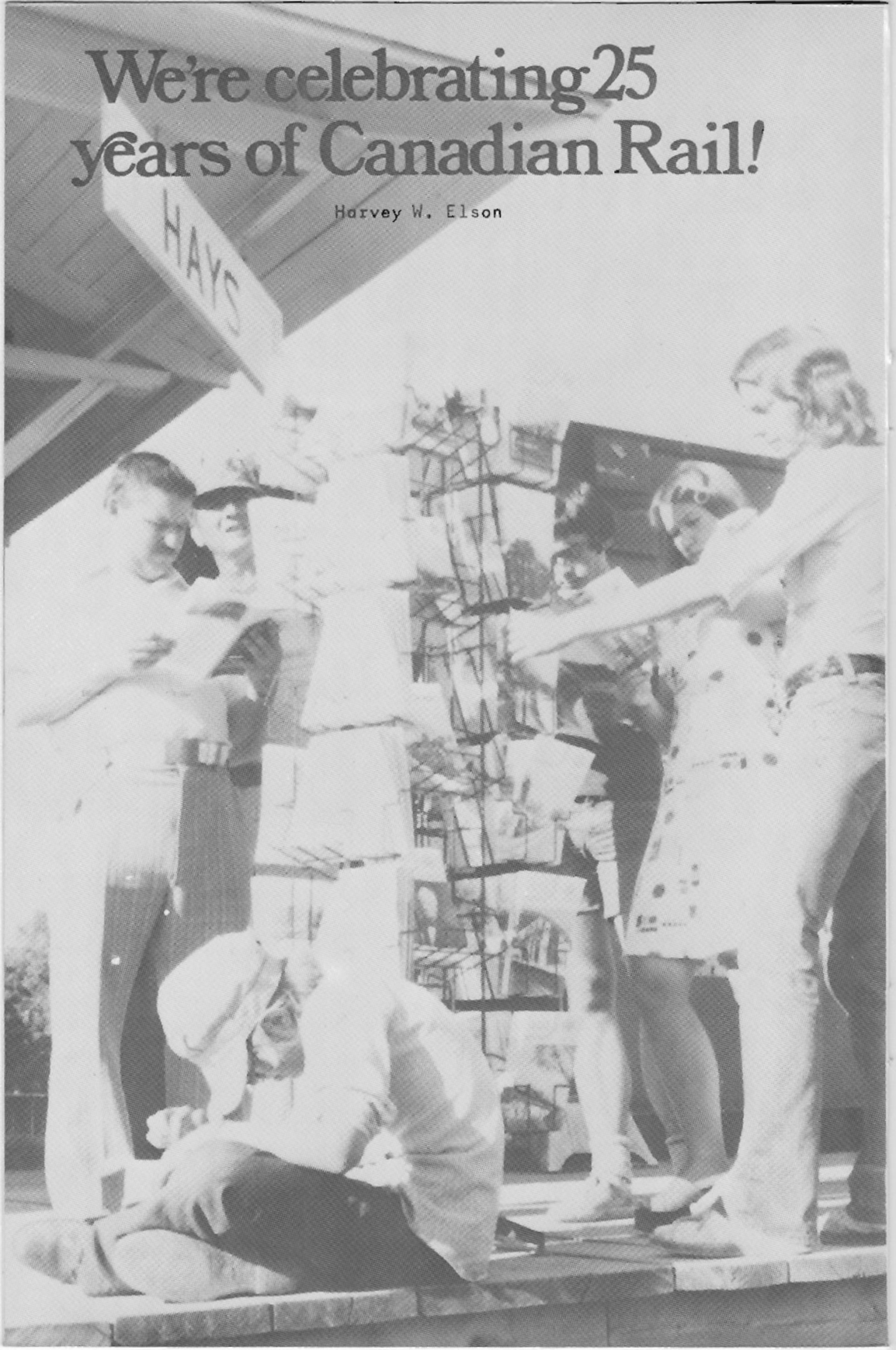
Canadian Rail

No.273
October 1974

We're celebrating 25 years of Canadian Rail!

Harvey W. Elson



It is quite surprising to realize that, with the publication of issue Number 272, October 1974, our magazine CANADIAN RAIL celebrates its twenty-fifth anniversary. While this publication was somewhat irregular in its early years, it could be said that the appearance of a four-page newsletter in October 1949, printed by the "ditto stencil and gelatin pad" method, marked the humble beginning of the Association publication which has persisted to this date.

The first Editor was the late E. Allan Toohey. Together with his co-worker at Canadian Pacific Railway Company's Windsor Station, Mr. Robert J. Joedicke, he produced a first issue, untitled, which contained reports and news on such subjects as General Motors' "Train of Tomorrow", which visited Canada in 1949; the dieselization of Canadian Pacific's Newport Subdivision, with eight road-freight "A" units (Numbers 4000-4007), four "B" units (Numbers 4400-4403) and three 1000 hp. switchers (Numbers 7096-7098), all from ALCO-Schenectady, New York; the displacement of streetcars on the Cornwall Electric Railway, Cornwall, Ontario, by trolley buses (15 of them began the new service on July 27 1949) and the purchase by Canadian National Railways (Grand Trunk Western Railroad) in 1948 of six 0-8-0 steam switchers (Numbers 21, 23, 25, 26, 27 and 28) from the Buffalo Creek Railroad.

The editing and production of this news-sheet was greatly facilitated by the fact that Allan was a competent typist. Ditto stencils were available in the Passenger Sales Department of Canadian Pacific and Bob Joedicke had a rather weary gelatin-pad duplicating machine. Paper was not a problem, since the circulation was small, to say the least.

In the years since this first issue, our magazine has grown and changed and, through the years, has used many printing processes. Within three years, the weary gelatin-pad machine had broken down and circulation had increased to the point where a mimeograph machine was justifiable. The summer before, Allan had decided to make a tour of the British Isles by bicycle and Mr. Omer S.A.Lavallée had become Acting Editor.

The June/July 1951 issue of the newly-titled "News Report" contained an announcement of the National Railway Historical Society's Annual Convention for 1951, to be held starting September 1 in Montréal. Several tours for attendants were to be held. Tour 1 was a streetcar trip using Montréal Transportation Commission Birney car Number 200. The route was north on St-Denis Street to the car-barns of the same name; west to Bernard Avenue, Côte St-Catherine, Maplewood, Côte des Neiges - with a side-trip up Remembrance Road and back - to Ste-Catherine Street, Windsor and the Queen's Hotel, headquarters for the convention.

The second streetcar trip, operated simultaneously with Trip 1 and Trip 3, used one of the ex-Montreal Park & Island Railway's 1032-class cars for the run to Montréal Nord and back.

For those interested in steam railroading, there was a conducted tour of Canadian Pacific's Glen Yard and roundhouse and Canadian National's Turcot Yard and roundhouse.

The fare for each trip was $ 1.50.

The banquet was held in the Spanish Room of the Queen's Hotel and tickets sold for $ 3.75 each. The guest speaker was Mr. Richard

M. Binns of the Montréal Transportation Commission and moving pictures were shown.

The next day, Sunday, a special train of open-platform coaches and including a restaurant car, left Canadian Pacific's Windsor Station for Ottawa via Montebello, over the "North Shore Line". At Ottawa, there was a tour of the city and district by streetcar or a visit to CPR's Ottawa West roundhouse. The special train returned to Montréal via Vankleek Hill on the "M&O".

The round-trip fare was $ 6.00.

On Labour Day, September 3 1951, a special train left the McGill Street terminus of the Montreal and Southern Counties Railway for the run to Granby, Québec, and return. The "NRHS Special" was scheduled to return to Montréal by 3.00 p.m., so that participants could leave for Toronto and Chicago by the afternoon CN-CP "pool" train, Number 15.

A book of tickets for ALL of these trips was sold for $ 10.00 .

With the August 1951 issue, the "News Report" ceased publication for an interval of six months. It was resumed in February 1952, with five members on the Editorial Committee and Mr. O.S.A.Lavallée as Editor. It was planned to produce 11 "News Reports" annually, in the 8½x11 format, and a subscription cost $ 1 per year. Mr. A.A. Clegg was a member of the Editorial Committee.

From 1952 to 1956, the CRHA "News Report" remained much the same in appearance, but did adopt a coloured mast-head (red) on the first page. The number of pages increased, as did the price. The January 1958 issue Number 85 presented the first picture cover, a photograph of Ottawa Transportation Commission car Number 685 on charter to the Canadian Railroad Historical Association on December 14 1957. The picture was taken by the Editor, Mr. Lavallée.

Beginning with this issue, pictures occurred sporadically on the cover of the "News Report"; interior illustrations also began to appear, such as some of the 1325-class cars of the Montreal Tramways Company in the February 1958 issue.

The format of the CRHA "News Report" changed remarkably with the first issue of 1961. From its traditional 8½x11-inch size, it became a compact 6x9-inch, pocket-sized publication, with bright-red masthead and a cover picture, as well. This innovation was the idea primarily of Mr. David R. Henderson and, in the author's opinion, was the most important improvement yet made in our magazine. Mr. Lavallée continued as Editor; Mr. John W. Saunders was Publisher; Mr. William L. Pharoah was Assistant Editor and the Committee was composed of Messrs. A.A.Clegg, David R. Henderson, Paul McGee and Lorne C. Perry.

In the December 1960 issue of the "News Report", the last one produced in the large format, there was a report that the Canadian Railroad Historical Association, on December 3, had acquired a 10-acre tract of land from the Canada Creosoting Company, a subsidiary of Dominion Tar and Chemical Company, at St-Constant, Québec. The stated purpose of this acquisition was to construct a railway museum.

The CRHA "News Report" had grown, over the years, from its initial 4-5 pages per issue to 16 pages. At the beginning of 1961, Mr. Lavallée transferred the responsibility of editing the "News Report" to Mr. Anthony A. Clegg. Although Mr. Lavallée remained on the "News Report" Committee, his main attention was thereafter devoted to the newly-formed Canadian Railway Museum. Mr. Peter Cox was shown as the

Association's Pacific Coast Representative and Mr. William T. Sharp was the Rocky Mountain Representative.

Pictures appeared in the pages of the "News Report" with satisfying regularity. New graphics decorated the pages of the publication, scale drawings by Mr. G.A.Parker were reproduced and a style of type was adopted which was easy to read.

In June 1962, when Messrs. Wayne Brow, Vince Coley and Eric Johnson became associate members of CRHA, the associate membership fee was $ 4 and included 11 issues per year of the "News Report".

The July/August issue had a new title. It was the first issue of our magazine to bear the name which has identified it to the present day: "CANADIAN RAIL". Mr. David Henderson, Chairman of the Publications Committee, issued an introductory message, but did not mention how the new, appropriate name had been selected.

As Mr. Henderson said,"... after 134 issues, 'News Report' becomes 'CANADIAN RAIL'. Canada's authority on railway heritage - past, present and future - has a new marker".

The fifteenth anniversary of the CRHA "News Report/CANADIAN RAIL" was celebrated in October 1964. In a short article reporting the occasion, it was noted that " Twenty-eight pages are now common... and, if new subscriptions continue, this 'high' may be broken very soon".

The years passed. The increased circulation of "CANADIAN RAIL" required modified methods of editing and production. The printing and binding of the magazine were done commercially from 1961 onward, but the distribution to members continued to be a volunteer effort, except for the delivery, which was made by Canada Post Office!

The back-cover of the January 1963 issue of "CANADIAN RAIL" presented the first of a series of cartoons by Doug Wright, popular cartoonist of the Montréal STAR. For five years, the work of this clever and perceptive observer of events and trends on Canada's railways portrayed them for the readers of our magazine. The skill and sense of humour in his cartoons were greatly appreciated by readers and, after Mr. Wright's death, the Association published these cartoons in book form.

The cover of the March 1966 issue of CANADIAN RAIL was really different. Gone was the Association's crest - or, at least, CANADIAN RAIL's version of it! Mr. Lavallée became Acting Editor-in-Chief, supported by Messrs. Clegg and Pharoah.

The Publications Committee, still chaired by Mr. Henderson, was increased to three members. Articles on Toronto's GO TRANSIT, Montréal's METRO, the closing of Ottawa Union Station and the 4-6-4 hudsons of the Japanese National Railways were presented. The November issue contained 28 pages and the associate membership fee was $ 4.

Mr. William Pharoah became Editor of CANADIAN RAIL in January, 1967, the beginning of Canada's Centennial Year. With the June issue, the Association's crest - or CANADIAN RAIL's version of it - reappeared on the front cover, as did a picture of ex-Northern Alberta Railways' steam locomotive Number 73, donated to the Association in March 1964 and restored to operating condition by a hard-working group in the Association's Rocky Mountain Branch (Edmonton) under the leadership of Mr. Harold Maw.

At the end of 1967, Messrs. Pharoah, Clegg and Henderson turned over the responsibility for the continued production of CANADIAN RAIL

to Messrs. S. Worthen, Editor and P. Murphy, Production Manager. The distribution function was assumed by Messrs. F. Angus and J.A.Beatty. The first issue of CANADIAN RAIL produced by this new team had 28 pages. The associate membership fee was $ 6 for the year and 11 issues of the magazine.

Another important milestone in the history of our magazine was passed in June 1968 when, for the first time, CANADIAN RAIL had a coloured cover on its 200th. issue

It is probable that the Summer Issue 1970 (July/August) contained the largest number of pages and photographs ever produced in one issue of CANADIAN RAIL. Messrs. Bob Linney and Ian Stronach combined their talents to present to the members 48 pages of text and photographs, the like of which had never been seen before - nor has been seen since - by the readers! It was a remarkable issue!

This mammoth Summer Issue was not perpetuated in 1971; instead, CANADIAN RAIL became a truly "monthly" magazine in this latter year, publishing 12 issues totalling 384 pages of text and pictures.

The latest timely and interesting addition to CANADIAN RAIL is the insert portion titled "Association News". Often called the "Yellow Pages", this section has more recently been retitled "CRHA Communications". Its primary function is to present news of interest to the members of the Association and it is printed on yellow paper stock to differentiate it from the normal content of the magazine.It can also be removed without damaging the regular pages of the publication. The initial issue - in fact, the idea itself - was prepared by Mr. Peter Murphy, Director and Production Manager, CANADIAN RAIL.

The overall quality of our magazine was much improved in the January 1972 issue, when a coated paper stock was used on the cover for the first time. This enhanced the quality of the photographic reproduction. In later issues, coated paper stock was used for the entire magazine for the first time and a new type-face for the text was introduced. The overall improvement in the quality of the magazine was much appreciated by the readers. The corresponding increase in the annual fees to $ 8 for associate and $ 10 for voting members was not quite so popular.

A brief description of the manner in which each issue of CANADIAN RAIL is prepared and produced might be of interest. Every issue of our magazine is composed of contributions from our readers. In the case of stories or articles, the Editor is always anxious to receive these from our members. In collaboration with the author, the Editor makes any necessary revisions to the text and, where possible, assembles photographs, maps and sketches as illustrative material.

When the entire article is ready for final typing, it is referred to the author for his approval. After his ratification has been received, the article is scheduled for production. Because of space limitations - CANADIAN RAIL is presently on a 32-pages-per-issue schedule - publication of the article may be temporarily deferred to a subsequent issue.

Many members send in short reports or notes on motive power or equipment purchases by Canadian railways. Photographs, too, are received, with thanks. Some members send in newspaper clippings. All these communications represent "grist" for the "Waybills" column of each issue.

CANADIAN RAIL counts on the Branches of the Association to provide much of the copy for "CRHA Communications". Various activities of the Association are also announced in these "yellow pages".

When all of the copy for an issue of CANADIAN RAIL is ready in its final, typed form, it is proof-read to eliminate as many typographical errors as possible. It is then layed out on pages of a suitable size, the location of photographs, maps, etc. is determined and the numbered pages are put together to simulate the finished magazine.

These pages are then taken to the negative/plate-maker, who photographs the individual pages, reducing them in the process to the final page size, about half of 8½x11 inches. From these photographic negatives, the printing plates are made.

Now someone has to take these printing plates to the printer. To print each issue of our magazine, the printer uses paper stock which has already been purchased by the Director of Production, delivered to and stored by the printer. After the pages are printed, they are cut and collated in the proper sequence and, after the cover has been placed around the outside of the collated sheets, the whole is stapled together to form a complete copy. These stapled copies are now ready to be placed in envelopes and sent to the members.

The master address plates for our 1,800-odd members are prepared by CRHA Membership Services, whose responsibility it is to maintain the file in an up-to-date condition. When a member sends in his renewal fee, or when a person becomes a member of the Association, he is assigned a membership number which describes his category, his geographical location, his sequential number as a member and his Branch affiliation, if any. An address plate is prepared showing this number, his name and address and - most important - his postal code. The plate is then placed in the proper series in a drawer in a fireproof cabinet. The remittance, together with a printed copy of the plate, is sent to the Treasurer of the Association. CRHA Membership Services then acknowledge receipt of the remittance to the member.

When it becomes necessary to send a communication to our members - and this includes the monthly copy of CANADIAN RAIL - CRHA Membership Services are requested to produce a complete set of mailing envelopes of a suitable size. During this process, additions, deletions and corrections to the file of address plates may be made.

CANADIAN RAIL envelopes, for example, are run through an addressing machine which prints an individual envelope for each member. This set of envelopes are then taken to the mailing agency, which places one copy of CANADIAN RAIL in each envelope, together with any other communications to be sent to the members. The pre-addressed envelopes are then sealed, the correct postage is applied and they are placed in mail bags for delivery by Canada Post. Or, at least, that is the "official" way it is done. If you have been reading "CRHA Communications" recently, you will have learned that alternate procedures are presently being employed.

After all of the problems associated with preparation, production and collation of all of these various elements have been overcome, there is then the problem of distribution. Presently, CANADIAN RAIL is classed as either third or fourth-class mail matter and, as such, has a very low priority of sorting and delivery. The Association is working very hard right now to convince officials of Canada Post that our magazine should properly be classed as a "learned jour-

nal" and therefore should be entitled to second-class mailing privileges, with a postal permit number. No less than three separate justifications for the request have been prepared and sent to postal authorities, so far without success.

The further development of our magazine CANADIAN RAIL is largely dependent on an increase in the membership of the Association, since it is from membership fees that money for the production of the magazine is derived. Of course, we would all like to have a colour cover or colour photograph section; of course, we would all like to have more pages per issue. There are many improvements which would be very desirable. Such improvements, however, can only be made by increasing our membership and maintaining or reducing CANADIAN RAIL's production costs.

Going into its twenty-sixth year of publication, CANADIAN RAIL continues to maintain its reputation for publishing interesting articles about railways in general and Canadian railways in particular. Electric urban transit continues to be featured frequently and purchases of buses - of all things! - by municipal authorities in Canada have been recorded.

The development of CANADIAN RAIL has been interesting and full of surprises. On the whole, there have been more "plus" changes than "minus" variations. At present, the main problem is with delivery, but this temporary situation does not relate to the quality of our magazine.

The first quarter-century of progress has now been completed.It is reasonably certain that members of the Association can look forward to bigger and better things in and from CANADIAN RAIL in the quarter-century which is to follow.

The Tea Kettle Line

(otherwise)

The Great Falls and Canada Railroad

Patrick A.G. Webb

There are probably a dozen or more railways in Canada that have been called "tea-kettle" lines, at one time or another, but none of them deserved this euphemistic title more than the Great Falls and Canada Railroad, the extension of the Alberta Railway and Coal Company's narrow-gauge "Turkey Trail" south of the International Boundary and the Province of Alberta in western Canada.

About the time that John A. Macdonald, Canada's first prime minister, was having serious thoughts about a "Pacific Railway" for the new nation, a problem of a far different nature was facing Canadians in the foothills of the Rocky Mountains. The great expanses of the prairies, north and west of the headwaters of the Missouri River in the Territory of Montana, United States of America, were still unsettled and were therefore wide-open for occupancy. Before long, many pioneers from south of the International Boundary came north to explore these new lands.

The frontiersmen were primitive and rugged characters, to put it mildly. International boundaries meant very little to them and, from time to time, there were several locations in Canada which were flying the "stars and stripes" of the United States. In addition, there was a brisk trade in what was called whisky, or a barely potable alcoholic liquid which produced roughly similar results. It was about time, said some of the settlers, to organize some kind of law-enforcement body, to bring a little order out of a considerable amount of chaos.

When it came to selling the fiery stuff, there was one notorious establishment called Fort Whoop-Up, located just south of the present-day city of Lethbridge, Alberta. Here, a stockade had been built and a roaring trade was in progress, the chief article sold being a variety of ardent waters called "screech", brought in by bull-train from Fort Benton, on the Missouri River in Montana Territory. It could be said that the effects of this powerful beverage resulted in the organization of the North West Mounted Police in 1873. The first commotion that the new force had to quell was the one at Fort Whoop-Up and, to this end, the RNWMP arrived there in 1874.

Within a few years, the primitive aspect of this part of the foothill country began to disappear and the economic prospects became more promising with the discovery of coal seams along the Belly River.

Before long, bull-trains were heading south, heavily laden with the black diamonds. The frontier settlement of Fort Benton had been eclipsed by the growing city of Great Falls, where ore reduction plants were being constructed to process the ever increasing quantities of gold and silver concentrates, coming from the rich mines in the southern portions of the new Province of British Columbia.

The advent of the railway, the current measure of growth, was anticipated by local newspapers in the most glowing terms, despite the rapid, obvious growth of the new town of Lethbridge. Here, there were still strong economic ties with the booming city of Great Falls on the Missouri River, inasmuch as many of the citizens of Lethbridge had relatives residing to the south. The future possibilities of this situation were quickly recognized and closely followed by the Directors of the Alberta Railway & Coal Company.

However, it was not until December 3, 1889 that the newest of Sir Alexander Tilloch Galt's charters was approved by the United States government: that for the Great Falls and Canada Railroad. Capitalized at $ 2 million, with equipment costs estimated at $ 4 million, the original Board of Directors was interlocked with that of the AR&CCo., through the presence of Sir Alexander and Messrs. Grant, Grant, Kinsmen and Barr on both. In fact, the Great Falls and Canada was to be the subsidiary of the Canadian narrow-gauge line in the State of Montana, U.S.A.

Five months later, while equipment was being assembled in Lethbridge to extend the slim-gauge 65 miles to the International Boundary, a very similar construction camp was organized at Willard, Montana, two miles west of Great Falls. In March 1890, a plow, a pair of engines and thirty cars, accompanied by 500 men, began construction of the railroad. It progressed at the rate of three to four miles a day, following the water-courses which led generally northwestward, paralleling the deep-rutted "Whoop-Up Trail" most of the way.

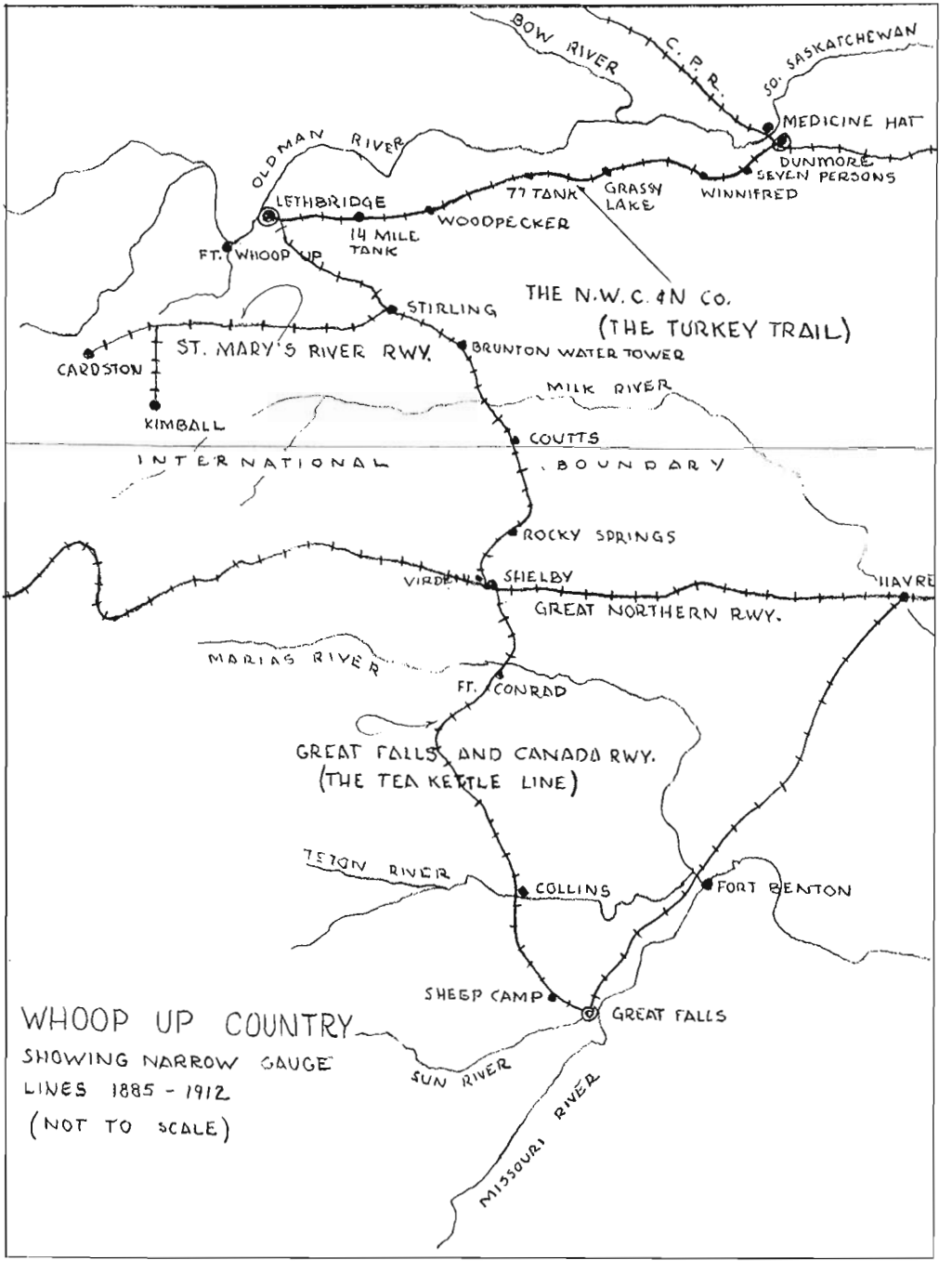
The actual distance was 134.37 miles to the border and this distance required the construction of innumerable timber bridges, as well as two Howe-truss spans across the Teton and Marias Rivers. Though the land was relatively flat, it was occasionally broken and cut deeply by rivers, creeks and coulees, while low, rolling hills and buttes serrated the horizon. Like its parent company, the Great Falls and Canada followed the least expensive location so that there were grades of the order of 1.25% and curves of 10 degrees were common.

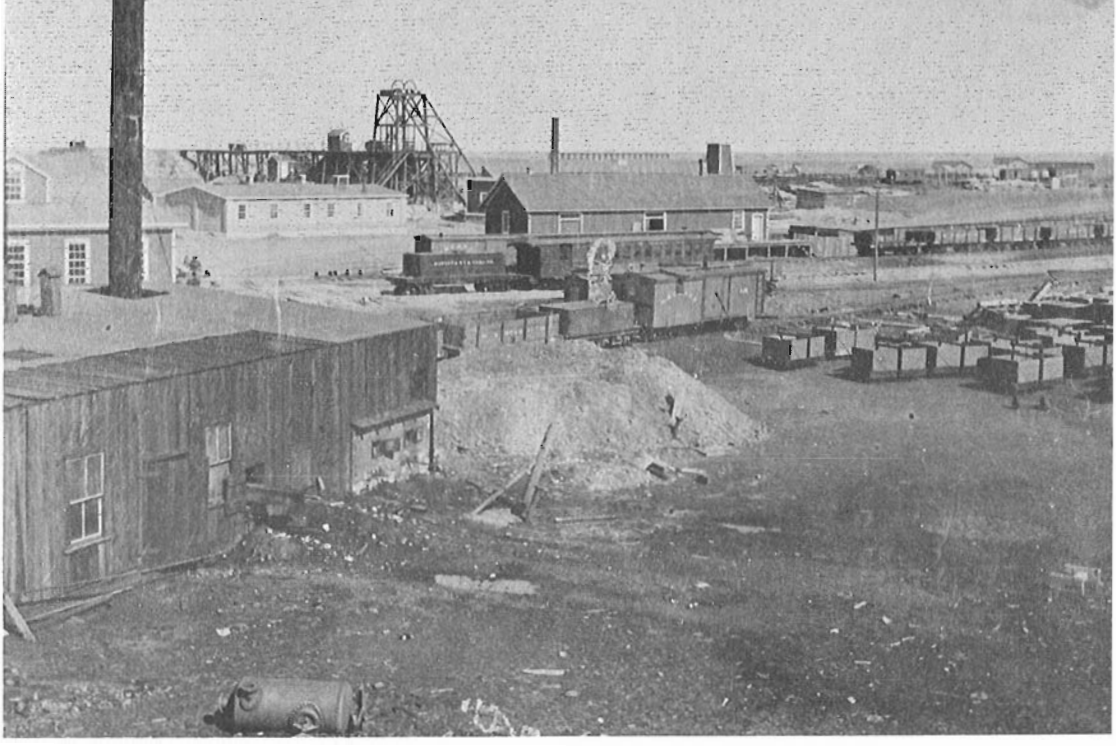
To accelerate the movement of the anticipated tonnage north and south over the main line, more than five miles of sidings were built and water-tanks dotted the line through the arid country. The latter were to remain in place for more than 60 years, until the diesel-electric locomotive displaced its steam counterpart.

Construction progress was steady, so that, by midsummer 1890, the railroad had reached Conrad and was heading for the Marias River. Progress was then briefly interrupted by unseasonable weather. The Helena, Montana "Journal" reported on the first Wednesday in September 1890 that A.T.Galt had visited the city and had been interviewed by the newspaper's reporter:

> "He said that the contractors have completed 135 miles of the line and have only about 35 miles of track to lay. The work has been stopped by the hard storm that has just pas-

sed over the southern portion of Alberta, the snow being about six inches in depth along the level."





THE HEAD-FRAME OF NUMBER 1 MINE AND A PORTION OF THE YARD OF THE Alberta Railway and Coal Company at Lethbridge, Alberta, about 1890. Boxcars and gondola read "North West Coal & Navigation Company" and "Alberta Railway & Coal Company". Photo Sir A. Galt Museum.

From the distances mentioned, it appears that the Great Falls & Canada - the "Tea-Kettle Line" - had been completed by the construction crews to a point north of Shelby, Montana, with the flat, easy country through Rocky Springs ahead.

Exactly 108 days after construction began, the Alberta Railway and Coal and the Great Falls and Canada rails met at the unmarked International Boundary and regular traffic began to roll over the 35-pound rail immediately, the first coal train leaving Lethbridge the day following, October 2 1890. The city of Great Falls reacted in much the same was as the city of Lethbridge had. The newspapers heralded the event and a magnificent dinner was given by Mr. Phillip Gibson at the Hotel Bristol in honour of the GF&C officials.

On October 20, a special one-week excursion fare was announced, to augment the passenger traffic. For a $ 10 fare, a passenger could leave Great Falls for Banff, via Lethbridge and Dunmore, a round - and circuitous - trip of some 900 miles. To the lovers of the wide open spaces, the meandering trains must have been conveyances of sheer ecstasy, as they transported their passengers over the 300 miles of pitching, rolling, winding narrow-gauge.

The schedule for the trip from Great Falls to Lethbridge in no way resembled that of today's diesel-hauled express. Leaving Great Falls in mid-evening, the mixed train arrived at Lethbridge just after lunch on the following day. Today, the same distance can be covered - albeit by automobile - easily in less than four hours.

An 1894 timetable provides an interesting picture of the plodding slim-gauge mixed train, between the two cities:

Tuesdays & Fridays only: Lethbridge to Shelby
Daily: Shelby to Great Falls

No. 1 south and No. 2 north

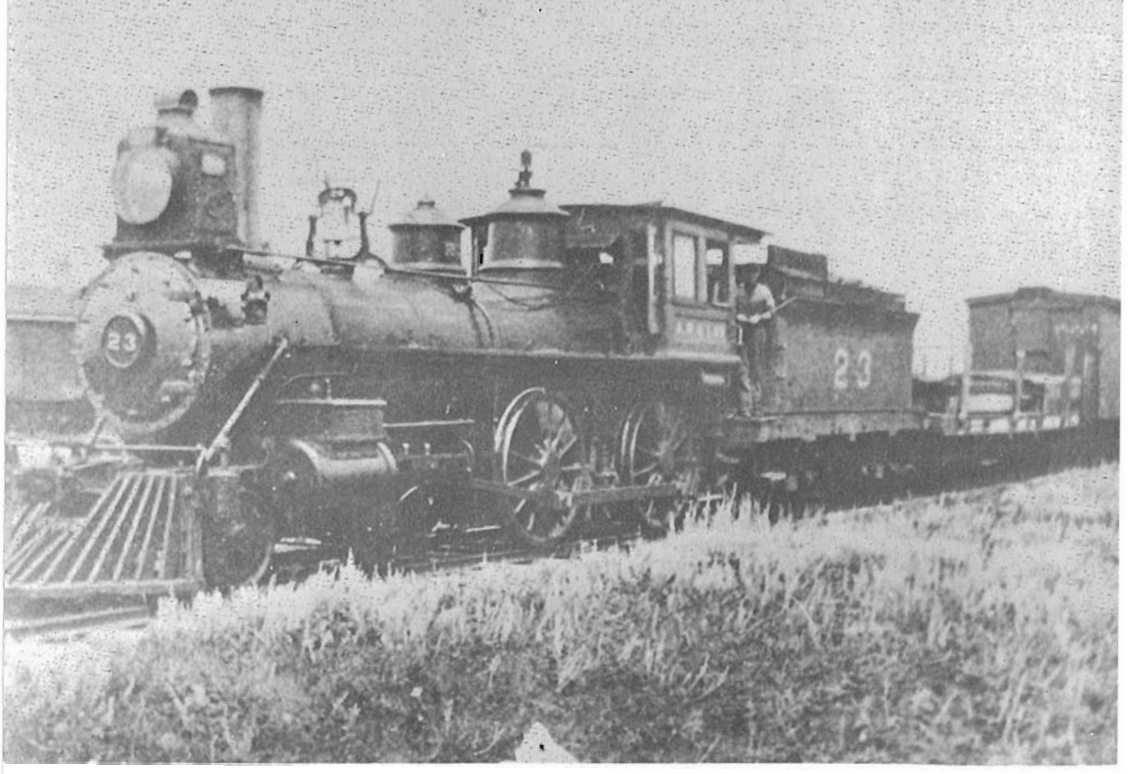
	7:30 a.m.	LV Lethbridge	AR	1:30 p.m.		
READ	3:50 p.m.	AR Shelby Junction	LV	4:40 a.m.	READ	
DOWN	4:10 p.m.	LV Shelby Junction	AR	4:05 a.m.	UP	
	11:50 p.m.	AR Great Falls	LV	8.45 p.m.		

By 1901, train service had been increased to three times per week from Shelby to Lethbridge.

Prior to 1896, as many as four freight trains a day were working 200 to 300 tons per train southward. At Great Falls, parallel to the standard-gauge tracks of the Great Northern Railway, a massive thousand-foot-long, 26-foot high interchange coal dock had been constructed, so that the self-dumping narrow-gauge cars of the AR&C/GF&C could dump their contents into the hoppers of the GN. Lethbridge coal was almost the only source of revenue for the road and little effort was made to attract other commodities. This was an oversight which was to become all too apparent to the Hill interests at a later date.

It is likely that Canadian crews and motive power worked the AR&C/GF&C line from Lethbridge to a point about 94 miles southeast-

THE TWELVE-STALL ROUNDHOUSE OF THE AR&C AT LETHBRIDGE, ALBERTA, AND the machine shop. The valley of the Oldman River is in the background. Photo courtesy Sir Alexander Galt Museum.



STANDARD-GAUGE 4-4-0 NUMBER 23 OF THE ALBERTA RAILWAY AND IRRIGATION Company enters Lethbridge, Alberta, about 1905 on mixed-gauge track, with a freight. Photo courtesy Sir Alexander Galt Museum.

ward, where United States engines and crews took over, although engines were frequently used interchangeably. This change-over point was Shelby Junction - actually Virden - three miles west of Shelby, Montana, the crossing point where the narrow-gauge intersected the newly-constructed main line of the Great Northern Railway. A disused boxcar did duty as a station.

The Shelby for whom the Junction and town were named was the General Manager of Montana Lines for the Great Northern and Mr. Manvel, General Manager of the Great Northern, had arbitrarily chosen this name. When Mr. Shelby heard about this gratuitous notoriety, he responded with a rather cynical remark, which seemed to sum up his impression of the whole "Whoop-Up" country:

"I don't know what that man was thinking of when he named that mudhole, God-forsaken place after me. It will never amount to a damn!"

Happily, Mr. Shelby was wrong!

Similar to the facilities at Lethbridge, a wye was layed out on the broad prairie at Shelby Junction, to turn the engines for the return journey. A small roundhouse was constructed and minimal maintenance facilities were provided.

The road's roster of that time shows eight engines lettered GF&C, six of which were new Baldwin moguls, with two consolidations of unknown ancestry. Probably because of their brand-new condition, the moguls were good steamers, but bailing Lethbridge black diamonds was no easy job on the twisting, uneven roadbed and at least one fireman sheepishly admitted that his broken ankle was the result of an unexpected exit from the diminutive cab.

The "Tea-Kettle Line" - for so the GF&C was dubbed - though never paying large dividends, certainly had its shining moments. At the Great Falls end, a roundhouse and turntable were provided for the road's engines. In July 1894, surveyors were busy locating a grade for a branch to the Boston & Montana Smelter and the citizens of Bynum were clamoring for a 16-mile branch to their town. Plans were being prepared for a new $ 5,000 station at Great Falls, to be built just west of the Montana Brewing Company's plant. The tract of land was to have been about nine acres in area, accommodating a yard 2,000 feet long and 200 feet wide. The right-of-way, coming in from Willard, was to have been 50 feet wide by two miles long.

All this enthusiasm had been generated by the discovery of anthacite coal in the Crowsnest Pass and vastly increased tonnage on the GF&C was anticipated. And with good reason: Pennsylvania anthracite was $ 18.00 per ton in Great Falls, while the Alberta fuel was expected to sell for $ 10.00. Alas! The best planning did not achieve the anticipated result.

The climate of "Whoop-Up Country" is not severe; nevertheless, the elements could, on occasion, create havoc in the GF&C's operation. In buffalo-grass country, fires were a constant danger during the dry summers and the labouring locomotives frequently were the cause of large blackened patches along the right-of-way. The Canadian Pacific Railway, further to the north, had adopted the expedient of

ON A DAY IN 1894, 2-8-0 NUMBER 17 OF THE ALBERTA RAILWAY AND COAL COMpany posed at Great Falls, Montana, together with (l. to r.) W. Niven, fireman; Thomas Nolan, master mechanic; R. Gilkey, engineer; W. McDonald and R. Hardy, painters. Photo courtesy Glenbow Archives, Calgary.

plowing strips on either side of the track, to "trap" the red-hot cinders. The GF&C, being subjected to high winds in all seasons of the year, found it impossible to prevent sparks from igniting the tinder-dry grass, sagebrush and tumbleweed. When one vast area of prairie, almost 600 square miles, burned over in 1894, the GF&C was the target of ill-will and ugly rumors, which it needed not at all, considering the woes that the company already had.

On the " 'lone prairie", the wind normally howls at better than 60 miles per hour and, under such conditions, the narrow-gauge empties being returned from the south ran the continual risk of being derailed. When the wind blew this hard, train schedules went by the board, as train speeds were reduced from a brisk walk to a careful crawl. As more land went under the plow of the homesteader, top-soil, driven by the raging wind, made operation of the railway a nightmare, with visibility dwindling to a few feet ahead along the winding track.

During the winters with heavy snowfall, the large herds of antelope found a convenient path along the narrow-gauge right-of-way.On more than one occasion, the little Baldwin locomotive was inevitably the blood-spattered victor. More often, the train would grind to a stop, while a member of the crew banged away with his rifle in the hope of having some fresh meat.

Financially, the Great Falls and Canada was never more than marginally in the black in the accounting ledgers. In 1895, the Montana State Board of Equalization assessed the railroad at a value of $ 2,500 per mile; the Company's request for a reduction was summarily refused. On December 17, a derailment occurred, followed by the destruction of the car by fire. The railroad claimed that the wind had caused the derailment; however, the plaintiff in the resulting suit for $ 60,000, a Mrs. James Pierce and her three children, charged that the rickety track, and not the wind, was the real cause. The net profit of operation in that year hit a new low of $ 1,269 and, with the reluctant settlement of yet another lawsuit, the figures for the year's operation went from black to red and the year ended with a $ 6,447 deficit.

The following year brought more misfortunes for the little three-footer. The Sand Coulee, Montana coal mines went into full production in May 1896, their product being offered in Great Falls, delivered to the householder, at $ 2.50 per ton, while the cost of Galt coal was twice or three times as much. The market for the Canadian product evaporated rapidly. As a corollary, so did the coal traffic on the Great Falls and Canada.

The road's future was so gloomy that it was not surprising that other alternative forms of traffic began to be sought. In 1897 and '98, the GF&C filed applications to become a bonded carrier and there was speculation that the line would be standard-gauged. Almost immediately, the company was rumored to have disposed on 80 miles of rails and four locomotives. More rumors followed in 1901, probably generated by Sir Alexander T. Galt's application to Ottawa, in February, to lease the remaining Canadian and United States holdings to the Canadian Pacific Railway Company. This was followed by a trip to England, where Sir Alexander attempted to convince the shareholders to standard-gauge the line. There was the additional possibility, so it was said, that the line might be sold to the Great Northern Railway and James Jerome Hill.

The AR&C/GF&C threat to the Great Northern's monopoly of the traffic in this region had long been recognized by J.J.Hill, who was

not about to allow the GF&C to slip through his fingers, as the $00 Line - also in "Big G" territory - had. Hill therefore quickly moved to incorporate the Montana and Great Northern Railway, which would purchase the Great Falls and Canada.

Four months later, this strategm was successfully accomplished. The Great Falls "Tribune" duly reported the event:

> "The recently incorporated Montana and Great Northern will enable the Great Northern to shut out all competition in northern Montana, unless other systems desire to build parallel lines. The announcement of the purchase seems to have come as a surprise to some of the high officials of the Great Falls and Canada."

What may have surprised the officials of the Great Falls and Canada was the purchase price. Apparently, Hill paid only $ 750,000 for his new property, but simultaneously assumed indebtedness of $ 2 million, most of which was held by a New York City bank.

While the Montana and Great Northern was not to assume control of the property until October 30, 1902, thus giving the GF&C time to standard-gauge its line, it was the natural elements which were to deal the final hand to the narrow-gauge. Almost as soon as the agreement of sale was signed, a third rail was laid and business went on as usual until May 1902. After that, the line was closed when heavy rains caused severe flooding and innumerable washouts, several major bridges being swept away by roaring streams. The M&GN rapidly undertook the replacement of bridges and culverts, relocating portions of the line to reduce curvature and lower grades, and replaced light iron with heavier rails.

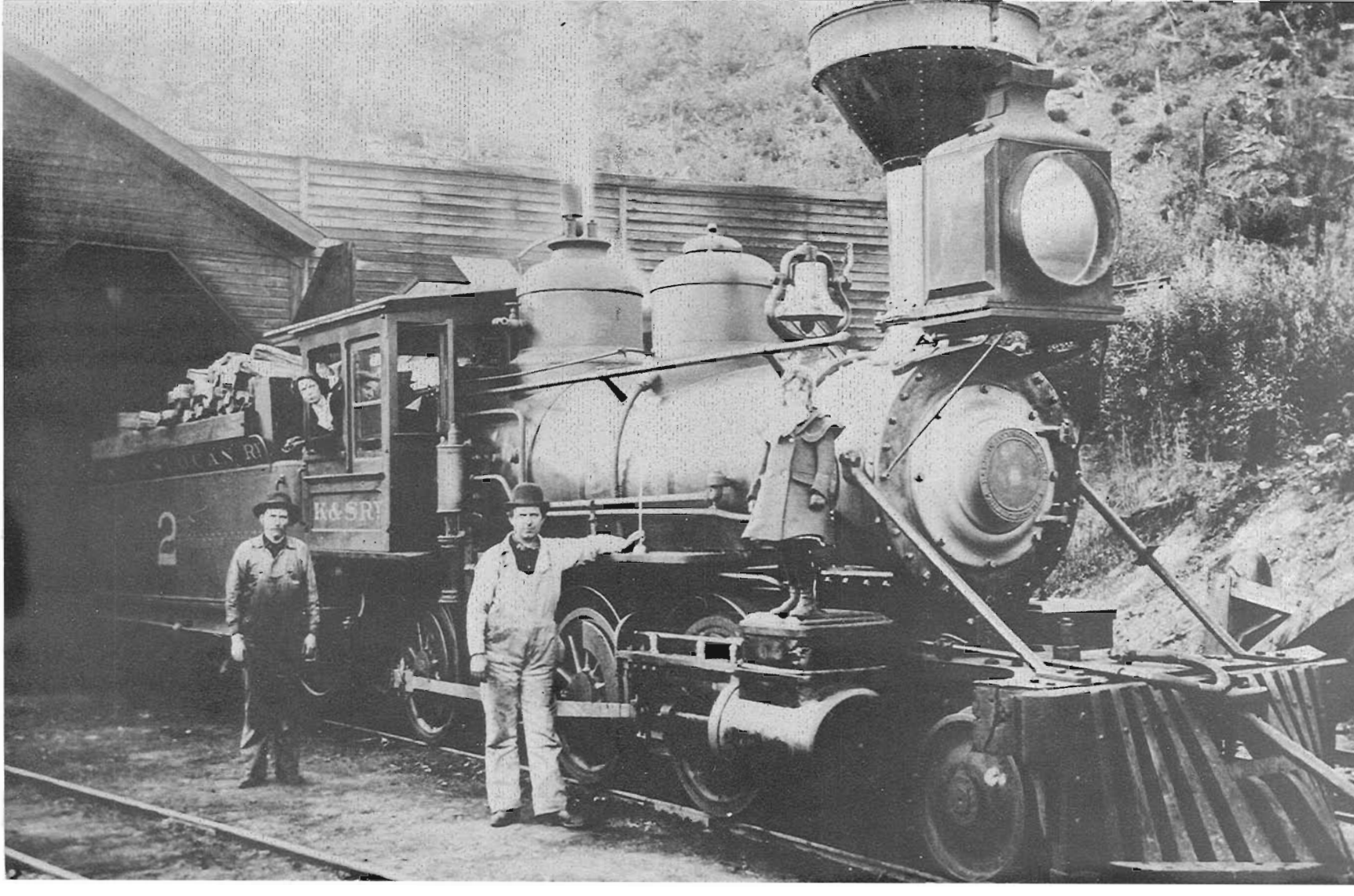
In 1907, the Great Northern officially assumed operation of the rebuilt railroad to Sweetgrass, Montana, just south of the International Boundary from Coutts, Alberta.

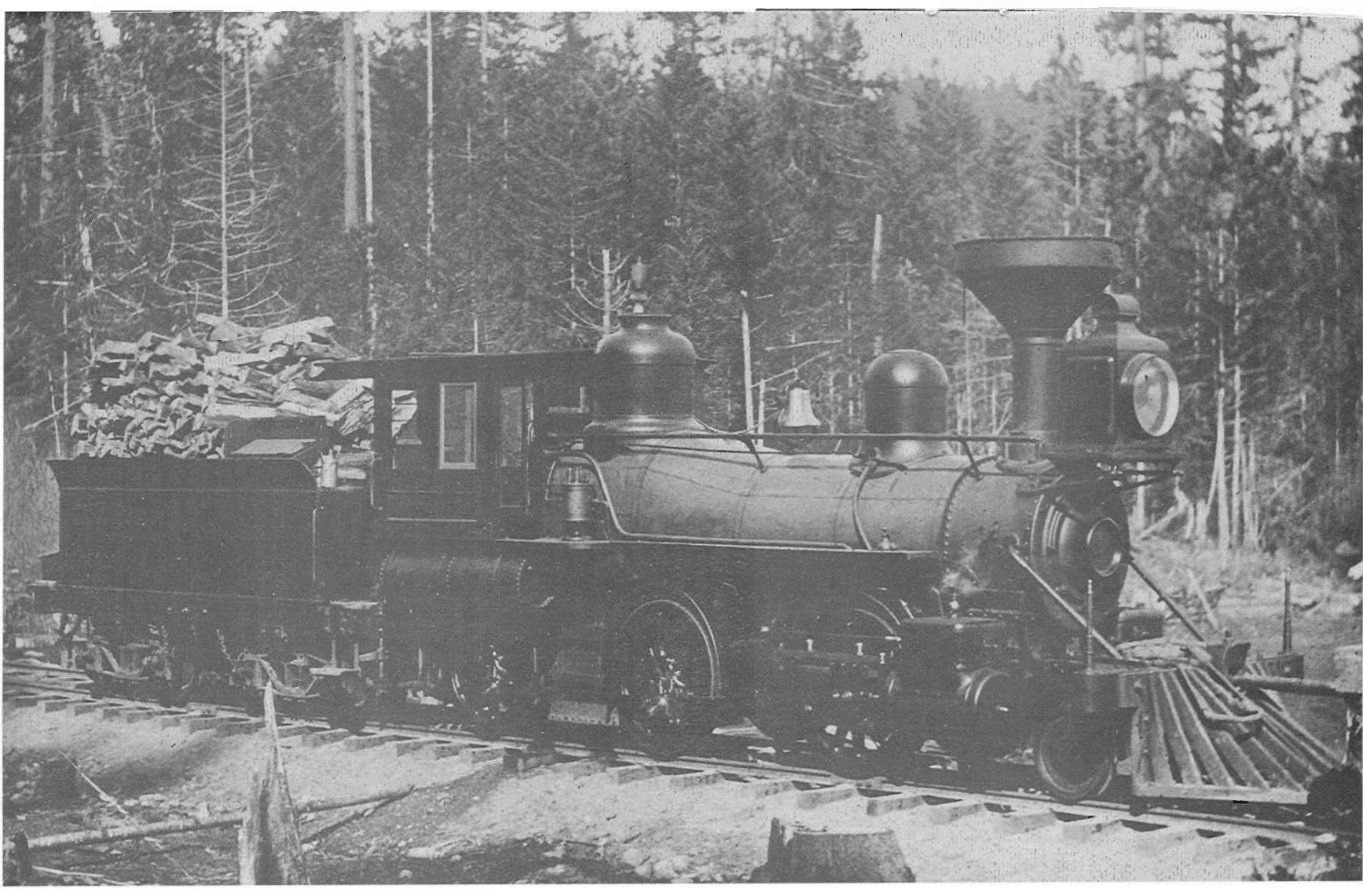
While a narrow-gauge railway had at first appeared to be a viable enterprise to the Directors of the AR&C, it had some obvious weaknesses from the start. At a time when the transcontinental railways of North America were building to a 4-foot-8½-inch gauge, Galt and his associates chose to build to the less expensive 3-foot gauge. They saved on the main-line cost, but spent much more than that on the expensive freight transfer facilities, necessary wherever the narrow-gauge touched the standard-gauge.

Moreover, the AR&C/GF&C had been built primarily for the purpose of hauling coal and little effort had been made to diversify its

BALDWIN MOGUL NUMBER 2 OF THE KASLO AND SLOCAN RAILWAY, FORMERLY ANother engine from the Great Falls and Canada. The K&S was built in 1895 and operated as a narrow-gauge line until 1910, when it was leased to the Canadian Pacific Railway and standard-gauged. This picture was taken in the yard at Kaslo, about 1905.
Photo from the Provincial Archives of British Columbia..

BALDWIN MOGUL NUMBER 1 OF THE KASLO & SLOCAN RAILWAY, FORMERLY ONE OF the engines of the Great Falls and Canada Railroad. It is probable that the Great Northern Railway acquired this engine when the GF&C was purchased and afterwards transferred her to the Kaslo & Slocan, which was originally a Great Northern subsidiary.
Photo from the Provincial Archives of British Columbia


K&SR
2



traffic into general merchandise until it was too late. The final blow was dealt when the Sand Coulee coal mines began to produce. This destroyed the narrow-gauge's main source of revenue and, to economize, the road deferred equipment and right-of-way maintenance, a decision that resulted in rapid deterioration of the plant that rising profits could not forestall.

At the peak of its operations, the Great Falls and Canada claimed ownership of eight engines, seven passenger cars, two combination cars, an express car and 157 freight cars, most of the latter being gondolas for hauling coal. Some of the equipment went to the Kaslo and Slocan Railway on the west side of Kootenay Lake in central British Columbia, while other engines and cars went to various narrow-gauge lumber roads in the Pacific northwest. The final disposition of all of the equipment is uncertain.

When the Canadian Pacific Railway Company leased the portion of the AR&C/GF&C in Canada in 1893, the parts of the once-main-line to the south and north of the International Boundary became two branch lines to nowhere, with interchange just an afterthought.

Today, Burlington Northern "Geeps" rattle their way through Dutton, Conrad and Sunburst to Sweetgrass, Montana, still following the "Whoop-Up Trail" and riding upon much of the old GF&C roadbed. But aside from the occasional relic, there is little to indicate that a three-foot-gauge subsidiary of a Canadian railway opened up so much of the State of Montana, along the eastern slope of the Rocky Mountains, in a brief period of 11 years, more than half-a-century ago.

Perhaps, had the potential of Crowsnest and Elk Valley coal been recognized in those turn-of-the-century years, the story of the slim-gauge "Tea-Kettle Line" would have been considerably different.

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Sources and Acknowledgements

Mrs. B. Brown	Lethbridge, Alberta
Mrs. M. Toth	Lethbridge, Alberta
Mr. D. Forster	Lethbridge, Alberta
Glenbow Archives	Calgary, Alberta
Archives of British Columbia	Victoria, B.C.
Sir Alexander Galt Museum Archives	Lethbridge, Alberta

A Dab Of Diesels!

Presented herewith is a curious cross-section of diesel power, courtesy of our members who have submitted their pictures for publication at various times.

No particular reason stimulates the presentation of this selection. Details are given in the narrative which follows.

We begin our tour in October 1954, when the late Allan Toohey made a visit to St. John's, Newfoundland and the CNR diesel shops there. Narrow-gauge (42-inch) Number 775, a centre-cab 380 hp. B-B GE 1948 product - which finally ended up in Costa Rica (10/68) is in the background, with Number 908, a GMDL 1953 B-B 1200 hp. model alongside.

Canadian National Railways' famous "Ocean Limited", Train 1, from Halifax, Nova Scotia to Montréal, was "stopped" at East Mines, Nova Scotia, with units Numbers 6768, 6852 and 6858 on the point, by the camera of Kenneth S. Macdonald of Fredericton, New Brunswick, on 26 September 1965. On the rear was the car "Malpeque".

In April, 1973, Pierre Patenaude discovered Canadian National's F 7A Number 9072 at Montréal Yard. Its presence was unusual, since F 7s usually work west of Edmonton, Alberta. Later, on May 6, Pierre saw Québec Iron & Titanium Corporation Number 7 at Cartierville, soon to be shipped to the Romaine River Railway at Havre St-Pierre. This unit had been remanufactured by United Railway Supply. It was formerly Québec, North Shore & Labrador Railway's RS 3 Number 103. On April 15, Pierre had seen Canadian National Railways' SD 40 units Numbers 5200 and 5056 at Montréal Yard, waiting for a call for Train 301 west.

At GO TRANSIT's Willowbrook servicing facilities, Pierre Patenaude found Number 9805, a GP 40TC, one of eight built by DD GMCL on order NBRC-313 in November-December 1966. Maximum speed of these units is 85 mph., with 60/17 gearing. Date: May 20, 1972. On the same day, Pierre photographed CNR modified RS 18 units Numbers 3155 and 3151, at Spadina Yard, Toronto. These units were at the time used on TEMPO train service to southwestern Ontario.

'Way out west, Doug Wingfield of Calgary, Alberta, watched Canadian National Railways' Extra 9130 west, with three cabs and a road-switcher, taking the curves, with ditch-lights on, two miles west of Jasper, Alberta, on a day in September 1968.

Earl Barr of Vancouver, British Columbia, was out on a summer day in 1968 and recorded the faces of Canadian National's F 7A Number 9028, outshopped by DD GMCL in 1951 with a 1500 hp. rating. Earl also took a portrait of CNR GP 9 Number 4300, which, in one reader's opinion is less impressive. (NB: 4300 was "TR'ed" to front cover!)

To round out our presentation, Ken Goslett submits his "Pretty Baby" candidate for 1973, which turns out to be Roberval-Saguenay's Number 26, the first M 420TR ("TR" for transfer) built by MLW Industries, Montréal, and founder of a long line of descendants, without doubt! The safety cab gives the unit a super-efficient look.

We're sorry that no CP RAIL units are presented in our picture gallery. But if we had received any photos of CP RAIL units, you can be sure we would have presented them!


CANADIAN NATIONAL
775


7


9072
4014

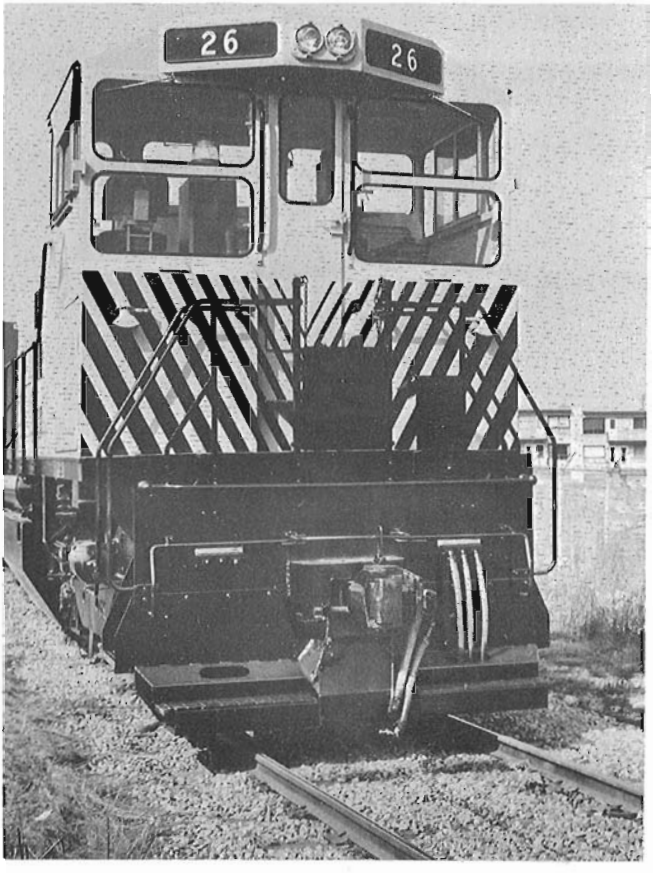

5200
CN
5200
CN


9805
9805


3155
3155


9130
9130


9028
9028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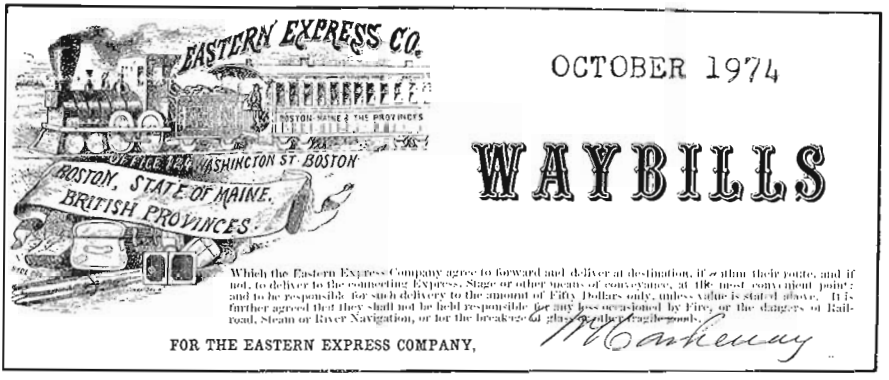

A VERY PECULIAR UNIT WAS OUTSHOPPED BY GENERAL MOTORS OF CANADA DIESEL Division, London, Ontario, in May 1974. One of five similar units destined to be "rear-of-train" auxiliary power control units for GO TRANSIT's new Toronto-Georgetown, Ontario Northwest GO SERVICE, (new) Number 9861 was once FP7A Number 1512 of the Ontario Northland Railway, delivered from GMDL to the ONR in June 1952.

The prime-mover power plant and traction motors have been removed and the body area divided into two compartments which now house an auxiliary generator for train lighting and air-conditioning and the power to drive it, a Detroit Diesel 16V149.

The control stand and equipment remains and is used as the control position when the train is being pushed by one of the new DD GMC GP40 units, recently delivered to GO TRANSIT.

GM DieseLines.

SOME EXCERPTS FROM 1973 ANNUAL REPORTS TO THE SHAREHOLDERS FROM OUR reliable correspondent John D. Welsh of Dorval, Québec:

Union Pacific Railroad Company

> The railroad is continuing its extensive studies of the possibile electrification of its main line from North Platte, Nebraska to Salt Lake City, Utah and Pocatello, Idaho. There is no mode of transportation that could use power generated from coal as efficiently as the electric locomotive. The railroad erected one test section of electric catenary in December in Utah and will install another section during the spring in Wyoming.

Burlington Northern Corporation

> A study of the feasibility of electrifying certain portions of our lines began last year. If results of the study warrant, a second-phase investigation of engineering details will begin in 1974...
>
> A number of comparatively small, coal-fired generating plants could be required if some of Burlington Northern's high-density main lines are electrified. The possibility has been under study since last June and the company could benefit by trading coal for power...

Mr. Welsh notes that Burlington Northern owns mineable reserves of coal totalling 11.4 billion tons, with total ownership of coal estimated at 62 billion tons.

ON MAY 19, 1974 CP RAIL C-LINER NUMBER 4105 MADE A VISIT TO LETHBRIDGE Alberta for the " 'Bridge '74" convention of the Sixth Division, National Model Railroad Association. As a highlight of the three-day meet, CP RAIL's two-car special twice nosed to the east end of the yard, then backed westward almost two miles to the far end of the famous Lethbridge Viaduct.

Both runs included the unique FM exhaust "son et lumière", taping runpasts, photo stops, cab visits and the superb hospitality of CP RAIL's Lethbridge superintendent and his staff. Pat Webb, who sent the report, says that 'though varnish has not graced the Lethbridge station platform for almost two years, some of CP RAIL's personnel haven't forgotten how to generate mountains of goodwill among enthusiasts and the general public.

Terry Bland of Terry Bland Photography Limited of Lethbridge kindly supplied the accompanying photograph. The south end of the Lethbridge Viaduct is just visible in the background, by the corner of the section-house.

THE CANADIAN WHEAT BOARD ANNOUNCED ON JUNE 13 1974 THAT IT HAD DECIded to move some shipments of western wheat directly by rail to eastern Canada, to bypass a bottleneck which was alleged to exist at the Great Lakes terminal elevators at Thunder Bay, Ontario. Elevator operators took exception to this procedure, as it is the first time that such a thing has happened during the Great Lakes shipping season. A spokesman for the Wheat Board said that it was necessary to utilize the large number of bathtub gondolas which the Government of Canada had purchased, as well as those purchased by CP RAIL and Canadian National for the special purpose of moving prairie wheat.

Two 65-car grain unit-trains with a combined capacity of 350,000 bushels were scheduled to leave Moose Jaw, Saskatchewan in mid-June for grain elevators at Québec. At the time, Canadian National did not plan to operate any grain unit-trains to Québec or the maritimes.

Chairman Ian Sinclair of Canadian Pacific Limited, noted that CP RAIL had 7,500 grain cars backed up into the Prairies because of unloading problems at both Thunder Bay, Ontario and Vancouver, B.C. Thunder Bay was jammed with about 10 million bushels beyond elevator capacities, notwithstanding the declaration by the Wheat Board that unloading at terminals had reached a level of 1,000 cars per day.

Toronto "Globe and Mail"

MR. ROGER BOISVERT OF QUEBEC HAS WRITTEN TO CORRECT THE FIRST ITEM IN the "Waybills" section of the May 1974 issue Number 268 of CANADIAN RAIL. The new CP RAIL SD 40-2 units, Numbers 5800-05, will not have the cab on the long end of the hood, but will have the short nose lengthened by 20½ inches, like Numbers 5806-35, to make room for LOCOTROL equipment.

TRACK SAFETY STANDARDS FOR UNITED STATES RAILROADS HAVE RESULTED IN some speed reductions and considerable maintenance since they were legislated. These standards were developed under the U.S.Federal Railroad Safety Act of 1970. The initial standards were promulgated October 15, 1971 and most of them became effective October 16, 1972. During September 1972, a number of amendments were adopted and these were issued by the U.S.Federal Administrator on December 22, 1972.

The United States standards apply to standard-gauge track in the general railroad system, excluding track used solely for rapid transit, commuter or other short-haul passenger service in a metropolitan or suburban area. The standards cover responsibility of track owners, persons qualified to supervise track restoration or renewal under traffic and to inspect track and, finally, penalties and exemptions.

Standards cover drainage, vegetation, track geometry (gauge, alignment, curve-elevation and speed limits), track structure (ballast, cross-ties, rail-end batter, continuous welded rail, rail joints, frogs, tie-plates, track spikes, shimming, switches, etc.), as well as derails and switch-heaters. There are also norms for track inspection: frequency, method (i.e., by walking the track or by riding over it), special inspections and inspection records.

Inspection records, in detail, must be maintained and must be available on request to the Federal Railroad Administration.

The standards describe six classes of track, with operating speed limits for each, as well as requirements for structure and geometry. Here are a few of the specifications for classes of track:

		CLASS 1	2	3	4	5	6
Operating speed limits) miles per hour)	Freight	10	25	40	60	80	110
	Passenger	15	30	60	80	90	110
Gauge: at least 4'8½" but not more than	Tangents	4'93/4"	4'9½"	4'9½"	4'9¼"	4'9"	4'83/4"
	Curves	4'93/4"	4'93/44'	93/44'	9½"	4'9½"	4'9"
Crossties: Minimum no. non-defective timber ties per 39 ft. of track		5	8	8	12	12	14
Crossties: Maximum distance between non-defective ties, centre-to-centre		100"	70"	70"	48"	48"	48"
Rail-end batter: not more than		½"	3/8"	3/8"	¼"	1/8"	1/8"

Similar standards have been set out for many other elements of track structure and geometry. In additon, nine different classes of remedial action for defective rails are detailed. These include (a) assignment of personnel designated under section 213.7 (which defines "qualified persons") to supervise visually each operation over defective rail, through (b) limiting operating speed to 10mph over defective rail, etc. Defects covered include transverse and compound fissures, fractures, defective welds, split heads, bolt-hole cracks, broken bases, "ordinary break" and so on and on.

Remedial action is also specified for "other rail conditions" such as head-checks, engine burns, flaking, corrosion, mill defects and so on. For some of these defects, rails must be replaced; for others, closer inspection must be performed at specified intervals.

Readers of CANADIAN RAIL may recall the derailment statistics for railways of Canada in 1971 and 1972, given in the July, 1973 issue Number 258, page 227. These official government figures reflected an increase in such mishaps which had already caused concern to the Canadian Transport Commission and the Government of Canada. The CTC was therefore queried about track safety standards in Canada, similar to those of the U.S.Federal Railroad Administration, described above. The CTC's reply, dated January 17, 1974, said in part:

> "Track standards or requirements similar to those of the U.S.Federal Railroad Administrator do not exist for Canadian railways coming under the jurisdiction of the Canadian Transport Commission. This does not mean that there are no minimum standards and specifications for maintenance of railways in Canada, coming under the jurisdiction of the Commission. Each of the Canadian railways has its own standards and specifications which, for the most part, are more restrictive than those set down by the U.S.Federal Railroad Administration."

The reply went on to refer to the Railway Transport Committee's Third Report of the Railway Safety Inquiry, released on January 7 1974. (Editor's Note: This report was given widespread media coverage at that time.) This Third Report included the following, among its recommendations:

> "It is recommended that a committee from the Railway Association of Canada be formed, chaired by a member of the Engineering Staff of the Railway Transport Committee (CTC), to study and develop adequate uniform specifications and minimum standards required for design and continued maintenance of all component parts of a track structure."

While there may be a requirement in some cases for improvements in track structure and geometry on some of Canada's railways, it is certain that forecasted expenses of this nature will have to be reprogrammed to achieve their completion in compliance with the standards which the Department of Transport Canada (CTC) intends to establish.

J.D.Welsh.

CARL STURNER ARRIVED AT WINDSOR JUNCTION, NOVA SCOTIA, ON APRIL 23, 1973, just in time to photograph Dominion Atlantic Railway's freight Extra 8139 west for Truro, Nova Scotia, with loads for interchange with Canadian National Railways.

WHILE MANY PEOPLE, INCLUDING PIERRE BERTON AND SOME OF THE VIEWERS of the late CBC series "The National Dream", believe that the all-time record for laying track was and is held by the Canadian Pacific Railway, that remarkable publication , the Guiness Book of World Records states that the record for tracklaying was established by J.H.Strobridge and an eight-man gang who, on April 28, 1869, layed two miles and fifty-six feet on the Central Pacific Railroad's line west of Promontory, Utah.

When questioned on this point, Mr. O.S.A.Lavallée, Corporate Archivist of Canadian Pacific Limited, said that he believed that this was indeed the case.

H.W.Elson.

ANOTHER "UNIQUE" RESTAURANT CALLED "THE CABOOSE" HAS BEEN OPENED IN Banff, Alberta, in the former baggage room of the CP RAIL station there. It is a two-level establishment, but the railway theme is followed throughout. Marker lamps, switch lamps and brass passenger-car lamps abound. The dining chairs are reproductions of the "captain's" chairs, an inseparable part of a railway van.

The salad bar was made from an old porter's wagon and the atmosphere is made more authentic by the rumble and roar of CP RAIL freights, which pass within feet of the dining rooms.

The intending patron may dine in the "Siding 29" salon, under the leaded, curved, coloured-glass skylight. The dining room is named after the original Siding 29 on the CPR, the place which later became Banff.

"The Caboose" part of the restaurant has, on either wall near the ceiling, replicas of drop-down bunks found in early colonist cars. Framed photographs are used throughout to enliven the decor of this up-and-coming lobster and steak emporium.

H.W.Elson.

FROM BERNE, SWITZERLAND, OUR FRIEND AND CORRESPONDENT MR. SEBASTIEN Jacobi writes to amend the item which appeared on page 91 of the March 1974 issue Number 266 of CANADIAN RAIL. Mr. Jacobi explains that the double-tracking between Loèche and Visp has been approved and will be placed in service between Gampel and Visp about 1978 and between Loèche and Gampel after 1980. The Swiss Federal Railways have not considered the 5km stretch from Salquenen to Loèche in this program, since it is the most difficult part of the stretch in the Rhone Valley, along the mountainside.

Mr. Jacobi also points out that the speed over the Simplon Line will be progressively increased from 125 to 140 km/h (75 to 84 mph), except for the winding stretch between Lausanne and Villeneuve, where it will remain at 100-125 km/h (60-75 mph). The 42 mph. average stated in the original report was an unfortunate typographical error.

DE BERNE, SUISSE, NOTRE AMI ET CORRESPONDANT M. SEBASTIEN JACOBI NOUS signale que le rapport publié dans l'édition de mars 1974 (p. 91) de CANADIAN RAIL n'était pas exact. Il nous communique les détails suivants:

- La construction de la double voie a été approuvée pour le tronçon Loèche-Viège; elle sera mise en service vers 1978 entre Gampel et Viège, et après 1980, entre Loèche et Gampel. Le parcours Salgesch-Loèche ne figure pas au programme; c'est le parcours le plus difficile, à flanc de coteau le long de la montagne (5km).

- La vitesse de la ligne du Simplon est progressivement portée de 125 à 140 km/h, excepté le parcours sinueux Lausanne-Villeneuve où elle reste de 100 à 125 km/h. La mention "present 42 mph. average" ne correspond pas à la réalité !

En annexe, M. Jacobi nous envoie une photo de la nouvelle rame de banlieu des Chemins de fer fédéraux suisses, peinte de couleurs vives: violet et jaune citron. Quatre rames prototypes à thyristors seront mises en service dans la banlieu de Zurich. De tels trains sont prévus ultérieurement pour les banlieus d'autres villes suisses, Berne notamment.Désignée RABDe 8/16, cette rame est constituée de deux automotrices encadrant deux voitures intermédiares. La longeur hors tampons est de 100,0 m; puissance unihoraire 3060 ch à 81 km/h; vitesse maximum 125 km/h; places assises, 1ère classe,54, 2e classe, 224.

With his letter, Mr. Jacobi sends us a photo of one of the new suburban trainsets of the Swiss Federal Railways, painted in bright violet and lemon yellow. Four prototype trainsets will be placed in service in the suburban service at Zurich and similar fast trainsets are planned for suburban service in other Swiss cities, notably Bern. Designated RABDe 8/16, the trainset is composed of two motor cars and two intermediate cars in the middle. The length over buffers is 100m, the one-hour rating is 3060 hp at 81 km/h; the maximum speed is 125km/h and there are 54 first-class seats and 224 second-class seats. The new trainsets are fitted with thyristor controls for even acceleration and deceleration.

Photo RABDe 8/16 No. 2001-2004 (1974) Ch. de fer fédéraux suisses.

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