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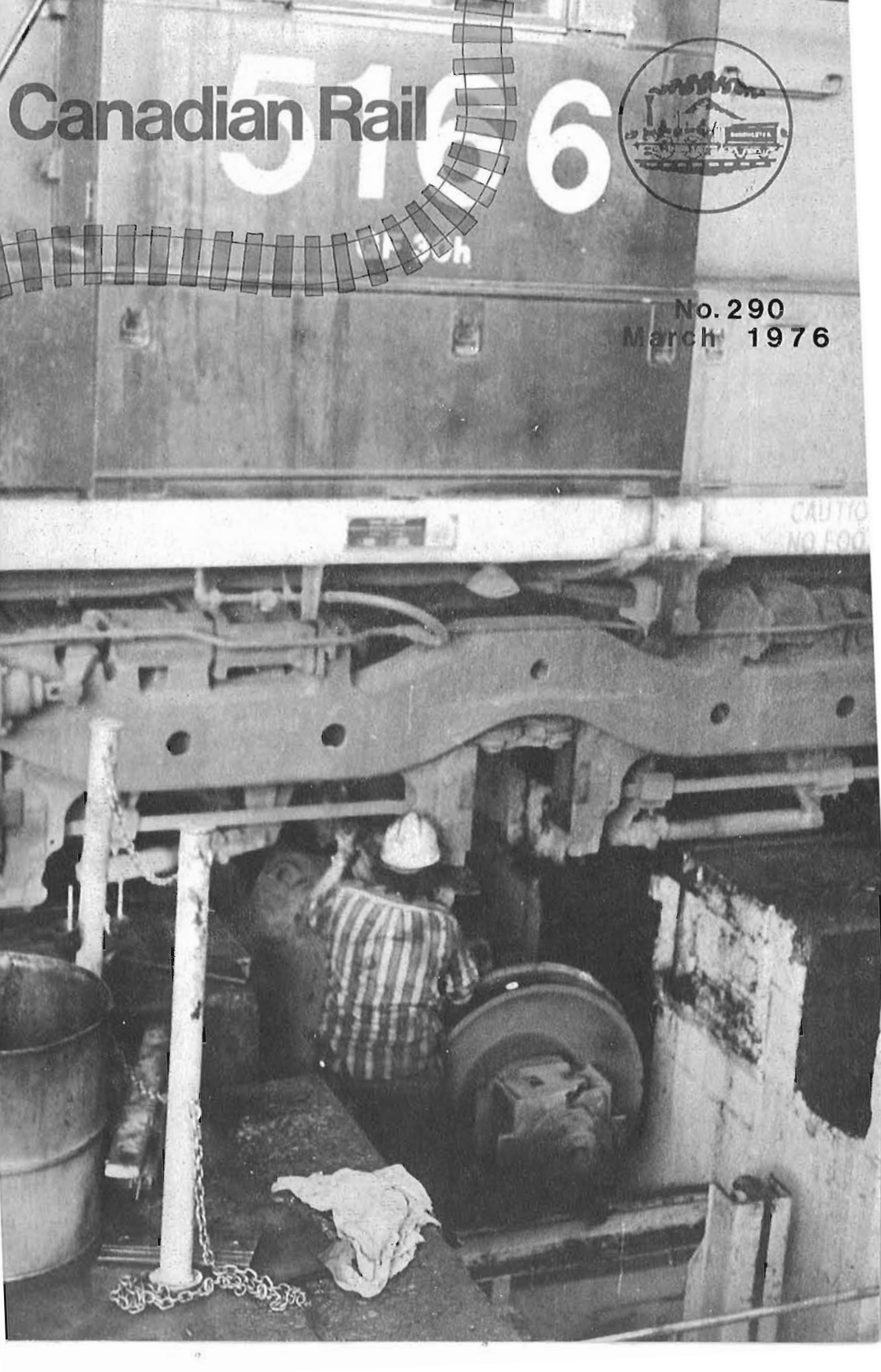


DIESEL DAYS OF AN ENTOMOLOGIST

by

Andrew P. Nimmo

Illustrations by N.F.Corness.

One day last Autumn, it occurred to me that it might be of interest to other railway enthusiasts if I set down my impressions and reminiscences of a three-month period in 1974 which I spent as a "Machinist's Helper" at the Calder Shops of Canadian National Railways in Edmonton, Alberta. I believed I might be able to record my experiences in an instructive and - perhaps - amusing manner. Here are the results.

"Diesel Days..." being explained above, how do we account for the "Entomologist" part of the title. An entomologist is defined in the dictionary as " one who studies insects". Entomology, therefore, is a profession, my profession. How in the world, you may ask, did I end up working as a machinist's helper in Calder Shops?

It is an axiom that oil and water do not mix and neither, one would think, do diesels and insect detectives. But given the proper conditions, both pairs of incompatables may be made to mix, at least temporarily. In my case, the emulsifying agents were a lifelong interest in railways plus a rather grim employment prospect for Canadian biologists generally, at that time. On returning to Canada in the spring of 1974, I was in need of some sort of employment to tide me over until I could find a suitable position. It was at this point that I decided to put my interest in railways to the test. I made inquiries at Canadian National's employment office in Edmonton and, much to my surprise, I started shortly thereafter as a machinist's helper at Calder Shops.

Perhaps my decision to join Canadian National was inherited, for my maternal grandfather worked as a moulder for the North British Locomotive Company in Glasgow, Scotland, and helped to build many steam

MACHINIST JIM CARDAMONE REPLACES THE NUMBER TWO WHEELS ON ONE TRUCK of unit Number 5166, a class GF 30h on Canadian National Railways. The Diesel Division, General Motors of Canada Limited builder's plate is clearly visible. Photo courtesy Norman J. Corness.

THE EAST SIDE OF CANADIAN NATIONAL RAILWAYS' CALDER SHOPS AT EDMONTON, Alberta, opened in 1958.

locomotives for the railways of Britain and Commonwealth countries.My paternal grandfather worked for the Pennsylvania Railroad in the United States, before returning to Britain in hopes of joining up for World War I. Moreover, I already had some experience with machinery, as I had worked 13 months as a millwright's helper in a paper mill before going on to university for an undergraduate degree in forestry, followed by a doctorate in entomology.

My sojourn at Calder Shops was not, therefore, so strange as might at first be thought. So, what of my impressions or reminiscences as a machinist's helper? They follow.

At the outset, I should unashamedly state that I am primarily a steam locomotive enthusiast, and make no apologies. Previously, I tended to despise the diesel for all but the obvious economic factors in its favour. After working at Calder, I found that I had a somewhat increased respect for these internal combustion units and thereafter I did watch them out on the main line with rather more interest than formerly.

While I was not involved in all of the possible types of diesel repair or maintenance jobs, I participated in an interesting variety. Included were wheel and traction-motor changes on the drop-pits; replacing wheels and/or motors, whichever was defective; trip inspections - weekly for yard and hump units and monthly for road units providing nothing had gone wrong in the meantime; working on power assemblies: changing heads, pistons, liners and other associated jobs; filling in in the tool room, when no one else was available - a thoroughly boring job! Then, there was the daily inspection and maintainence of rail diesel cars, three in all. Apart from the tool room, I liked that job least but, strangely, it provided the only opportunity to follow the calling for which I had been trained. Examination of the cowcatcher at either end of the cars produced a rich harvest of insects of many varieties.

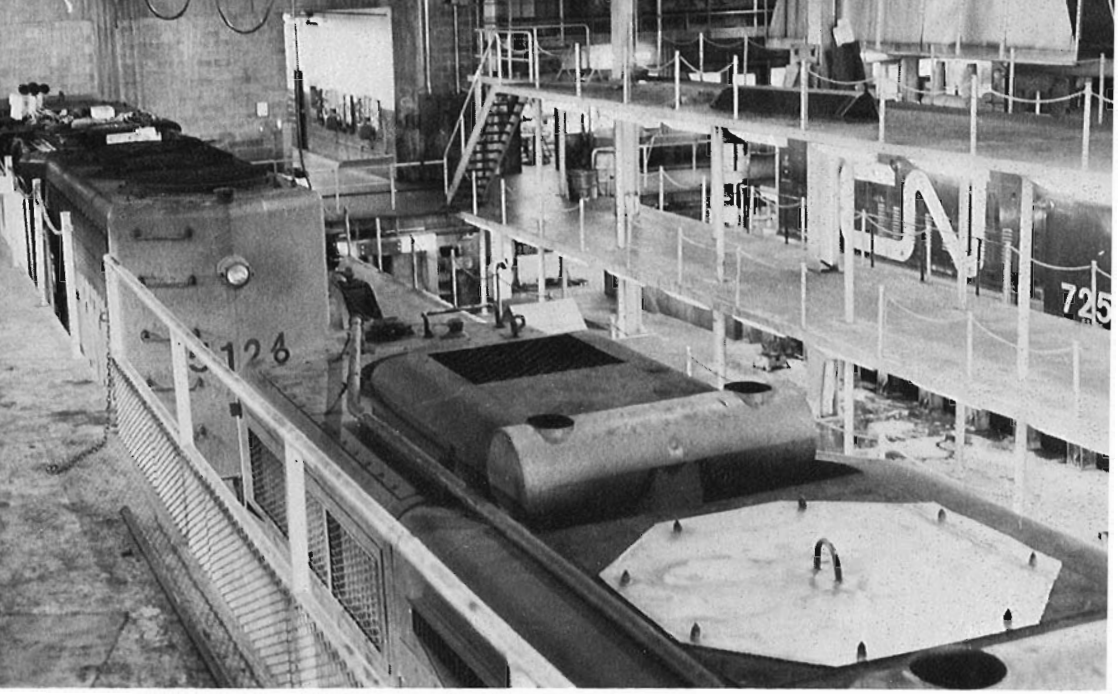
Another job was looking for leaks: of oil into water; of water into oil; of air from the brake control system and so on. Great fun but intensely frustrating and a stiff test of the machinist's ingenuity. There were many other jobs to be done, but these are the ones I remember best.

The thing that surprised me most about diesel units was the prime-mover itself. My main interest being steam engines, I knew little about diesel-electric traction other than the fact that units move by means of electricity generated by a large diesel engine. I also appreciated the fact that the prime-mover's cylinders were ignited by compression rather than by an electrical spark-plug. Other than that, I assumed that a diesel engine consisted basically of a solid block, as in an automobile engine, with cylinders, pistons and a crankshaft, arranged in a similar manner. I was surprised, therefore, to find that this was not necessarily so. There may be prime-movers with solid blocks, but I have yet to see one. All of those on which I worked had diesel engines consisting of a built-up framework of welded castings. Like the cream-puff, the diesel engine is composed, to a large extent, of empty space.

Virtually every part of the engine is removable and interchangeable. Cylinder heads were also removeable, but every piston has its

→ THE SANDING TOWERS ON THE INCOMING SERVICING TRACKS, WITH THE DIESEL shop in the background, Calder Shops, Edmonton, Alberta.


INCOMING CREWS
MUST NOT MOVE
DIESEL UNITS
PAST THIS POINT
ON TRACK 3 OR 4
3
4
5086
5086
5086
5079



UPPER-DECK PLATFORMS ON PIT TRACKS 3 AND 4, FOR THE REMOVAL OF RADIATORS and cooling fans by means of the 5-ton overhead crane.

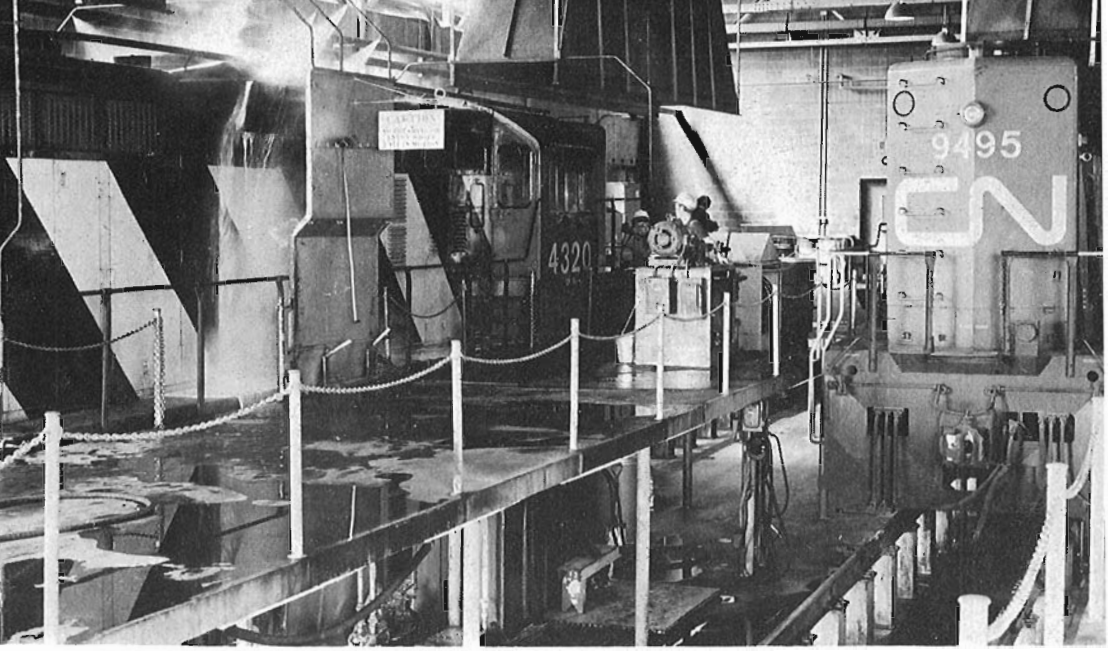
own separate head and each cylinder is a removeable liner. Moreover, the pistons are attached loosely to the connecting rods, with only a snap-ring on the inside to engage the connecting-rod carrier to pull them back down, should firing on the compression stroke fail to occur.

I was surprised when I discovered just how dirty a diesel unit can become, both inside and outside the hood. No explanation is needed now as to why so many wiping rags are used on the cleaning job.

Diesel units have one characteristic which should surprise no one and that is their thirst for oil for lubrication. One should be thankful for the comparatively low cost of operating an automobile . For example, CN's 5000-class units take about 130 gallons of crankcase oil per filling. And, of course, when the lubricating oil is changed, the used oil has to be disposed of. At Calder Shops, it was sent away for re-refining, so that little waste or pollution of the environment occurred. The variety of oils and greases used on a single diesel unit is quite remarkable, all the way from the thinnest, used in speedometers to the "frozen molasses", called TRAMO, used in the traction-motor gearboxes.

TRAMO is supplied in sealed plastic bags of about 1 pound weight each and nine bags are stuffed into one empty gearbox, plastic bag and all. The plastic, of course, is simply chewed up by the gears to form a homogenous mass with the TRAMO. No damage to the gears results.

Work on diesel units ranges from the straightforward, if heavy, sort of job to the maddeningly frustrating task. I agree that some parts just cannot be designed much better than they are now, for the space available under the hood. But it seems as though other parts have been deliberately designed to frustrate maintenance. This remark refers mostly to the locations of fastenings, usually of the



ENGINE NUMBER 4320 GOING THROUGH THE WASH RACK ON PIT TRACK 12 WITH unit Number 9495 undergoing a mileage test on Pit Track 13.

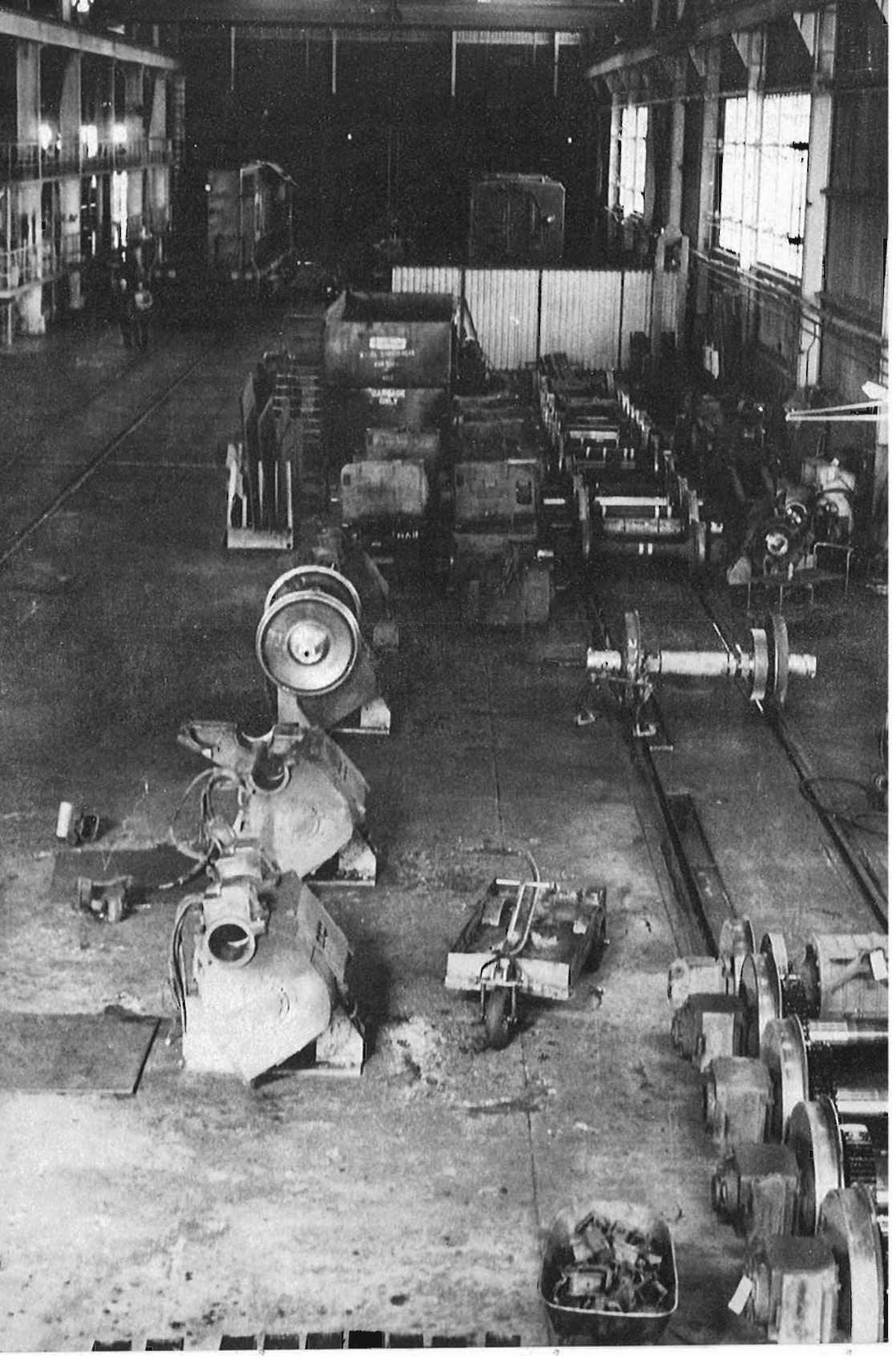
nut-and-bolt or simple cap-screw variety, which are very nearly unreachable. In some cases, as little as $\frac{1}{4}$-inch play, perhaps even less, is available for wrenches, with the result that one's patience wears thin and tempers shorten in direct proportion to the sometimes quite lengthy time required to remove or replace tightly one single screw! Usually, more than one of these brutes is encountered at the same time and all seem to have been tightened by contortionists of herculean strength!

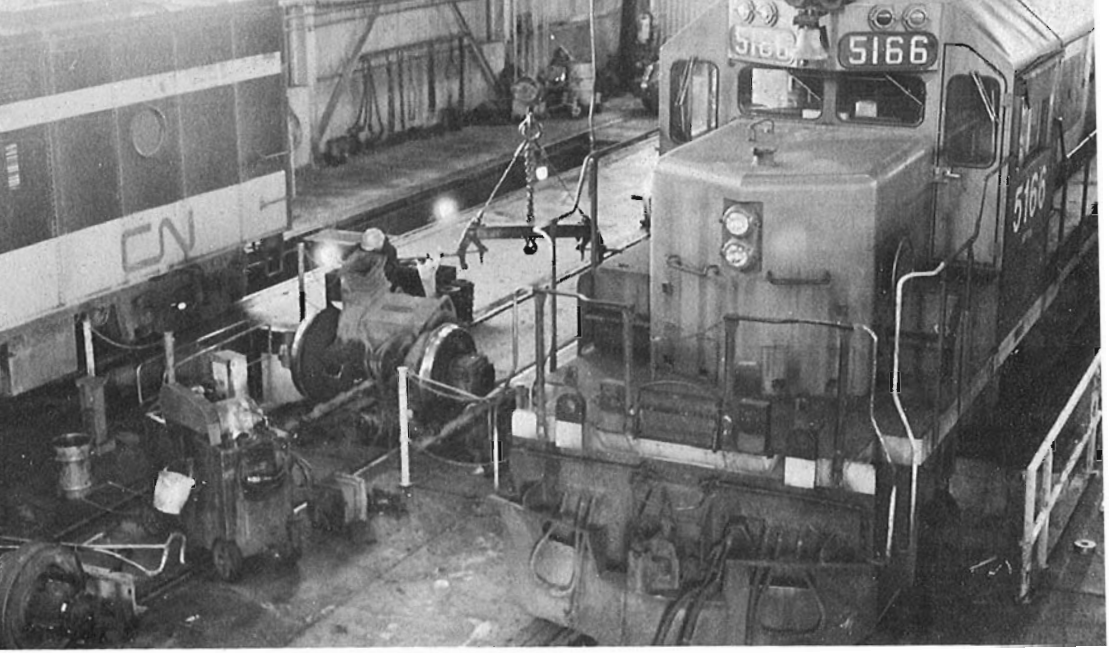
The ingenuity of the design engineer in placing these bolts or screws is equalled only by the ingenuity of the tools devised to outwit the design. I would suggest as a form of Hell on earth that the design engineers should be made to spend several months or more working on the maintenance of their own product!

A word on the Calder Shops should be added here. The diesel locomotive bays, of which there are eighteen, if I remember correctly, flank the central office and locker-room area in two groups of nine. All are dead-end. The rails in the bays are on pedestals with pits between. Above the tracks are decks at hand-rail level.

Two pits in each group of nine have upper decks for those units requiring work on the hood superstructure. One bay only is devoted to the washing of units. On the wheel floor, there are two tracks, one straight through the shop, each with its drop-pit. I spent about half my time on wheel-drops and preferred that job most. Perhaps it was because most of the heavy work was done by overhead crane. While I am not exactly a weakling, neither am I Charles Atlas and I certainly could not lift a piston-head from the deck into place in one "go",as some of the machinists did occasionally.

One thing to note about the dead-end bays is that they cannot accommodate two 5000-class units simultaneously. These units are rather longer than the 4000-class, which were the longest units in the region when Calder Shops were built.





THE WHEELS ARE REMOVED FROM UNIT NUMBER 5166 FOR TRACTION MOTOR REpair. The drop pits are on Number 1 and 2 pits.

PIT TRACKS 1 AND 2 AT CALDER SHOPS SHOWING THE 10-TON CRANE FOR LIFTing wheels and traction motors. The wheel-mounting section is in the foreground and there is a unit on the pit in the background.

On the wheel-drops, we changed wheels on all classes of diesel locomotive. The 5000-class units were by far the easiest and most straightforward to work on. This fact inspired me to begin rephrasing the old western song:

"Oh give me a home
Where the 5000s roam..."

One job which was performed on the single straight-through track and with which I was (thankfully) never involved, consisted of raising the entire unit off its trucks by means of four heavy screw-jacks, in order to permit a mechanic to crawl between the body and the trucks to replace some part. This was apparently the only way to do this worrisome job, doubly worrisome for the mechanic involved.

It is of interest to note, in the conclusion of this part of my narrative, that the entire diesel locomotive fleet at Calder Shops was built by General Motors of Canada Limited. While this situation tends to simplify maintenance procedures and was designed to do so, it was quite curious how often the stores department was short of some essential - if small - part. The unit under repair would then have to wait until the part could be ordered and received. Improvisation was not always possible.

And now, having disposed of the diesels, as such, let me move on to general reminiscences. Here are a few of the more interesting recollections that come to mind.

There is an amazine diversity of origin in the staff who work together at Calder. Apart from those born and raised in and around Edmonton, a large proportion were quite recently-arrived new Can-

adians. There was a Malayasian Chinese, an Indian from India, two Egyptians, a Lebanese, a Greek, Poles, Germans, Englishmen and Scots. There seemed to be no Irishmen or Welshmen. There was one other new Canadian from Mauritius.

Where in the world is Mauritius? I think I was the first person in Canada who had not asked him that question. To save you rushing to the atlas, Mauritius is a small island in the Indian Ocean, some hundreds of miles east of Madagascar. This new Canadian had arrived in Edmonton via British Railways and Canadian National in Montréal. He had been directed to Montréal - and had spent about a year there - because his mother tongue was French.

I worked most often with the Egyptian machinist on wheel-drops but, as helpers are assigned daily, it was not a permanent arrangement. I worked with most of the others at one time or another.

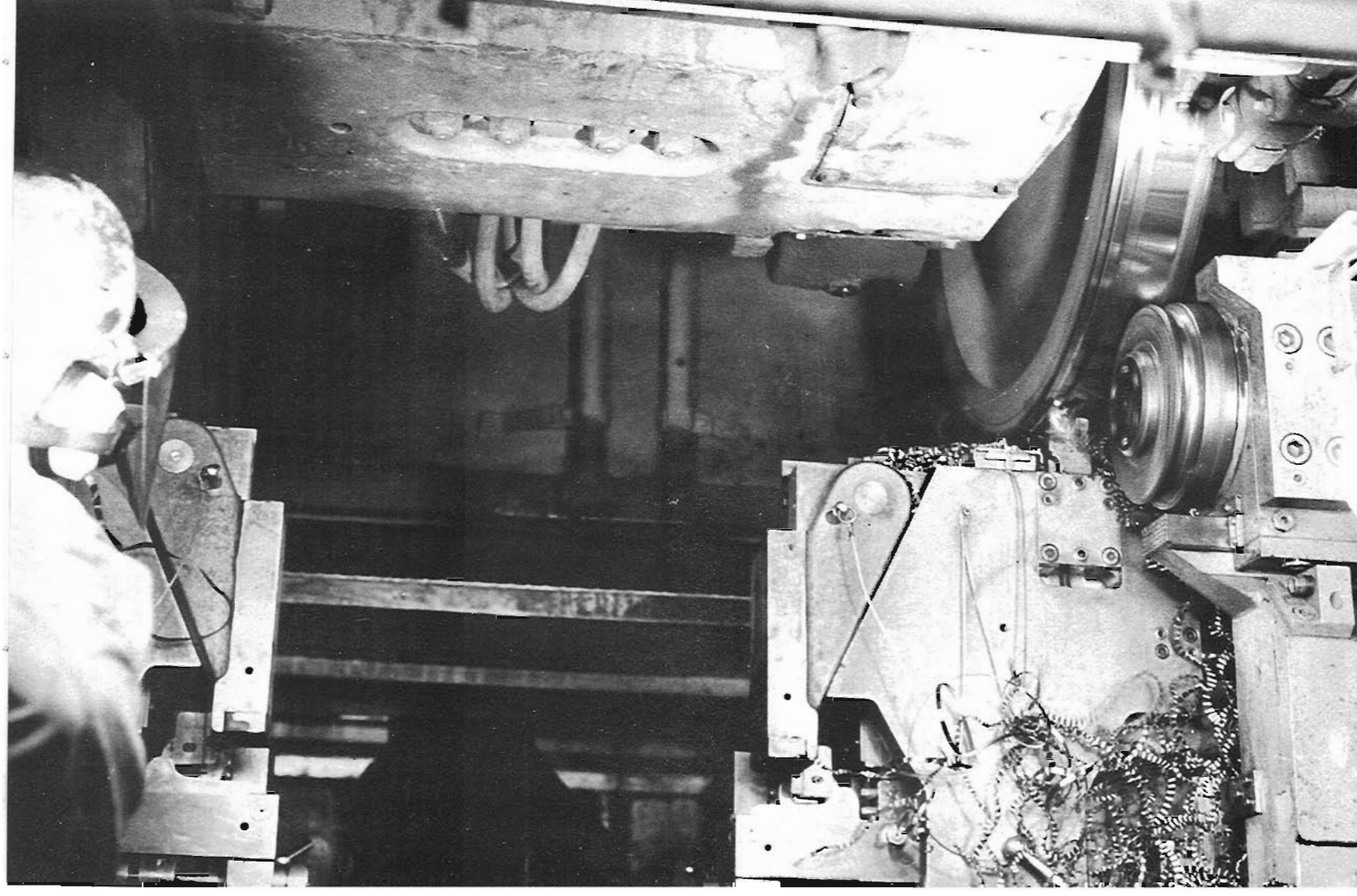
Four main trades are represented at Calder Shops. Machinists are by far the largest group, followed by electricians, pipefitters and boilermakers (welders). The electricians only had apprentices to work with them. They had no helpers. Working with various electrical voltages and frequencies requires training and caution to avoid the inherent dangers.

Canadian National apparently performscontract maintenance work on diesel units belonging to private companies, as time and manpower permit. Such "foreign" units occasionally appeared at Calder, in bright shades of yellow, pink or some equally evident colour. Looking carefully, in the proper light, it was sometimes possible to read the painted-over name of the former owner, as the lettering was usually slightly proud of the base coat of paint. The most interesting of these units was a 4-cylinder yard switcher, otherwise normal looking and apparently from the "stone-age" of the diesel. Originally, it had been lettered for the Vermont Railway!

On one occasion, the only time I spent on the air-brake control system, an entire shift was spent trying to find out why part of the controls would not work properly. I was of little help on this occasion and spent most of the time in careful observation of my machinist, assorted foremen and other machinists, all trying to locate the source of the trouble. Parts which were known to work were borrowed from other units for test purposes, amid the loud objections of the crews who were working on them. It was all to no avail until, with 30 minutes to go to the end of the shift, a very faint breath of air- you could hardly call it a flow - was detected coming from part of the gasket between the main junction block and an accessory part. On removing the accessory part, which had only recently been installed as new, it was discovered that the black sealing tape, which prevents the entry of dust and dirt while the part is in stores, had been left on by the machinist who installed the part! A simple ommission, to be sure, but three shifts in all had been spent in looking for the fault.

Calder Shops are operational 24 hours a day, 365 days per year- 366 days in leap-years. They never close. The day shift is from 0800 to 1600 hours, the afternoon shift from 1600 to 2400 hours and the night shift taking up the remaining 8-hour period. The usual work

→ TURNING WHEELS ON A HEGENSCHEIDT WHEEL-TRUEING MACHINE. ONE PAIR OF wheels can be turned in less than two hours. The operator is machinist W. Pierzchajlo.



week is five days on and two days off; the two days off vary from worker to worker. My days off were Wednesdays and Thursdays. When statutory holidays come around, it does not mean you have the day off; it means your hourly rate is increased if you work on a holiday.

In conclusion, I would like to extend my sincere thanks to Canadian National Railways and the machinists and others with whom I worked at Calder Shops, for the many kindnesses and courtesies shown me during the three- month period that I worked at Calder Shops. It was a privilege and a pleasure to have the opportunity to make the acquanitance of the men who keep the diesel units running east and west of Edmonton on Canadian National Railways.

ON THE OUTBOUND INSPECTION TRACKS THERE ARE INSPECTION PITS ADJACENT to the fuel servicing pumps. Repaired units, waiting assignments, can be seen in the background.

Cousin Chatterbox's Railway Alphabet ?

S.S. Worthen

The emergence in England of the railway in the 1830s and '40s had a profound effect on every level of society and every kind of citizen, not the least of which were the children. To satisfy their natural curiosity and to produce an item which loving parents would purchase, picture books about railways soon began to appear.

In 1854, there was published a 9 3/4-inch by 6½-inch, six-leaved (12 page) pamphlet, the pages of which were printed on one side only, the whole being bound in a yellow paper cover and titled as "Cousin Chatterbox's Railway Alphabet", on the inside of the front cover. The inside of the cover was also used for the text, thus making available eight faces, containing a pictorial title and 23 letters, at three to the printed page.

Although the title given above was printed over an illustration of the famous Britannia Tubular Bridge of the Chester & Holyhead Railway, across the Menai Strait between North Wales and the Island of Angelsey (double-track operation commenced in October 1850), the front cover of the pamphlet bore the words "Cousin Honeycomb's The Railway Alphabet" and indicated that this was one of a series of "Cousin Honeycomb's New Series of Entertaining and Original Toy Books", also known as "Cousin Honeycomb's 13 Sorts", published in London, England between 1853 and 1855 by Thomas Dean & Son, Threadneedle Street: price 6d. each.

Mr. John E.C.Palmer, Department of Printed Books, Rare Book Collections, Reference Division, The British Library, pointed out in a letter in October 1974 that, according to "Todd's Directory of Printers", Thomas Dean & Son had just removed to 31 Ludgate Hill from Threadneedle Street in October 1855. In addition, Mr. Palmer noted that the illustrator of the pamphlet, who also may have been the author of the verses, was Freeman Gage DeLaMotte (1814-1862), who was the son of William DeLaMotte (1775-1863), the landscape painter, who was a close friend of Joseph Mallory William Turner, the famous English painter.

As mentioned above, the fact that the leaves of the pamphlet were printed on one side only is noteworthy, for this clearly indicates that these pamphlets were produced especially for "dissection" and pasting in scrapbooks. It was thus that little Emma and little Willie learned their letters.

Mr. Charles E. Lee, the well-known railway historian of London, England, who has kindly provided much of the information enabling the composition of these notes, has an original copy of this children's pamphlet. Mr. Palmer notes that the Rare Books Collection of the British Library has a different edition of the pamphlet,as well as others in the "Cousin Honeycomb" series: the Army and Navy Alphabet, the Steam Boat Alphabet, the Historical Alphabet, but no copy of the sixpenny edition of the railway alphabet. The copy of the

second edition in the British Library is undated, but has the Copyright Office receipt stamp of 1 November 1855, which indicates that the pamphlet had been recently published.

In the December 1938 issue of the RAILWAY MAGAZINE, Miss Beatrice A. Lees wrote an interesting article on this unusual alphabet-pamphlet and it was this report and the subsequent postscript by Mr. Charles E. Lee, that stimulated the re-investigation of "Cousin Honeycomb's The Railway Alphabet". The author is very grateful to Messrs. Lee and Palmer and to Mr. J.N.Slater, Editor, RAILWAY MAGAZINE, for their kind cooperation and assistance.

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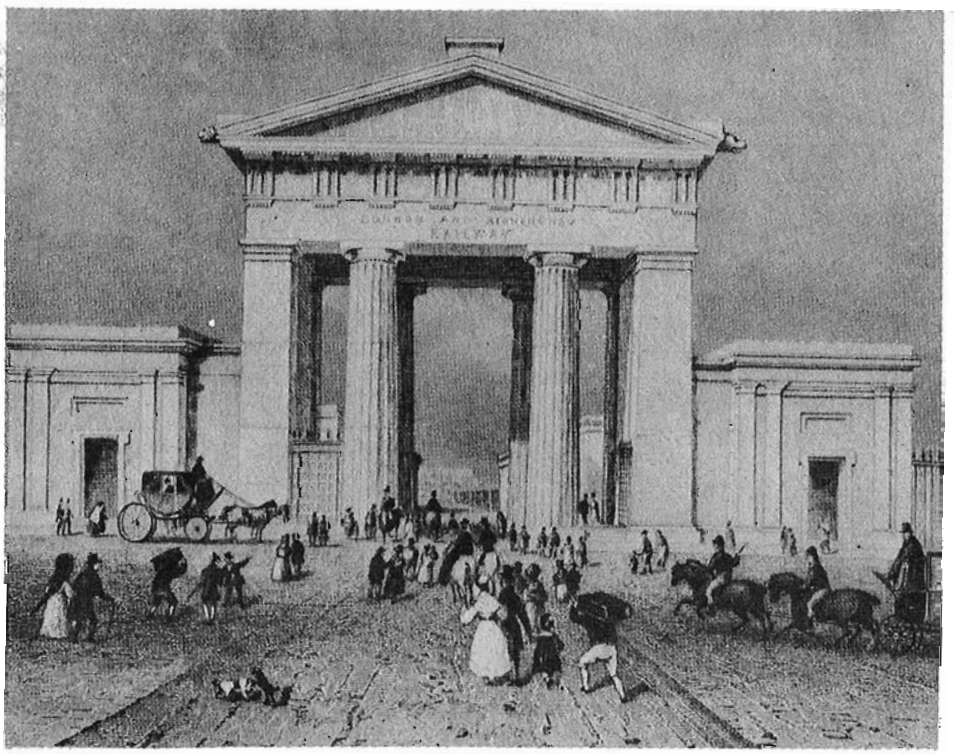
COUSIN CHATTERBOX'S RAILWAY ALPHABET

1854

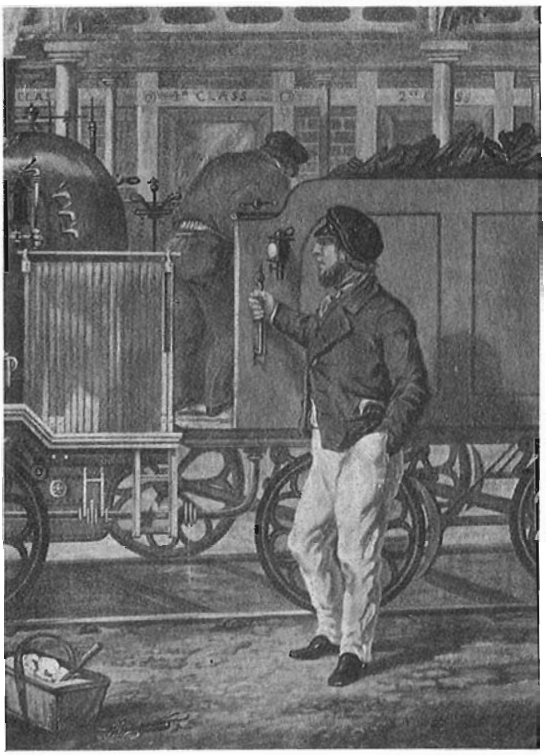
A is the ARCH, which you see when you start,
That people pass under before they depart.



B is a BUFFER, with pads so complete,
It saves you from jolts when the carriages meet.

C is the letter that stands for the CHAIN
That links all the carriages into one train.

D is the DRIVER, who drives without whip,
And keeps up the steam as he takes you a trip.



E is the ENGINE, all puff, fire and smoke,
That is fed in a day with some bushels of coke.

F is the FOG, that in winter we find
Often causes the train to be hours behind.

G is the GUARD, that sits perched up above,
And sees that no parcels or passengers move.

H is the famous HOTEL of the town,
Where gentlemen stop when by rail they come down.

I is the INDEX, which points to both ends,
And tells all the news that the telegraph sends.

J is the JOURNEY, so pleasant to take,
By which all their money the Company makes.

K is the KEEPER, who fastens the doors,
To keep safe with keys all goods and all stores.

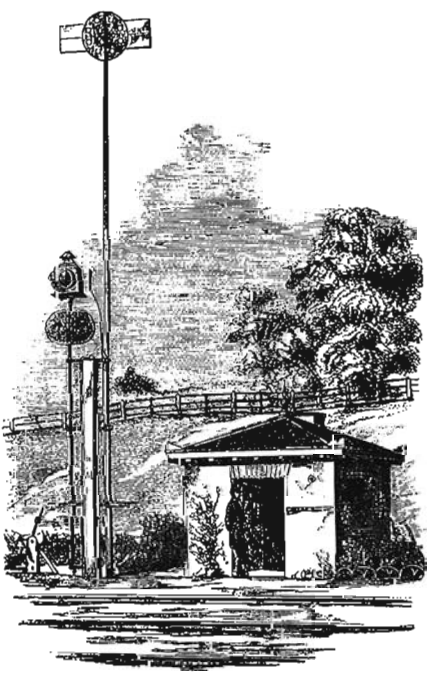
L is the LANTERN policemen thrust out,
And ask you to show what your ticket's about.

M is the MILE-MARK, that never is wrong,
And shows us how quickly the train goes along.

N is the NAVIGATOR, with pickaxe and spade,
Who works very hard 'till a railway is made.

O is the OFFICE, with book-keepers strange,
Who give up the tickets for cash in exchange.

P is the careful POLICEMAN, who stands,
To guard us from danger, with flag in his hands.

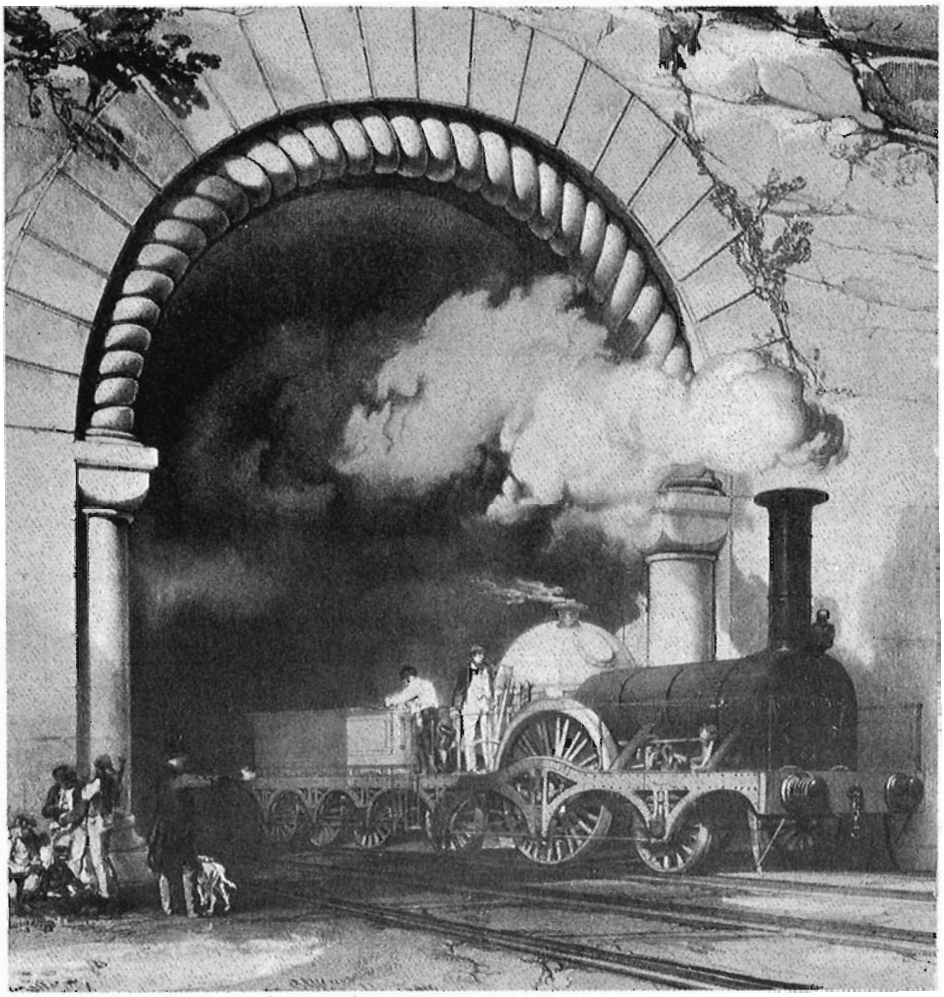


Q is the QUEEN, who oft goes by the train,
And Windsor receives her at home once again.

R is the RAIL, which for miles is laid down,
And takes you, by steam, such a long way from town.

S is the STATION, with bustle and din,
Where some folks get out, and others get in.

T is the TUNNEL, that's under the ground,
Here the whistle is heard with a very long sound.



U is the URCHIN, so simple and small,
Who cannot make out how the train goes at all.

V is the VIADUCT crossing the road,
Where the river beneath is oft overflowed.

W is the WHISTLE that often we hear,
When a tunnel is nigh, or a station is near.

X is the train that is called the X-PRESS,
Which travels a mile in a minute or less.

Y is YOURSELF, coming home from the school,
Where lessons are all said according to rule.

Z is the last of the letters we take,
Showing the ZIGZAGS the lines often make.

- - - - - - - -

Explanatory Notes.

The ARCH, used to illustrate the letter "A", was Phillip Hardwick's famous Doric arch at Euston Station, London, of the London & Birmingham Railway, opened in September 1838.

The GUARD, a "hold-over" from the days of coaching in England, kept his traditional place atop the coach or carriage for some years, before being relocated to a compartment in the carriage. In North America, he became the conductor in the first decade of operation of public railways.

The INDEX probably refers to the needle on the face of the early telegraph instruments, the position and fluctuation of which was related to letters of the alphabet, thus enabling the transmission of messages. This system of message transmission was a derivative of the semaphore system of message transmission, developed in England during the Napoleonic Wars at the beginning of the Nineteenth Century.

The KEEPER later became the station porter, whose duty it was to close and fasten the doors of passenger and goods vehicles, as well as those of the goods sheds and the station.

The LANTERN may have been thrust out by the policeman originally, but the ticket inspector (perhaps the policeman in disguise) carried out this function in later years.

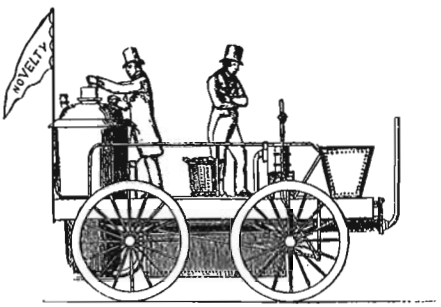
When the era of frantic railway construction in England came to an end, the NAVIGATOR often became a plate-layer, later a ganger, while, in North America, he was called a section-man.

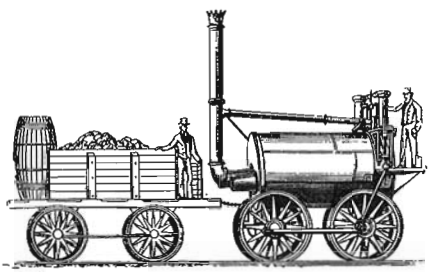
The railway POLICEMAN originally was a kind of signal-man, who in-

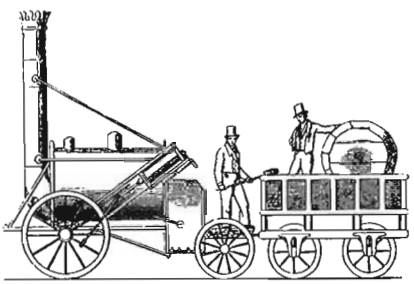
deed did carry a flag or lantern to indicate to the driver or engineer that the line ahead was clear or blocked by another train. This important functionary was afterwards translated to a signal-box, sometimes elevated, and provided with levers to work the signals. His alter-ego remained at track level and became a pointsman, or switch-tender in North America.

The use of URCHIN and X-PRESS in the alphabetical sequence seems to be a little strained, but critics are invited to discover suitable replacements.

The explanation for ZIGZAGS is utterly mysterious and cannot be determined, unless it is a simplistic description of the patterns formed by the railway tracks at junctions, stations or goods (freight) yards.







'Why, the Prince is on the Engine!'

John Beswarick Thompson

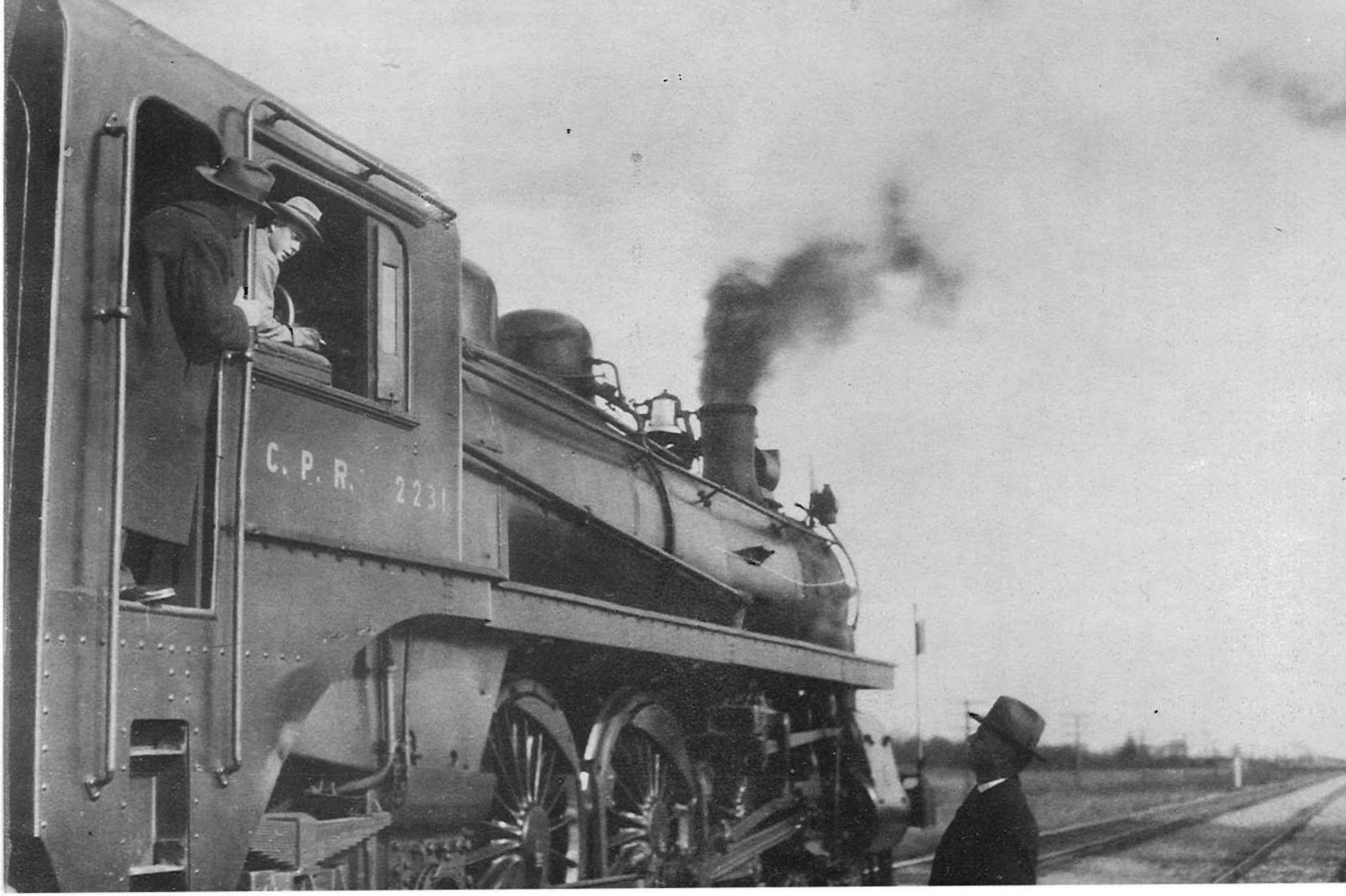
'Prince of Wales Drives Own Train on way to Ottawa," shouted a headline in the Montreal Gazette of 6 November 1919: "Heir Enjoyed Himself as Engine Driver."

The news story was one of the last to be written about the 11-week tour of Canada, by Edward, the 25-year-old Prince of Wales. Since August 1919, the young heir to the British throne had travelled across Canada and, among other things, had laid the cornerstone of the new Peace Tower of the Parliament Buildings in Ottawa, bought a ranch in Alberta and shaken the hands and warmed the hearts of thousands of Canadians.

The first week of November was his last week in Canada in 1919; before leaving, he climbed into the cab of Canadian Pacific Railway locomotive Number 2231 and piloted the "Royal Train" himself.

The Gazette reported:

> The Prince of Wales, who has been many things in Canada-- Indian chief, cowpuncher and baseball pitcher-- in turn today became an engine driver. When the train stopped at a siding near Colborne on the way to Ottawa (from Toronto), he mounted into the cab and drove his own train eighteen miles. He started gingerly, but soon the pace mounted merrily and the train bowled along at a speed that would be a credit to a professional. In this manner the train ran into the little station of Flavelle, where the usual crowd was gathered. The crowd was waiting with eager eyes at the rear of the train, expecting the Prince to appear, when suddenly an astonished woman cried, "Why, the Prince is on the engine!"
>
> All the crowd turned to see H.R.H. hanging out of the window waving his hat and enjoying both their astonishment and his own achievement. The reason for stopping near Colborne was a charming informal ceremony, in which H.R.H. thanked the whole staff of "this wonderful train before it breaks up at Ottawa," to use the Prince's own words.
>
> In a siding in a lonely countryside, the Prince stood by the carriage, which had been his home for two months, and shook hands with each member of the train crew. Chefs in white overalls, photographers with cameras with which they presently meant to shoot the scene, engineers in jeans and peaked caps, negro porters, waiters -- every man on the splendid Canadian Pacific Railway train -- was personally thanked by the Prince.


C. P. R. 2231

In a short speech he praised the work they had done and the great efficiency they had shown. He promised each one a signed photo of himself as a memento of the time all had spent together. It was then that he went to the engine, and mounted the cab. After having the mechanism explained to him, he expressed a desire to act as a driver, and so he ran the train.

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Visitors to the Association's Canadian Railway Museum at Saint Constant, Québec, are usually greatly impressed by Canadian Pacific Railway steam locomotive Number 2850, the "Royal Hudson" that headed the Royal Train in 1939.

Seldom do they notice, standing in relative obscurity in Shed Number 2, C.P.R. "pacific" type 4-6-2 Number 2231, the engine which the Prince of Wales so enjoyed driving coming down from Toronto to Ottawa on that autumn day 55 years ago.

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, *W. Cashman*

March 1976

WAYBILLS

THE GOVERNMENT OF MANITOBA AND CANADIAN NATIONAL RAILWAYS JOINTLY announced on December 12, 1975, that the CN's transportation training centre at Gimli, Manitoba, would be expanded at a cost of $ 3 million. The Gimli centre, the only one of its kind in Canada, was established by CN's system transportation group in 1972 to train locomotive engineers. Less than a year later, it became a full-fledged training centre for the railway industry and started courses for railway dispatchers and operating officers.

Detailed plans for the new buildings will be prepared by the Department of Public Works of Manitoba and tenders for the work will be called in the spring of 1976. A building to house a second locomotive training simulator is to be ready by October 1976, while the balance of the new facilities will be completed by July 1977.

Under terms of the new agreement between Manitoba and Canadian National, the railway will pay for the facilities and services on a monthly lease basis. The agreement is for 15 years, with two five-year renewal options. The buildings will remain the property of Manitoba and will include the simulator-classroom building, a new two-storey quadrangle domitory with 150 rooms and an inner courtyard and a new assembly-recreational hall. An office-classroom building will be retained in its present form.

CHANGES IN CANADIAN NATIONAL RAILWAYS' MANAGEMENT STRUCTURE, DESIGNed to improve efficiency and profitability of the company and effective January 1, 1976, were announced December 19 1975 by Board Chairman Pierre Taschereau, Q.C. and R.A.Bandeen, Ph.D., President and Chief Executive Officer. Board approval was given December 8.

Two corporate vice-presidents, W.D.Piggott and J.H.Spicer, will assist Dr. Bandeen in areas of policy development, administration and planning. Mr. J.H.Richer has been appointed senior vice-president assigned to special duties.

The five subsidiary divisions will be CN Rail, CN Trucking and Express, CN Telecommunications, Grand Trunk Corporation (for CN operations in the United States) and CN Passenger Services-CN Hotels-CN Tower.

The division heads, each fully accountable and responsible for the actions of his division will be: Rad Latimer, Vice-President and Senior Executive Officer, CN Rail; Yvon Masse, Vice-President, CN Trucking and Express; J.H.Burdakin, President, Grand Trunk Corporation, and A.J.Kuhr, General Manager, CN Telecommunications.Appointment of a vice-president responsible for CN Passenger Services - CN Hotels-CN Tower will be made at a later date.

Mr. Latimer has been CN's vice-president of marketing since 1974. Mr. Masse has been Vice-President of Management Services for CN during the past year. Mr. Burdakin joined the Grand Trunk from Penn Central in 1971. Mr. Kuhr joined CN in 1936 and has spent his entire Canadian National career in the telecommunications field.

AT THE END OF 1975, CANADIAN NATIONAL RAILWAYS ADVISED ITS COMMUTER customers that it intended to raise commuter fares early in 1976 on its Montréal/Deux Montagnes and Montréal/ St-Hilaire East lines by about 25%. This decision was necessitated because of 1975 losses of $ 6.3 million on the Montréal/Cartierville/ Deux Montagnes line, projected to reach $ 10.9 million in 1980. The opening of the last section of Autoroute 13 in 1975-76 and the extension of METRO Line 2 in 1980 will attract a considerable number of commuters now travelling by train.

ON JULY 1, 1975, BEAUTIFUL BRITISH COLUMBIA EXHIBITED FOR THE FIRST time the "British Columbia Museum Train, both a vehicle for travelling exhibits and a major restoration of historic rolling stock", at Central Park in Burnaby, British Columbia. Dave Davies, Pacific Coast Branch member resident in Burnaby, suddenly realized that the train was only one mile from his house and hurriedly trotted out the trusty camera to make the photographic record which is presented herewith. Dave said," The British Columbia Museum Train is a superb illustration of railway history and I am full of praise for it".

The mainland motive power for the Museum Train is, as you might have guessed, ex-Canadian Pacific Railway Number 3716, a 2-8-0 built by MLW, Montréal, in October 1912, B/N 51628. Under her new ownership, she is decorated in much the same manner as her sister, Number 2860, but the former is named "Port Coquitlam", in honour of the city where she was planned to be exhibited back in April 1966. Behind the locomotive tender is a tank car for extra water capacity, fitted with a steam-driven pump and designated as belonging to the "Provincial Museum".

Next in the train - after the tank car - is a flat car on which is mounted a donkey logging engine with a winch and winding drum - a "spool donkey" of 1896. It operates by steam from Number 3716 when the train is being displayed and it is on loan from the British Columbia Forest Museum of Duncan, Vancouver Island, B.C. The spool donkey is named "Chemainus River".

The "Caycuse River", next in the consist of the Museum Train, is a 1912 Climax geared engine which used to belong to the Shawnigan Lake Lumber Company. Mr. Granger Taylor found the Climax in the bush in 1970 - she was last used in 1927. Purchased by the British Columbia government in 1974, she was restored by BC Forest Products and operates by steam from Number 3716. The Climax's rear trucks are raised about 1 inch above the track on the flat car on which she rests, so that the pistons, jack shaft and main rod can all work, while the engine stands still.

There follows a more or less standard boxcar which houses such things as tools, stores and a motor-generator set. This car is not named.

"Skeena River" and "Kootenay River" are two exhibit cars, converted from two CPR daycoaches. These cars contain dioramas, models, photographic exhibits and many other kinds of railway memorabilia. The reporting marks on these and other cars seem to be BCPM: British Columbia Provincial Museum, the train being administered by this body, while being part of the Department of Recreation and Conservation of British Columbia.

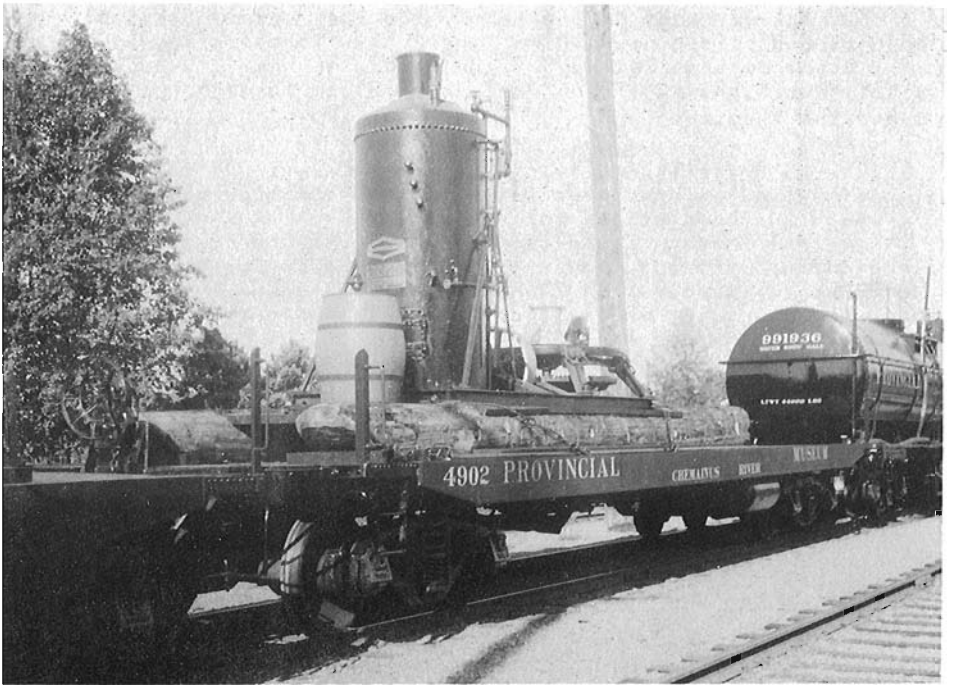
The third renovated coach, named "Cowichan River", is half information centre and half movie theatre; the proportions are closer to 3/8:5/8. In the theatre portion, specially produced films are shown, the basic theme being STEAM POWER AND BRITISH COLUMBIA: 1830s to the 1950s.

As you might have guessed, the last car in the train is an open rear-platform private car, once the "Northern Summit" of the Pacific Great Eastern Railway of the 1960s. Now named "Peace River", this car houses the staff who process visitors through the display cars and the theatre.

As described below, the stand-by power and the only power that can be used on Vancouver Island is ex-Macmillan Bloedel Number 1077, which has been stored for some years.

The "Museum Train" moved north over the British Columbia Railway during July and August 1975, stopping at Quesnel on 18 July. It returned to Vancouver on 20 August and was taken by car-barge to Nanaimo on 26 August, where it began the Island portion of its tour.

The "Museum Train" project manager was Robert E. Swanson, a Director of the BCOL and the whole affair was under the general jurisdiction of R. Yorke Edwards, Director, and Daniel T. Gallacher, Curator of Modern History of the British Columbia Provincial Museum. Mr. Robert Turner is Temporary Historical Curator for the Museum Train at the Provincial Museum, Victoria.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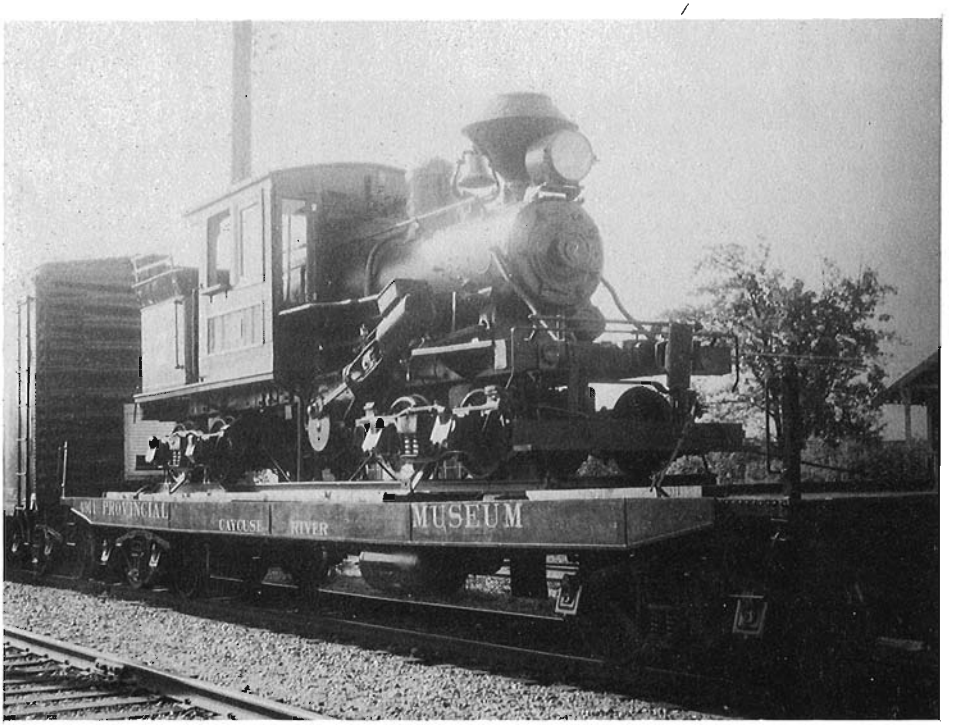
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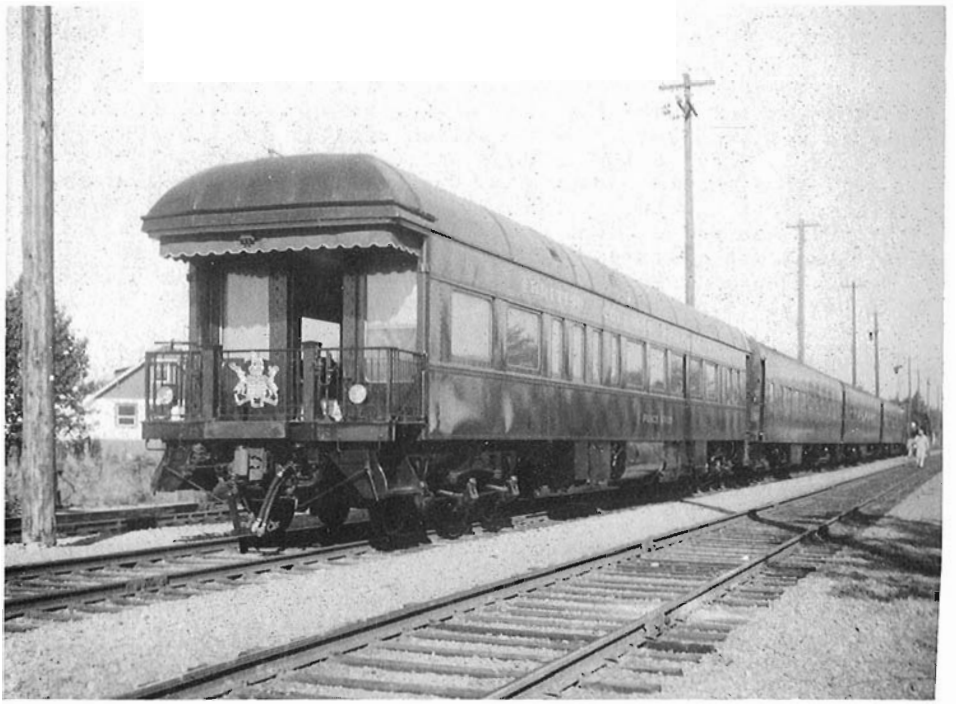
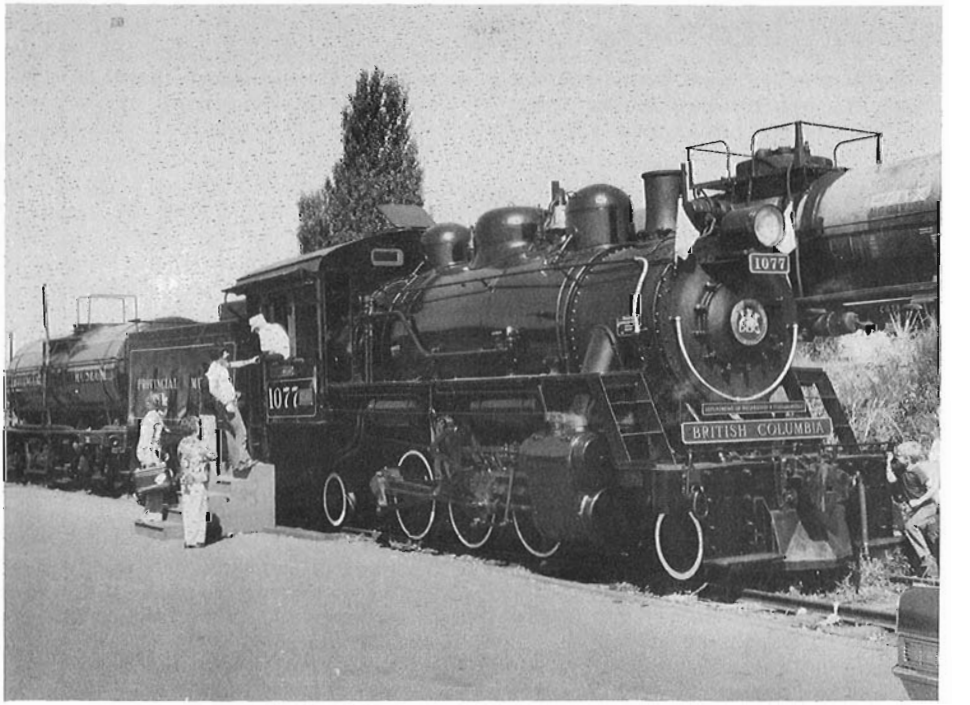



1077
BRITISH COLUMBIA
1077

LAST STOP IN 1975 FOR BRITISH COLUMBIA'S MUSEUM TRAIN WAS VANCOUVER Island, reported John Hoffmeister of Victoria. While British Columbia Number 3716 was the power on the mainland, she was too heavy for some of the bridges on the Island and therefore was replaced by ex-Macmillan Bloedel 2-6-2 Number 1077, held since 1969 at Nanaimo River Camp, where she was last in service.

For the tour over the Esquimalt and Nanaimo Division of CP RAIL to Port Alberni, Parksville, Nanaimo, Duncan and Victoria, Number 1077 was named "Herb Hawkins" in honour of the octogenarian boiler-maker who restored the locomotive to active service to power the 8-car Museum Train on the Island. The 2-6-2 is also identified on the tender as belonging to the Provincial Museum.

FROM CAPE BRETON ISLAND, NOVA SCOTIA, BARRIE MACLEOD WRITES THAT THE Cape Breton Steam Railway did not complete its fall (1975) schedule because of a work stoppage by Devco Railway crews. The CBSR carried about 2000 more passengers in 1975 than in 1974. The autumn run to Iona-Grand Narrows, says Barrie, was not as well patronized as last year. The weather was terrible, with gale force winds and Torrential rains.

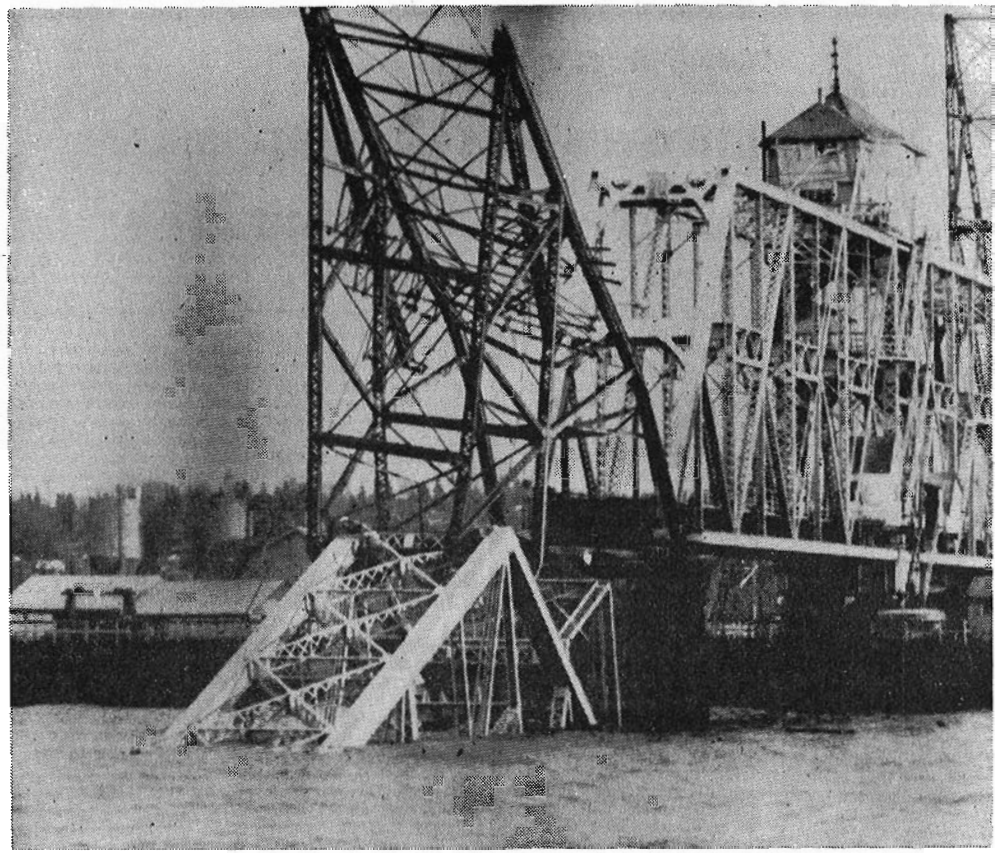
The application by Canadian National Railways to abandon the 55.6-mile Inverness S/D has stimulated the CBSR to consider the idea of operating tourist trains on that branch. However, only part of the S/D could be used, as a total round trip of 120-130 miles is quite out of the question for a one-day excursion.

Meanwhile, Barry reports that Devco Railway is alternating units Numbers 214-215 with Numbers 200-201-202 on the Sydney Mines to Sydney coal train operation. It is this haul, which uses CN rails, that Devco is considering replacing by highway trucks. Devco Railway unit Number 207, which was severely damaged in the summer of '75, is being repaired at Sydney.

Canadian National Railways has converted some of their RS 10 3800-series units to six-axle units, such as (old) Number 3854, which is now Number 1754. Some of these newly converted units are in use on the Inverness S/D.

WHILE ON HOLIDAY IN WINNIPEG, MANITOBA, BARRY BIGLOW SENT US A PICture from the "Free Press" showing the collapsed span of the swing-bridge over the Fraser River at New Westminster, B.C. On Friday, December 26, 1975, an empty logging barge broke free of its moorings in New Westminster harbour and, blown upstream against the current by strong winds, it rammed the approach span to the swing bridge with the result shown. The bridge is owned by the Department of Public Works-Canada and is used by CN. Just recently, the CN's Technical Research Centre and Engineering Department finished checking the bridge with strain gauges to certify it for use by the railway's latest unit trains.

Barry also noted that CN was constructing a new run-around facility at Symington Yard, which would be in service in 1976. Also noted at Symington was Duluth, Winnipeg & Pacific Railroad MR 18-a Number 3405, freshly painted in an attractive red, white and blue colour combination for the United States Bicentennial in 1976. Final striping on the unit was to be done at West Virginia, Minnesota, apparently.



UNITED RAILWAY SUPPLY HAS OVERHAULED FORMER CANADIAN NATIONAL S-2 Number 8122 for Price Brothers Limited of Kenogami, Québec as their Number 1. To be used for switching and interchange work, the unit was photographed by Pierre Patenaude on 10 June 1975.

IN TRANSIT FROM GE-ERIE TO THE MAINE CENTRAL RAILROAD, THE FIRST TWO of an order for 10 U-18-B model units stopped over at CP RAIL's St-Luc Yard, Montréal on 29 June 1975. These units were taken dead in CP RAIL's Newport/Lvndonville S/Ds and delivered to the Maine Central at St. Johnsbury, Vermont. Thanks to Pierre for the photograph.

THROUGH THE COOPERATION OF THE PHOTOGRAPHS SECTION OF THE PUBLIC ARchives of Canada, we are able to present to our members this picture of Canada Atlantic Railway 0-6-0 Number 1. No details are available about the date, location or identities of the various employees in the photograph.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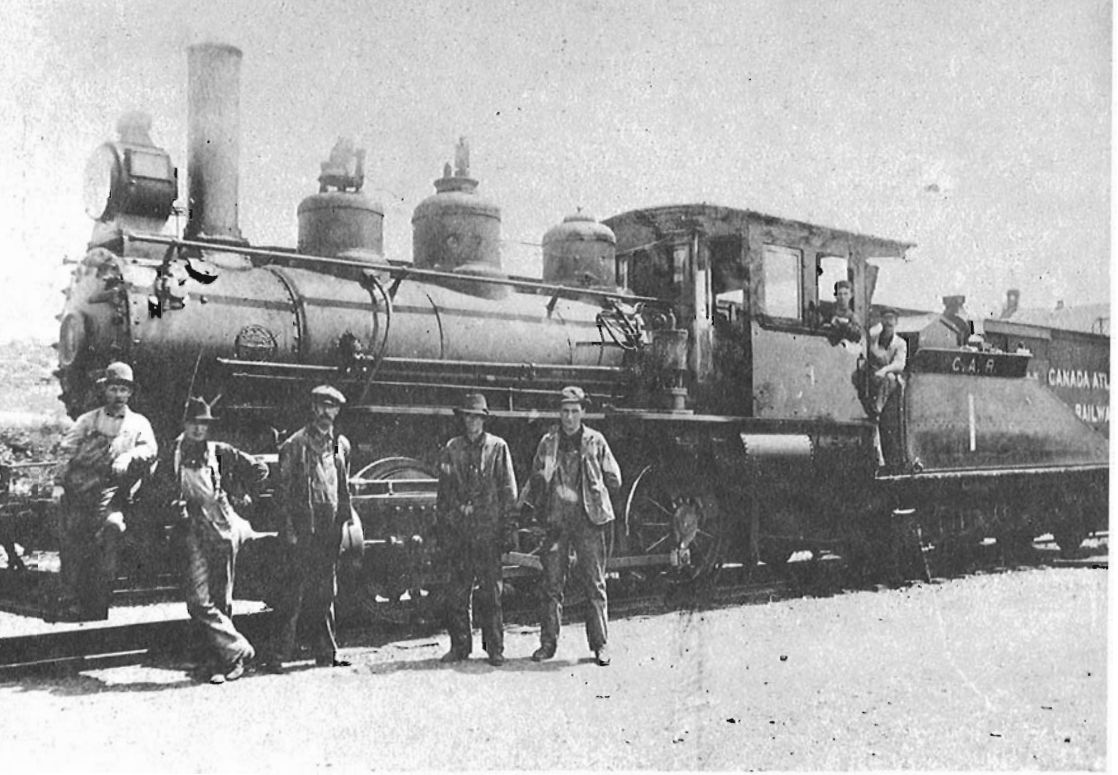
PRICE


401
401
HANNAH WESTON



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CALGARY & SOUTH WESTERN
L.M.Unwin, Secretary 1727 23rd. Avenue N.W. Calgary, Alta. T2M 1V6

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Association Representatives

AUSTRALIA	G.L.Coop	68 Mount Pleasant Road	Elthom 3095	Victoria
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