

Canadian Rail



No. 272
September 1974





Order Number 801

CP Rail

Extra 3252 North!

Glenn Wallis

The late George Warden of Kentville, Nova Scotia, third-generation Canadian Pacific Railway conductor, probably had a boyhood dream of owning his own railway car. Early in 1972, the late Mr. Warden approached CP RAIL, railway enthusiasts and civic-minded townspeople of Kentville with a plan to move Canadian Pacific/Dominion Atlantic Railway combination baggage/passenger car Number 3252 from the DAR siding across the road from his house on River Street in Kentville, to a location beside the house. His proposal had a purpose.

Mr. Warden had acquired this car to house his extensive collection of railway memorabilia which, prior to this time, had been exhibited in his basement. George Warden's collection was described in the article "Kentville's Secret Ingredient", which appeared in the November 1970 issue Number 226 of CANADIAN RAIL.

Initially, Dominion Atlantic and the civic officials of Kentville expressed a strong desire to have the proposed museum on public property, but George insisted that, for reasons of security, it be established close to his house. After a very determined effort, George was successful in persuading the DAR and the Kentville administration - in spite of the bureaucratic red tape - that his proposal should be adopted and, on June 23, 1972, order Number 801 issued from the DAR operator at Kentville, for the movement of combination car Number 3252 across River Street to its permanent location. The complicated move began.

After the car had been safely moved to its permanent location,

↪ ON THE COVER, RAPIDLY ROUND THE BEND COME TWO CANADIAN PACIFIC SLIGHTLY used MLW RS 3 units, Numbers 8445 & 8449, on the front end of a transfer freight, chugging through suburban Toronto, Ontario, 'way back in 1957 A.D. The photo is courtesy of Mr. Peter Leggatt.

↪ HAVE YOU EVER THOUGHT WHAT IT WOULD BE LIKE TO HAVE A RAILWAY BUILT through your back-yard? When George Warden decided to move the combo car to his property, this was one part of the result. Luckily, the new line managed to pass right by the level crossing sign and bell. Photo courtesy Joe Haley, Kentville, N.S.

Train order no. 801 Form 19 4 CP Rail  June 29 1972

To South Canadian Coach CP 3253 North Kentville

South Canadian Coach CP 3253

North Kentville

South River Street

to

North River Street

with right over all times

[Signature]

Signature _____

Repealed at 1301

Made Com

Time 1301 Opr Chud

George spent his days painting and refurbishing the "combo" and moving his many exhibits from the basement to the new display facility. Nights, he went out on his regular run on the DAR's Kentville-Halifax passenger train.

It was a very strenuous schedule for George and, in the end, it proved to be just too much for him. Overcome by fatigue, he suffered a heart attack on the return trip from Halifax on Wednesday, August 16, 1972 and was rushed to the hospital at Kentville. In spite of all that could be done, he did not rally from the attack and died later that evening.

Ace Foley, columnist for the Halifax CHRONICLE-HERALD, wrote: George Warden put everything he had into everything he tackled, and it could be he was tackling too tough a schedule.

He was a community leader in the best sense of the word. Sports was his great love and railroading his



↑ AS IT WAS IN THE BEGINNING: BEFORE THE ACQUISITION OF THE CPR/DAR combination car, the driveway of Mr. and Mrs. Warden's house in Kentville was occupied by automobiles. In the end, it was again just a driveway, but a number of things happened in the interval. Photo courtesy Glenn Wallis, Hantsport, N.S.

↷ PART 2 OF THE OPERATION INVOLVED RUNNING THE CAR ACROSS RIVER STREET from the DAR freight siding on River Street South. The useful front-loader made light work of laying rail, under the supervision of DAR track-laying experts. Photo courtesy Joe Haley, Kentville, N.S.

DOWN THE 3% INTO THE BACK-YARD OF THE WARDEN HOUSE, THE TEMPORARY track was laid, right past the crossing sign. The track at the far end had to be permanent and strong, to hold the weight of the DAR combo'. Photo courtesy Joe Haley, Kentville, N.S.







↑ WHEN THE TEMPORARY TRACK HAD BEEN BOLTED IN PLACE, THE BIG MOVE BEGAN. In attendance, right to left at the vestibule steps, were Mayor Ripley and Police Chief Granes of Kentville and George Warden (with the glasses), proprietor of the Museum. The combo' was inched across River Street by a small "cat" and a front-loader. Photo by Joe Haley.

life. He ran on the DAR all his adult life, and in between and all around built a railway museum in his own home and welcomed interested guests. You could say a lot of things about George Warden, all good. He was a very dedicated man; dedicated to everything he undertook.

George Warden's obituary in the Kentville ADVERTISER had this to say:

His dedication and devotion to sports led to Mr. Warden being selected "Sportsman of the Year" in 1964 and, in 1965, he was named to the Nova Scotia Sports Hall of Fame. Mr. Warden's great interest in the youth of the town prompted him to build the first playground equipment for the Kentville schools. From 1952 to 1954, he served as Kentville town councillor. In 1941, Mr. Warden joined the Dominion Atlantic Railway. At the time of his death, he was chairman of the Trainmen's United Transportation Union

as well as Secretary for the insurance department of the UTU, Atlantic Division. In 1967, Mr. Warden founded the George Warden Railway Museum at his home on River Street. Last month, the Town of Kentville and the Canadian Pacific Railway donated a railway car to house the many souvenirs of past railroad days Mr. Warden had collected. The collection was considered one of the largest in eastern Canada and Mr. Warden delighted in showing visitors about the premises and explaining the source of the items on display.

"George Warden was one of our finest citizens, a wonderful, community-minded man and a great help to our young people," said Mayor

↓ THEN THERE WAS THE GREAT MOMENT WHEN MAYOR RIPLEY DROVE THE LAST SPIKE in the track leading to the permanent home of DAR/CPR combination car Number 3252. George Warden held the spike - but only until it was well seated! Photo courtesy Joe Haley, Kentville, N.S.



Frank Ripley, in tribute. Mayor Ripley and other sports and railroad and civic officials said Mr. Warden would be greatly missed in the Town and Valley.

In a letter to Mrs. George A. Warden, the Editor of CANADIAN RAIL wrote:

Many railway enthusiasts in Canada and the United States, when they were informed of Mr. Warden's efforts in the Kentville area, were quick to recognize his accomplishments and to praise him for them. For myself, I could well appreciate the great personal contribution which he was making to the railway hobby and to the history of railways in western Nova Scotia. ...the very significant contribution which Mr. Warden made, not only to his community but to projects which represent many Canadian organizations and initiatives, will be a permanent memorial to his energy, ability and citizenship.

Although it was a sad time for Mrs. Warden and there were a multitude of details requiring attention, nevertheless she continued to welcome railway enthusiasts and other visitors from Canada and the United States until the autumn weather necessitated the storage of the many exhibits in the basement of her home.

In mid-February 1974, Mrs. Warden made plans to re-open the George Warden Railway Museum for the coming tourist season. The Junior Chamber of Commerce of Kentville had helped her in 1973 to make the roof of the combine water-tight and the display cases were thereafter moved into the car. To prepare for the 1974 summer season, Mrs. Warden had only to replace the exhibits in these cases and hang some of the pictures of railway scenes on the walls of the car.

The summer of 1973 had been a busy one for Mrs. Warden, as she welcomed more than 350 unexpected visitors to the Museum. Unexpected, in that no advertising had been sent out and no signs had been put up. Some of the visitors came from as far away as the southern part of the United States, having heard about George Warden's collection of railway memorabilia from their friends who had visited Kentville in previous summers.

The museum's popularity has continued to increase annually, as word-of-mouth advertising continues to bring more and more people to Kentville from ever greater distances.

Three years ago, a great many visitors came to Kentville for "Old Home Week" and saw George Warden's museum while they were there. This year, Kentville welcomed hundreds of visitors, drawn to this Annapolis Valley town to participate in various celebrations and to visit the George Warden Railway Museum in its new location.

Canadians in general and railway enthusiasts in particular are indebted to the late George Warden for his enterprise and initiative in assembling this permanent display of Canadian railroadiana, and to Mrs. Warden for her courage and effort in perpetuating the George Warden Railway Museum for the railway enthusiasts and historians, and the people of Nova Scotia, of today and tomorrow.

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Canadian Pacific Railway Car Number 3252

Former Canadian Pacific Railway passenger (smoker)/baggage combination car Number 3252 was one of the series 3250-3257, built in 1924 and of steel construction. Its length over end-sills was 78 feet 0½ inches.

In the main passenger compartment, which was a smoking section, there were two rows of 12 seats, accommodating 48 passengers.

Number 3252 was used in regular service on the Dominion Atlantic Railway's mixed train from Windsor to Truro, Nova Scotia, until November 1971. At that time, the car was retired and was stored on the DAR's South Street siding in Kentville. CP RAIL coach Number 1303, a survivor of the "Peru emigration", was 3252's replacement.

Number 3252 was moved from the DAR tracks on South River Street to Mr. Warden's property, over temporary trackage, on June 23 1972. The move required about 12 hours and the distance covered was about 360 feet, which worked out to a speed of about 30 feet per hour!

Today, car Number 3252, the display facility of the George Warden Railway Museum, is located on North River Street, Kentville, Nova Scotia.



↑ AFTER THE GREAT MOVE HAD BEEN ACCOMPLISHED, THINGS AT THE WARDEN RESIDENCE returned to normal. The driveway was once more a driveway, but the roof of Number 3252 could be seen over the tops of the automobiles! Photo courtesy Glenn Wallis, Hantsport, N.S.

**How
to Become
a Good Train Photographer—
With a Little Help
From One's Relatives.**



Patrick A.G. Webb

It is well known to most parents that their children, at a very early age, are quite fascinated by moving objects. That is why loving uncles and aunts send presents of motored, mobile displays, usually supplemented by musical boxes, to be hung above baby's crib. It is therefore equally natural that all children, as they grow up, are attracted by moving objects. Probably, it has something to do with kiddie-cars, tricycles, bicycles, motor bikes and fast-back automobiles. It may also have something to do with boy-and-girl-watching and, more often in the male, train-watching.

For the adolescent and young adult of either sex, the next motivation is to preserve the event for future reference and this is one reason why Kodak makes so much money, as the syndrome seems to be more pronounced in parents and relatives with respect to children, and in adolescents and young adults with respect to members of the opposite sex.

Colour slides and small-screen movies are superior modes of event-preservation, although some favour enlargements, in colour or black and white, with or without publication in news-stand magazines.

The preservation on film of the great moments of train-watching may begin at an early age, for the same doting uncles and aunts who once purchased the motorized mobiles may be stimulated to give inexpensive cameras and film as toys. This practice frequently results in unfortunate situations, where the neophyte train photographer suddenly discovers that his primitive black box or quick-flick pocket panoramic photo-shooter will not stop even the way-freight on the passing track. In fact, it will not capture a stationary track-car with any degree of sharpness in the enlargement.

This frustrating condition frequently requires a couple of years or more - and several rejection slips from hobby magazines - to resolve, since even the most affluent paper-route will not facilitate the purchase of a $2\frac{1}{4}$ square, single-lens reflex camera of any great potential. Not with all the other concurrent demands on the bank-account, associated with motorbikes, tape-recorders, record-players and girls!

After using a \$ 7.95 disaster for several years, its shortcomings become more than obvious. To escape this dilemma, it is sometimes advantageous to have an unmarried sister. By dint of a little scheming, you may perhaps be able to persuade her to see something really great in a professional photographer who has - would you believe - some fantastic cameras and does his own developing and enlarging. Once having accomplished the first step of generating some interest in the photographer, unfortunately, it may turn out that he lives in a city a thousand miles away, since you forgot to tell your sister that he should be a local boy.

To salvage some benefit from this awkward situation, it then becomes necessary to exercise a little patience and, in the end, to



↑ "THE FIRING LINE" AT A RUNPAST ON THE OTTAWA-PEMBROKE, ONTARIO EX-cursion of the Bytown Railway Society on 14 October 1973. This trip, using Canadian National Railways' equipment, was very popular with the photographers. Photo courtesy R.F.Legget, Ottawa, Canada.

attend the wedding in the distant city. You may then be expected to entertain your new brother-in-law, when he first comes to visit his new "in-laws". You may anticipate a few problems when this visit is scheduled. The normally sunny weather which your region enjoys will be sure to deteriorate into a rainy, foggy spell, and the beautiful views of the lakes and mountains which you had counted on to stimulate his photographic genius will be quite invisible and totally unimpressive.

Nevertheless, after a couple of exposures to the local scenery, such as it may be, you ought to be able to persuade him to look for local employment and, when he does, your problem with train photography will be well on the way to resolution. Always remember that patience hath its own reward!

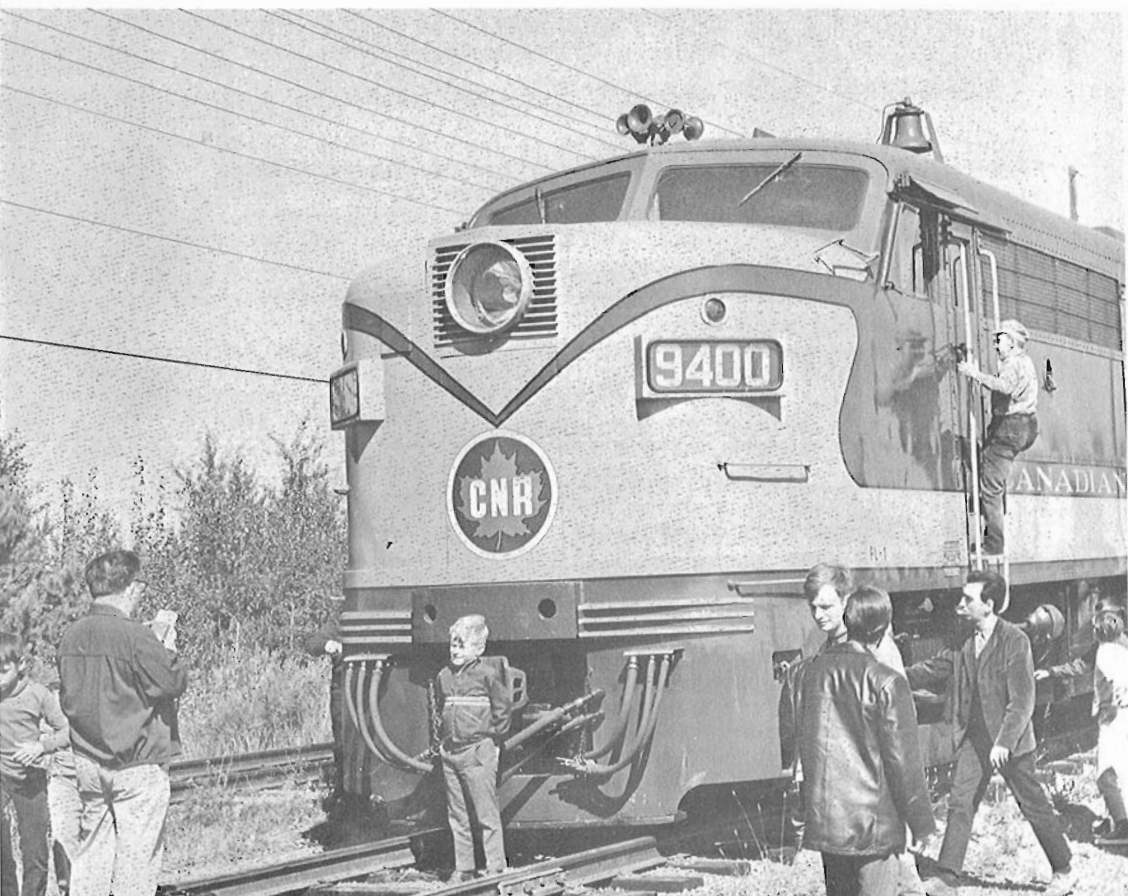
It is interesting to note that, in one case, showing the country to the new brother-in-law involved a hike up a modest mountain peak, in the rain and mist of a summer afternoon. As luck would have it, the hikers emerged on the top of the peak just as the sun burst through the clouds. Coming out of the mist into this dazzling spectacle, the sightseers were immediately engulfed in a stampeding herd of mountain sheep, a very rare occurrence. The photographer brother-in-law, two cameras slung around his neck, was so dumbfounded by the flood of charging sheep that he froze - and did not get a single picture!

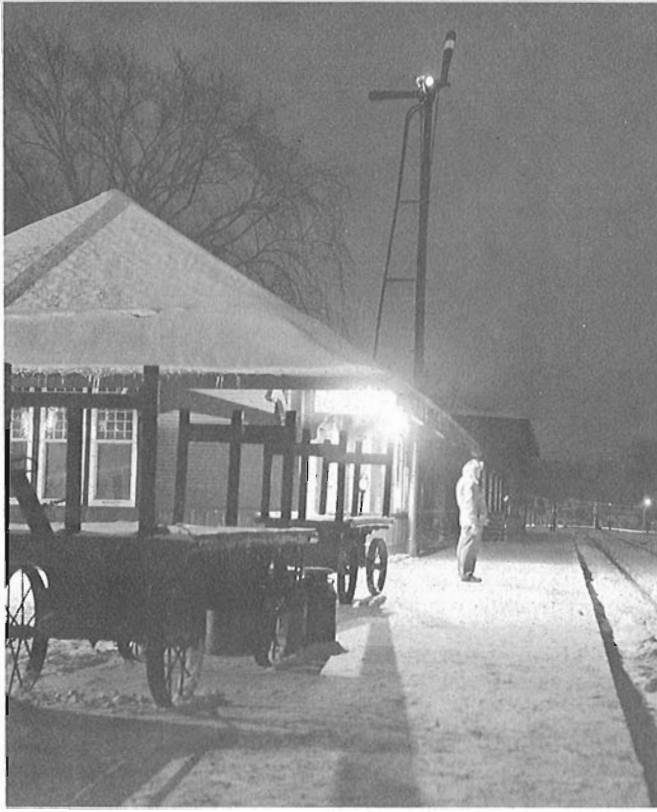
When "brother-in-law, the photographer" does arrive in town, it will then be necessary to convert him to photographing trains, since he may already be some kind of aeroplane or old auto nut. It is usually easier to accomplish the conversion process with barbecued steaks, generously oiled with scotch, while you weave extravagant tales of train-chasing, armed with a single camera. This is big-game hunting, indeed, with no caustic criticisms anticipated from the conservationists!

These tales of adventure, coupled with an impassioned appeal for assistance in upgrading the capability and quality of your present efforts should do the trick. If you are a clever persuader, you won't be able to hold him back. He will soon be haunting all of the local diesel shops and freight yards and shortly will be able to differentiate between ALCO, GE and GM noses by model number. Of course, he will be taking all your train pictures for you and helpfully developing and enlarging the best of the selection.

But all of this skilful planning and persuasion may not be without a price-tag! You may wind up purchasing a very good - and very expensive - camera from your photographer brother-in-law, of course. Moreover, he will tell you that to achieve the best possible result, you ought to try several types of film, both black-and-white and

↓ ALWAYS A FAVOURITE AT THE MUSEUM OF SCIENCE AND TECHNOLOGY, OTTAWA, is ex-Canadian National Railways Number 9400, especially useful as a background for "Junior". Photo courtesy J. Langevin, Ottawa, Canada.





↑ "TELL ME HOW LONG THE TRAIN'S BEEN GONE", ON A COLD WINTER NIGHT AT Sutton, Québec in the 1950s. A splendid night shot, from the versatile Speed Graphic of Jim Shaughnessy, Troy, New York.

colour, which he also just happens to have for sale. There may be a temporary diversion into a consideration of one or several wide-angle or telephoto lenses for your new camera, which he also just happens to have in stock. Add to this the necessity of doing your own developing and printing, which he has taught you to do, very professionally, with equipment, chemicals and paper which he carries in his store. Anything less would be unthinkable.

There will thereafter be the possibility that you could have your pictures published in your favourite enthusiast magazine and, regardless of the quality of reproduction which the magazine usually achieves, it will be necessary for you to prepare and submit enlargements of the very highest professional quality.

After the empty-umphth 8x10 enlargement in the darkroom on a Friday night, when everyone else is out unwinding at the bowling alley, the thought just might cross your mind that the whole exercise has been something less than worthwhile. You might as well rationalize at this point, and make another enlargement, for you are far too far down the (rail) road to turn back.

About the only alternative left is to try to persuade some publisher to produce a picture book about railways, using a selection of the thousands of prints which are stored in the attic. If you have been keeping them in the basement, that is another and perhaps sadder story!

Do not despair! Such a miracle really happens, occasionally. And when it does, you will achieve a great degree of satisfaction and all your stomach troubles and nervous tics will at last disappear.



September 1974

WAYBILLS

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

FOR THE EASTERN EXPRESS COMPANY,

McAulvey

THE CITY OF MONTREAL, CANADA, IS PRESENTLY BLESSED WITH A "MUCTC", OR if you prefer, a "CTCUM", which translates in the English version to the Montréal Urban Community Transit Commission. On Wednesday, March 17 1974, the city was awarded another group of initials, TRRAMM.

This is not a Scotsman's pronunciation of the popular abbreviation for an electric street railway vehicle!

Minister of Transport Jean Marchand was too busy criticizing Canada's two major railways for their failure to provide adequate motive power and equipment for the expeditious movement of wheat from the prairies to ocean ports to make the announcement. Instead, it was made by Québec's Transport Minister Raymond Mailloux.

TRRAMM may be deciphered as Transport Rapide Regionale Aeroportuaire Montréal Mirabel. The English-language equivalent boggles the imagination and pronunciation.

The proposal describes the high-speed transport system designed to link the jumbo-jet airport of Mirabel with Montréal's centre. It is planned to use existing installations, wherever possible. Basically, it will be electric "steel wheel on steel rail" and will originate in Canadian National Railways' Central Station. Using the Mount Royal Tunnel, TRRAMM will travel on CN iron to a point north of Côte Vertu station (near the intersection of the Laurentien Autoroute and Henri-Bourassa Boulevard).

From here, a new line would be constructed northeastward to the Park Avenue/Ste-Therese line of CP RAIL, which would be used to a point north of St-Janvier, where the new line would turn in a southwesterly direction to the Mirabel Airport. A new double-track tunnel would be dug under the Rivière des Prairies at Bordeaux.

From Mirabel Jetport, additional construction would be required to join TRRAMM to the existing CN Montfort Subdivision near St-Augustin. Once the Montfort Sub is reached, TRRAMM trains will return to Montréal via Deux-Montagnes, Roxboro, Val Royal, rejoining the outbound line north of Côte Vertu.

Mr. Mailloux said that electric TRRAMM trains would travel at speeds of more than 100 miles per hour, covering the 35 miles to the jetport from CN's Central Station in about 30 minutes. The new system could run, Mr. Mailloux said, with about the same frequency as Montréal's METRO.

The cost of the project is estimated at \$ 438 million 1973 dollars and should be completed by 1980. The Minister said that the proposal would have to be ratified by the Government of Canada and the municipalities and transportation companies involved.

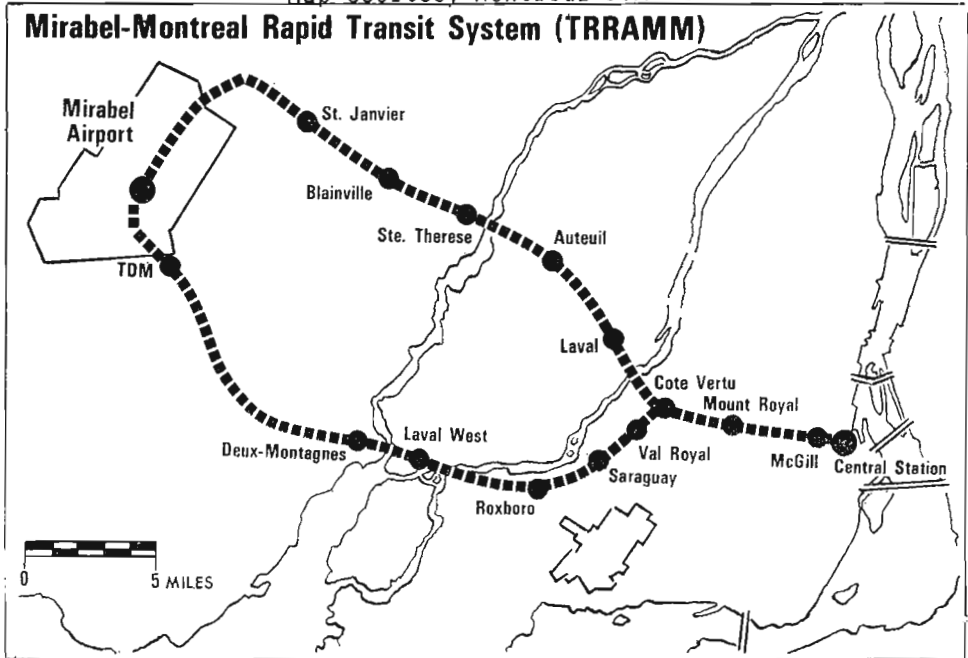
Until TRRAMM is completed, an express bus service will be provided from Mirabel Jetport after its opening in 1975 to Montréal, Dorval, Laval, Ste-Therese and St-Jerome. The Minister said that an agreement had been reached between MUCTC (CUCTM), Laval Transit and

the Government of Québec on the financing and operation of this bus service, estimated to cost \$ 5 million.

TRRAMM stations are planned to have "park and ride" facilities and will link up with local and regional bus lines and METRO, the latter at four points.

Minister Mailloux said that TRRAMM would become the backbone of a fast, metropolitan transit network, serving Montréal, Laval and the northern off-island communities such as Ste-Therese and Deux-Montagnes.

Map courtesy Montreal STAR 27 March 1974



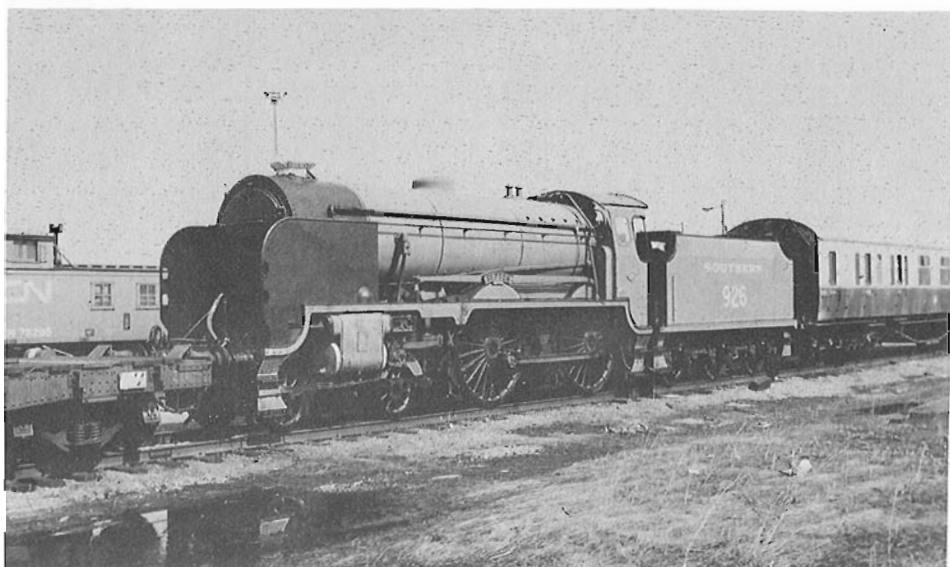
The Quebec government's proposed lines to link Montreal with the new jetport.

AT THE BEGINNING OF MAY 1974, BARRIE MACLEOD OF SYDNEY, NOVA SCOTIA, reported that ex-Southern Railway (UK), ex-Steamtown USA 4-4-0 steam locomotive "Schools" class Number 926 REPTON had arrived at Sydney, Nova Scotia. The REPTON was built by the former Southern Railway in 1934 and was brought to North America and Steamtown, Bellows Falls, Vermont, in June 1967.

REPTON, on lease to the Cape Breton Steam Railway for a five-year period, passed through Montoon, New Brunswick, on April 8, 1974, coupled to an ex-Great Western Railway (UK) first-class passenger coach (compartment, side-corridor), sandwiched between two CN idler flats, which had MCB couplers on the outer ends and UK centre-links and buffers on the inner ends, to match the UK couplings on the REPTON and the ex-GWR coach. Wendell Lemon spotted the strangers in CN's Moncton yard and photographed them.

Wendell notes that the REPTON is a 3-cylinder locomotive with a TE of 25,130 lbs., 79" drivers and a BP of 220 psig.

From CN's Sydney station, a DEVCO diesel and van took the "special" to "The Hub", otherwise New Aberdeen, a suburb of Glace Bay, about 1 mile west of the ex-Sydney & Louisbourg roundhouse at



Glace Bay.

"Old Number 42" chuffed out to pick up the "special" from the DEVCO diesel and had the honour of pulling REPTON and the GWR coach into the Glace Bay station, where several DEVCO officials were on hand.

According to these latter gentlemen, the REPTON is in good condition and will require far less overhauling than did Number 42. Of course, the couplings will have to be changed to North American standard MCB couplers and the brake system will have to be altered from vacuum to Westinghouse.

Barrie also reports that the new line of the Cape Breton Steam Railway from Morien Junction to Port Morien should be ready for the 1974 operating season. Unfortunately, the track from Broughton Junction to Mira Gut and Louisbourg, part of the former Sydney & Louisbourg Railway's main line, has been torn up completely, so that there is no chance that the Cape Breton Steam Railway will be able to operate beyond Morien Junction.

But with a gee-en-u-wyne English 4-4-0 steam locomotive, a yew-neek GWR British corridor compartment coach and the Morien Junction-Port Morien extension, who need more right-of-way?

THE SAN FRANCISCO MUNICIPAL RAILWAY TOOK DELIVERY ON 26 NOVEMBER 1973 of the first four of eleven PCC streetcars, purchased third-hand from the Toronto Transit Commission, Toronto, Ontario. Five of the six cars were built in 1946 - and the sixth in 1947 - by the St. Louis Car Company, St. Louis, Missouri, U.S.A., for the Kansas City Public Service Company and were bought by the TTC in 1957. Apparently the MUNI selected these cars because they have back-up controls.

The four cars minus their broad-gauge (4 feet 10 7/8-inch) trucks were delivered to Southern Pacific's Bayshore Yard, San Francisco, and were trucked across Geneva Avenue to the MUNI car barn.

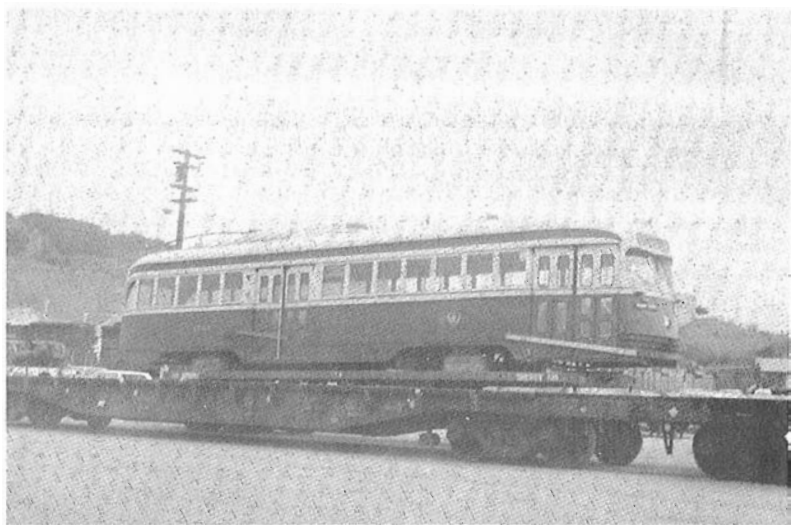
About 1 December, four more cars were en route to San Francisco and three were still to be shipped.

The cars involved in the sale are as follows:

<u>Original KCPS number</u>	<u>TTC number</u>	<u>San Francisco MUNI number</u>
551	4752	1190
740	4754	1180
754	4757	1181
756	4758*	1182
767	4763*	1183
769	4764	1184
778	4769	1185
779	4770	1186
780	4771	1187
789	4775	1188
792	4777	1189

* Included in first 4-car shipment.

This information and accompanying photographs are supplied through the courtesy of the WESTERN RAILROADER of San Mateo, CA 94401.



ADDED TO THE LIST OF CP RAIL EQUIPMENT WILL BE 15 ADDITIONAL "ROBOT" units for use on coal and grain unit-trains from Golden, B. C. to Vancouver and Roberts Bank. The new units will be numbered 1017 through 1031 and will be built by Angus Shops, Montréal, on new boxcar frames, unlike the original ROBOT units, which were rebuilt from other equipment.

For the record, here is the status of the first 15 ROBOT units:

<u>Road number</u>	<u>Source</u>	<u>Original number</u>	<u>Status</u>
1001	Baggage/Express car	4465	Retired: in storage
1002	Baggage/Express car	4472	Retired: in storage
1003	Baggage/Express car	4473	Retired: in storage
1004	Baggage/Express car	4478	Retired: in storage
1005	Baggage/Express car	4475	Wrecked in Kamloops Lake
1006	Fairbanks Morse CFB 16-4	4454	In service
1007	Fairbanks Morse CFB 16-4	4449	In service
1008	Fairbanks Morse CFB 16-4	4452	In service
1009	Fairbanks Morse CFB 16-4	4471	In service
1010	Fairbanks Morse CFB 16-4	4472	In service
1011	Fairbanks Morse CFB 16-4	4450	In service
1012	Fairbanks Morse CFB 16-4	4451	In service
1013	Fairbanks Morse CFB 16-4	4454	In service
1014	Fairbanks Morse CFB 16-4	4458	In service
1015	Fairbanks Morse CFB 16-4	4453	In service
1016	Fairbanks Morse H-16-44	8719	In service

H.W.Elson.

MR. F.F.ANGUS SENT A CLIPPING FROM A SAINT JOHN, NEW BRUNSWICK, NEWSPAPER, dated October 1973, which described the demolition of the "old union station" in that city. Demolition of the union station (CN/CP/CPRAIL) - it had "Union Station" debossed in the cement above the pillared main portico - was accomplished by Grove Construction Company Limited of Saint John. The site was to be cleared by year-end.

This regrettable event caused our member Major C. Warren Anderson, well-known railway historian of Sussex, New Brunswick, to send us the following resumé of stations in Saint John:

The first station in Saint John was a small building just large enough to hold the ticket-seller at Mill Street, near the Portland Bridge, from which the first train of a locomotive and flat cars departed on 17 March 1857, on the European & North American Railway, up the Marsh for 3½ miles. On 20 July 1857, daily except Sunday service was announced. This small station presumably remained in service until 1859.

The next station to be built was at the foot of Dorchester Street, although one was proposed as early as 14 October 1853, on a site just east of the Marsh Bridge. The Dorchester Street station was used by the E&NARY until 1872, when the Intercolonial Railway assumed operation of the E&NARY. The ICR continued to use it until 1884.

In that year, Saint John's third station was constructed near the corner of Pond and Mill Streets, the Mill Pond having been filled with gravel from the Rothesay gravel pit and the debris from the Saint John fire of 1877. This was the first Union Station, attaining this title when the Canadian Pacific Railway entered Saint John from the west on 3 June 1889.

This station was used by the Intercolonial from 1884 to 1916, the Canadian Pacific Railway from 1889 to 1932, the Canadian Government Railways from 1916 to 1918 and the Canadian National Railways from 1918 to 1932.

Two red granite pillars supporting a colonnade at the front of the station are now used to support a sign over one of the entrances to Cedar Hill Cemetery in present-day Saint John.

A new station was built on the same location and opened on 8 March 1933, at 6 a.m. by J.M.Thompson, Superintendent of Terminals, Canadian National Railways. Mrs. Mary Briggs, travelling to Moncton, was the first person to enter the building. G.W.Garrett purchased the first ticket - to Coldbrook!

This, then, was the "old union station", recently demolished. It served the Canadian Pacific Railway until 1970, when the CPR built its own station in Saint John West and withdrew from occupancy. Canadian National continued to use the station until it was closed on 6 June 1973.

Canadian National Railways built a new station some distance from the city's centre on $1\frac{1}{2}$ acres of land donated to the railway by the Provincial government, in exchange for the "old union station" site. The new CNR station is on Rothesay Avenue and was officially opened on 7 June 1973. It is a combination station-SERVOCENTRE and was built by Richard & B.A. Ryan (Alt) Limited at a cost of \$ 360,000. Measuring 150 feet in length, L-shaped, by 50 and 100 feet wide, with a waiting room for 72 people, it also includes a large parking space.

Without doubt, it will serve the CNR for many years to come, but it lacks the architectural beauty and regal appearance of the building it replaced.

IN JANUARY 1974, THE ENERGY CRISIS WAS UPON US. BY MARCH, HARVEY ELSON wrote to say that because of the energy crisis, the Washington-New York-Montréal AMTRAK service was booming. One Thursday morning, "The Washingtonian" rumbled over St-Antoine Street, Montréal, into Canadian National's Central Station with a mammoth consist of 29 cars of all descriptions, both new and old, some with AMTRAK markings and some with their original company identities. The mammoth was nearly two hours late.

By mid-June, Jim Shaughnessy could send a newspaper clipping from the Albany, New York "Times Union", which reported that Governor Wilson had ordered State Transportation Commissioner Raymond T. Schuler to restore passenger train service north of Albany to Montréal.

Incredible! A hasty check of D&H's Colonie Shops and administration confirmed that PA 1 units Numbers 16 & 19 were parked at Colonie without engines, tagged for deadheading to Boise, Idaho, and the shops of Morrison-Knudson, where brand-new ALCO 251 prime-movers, manufactured at Auburn, New York and rated at 2,000hp, would be installed. Meanwhile, PA 1 units 17 & 18 prepared to handle the restored passenger service.

By the time this report appears in print, many of the questions posed on June 15 will be answered. At that time, it appeared that AMTRAK would pick up part of the expense, with D&H receiving just expense money - no mark-up - for running the service. However, the arrangement with AMTRAK and the State of New York will enable D&H to undertake some maintenance on the main line north, particularly along those stretches where the roadbed is supported by scrapped hopper cars.

Other questions: What kind of service? One through passenger car from Grand Central terminal (?) to Montréal, or an across-

the-platform change at Rennsaler? Where will the train terminate in Montréal, CP RAIL's Windsor Station or CN's Central Station? Probably the latter. Will the schedule be that of the old "Laurentian"? Most likely. Who will benefit, AMTRAK, D&H or CN? Each, a little bit, but the brotherhoods most, as it will mean the reinstatement of a number of men who did the same thing up to May 1971, when the former service was withdrawn.

As of June 15, the passenger train reinstatement was a State of New York project, all the way. The cost: no estimates, but the 1974 New York State legislature has already approved a \$ 30 million program.

As the "Times Union" said, the move will be welcomed by railway buffs who have lamented the loss of the scenic route through the Champlain valley, but it will take more passengers than they will generate to make the restored service a success.

Meanwhile, Bruce Sterzing, D&H's President, is quite optimistic. And the PA 1s are being re-engined. And ALCO Products of Auburn, New York, have sold 48 more cylinders!

UNITED AIRCRAFT CORPORATION (USA) BEGAN TO BE A LITTLE NERVOUS IN MAY 1974 about the possibility of AMTRAK's opting for \$ 70 million worth of french-designed, turbine-powered trains instead of United Aircraft's own TURBOTRAIN. The Company made representations through letters from its Washington DC vice-president to all members of committees of the US Congress and to members of transportation appropriation subcommittees in each branch of Congress where the AMTRAK budget is examined.

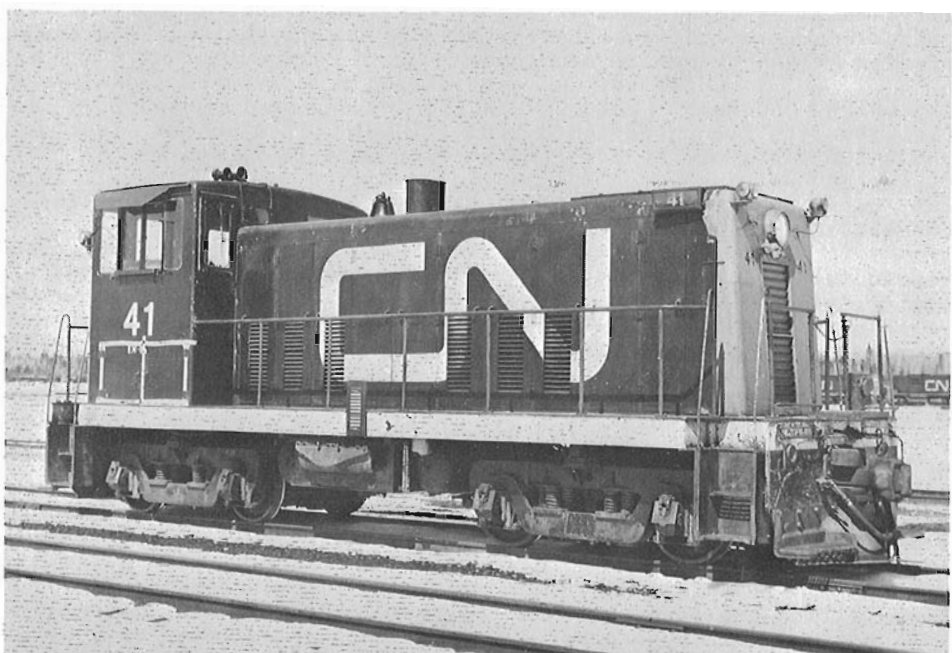
In addition, UAC was pushing a redesigned train, TURBINE II, which, UAC said, would be 25% lighter and would use 30% less fuel than the French-designed train. TURBINE II also has wider seats and a 50% wider aisle, accelerates from zero to 90 mph in 45% less distance, operates at a "substantially higher" speed, takes curves 25% faster and could meet all US safety standards without extensive changes.

The Washington DC "STAR-NEWS" also reported that a spokesman for UAC conceded that the initial investment, based on 25 trains, was lower for the French train: \$ 119.7 million for the UAC variety versus \$ 87.5 million for the French model. But, contended UAC, on a 10-year life-cycle, the TURBINE II would save AMTRAK \$ 24.4 million, based on a saving in maintenance of \$ 38.2 million and of \$ 18.4 million in fuel consumption. The 25 French trains, if ordered by AMTRAK, would be built under license by Rohr Industries.

Subsequently, about June 10, AMTRAK was given approval by the US Department of Transportation to order more than \$ 110 million worth of new equipment, including six of the French TURBOS. The request for an additional 14 turbotrains for the Boston-New York service was rejected. This was the report in the "New York Times Service".

In addition to the six turbotrains estimated to cost \$ 18 million and to be used on short-haul routes out of Chicago, AMTRAK was authorized to order 200 new passenger coaches for \$ 82 million and 25 diesel locomotives costing about \$ 13 million.

OUR CORRESPONDENT WENDELL LEMON OF MONCTON, NEW BRUNSWICK, SENDS US a picture of Canadian National Railways RS 3, built 9/54 by ALCO Schenectady and once a familiar sight to commuters between St-Hilaire and Montréal, Québec. Number 3900 was withdrawn from service on October 29, 1973 and returned to Moncton where it was cannibalized to keep other units in the 1800-series going.



Wendell notes that this unit was once assigned to the Central Vermont Railway and formerly was numbered 1859. The photograph was taken on November 17, 1973.

CN's class ER-6a, Number 41, is normally in service on the south end of Prince Edward Island with Numbers 30, 35 and 40. These small 70-ton units will MU with each other and, at the same time, comply with the weight restrictions on most of the Island's trackage. The photo was taken at Moncton, N.B., on April 12, 1974.

- AT THE END OF JANUARY 1974, THE BRITISH COLUMBIA MOOSE WERE LEADING Canadian National Railways by a score of 27 to 23. That is to say, 27 cars derailed for 23 moose killed. Severe snow conditions were alleged to be responsible for bringing the moose to lower levels in the mountains in search of food, near the railway. Approaching trains irked the ungainly, temperamental animals; they charged the diesel units head-on, with the results tabulated (with regret) above.

H.W.Elson.

- RESISTANCE TO CHANGE OR GENUINE SUGGESTIONS FOR IMPROVEMENT? THE new diesel units equipped with the much-publicized new "safety cabs" stimulated the following observations from an engineer who has drawn them from the power pool:

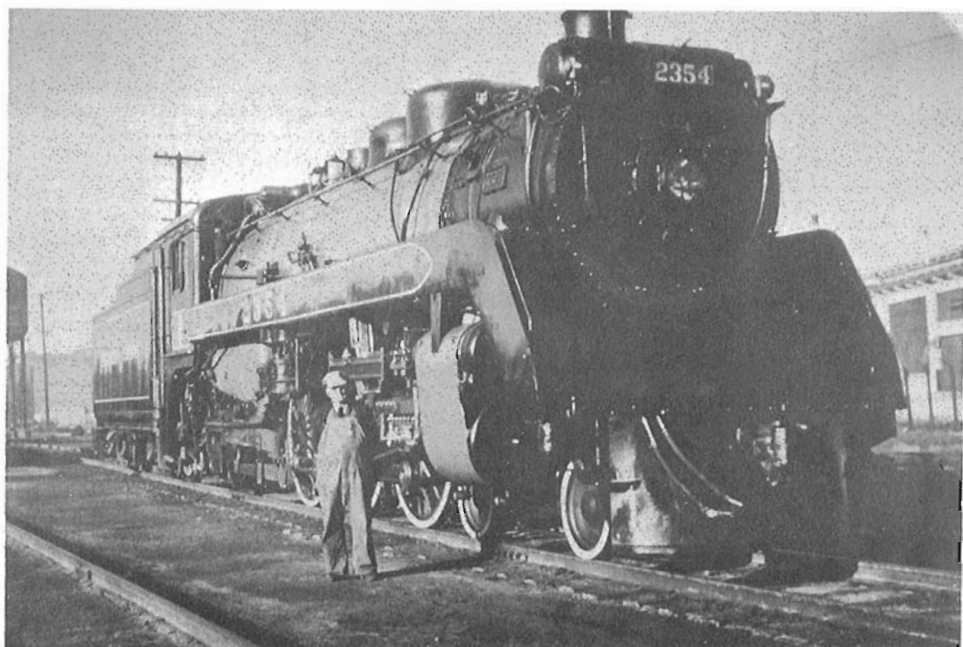
1. With small windows, the visibility to the sides is poor, with a blind spot on each side. The high gauge-stand and raised short hood make it impossible to see a trainman getting on or off, or making a joint, without hanging your head out of a window which has no arm-rest. The amp meter obstructs the view and is impossible to see at night;
2. The speedometer, centred above the windshield, is out of the engineer's line of vision and a real neck-stiffener;
3. The cab heater cannot be controlled properly and blows hot air in your face, while your back freezes;
4. The location of the toilet in the nose has not helped much. If anyone is foolish enough to use it when the engine is travelling at speed, the stink will be enough to drive you out of the cab;
5. The engineer's seat is very hard, with no back-rest adjustment, which aggravates the locomotive's already rough ride;
6. Because of all the ridiculous steps to the door in the nose, there is no room left for your grip, or other essential equipment, in the cab;
7. The centre seat looks over a big hole - the stairs - and should be fitted with a seat-belt, for safety;
8. Sweeping out the cab is a major undertaking. And if you don't believe this statement, think about how you would do it;
9. The hot-plate and refrigerator are used relatively seldom, as not many engine crews carry groceries, utensils - and a portable sink or dish-washer to wash up.

The older units may not have had cabs which were as safe, but, apparently, they were more convenient. The problem of how the engine crew escapes from the "safety cab" when the door in the nose cannot be opened is another question. At least these are some of the observations one engineer has made.

H.W.Elson.

TWENTY YEARS AGO, THE ACCOMPANYING PHOTO WAS TAKEN IN JUNE. THE ENGINEER, only a year away from retirement, was W. J. "Bill" Barrett of Calgary, Alberta and the engine was Canadian Pacific Railway's 4-6-2 Number 2354, the holder of seven records, none of which was ever equalled. Number 2354 distinguished herself in the following ways:

- she travelled 283,000 miles without a class 1 repair; normally, a class 1 repair on a steam locomotive was required after 150,000 miles;



- Number 2354 was the best maintained engine on the system; Mr. Barrett and his fireman spent many hours cleaning and polishing the engine and adjusting the valve-gear;
- she was the only Pacific type locomotive and one of two engines, other than Hudsons and Selkirks, to be painted in the well-known tuscan red passenger-engine paint scheme;
- she was the only locomotive, in recent times, to be assigned specifically to one engineer and one fireman; no other crew was rostered for Number 2354;
- Number 2354 was the only CP engine to be fitted with a six-chime whistle. Normally, whistles on the CPR engines at that time, were of the five-chambered type, but the shopmen at Ogden Shops, Calgary, fitted this special whistle to Number 2354 as a tribute to her and her crew;
- moreover, Number 2354 had special brass fittings, whereas other CPR passenger engines had the usual black fittings;
- Number 2354 was the first engine on the CPR to be converted from a coal-burning to an oil-burning locomotive.

Mr. Barrett, who is in excellent health and now lives in Calgary, Alberta, sends the accompanying picture, for which we express our appreciation.

H.W.Elson.

A NEW \$ 1.5 MILLION PAINT SHOP HAS BEEN BUILT BY CP RAIL AS AN ADDITION to its Ogden Shops (Calgary, Alberta) facilities. The new shop will process all types of freight equipment and diesel locomotives on an assembly-line operation. Freight cars, for example, will pass through five stages at eight-minute in-

tervals, moving along a single track through a drying oven which heats the cars to the correct temperature for painting. There is an air-blasting stage where old, chipped paint and dirt are removed. This is followed by a spray-painting booth, a drying oven and a stenciling area, where the "multimark" and lettering are applied, together with other pertinent numbers and essential information.

The new paint shop has a through-put of 12 cars per day, which extrapolates to 2,700 cars per year.

Philip Mason.

A FURTHER EXPLANATION OF THE PICTURE WHICH APPEARED ON PAGE 151 OF the May 1974 issue Number 268 of CANADIAN RAIL has been received from Mr. R.F. Corley of Peterborough, Ontario. Mr. Corley Points out that the steamer in the background is not the S.S. DALHOUSIE CITY, but may be the S.S. TORONTO, a sidewheeler.

In addition, only the S.S. NORTHUMBERLAND belonged to Canadian National Steamships. The S.S. CAPE TRINITY of the Toronto, 1000 Islands and Bay of Quinte Line, probably passed into the fleet of Canada Steamship Lines at a later date.

BURRARD DRY DOCK COMPANY LIMITED, VANCOUVER AREA'S LARGEST SHIPYARD, delivered the first of two railcar ferries to INCAN Marine Limited, early in June 1974. The \$ 5 million vessel was to be taken through the Panama Canal, on its way up the St. Lawrence River, through the Great Lakes, to begin newsprint service between Thunder Bay, Ontario and Duluth, Minnesota-Superior, Wisconsin.

The keel has been layed for an almost identical railcar ferry, ordered by INCAN for late 1975 delivery. This vessel may be intended for service on the St. Lawrence River, between newsprint paper mills on the north shore of the river and a connection with CP RAIL at Québec. According to sketch-maps of the intended service, cars of newsprint, destined for Boston and New York, will move from Québec via the Quebec Central Railway to Sherbrooke and a connection with CP RAIL's Lyndonville Subdivision at Newport, Vermont.

J.D. Welsh.

THE MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RAILROAD, POPULARLY called the "\$00 Line", has placed the largest single order for rolling stock and motive power in its history. For delivery over the next two years and costing nearly \$ 20 million, there will be 20 locomotives and 665 new freight cars on hand by 1976.

The company established record operating revenues and net income in 1973, the former reaching \$ 168.324 million, up 19.7% over 1972 and the latter topped \$ 18.216 million or \$ 7.19 per share, an increase of 76.5% over '72.

H.W. Elson.

THE FORMER PACIFIC COAST REPRESENTATIVE OF THE ASSOCIATION, MR. PETER Cox, now resident in Prince George, British Columbia, recently sent a newspaper account of the Sixtieth Anniversary celebration of the driving of the last spike on the Grand Trunk Pacific Railway at Finmoore, British Columbia - exactly half-way between Prince Rupert and Wolf Creek - on April 7, 1914.

Peter Titiryn, construction foreman on the GTP in 1914, drove the last spike at that time. Sixty years later, the "last spike" was driven by his grandson, Mr. Terry St. Jean and five of the "originals" who worked on the GTP, including octogenarian Jim Moriss of Quesnel, British Columbia.

The location of this last spike on the GTP is today alleged to be some two miles east of Fort Fraser, scene of the 1974 re-enactment ceremony. The location is said to be marked by a small sign. However, it is noted that Finmoore, mile 50.2 on CN's Nechako Subdivision, is not at all the same location as mile 92.3, two miles east of Fort Fraser, on the same CN subdivision.

EARLY ON THE MORNING OF MAY 31, 1974, NORTHERN ALBERTA RAILWAYS Train 2 from Dawson Creek, B.C., Grand Prairie and McLennan, Alberta, clattered through the approaches to Dunvegan Yards, Edmonton, raising a cloud of dust and powered by GMD-1 unit Number 302. When Train 2 ground to a stop at Dunvegan station, after completing the 489.6-mile run from Dawson Creek, passenger train service on the NAR's main line was no more. There were a few people at Dunvegan to meet this last passenger train. Among them was our member Mr. W.C.Slim of Grand Center, Alberta, who sends us two photographs of this unhappy occasion.



THE HISTORIC THOMAS G. (LATER LORD) SHAUGHNESSY MANSION ON MONTREAL'S Dorchester Boulevard West, was built in 1875 by Robert Brown and was subsequently occupied by Duncan McIntyre, originally of the Canada Central and Atlantic and North Western Railways and, in 1881, the Canadian Pacific Railway Company's original Vice-President. Recently, this building was classified as an historic site by the Government of Québec, much to the satisfaction of the ancient-building conservationists. The mansion has been purchased by a Toronto developer, who now has planned to preserve it.

Sir William Van Horne resided in this house from 1882 to 1891. Lord Shaughnessy occupied the eastern half of the house from 1892 to 1902, when he took over the entire building, living there during his term as President of the Canadian Pacific Railway Company.

Lord Atholstan, another CPR magnate, operated a home for young girls in the house for a number of years. It then became St. Mary's Hospital and was finally sold to the Sisters of Service who



used it as a girls' hostel until June 1973, when it was sold to the Toronto developer.

H.W.Elson.

THE 1973 ANNUAL REPORT OF THE ALGOMA CENTRAL RAILWAY SAYS, ACCORDING to our friend John Welsh, that over \$ 300,000 was expended during that year in new passenger facilities to accommodate the growing number of riders out of Sault Ste. Marie, Ontario, summer and winter, who ride the wellknown "Agawa Canyon Express". Traffic in 1973 reached a peak of more than 105,000 passengers, an increase of 35% over 1972.

Although Company officials are of the opinion that this growth rate will not continue in 1974, on account of the increased cost of gasoline and accommodations, early in 1974 they increased the railway's passenger-carrying capacity through the purchase of two passenger coaches from the former Gulf, Mobile and Ohio Railroad. In addition, 12 "pairs" or articulated parlor cars, formerly of the Southern Pacific Railroad in California, were acquired.

Dale Wilson, who sent in this item, says that it is rumored that the Algoma Central will lease some of its surplus passenger equipment to Canadian National Railways.

SINCE JANUARY 10, 1974, "TURBO" HAS BEEN OPERATING REGULARLY IN SERVICE on Canadian National Railways' Montréal-Toronto main line, making the daily trip in both directions in 4 hours and 10 minutes, 49 minutes faster than CN's afternoon RAPIDO service, which it assumed, but 11 minutes slower than the old TURBO schedule. Basic difference between the two services, other than the scheduling, is that TURBO has 110 club-car (TURBOCLUB) and 262 coach (TURBOLUX) seats, total 372 seats, while RAPIDO offered 300 or more coach seats, with the occasional addition of extra coaches. Since the resumption of TURBO service, the train's "on time" performance is said by a Company official to have been "fair to good".

H.W.Elson.

THE NOTE IN "WAYBILLS" IN THE MARCH 1974 ISSUE NUMBER 266 OF CANADIAN RAIL recalling the silk trains of the 1920s, stimulated a letter from Mr. Bert Lanning, a retired Canadian Pacific Railway fireman:

"When I was firing for the Canadian Pacific out of Revelstoke, British Columbia, I caught a pusher job at Golden, assisting freight and passenger trains up the Illecillewaet Canyon to Field. One night, we hooked onto the head-end of seven or eight express cars loaded with a million dollars worth of from Japan. Silk trains were well guarded at every stop, no matter how brief. The guards would get off the train and patrol up and down. They carried submachine guns.

Because of the high cost of insurance on these trains, they had rights over everything; the important thing was to get the shipment to its destination - usually, New York - as quickly as possible.

When we left Golden that night, the hogger opened the throttle wide and left it there. Our trip through the canyon to Field was the fastest and most hair-raising that I ever made."

H.W.Elson.

WITH THE RETIREMENT AT THE END OF APRIL 1974 OF MR. NORMAN J. MACMIL-

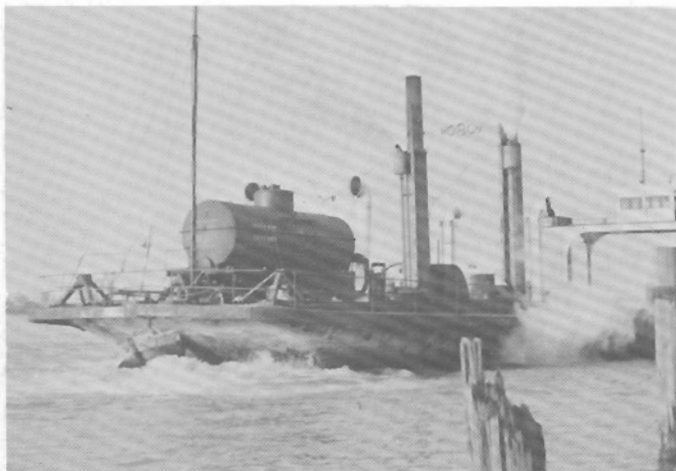
lan, Q.C., Chairman and President of the Canadian National Railway Company, the Company's Board divided these two functions. Pierre Tachereau, who has been with CN since 1946, except for the period 1963-1971, when he was in private practice as a lawyer and vice-president of the Canadian Transport Commission, was appointed a Director and Chairman of the Board. R. A. Bandeen, Ph.D., a forty-three-year old veteran of twenty years service with CN was appointed President and Chief Executive Officer.

The retirement of Mr. MacMillan after 37 years of railroading, seven of them as Chairman and President of the Company, is considered by some as the end of the era of "old-time" railway men: that is, the last of type of career railroaders who started with the railway at an early age and came up through the ranks.

H.W. Elson.

MR. WALTER BEDBROOK, PRESIDENT OF THE TORONTO AND YORK DIVISION OF the Association, writes to correct an item which appeared in the "Information Booth", page 44, of the April 1974 issue of RAILROAD MAGAZINE. The S.S. HURON, veteran car-ferry on the Windsor, Ontario-Detroit, Michigan run across the Detroit River was a "propellor" craft and not a sidewheeler. To prove the point, Walter sends the accompanying photograph, which shows the car-ferry leaving Windsor on a run in September 1970. The wash from the propellor is plainly visible, as is the tank car of bunker oil for her furnaces.

The vessel's two engines each drove one propellor, which created problems when her engines stopped on "dead-centre". A crowbar was kept near each driveshaft, says Walter, just in case this unique situation occurred. But, as this was a real operating hazard, the engine-room crew were always on the alert when the engine-room telegraph signalled "stop engines".



YOU CAN'T HARDLY FIND THIS KIND NO MORE! DOMINION ATLANTIC RAILWAY mixed train, with mostly Canadian Pacific-lettered equipment, made its way leisurely up the shore to Truro, stopping for a little shuffling of cars at Scotch Village, Nova Scotia, on April 23, 1973. Carl Sturner of AUDIO VISUAL DESIGNS, Earlton, N.Y., was present.



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