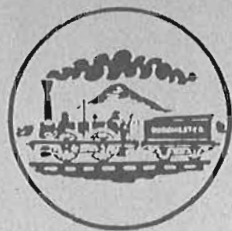
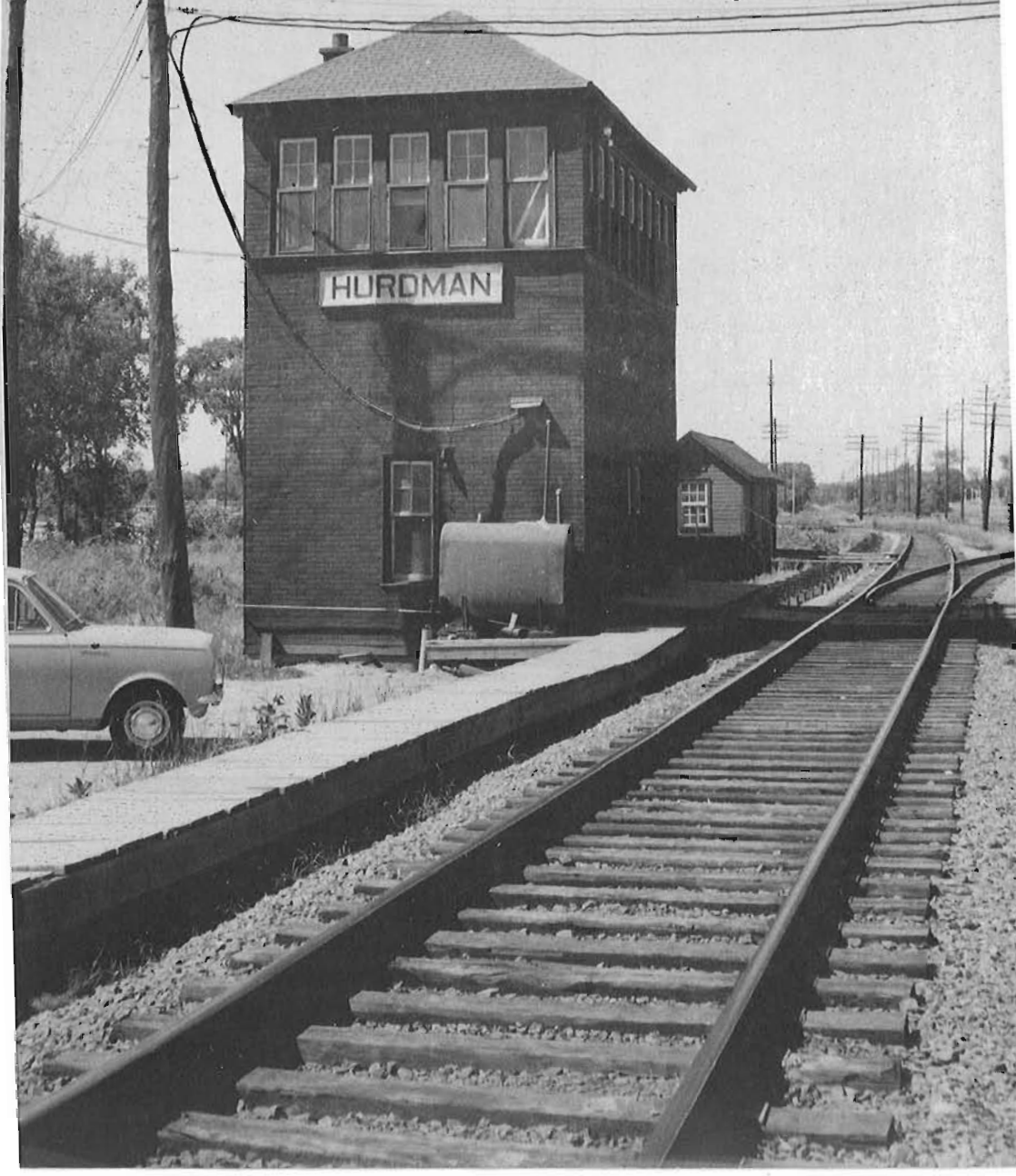
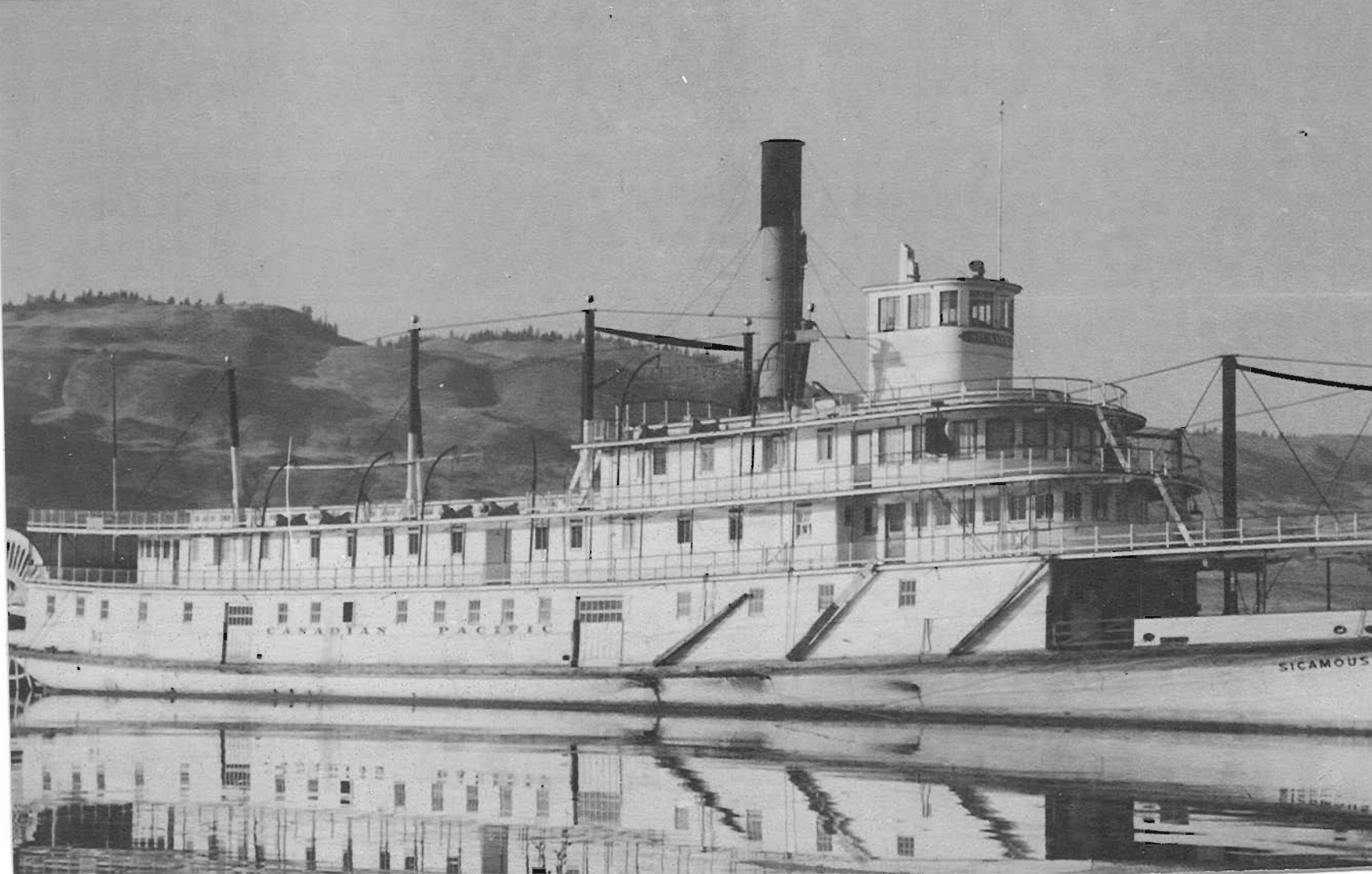


Canadian Rail



No. 291
April 1976





TRAINS TO THE OKANAGAN

Jim Hope

Pictures by the Author,
unless otherwise noted.

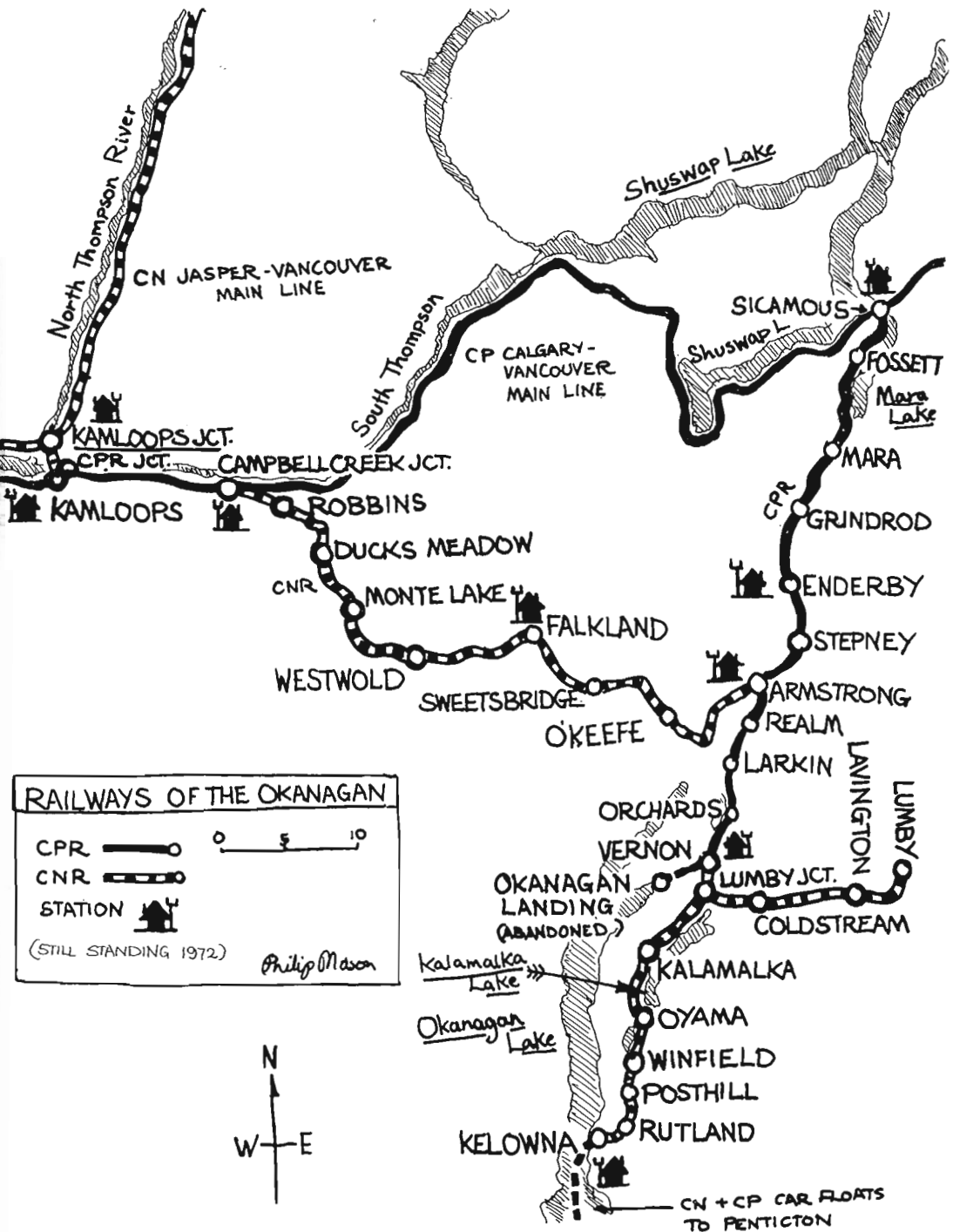
The Okanagan Valley of south-central British Columbia has long been known for its temperate winter climate and the almost-tropical heat of its summers, equalling and sometimes exceeding anything attained in Florida or California, in the southern latitudes of the United States. Even today, you can grow almost all kinds of fruit in the Okanagan, provided you irrigate. The sides of the valley which rise precipitously from Okanagan Lake are dry and dusty. But if you have a source of water, you can grow vegetables and fruit, especially the latter, in quantities that will make you richer than the moguls who owned the copper mines at Grand Forks, Eholt and Princeton on the former Kettle Valley Railway.

The first railway to be built from the main line of the Canadian Pacific to the north end of Okanagan Lake was the Shuswap and Okanagan Railway, which was chartered in 1886. It was completed from Sicamous, on Shuswap Lake, through Armstrong and Vernon to Okanagan Landing, British Columbia, in June 1893 and, 22 years later, was leased for 999 years to the Canadian Pacific Railway Company from July 1, 1915.




It is probable that, from its beginning, the Shuswap and Okanagan was worked by the Canadian Pacific and therefore never owned any motive power or rolling stock. At least, no photographs showing

ONE OF THE STERNWHEEL STEAMBOATS WHICH PUSHED THE CAR-BARGES ON OKANAGAN Lake, the S.S. SICAMOUS, at the dock at Okanagan Landing, B.C., in July 1941. The S.S. SICAMOUS was launched on May 26, 1914, at Okanagan Landing, her hull having been prefabricated by the Western Dry Dock Company of Port Arthur, Ontario. She was converted to cargo in 1930 and withdrawn from service in 1949. She was sold to the City of Penticton, B.C. in 1949 for conversion to a museum.

TIME WAS WHEN THE TOWER AT HURDMAN CONTROLLED THE TRAFFIC ON THE CANADIAN Pacific Railway's main line to the joint trackage of the Union Station, Ottawa, from Montréal, as well as the occasional train on the New York Central's branch from Massena, New York and the sparse traffic on the Sussex Street S/D. Philip Mason took this picture on July 30, 1966. Hurdman was obliterated when service to Union Station was terminated and the new Ottawa Station built.



RAILWAYS OF THE OKANAGAN

- CPR  0 5 10
- CNR 
- STATION 

(STILL STANDING 1972)

Philip Mason



CN + CP CAR FLOATS TO PENTICTON

engines and cars lettered "Shuswap and Okanagan Railway" have turned up.

The Shuswap & Okanagan left the CPR's main line at Sicamous on Shuswap Lake, 44.2 miles west of Revelstoke and 84.1 miles east of Kamloops, British Columbia. The line followed the west shore of Mara Lake to its south end, where the valley opened out at the hamlets of Mara and Grindrod into beautiful farming country, which continued on through Enderby and Armstrong to Vernon. South of Vernon, the valley was drier and irrigation was and is needed. The extension of the railway south of Vernon, through real orchard country, followed beautiful Kalamalka Lake, its name being taken from the Shuswap Indian phrase meaning "Lake of Many Colours". This is, in fact, very true, as on bright days especially, the lake reflects many different shades of blue and green.

At the end of Kalamalka Lake, the line crossed the isthmus at Oyama and followed the length of Wood Lake on the east side, then past Dog Lake to Rutland and into Kelowna.

The area around Armstrong and Enderby is today noted for its fine mixed farming. A considerable amount of wheat is grown here, as well as other grains, fruit, vegetables and live-stock. In the early years of the development of this part of the Okanagan region, carload after carload of celery and lettuce was shipped from Armstrong. This small city also hosts each September the Interior Provincial Exhibition, which is the largest show of its kind in British Columbia, Vancouver's Pacific National Exhibition notwithstanding!

Southwest from Vernon, the S&O built a three-mile spur to Okanagan Landing on the lake, where passengers and LCL freight and express were transferred to the sternwheel steamboat for the remainder of the journey down Okanagan Lake to Kelowna, about 33 miles, and to the landings along the west shore of the lake, the run terminating at Penticton, later the headquarters of the Kettle Valley Railway.

Carloads of freight and empty box and refrigerator cars were ferried down the lake on car-barges, at first pushed by the stern-wheelers and later by steam and diesel-powered tugboats.

Canadian National Railways completed their branch into the Okanagan region in 1925. The original portion of the branch from the

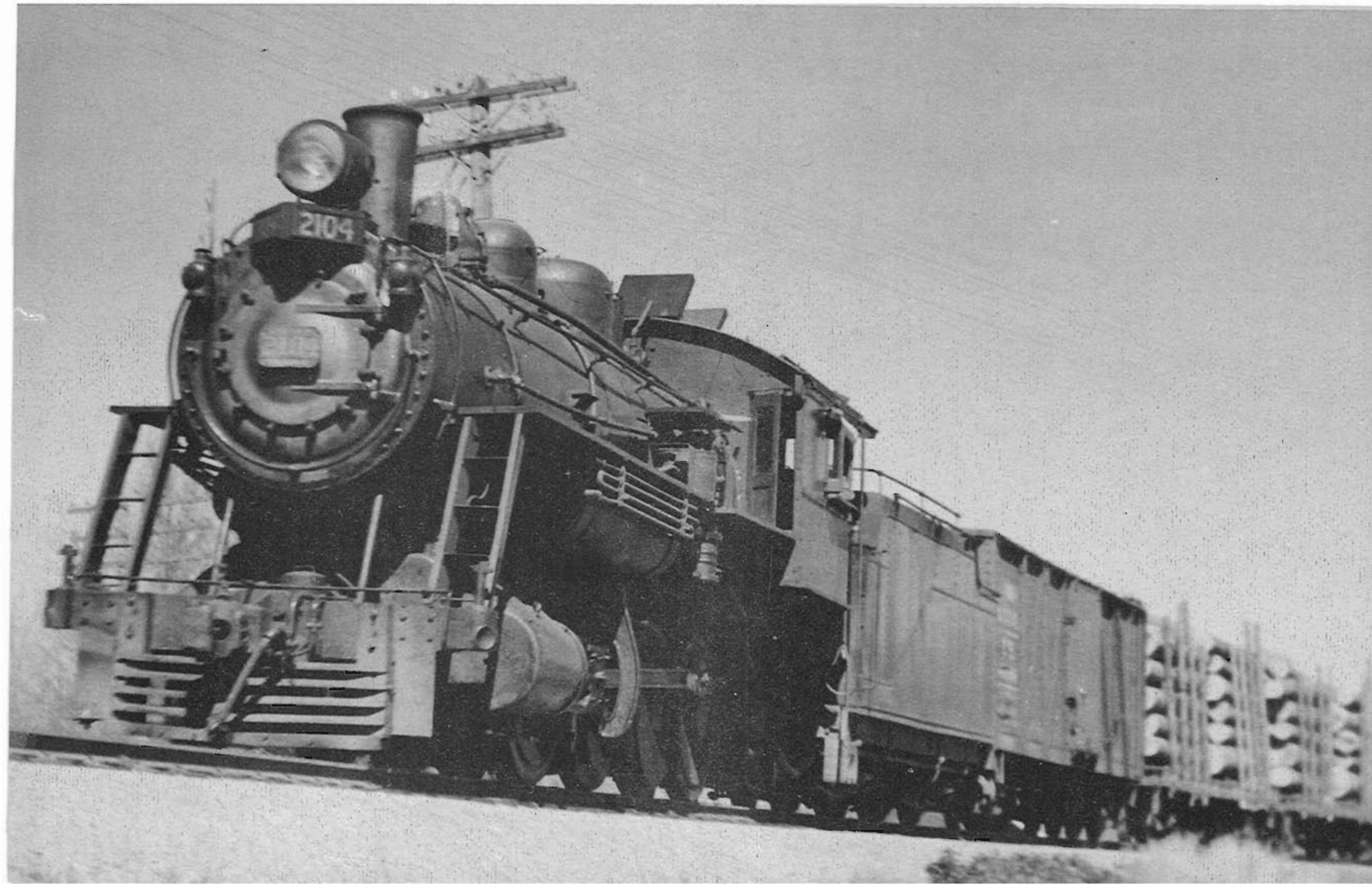
ON A WARM, SUNNY DAY, MARCH 27, 1947, THE CANADIAN PACIFIC RAILWAY'S work Extra 5771 was working about 1 mile south of Armstrong, British Columbia, dumping a little fill on an embankment which needed it.

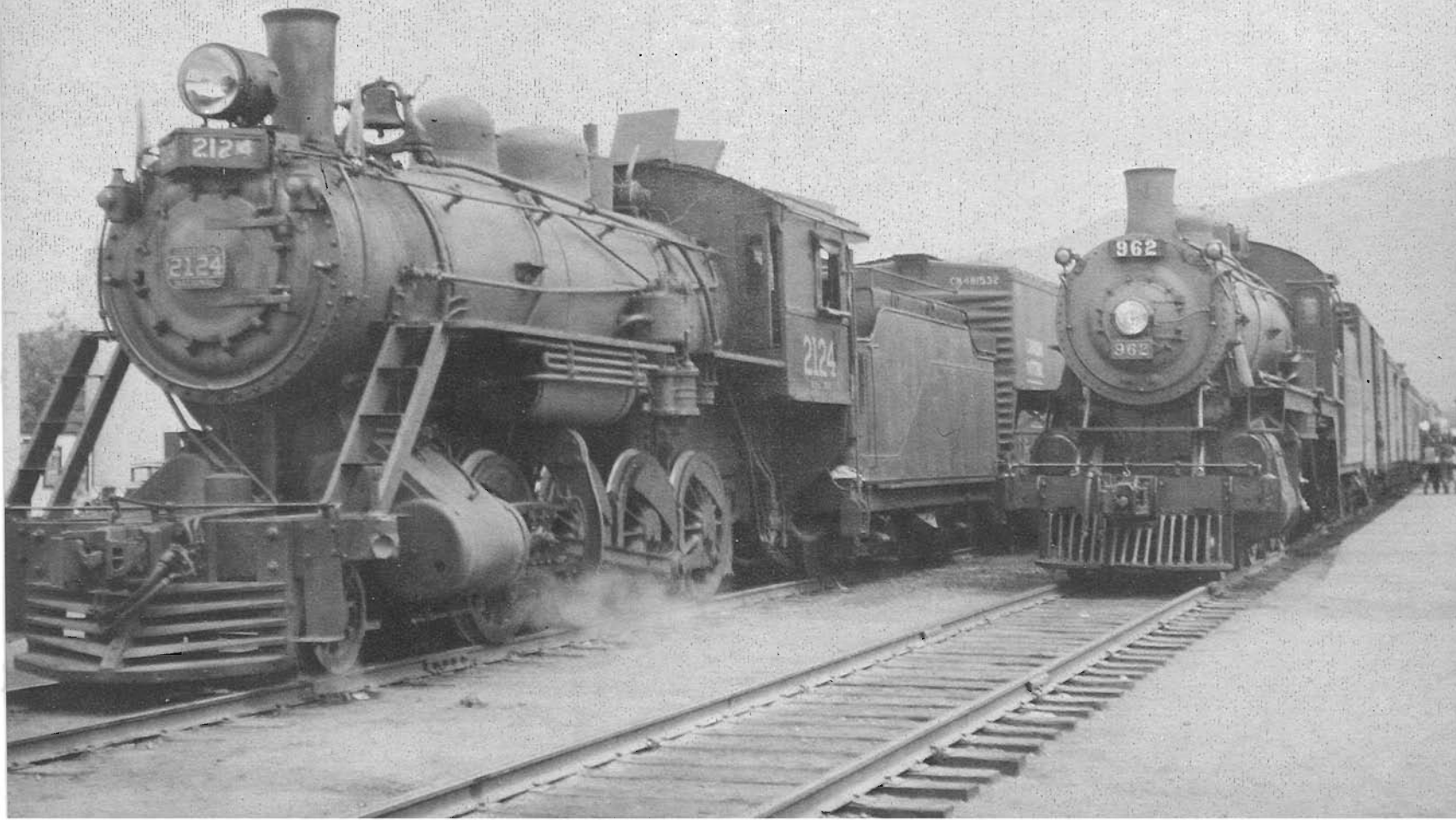
THE CANADIAN NATIONAL RAILWAYS' WAYFREIGHT RATTLED NORTH OVER THE CP Okanagan Sub on February 25, 1943. The engine was Number 2104, an M-3-a class consolidation. The consist included several cars of "forest products".

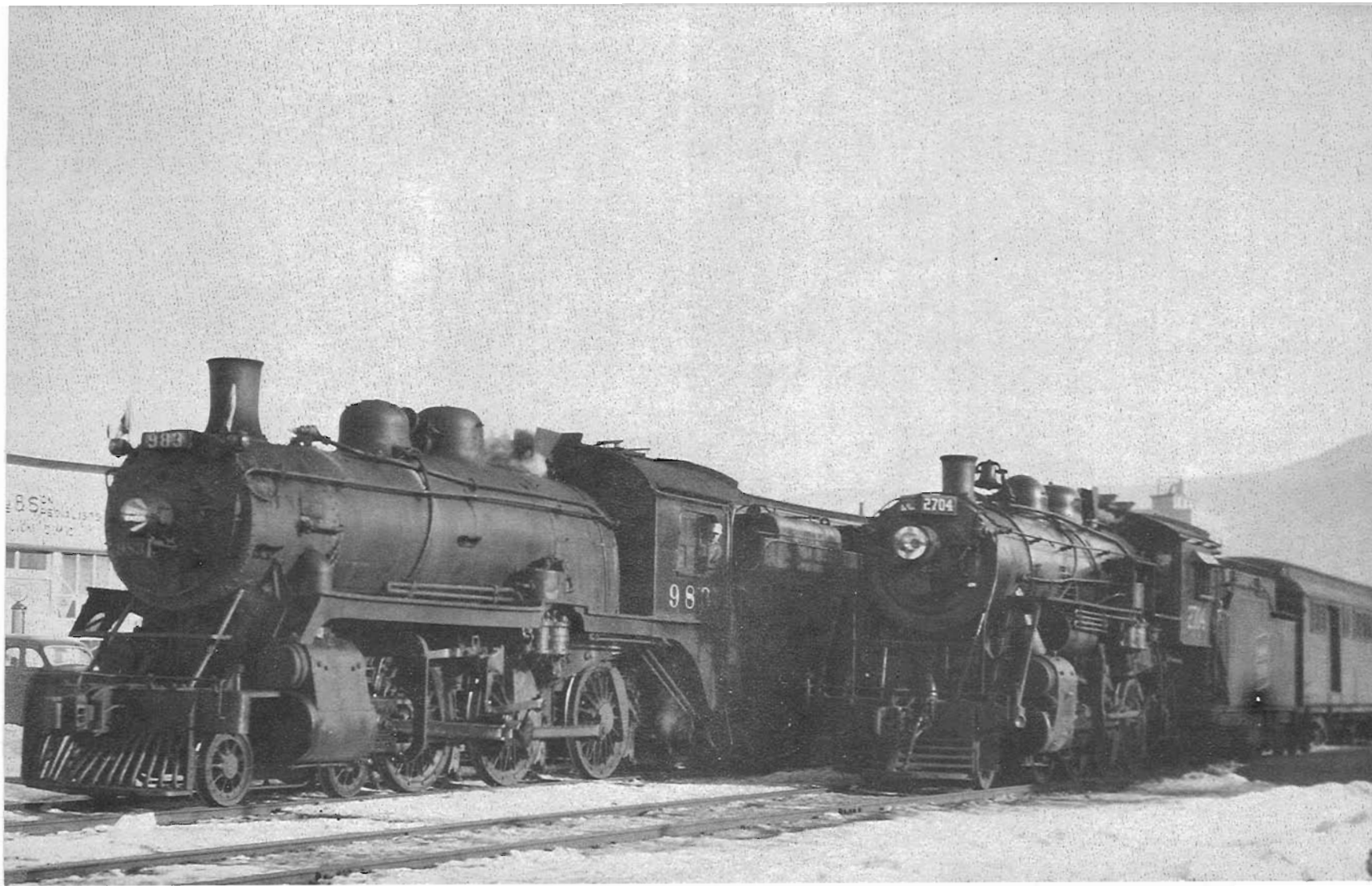
THE STATION AT ARMSTRONG, B.C., WAS A BUSY PLACE IN JUNE 1946, WHEN Canadian Pacific's mixed train, headed by engine Number 962, held the main line next to the station platform, while CN's wayfreight with engine Number 2124 waited in the siding for the mixed to clear.

SIX MONTHS LATER, ON JANUARY 25, 1947, A SIMILAR SCENE WAS ENACTED. This time, Canadian National's mixed train, with engine Number 2704 was standing at the main-line platform, while the CP wayfreight with D-10 Number 983 waited in the siding for the mixed to leave.









Canadian Northern Pacific Railway's main line at Kamloops Junction to the town of Kamloops was built by the CNorP and opened on July 2, 1920. The branch left the main line at Kamloops Junction on the east side of the North Thompson River, 2.84 miles north of the town. It crossed the South Thompson River on a swing-bridge and terminated at an imposing station in Kamloops, adjacent to the CPR main line.

When the CN decided to build a line into the Okanagan, the first portion to be built was an 0.69-mile piece from their station in Kamloops, parallel to the CPR main line to the east. At C.P.R. Junction, the CN obtained running rights over the CPR for another 10.81 miles east to Campbell Creek Junction. Here, the CN's own 56.43-mile line to Kelowna began, climbing up out of the South Thompson River valley to the settlements of Ducks Meadow and Monte Lake. This was quite a grade and, in the old days, the CN used pushers on this stretch.

After passing Monte Lake, the line ran through Westwold and Falkland, both communities noted for mixed farming and live-stock raising. Falkland used to have a big rodeo show every May 24. The next station was O'Keefe, named after one of the pioneers in the area who owned a very large ranch. The old ranch buildings are now a provincial museum.

From O'Keefe, the CN's line began to descend into the valley in which the town of Armstrong was located, following the west side of the valley in a northerly direction and coming around to the south in a big horseshoe curve to join the CPR's branch line from Sicamous.

Having reached Armstrong, the CN obtained running rights for 14.69 miles onward over the CPR to Vernon, where the CN's branch resumed for the 33.73-mile distance to Kelowna, where it terminated. A 14.39-mile branch had already been constructed from Lumby Junction, about two miles south of Vernon, to the town of Lumby, to the east. This branch had been opened for service on October 20, 1915 and was and is a freight-only line, the potential for passenger service apparently never having existed.

In summary, then, the S&O built to Vernon and Okanagan Landing from the CPR's main line at Sicamous. The Canadian Northern Pacific built from Kamloops Junction to Kamloops and from Lumby Junction to Lumby. The Canadian National laid the rails from Campbell Creek Junction to Armstrong Junction and from Lumby Junction to Kelowna. The Canadian National's trackage was placed in operation on September 14, 1925.

When the CN's Okanagan Subdivision from Campbell Creek Junction south, it was planned to build the line directly from O'Keefe to Vernon, by-passing Armstrong. The citizens of Armstrong, not content with one railway, apparently put up such a fuss that the CN was forced to change their location so that the branch went to Armstrong, after all!

Originally, freight traffic into the north end of the Okanagan Valley was mostly building supplies and consumer goods, while vegetables and fruit in refrigerator cars made up the majority of the northbound tonnage. The valley meadows along the lakeshore were a very rich fruit-farming area and, in the '20s, from early summer to well into the winter, there was train-load after train-load of fruit routed through Armstrong. While carloads of apples predominated, there were also reefers of celery and lettuce.

Both CP and CN used the yards at Vernon initially, although traffic patterns changed somewhat over the years. When the CN completed


its branch to Kelowna, about 34 miles further down the lake, the CPR abandoned its dock facilities at Okanagan Landing and built new ones at Kelowna. CN was not slow to get into the tug-and-barge business in competition with the CPR's sternwheelers. This competition was to continue for more than 30 years.

Passenger service on these two Okanagan Valley lines was always good. There was a CN passenger train to and from Kamloops Junction, on the main line, daily except Sunday, and a CPR passenger train to and from Sicamous on the same frequency. In the 1930s and '40s, CN offered a sleeping car service, daily except Sunday, on Trains 193-194, between Kelowna and Vancouver, using a 12-section/drawing room car, Number 739-740. This car was handled on Trains 1 and 2 between Kamloops Junction and Vancouver.

On Tuesdays, Thursdays and Sundays, there was a through sleeper off CN Train 1, the "Continental Limited", from Blue River to Kelowna. This was also a 12-section/drawing room sleeper, Number 807. On the alternate days, Monday, Wednesday and Friday, the same service was provided between Kelowna and Blue River by sleeping car Number 808 on Trains 193 and 2, arriving at Blue River at 08:50 hours.

In the early 1940s, Canadian Pacific offered a single passenger service by rail from Sicamous to Kelowna; this was Train 708, which departed Sicamous at 10:25 a.m. South of Kelowna, there were three highway bus runs to Penticton, with baggage carried by Canadian Pacific Express highway truck. Freight was handled by car-barge. Northbound from Kelowna, CPR Train 707 departed at 3.50 p.m. and made a connection at Sicamous with Train 2, the eastbound transcontinental, at about 8.10 p.m. and, on Saturdays and Sundays, with Train 3-7, the westbound "Dominion".

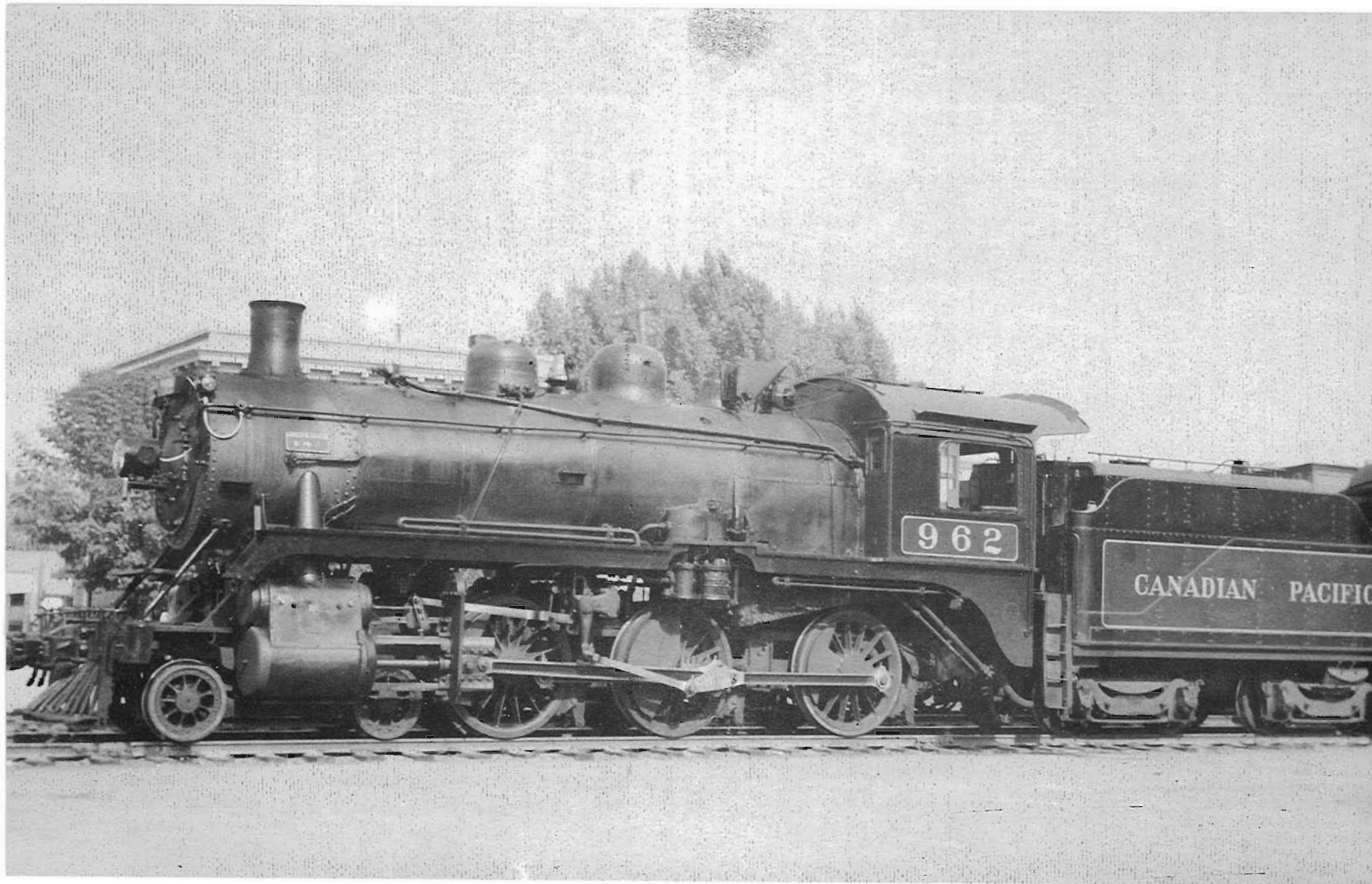
After 1925, it was a great advantage to have two railway lines from Campbell Creek (Junction) to Armstrong (Junction), for whenever there was a derailment or washout on either line, both CPR, and CNR trains could use the other's route. However, if CP's main line from C.P.R. Junction to Campbell Creek Junction or from Armstrong (Junction) to Vernon were cut, there was no service into the northern end of the Okanagan Valley.

 THE D-10 WITH THE DIFFERENCE. CPR ENGINE NUMBER 962 WAS PAINTED IN the tuscan red and black colour scheme generally reserved for main-line passenger power. She was portrayed in the yard at Armstrong on September 26, 1947.

OPERATOR ARVID JOHNSON, THE AUTHOR'S BROTHER-IN-LAW, HOOPS UP ORDERS to the engine crew at Armstrong, B.C., on July 25, 1943. Engine Number 5771 was on the head-end of the passenger, which was slowing down for the station-stop.

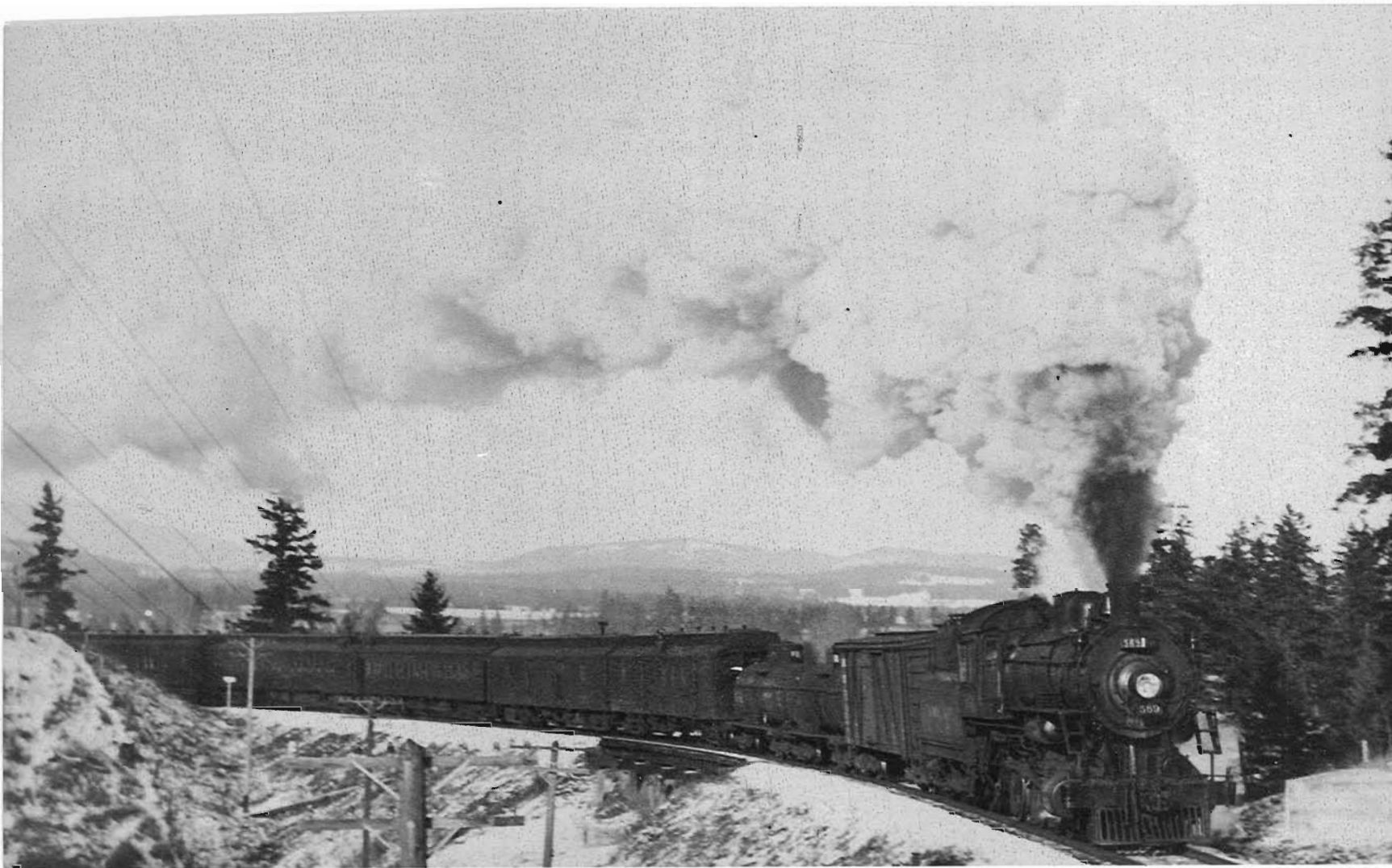
THE CN WAYFREIGHT, HAULED BY M-3-A CLASS 2-8-0 NUMBER 2111, CLATTERED along on CP rails about 1 mile south of Armstrong, British Columbia, on a summer's day in 1947. The engine is just passing the mile-board for Realm.

NEW YEAR'S DAY, 1942, AT THE MILE-BOARD FOR REALM, PRESENTED A RATHER different sight, with Canadian Pacific's Train 708 and engine Number 569 slogging away at the grade. Number 569 was a 1903 Schenectady product, class D-9-c.





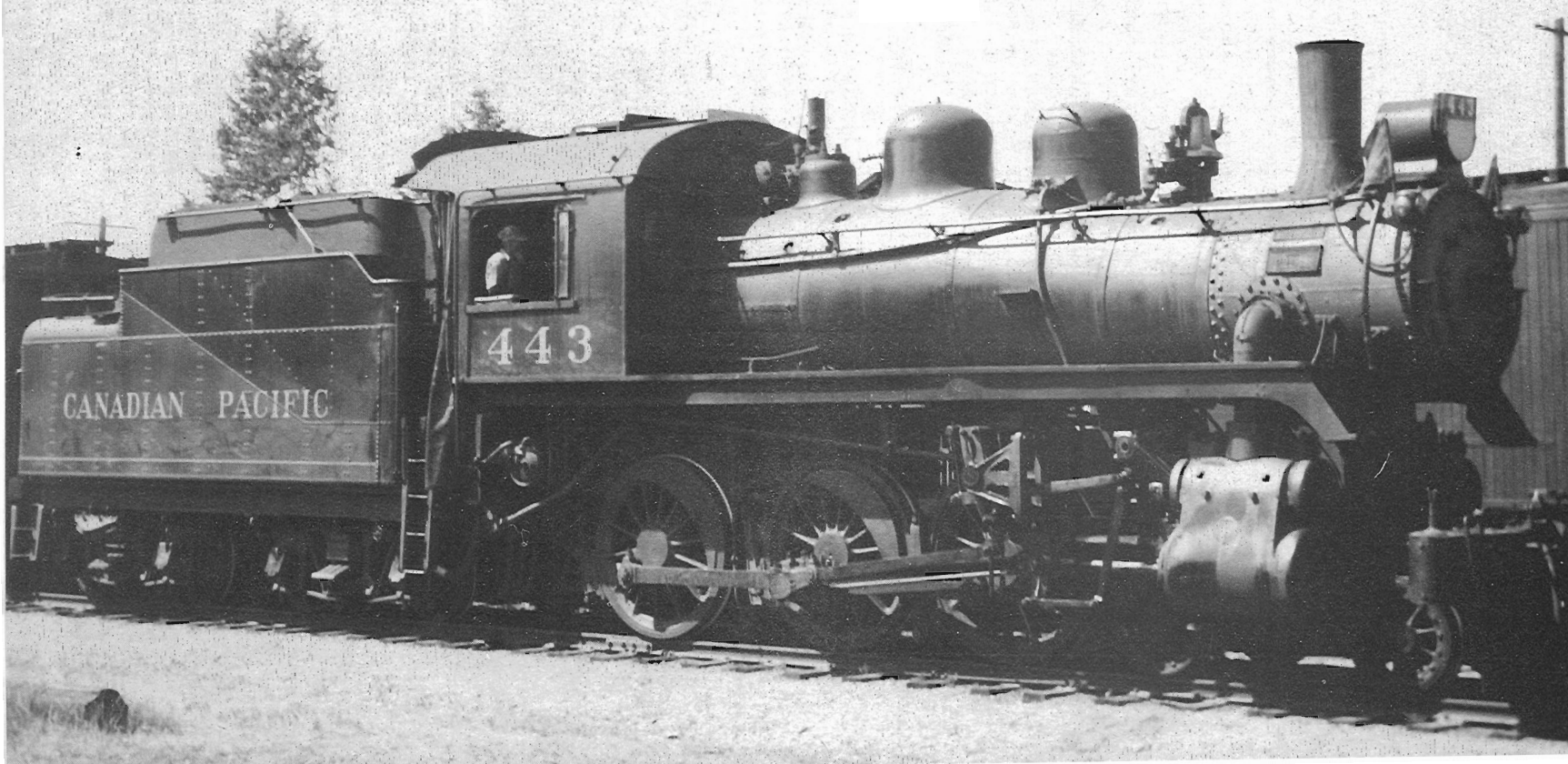




CANADIAN NATIONAL RAILWAYS' TRAIN 194 LOOKED LIKE A MAIN-LINE EXPRESS
at the siding at Realm, B.C., three miles south of Armstrong Junction
on October 27, 1944, on the joint CP-CN trackage.



ONE OF CANADIAN PACIFIC'S DIMINUTIVE TENWHEELERS, NUMBER 443, POSED
for a photograph in the yards at Armstrong on August 1, 1947.



The heavy late-summer traffic in vegetables and fruit, originating in the small settlements along Okanagan Lake, was initially all carried by the CPR on car-barges to Okanagan Landing and switched into trains in the yard at Vernon. Later, the interface of rail-water services was relocated to Kelowna, when the CNR built their extension in 1925. About this time, the Cn began to compete with the CP for the fruit traffic. Refrigerator cars were taken by barge to the fruit and vegetable packing houses along the west shore of the lake, where they were switched off the barges and into sidings alongside the plants. Switching was generally carried out using winches or horses. The tug-and-barge operation lasted until about 1970, when refrigerated semitrailer trucks took over the perishable transport business.

Armstrong (Junction) was a great place to observe the action on branches of Canada's two major railways in the days of the steam locomotive, although the variety of power in this area was somewhat limited. While there was a trend to larger power in the '30s and '40s, in the '30s, the CNR used 2-8-0s and 4-6-0s, both light engines. In the later years, until the end of steam in the late '50s, larger pacifics and consolidations appeared, together with some 2-10-2s. The pacifics were of the 5100-series, the 2-8-0s of the 2500 and 2700-series and the 2-10-2s of the 4300-series. There was also the occasional 400-series mogul (2-6-0).

The Canadian Pacific was a little more conservative in its selection of motive power, using class D-9 tenwheelers in the '30s, with some 3600-series 2-8-0s during the fruit season. In later years, D-10-class 4-6-0s arrived, with some 2-10-0s of the 5750-5790 series. Occasionally, just for variety, a D-4 appeared on one of the freight trains.

It is curious that, in all of those years, the Canadian Pacific never made a practice of running engines with trailing wheels on the branch to Armstrong. As far as the writer can remember, the first steam engine with trailing wheels to come down from Sicamous was a 4-4-4 Jubilee-type on a new streamlined train named the "Chinook", which was being exhibited prior to entering service between Calgary and Edmonton, Alberta.

It has been reported that the Canadian Pacific once used 2700-series pacifics on the Sicamous-Armstrong branch. This is not true. At one time, the Canadian National used engine Number 3560, a 2-8-2, on freights through Armstrong (Junction), but this was apparently not a permanent arrangement. Frequently, CPR engine Number 575 appeared on the mixed train; later, she was replaced by Number 962, one of the ubiquitous D-10 tenwheelers - but with a difference!

The CN rostered one of the 1423-series on their mixed train; later, class M-3-a engines powered this service. Later still, 2500 and 2700-series 2-8-0s appeared, then 4-6-2 Number 5120 and still later Number 4323, a 2-10-2. Near the end of steam, there were the booster-fitted steamers of the 5100-series, which had been displaced from main-line service by the 6000-series mountain-type engines.

If you were to turn off the Trans-Canada Highway at Sicamous next Friday and drive down British Columbia Highway 97-A to Armstrong, you would probably be disappointed at the lack of railway activity there and the condition of the track in the yard. Well, things aren't exactly the same as they used to be. At one time, there was a great deal of coming and going in the yards at Armstrong (Junction), British Columbia, with a satisfying variety of large and small steam engines - and freight traffic.

Things are different in 1975. About the only place to find any variety in motive power on CP RAIL is at Calgary and the variety only becomes interesting when one or two of the Vancouver Island Baldwins or one or two of the Kootenay Division F-M "C-Liners" or "H-Liners" rumble in to Ogden Shops for repairs. Otherwise, there is a steady stream of MLW and GM units, two main themes with few variations.

It is hard to say very much about present-day power on Canadian National in the Rockies these days, except that it is efficient and utilitarian. Indeed, these are very desirable characteristics, but they don't gain the attention to the motive power at the station stops that the steam engines did, when they were roaring through the Rockies!



↑ CANADIAN NATIONAL'S TRAIN 193, WITH ENGINE NUMBER 5120, INCLUDED TWO sleeping cars on the northbound run to Kamloops and Blue River on a day in June 1947. The train has left the joint CP-CN trackage and is rounding the horseshoe curve, climbing to O'Keefe and Monte Lake.

↗ ON THE HORSESHOE CURVE NORTH OF ARMSTRONG JUNCTION, CANADIAN NATIONAL Train 193, bound for Kamloops, with engine Number 2096 on the head-end, flashes through the late-afternoon sunlight on May 28, 1945.

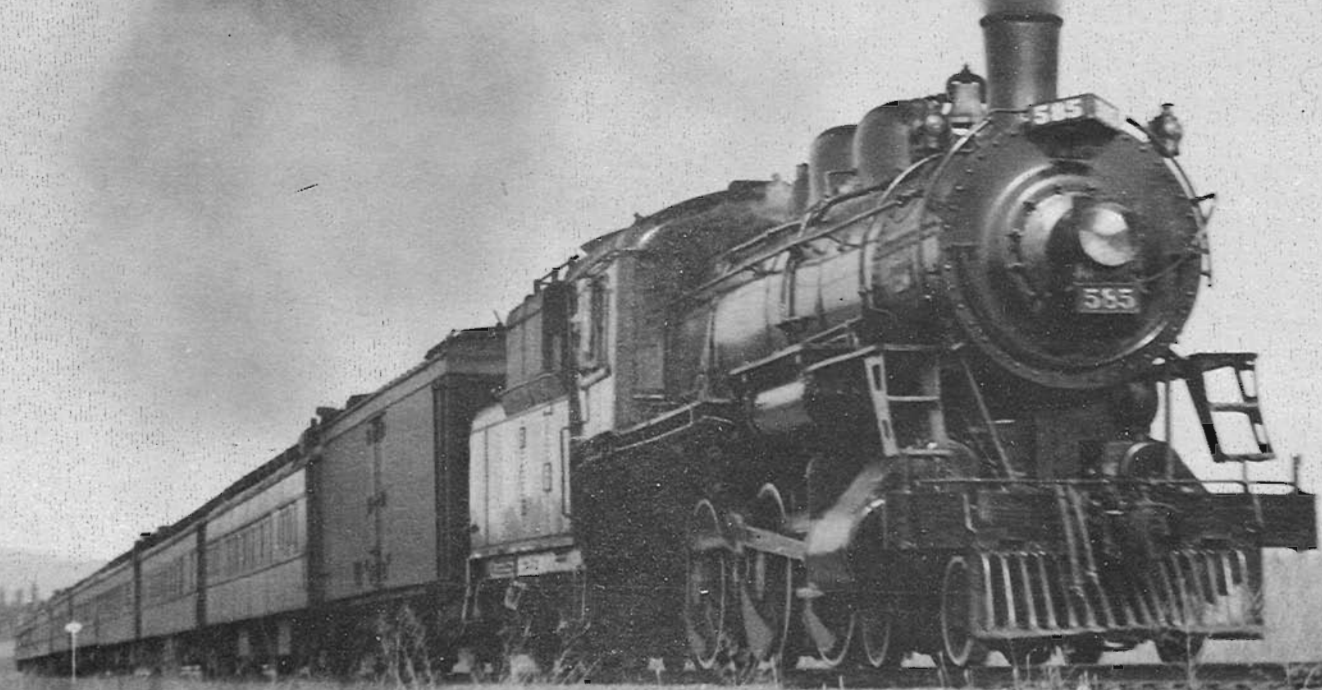
ABOUT TWO MILES SOUTH OF ARMSTRONG, CANADIAN PACIFIC ENGINE NUMBER 585 hauls a reefer and seven passenger cars south to Vernon and Kelowna on April 6, 1942.

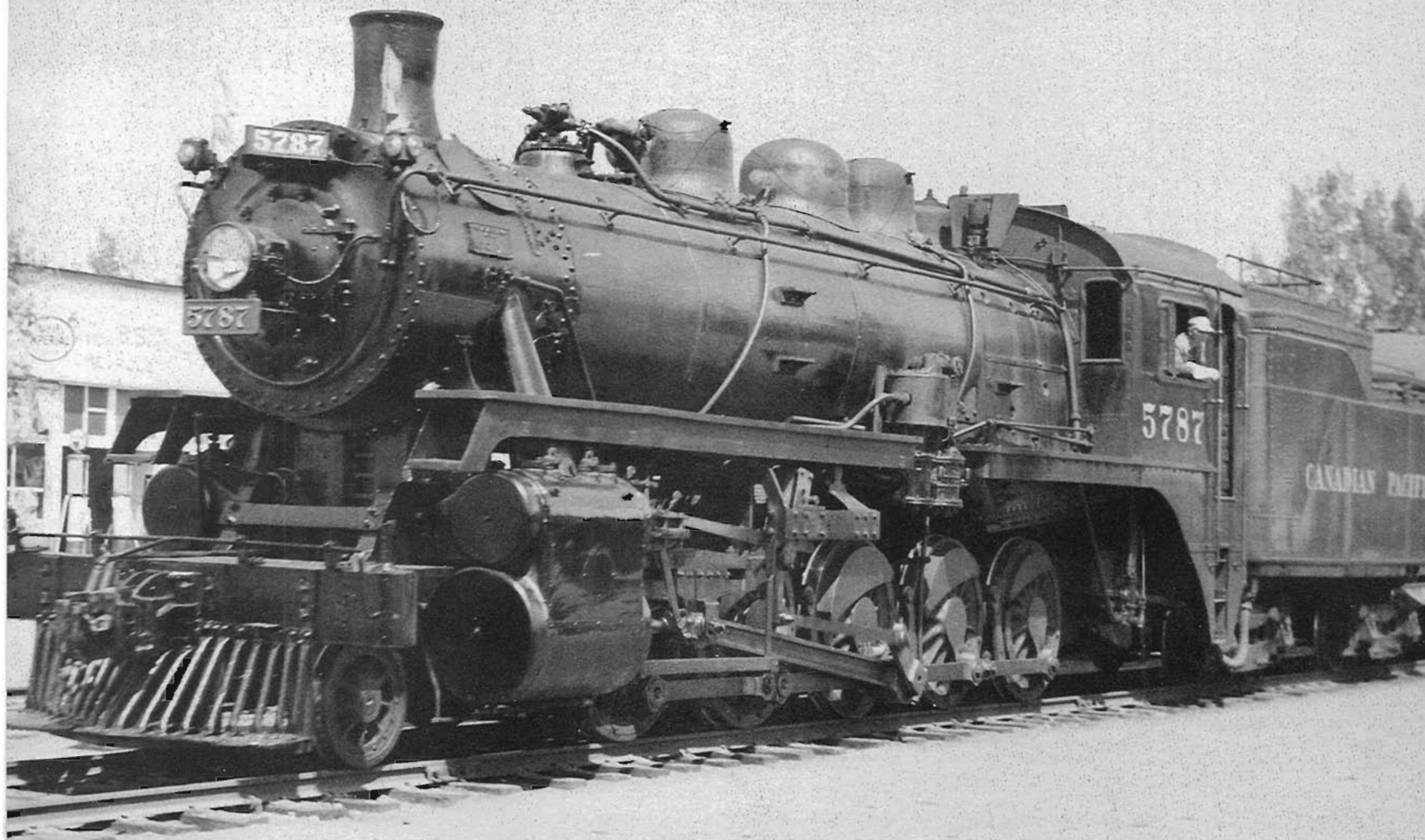
ON AUGUST 7, 1943, CPR 2-10-0 NUMBER 5787, CLASS R-3-D, POWERED THE mixed train pictured at Armstrong, B.C. Number 5787 was built in 1919.

CANADIAN NATIONAL RAILWAYS ALSO USED BIG POWER ON THE MIXED TRAINS. Here is Number 4323, a 2-10-2, at Kelowna, B.C., on September 5, 1957.

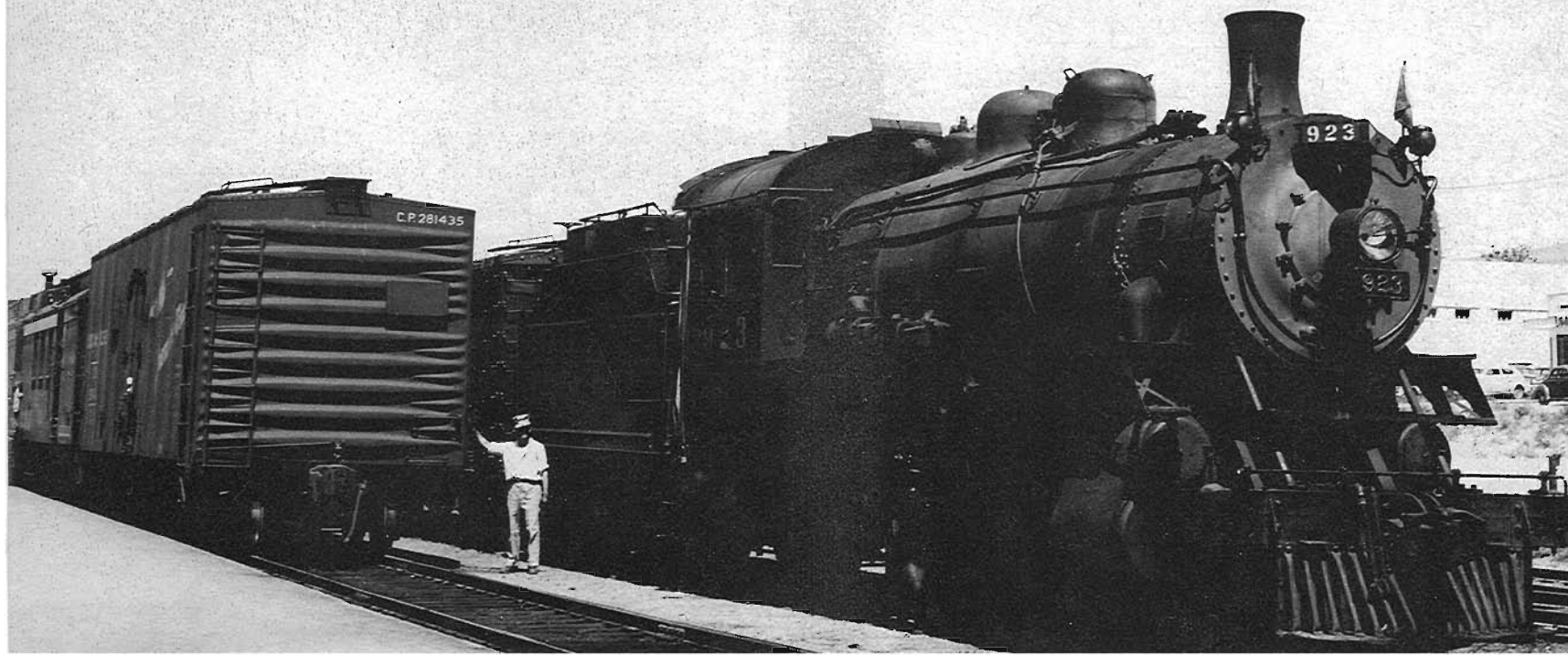
CANADIAN PACIFIC'S ENGINE NUMBER 923 WAS MAKING UP THE MIXED TRAIN for the trip north to Armstrong and Sicamous on July 17, 1951. The picture was taken at Vernon, B.C., by the late E. Allan Toohey.













April / 76

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

JACK BEATTY HAS BEEN READING CANADIAN PACIFIC RAILWAY PASSENGER BULLETINS again and the following comments have resulted;

"The following list of changes in station names shows alterations made in 1914, 1915 and 1916. Readers will observe that, in some cases, station names are fleeting things; of those shown, eight were later given new names and four had their original names restored.

Apparently, during the years of World War I, the term 'Junction' or 'Jct.' must have had some prejudicial connotation. Some 33 changes involved its deletion. And, on the Windsor Subdivision at any rate, the inclusion of 'North' was something to be avoided.

Devoted students of this aspect of railway history should bear in mind that, in the autumn of 1916, the Canadian Pacific Railway underwent a general reorganization. Formerly, Divisions were made up of Districts. After reorganization, Districts were paramount and were composed of a number of Divisions.

Thus, the Eastern Division became the Québec District. Districts 1, 2 and 3 became the Farnham, Montreal Terminals and Laurentian Divisions. Districts 4 and 5 were combined to become the Smiths Falls Division.

These revisions necessitated name-changes for certain subdivisions. The Farnham Subdivision became the Adirondack Subdivision, the Laurentian became the Ste-Agathe and the Ottawa Subdivision was neatly bisected into the present-day Park Avenue and Lachute Subdivisions.

From here on, you are on your own. Happy exploring! "

<u>Date</u>	<u>Division/Subdivision</u>	<u>From</u>	<u>To</u>
January 1914	Esquimalt & Nanaimo	McBride Jct., B.C. (later)	Parksville Jct. Parksville
September	La Rivière	Shaunawan, Man. (later)	Selborne Domain
	Colonsay	Radium, Sask.	Plassey
	Laggan	Shaganappi, Alta.	Brickburn
May 1915	Shogomoc	Grant, N.B. Debec Jct., N.B. (later)	Marne Debec Debec Jct.
		Newburg Jct., N.B.	Newburg
		Brighton, N.B.	Tedlie
		Aroostook Jct., N.B.	Aroostook
	Shore Line	Bayshore Jct., N.B.	Bayshore
	St. John	Ellerslie, N.B.	Morna
	Brownville	McAdam Jct., N.B.	McAdam
	Moosehead	Somerset Jct., Me. Elliott, Me.	Squaw Brook Bodfish

June 1915	Aroostook	Stevens' Mills, Me. King, Me. Walton, Me.	Stebbins Maynard Maines
	Gibson	Springhill, N.B. Southampton Jct., NB	Clanfield Southampton
	St. Andrews	Brunswick Jct., N.B. Watt Jct., N.B.	Brunswick Watt
	Adirondack	Brigham Jct., Qué. Iberville Jct., Qué. (later) Delson Jct., Qué.	Brookport Cumandes (1) Iberville Jct. Delson
	Newport	Eastman Jct., Qué. Troy Jct., Vermont Drummondville Jct.	Eastray Elkhurst Enlaugra
	Drummondville	Acton, Qué.	Actonvale
	Montreal Terminals	Montreal Jct., Qué. Western Jct., Qué.	Montreal West Ballantyne
	M & O	NYC&O Jct., Ont. Maniwaki Jct., Qué.	Hurdman Beemer
	Chalk River	Eganville Jct., Ont.	Payne
	Prescott	Chaudière Jct., Ont. (later)	Chaudière Ellwood
	Thessalon	Maywood, Ont.	Hallam
	Cartier	Romford Jct., Ont.	Romford
	White River	Nicholsons, Ont.	Nicholson
	Havelock	Central Ontario Jct. (later)	Central Ontario Bonarlaw
	Kingston	Harrowsmith Jct. Ont. Parham, Ont. (New station 2 miles west of Tichborne)..	Harrowsmith Tichborne Parham
	Peterboro	Burketon Jct., Ont.	Burketon
	Belleville	Leaside Jct., Ont.	Leaside
	Galt	Ingersoll Jct., Ont.	Zorra
	Windsor	North Appin, Ont. North Glencoe, Ont. North Newbury, Ont. North Bothwell, Ont. North Thamesville Thames River, Ont. Chatham West, Ont. Lakeshore Jct., Ont. (later)	Appin Glencoe Newbury Bothwell Thamesville Eastend Westend Lakeshore Lakeshore Tower
	Owen Sound	Fraxa Jct., Ont. Saugeen Jct., Ont.	Fraxa Saugeen
	Orangeville	Cataract Jct., Ont. Melville Jct., Ont.	Cataract Melville
	Laggan	Laggan, Alta.	Lake Louise

July 1915	Coquihalla	Mons Jct., B.C.	Brodie
September 1915	Port McNicoll	Martyr's Hill, Ont. (later)	Breboeuf Fort St. Ignace
	Brandon	Sewell, Man. (later)	Camp Hughes Shilo
	Expanse	Reycroft, Sask.	Mossbank
	Brooks	Carlstadt, Alta.	Alderson
	Crowsnest	Sentinel, B.C. (later)	Sentry Sentinel
October 1915	MacTier	Muskoka, Ont.	MacTier
	Kenora	North Transcona, Man.	Norcran
	Calgary Terminals	Maharg, Alta.	12th. Street East
	Red Deer	Rosebud, Alta.	Minaret
July 1915	Brownville	Cherokee Siding, Me. Spragues, Me.	Cherokee Drew
	St. Stephen	Milltown Switch, NB	Milltown Jct.
	St. John	South Bay, N.B. (later)	Primecrest South Bay
	Ste. Agathe	Nomining, Qué. St. Margaret, Qué.	Nominingue Ste. Marguerite
July 1916	Trois-Rivières	Cap St. Martin, Qué.	St. Martin
	Park Avenue	Little St. Martin	Le Cap, Qué.
	Thessalon	Ekobda, Ont.	Echo Bay
August 1916	La Rivière	De Wet, Man.	Sewell
	Reston	Kaiser, Sask.	Peebles
	Macleod	West Macleod, Alta.	Mekastoe
	Cascade	Hope, B.C. (New station, Hope, opened on the Kettle Valley Railway.)	Haig
October 1916	Grand River Railway	Berlin, Ont.	Kitchener
	Westminster	Westminster, B.C.	New Westminster
November 1916	Maniwaki	Castor Lake, Qué. (later)	Castor Clemow
	Windsor	Melrose, Ont.	Lobo
	Coutts	Wells, Alta.	Craddock

NOTE:

(1) In case you are wondering, this name should be pronounced CU-EM-and-ESS. The derivation is then obvious to railway historians.

TO CELEBRATE THE UNITED STATES' BICENTENNIAL YEAR OF 1976, CANADIAN National Railways' three United States subsidiaries have selected and specially painted diesel units. A brief report from Barry Biglow on the Duluth, Winnipeg & Pacific Railway's unit was printed in a recent issue of CANADIAN RAIL.

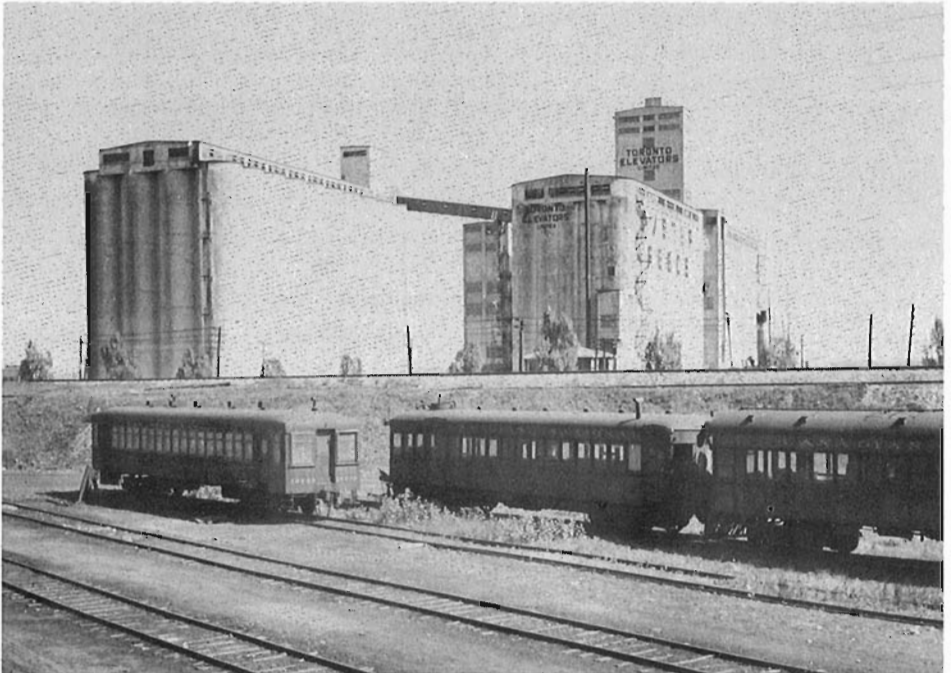
John Carbonneau, jr., of Florida, reminds us that the Central Vermont/Grand Trunk have also prepared a 1956 GP 9 in special red, white and blue colours. This unit was delivered by EMD in 1956 as Number 1776, but more recently was renumbered 4450. The unit is now painted primarily blue with a large "1776" in white on the sides. The "Bennington" flag adorns the cab sides and the railings and couplers are red and the hoses are white. The trucks are painted blue with red hubs on the roller-bearings.

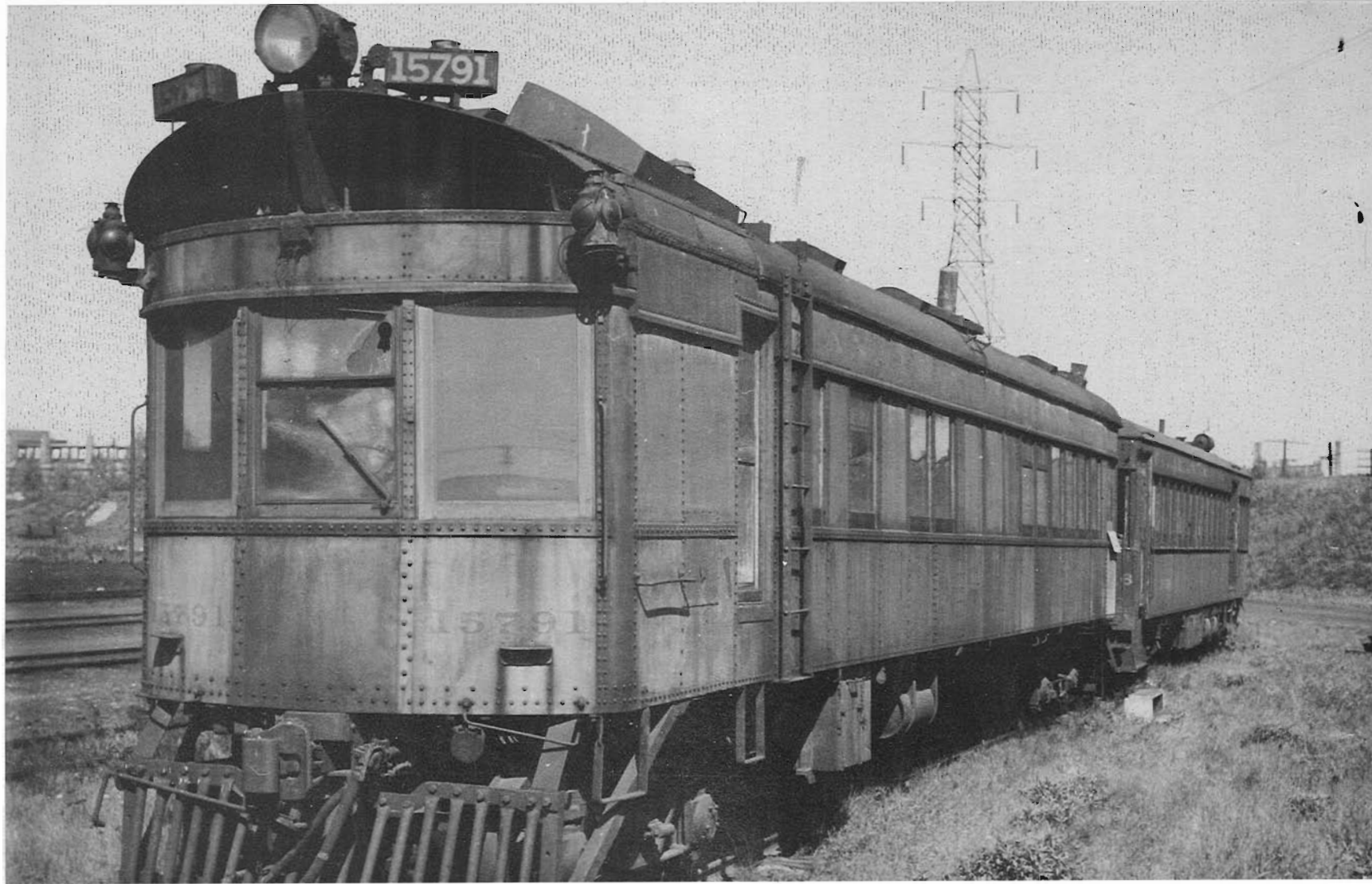
SOME RESIDENTS OF ONTARIO MIGHT HAVE THOUGHT THEY WERE SEEING THINGS last November, when, what to their wondering eyes should appear but a CN "Tempo" train with TEMPO coaches, standard coaches, a "Metroliner" coach labelled AMTRAK and CN's R&D car Number 15015. Not to worry, though. CN had borrowed the "Metroliner" coach for some comparison tests with their own passenger cars.

A CN official said that preliminary results show that the Amcoach rides as well as CN coaches and had a low sound level. After the completion of the tests, the Amcoach was displayed at Toronto and Montréal.

CANADIAN NATIONAL RAILWAYS' SELF-PROPELLED CAR NUMBER 15791 WAS A product of Canadian Car & Foundry in 1924 and would seat 11 and sleep 10. It was rebuilt in 1930, powered by a Mack 6-cylinder engine and General Electric 261-C motors. At the end of December 1938, it was "spare-Toronto" and this photograph was taken about 1935 by a member of Canadian National Railways staff. It is now in the Photographic Department.

Trailer car Number 15748 was a companion in the yards at Toronto, about 1935, when both of these pictures were taken. This negative is also in the Photographic Department, Canadian National Railways.





HERE IS A BRIEF NOTE ON CANADIAN NATIONAL RAILWAYS' ORIGINAL DOUBLE road unit, Number 9000, assembled at the Canadian Locomotive Company's facilities in Kingston, Ontario, late in 1928. Shortly thereafter, Number 9000 made a trial trip from Montréal to Vancouver and back in regular passenger service, demonstrating the capabilities of diesel-electric locomotives for normal operating assignments over long distances.

The prime-mover in each half-unit was a Beardmore single 12-cylinder 12 x 12-inch engine, rated at 1500 hp. at 900 rpm. The electrical equipment was supplied by Canadian Westinghouse. Provision was made for supercharging the diesel engines, but this was never done.

Just prior to World War II, the two half-units were separated and renumbered 9000 and 9001. While Number 9001 was out of service in 1938, Number 9000 was running in commuter service between Toronto and Hamilton, Ontario, as late as June 2, 1938.

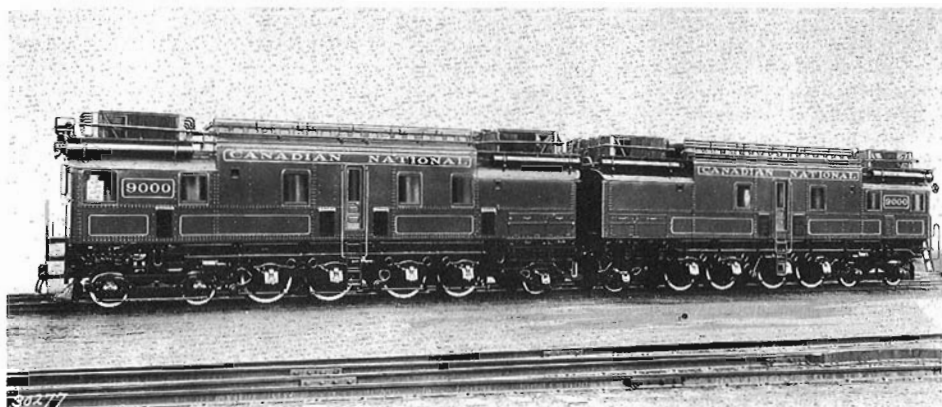
When Canadian National Railways was ordered to build the armoured train in 1944 for operation between Terrace and Prince Rupert, British Columbia, Number 9000, selected as the motive power, was repowered with an EMD 1440 hp. V-16 prime-mover, was armoured and camouflaged to resemble a standard boxcar. However, the armoured train was too heavy and Number 9000 could not haul it at the speed required.

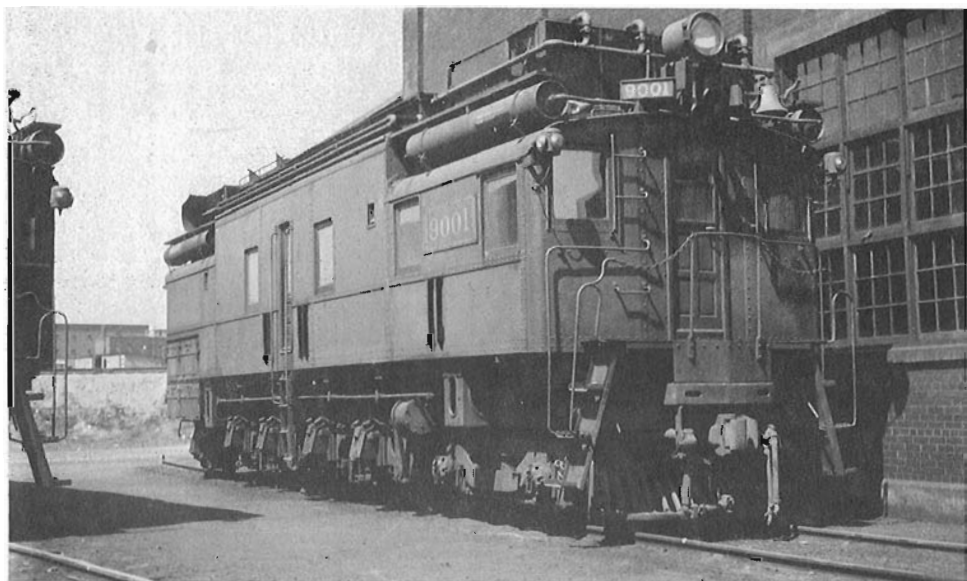
It should be noted that about 1939, when the two halves were separated and renumbered, they were derated to 1330 hp. at 800 rpm. and had a 2-D-1 axle configuration.

In August 1945, Number 9001, the unrepowered half, was hauling Train 51 from Québec City to Edmunston, New Brunswick.

After some 18 years of on-and-off service, and with passenger train consists still on the heavy side, CN electrical and mechanical engineers decided that Numbers 9000 and 9001 would have to be rebuilt or scrapped. As steam power was still very much in vogue, Canada's two pioneer diesel-electric locomotives were withdrawn and scrapped in 1946.

The first picture accompanying this report shows the pioneer unit Number 9000 as it came out of CLC in Kingston. This picture is from the Archives of the Association. The second picture, from the Public Archives of Canada, shows 2-D-1 unit Number 9000 in armour-plate, when it was the motive power for the west-coast armoured train in 1944. The third photograph, courtesy of Canadian National Railways, shows unit Number 9001 outside of Spadina Roundhouse, Toronto, about 1935.





➔ JOHN SUTHERLAND SENDS US THIS PICTURE OF CP RAIL EXTRA 8161 SETTING out business car Number 24 in front of the old Lake Erie & Northern Railway's freight shed at Brantford, Ontario, about 1100 hours on October 28, 1975. Car 24 had been moved empty from the CP RAIL connection at Galt to Brantford, presumably to entertain some Brantford shippers to lunch. Engine Number 8161 is one of three units normally assigned to the former CPR electric lines: The Grand River and Lake Erie & Northern Railways.



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