

Canadian Rail



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SPEEDER ON THE CARMI SUB

Hal Riegger

Photos by the Author.

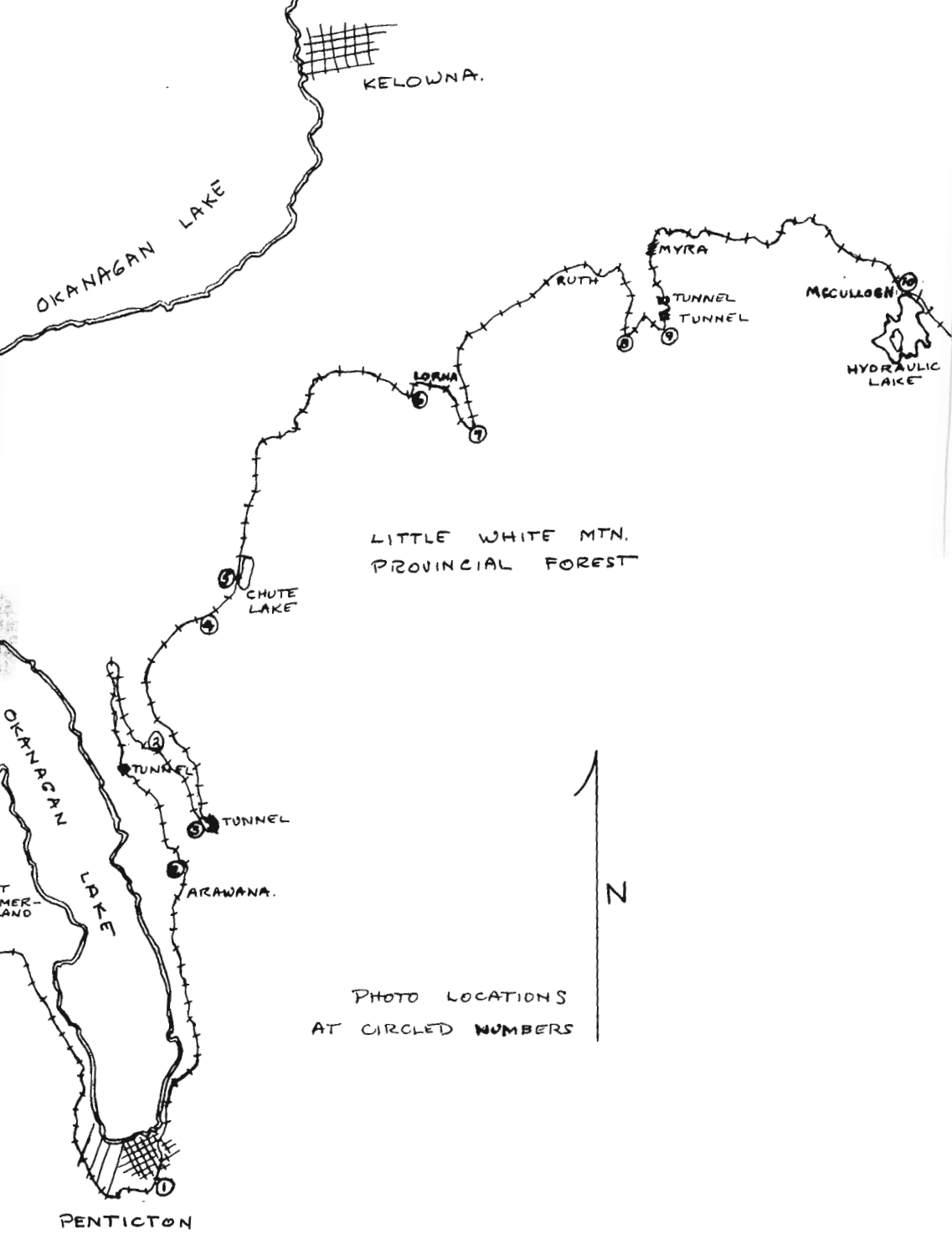
Around here, they all say that the last train to run over that track was the "National Dream". And, in a way, they're right, although the "National Dream" was not a train, but the title of Pierre Berton's novel about the history of an idea that resulted in Canada's first transcontinental railway, known, for simplicity's sake, as the CPR.

For ninety years, Canadian Pacific Railway has been in the minds of Canadians and others, and especially in 1974, when a television series, based on Mr. Berton's two volumes on the construction of the CPR was shown in eight installments on television in Canada. People around Penticton, British Columbia and the Carmi Subdivision of the Kootenay Division were and are particularly conscious - and proud, for it was a mere 50 miles away from their town that filming of some of the most spectacular country was done for the television series.

Ex-Canadian Pacific steam locomotive Number 136, a 4-4-0, leased from Ontario Rail Association of Brampton, Ontario and fitted with a mushroom stack for the occasion, with a boxcar, baggage car and coach of early vintage, was brought all the way out west, via Crowsnest Pass, along CP RAIL's tracks in southern British Columbia. This was during the summer of 1973.

THE MOST APPROPRIATE EXPLANATION OF THIS MONTH'S PECULIAR COVER LIES in the brief note which accompanied it: "This picture, which may interest you, was taken on June 30, 1974 at Crowsnest, B.C. I could not resist the temptation to superimpose a "Beaver" crest on a CP RAIL "A" unit in the new colours. The surprising thing is that the combination looks quite good. Cordially yours, Andrew Sutherland".

← PENTICTON, BRITISH COLUMBIA: 0700 HOURS. THE CP RAIL SPEEDER IS ROLLED out of the shed, checked over and fuelled, preparing for the trip up the hill to McCulloch.



In June of the same year, the 21st. to be precise, the Carmi Subdivision was closed officially to further traffic. Freight revenue had dropped to the point where maintenance of service was no longer financially profitable or practical. Passenger service ceased about 15 years earlier, when the last passenger equipment in the form of RDC "Dayliners", was taken off. Most people didn't notice either mortality. But some observers were fully aware of the event, such as those enthusiasts who were willing to travel 3,000 miles just to see the "old" Fairbanks-Morse "C-Liners" and "Trainmasters" at Nelson, British Columbia.

My experience of August 24, 1974, centered around a ride on a speeder of over 100 miles round-trip, from Penticton eastward to within seven miles of McCulloch. Today, McCulloch is only a name on a map and a sign along CP RAIL's track. Historically, it is significant, however, being named for Andrew McCulloch, surveyor and builder of this portion of the Kettle Valley Railway.

I was with the section foreman on one of his monthly trips over the right-of-way, to check it and to report on vandalism; to remove a few fallen rocks from the rails and, in general, to note and correct anything remiss.

Rails descend from West Summerland in the mountains to the west through Penticton, at the foot of Okanagan Lake, and rise out of the valley, climbing to the east. It was eastward towards McCulloch and Midway that our trip took us.

Sharp contrasts will surely be noted by anyone riding a speeder on an inspection trip, in comparison to riding in a locomotive cab or in a regular passenger coach. There are many grade crossings in the city of Penticton. One of the funniest contrasts was the first-time experience of riding on a rail vehicle and having to wait at the crossings for automobiles! Wheels on speeders are sometimes insulated and therefore do not activate the circuit for the automatic crossing flashers and bell. Besides, my section foreman friend said, even if they did, it is doubtful that the motorists would pay any attention, now that nothing has run over this line for over a year.

For some reason or other, the rubber-padded scrapers in front of the forward wheels of the speeder were absent and debris on the railheads was not automatically scraped aside. We had to watch the rails constantly. Rocks could cause trouble, naturally, but so could

WE CLIMBED THE LONG 2% GRADE UP THE MOUNTAINSIDE ABOVE OKANAGAN LAKE. At eight o'clock on an August morning, the sun is already hot.

JUST AHEAD IS TUNNEL NUMBER 2, THE COOL SPOT WHERE WE STOPPED TO GET a pailful of fresh spring-water.

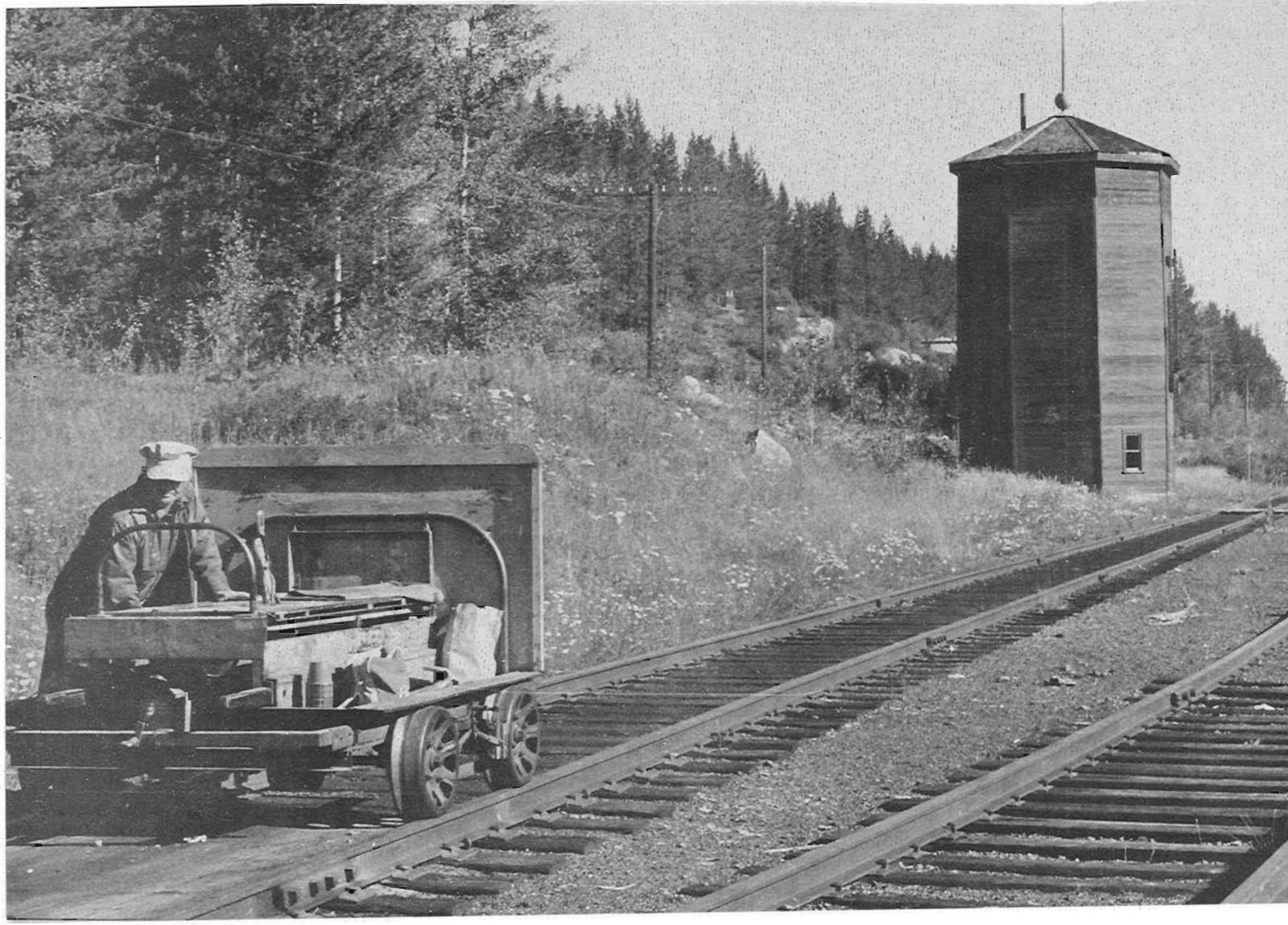
OUR IMAGINARY ORDERS SAID "WATCH FOR ANIMALS ON THE TRACK". WE DID and this is what we saw. This well-exercised bull might have made a mess of our speeder, but he turned off the right-of-way to let us pass safely.

GASSING UP THE SPEEDER AT THE SIDING AT CHUTE LAKE. OCTAGONAL WATER towers, almost a CPR trademark in southern British Columbia, are being demolished with startling rapidity. Soon none of these picturesque structures will remain.









twigs, leaves and bits of animal dung, which made the speeder bump and clank along, as though it intended to leave the rails at any moment. Then there were the patches where the weeds and grass had grown up so thick that you couldn't see the rails. The speeder went clattering along, just the same - and so did we - with a strong, if blind, faith in its ability to stay on the track.

As we slowly climbed out of the valley of the Okanagan, the lake, campers and many speedboats came into view below us, while we clattered up one of CP RAIL's steepest grades. Entering a tunnel curving more than 90 degrees, suddenly we were cool and refreshed after riding through the Okanagan's August heat. I held a flashlight for my friend, as we moved slowly through the echoing darkness. We stopped midway, where he filled a two-gallon pail with fresh spring water flowing out of the tunnel's rocky side. This was his special treat; he said it made better coffee for him, at home.

If you want to see true railroad construction, a line driven through with picks, shovels, crow-bars and blasting powder, without the assistance of any of today's heavy machinery, just look at the Carmi Subdivision. It is like much of CP RAIL's main line across southern British Columbia, from Crowsnest Pass in the east to Hope in the west. Here are a few facts that demonstrate the difficulties encountered in early railroading and which I saw for myself on this ride: a more or less constant grade of about 2% for close to 35 miles; curves as sharp as 12 degrees; four tunnels; 23 steel bridges and wooden trestles; and the highest altitude on the entire Kettle Valley line - including, in a general way, CP RAIL's line from Crowsnest Pass to Hope. This is indeed a unique section of railway.

Besides such inanimate impediments as twigs and dried dung, we had to follow a small herd of cattle some two miles, before they had the sense to move off the right-of-way, as little as five feet, to let us pass with safety. I am sure that the huge herd-bull, bringing up the rear, got more exercise in those few minutes than he had in a long time.

Bears and deer are commonly seen in this area, although all we saw on the day of our trip was a number of grouse and one large hawk. It crossed my mind that many of these animals and birds were of a generation that had never seen a train. In the space of slightly more

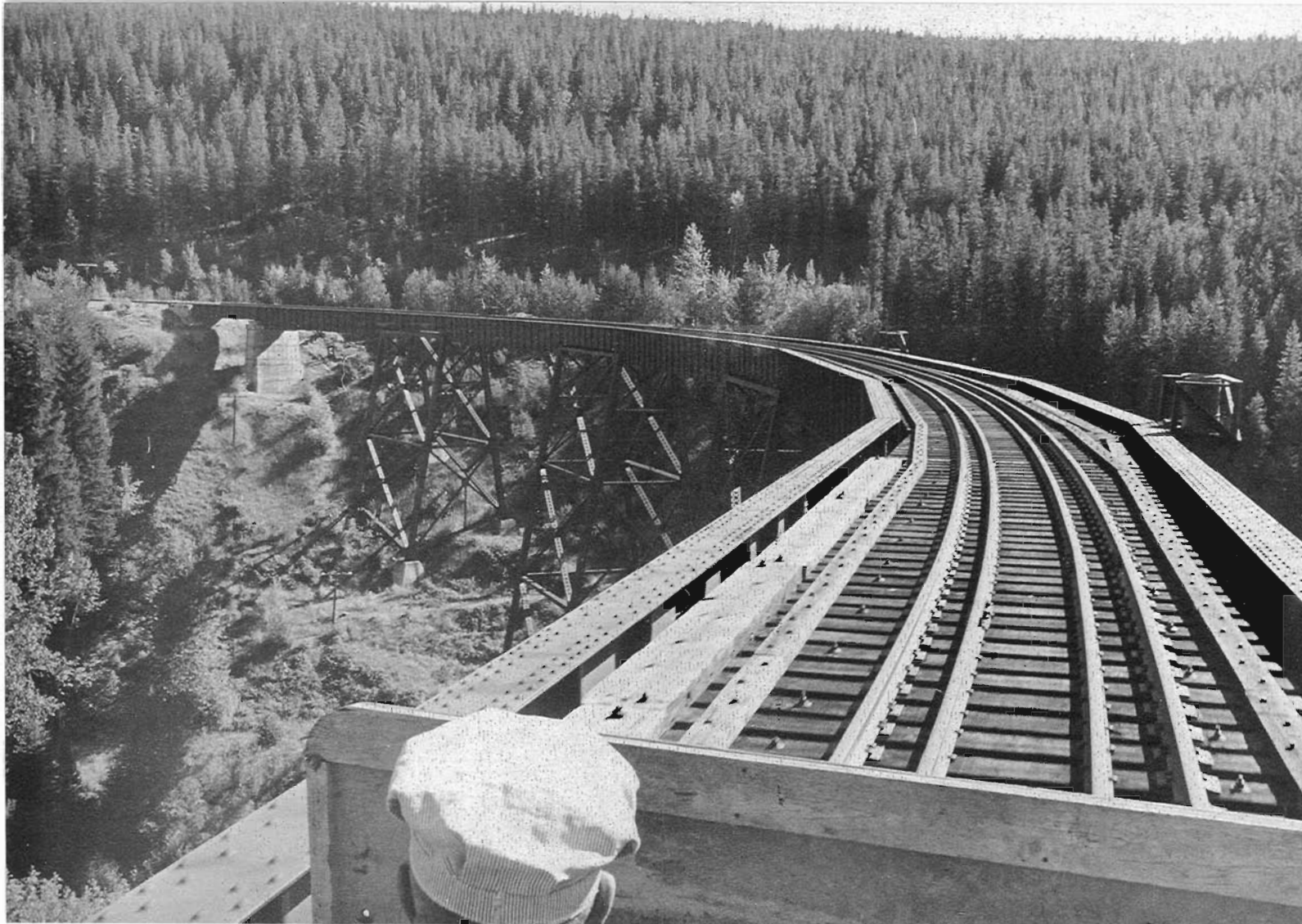
NEAR LORNA, WE WERE APPROACHING THE HIGHEST PORTION OF THE CARMi Subdivision. Far below, through the haze, we could discern the town of Kelowna, the garden spot of the Okanagan Valley.

SUDDENLY, WE WERE RUMBLING OUT OVER ANOTHER, HIGHER, MORE SPECTACULAR trestle. On an open, unprotected speeder, the impression of great height is almost frightening. Its more comfortable to keep on looking straight forward!

YET ANOTHER IN THE ALMOST ENDLESS SERIES OF SPIDER-WEB STEEL TRESTLES. Sometimes, down the canyon, there's a glimpse of Okanagan Lake.

ONE OF THE STILL-REMAINING WOODEN TRESTLES, A BEAUTIFUL EXAMPLE OF the civil engineer's art in wood, rather than in steel. This was the locale where many sequences of the "National Dream" with ex-CPR steam engine Number 136 were photographed. No long ago, extensive repairs were carried out on this trestle, as evidenced by the pile of lumber on the ground at the far end.









than a year, the lack of any activity on the railway had returned the wild country to its natural inhabitants.

Among other things seen, noted and/or corrected, were one of the railway structures that had had its siding entirely removed and its roof taken off - all this in the space of one month. There were also several switches with their locks stolen and set so that a train would certainly split them. It seems that, nowadays, this kind of thing is considered normal, although my section foreman friend allowed that, as recently as ten years ago, such things would not have happened.

The Carmi Subdivision traverses some of the most beautiful country in southern British Columbia. It is not possible to reach some of the immediate area by road, yet, not too long ago, passengers saw and loved the beauty of the country, as they rode the "Kootenay Express" and the "Kettle Valley Express". It is indeed unfortunate that we have forsaken rail travel for the highway and have thereby removed from accessibility an area of the very kind we long to discover and enjoy. Rail travel through this area would make it available, but without the destruction and disfiguration so often associated with highways, automobiles and campers.

I saw many such stretches along the former route of the Kettle Valley Railway, the once best known area being the Coquihalla Canyon, where the CPR's rails were taken up in 1961. Today, it is accessible only by four-wheel drive vehicles. Unfortunately, there is a movement to put a highway through this steep-sided valley. If this is done, it will destroy forever its primitive beauty.

It is probable that CP RAIL's Carmi Subdivision will, one day, suffer the same fate that the railway through the Coquihalla did in 1961. There is still time to prevent that happening.

We brought back two switch-targets, new ones, which could be better used in the yards at Penticton. We also retrieved 20 gallons of gas-oil mixture, kept for use in the speeder's two-cycle engine, in one of the lineside tool-sheds. Neither would be needed any longer.

I took a good many pictures that day, and here are a few. Probably it won't be long before it will no longer be possible to take pictures like these.

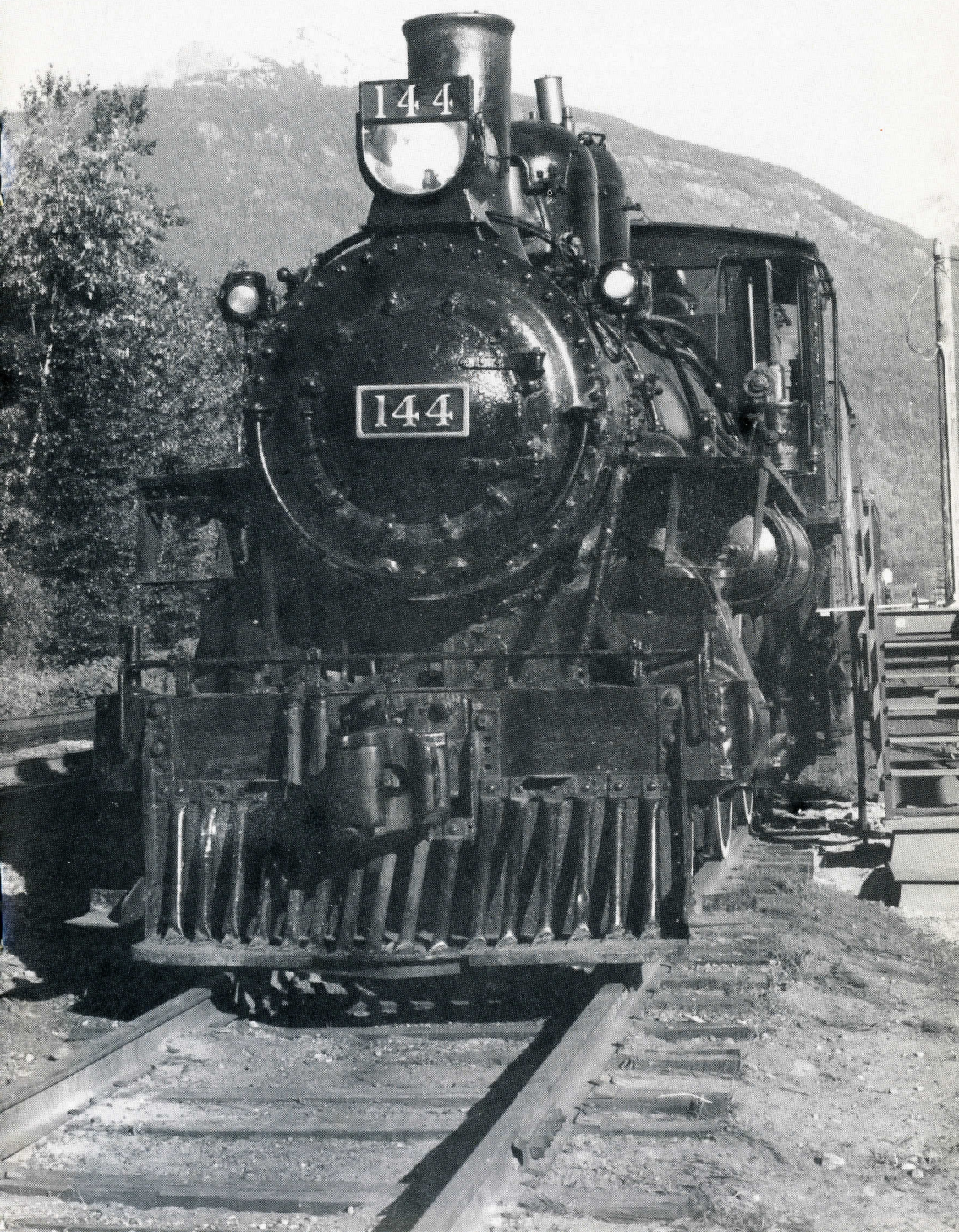
"They discontinue service on a subdivision," the section foreman remarked, "and it isn't too long, maybe a year, when they come back and take up the rails".

More than a year has passed since service was discontinued.

OUR DESTINATION: MCCULLOCH, IN 1974. ONCE THE PLACE WHERE THE HELPER engines cut off and turned on the wye, today all that's left is the shanty. The ties showing the wye track are still in place. That's all!



Anniversary Special !



You might remember reading in the "yellow pages" of CANADIAN RAIL in 1974 that, in June, the Directors of the Association received an urgent request from Canadian Pacific Limited to assist in the creation of an historic display train which would be exhibited in western Canada that summer.

Accordingly, ex-Canadian Pacific Railway steam locomotive Number 144 and ex-Canadian Pacific Railway business car Number 1 were moved from the Canadian Railway Museum to the Glen Yards of CP RAIL in Montréal (Westmount) and, during the following three weeks, the business car was refurbished inside and out. The 4-4-0 steam engine Number 144 only required a routine lubrication, even after some 14 years of relative inactivity, so well had she been preserved at the Canadian Railway Museum.

Towards the end of June, the engine and business car were transported from Montréal to Calgary, Alberta, the former on a depressed-centre flat car and the latter on its own wheels.

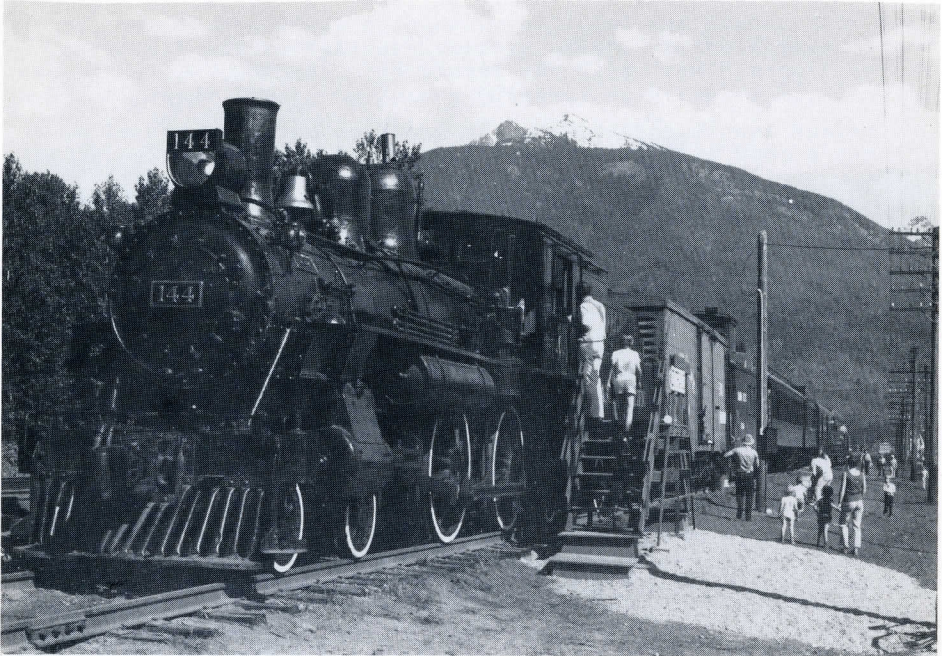
Canadian Pacific Limited's display train was composed of engine Number 144, boxcar Number 500, caboose Number 436954, first-class passenger car Number 141, official car Number 1, steel "head-end" car Number 80 and the former directors' car "Mount Stephen". The boxcar and the first-class passenger coach had been featured in the production "The National Dream" which had been previously televised by the Canadian Broadcasting Corporation.

Text and Photographs
by
Philip Mason.

The first stop of Canadian Pacific's display train was at Fort Macleod, Alberta, on July 5-7. The second and most important stop was at Revelstoke, British Columbia, which was then celebrating its Seventy Fifth Anniversary. It was here that I inspected and photographed the display train.

Number 144 was built at the "New Shops" of the CPR on Avenue DeLorimier in Montréal in March 1886 and was designed by Mr. Francis R.F. Brown, Mechanical Superintendent of the Company. She was the thirtieth locomotive built by the railway in its own works and was classed S.A., with the road number 351. In December 1907, there was a renumbering and she became Number 1907, class A-7-a and in 1914, she was extensively rebuilt with a new boiler, firebox, piston valves and a superheater. This rebuilding, while eliminating many of the locomotive's 1886 features, gave her an equally distinctive appearance which she carried for sixty years thereafter. At this time, she was renumbered to her present Number 144 and reclassified to class A-2-q.

In the latter years of her career, Number 144 was best known to railway enthusiasts as one of three 4-4-0s which operated between Chipman and Norton, New Brunswick. Many "pilgrimages" were made to this area to ride behind Number 144, with Mr. John Myers at the throttle.



Number 144 was retired in December 1959, after 73 years and 9 months of service, a record of longevity in continuous service for a Canadian locomotive on a Canadian public railway.

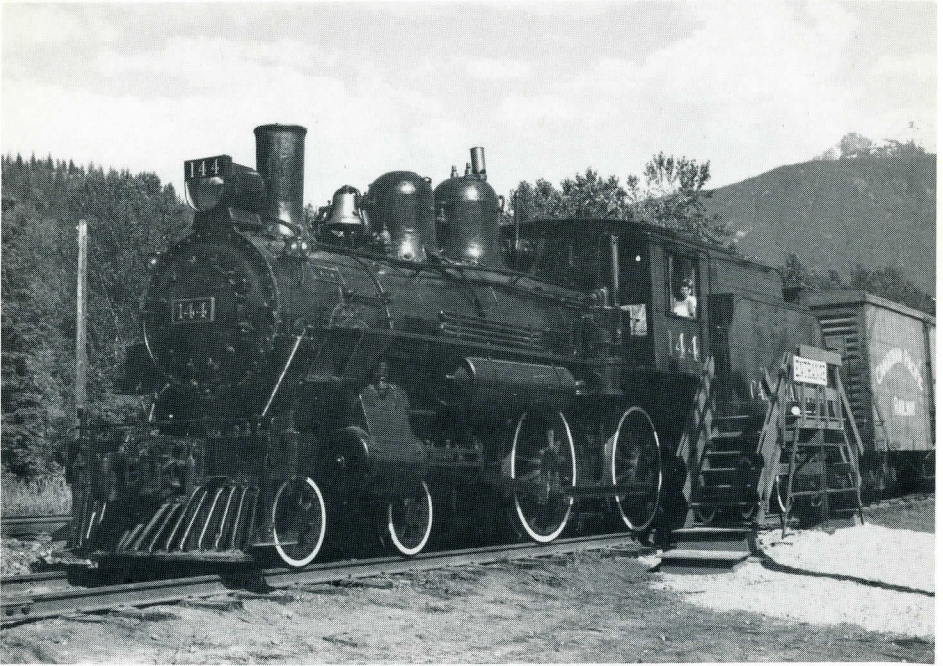
Number 144 had been assigned, when new, to service in British Columbia, but later she was moved east to the Farnham Division in Québec and, during World War II, to the New Brunswick District for mixed train service. It was from this service that Number 144 was retired.

Engineer John W. Myer's two 4-4-0s, Numbers 29 and 144, were donated to the Canadian Railroad Historical Association in March 1963 and have been preserved there since that time.

Wood-framed boxcar Number 500 was built by the Canadian Pacific Railway Company in 1913 as Number 197529. It is 36 feet long, weighs 20 tons light and carries a maximum 40-ton load. It was removed from revenue service in 1942 and assigned as a tool-car, Number 403195.

When Canadian Pacific was requested to provide some cars for the filming of the television production "The National Dream" in 1973, Number 403195 was at Medicine Hat, Alberta and was requisitioned from that point to represent an 1880-era boxcar, Number 500. Some restoration work was necessary, but the exterior features of the car resemble one of those in operation in the early days of the railway.

In eastern Canada, the name of the last car on a freight train is derived from English railway practice. Known in Great Britain as the "brake van", the title has been shortened to "van" while the name "caboose" is used almost everywhere else in Canada and the United States.



As a representative of the many hundreds of these "homes away from home" for train crews, Number 436954, built at CPR's Angus Shops, Montréal in 1928, has been selected. It was withdrawn from service in 1973 and saved from scrapping, to be completely overhauled for assignment to the display train.

Number 436954 is 29 feet long and 9 feet wide. Inside, there are facilities for cooking, eating, sleeping - and working. It is said that the distinctive caboose coal-stove, with its warming oven, could keep the interior of the car uncomfortably hot even during the coldest periods of a Canadian winter. Freight train crews on the White River and Heron Bay Subdivisions of CP RAIL in northwestern Ontario have been heard to disagree with this statement.

First-class passenger car Number 141 was constructed in Montréal in 1907 for use as a suburban service car, carrying commuters. This 65-foot car was later displaced from this service and was relegated to special train service, notably ski-train use. It was withdrawn from service in 1951 and converted to a bunk car for use by maintenance crews, receiving the Number 411585.

Number 411585 was in use on the Dominion Atlantic Railway at Kentville, Nova Scotia, when the filming of the television programme "The National Dream" required its services. It was restored externally to resemble a passenger car of the 1880s.

In the 1974 display train, Number 141 housed a display of historical pictures and artifacts relating to Canadian Pacific's history. Many of the displays were created to relate to the various regions where the train was shown.

Long the subject of detailed historical research, ex-CPR business car Number 1 was originally official car Number 9 of the St. Lawrence & Ottawa Railway Company, which, as the Bytown & Prescott Railway Company, had opened its line from Prescott, on the St. Lawrence River, to Bytown (Ottawa) on December 25, 1854.

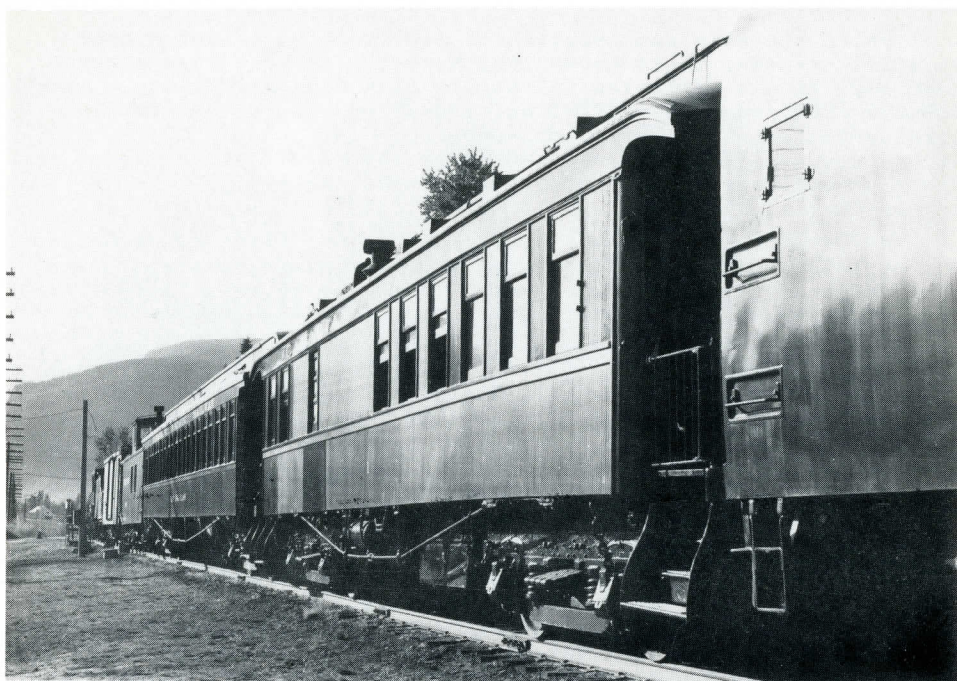
While the date and location of construction of car Number 1 is still unknown, it is known that Number 1 is more than a century old. It was purchased by the Canadian Pacific Railway in October 1882 and numbered 77, being assigned to the General Superintendent, Western Division, Winnipeg, Manitoba. In March 1886 it was remodelled and renumbered 78 at the Hochelaga car shops in Montréal and assigned to the General Superintendent of the newly-formed Pacific Division at Port Moody, British Columbia.

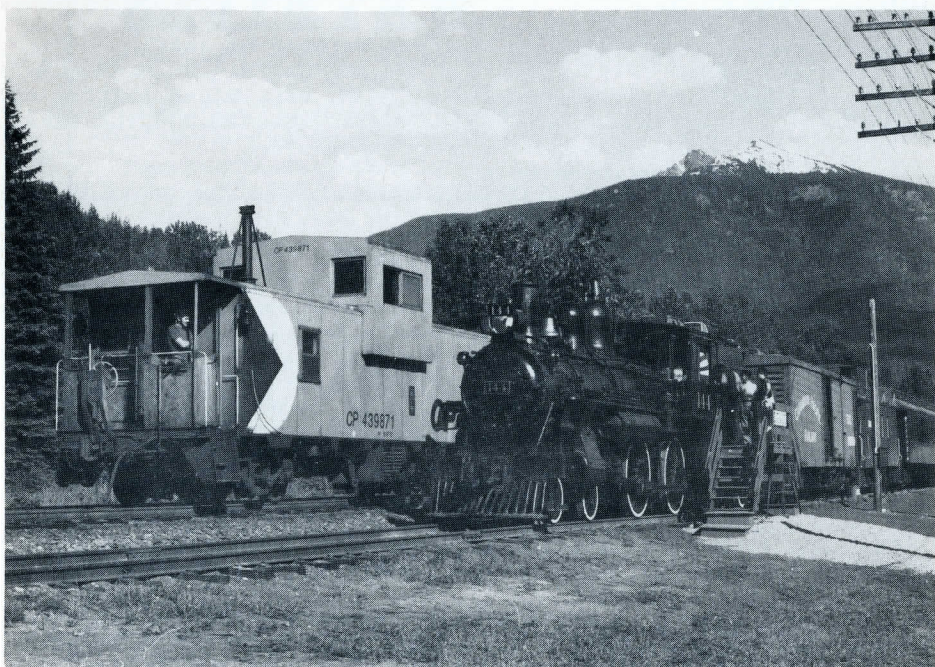
Number 78 was attached to the rear of the first trans-Canada CPR passenger train at North Bend, British Columbia, thus being part of the first "Pacific Express" to arrive at Port Moody on July 4 1886.

Renumbered to 14 in March 1894, the car was transferred to Eastern Lines-CPR in 1898. In 1907, it received its final renumbering to Number 1, which it retained until retirement in July 1960. From assignment to the Superintendent, Schreiber Division, in 1941, it was transferred to the Woodstock, New Brunswick Division until 1959. Its last year of service was on the Laurentian Division out of Montréal. After retirement, the car was donated to the Canadian Railroad Historical Association in April 1963 and has been loaned to Canadian Pacific Limited for use with the display train.

Head-end steel car Number 80 was built in 1947 by Canadian Car and Foundry Company Limited at Montréal, Québec, as a horse-







express car, Number 4550. Renumbered 4600 in 1954, it was refitted for containerized express shipments and used between Montréal and Saint John, New Brunswick. Later, it was converted to a through baggage car, keeping this assignment through a subsequent renumbering to 2600.

Today, the car is used as an accessory to Canadian Pacific's "CP BYGONES" programme, the interior having been converted into a combination store and display area. It is now numbered 80.

On the rear of the display train is former CPR directors' car "Mount Stephen", built at CPR's Angus Shops in 1926. It is in the traditional design of such luxury cars, having an open observation platform with a striped awning on the rear. It was named after Lord Mount Stephen, the first president of the company and one of its principal promoters. It is said to be a worthy representative of the Damocletian Age of the railway business car.

While at Revelstoke, the display train was visited by many hundreds of visitors, most of them being part of the Canadian Pacific "family". Subsequently, the train visited Red Deer, Wetaskiwin, Camrose and Banff, Alberta, with about 50,000 visitors inspecting the engine, cars and displays.

Business car Number 1 returned to the Canadian Railway Museum late in 1974, while Number 144 remained for the winter in Lethbridge, Alberta. It was said that the engine would be exhibited in Calgary in 1975, during the celebration of the centenary of western Canada's fastest-growing and most progressive city.



JANUARY 1976

WAYBILLS

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

FOR THE EASTERN EXPRESS COMPANY,

McKenney

PRESIDENT AND CHIEF EXECUTIVE OFFICER CARL B. STERZING, JR., OF THE Delaware & Hudson Railway Company has announced that rebuilt PA 4 unit Number 18 has been named "G.W.Hockaday", in honour of Mr. George W. Hockaday who is Senior Mechanical Engineer in the Company's Mechanical Department. Unit Number 18 returned from the Morrison-Knudsen Company of Boise, Idaho in the late summer of 1975 and Mr. Hockaday rode the unit back to Colonie. Jim Shaughnessy

THE GOVERNMENT OF ONTARIO HAS DESIGNATED UNION STATION, TORONTO AND North Toronto Station (CP RAIL) as "properties of architectural value or interest under the Ontario Heritage Act of 1974. The former building is described in the official notice as "perhaps the finest railway station surviving in Canada and one of the finest in North America".

The latter is described as "recommended for designation as a particularly fine example of a railway station in the Beaux Arts classical style, in this case the work of an important firm of Toronto architects".

Both of these descriptions are remarkable, but for quite different reasons. Editorial Staff from John Welsh.

AN ANNOUNCEMENT IN THE TORONTO "GLOBE & MAIL" OF 16 OCTOBER 1975 REVEALED that AMTRAK would serve Fort Erie, St. Thomas and Windsor, Ontario, commencing 26 October. No mention was made of Welland, Ontario, which had also applied for the service. W.J.Bedbrook.

THE RAILWAY TRANSPORT COMMITTEE OF THE CANADIAN TRANSPORT COMMISSION announced on 10 October 1975 that CP RAIL had been granted permission to abandon 35 miles of branch line from Standard to Irricana, Alberta, in one year's time. Three Alberta Wheat Pool elevators in the area, alleged to be the justification for keeping this branch line open, will be closed as being "obsolete" next July 31. J.D.Welsh.

CANADIAN NATIONAL RAILWAYS' "RED, WHITE AND BLUE" PASSENGER FARE plan was modified on 26 October 1975, as an alternative to a general increase of 10% in passenger fares, said Garth Campbell, Vice-President of Passenger Marketing. The primary purpose of the new plan is to promote "off-peak" travel. Incentive discounts for family and youth travel were eliminated, thus permitting the red and white fares to be reduced by about 5%. Each year is divided into "on-season" and "off-season" periods and an additional wrinkle will differentiate fares by time of day or by day of the week, depending on the territory where travel is contemplated. B.A.Biglow.

CANADIAN NATIONAL RECENTLY ANNOUNCED A \$ 9 MILLION PROGRAM TO DOUBLE-track its main line for 12 miles west of Edmonton, a first step in a major program to increase railway capacity west of Edmonton. C.F. Armstrong, CN's regional Vice-President, said that the project would give CN 20 continuous miles of double track from Calder Yard to Spruce Grove on the Edson Subdivision. J.D. Welsh.

IN LATE SEPTEMBER 1975, FORMER MINISTER OF JUSTICE OTTO LANG WAS named Minister of Transport-Canada, vice ailing Jean Marchand. Also in early autumn, Canadian National and CP RAIL were temporarily enjoined from removing the rear-end brakeman from freight trains, which procedure had been ratified by now-retired Supreme Court of Canada Judge Emmett Hall. It was expected that this judgement would be upheld and United Transportation Union's injunction would be defeated. J.D. Welsh.

CHARTERWAYS COMPANY LIMITED SOUGHT, IN LATE SEPTEMBER, A LICENCE to transport business people between London and Toronto, in specially fitted luxury buses. CHARTERWAYS proposed to run four trips each way daily, taking 2 hours 10 minutes, at a 'round-trip cost of \$ 26, compared with an air fare of \$ 49.70 and a club-car rail fare of \$ 31.50. A one-year trial period was envisaged. W.J. Bedbrook.

CALGARY IS THE LATEST CANADIAN CITY TO START THINKING ABOUT SOME form of urban rapid transit. N.E. Rudback, a research coordinator with Transport-Canada said that subways like those in Toronto and Montréal were fine for large cities, but rather too expensive for medium sized urban agglomerations(!). The City of Calgary has already obtained preliminary approval from CP RAIL to include portions of the latter's trackage for the former's light-transit system. P. Mason.

THE CITY OF WINNIPEG'S ENVIRONMENT COMMITTEE STRONGLY OPPOSED Canadian National Railways' plan to build a piggyback terminal at Kenaston Boulevard, late in 1975. The project called for the construction of a ramp from which to load trailers, with tracks on either side. Later, a third track would be added as a connection to the main line. J.D. Welsh.

FIGURES ON TOURIST ACTIVITY IN ONTARIO, RELEASED AT THE END OF September '75, showed that the number of passengers on the Ontario Northland Railway to Moosonee, had dropped to 17,104 by August 16, as compared to 26,413 for the same period last year. The Algoma Central's run to Agawa Canyon from Sault Ste. Marie was down about 25% to 20,000 in July, but picked up to 50,000 in August. This latter puzzling information from the Toronto GLOBE AND MAIL of September 25, 1975. W.J. Bedbrook.

CANADIAN NATIONAL RAILWAYS HAVE RENAMED THEIR 1,000-ACRE ELECTRONIC freight classification yard, north of Toronto, MacMillan Yard, in honour of its retired Chairman and President and the Canadian Railroad Historical Association's Honorary Vice-Presi-

dent Norman J. MacMillan, Q.C. Mr. MacMillan attended a ceremony in late September 1975 at which a placque on the site was unveiled proclaiming the new name.

B.A. Biglow.

SIX NAPHTHA REACTORS WEIGHING MORE THAN 500 TONS WILL GO WEST BY RAIL from the Port of Montréal to the massive Syncrude Canada tar sands project, north of Edmonton. Made in France, the reactors were loaded on special depressed centre flat cars at Montréal. Some 500,000 tons of machinery and equipment, mostly of Canadian manufacture, will go to the Syncrude project, being managed by Canadian Bechtel Limited.

Dave Todd, CN Press Services.



CANADIAN TRANSPORT COMMISSION REFUSED TO "BITE THE BULLET" AND FLUF-
fed permission for Canadian National Railways to abandon
61 miles of track in southern Manitoba in September 1975.
Previously, in July, CN was granted permission to abandon formally
the 15-mile Cabot Subdivision and the 20.8-mile Blewett Subdivision
in southeastern Saskatchewan.

In Nova Scotia, the CTC said "Maybe" to CN's request to
abandon the Inverness S/D, 55.6 miles from Port Hastings Junction to
Inverness, Cape Breton Island; the Yarmouth S/D, 136.6 miles from
Liverpool to Yarmouth and - last but not least - part of the Dartmouth
S/D from a point about six miles east of Dartmouth to the end of track
at Upper Musquodoboit.

If the CTC had agreed to CN's proposals, the savings were
estimated to be at least \$ 1.53 million annually. B.A.Biglow.

BY BICENTENNIAL SUMMER, SEVEN TURBOTRAINS " A LA FRANCAISE" (FROM
French designs) will be carrying passengers on AMTRAK's
Albany-Buffalo, New York, corridor at speeds of up to 125
mph., reducing travel time by about 2 hours. The French-designed, U.S.-
manufactured trains will be the first of 18 on AMTRAK's "Empire Ser-
vice" route. Jim Shaughnessy.

NATIONAL STEEL CAR CORPORATION LIMITED OF HAMILTON, ONTARIO, BEGAN
delivery of the first of 1,600 aluminum covered-hopper
cars, ordered by the Canadian Wheat Board for transporting
grain from Canada's prairies to deepwater ports. The first 11 cars to
come off the production line were delivered to Canadian National on
3 September 1975 and continued thereafter at the rate of about eight
per day. W.J.Bedbrook.

NEWFOUNDLAND'S PREMIER FRANK MOORES SAID RECENTLY THAT THE UNDERSEA
(or under-straits) tunnel, designed to carry high-voltage
electrical cables from Labrador to Newfoundland will also
be used to transport passengers, freight and vehicles, by a small
electric railway in the tunnel. The gauge of this very special rail-
way was not mentioned, but might be assumed to be something smaller
than Newfoundland's present 42-inch gauge rail system. Travel time
through the tunnel was estimated to be about 20 minutes on the novel
"underground railroad". Barrie MacLeod.

A CROSS-COUNTRY CHECKUP, CONDUCTED BY MEMBER JOHN WELSH OF DORVAL,
Québec, just before the "big freeze" occurred in Canada's
postoffice, revealed that outside the Ontario Northland
Railway's station at North Bay, Ontario, there is a section of track
under catenary and two signals à la Pennsy/N&W (position-light type).
No ready explanation for this was available. The station itself,
built in 1925/26, is beautifully kept inside, with highly varnished
wood, decorative plants and climbing vines, fresh travel-folder dis-
plays - everything spotless.

In the station office, there is an old iron safe which has been
brightened up with flowered decorations. The wooden filing cabinet
has wooden handles and the typewriter seems to be of about the same
age.

John travelled via Senneterre, Québec, going. CN Train 73/75
split with the lead diesel and head-end car and one coach making up
the Senneterre to Cochrane train. For Train 175 to Noranda, there was
a 2000 hp. freight unit and steam-generator car, plus a head-end car

and coach, all of which managed to drop 1 hour and 38 minutes on the schedule for the 102 miles.

From Winnipeg to Portage La Prairie, John used CNR Train 1, with three units and 18 cars. Portage is a great place to train-watch; CN is making good progress with double-tracking the Winnipeg-Portage main line but they won't complete the job in 1975. There is still a single-track bridge over the Assiniboine River east of Portage! Note that welded rail being layed through Portage is of U.S. manufacture! The most interesting passenger train through Portage was CN Train 93 to Churchill on Hudson's Bay. Two units, steam-gen car, head-end cars, express refrigerator cars, piggybacks, coaches, full dining car, baggage car, sleepers, more piggybacks and finally two business cars-for a total of 18 vehicles.

The return from Winnipeg to Sudbury was on CP RAIL Train 2, the "Canadian", with two units and eight cars, including four sleepers. The waiting room of the CP RAIL station at Winnipeg remains untouched: same wide-open spaces, polished brass railings, massive dark benches, etc., for only two trains a day.

John counted ten westbound freights between Winnipeg and Thunder Bay. The inside bulletin board at this latter station still lists CP RAIL Train 5, the "Expo Limited", which has not run since 1967. CP RAIL station at Thunder Bay North has been out of service for some time but the sign is still up.

In Train 2's diner, four different styles of silverware: old CPR script; one from Canadian Pacific Steamships; one with current multi-mark, no lettering and one with current CP RAIL.

Out of Ottawa on Canadian National's Train 36 to Dorval. With conventional equipment, we used only four (4) minutes more than TURBO schedule for this run. We could have done better, except for slow running in the vicinity of Moose Creek (track work) and again near Coteau. Stretches at 85-90 and peaks of 95 through Cedars were most exhilarating!

The accompanying photo of the CN/Ontario Northland station in North Bay, Ontario, was taken on 29 October 1973 by B.A. Biglow.



MR. J.A. BEATTY, DIRECTOR-EMERITUS OF THE ASSOCIATION AND FREQUENT CONTRIBUTOR TO CANADIAN RAIL, provides the following extracts from the Canadian Pacific Railway Passenger Bulletin which listed the stations on the new "Lake Ontario Shore Line", over which through trains commenced operating on June 29, 1914.

It will be noted that, between 1914 and 1940, of the original 33 stations on the line, 10 were abandoned and the names of four were changed:

CANADIAN PACIFIC RAILWAY DOUBLE-TRACK LINE

GLEN TAY TO AGINCOURT.

<u>Station name</u>	<u>Miles from Montréal</u>	<u>Remarks</u>
Montréal: Windsor Street	000.00	
Smiths Falls, Ontario	123.80	Junction with Belleville Sub.
Perth	135.40	
Glen Tay	144.20	1914 mileage; junction with Havelock Subdivision, originally the Ontario & Québec Railway.
Elliott	149.66	
Christie Lake	152.68	Abandoned.
Bolingbroke	159.90	
Crow Lake	162.94	Abandoned.
Parham Junction	169.44	Renamed "Tichborne". Junction with Kingston Subdivision.
Echo Lake	175.83	Renamed "Echo"; abandoned.
Wilkinson	181.07	
Enterprise	189.83	Renamed "Lens".
Currie	192.20	Opened before 1940; abandoned.
Roblindale	196.01	Opened before 1940.
Overton	197.06	Abandoned.
Kingsford	203.19	Abandoned.
Lonsdale	210.16	
Binns	212.96	Opened before 1940; abandoned.
Shannonville	215.64	Abandoned.
ThurLOW	216.44	Opened before 1940.
BELLEVILLE	220.83	
Bayside	226.61	Abandoned.
TRENTON	231.25	
Wark	235.75	Opened before 1940; abandoned.
Smithfield	235.80	Abandoned.
Brighton	241.23	
Bamford	243.73	Opened before 1940; abandoned.
Colborne	249.37	
Lakeport	250.17	Opened before 1940; abandoned.
Flavelle	252.29	Opened before 1940; abandoned.
Grafton	256.12	
Spicer	259.92	Opened before 1940.
Cobourg	263.79	
PORT HOPE	270.09	
Wesleyville	275.42	Abandoned.
Newtonville	280.85	
Bondheads	284.93	Renamed "Lovekin".
Newcastle	287.32	
BOWMANVILLE	293.13	
Darlington	298.02	
OSHAWA	303.03	
Whitby	307.70	

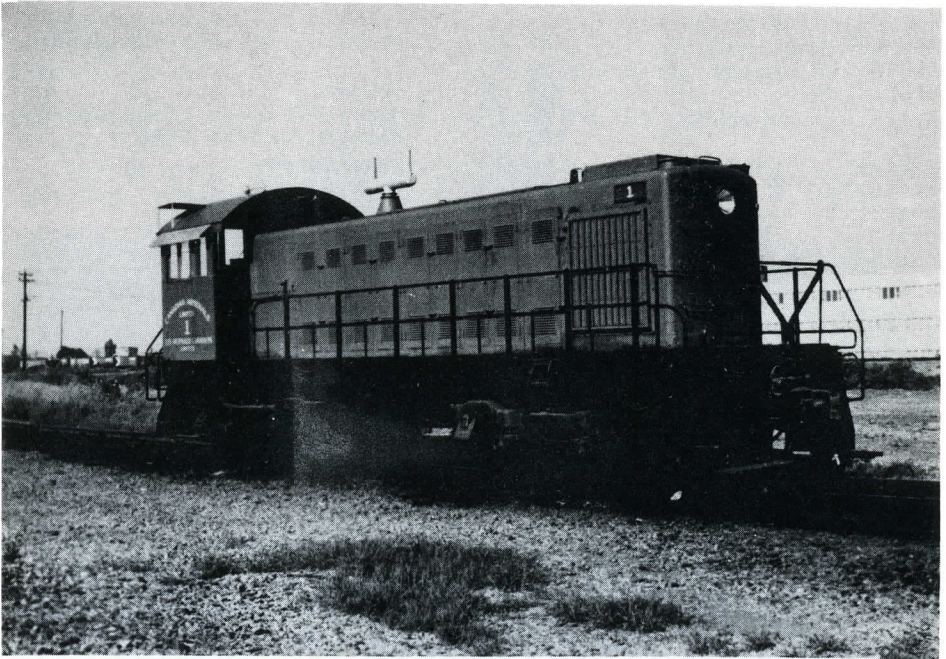
Audley	312.68	Abandoned.
Cherrywood	318.91	
Staines	324.61	Opened in the 1960s.
Neilsons	325.31	Opened in the 1960s.
TORONTO YARD	326.42	Opened in the 1960s.
McCowan	327.41	Opened in the 1960s.
Agincourt	327.62	
Kennedy	328.52	Junction with the Havelock Subdivision (O&Q).

The stations noted "opened in the 1960s" were established at the time of the opening of the new Toronto Yard.

Summary:

On this relatively short line of 183.42 miles, 14 of the original 33 stations have either been abandoned or renamed. Of the 13 stations opened in the 26 years following the opening of the line, 6 were subsequently abandoned.

FOR PLANT SWITCHING PURPOSES AND WORKING THE CN INTERCHANGE, CANADIAN Arsenals Limited of St-Paul l'Ermite, Québec has an MLW S-3, Number 1, S/N 77280, built 4-52. Here is Number 1 in CN's Montréal Yard on 5 July 1975, in town for routine repairs. Pierre Patenaude sends the photo and the information.



THE PROVIDENCE & WORCESTER RAILROAD OF NEW ENGLAND ORDERED THREE AD-
ditional model M 420 R units from MLW Industries, B/N M-
6086-01, -02 and -03, Road Numbers 2003 through 2005 and
these units were delivered on 1, 3 and 7 May 1975. Pierre photograph-
ed Number 2004 at CN's Longue Pointe Yard on 5 May 1975.



AT OGDEN SHOPS, CALGARY, CP RAIL HAS REWIRED GP 9 NUMBER 8530 AND HAS rated the unit at 1750 hp. Number 8530 came east to St-Luc Yard, Montréal, for testing after the repair program was completed on 10 March 1975 and Pierre photographed it on 13 April 1975.



THE PICTURE FROM THE ASSOCIATION'S ARCHIVES, THIS MONTH, COMES FROM a negative loaned to the Public Archives of Canada. It shows two Grand Trunk Railway engines, 2-8-0 Number 619 and 0-6-0 Number 1682 at Belleville, Ontario, in 1911. GTR 0-6-0 1682 was built by the Grand Trunk Railway Company's shops at Pointe-St-Charles, Montréal, in 1907 and was originally numbered 106, renumbered in 1910 to 1682 and to CNR 7150 in 1924. Number 619 was built by Montreal Locomotive Works in 1910 and was renumbered in 1924 to CNR Number 2650.



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