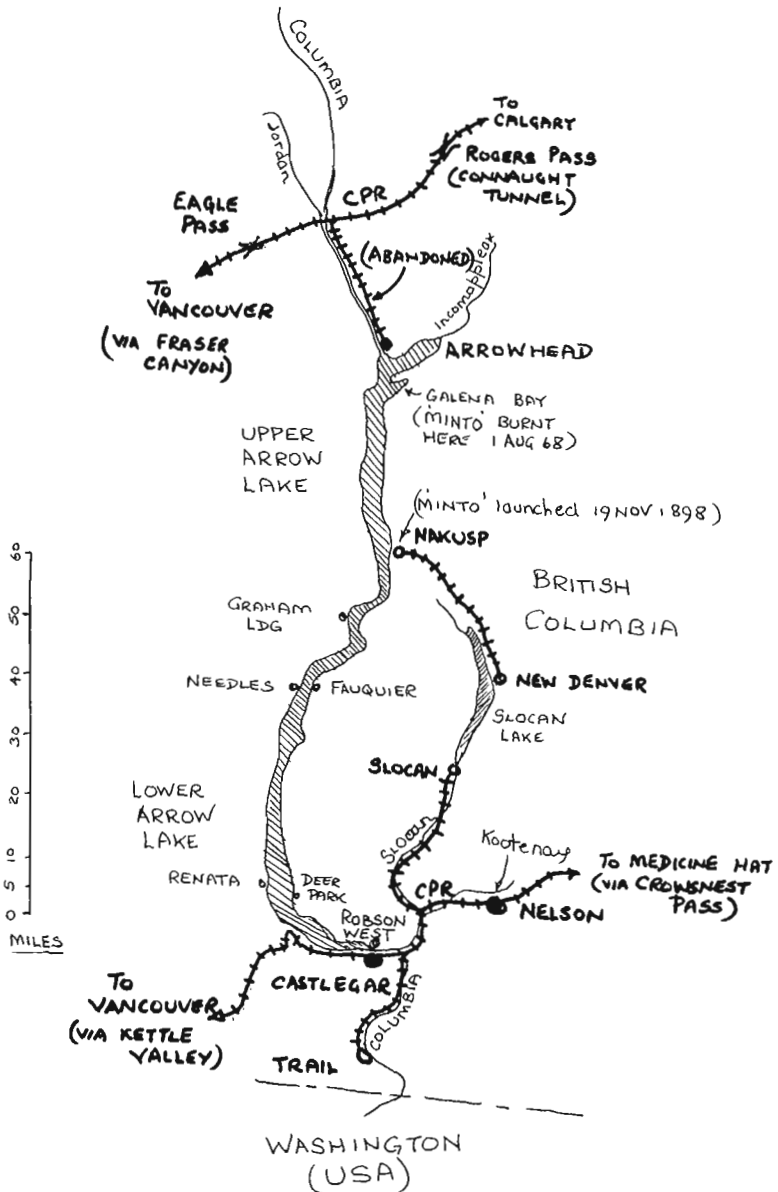


↑ AN ELDERLY GENTLEMAN WAS MAKING A WESTBOUND TRANSCONTINENTAL JOURNEY carrying his possessions in this wagon. He persuaded the Captain of the S.S.Minto to "ferry" him across the Arrow Lakes between Fauquier and Needles, the unloading procedure at the latter place being shown in the photograph. Photo by the Author.

← THE S.S.MINTO WAS RUN STRAIGHT UP ON THE BEACH ON THE EAST SHORE NEAR Deer Park, so that the possessions of a homesteading family could be unloaded easily. This family was fortunate. They had an electric table saw. But where was the electricity to be found to operate it? Photo by the Author.

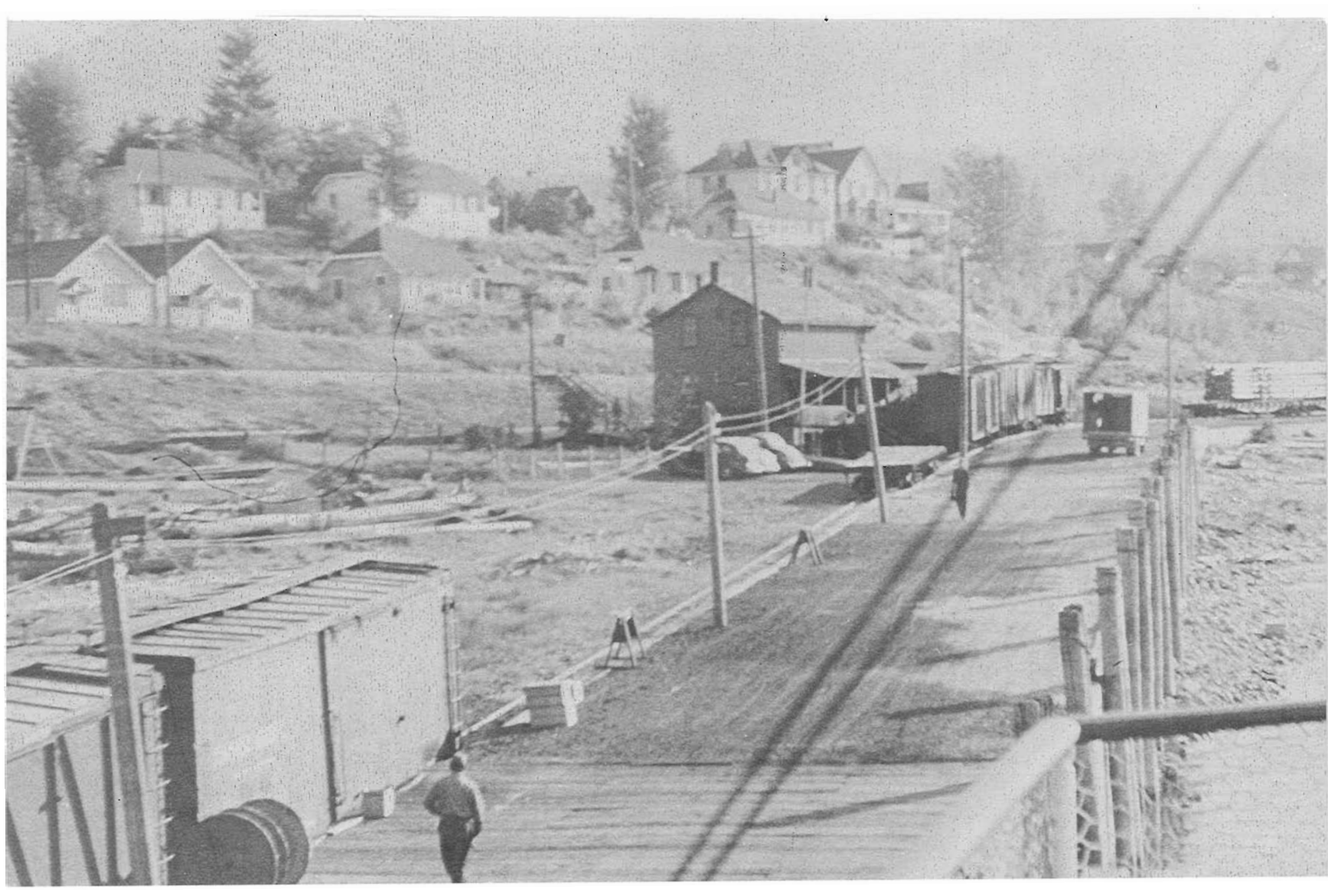
↓ ONCE A POPULAR PLACE FOR VACATIONERS, ACCESSIBLE ONLY BY WATER AND the S.S.MINTO, the majestic hotel at Halcyon Hot Springs on Arrow Lake has now passed into history. Photo by the Author.

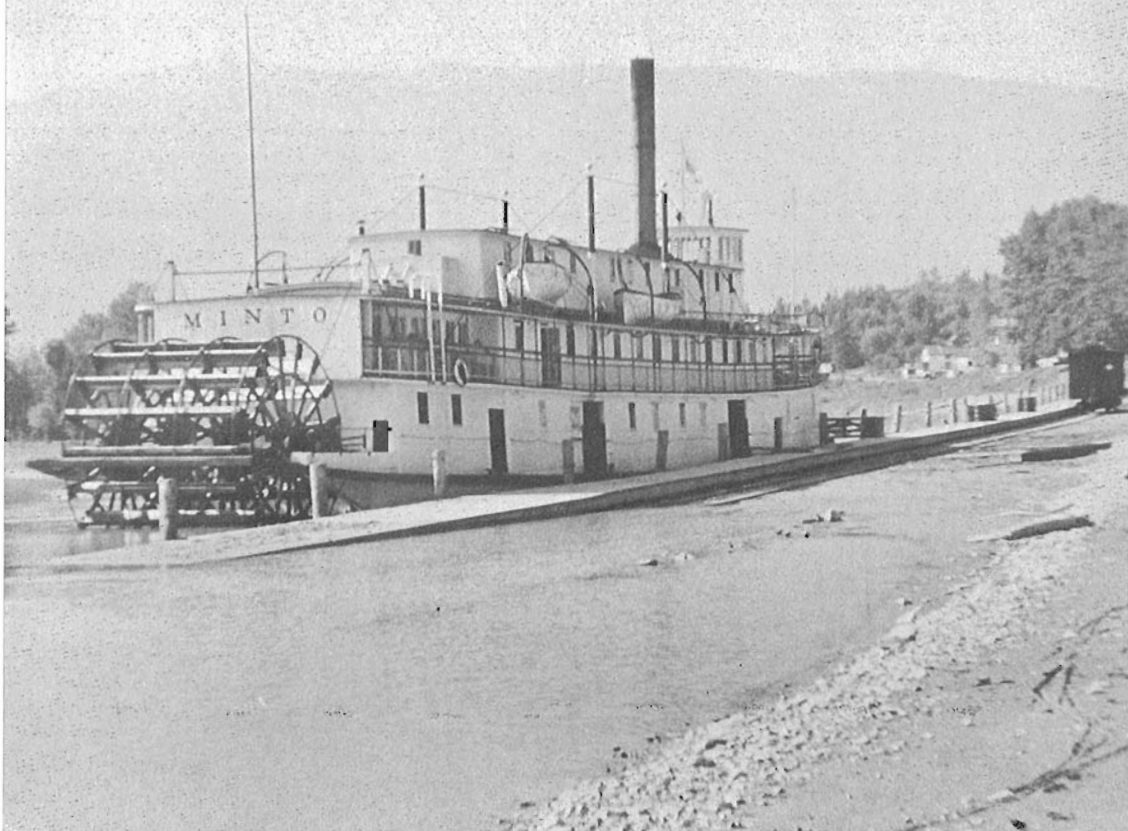




→ THE LANDING-STAGE AT NAKUSP, B.C., MID-POINT ON THE S.S. MINTO'S RUN, was the "junction" with the Canadian Pacific Railway's Kaslo Sub-division from Rosebery and New Denver on Slocan Lake.

Photo by the Author.





↑ AT THE NORTHERN END OF HER RUN, THE S.S. MINTO TIED UP AT THE LANDING stage at Arrowhead, B.C., 27 miles south of Revelstoke on the main line of the Canadian Pacific. This scene today is under several feet of water, since the level of the Arrow Lakes has been raised by the dam near Robson West. Photo by the Author.

Author's Notes

The Canadian Pacific Railway Company sold the S.S. MINTO to the Town of Nakusp, British Columbia, for preservation, for the sum of \$ 1.00 . However, the citizens lost interest in the project and in April 1956, the ship was sold to a junk dealer of Nelson, B.C., for \$ 750. The furnishings, fittings, boilers, engines and stern-wheel were stripped and the hull was sold to Mr. John Nelson of Galena Bay, B.C., who had it towed north and moored in the Upper Arrow Lake, opposite his farm. Mr. Nelson hoped to restore the ship, but he died on 26 November 1967 - aged 88 years - before much restoration had been accomplished.

Thereafter, the hull was said to constitute a menace to navigation on the lake and accordingly, on 1 August 1968, a BC Hydro tug towed the hulk out into the lake and Mr. Walter Nelson, son of the late Mr. John Nelson, lit the "Viking" pyre.

The picture of two of the S.S. MINTO's officers was taken at Arrowhead, B.C. Captain Robert Manning is on the left and on the right is Chief Engineer L. Exton.

The First Officer of the S.S. MINTO was Mr. Fred Barlow.

Other Sources

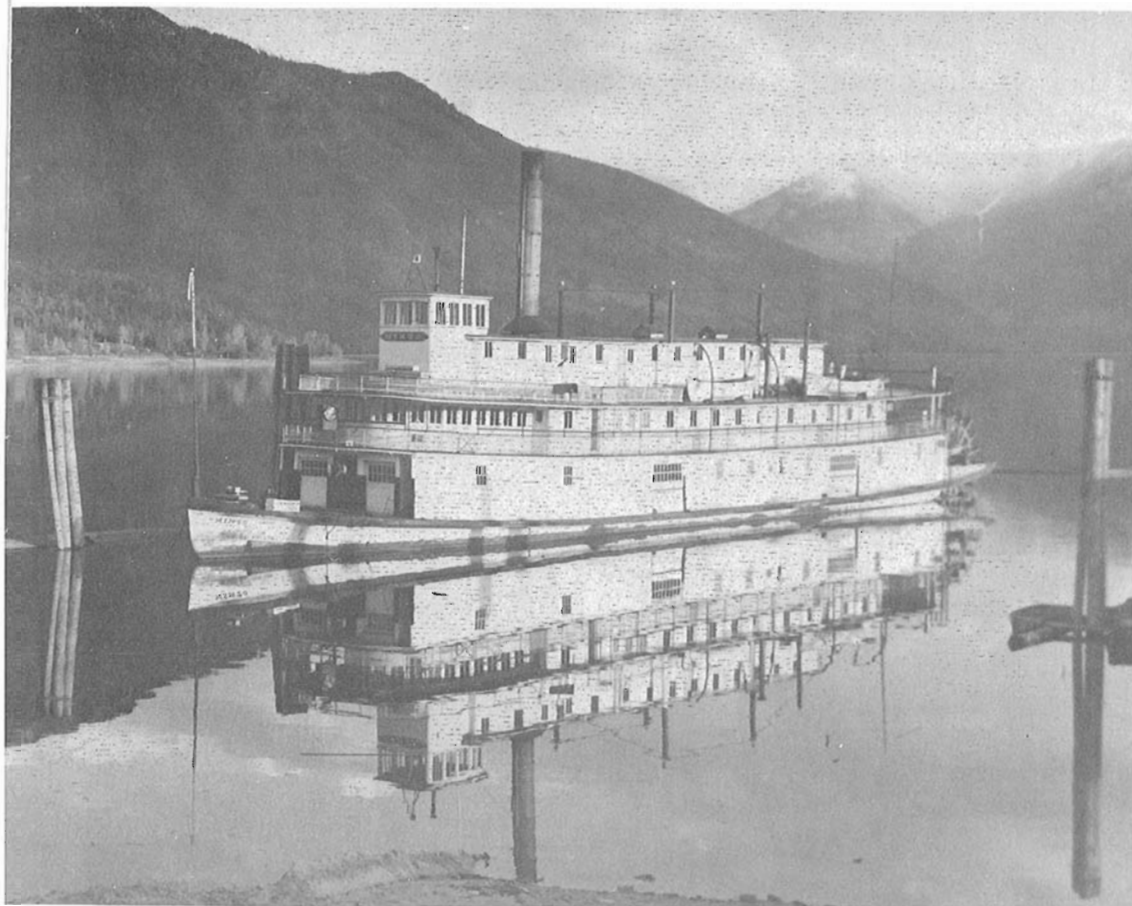
SAGA OF A STERNWHEELER Morrison, G.F. CPR SPANNER October 1954
PADDLEWHEELS ON THE FRONTIER Volume 12 Foremost Publishing Co.,
Surrey, B.C.
NEWS REPORT/CANADIAN RAIL Canadian Railroad Historical Association:
Various issues.

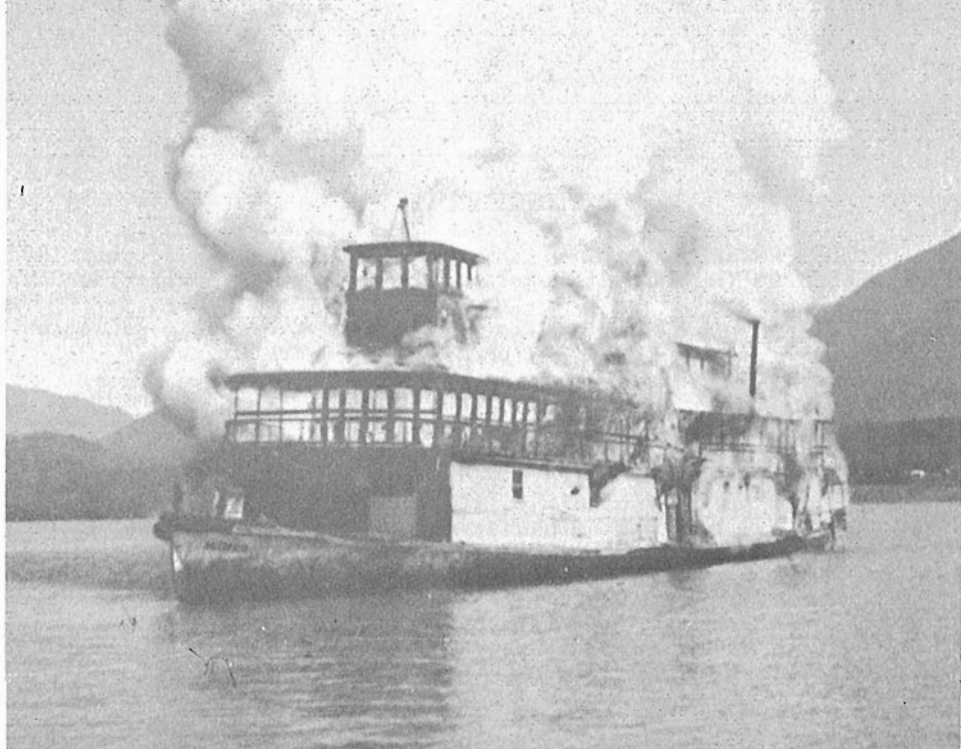
ACKNOWLEDGEMENTS

The assistance of Dr. E.W. Johnson in preparing enlargements of the Author's photographs for the foregoing article is gratefully acknowledged, as is that of Mr. Jim Hope of Trail, B.C., for supplying the photograph of the S.S. MINTO at Nakusp, B.C. in 1955.

The two photographs of the "Viking Pyre" are believed to have been taken by an employee of the British Columbia Hydro & Power Authority and are from the file of Mr. Earl Olsen, CP RAIL Public Relations, Calgary, Alberta.

AFTER THE SERVICE WAS DISCONTINUED, THE S.S. MINTO WAS ANCHORED JUST off-shore at Nakusp, B.C. It was here that Jim Hope of Trail, B.C. photographed her on 22 May 1955.





ON THE FATEFUL FIRST OF AUGUST, 1968, THE S.S. MINTO, STRIPPED OF HER machinery and other metal parts, was towed out into the lake and set on fire. The picture was taken by an employee of the British Columbia Hydro & Power Authority. Photo from the Author's collection.

A LAST VIEW OF THE S.S. MINTO, AS SHE SANK INTO THE DEEP WATERS OF UPPER Arrow Lake off Galena Bay, British Columbia, on 1 August 1968. The picture is thought to have been taken by an employee of the British Columbia Hydro & Power Authority and is from the Author's files.



TOO

MUCH

STEAM ?



It would be difficult, indeed, to compose the text essential as a proper complement to the magnificent pictorial record of Canadian National Railways' handsome 4-8-2 Number 6060 on her first official run, prepared by that most expert and excellent of railway photographers, Jim Shaughnessy, native of Troy, New York, whose work is known and admired world-wide. Instead of essaying the impossible, we present herewith "a little bit of bitter" to go with the "sweet". The essay of Mr. Scott Young is reproduced with the kind permission of the author and THE GLOBE AND MAIL of Toronto, Ontario.

TOO MUCH STEAM.

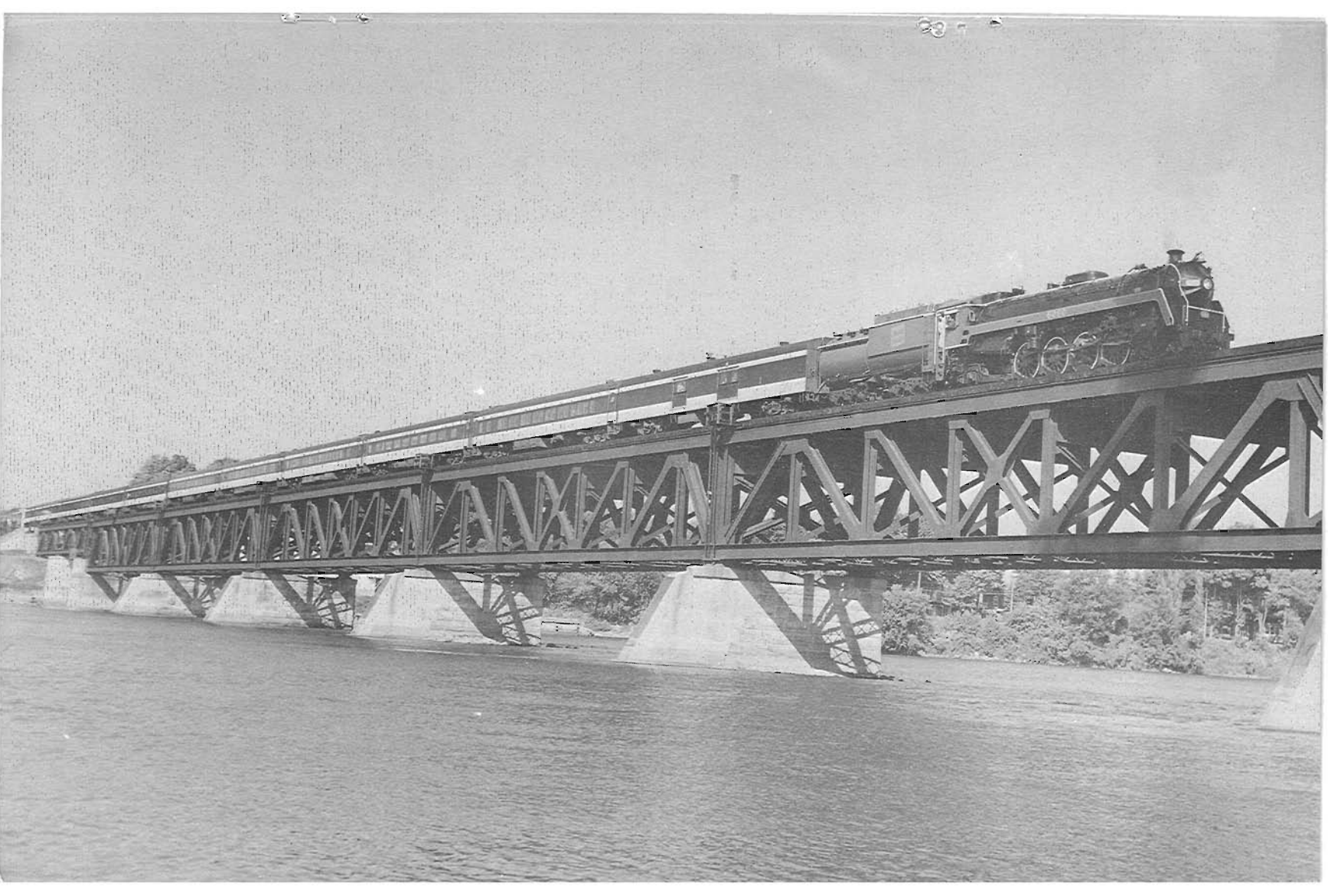
Scott Young

As an old cinder-eater on steam-drawn trains ever since the daily CPR used to ramble southeast from Winnipeg toward Souris in the morning and return at night, I have trouble maintaining a polite silence about the current hokum about the romance of steam. I suppose it is harmless and keeps a lot of people out of the poolrooms, but whatever draws the otherwise sane into what they obviously find to be a heady maelstrom of nostalgia? If they ever had to ride the train once a week from Glenboro, Manitoba, 100 miles, eight stops and three or four hours to Winnipeg for a music lesson (violin, I think), as the only Jewish boy in Glenboro (name of Brown) used to do in my boyhood, and then ride back, they would be so stupefied with boredom that they would fall asleep just thinking about it, more than 40 years late. I did it too often myself, maybe. The dusty plush cushions, the swaying lights that the trainman came along and lit on the Strained Eyes Limited, the mothers commanding their kids to count telephone poles and the first one who reaches a thousand wins a free trip to Cypress River - man, engulfing ennui, reaches out through space and time.

I can't get over the idea that if the members of the Ontario Rail Association, a hobby or history-minded group of citizens who operate steam excursions out of Toronto ever were told that they HAD to ride steam trains to get anywhere, they'd revolt in a matter of weeks. They'd take it to the United Nations. They'd appeal to the IRA or the FLQ to set them free.

The very idea of leaving home on an otherwise decent day, riding up toward Orangeville, getting out, and then (as I read recently) having the train back up and come forward so they could take pictures - what's that all about? Don't tell me I'd like it if I tried it. I've been right across the country by steam train. I've ridden day coaches, colonist cars, sleepers and freights. Toronto to Vancouver, Toronto to Moosonee, Winnipeg to Montreal, Prince Albert to Flin Flon, everywhere to anywhere, and I never met anybody who was doing more than enduring it, waiting for the trip to end.

Diesels and air conditioning improved things a little. Up until then, my basic memory of riding a train on a hot day was of opening







a window to get a little air and at the next bend, when the wind got a chance, getting a mouthful, hairful, shirt full, eyes full of grit blown in my face.

Back in those days about the only fun to be had on a train was when someone elegantly climbed on, tried to dust off a seat clean enough to sit down, and disappeared in the resultant smog. Although come to think of it, there was some excitement one trip I made from Flin Flon to Winnipeg. At The Pas, a cook got on who had come down the Hudson Bay Railway from Churchill. He hadn't been "outside", as they say, for eight years and was a little bushed. We first noticed this when he got into a bridge game and his partner, a prissy woman, made some bonehead play and he spat in her face. It would have broken up the bridge game if he hadn't been the only fourth around, and therefore, in the intense boredom of the train, irreplaceable.





May 1974

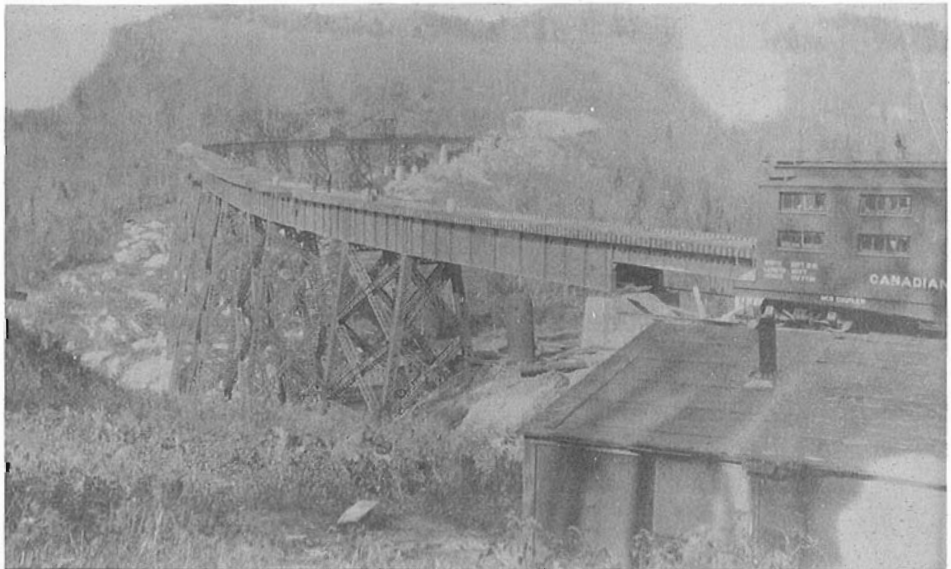
WAYBILLS

FOR THE EASTERN EXPRESS COMPANY,

McAnkney

FROM QUEBEC, ROGER BOISVERT WRITES THAT THE FIRST SIX OF CP RAIL'S new SD 40-2 units from Diesel Division, General Motors of Canada will be numbered 5800 through 5805 and will have the cab on the long end of the hood. The remaining 44 units in the order will be numbered 5675 through 5718 and will have a standard cab configuration. CP RAIL will have a total of 255 SD 40 and SD 40-2 units when these are delivered.

AN INQUIRY COMES FROM DALE WILSON OF SUDBURY, ONTARIO, AS TO THE location and date of the picture reproduced herewith. It is from the Walker Collection and is unidentified. Dale suspects it is a picture of the almost-completed Montreal River Bridge at Mile 90 on the Algoma Central Railway about 1912. The car in the photograph seems to be a double-deck bunk car and may have belonged to the Canadian Northern Railway Company, only the word "Canadian" being visible. Dale would be glad to hear from any member who can identify the location of the picture and the railway company involved.



THE ONTARIO NORTHLAND RAILWAY IS CONVERTING SOME OF ITS FP 7 UNITS to GO Transit power units at their North Bay, Ontario shops, writes Pierre Patenaude. The first one to be outshopped on 20 February 1974 was ex-ONR Number 1512. It is now GO Transit Number 6981. ONR Number 1505 was sent to Canadian Na-

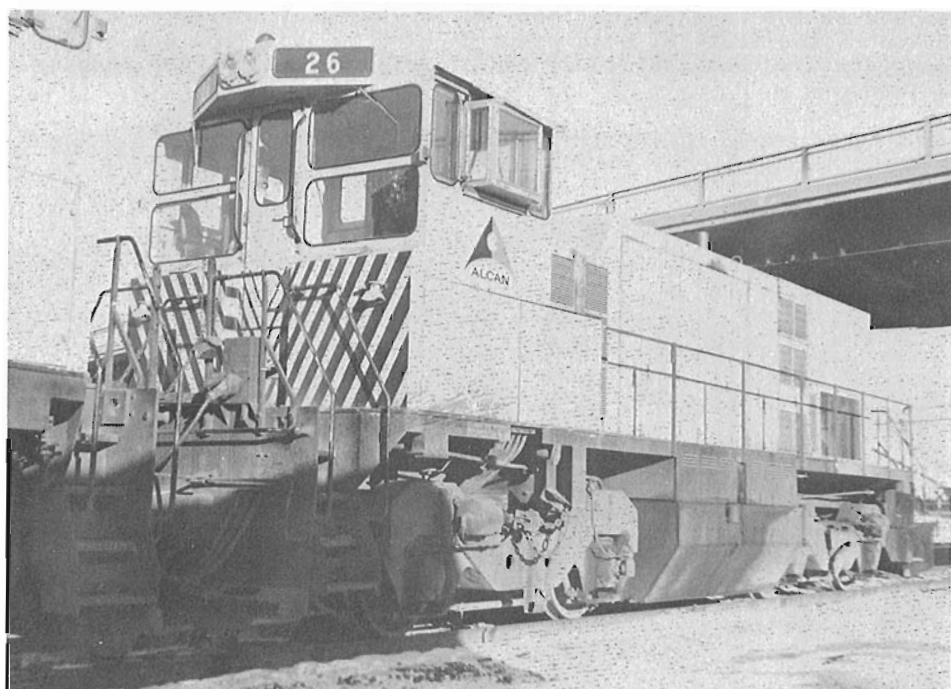
tional Railways' Pointe St-Charles Shops so that CN engineers had the opportunity to monitor the conversion.

Ontario Northland has four GP 38-2 units on order from Diesel Division, General Motors of Canada. They will be numbered 1800 through 1803 and delivery is expected late in the autumn of 1974.

DE NOTRE MEMBRE DE LA REGION DU SAGUENAY, M. GERMAIN BOULIANNE, NOUS apprenons que, depuis mai 1972, la 26 et 27 de la Compagnie du chemin de fer Roberval-Saguenay font la navette entre Arvida et Port Alfred, Québec. Ces deux locomotives sont les premières du modèle M420TR, fabriquées par MLW Industries de Montréal. La superstructure de ces deux unités est entièrement jaune. Les hacheures des extrémités sont noires ainsi que les dessous.

Actuellement, dit M. Boulianne, on ne voit plus (mars, 1974) ces locomotives entre Port Alfred et Arvida. Elles sont retournées à MLW Industries pour vérification et quelques ajustements avant d'être empruntées au Chemins de fer nationaux.

La photo envoyée par M. Boulianne était prise par son frère, M. Michel Boulianne, au début de décembre 1973, en gare de Port Alfred, sous le viaduc, endroit bien connu par les amateurs de chemin de fer.



OUR MEMBER FROM THE SAGUENAY REGION, MR. GERMAIN BOULIANNE, REMINDS us that since May 1972, Numbers 26 & 27 of the Roberval-Saguenay Railway have been working between Arvida and Port Alfred, Québec. These two locomotives are the first of the new M420TR model, built by MLW Industries, Montréal. The hoods of the units are painted yellow. The diagonal stripes on both ends are black

as are the underframes and trucks.

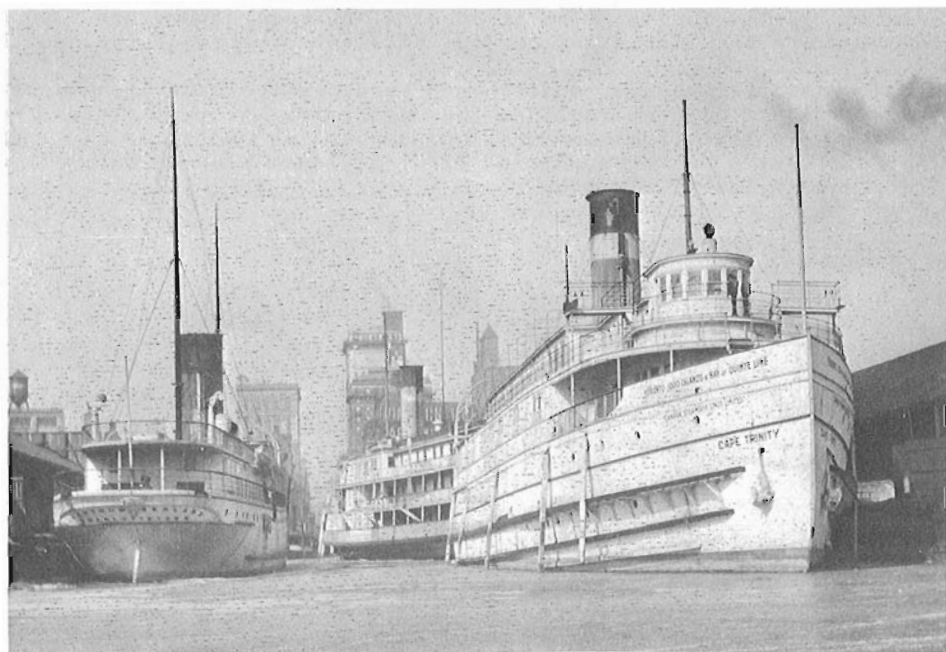
In fact, says Mr. Boulianne, you won't find these units in the Saguenay area in March 1974, because they have been sent back to MLW Industries for examination and adjustment before being loaned to Canadian National Railways for testing.

The photo which M. Boulianne sent, was taken by his brother, M. Michel Boulianne, at the beginning of December 1973. The location is the station at Port Alfred, under the highway viaduct, a location well known to railway enthusiasts.

THE ACCOMPANYING PICTURE OF THE TORONTO, ONTARIO, WATERFRONT IN 1928

came to hand from Canadian National Railways recently.

In the photo are the S.S. CAPE TRINITY of the Toronto, 1000 Islands and Bay of Quinte Line, the S.S. NORTHUMBERLAND, registered at Charlottetown, Prince Edward Island and (probably) the S.S. DALHOUSIE CITY of the T1000I&BofQ, astern of the S.S. CAPE TRINITY.



Mr. R.F. Corley of Peterborough, Ontario, notes that these ships all belonged to Canadian National Steamships and were leased to the Niagara, St. Catharines & Toronto Railway for summer-time service between Toronto and Port Dalhousie, Ontario, and the connection there with the NS&T to St. Catharines.

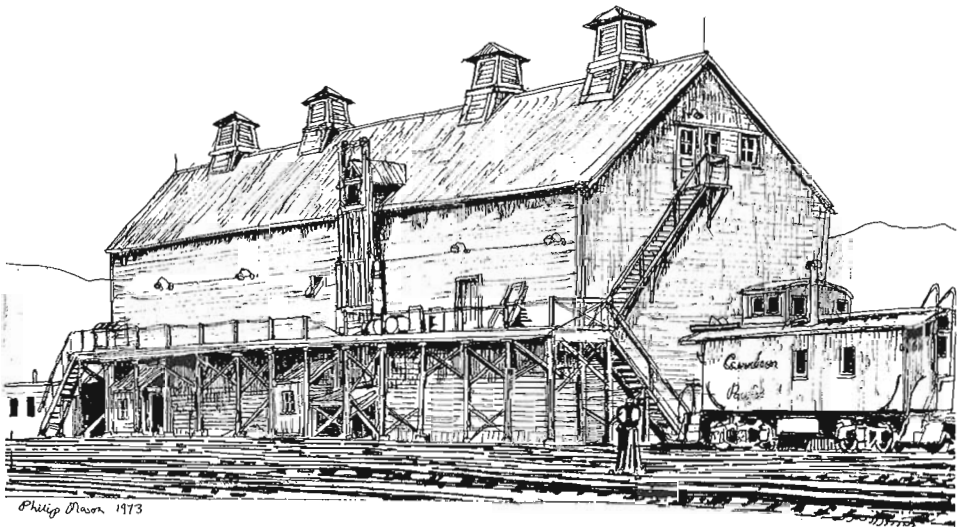
The S.S. NORTHUMBERLAND was destroyed by fire at Port Dalhousie on June 2, 1949 and the S.S. DALHOUSIE CITY was sold by the CNS on February 7, 1950 to a company at Lachine, Québec, which partially refitted the ship and renamed her S.S. ISLAND KING. For about eight years, the S.S. ISLAND KING sailed in cruise service on the St. Lawrence, from Victoria Pier, Montréal, to Pointe-aux-Trembles. She was later laid up and was destroyed by fire while moored in the entrance to the Lachine Canal at Lachine on November 14, 1960. At that time, she was owned by Lake Shore Lines (1960) Limited of Montréal. Her remaining upper works and hull were cut up for scrap

in December 1960.

Our thanks to Mr. Corley for this information.

REMNANT OF THE "ICE" AGE! RAILWAY YARDS ACROSS CANADA LOST A GOOD deal of their attraction when the steam locomotive vanished, writes Philip Mason. Along with the iron horses went the roundhouses, coaling towers, timber-stone water-tanks and a host of other appurtenances, all accessories of the age of steam. If the diesel locomotive brought about the downfall of the roundhouse and ash-pit, says Philip, it just as surely caused the demise of another classic structure of early twentieth-century railroading, the ice refrigerator car, the original of the type known then and since as the "reefer". A feature of the skyline at most divisional points and, indeed, at other station stops, was once the great hulking mass of the ice-house. By the late 1960s, ice reefers were a thing of the past, displaced in the main by the mechanical refrigerator car, each with its own little diesel engine, humming merrily to itself as it powered the compressors and pumps to circulate the liquid and gaseous refrigerant through the cooling coils.

Ice-houses, mostly aged wooden structures when mechanical refrigerator cars replaced the more primitive type, did not survive very long. The accompanying pen-and-ink sketch is of one that did last - to the summer of 1973, at least - on CP RAIL at Cranbrook, British Columbia.



Philip regrets that he has no details about when this magnificent structure was built, or for what purpose; that is, what kind of traffic through Cranbrook would require ice refrigerator cars. Perhaps one of our readers can enlighten us all and perhaps they can also locate other places across Canada where this kind of anachronistic structure still stands.

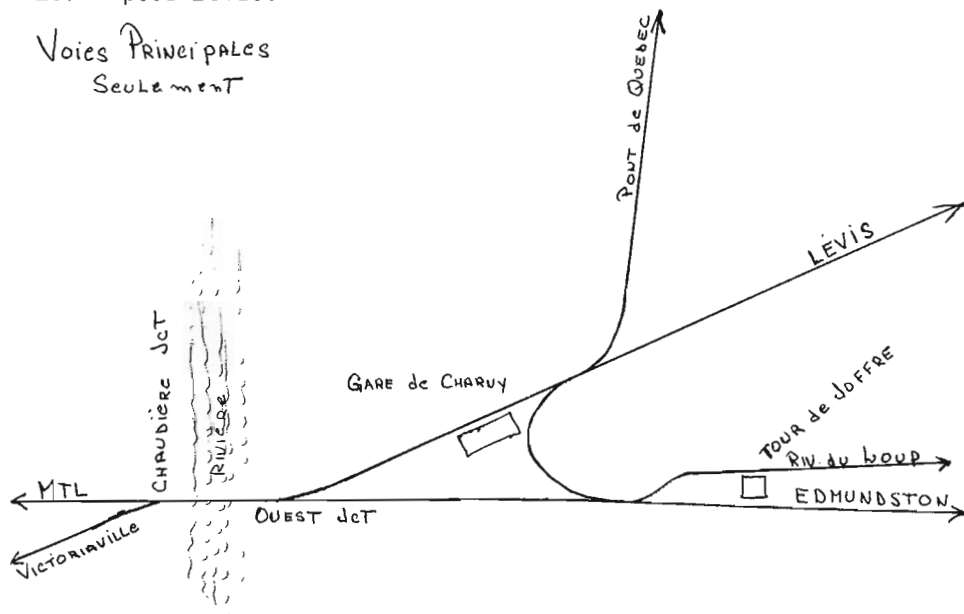
TRAIN DE BANLIEU QUÉBEC-LÉVIS? PAS UN REVE MAIS UNE REALITE! M. ADRIEN

d'Astous de Ste-Foy nous demande si ce serait les prémices d'un service régulier de trains voyageurs entre Québec et Lévis. Toujours est-il (écrivait M. d'Astous), qu'étant donné l'absence prolongée des traversiers, à cause des réparations des quais à Québec et Lévis, les Chemins de fer nationaux est venu à la rescousse de milliers de "carnavaleux" qui, chaque année, évahissent le parcours des deux grandes parades du "Carnaval de Québec" au mois de février.

Au départ, il y avait un problème à surmonter. On ne peut faire passer un convoi directement de Lévis à Québec et vice-versa, sans faire une manoeuvre qui, malheureusement, prend beaucoup de temps. Il fallait monter la rampe de Lévis à Ouest Jonction (voir croquis) et reculer sur la ligne d'Edmundston, N.B., puis revenir passer derrière la gare de Charvy et de là, prendre l'embranchement du Pont de Québec. On prévoyait 1.30 hrs. pour faire le trajet, cette malencontreuse manoeuvre compris!

On a résolu ce problème en plaçant tout simplement des unités diesel aux deux extrémités du convoi et par le fait même raccourci le voyage de 30 minutes. Les convois partiront donc de Lévis à 18:00 pour entrer en Gare du Palais, Québec, à 19:00, en repartir à 23:00 pour Lévis.

Voies Principales Seulement



Voici quelle fut la composition de ces convois:

Le 9 février 1974:

A l'avant, les unités CN n^{os} 6537 et 6622, suivi de 11 voitures à voyageurs et à l'arrière, l'unité n^o 6778 et une génératrice à vapeur.

Le 16 février 1974:

A l'avant, les unités n^{os} 3114, 6620 et 6622 et 17 voitures à voyageurs et à l'arrière, CN n^o

3210 avec une génératrice à vapeur.
Ce dernier convoi fut assemblé dans le triage du
CP RAIL à Québec, d'ou il partait à 16:15 pour
Lévis par Ste-Foy et le Pont de Québec.

Au dire de tous, ce fut une très belle expérience qui devrait
devenir une réalité pour des centaines de "carnavales" et - peut-être -
de banlieusards!

MR. ADRIEN D'ASTOUS OF QUEBEC WRITES TO SAY THAT IN FEBRUARY LAST, CN
came to the rescue of thousands of visitors at Québec's
Winter Carnival who wanted to cross the St. Lawrence Ri-
ver to Lévis by ferryboat and could not, since both docks at Québec
and Lévis were being repaired and the ferryboats weren't running! As
it turned out, CN was able to eliminate operational delays of 30 min-
utes, necessitated by backing up from West Junction (see sketch) on
to the line to Edmundston, N.B. and then passing behind the station
at Charny in order to reach the Québec Bridge line. The runnint time
Lévis-Québec was reduced to 1:30 by making up a "push-pull" train
with diesel units at each end. On February 9, units Numbers 6537 and
6622 on the head end hauled 11 coaches with Number 6778 and a steam
generator car on the rear.

On February 16, units Numbers 3114, 6620 and 6622 on the
head end handled 17 coaches with Number 3210 and a steam generator
car on the rear (front?). This train was made up in the CP RAIL yard
at Québec from which it departed at 16:15 for Lévis, via Ste-Foy and
the Québec Bridge.

Mr. d'Astous says that the whole thing was a wonderful
experiment which ought to become a reality for hundreds of carnival-
ists and - perhaps - hundreds of commuters, as well!

→ IN ITS HEYDAY AS A STEAM LOCOMOTIVE BUILDING COMPANY, MONTREAL LOCO-
motive Works of Montréal exported a very considerable
number of steam locomotives to foreign countries, but
none went to the United States. However, the outshopping of two mo-
del M420R diesel-electric units for the Providence and Worcester Rai-
lroad of Providence, Rhode Island, USA, can be conside a real "fir-
st" in 1973 for MLW Industries.

Numbers 2001 & 2002 were purchased through the Rhode
Island Industrial Facilities Corporation, which will act as owner-
lessor. To reduce U.S. Customs duties, many components manufactured
in the United States, were used in the construction of the units, in-
cluding rebuilt trucks and the 12-cylinder ALCO 251C 2000 hp at 1050
rpm prime-mover, built at Auburn, NY.

The 60' 10" units have B/N M-6075-01 and M-6075-02, can
be MU'ed, have pilot plows, intermediate size fuel tanks, front and
rear gyrolights, but no dynamic brakes.

The P&W's colour scheme is bright red body with white
lettering and a solid white indented papallelogram on the sides. The
frame, trucks and handrail stanchions are chocolate brown. Handrails,
anticlimbers and steps are yellow. The new P&W logo appears on both
long and short ends. Ken Goslett, who supplied this information, also
sends a picture, produced herewith.

FROM RUMOR TO REALITY? IN VANCOUVER, BRITISH COLUMBIA, EX-CANADIAN
Pacific Railway "Royal Hudson" Number 2860 was steamed
on January 29, 1974, after operating under steam in the
yards on January 9 to determine the extent of the repairs that may

be required. In early March, Mr. Robert Swanson, a Director of the British Columbia Railway, came to Montréal to obtain drawings of the locomotive - and some spare parts - from the Canadian Railway Museum.

Meanwhile, the British Columbia Railway appointed Mr. Terry Fergusson of the Victoria Pacific Railway, Victoria, B.C., to direct several special projects planned by the BCOR for realization in the summer of 1974.

Commencing in June, a special steam-powered tourist train of about six passenger cars is planned for operation from North Vancouver to Squamish on Saturdays and Sundays. To this end, BCOR has purchased twelve 2200-series coaches, three 6600-series heavyweight parlor cars, a baggage car, Number 2757 and an extra tender, presumably from a scrapped "Royal Hudson".

It is said that Number 2860 will be repainted in her original CPR colours but with the name "British Columbia" on the tender sides in the same style of lettering.

After 1974, rumor has it that Number 2860 and train will make a tour south to the United States, through Washington, Oregon and California, to publicize the Province of British Columbia.

The Government of British Columbia also plans to place in service two steam-hauled museum trains, one on Vancouver Island and the other in mainland British Columbia. The Island Museum Train will be hauled by ex-MacMillan-Bloedel Number 1077 and the Mainland Museum Train will be hauled by ex-Canadian Pacific Railway Number 3716, longtime resident of the Drake Street roundhouse in Vancouver. Each train will consist of a stores/exhibits maintenance car, two exhibit cars and a dormitory car to house the staff attached to the train.

Ex-MacMillan-Bloedel steam locomotive Number 1055, the last steam engine operated by that company and retired on October 19, 1972, is now owned by the Government of British Columbia and will likely be used to protect Numbers 3716 and 1077. Since Number 1055 is a tank engine and the others have tenders, it seems probable that Number 1055 would be used only in emergencies because of her restricted range.





PIERRE PATENAUDE SENDS A PICTURE OF CANADIAN NATIONAL RAILWAYS NEW GP 38-2, Number 5590, delivered from Diesel Division, General Motors of Canada, on 21 November 1973, B/N A-2917. This unit is one of 51 GP 38-2 units delivered between June 23 1973 (No. 5560) and January 3 1974 (No. 5610). B/N A-2913 through A-2937, with corresponding road numbers 5560 through 5610. According to Pierre, Symington Yard received 18 of the new units while Calder Yard was assigned the remaining 33.

CP RAIL HAS RECEIVED TEN LOCOTROL-EQUIPPED SD 40-2 UNITS FROM DIESEL Division, General Motors of Canada, on order C-363. The new units have B/N A-2945 through A-2954, with road Numbers 5806 through 5815. Pierre Patenaude sends the accompanying photograph of Numbers 5811 & 5810 at St-Luc Yard, Montréal, on February 2, 1974.



DE LA VILLE DE QUEBEC, M. ADRIEN D'ASTOUS NOUS INFORME QU'ON DISCUTE sérieusement la possibilité de construire une nouvelle ligne de chemin de fer. Déjà on a publié des appels d'offres pour le déboisement d'une emprise pour voie ferrée, une liaison des subdivisions Monk et Montmagny des Chemins de fer nationaux, près de Rivière du Loup, Québec.

M. d'Astous notait qu'il y a bien longtemps que nous attendons parler de ce projet qui aura pour avantage d'éliminer la fameuse rampe Estcourt - Pelletier et les dangereuses courbes du Lac de l'Est (site du déraillement sérieux du 7 mars 1972) et de St-Malachie, St-Isidore, etc., du subdivision Monk, entre Joffre et Edmundston, N.B.

Il est question qu'un système CTC soit installé sur la subdivision Montmagny entre Ouest Jonction et Rivière du Loup, soit quelques 206 km .

M. d'Astous nous assure qu'il nous tiendra au courant.

FROM QUEBEC CITY, MR. ADRIEN D'ASTOUS WRITES THAT THE POSSIBILITY OF constructing a new railway in the lower St. Lawrence region is being discussed seriously. Already, tenders have been issued for the clearing of a portion of expropriated land for the connection of Canadian National Railways' Monk and Montmagny Subdivisions, near Rivière du Loup, Québec.

Mr. d'Astous says that we have heard talk about such a project for quite a long time. The advantages of the new line would include the elimination of the difficult grade westbound between Estcourt and Pelletier and the dangerous curves around Lac de l'Est, the site of the serious derailment of 7 March 1972. Other curves near St-Malachie, St-Isidore, etc., on the Monk Subdivision between Joffre and Edmundston, N.B., would also be eliminated.

There is also the possibility that CTC will be installed on CN's Montmagny Subdivision between West Junction (Charny) and Rivière du Loup, a distance of some 206 km .

M. d'Astous says that he will keep us informed.

RESIDENTS ALONG AN 80-MILE STRETCH OF CANADIAN NATIONAL RAILWAYS Transcontinental main line in the Longlac, Ontario area north of Lake Superior, might have had a field day recently, had they known what was cascading out of a container on a CN express freight. When the train with the opened container reached Winnipeg, CN inspectors were horrified to find that some 27,000 five-cent-pieces, worth about \$ 1,350, part of a \$ 25,000 shipment of nickels and quarters from the Canadian Mint at Ottawa to chartered banks in Regina, Saskatchewan, had leaked out of the opened container.

The "leaking" occurred on 22 February and by 7 March, Mr. Edward Healy, CN area head for Northern Ontario, said that CN patrol crews had picked up about 270 pounds of nickels from the middle of the track on the same night as they were spilled.

Apparently, the lock on the back door of the container broke and the door swung open. Somehow, the canvas bags holding the coins were torn open and the vibration during travel shook the coins out through the door, from whence they fell onto the right of way.

Our thanks to Dr. R.F.Legget of Ottawa for telling us of this bizarre event.

EFFECTIVE 1 JANUARY 1974, CANADIAN NATIONAL RAILWAYS' RIDEAU AREA, formerly part of the St. Lawrence Region, was placed under the administrative jurisdiction of the Great Lakes Region, Toronto, Ontario. Exempted from this change was the Ottawa portion of the Rideau Area, which continues to form part of the Montréal Area, St. Lawrence Region.

Rideau Area headquarters will remain at Belleville, Ontario. Mr. George Van de Water, Manager of the Rideau Area, welcomed 1,500 new members to the Great Lakes Region. Ottawa area employees, numbering some 700 persons, remain with the St. Lawrence Region.

CN KEEPING TRACK

WHILE THE HIGH COSTS OF CONVERSION OF THE EXISTING "METRO" LINES IN Paris, France, from "steel wheel on steel rail" to "rubber tyre on concrete" are alleged to have prevented total change-over, it was announced recently that Line Number 6: Nation/Charles de Gaulle/Etoile would be converted to the tyre system in the period 1971-74.

This line, 13.7 km long, is elevated for 6.1 km on a steel viaduct. It is easy to imagine the vibration and noise which must accompany the passage of each train over this section, which passes through residential areas (15th. & 16th. Arrondissements) and urban renewal sections (13th. Arrondissement). The justification for this conversion therefore, is to eliminate pollution of the environment by noise.

Rubber tyres for rail vehicles were first planned in 1929 and were used in several applications, notably for passenger-car truck-wheels, operating on normal rail. In 1931, some Micheline autocars were fitted with rubber-tyred wheels. The best known early application was in 1949 on all of the wheels of French National Railways' train-sets operating between Paris and Strasbourg, France.

Following tests conducted in 1951 by the Régie autonome des transports parisiens (RATP) - the Paris transport authority - it was decided to construct an 0.77 km test portion between Porte des Lilas and Le Pré Saint-Gervais. Obtaining encouraging results, the RATP decided to equip an entire line, Number 11: Châtelet/Porte des Lilas, 6.5 km long, and the first rubber-tyred train ran in November 1955, with complete operation on rubber tyres commencing in October 1957.

In the last 15 years, Lines Number 11 (6.5 km), 1 and 4 have been converted to the rubber-tyred system. In other parts of the world, it is hardly necessary to mention that, in 1966, the METRO of Montréal, Canada, was opened, running on the same rubber-tyred system. Subsequently, the METRO of Mexico City, Mexico, was built and opened, using the same rubber-tyred principle for guide and running wheels.

Line Number 6 in Paris will be the fourth RATP line using this system to be placed in service, with initial operation planned for July 1974. Total operation with rubber-tyred trainsets is forecast for September-October 1974.

It is interesting to note that the large rubber-tyred carrying wheels on each truck will not roll on a longitudinal concrete track, but will be carried on the upper surface of a continuous steel H-beam member, except at switches, where concrete carrying-members will be used.

J-M. Leclercq.

THE ONTARIO GOVERNMENT'S "GO TRANSIT" OPERATION RECEIVED A STIMULATING \$ 10 million transfusion from Canada's federal government, intended to enable launching of a commuter rail service between Richmond Hill, Ontario and Toronto's Union Station. Starting in late

1975 or early '76, citizens of several localities north of Toronto will have a choice of three trains in the morning and afternoon rush-hour periods, to travel to and from the Queen City.

The service is expected to lose about \$ 1 million per year. Metro Chairman Paul Godfrey said the expected effect of this new service would be to reduce the congestion on the Yonge Street subway line, opening to Finch Avenue in March 1974, as well as reducing automobile traffic into downtown Toronto.

Fares for the new service will be comparable to existing GO Transit fares, i.e., about \$ 1.10 one way for the 21.2 miles from Richmond Hill to Toronto. Running times would be 48-50 minutes, with three stops at Thornlea, Finch and York Mills.

While the Toronto GLOBE & MAIL did not say so in its story, it is pretty obvious that the service would use the existing Bala Sub-division of Canadian National Railways, which now terminates 1.3 miles beyond Richmond Hill, but which used to go a good deal farther.

W.J. Bedbrook.

CANADIAN NATIONAL RAILWAYS HAS RETIRED ITS LAST 244-ENGINED ROADSWITCHER, Number 3900, as of 5 November 1973. The unit was sent to Moncton, New Brunswick, shops on 27 November 1973, for scrapping. Number 3900 was last rostered for the in-and-out CN commuter train from St-Hilaire East, on the "South Shore" service from Central Station, Montréal. Lashed up with Number 6750, Number 3900 was used three times to haul Canadian Railroad Historical Association excursions and pictures of this unit can be found in the March 1970 issue Number 219, page 80 and the April 1973 issue Number 243, page 124, of CANADIAN RAIL.

Number 3900 was built originally as Central Vermont Railway's Number 1859, B/N 80747, built September 1954.

K.R.Goslett.

DIESEL DIVISION, GENERAL MOTORS OF CANADA, REPORTED THE FOLLOWING orders for their 53-passenger buses in January 1974:

British Columbia Hydro & Power Authority	110	GO TRANSIT	14
Ottawa-Carleton (Ontario) Regional Transit Comm.	105	Thunder Bay (Ontario) Transit Commission	6
Québec (Québec) Urban Community Transit Comm.	15	Halifax (Nova Scotia) Transit Commission	4
Oshawa (Ontario) Public Utilities Commission	6	Guelph (Ontario) Transportation Commission	3

Orders for the 45-passenger model buses have been received from:

City of Cambridge, Ontario	4	City of Welland, Ontario	2
Chatham (Ontario) Coach Lines	1	Atomic Energy Company of Canada	2
Sault Ste, Marie (Ontario) Transportation Commission	2	Corporation of the Town of Burlington (Ontario)	4
Sandwich, Windsor and Amherstburg Railway Company	8		

ON THE BACK COVER, WE PRESENT PIERRE PATENAUDE'S PICTURE OF CANADIAN National Railways' MLW Industries-built C-630 Number 2019 at the Diesel Shop, Montréal Yard, for minor repairs, on 23 June 1973. This unit is normally assigned to Moncton Yard, Atlantic Region of CN.



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Editor; S.S. Worthen

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Association Representatives

AUSTRALIA	Prof. L.S. Lounitz-Schurer, History Dept. National Univ. Canberra, Australia
FAR EAST	W.D. McKeown, 6-7, 4-chome, Yanat-cho, Suite City, Osaka, Japan
MANITOBA	K.G. Younger, 267 Vernon Road, Winnipeg, Manitoba, Canada R3J 2W1
SASKATCHEWAN	J.S. Nicholson, 2308 Arnold Street, Saskatoon, Saskatchewan, Canada
SOUTH AMERICA	D.J. Howard, Price, Waterhouse & Peate, Caixa 1978, Sao Paulo, Brazil
SOUTHERN ALBERTA	Prof. E.W. Johnson, 4019 Vardell Road N.W., Calgary, Alberta, Canada T3A 0C3
SOUTHERN ONTARIO	W.J. Bedbrook, 90 Cedarbrae Boulevard, Scarborough, Ontario, Canada
UNITED KINGDOM	J.H. Sanders, 67 Willow Way, Anphill MK 45 2 SL, Bedfordshire, England

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