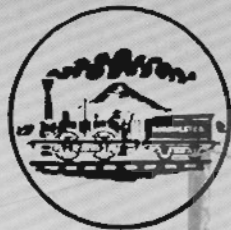


Canadian Rail



No. 276
January 1975





ROCK FALLS KILL

00

ALL EYES ON SAFETY

Rock Falls Kill
Narrow Gauge Railway
Rock Falls, N.Y.

N-Trak From Canmore!

Part I

Hal Riegger

Photographs by the Author


This is a story about model railroading in N-scale. It won't be the usual kind of article on modelling, you can be sure, for it is about some facets of railway modelling that don't often appear in print.


Correctly speaking, the "model" we are talking about might more precisely be called a module, since it is one of many that have been put together into a large 18' by 68' layout that is called "NTRAK" - a name obviously derived from AMTRAK - and representing the combined effort of several model railway clubs and a number of individuals. The purpose of this considerable effort was to demonstrate the real possibilities of modelling in a small scale.

Enthusiasts in Canada and the United States cooperated to complete the project and its first complete showing was at the NMRA National Convention at San Diego, California, in July, 1974. The immediate popularity of NTRAK was demonstrated by the number of awards the exhibit received. The models received three first prizes, one second and one third in the rolling stock classes, four honorable mentions and two special awards. The staid HO modellers were severely shaken!

The basic features of the NTRAK layout are two main-line tracks, an east and westbound, plus what is called a collector track, that encircle the entire assembly of modules and provide between six and seven scale miles on which to operate. The main-line tracks encircle the layout on the outside edge, nearest to the viewers, while the collector track is inside the main lines and provides a connection to the various spurs to a variety of operations on the many different modules.

NTRAK allows considerable individuality in modelling, as each modeller builds according to his own interest and in his own particular manner. Some modules are 8 feet in length, while some few may be 4 feet. All are the same 2 feet in depth - or width. Height is consistent in all modules, with fine adjustment for accurate matching being built into the legs. At least eight main-line sections are provided, each with its separate "cab" and each module's (or diorama's).

 CANMORE MINES LIMITED GE ELECTRIC LOCOMOTIVE NUMBER 1, AN 0-4-0 TYPE used for hauling the mine cars from the mine adit to the grader-washer, some distance from the mine.

 EMPTY MINE COAL-CARS WAIT ON THE "EMPTIES" SIDING AT THE MINE ENTRANCE to be lowered down the main shaft by cable.

trackage is insulated from the collector track and can be operated independently.

The background panels for the individual diorama are consistent in height and sky colour is a standard satin vinyl paint available anywhere through nationally established retail and mail-order houses.

There are two crossovers on the main line, permitting complete flexibility of operation and access to any diorama via the collector track. One of the possibilities achieved in actual operation was to run N-scale locomotives singly, or double or triple-headed, hauling very long freights.

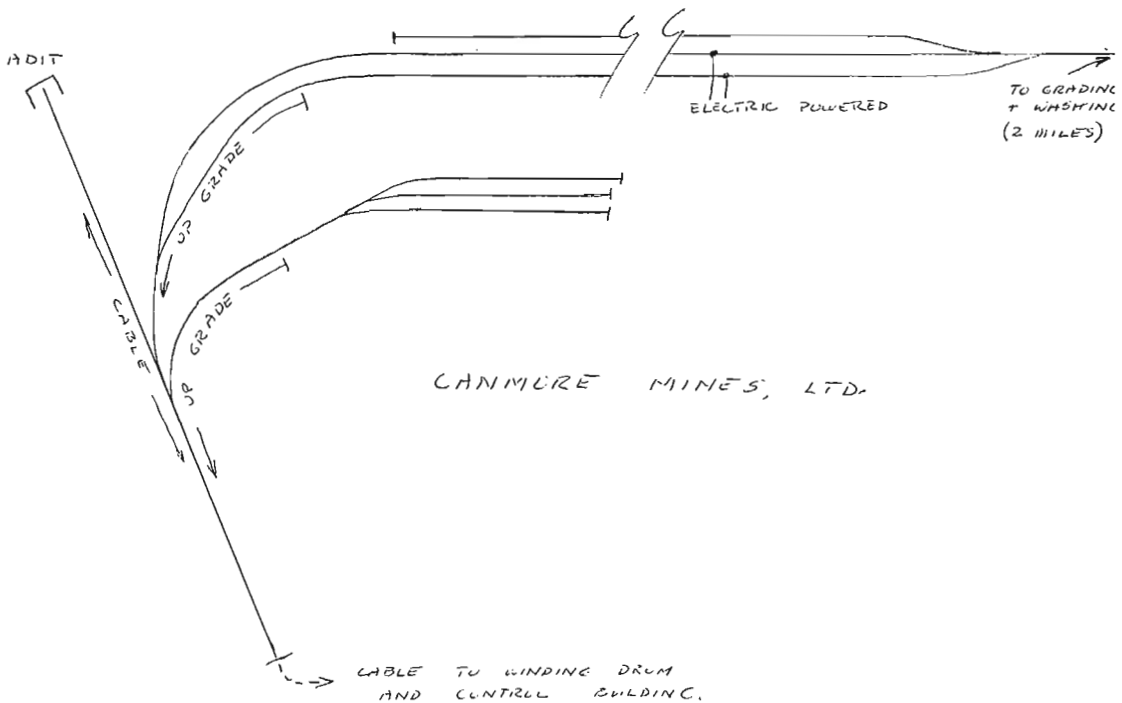
So much for the NTRAK project, except that one should add that a variety of railroad subject-matter was constructed, ranging from logging operations, through classification yards, to medium-sized town and industry and including particular prototype structures and mining and countryside. A patchwork-quilt-like layout emphasized the variety of approaches to scale modelling, while other aspects of NTRAK's design unified the various dioramas.

The specific module described in this article is one which I built, the 4' dimension being dictated by the size of my car, in which the module was necessarily transported. The ideas incorporated in the module were loosely taken from several sources, the intent being to model a coal-mining operation. Among these sources were the Canmore, Alberta, coal mines, located on the eastern slope of the Canadian Rockies, which once supplied coal for the steam engines of the Canadian Pacific Railway. There was also the Milwaukee Road's Rocky Mountain Division at its western end and where it crosses the Bitterroot Mountains in the State of Idaho, between Avery and Alber-ton, Montana. The geology and geography of both of these areas are similar and possess the quality of real mountain railroading. The Milwaukee Road's main line through this division was electrified in 1917, but seem to be destined to be dieselized very soon.

During the summer of 1973, when I was teaching at the Banff School of Fine Arts, Banff, Alberta, I had plenty of time to examine the operation of Canmore Mines Limited. Permission was secured to be on the property and to take photographs. Some information about the history and operation of the mine was obtained from conversations with one of the management representatives, data that will be of interest to both railway enthusiast and modeller.

Canmore, Alberta, is the site of one of the few - if not the only - hard coal deposits in the far western portion of Canada. It is roughly 15 miles east of Banff and perhaps about 50 miles from the famous Spiral Tunnels of CP RAIL near Field, British Columbia. At one time, Canmore was an important railway town, but today, nothing remains of the original steam locomotive servicing facilities that once existed. There is no station; there are no division-point associated activities at Canmore anymore and consequently no structures of any kind to catch the modeller's eye. There is a siding with several spurs and a connection with about two miles of standard-gauge track that Canmore Mines owns and uses between their mine-transfer facilities and CP RAIL. As they are filled, coal hoppers are brought from the mine to the interchange track and siding, where they accumulate to an apparently predetermined tonnage, before they are picked up by a westbound freight. This seems to occur about 4 to 5 times a week. This coal is now shipped to Japan.

Prototype data is always of interest to the rail enthusiast or historian. For the modeller, it may not seem pertinent, yet I believe



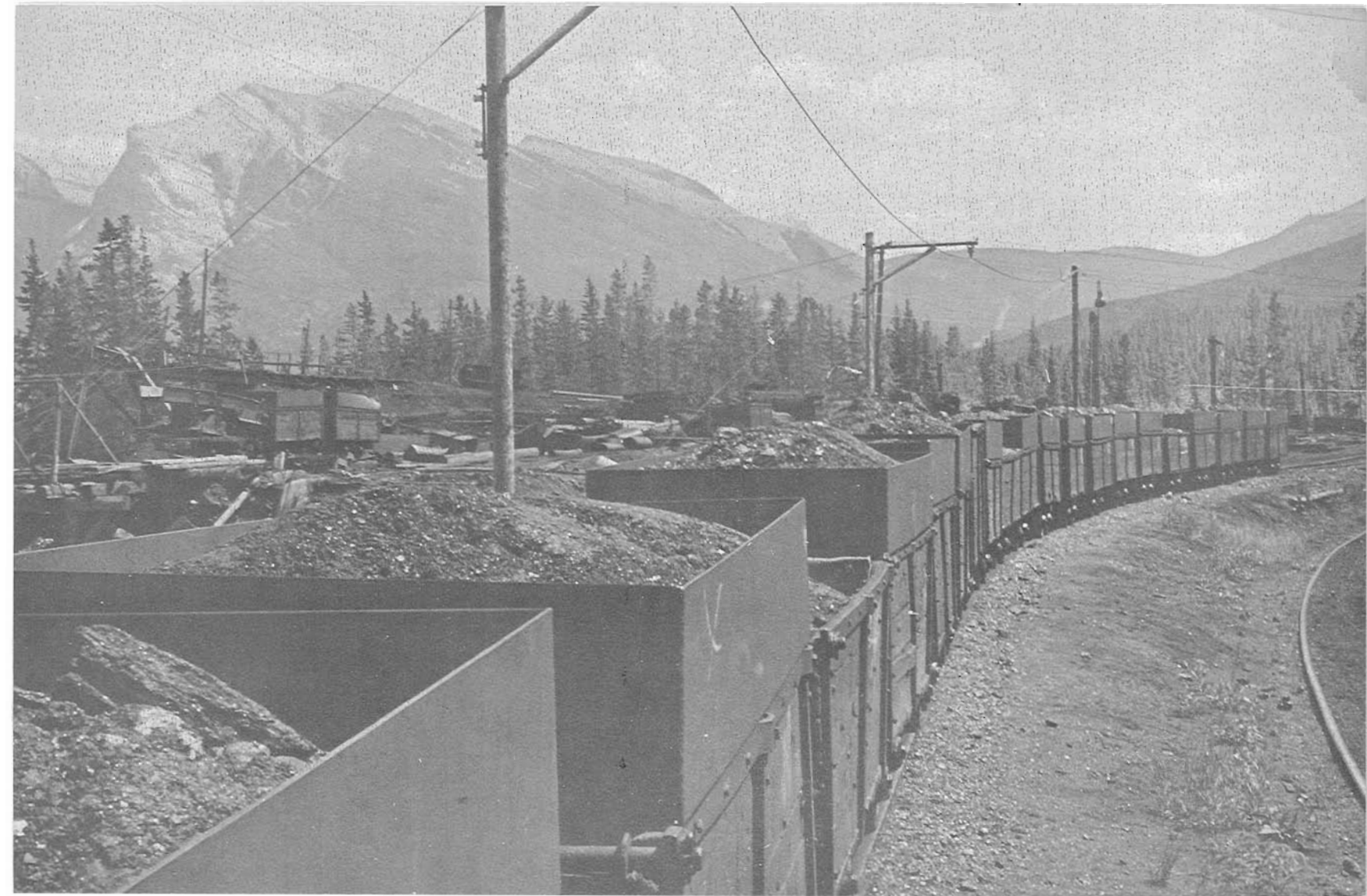
that the more knowledge one has about what he is modelling, the better his model will be. The following, although rather sketchy, does give a little more information about Canmore Mines Limited.

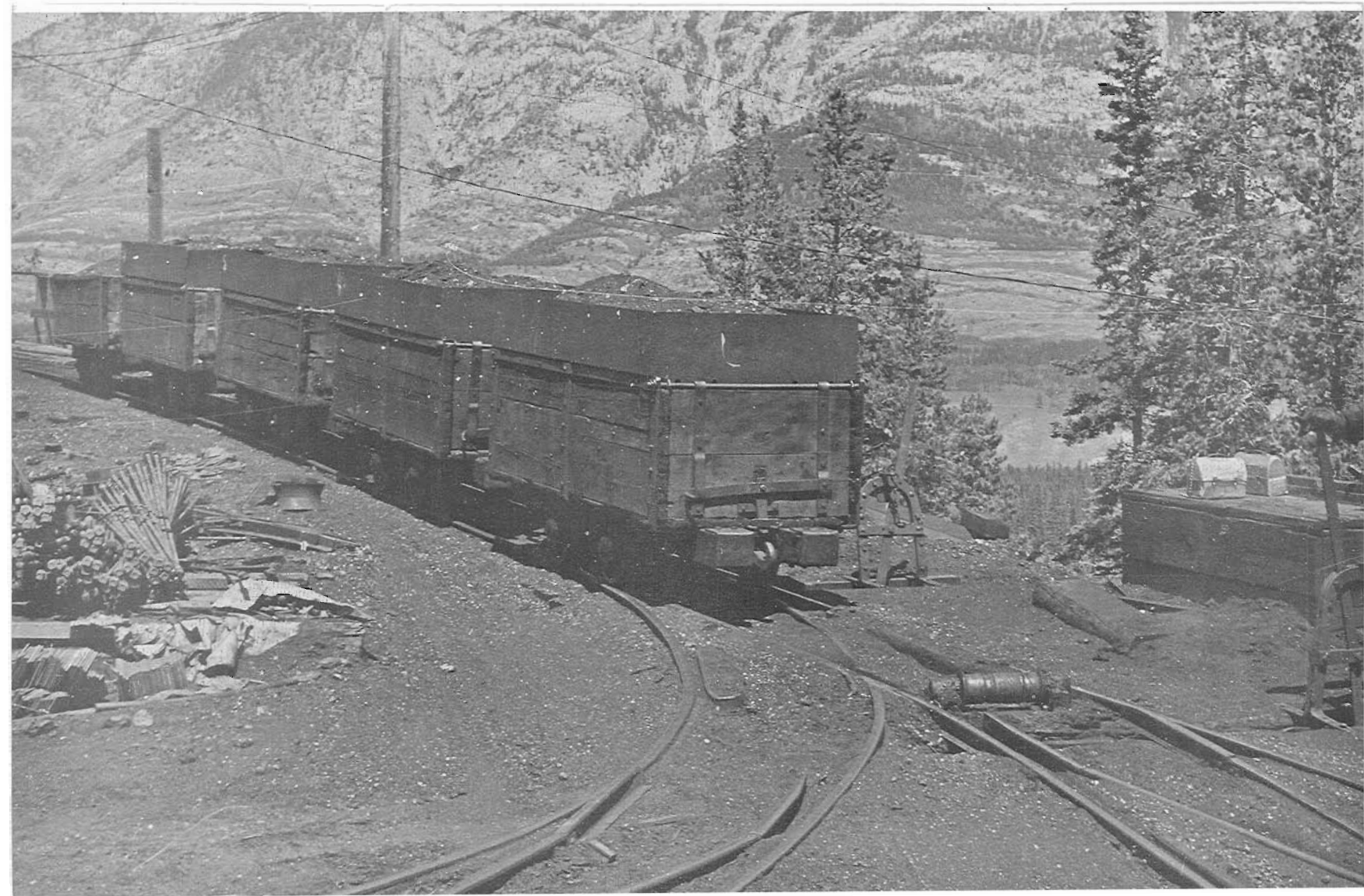
It begins, alas, with what may be an unpleasant statement for Canadians. Canmore Mines Limited is owned by the firm of Dillingham, makers of barges and other heavy equipment, of Los Angeles, California. Canmore Mines was formed in 1886 and owned four mines, one of which has now been exhausted. This latter was a strip-mine, located nearer to Banff. The Company owns 6,000 acres between Canmore and Banff and appears to have an ample reserve of coal, as yet untouched. Canmore Mines ships 250,000 tons of coal annually to Japan only, via CP RAIL and Port Moody, but not in unit-trains. When the Canadian Pacific dieselized, Canmore found a new customer in Japan.

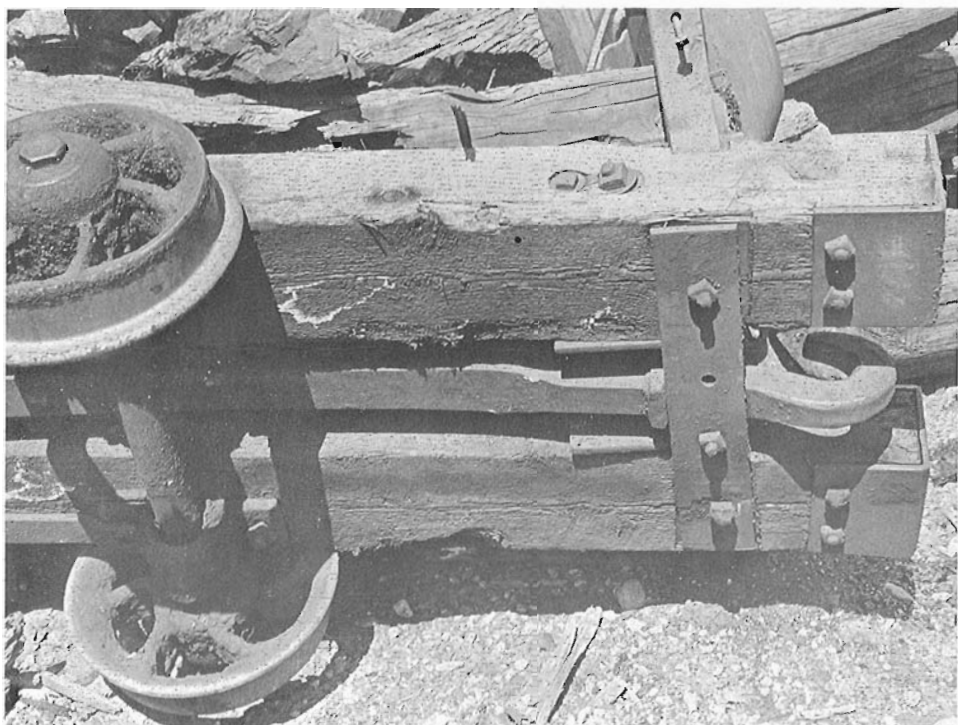
From the surface, the mine shaft and tracks descend diagonally some 2,500 feet, to a depth of about 750 feet. Beyond this level, the presence of coal-gas makes mining unsafe. In the drifts or side-

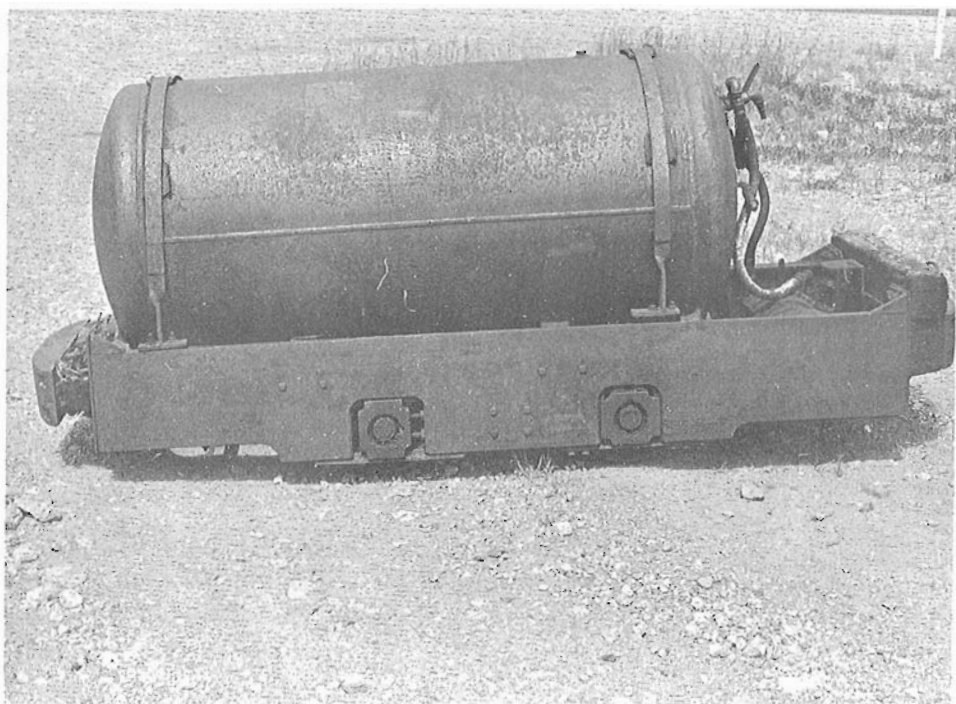
2 THESE LOADED MINE COAL-CARS HAVE JUST BEEN BROUGHT UP OUT OF THE MINE by cable and are coasting back down to the "yard" track. The switchman unhooks the cable from the lead car and then throws the switch for the yard, a very fast operation!

LOADED COAL-CARS ON THE SIDING AWAIT TRANSIT FROM THE MINE "YARD" TO the grading-washing operation, at some distance from the mine adit.









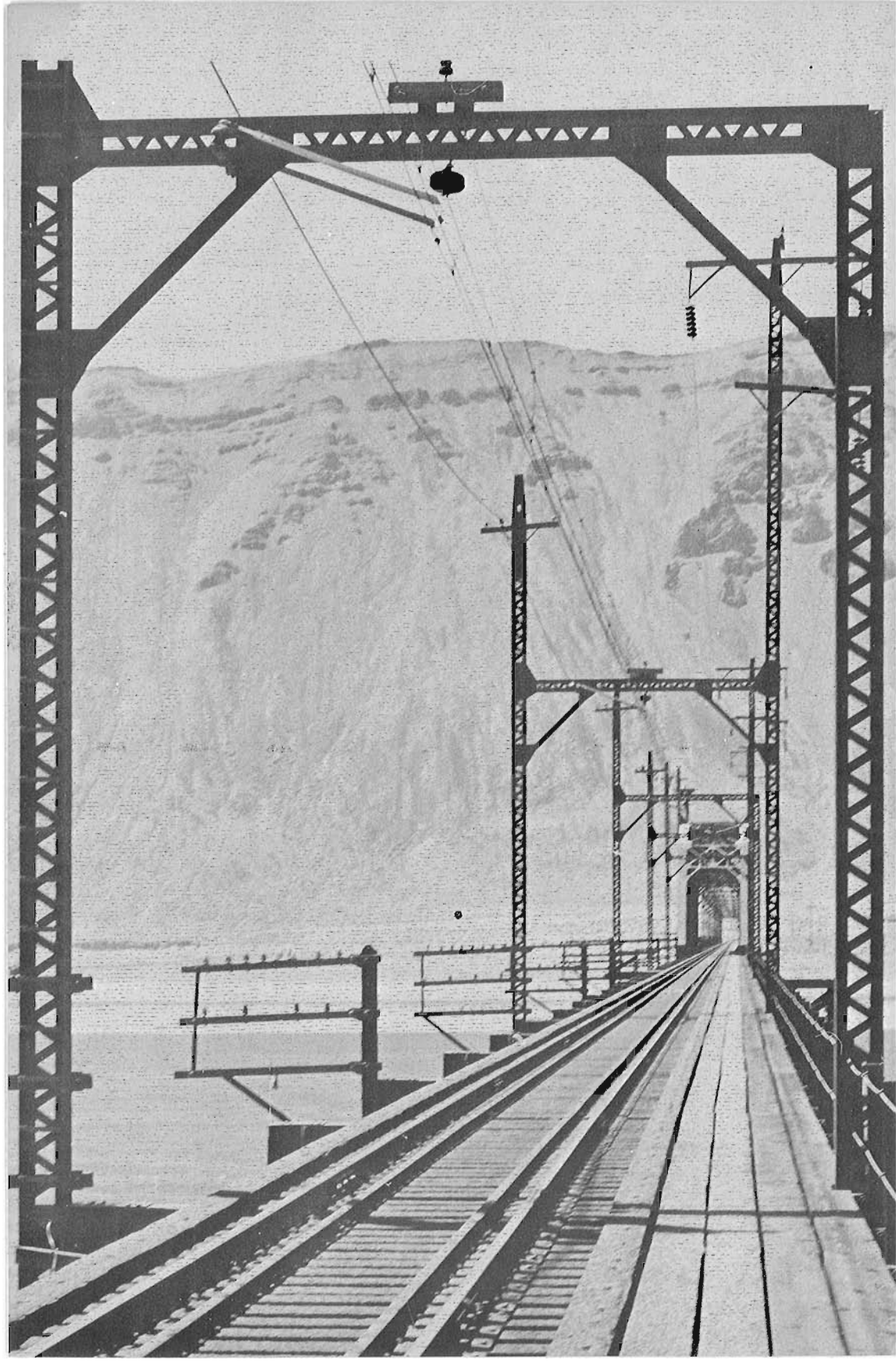
← CANMORE MINES LIMITED GENERAL ELECTRIC LOCOMOTIVE NUMBER 1 DRAWS ITS power through an overhead "slider" trolley. It was built in April, 1952.

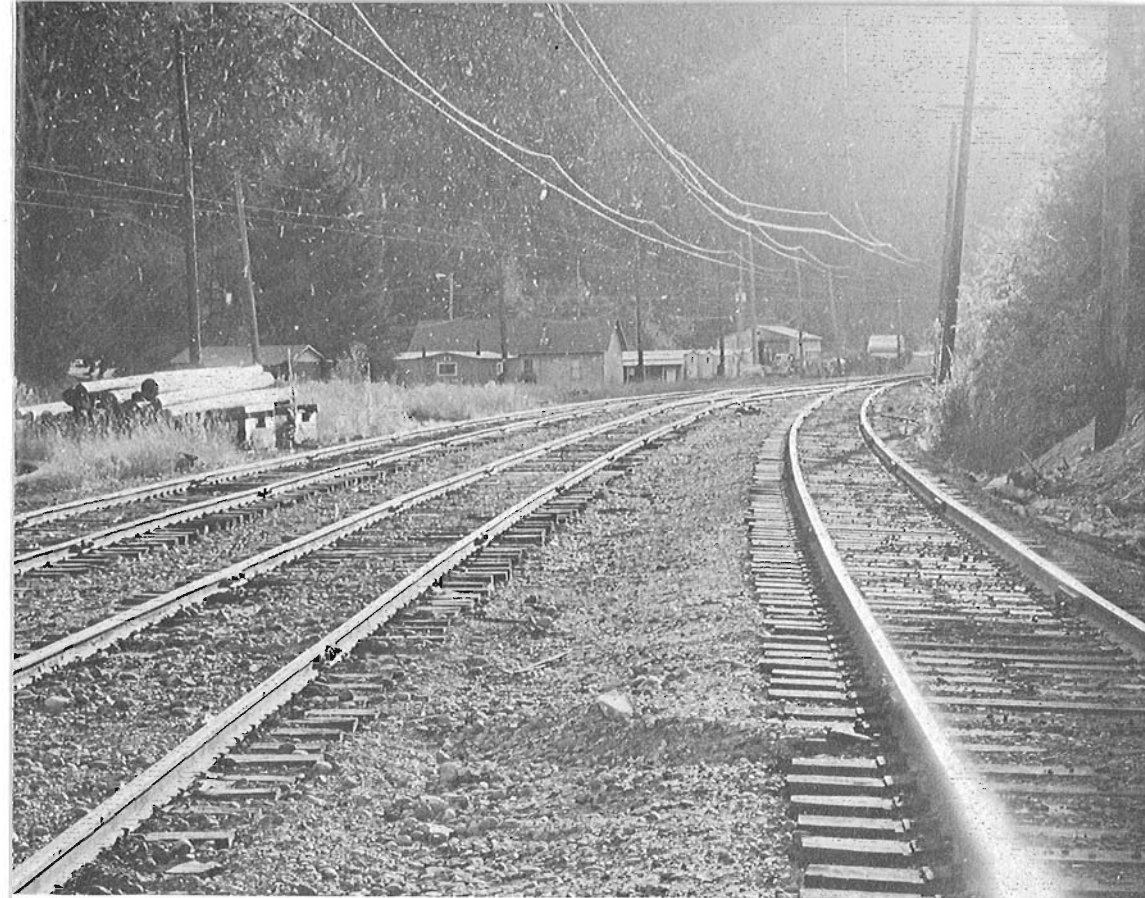
A DETAIL SHOT OF ONE OF THE MINE COAL-CARS. THESE CARS ARE COUPLED by a link-and-hook arrangement.

↑ AN O-4-0 COMPRESSED-AIR LOCOMOTIVE, USED IN THE MINE DRIFTS TO BRING the loaded mine coal-cars from the working face to the main shaft.

tunnels, some AC motors, fully protected against spark emission, are used, together with some compressed-air motors. The shuttle between the mining face and the main shaft, in addition to the coal excavator, are operated by compressed air and their storage tanks can be re-pressurized at any of a number of compressed-air outlets in the mine. The compressed-air motor is used, of course, for safety reasons. Mine coal-cars hold $1\frac{1}{2}$ to 2 tons and are hauled up the main shaft to the surface by cable. At the mine adit, they are unhooked from the cable and are allowed to coast backward by gravity, down a grade, to be switched into the holding yard. From this yard, they are hauled about two miles by a GE electric locomotive with a trolley overhead to be emptied. The coal is graded, washed and transferred to standard coal or hopper cars, for delivery to CP RAIL.

Canmore Mines Limited design their own mine coal-cars, which must be specific to mine clearance and load requirements. These cars are made by an outside manufacturer, under contract. Some of them, as can be seen from the accompanying photographs, are 50 years old.





← THE STARK CLIFFS PROVIDE AN IMPRESSIVE BACK-DROP FOR THE MILWAUKEE Road's bridge across the Columbia River at Beverly, Washington, in 1973.

↑ THE SETTING SUN HIGHLIGHTS CLOUDS OF INSECTS IN THE STILL AFTERNOON air at Avery, Idaho, the western terminus of the Milwaukee Road's electrified trackage from Harlowtown, Montana. (1973)

The location of Canmore Mines Limited is in the beautiful Canadian Rockies and thus is an ideal subject in an ideal location for the modeller to work from, since it is a "vertical" terrain and most advantageous to the construction of models in a restricted space, a condition usually imposed on modellers.

While Canmore Mines was one source of inspiration and data for my NTRAK module, the other stimulus was the electrified portion of the Chicago, Minneapolis, St. Paul and Pacific Railroad, generally known as the Milwaukee Road, in the State of Idaho. Although the electrified portion begins at Harlowtown, Montana and extends some 440 miles to Avery, it was the portion in the State of Idaho that stimulated my imagination. The climate here is somewhat drier than that of the foothills country of Alberta, but the setting for railroading is somewhat similar. Moreover, the Milwaukee Road is overhead-electrified, a fact important to me, for I am attracted by electric railroading more than I am by other present-day types. Though my love for steam is undoubtedly no less than that of many other enthusiasts and modellers, it is my belief that prototype electric locomotives



↑ A THREE-UNIT MILWAUKEE ROAD FREIGHT, ASSISTED BY A "LITTLE JOE" ELECTRIC on the point, grinds up the canyon of the Little St. Joe River, on the way to St. Paul's Pass in the Bitterroot Mountains of eastern Idaho.

→ THE MILWAUKEE ROAD DIVISIONAL POINT AT AVERY, IDAHO, WITH HALF OF the yard-tracks in the picture. Here, box-cab electrics and "Little Joes" today surrender their tonnage to diesel units, westbound. On this day, a Milwaukee boxcar split a switch in the yard, a rather extraordinary occurrence.

can be reproduced in scale more convincingly than other types of motive power; they are the same, essentially, except for size.

It is ironic that the Milwaukee Road, first in North America to electrify main-line trackage on a large scale, is presently beginning to dismantle its electrified portions in favour of diesel operation of these segments. Concurrently, other North American railroads, notably CP RAIL, are studying the possibility of electrifying portions of their main lines in the Rockies and have installed test segments of catenary to observe the effects of snow and ice on various suspension systems. It will be interesting to see how these proposals are evaluated, particularly because the portions proposed for electrification are in areas where hydroelectric power is readily available.

The accompanying diagram and photographs portray the various stimuli which generated the ideas for my NTRAK module. In the next portion of this report, we will examine how these ideas were consolidated and translated into the reality of a prize-winning NTRAK diorama.



The Golden Days Of Railroading !

R.F. Hartney

Photographs by John Nash

While some authorities differ, it has always seemed to me that the grandest days of railroading in Canada's Prairie Provinces were the first two years of the 1930s. To convince you on this point, I would like to take you back in time to the last of the golden days of railroading, the time of the steam locomotive, wooden and steel-sheathed passenger equipment and 36-foot box cars. This process will be undertaken through the presentation of some reminiscences and a series of tables showing the trains scheduled in and out of Saskatoon, Saskatchewan, in the summer of 1931. The recollections of these happy days will be reinforced and amplified by showing the consist of these trains.

Logically, the year 1930 was even better for train-watching than the year 1931, there being less equipment used in the latter year on account of the deepening economic recession initiated by the "Autumn Affair" in the country's stock exchanges in October 1929.

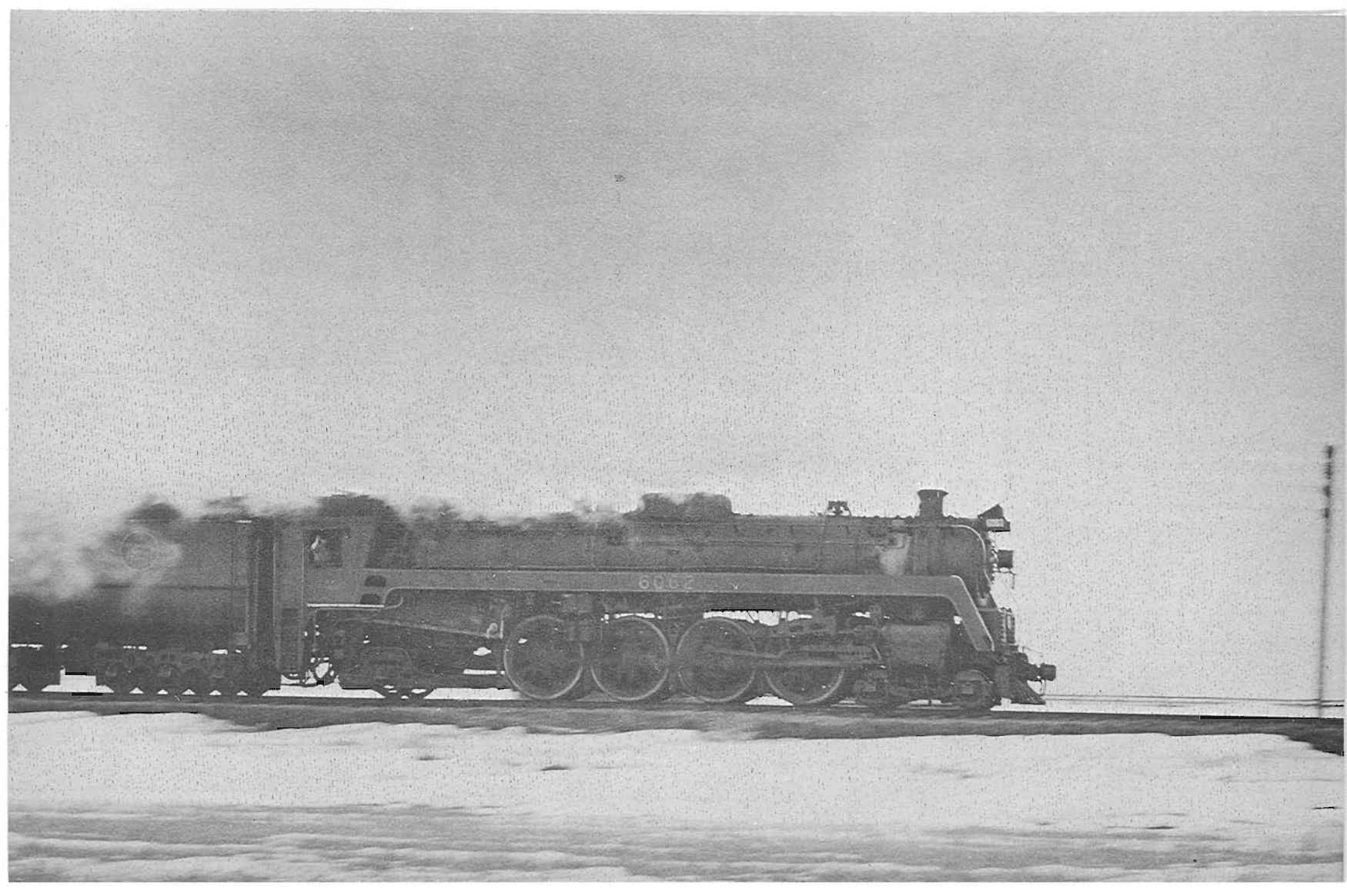
Canadian National Railways' Trains 5 & 6, in 1930, carried a steel colonist car; Trains 7 & 8 included a Regina-Prince Albert sleeper, in addition to two Regina-Saskatoon sleeping cars. Trains 27 & 28 had a 3700-series coach and an 8100-series baggage car to set off at Tichfield, Saskatchewan. Trains 29 & 30 had a 6300-series coach, in addition to the 3700-series coach and, west of Saskatoon, a parlor car formed part of the consist. Trains 59 & 60 had a parlor car.

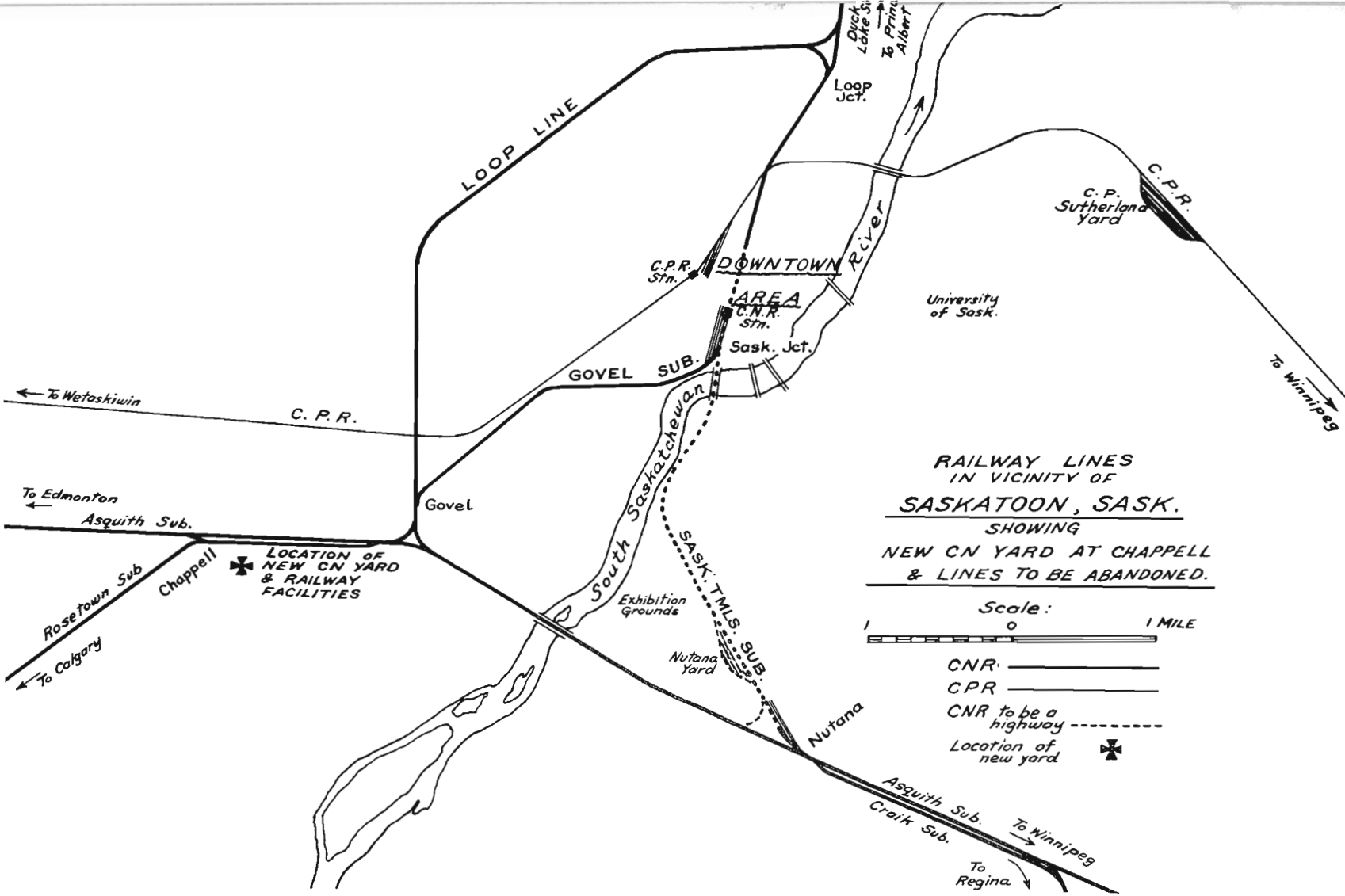
After reading these two paragraphs, you may be wondering where all this detailed information came from. When I was watching these trains, I kept careful notes and I have continued this specific activity for more than forty years.

Canadian Pacific Railway's Trains 51 & 52, the "Great West Express" of 1930, had a 12-section/drawing room sleeping car, which was discontinued the following year. CPR Trains 303 & 304 had a wooden first class coach and a wooden colonist car in 1930, but the next year the train numbers were changed to 331 & 332 and the wooden colonist car was withdrawn. Trains 437 & 438, as well as Trains 449 & 450, had a combination baggage/coach in the following year. Trains 305 & 306 were hauled by a class E-5, 2000-series 4-6-0 locomotive.

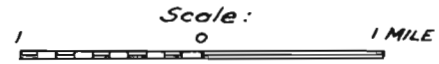
Trains 3 & 4, the "Confederation", of Canadian National Railways from Montréal to Vancouver, were operated in 1930 but did not survive

→ IF CANADIAN NATIONAL'S MOUNTAIN-TYPE STEAM LOCOMOTIVES LOOKED GOOD ON the Cornwall, Ontario-Coteau, Québec speedway in the east, they were every bit as attractive out west. Number 6062, with Engineer Lee at the throttle, was skimming through North Saskatoon, Saskatchewan, at the head of Train 9, in the winter of 1959.





**RAILWAY LINES
IN VICINITY OF
SASKATOON, SASK.**
SHOWING
**NEW CN YARD AT CHAPPELL
& LINES TO BE ABANDONED.**



- CNR
- CPR
- CNR to be a highway
- Location of new yard

into 1931. When they ran, they did not follow the CN main line west of Winnipeg, Manitoba through Dauphin and Kamsack, Saskatchewan, but were routed via Brandon and Regina, the latter Saskatchewan's capital, in order to capture some of the Toronto-Regina and Regina-Vancouver traffic from the Canadian Pacific.

This new "name" train was advertised in the timetable of April 26, 1931, for the first time and made its "maiden voyage" from Toronto to Vancouver on June 19 and in the opposite direction on June 21, 1931. Among the specialized equipment advertised were the "Bay" cars: solarium/radio lounge/library/buffet/bath, and the 2155-series 6-section/1 drawing room/3-compartment/1 chambrette cars. When this train was discontinued, some of these "Bay" and "Port" cars were assigned to Trains 1 & 2.

The stations of Canadian National and Canadian Pacific Railways in Saskatoon were, in those days, about a quarter-of-a-mile apart, and my quickest form of transportation was my bicycle. It was a good thing that the streets of Saskatoon were not crowded with automobiles. The average day of train-watching generally began with a trip to the CPR station to watch Train 331 pull in from Lanigan. This was followed by a rapid run to the CN station to watch Trains 7 & 29 arrive and Train 295 depart for Dalmeny and Carlton.

Sometimes I would linger at the CPR depot to watch Train 306 depart and when I did, I invariably missed CN Trains 7 & 29. There was yet another complication. If I watched CN Train 77 leave, I missed CPR Train 437. It was always possible to see CN Trains 10, 6 & 60 arrive and then dash madly over to the CP station in time to see Train 52, the "Great West Express", and then return quickly to the CN depot to see Train 1, the "Continental Limited", arriving, coming all the way from distant Montréal.

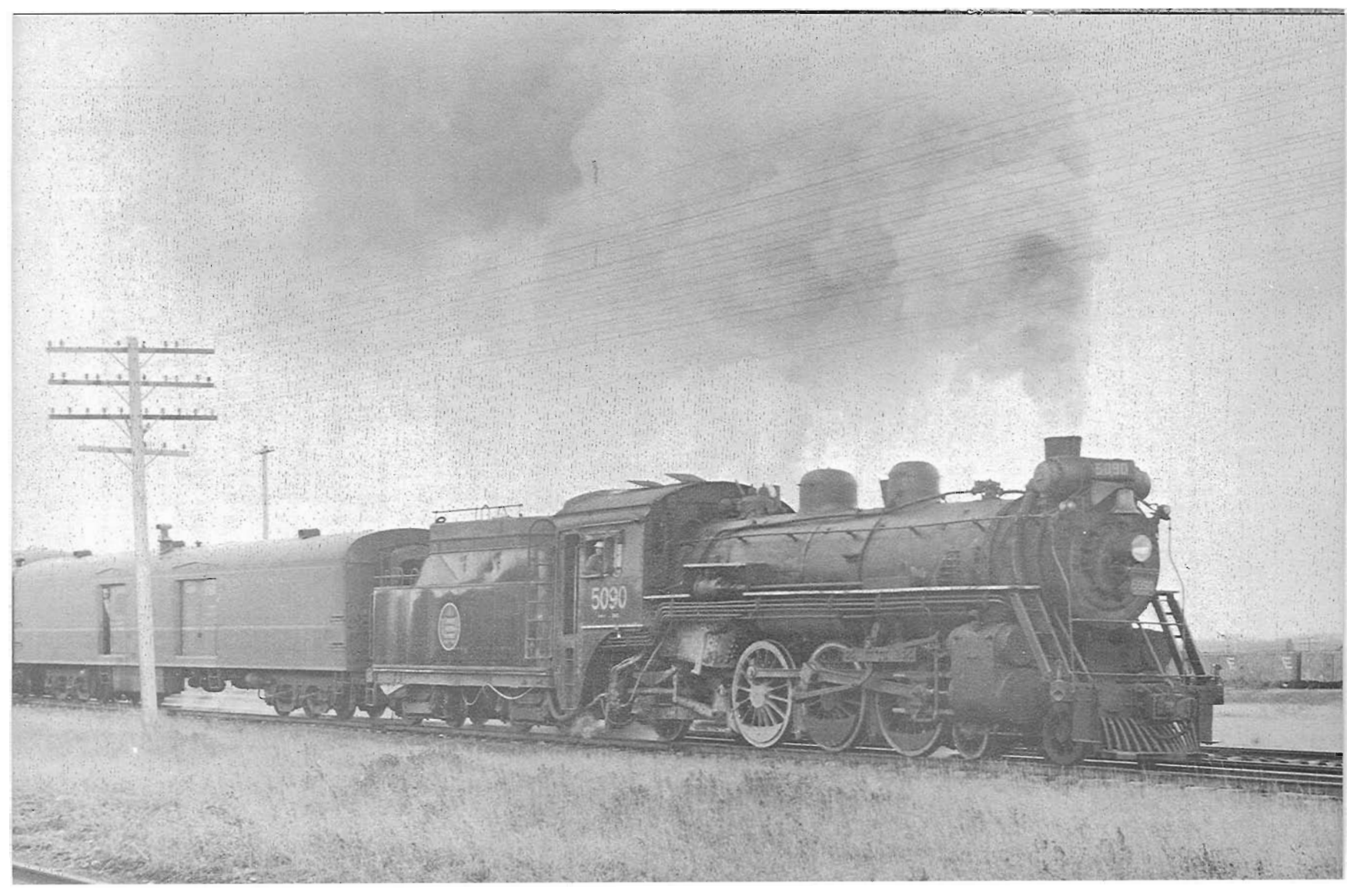
Waiting to record the consist of CN Train 296 meant that I would let CPR Train 51 go unobserved. By the very closest timing - and plenty of hard work pedalling - it was possible to see CN Trains 9, 5 & 8 after CP Train 51 had arrived and then observe CP Trains 450 or 438, followed by CN Trains 2 & 59. A hurried trip to the CP station caught Train 305 or, if I stayed with CN, Trains 78 & 71 were next scrutinized. As can be imagined, these manoeuvres required that most of the trains be on time and that these quarter-mile station-changes could be made promptly.

The last train recorded, during a complete day of train-watching, was CN Train 30 from Edmonton & Lloydminster. This brought the day to a close at 9.30 p.m. The only time that CNR Train 3 was recorded was if I was with an adult, as it arrived in the dark of the night. Departure times for CN Trains 30 & 8, as well as CPR Train 332, were too late for my attendance. They left 'way past my bedtime. Equally out of the question for observation was CN Train 4, which arrived about 2.00 a.m.:

2 CN PACIFIC NUMBER 5148, THE POWER FOR TRAIN 5, SASKATOON TO REGINA, Saskatchewan, kicked up a little dust leaving Saskatoon, in the summer of 1957. A few days later, Number 5148 and train were replaced by Budd RDC cars!

J-4-C CLASS PACIFIC NUMBER 5090, AN MLW-MONTREAL PRODUCT OF 1918 FOR the Canadian Government Railways, hurried Canadian National Train 7 into Saskatoon on a hot summer day in 1959. Frequent boiler blow-downs leave their traces on the rear driver.





The village of Sutherland was just three or four miles west of Saskatoon, so, on some afternoons, there would be a trip on my bike to this station, to watch Canadian Pacific's Train 51 change engines and, later, to visit the CPR roundhouse. Other days, there would be a trip to Canadian National Railways' Nutana roundhouse to see what was going on there.

I am told that roundhouse inspection is even today a routine activity for the more dedicated railway enthusiast, only nowadays one visits the diesel shop. The exhibits may be different, but the custom remains unchanged.

Nutana, Saskatchewan, was invariably a lively spot. To reach the Canadian National main line from Nutana roundhouse meant another "pedal" of at least a mile. I was much more fortunate when, of a summer evening, my parents would drive out to South Saskatoon which was on the CN main line and, if I was lucky, we would see a long manifest freight with a 3500-series engine on the head-end. These 3500s, which sure seemed to me to be a big locomotive, often were assigned to main line passenger extras. I can recall vividly the Pintsch gas storage tank over in Sutherland and its unique odour.

Incidentally, the Canadian Pacific had a wooden car-maintenance shed at Sutherland, where the baggage and first-class car off Train 331 spent the day. The procedure was that, when Train 331 arrived at Saskatoon from Lanigan, the baggage and passengers would be unloaded in the station and then the engine and the two cars would back out to Sutherland, where they were stored for the day. The two sleepers were kept at Saskatoon, on a spur with a wooden platform, just north of the station. Equipment off the mixed-train runs also spent its idle hours under the shed at Sutherland.

Officially, these mixed trains terminated at Sutherland and then ran as extras into Saskatoon. In the winter months, the equipment of Trains 305 & 306 would spend the cold nights under the train-shed at Sutherland. Train 305 would detrain passengers and baggage at Saskatoon and then the whole train backed out to Sutherland, 3.8 miles. Next day, the same equipment was backed into Saskatoon station as Train 306.

The itineraries of mixed trains of the '30s originating in Saskatoon were indeed sometimes very puzzling. One peculiar schedule was that of a 3-car local on Canadian National Railways, running between Saskatoon and Prince Albert, Saskatchewan, via Totzke, in 1930. The train was not fated to last very long and was dropped from the timetable shortly after April 17, 1930. This peculiar train made one 'round-trip from Saskatoon to Prince Albert each Monday and Thursday, returning to Saskatoon in the evening:

6.30 a.m.	0.00	LV Saskatoon	AR	9.05 p.m.
-	14.00	Warman	-	-
8.30 a.m.	55.00	Ar Totzke	Lv	7.05 p.m.
8.35 a.m.	-	Lv Totzke	Ar	7.00 p.m.
-	71.00	Cudworth	-	-
-	103.00	St. Louis	-	-
11.15 a.m.	128.00	AR Prince Albert	LV	4.20 p.m.

In the 10 years between 1930 and 1940, many of these mixed-train services on Canadian National Railways from Saskatoon were discontinued. Despite the return to a relatively prosperous economic situation and the later frantic demands of World War II on the productive capacity of Saskatchewan's wheat fields, most of the CP and CN branch-line services eventually succumbed to the rubber-tired vehicle.



↑ HALTED MOMENTARILY BY THE SIGNAL INDICATION AT LOOP JUNCTION, SASKATOON, Saskatchewan, Canadian National consolidation Number 2140 restarts the freight extra. It is the month of October 1959 and the dunnage-bag on the pilot is unexplained!

While they lasted, they were all very individual and very interesting and were, in fact, the last refuge of some unique pieces of rolling stock, which continue to be of considerable interest to the railway enthusiast and modeler specializing in this particular aspect of Canadian railroading.

Train-watching in those days was great fun and it can be said, without fear of contradiction, that there isn't anyone who, given the chance, wouldn't do it all over again! And this includes the author of this article!

CANADIAN NATIONAL RAILWAYS

Saskatoon, Saskatchewan

Timetable effective April 26, 1931

<u>Train</u>	<u>Arrive</u>	<u>From</u>	<u>Depart</u>	<u>To</u>	<u>Note</u>
7	6.30 a.m.	Regina	7.20 a.m.	Prince Albert	-
29	7.00	Melville & Winnipeg	8.00	Lloydminster & Edmonton	1
295	-	-	7.00	Dalmeny & Carlton	2
77	-	-	8.00	Wainwright & Edmonton	1
72	-	-	9.05	Tichfield, Moose Jaw & Regina	3
10	11.00	Calgary	12.05 p.m.	Kamsack & Winnipeg	4
6	11.20	Lloydminster & Edmonton	12.00 noon	Regina & Winnipeg	-
60	11.45	Prince Albert	-	-	1
1	12.25 p.m.	CONTINENTAL LIMITED-Montreal	12.45 p.m.	CONTINENTAL LIMITED-Vancouver	-
27	-	-	1.20	Tichfield & Kindersley	5
28	3.35	Tichfield & Kindersley	-	-	3
296	3.55	Dalmeny & Carlton	-	-	2
9	4.15	Kamsack & Winnipeg	5.05	Calgary	6
5	4.40	Regina & Winnipeg	6.05	Lloydminster & Edmonton	-
8	4.50	Prince Albert	11.57	Regina	-
2	5.40	CONTINENTAL LIMITED-Vancouver	6.00	CONTINENTAL LIMITED-Montreal	1
59	-	-	6.25	Prince Albert	-
78	7.45	Wainwright & Edmonton	-	-	1
71	8.00	Tichfield, Moose Jaw & Regina	-	-	5
30	9.30	Lloydminster & Edmonton	10.45	Melville & Winnipeg	1

NOTES:

All trains daily, unless otherwise noted.

- Daily, except Sunday.
- Mixed, Tuesday & Friday.
- Tuesday, Thursday and Saturday.
- Arrives from Calgary daily; departs for Kamsack & Winnipeg daily except Sunday.
- Monday, Wednesday & Friday.
- Arrives from Kamsack and Winnipeg daily except Sunday; departs for Calgary daily.

CANADIAN PACIFIC RAILWAY

Saskatoon, Saskatchewan
 Timetable effective August 16, 1931

<u>Train</u>	<u>Arrive</u>		<u>Depart</u>		
331	6.20 a.m.	Lanigan	-	-	-
306	-	-	7.00 a.m.	Lanigan, Regina & Moose Jaw	1
437	-	-	8.00	Sonningdale: mixed train	7
449	-	-	8.30	Perdue & Rosetown: mixed	8
52	12.00 noon	GREAT WEST EXPRESS-Edmonton	12.25 p.m.	GREAT WEST EXPRESS-Winnipeg	-
51	3.55 p.m.	GREAT WEST EXPRESS-Winnipeg	4.35	GREAT WEST EXPRESS-Edmonton	-
450	5.20	Perdue & Rosetown: mixed train	-	-	2
438	5.20	Sonningdale: mixed train	-	-	7
305	7.45	Lanigan, Regina & Moose Jaw	-	-	1
332	-	-	11.55	Lanigan	-

NOTES:

All trains daily, unless otherwise noted.

1. Daily except Sunday.
2. Mixed train; Tuesday & Friday.
7. Mixed train; Wednesday & Saturday.
8. Mixed train; Monday & Thursday.

In 1930, Trains 303 & 304 had a baggage car, a colonist car and a first-class coach, with two sleeping cars, Saskatoon to Regina and Moose Jaw.

In 1931, Trains 331 & 332 had a baggage car and two first-class coaches, with two sleeping cars, Saskatoon to Moose Jaw.

CANADIAN NATIONAL RAILWAYS

Date	Train	Engine	Type	Resumé of Train Consists			Tourist Sleeper	Dining Car	Sleeping		Other
				Baggage Car	Colonist Car	1st.-class Psgr. Car			Car	No.	
6 July 1931	1	6050	4-8-2	8718(72') 8767(60') (note A)	2920	5096	2231 2242	1299	Granby Seaforth Lake Miltona - Galt Port Hawkesbury James Bay	1622 1676 Pullman 1651 2161 409	
7 July 1931	2	6056	4-8-2	8621(72') 8764(60') (note A)	2877	5102	2248 2219	1299	Dartmouth Lake Irvin - South Devon Rosetown Port Bolster Caraquet Bay	1618 Pullman 1680 1670 2156 402	
27 June 1931	5	5549	4-6-2	9514(60')* 8364(71')**	-	5010	-	-	Innisfree Mira	1455 722	
27 June 1931	6	5547	4-6-2	9512(60')* 8353(60')**	-	5022	-	-	Alberta Assiniboine	1450 655	
21 August 1931	7	5618	4-6-2	8151(59')*	-	3729**	-	-	Ingersoll Tupper Saguenay	1569 Note B 1663 Note B 830** Note C	
20 August 1931	8	5619	4-6-2	8510(71')**	-	3720**	-	-	Saguenay	830** Note C	
16 June 1931	9	5096	4-6-2	8052(59')*(B) 8203(59')*(C) 9540(60')*(X) 8373(71')**	2820	5059	-	-	Chilcotin Coppermine Borden	809** Note B 808** Note C 1558	
16 June 1931	10	5094	4-6-2	8202(59')*(B) 9523(60')* 8266(59')*(C) 8628(72')	2816	5012	-	-	Cloquet North Bay	806** 1548	
2 July 1931	28	1332	4-6-0	7714(71')** 8266(59')* 8351(71')** 7297**	-	3733**	-	-	-	-	

NOTE: Train 27 used the same equipment as Train 28.

CANADIAN NATIONAL RAILWAYS

(continued)

4 July 1931	29	5095	4-6-2	8078(59')*(C) 8207(59')*(C) 7733 RPO/BG**(B) 8311(71')**	-	3740**	-	-	-	Antrim	962**	Note B
(Car 8207 had open vestibules both ends)												
4 July 1931	30	5095	4-6-2	8094(59')* 8064(59')* 8381(71')**	-	3724**	-	-	-	-	-	-
(Car 8094 formerly RPO/BG car and had a regular mail door and two windows next to the door, then a baggage door on the other end.)												
(Note: Train 30 arrived from Edmonton, Alberta, set our cars 8094 & 8064 and picked up 7733 & 962.)												
23 June 1931	60	1331	4-6-0	7658(59')(X) 8417(59')*	2770	4052**	-	-	-	-	-	-
(Train 59 used same engine & equipment as Train 60.)												
3 June 1931	71	1381	4-6-0	8165(59')*	-	4053**	-	-	-	-	-	-
(Train 72 used same engine & equipment as Train 71.)												
3 June 1931	77	5624	4-6-2	7735(71')** 7307 BG/PSGR**	-	4093**	-	-	-	-	-	Official Car 50
3 June 1931	78	5622	4-6-2	7709(71')** 7316 BG/PSGR**	-	4018**	-	-	-	-	-	Official Car 50
13 July 1931	295	1289	4-6-0	51624 Water Car 404070 Boxcar 36' 7232 BG/PSGR** 76842 Caboose	-	-	-	-	-	-	-	-
13 July 1931	296	1289	4-6-0	51624 Water Car 5493 IOX Tank Car 417029 Boxcar 36' 430734 Boxcar 36' 7232 BG/PSGR** 76842 Caboose	-	-	-	-	-	-	-	-

Notes:

Cars 7733, 7658, 7735 and 7709 were RPO/Baggage cars.
 (A) Steel car, 4-wheel trucks; see 8767 & 8764, Trains
 (B) Car set out of train at Saskatoon. 1 & 2.
 (C) Car picked up by train at Saskatoon.
 (X) Steel 60' Railway Post Office car, 4-wheel trucks.

NOTES:

Figures in parentheses after car number show length of car.
 Cars 9514, 9512, 9540 and 9523 were Railway Post Office cars.
 Number 7714 was an RPO/BAGGAGE car.
 * = Wooden car, 4-wheel trucks.
 ** = Wooden car, 6-wheel trucks.
 All other cars steel, with 6-wheel trucks.

CANADIAN PACIFIC RAILWAY

Resumé of Train Consists

Date	Train	Engine	Type	Baggage Car	Colonist Car	Psgr. Car	Tourist Car	Dining Car	Sleeping Car	Number	Other
3 July 1931	51	2533	4-6-2	3770(60') 4409(79')	@ 2771	1430	6214	Belvoir	Fort Coulogne	-	-
3 July 1931	52	2571	4-6-2	3762(60') 4366(78')	@ 2753	1458	6230	Balmoral	Fort Simpson	-	-
4 August 1931	305	2647	4-6-2	3452(59')* 4087(59')*	@ -	1151* 622*	-	-	-	-	-
4 August 1931	306	6832	0-8-0	3452(59')* 3912(59')*	@ -	1540** 1164*	-	-	-	-	-
(The third-trick switch engine at Saskatoon handled Train 306 to Sutherland, where the road engine came on the train.)											
8 July 1931	331	2635	4-6-2	4002(59')*	-	1571**	-	-	Hamilton Gatineau	-	-
9 July 1931	331	2635	4-6-2	4002(59')*	-	1571**	-	-	Gladstone Gladys	-	-
(The fact that Train 331 operated on two consecutive days with the same locomotive, baggage and passenger car proves that this equipment operated between Saskatoon and Lanigan only.)											
4 July 1931	437	2083	4-6-0	415361	Water Car	-	1626*	-	-	-	-
				96516	Boxcar 36'						
				46360	Boxcar 36'						
				46234	Boxcar 36'						(Passenger car 1626 followed baggage car 3868 with Caboose 435518 on the rear.)
				80314	Boxcar 36'						
				96546	Boxcar 36'						
				3868(59')*							
				435518	Caboose						
4 July	438	2083	4-6-0	415361	Water Car	-	1626*	-	-	-	-
				92242	Boxcar 36'						
				146922	Boxcar 36'						
				135116	Boxcar 36'						(Passenger car 1626 followed baggage car 3868 with Caboose 435518 on the rear.)
				74624	Boxcar 36'						
				80314	Boxcar 36'						
				48284	Boxcar 36'						
				96546	Boxcar 36'						
				3868(59')							
				435518	Caboose						

CANADIAN PACIFIC RAILWAY

(continued)

6 July 1931	449	2083	4-6-0	415361 Water Car - 1626*	-	-	-	-	-
				47874 Boxcar 36'					
				88686 Boxcar 36'	(Passenger car 1626 was between baggage				
				3868(59')*	car 3868 and caboose 435518.)				
				435518 Caboose					
7 July 1931	450	2083	4-6-0	415361 Water Car - 1626*	-	-	-	-	-
				212580 Boxcar 36'					
				57950 Boxcar 36'	(Passenger car 1626 followed baggage car				
				3868(59')*	3868 with caboose 435518 on the rear.)				
				435518 Caboose					

(Trains 437, 438, 449 & 450 used the same locomotive, water car, baggage car, passenger car and caboose.)

NOTES:

Figures in parentheses after car numbers indicate length.

@ = RPO/baggage cars

* = Wooden car, 4-wheel trucks.

** = Wooden car, 6-wheel trucks.

Other passenger cars, colonist, tourist, dining and sleeping cars were steel with 6-wheel trucks.

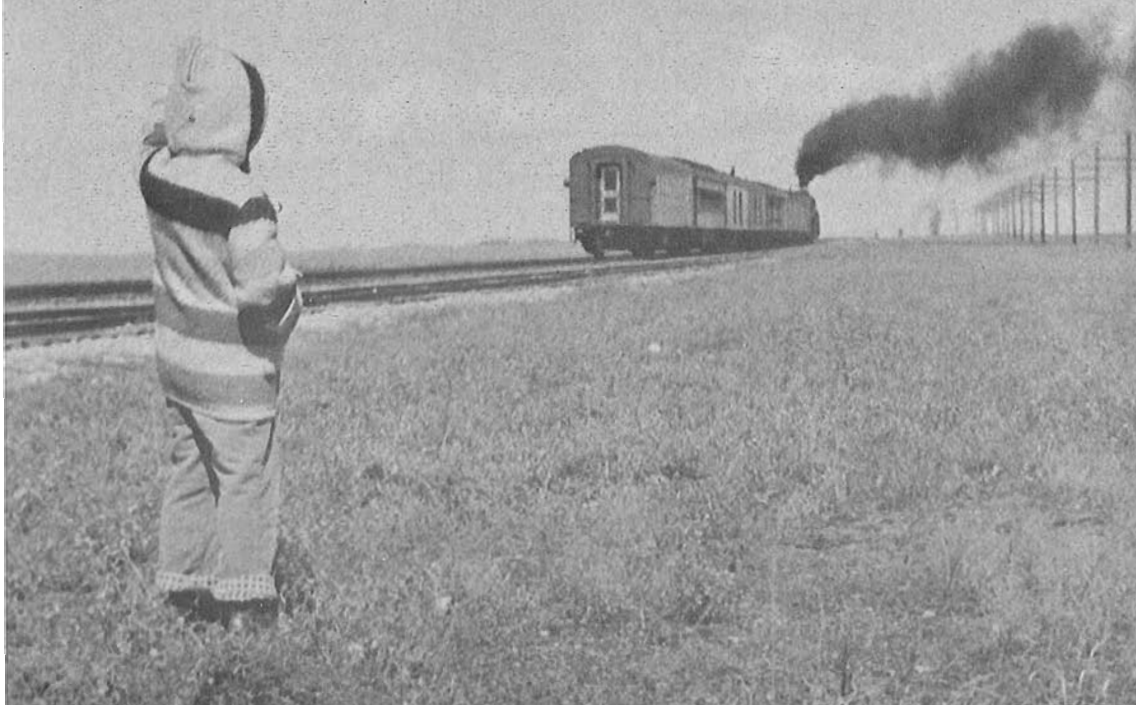


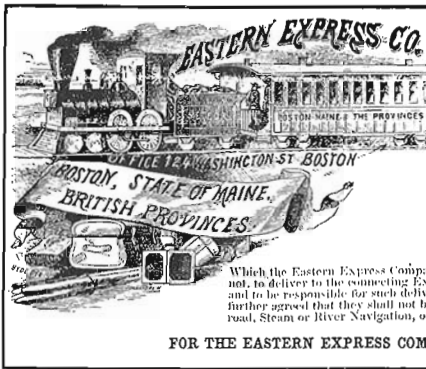
CANADIAN NATIONAL RAILWAYS TRAIN 7 SLOWS FOR LOOP JUNCTION, toon, on her way west. Engine Number 5080, the first of the class and an MLW-Montreal 1914 product, headed the train on ber 5, 1959.

SASKA-
J-4-a
Decem-
ber 5,



THE LAST FAREWELL: PIPPA NASH WAVES GOODBYE TO CANADIAN NATIONAL'S TRAIN 10, leaving Saskatoon on April 16, 1960. Engine Number 6062, pictured elsewhere, was on the head-end.





January 1975

WAYBILLS

DURING A PRESS CONFERENCE IN WHITEHORSE, YUKON, IN APRIL 1974, CHAIRMAN of the Board of the White Pass & Yukon Route Mr. S.A. Searle, jr. said that he could not say exactly when the extension of the WP&YR from Whitehorse to Carmacks and Pelly Crossing would begin, but when it was, it would be built narrow-gauge the same as the rest of the road. At the same time, the curves and grades would be built to comply with the Association of American Railroads' standards to that, if necessary, the gauge could be widened to 4 feet 8½ inches. Meanwhile, the WP&YR Corporation Limited is having an environmental impact study made on the alternate northern routes.

A statement made recently by the Government of the Yukon said that 600,000 tons of ore concentrates are moved annually over the Carmacks-Whitehorse road by truck and thence to Skagway, Alaska by rail. Cost of transportation by road is 7¢ per ton-mile and by rail is 2¢ per ton-mile.

These figures, together with the possible complications should the British Columbia Railway propose to build north of Dease Lake to Watson Lake, across the provincial-territorial boundary, compel a serious consideration of the advantages of a standard-gauge extension of the WP&YR south from Whitehorse to Watson Lake and an end-on connection with the British Columbia Railway at the boundary. This would provide an all-weather, all-rail route from the mines of central Yukon to the rest of North America and would eliminate the clever but limited-capacity container operation presently being operated by the WP&YR, "The Container Route" over the spectacular White Pass.

MID-WAY IN 1974, MURRAY HILL LIMOUSINE SERVICE OF MONTREAL HELD A gala preview at Place Ville Marie, Montréal, of their most recent addition to their fleet of specialized motor coaches for sightseeing in Montréal. This was "Olympique '76", an air-conditioned, swivel-seat autobus, whose very large circular windows reflected the motif of interlocking rings which is the universally recognized Olympic symbol.

The autobus, "Olympique '76", was conceived and designed by Mr. Charles Hershorn, President, Murray Hill Limousine Service. It was constructed by the Prévost Car Company, Ste-Claire, Québec and by the Murray Hill body-shop and Maintenance Departments, Montréal.

The new vehicle is very striking in appearance, its impact on the observer being enhanced by the tall Olympic propane-gas flambeau, resting on the front bumper and rising to the roof on the centre-line, between the two front windshields.

Shortly after the preview at Place Ville Marie and the reception at the Murray Hill Limousine Service's garage and shops, the new "Olympique '76" entered service as a sightseeing and special charter vehicle in Montréal.

"BAD NEWS DAY" FOR THE FRIENDS OF CANADIAN NATIONAL'S STEAM LOCOMOTIVE Number 6060 was the day she left Montréal for Toronto, running light, after a most successful trip to Shawinigan and Garneau, Québec. When Number 6060 reached Belleville, Ontario, the engineer, making a routine inspection of the engine, discovered that the inside main bearing on the left side of the fourth driving axle was hot. After further inspection and consultation, the decision was made to continue the run to Toronto.

On arrival, the bearing was found to be hotter and, without further ado, Number 6060 was taken to CP RAIL's John Street Roundhouse, where the connecting rods were removed and the axle "dropped" for inspection.

It was found that the bearing had overheated and the brass had fused with the steel axle. This meant that either the brass would have to be turned off the axle with a lathe and an oversized bearing fitted to compensate for the smaller shaft diameter, or else a new axle would have to be found or made and the driving wheels pressed off the damaged axle and on to the new one.

The wheel set was dismantled at John Street Roundhouse and returned to CN's Pointe St-Charles Shops at Montréal. Since the Pointe Shops were closed for the annual vacation, no decision could be made immediately on the action to be taken. A spokesman for CN claimed that the axle could and would be "repaired" and that Number 6060 would run in 1975, although this unfortunate bearing damage necessitated cancellation of all of the remaining trips with Number 6060 in 1974, including the Canadian Railroad Historical Association proposed CRHA Convention 1974 trip from Montréal to Toronto, via Ottawa, in September.

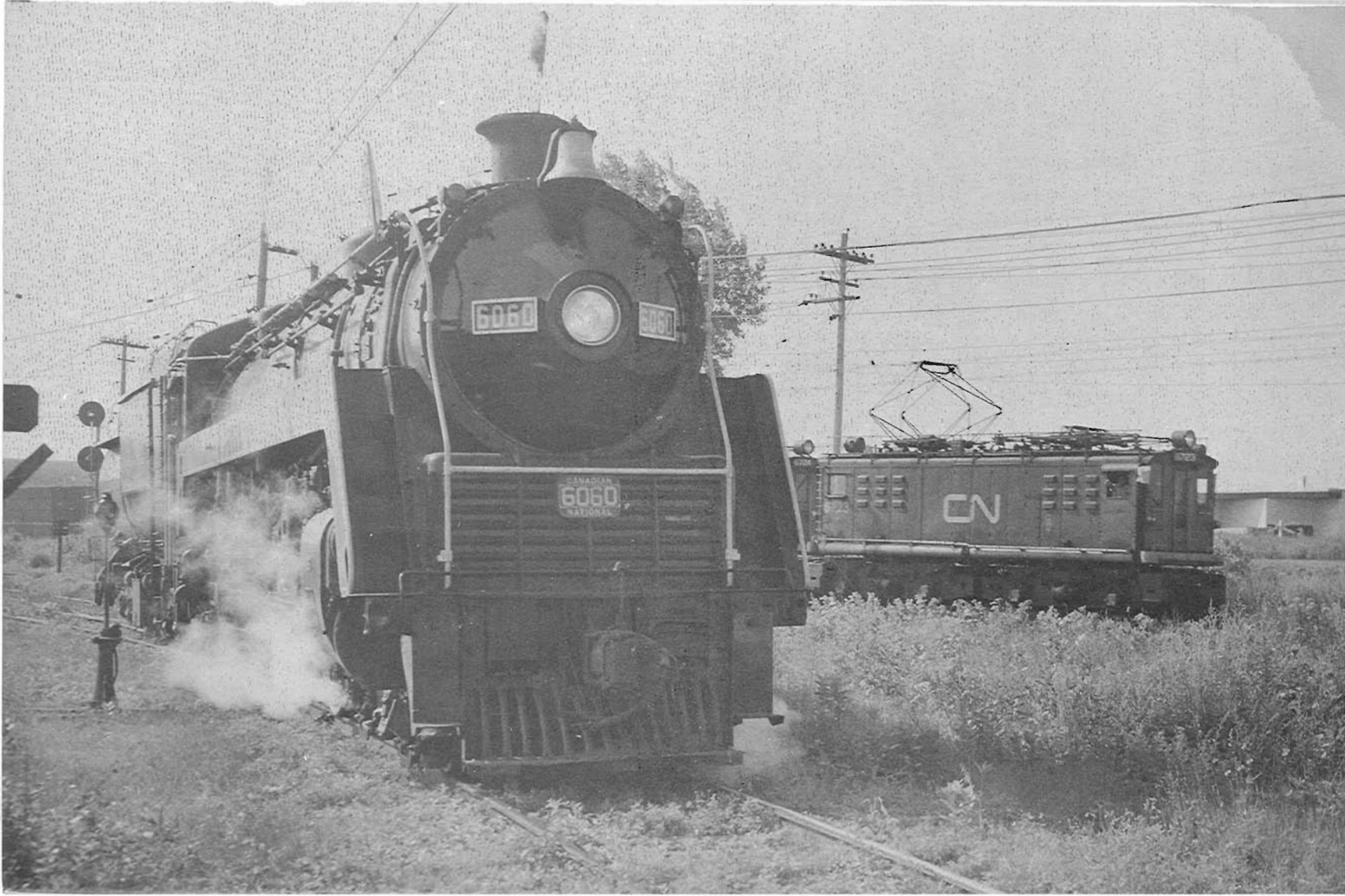
If a new axle can be found and machined and the driving wheels transferred to it, it is bound to be a fairly costly procedure. The only wheel-press that your reporter knows of, that can do this job, is at MLW Industries, Montréal, and the cost of doing the job would be commensurate with its difficulty.

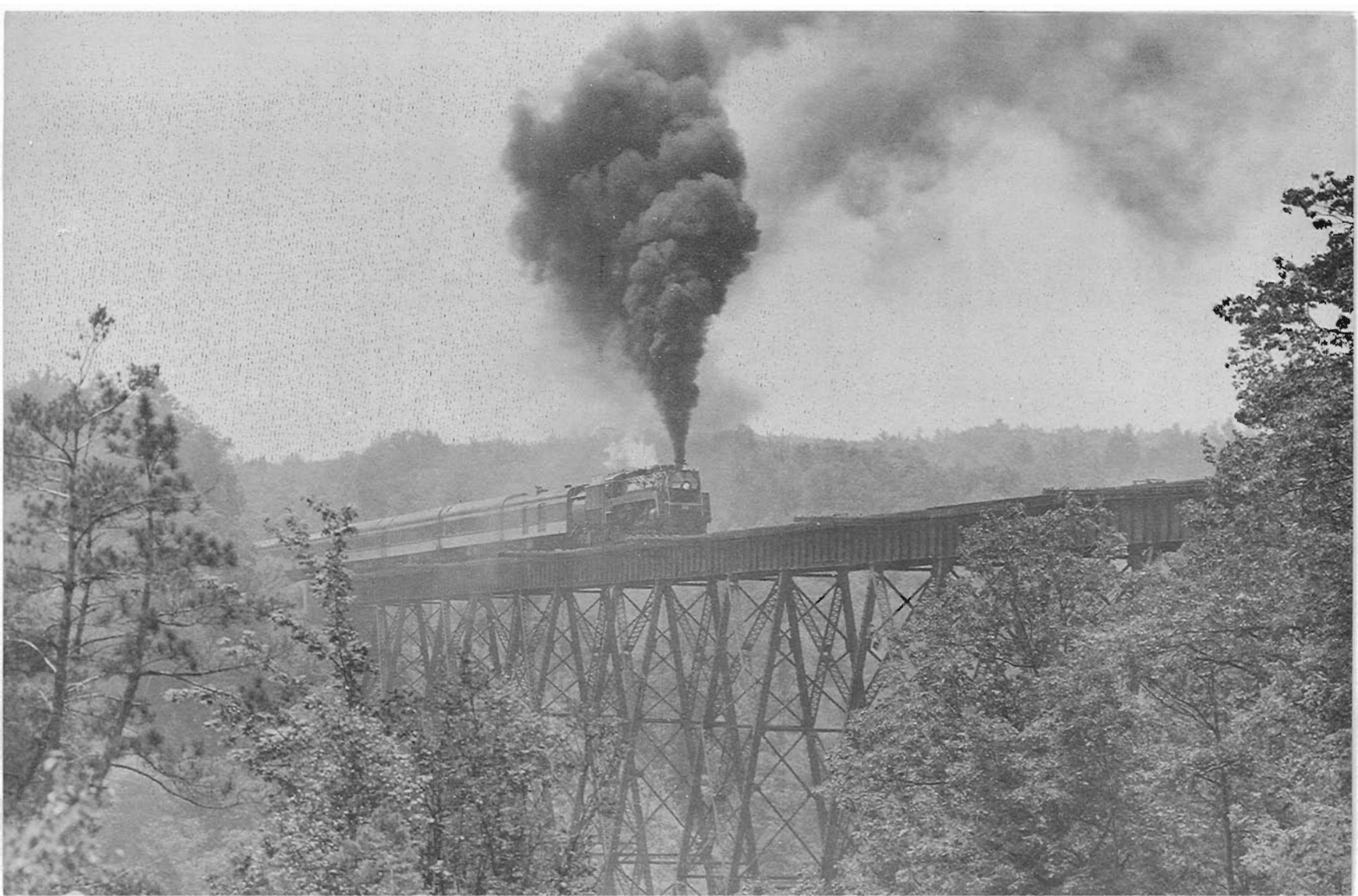
But, Friends of 6060, do not despair. All is not yet lost! Jim Shaughnessy, that expert of photographers, drove up from Troy, NY, on July 14, 1974, the day of the Garneau Trip, took pictures and sent us the accompanying selection. Number 6060 appeared at Gohier (Montréal), taking over from the electric haulers north of Mount Royal Tunnel; on the high trestle over Ste-Ursule Falls on the Maskinongé River; on the famous trestle over the Rivière du Loup de l'Est - and at the station at Garneau.

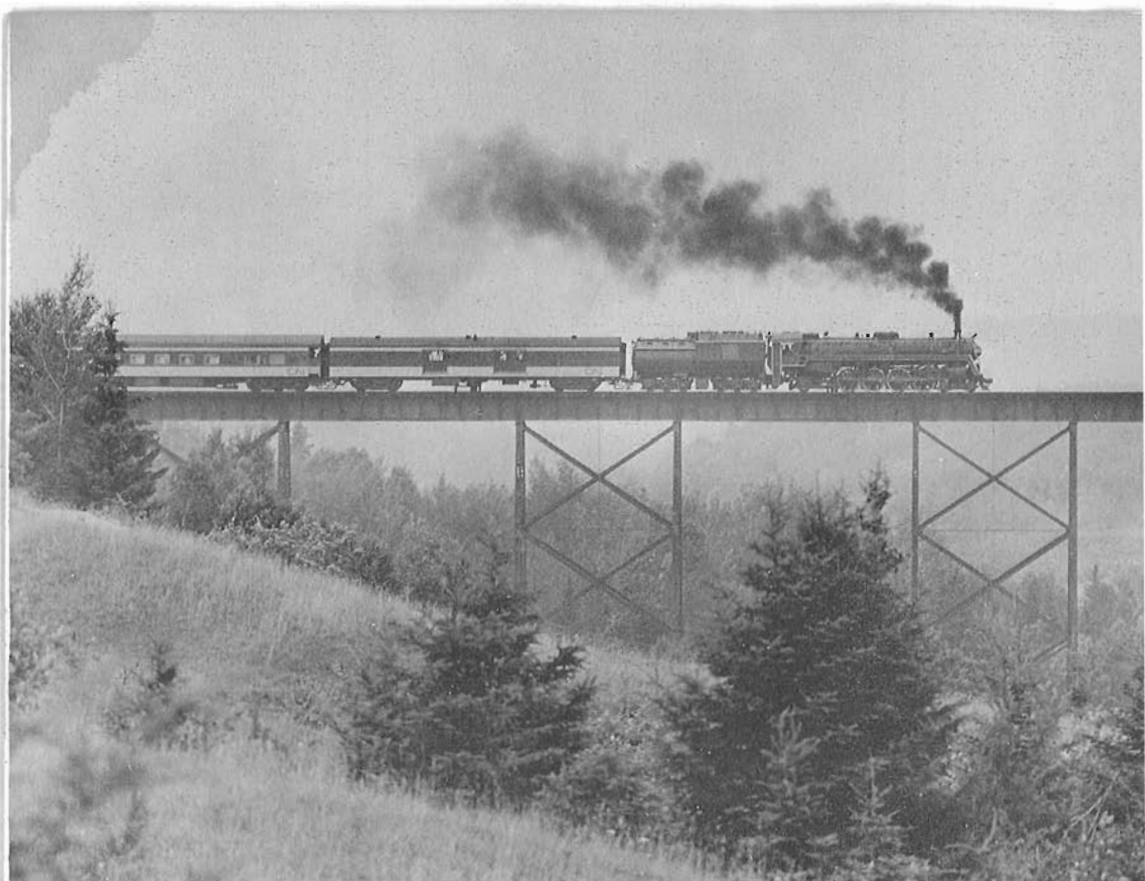
And just to keep peace in the family, Jim immobilized two CN wide-cab M-420 units (class MR-20a) in the yard at Garneau. "FL CAUTION: NO FOOTBOARD"! And there's a 4500-series just around the pilot of Number 2548!

S.S.Worthen.

FOOTNOTE: By December 1974, CN 6060 had been moved to Canadian National Railways' Spadina Roundhouse in Toronto, her rear axle with wheels was in Pointe-Saint-Charles Shops, Montréal together with an alternate axle and it had been determined that the "pressing" job could also be done at CP RAIL's Weston Shops in Winnipeg. However, no decision had yet been taken as to whether or not the repair would be undertaken in preparation for the 1975 season.









CP RAIL, THE CITY OF WINNIPEG AND THE GOVERNMENT OF CANADA HAVE BEEN collaborating in a study of the possible relocation of the CP RAIL main line and freight yards in the City of Winnipeg, Manitoba. While there was a similar study performed in 1972, it did not consider the city's development strategy. The 1972 report recommended the removal of the CNR tracks and yards east of Main Street, near the junction of the Red and Assiniboine Rivers, the Fort Rouge area and the Taylor Avenue area. Since 1972, CN has phased out most of its operations in these areas and CP RAIL's yards between Higgins and Jarvis Avenues were to be relocated adjacent to the northern section of the perimeter highway.

CP RAIL's main line was recommended for relocation north of the perimeter highway, extending south of the Birds Hill sandpits, across Manitoba Highway Number 59 and using CN's Victoria Beach sub between the Red River and the floodway. CP RAIL said parts of this proposal were too expensive.

City of Winnipeg Commissioner D.I. MacDonald said the new study was required to determine whether or not Winnipeg would be eligible for federal cost-sharing and to demonstrate that the proposed relocation would benefit transportation, urban development and optimum use of land for city development.

Winnipeg "Tribune" John D. Welsh.

ON JUNE 21, 1968, GENERAL MOTORS DIESEL LIMITED OF LONDON, ONTARIO, delivered this model SW 1200 MG (Serial A-2176)(Order C-317) to the Iron Ore Company of Canada, for use on the Carol Lake automated railway near Labrador City, Labrador. This unit provides the power for 20-car unmanned iron ore trains from the loading pockets at Luce Lake to the crusher and mill at Labrador City, a distance of about six miles. Photo courtesy Diesel Division-General Motors of Canada.



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