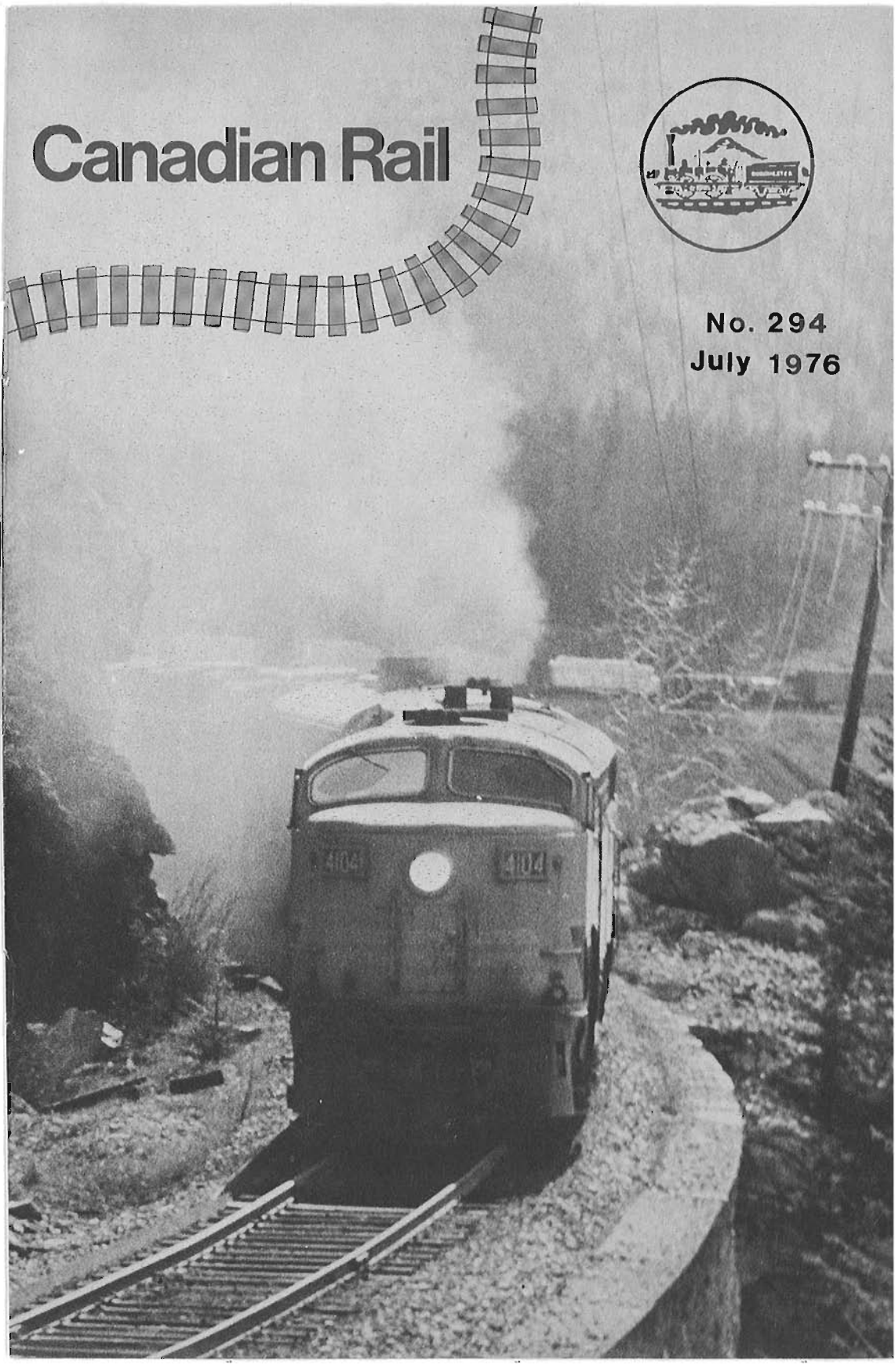
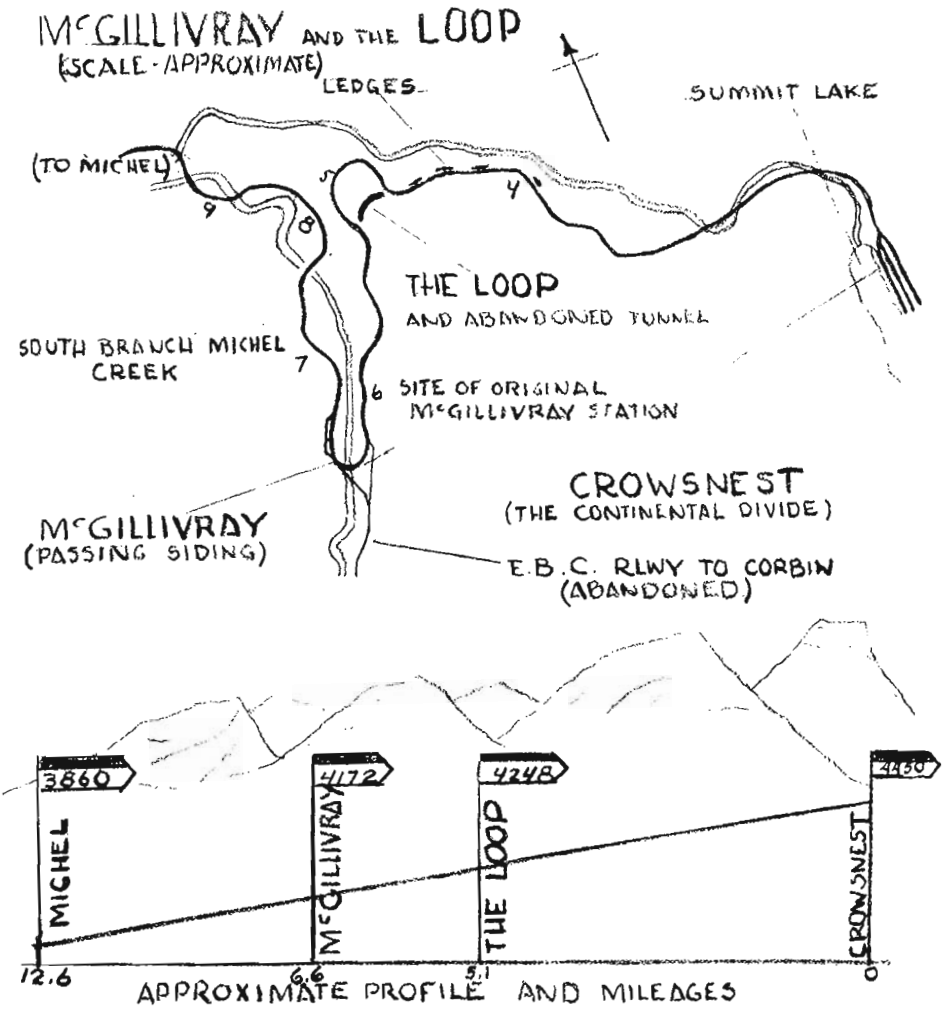
Canadian Rail

No. 294
July 1976



Mc GILLIVRAY and the LOOP



AUTUMN 1973 WAS A WONDERFUL TIME FOR WATCHING THE SURVIVING CP RAIL C-Liners in action in the Crowsnest. On the cover, CP RAIL Number 4104 roared upgrade around the ledges at Mile 3, eastbound with heavy freight Train 70. John Sutherland took the picture.

Patrick Webb.

In the first place, you have to understand that this is not a cowboy story of the old wild west.

McGillivray is not a cowboy.

The Loop is not a lariat.

From the enthusiast's point of view, part of the fascination of mountain railroading lies in the consideration of the strategms used by the civil engineer in bringing the railway to and through mountain passes. Whereas these natural gaps were utilized to solve the problem of overcoming the mountain barriers, access to the pass itself was frequently a far more formidable challenge. Once through the pass, there was the corollary and just as difficult problem of bringing the railway back down to the level of the valley country. In these circumstances, the civil engineer had to use every natural topographical advantage, so that construction costs and subsequent operating expenses were both kept within reasonable limits.

In the railway builder's bag of tricks could be found cuts, fills, tunnels, trestles, bridges, ledges, curves and the altitude-gaining helix and loop, both of which were generously used in the mountain regions of the west.

Not surprisingly, then, loops and helixes abound on western Canada's mountain railways and those lines in the same regions of the United States, as well. The Burlington Northern's former Great Northern main line loops lazily along the southern perimeter of Glacier National Park and coils sinuously along its western approach to the world-famous Stampede Tunnel. The well-known Tehachapi Pass contains a partially buried helix, while Georgetown Loop on the old South Park, in an aerial frenzy of track-and-trestle-work, flew over itself on its way to a dead-stop at Silver Plume. Though Dave Moffat's loop at Yankee Doodle Lake and the Rio Grande's Tanglefoot may be more renowned, CP RAIL surpasses them both with its pirouette of helical loops in Kicking Horse Pass, colloquially known as the Spiral Tunnels.

Some distance to the south is the former main line of what was subsequently referred to as the Kettle Valley Railway, which swings and loops along its entire length with all the skill and grace of a figure-skater. One of the most dramatic figures it accomplishes lies just inside British Columbia, in Crowsnest Pass. All this is near McGillivray and it is in this area that the Loop is located.

Geographically, both are located on the 12 miles of CP RAIL's southern Main Line between Crowsnest and Michel. The dozen miles of track which twist the line down the west side of the barrier of the Rockies are not plainly apparent; the railway archeologist who stumbles upon its numerous 10 and 12-degree curves might be forgiven if he assumed it was some kind of narrow-gauge railway, because it at first appears to be just that, except for the 100-pound steel on standard-gauge spacing.

The eastern approaches to Crowsnest Pass are gentle and the pass itself is the second lowest crossing of the Canadian Rockies. The west side is something else. Here, the Columbia River watershed falls away abruptly from the summit and, as a consequence, Mike Haney's track-laying gang, in their rush to beat Jim Hill's Great Northern into the Kootenays in '98, found themselves on a high mountain wall, with no easy way down.

Laboriously dynamiting their way four miles westward along the ledges on the cliff-faces, through rock cuts and occasionally into empty air, the contractors worked their way 300 feet above the South Branch of Michel Creek, rapidly running out of mountainside on which to build a roadbed. There was an improbable solution. The creek had cut a deep valley at right-angles to the railway location westward, and, through the use of this natural passage, a way was found. The track was swung around to the south into this valley by tunneling 900 feet under the corner of a gravel-shale ridge. It then dropped down the east wall of the valley for a mile where, reversing its direction and hopscotching the small creek four times, it reached the valley floor. With all this manoeuvering - or because of it - the ruling grade eastbound was kept to about the acceptable one percent.

This difficult piece of construction probably cost William Cornelius Van Horne the race against Jim Hill, since the latter brought his Great Northern trains into Fernie, British Columbia, a scant few days ahead of the Canadian Pacific's.

The resulting tortuous railway is a superintendent's nightmare or a civil engineer's masterpiece, depending on the point of view. Beginning about Mile 4, the sheer stone retaining walls under the track are reminiscent of those on the abandoned main line of the CPR through Rogers Pass, while the entrances to the 900-foot tunnel were classic Nineteenth Century timber architecture, complete with ornamental corner-posts. Inside, there was sheet-metal lining down the centre of the wooden-sheathed roof, as protection against the hot exhaust, sparks and incandescent cinders of two generations of steam locomotives. The curve in the bore was 10 degrees, with the added ruse of 10-degree reverse curves on both approaches.

Swinging from west to south, the railway broke out along the face of the unstable ridge, where a boxcar station was established at the beginning of a 1000-foot passing siding. Although, in fact, this was only a 90-degree curve, it was christened "The Loop" or just "Loop". It was to be another 52 years before it properly deserved the name!

A mile west down the hill and two more 12-degree problem-solvers further, the track executed a reverse figure at McGillivray, with a horseshoe spanning the meadow, turning 180 degrees in a single sweep, neatly bisected by the bridge marking the first crossing of the South Branch. By a simple calculation, this works out to a curve with a 476-foot radius, narrowly squeezed between the steeply rising valley walls. From here to the valley mouth, a mile-and-a-half north, the creek was bridged three more times. Paradoxically, the single truss span at Mile 8.9 is 300 feet or less distant from Mile 5.5, high up on the Loop, as though the railway had every intention of passing under itself.

Shortly after the first CPR trains worked up and down the hill, coal interests in the area sponsored the building of the Eastern British Columbia Railway, which was "wyed" to the outside of the CPR's main line curve at McGillivray. The EBCR was constructed 15 miles farther south up the valley to Corbin, British Columbia. It did not

ABOUT A MILE EAST OF THE "STATION" AT MCGILLIVRAY, EASTBOUND EXTRA 4105 came shouting up the hill towards the former tunnel under the ridge. John Sutherland, who took the picture in the fall of 1973, thought they were ALCO units, at first.


4105
CANADIAN PACIFIC
M-GILLIVRAY

last very long and was soon abandoned. Anyone who was curious could find remnants of the roadbed and derelict trestles in the summer of '73. Last summer, Mannix Construction rebuilt a couple of thousand feet of the line for use as a coal-loading spur, so that today's CP RAIL SD 40s line up coal drags where light moguls, fueled with the very material, once filled out their consists.

When freights were shorter and more frequent, McGillivray siding was always busy with frequent meets; today, there are almost none. A station once stood on the outside of the southeast extremity of the curve, but by 1965 and the end of the RDC "Dayliner" passenger service through Crowsnest Pass, the station had been reduced to a shanty,which in turn was removed when the new spur was reconnected in 1974.

Time has brought other changes to this remote stretch of railway. In 1950, the Loop Tunnel was classed as unsafe (at any speed) and another 12-degree "bow-tie" was built, cutting around the outside end of the ridge and rejoining the original line in front of the tunnel's south portal. This, indeed, did result in a single curve of 180 degrees. Some time later, the roof of the tunnel caved in, just inside this entrance and thus the bore was sealed. Constantly falling rock and gravel probably hastened the lifting of the passing track, for that, too, is gone. A small derelict shanty, without a name-board, still stands adjacent to the collapsed tunnel entrance. Below it, at the bottom of the valley, a coal spur has disappeared, obliterated entirely by the resurgent vegetation.

Compared to many in the East Kootenays, the four bridges along this stretch of CP RAIL's Cranbrook S/D are relatively undramatic. Only the 161-foot-long overhead truss at the third crossing of the creek is remarkable. But the original stone walls under the ledges on the cliff-face, east of the Loop, remain as an imperishable monument to the work of those same masons who, 13 years before 1898, had supported the exposed stretches of the main line through Rogers Pass in the Selkirk Mountains to the north.

An accurate description of the climate of the East Kootenays is "severe in all seasons". Winter snowfall is heavy and can lay two feet over the rails in a single fall, producing a post-card,tranquil scene in the valley and a flurry of snow-plow extras on the railway. When that same snow comes down the valleys as "melt" in the spring rains of late May or June, the placid South Branch and Michel Creek can change within an hour or two into raging torrents, assaulting embankments and washing away rip-rap and roadbed at any of a dozen places. The work extras are thereafter hot on the job, dumping ton after ton of rock to reinforce weak points. Constant reballasting of the crushed-rock roadbed is necessary. Even the old protective rock-filled cribbing near Mile 8 has been washed away, exposing the embankment to fresh and more damaging assaults.

Prior to internal combustion, Canadian Pacific 2300-class pacifics, 5100-class mikados and 3600-class consolidations led the motive power parade, but the timetables - then as now - testified to a snail's-pace of operation up and down the divide. The crack "Spokane Flyer" on its 9 hour and 10 minute, better than 300 mile dash

CP RAIL UNITS NUMBERS 4512, 5825, 4508 AND 4565 TUG AN EASTBOUND MERchandiser along the ledges near Mile 3 and the Loop on May 28, 1974. The picture was taken by John Sutherland.


4512
4512

CP RAIL UNITS NUMBERS 8711, 8607 AND 8710 POWER A SULFUR EXTRA FROM the Pecton S/D gas plants south of Pincher Creek past Mile 6, the location of the new coal spur to leave the main line just about where the lead unit is. The original station building at McGillivray was located immediately in front of the gravel piles just around the curve. The date was February 10, 1974; the photographer John Sutherland.

from Dunmore, on the main line east of Medicine Hat, to Cranbrook, British Columbia, made its slowest time over this difficult stretch.

The run up the west side from Michel to the "Crow" - known to the crews as "The Hill" - explains why the cabs of the diesels become so damnably hot. Michel is 12.6 rail-miles west of Crowsnest, but 590 feet below it. Six and a half miles east and south, the benchmark at McGillivray reads 4172 feet and the gradient steepens to 1.8%.

By the time the lead unit noses around the curves at Mile 5 at the Loop, just over to the north the track has gained another 76 feet on the one-percent-average climb. Five-unit lashups of admittedly small power are necessitated not only by the grade but also by the nine, ten and twelve-degree curves.

Certainly CP RAIL's Spiral Tunnels are more touted to the tourists, but the scenery along the South Branch of Michel Creek, both natural and contrived, is incomparable. Through this heavily wooded valley, some of the most unique lashups in North American Class 1 railroading lug or drift, up and down. GP 7s and 9s in old and new CPR/CP RAIL livery predominate, interspersed with F 7A and B units, PNC GP 8 and GP 10 green and yellow rebuilds, M 630s and M 636s, M 428s, SD 40s, FAs, GP 38s and, every now and then, a very tired Bessemer & Lake Erie orange and black F 7A or B.

However, centre stage long belonged to the CLC Fairbanks-Morse C Liners, which specialized in lifting 60 loads of raw materials and

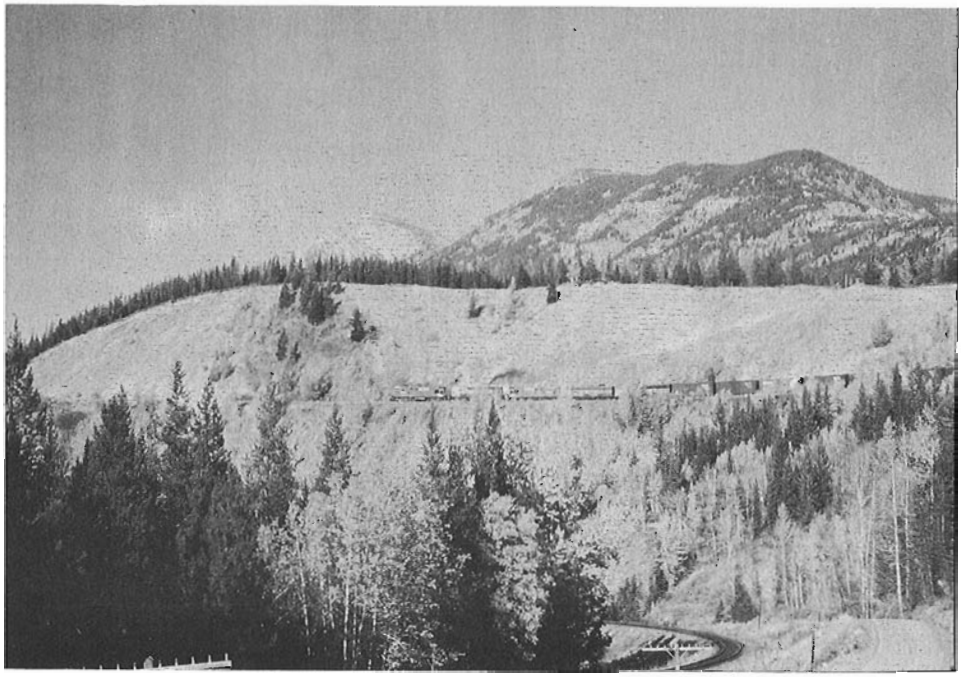
finished products out of central British Columbia. The Cranbrook S/D is the "elephant's graveyard" of CP RAIL, the stamping ground until recently of the last five surviving C-Liners and the few remaining H-16-44s. The natural, profound silence of the mountain valley was and is overwhelming; time was when it was broken by a bevy of Kingston products headed up the grade, their throbbing opposed-piston cacaphony echoing and re-echoing off the rock faces and forested slopes of the surrounding mountains.

At McGillivray curve, with speed dwindling to an invalid walk, the flanges used to emit banshee squeals and shrieks that had to be heard to be appreciated; no description can imitate the sound,

EXTRA EAST 4057 - UNITS NUMBERS 4057, 8715, 4440 and 4092 - LUG UP the hill at Mile 8. The "rock" beside the line on the hillside in the background, visible through Number 8715's exhaust, is the south portal of the old Loop Tunnel, now caved in. The date was February 20, 1974 and the photographer John Sutherland.

WHITE FLAGS FLYING, EXTRA 4065 EAST - UNITS NUMBERS 4065, 4478 AND 4057 - pound up the hill past Mile 8, along the bank of the South Branch of Michel Creek. Number 4065 was the demo "City of Kingston" before being purchased by Canadian Pacific. High-sided ore cars from the Great Slave Lake Railway work east from Trail to Calgary, Edmonton and Pine Point, NWT. Date: January 24, 1974. John Sutherland was the photographer.

CREEPING UPGRADE PAST THE DERELICT SOUTH PORTAL OF LOOP TUNNEL, EXTRA 8723 east, units Numbers 8723, 8710, 8603, 4433 & 4065, nears the top of the hill. Number 4065 was not MUed and was obviously "dead". Date: September 29, 1973. Photographer: John Sutherland.

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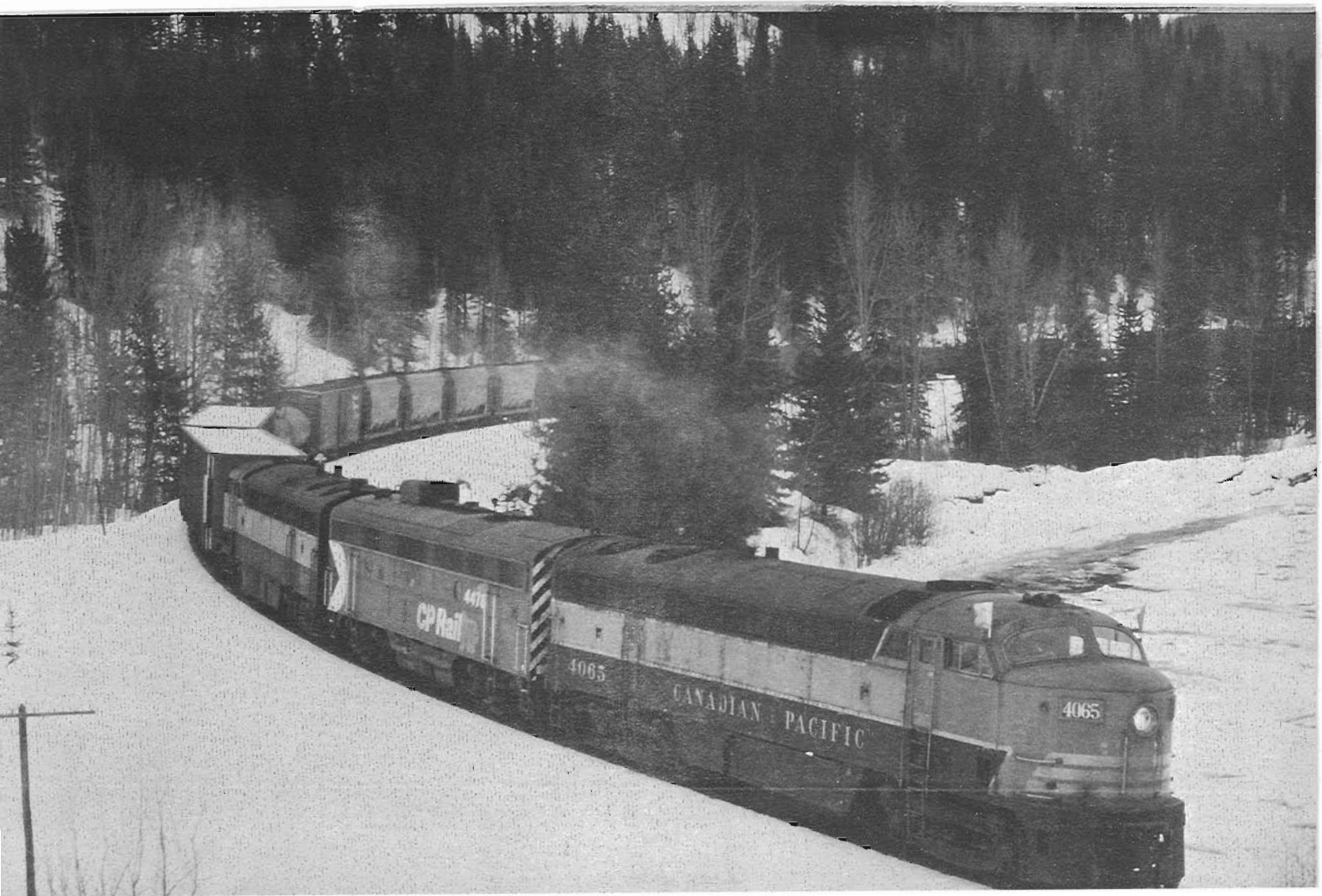

CP Rail
4065
CANADIAN PACIFIC
4065

not even remotely. The din of the battle of the giants against the force of gravity reverberated up, down and across the valley a second time as the units ground relentlessly up the east wall of the valley to the Loop, where the crescendo was momentarily muffled along the high ledges of Crowsnest itself. The volume and opacity of exhaust produced would have done credit to a pair of D 10-class steam tenwheelers; the diesel enthusiast stood the chance of being totally bombed, while the steam buff's hardened heart was softened a little.

At Crowsnest, five miles east and astraddle of the Continental Divide, the old 8-stall roundhouse, standard 40,000-gallon enclosed watertank and traditional coaling tower have all disappeared. Only the turntable remains. This is a crew-change point still; consequently, a number of units can always be found idling on the siding, as freight power is frequently reshuffled to meet eastward or westward requirements.

Movements up and down the hill in the fall of '74 occurred on a scheduled basis in the early morning and again around noon, while the downhill drags moved through in the late afternoon, all under train orders. Extras can, of course, be observed at any time. In either case, it is better to check with the operator at Crowsnest before going out to look for the action. A tape-recorder, placed at McGillivray's east mileboard, will capture the audio portion of the drama, coming and going, while camera angles are innumerable and include perches on limbs half-way up some of the taller trees.

All of the foregoing - and more - can be enjoyed, if not from British Columbia Highway Number 3, under the ledges, then from the all-weather road to Corbin, which dodges up the valley, providing spectacular views of the right-of-way both above and below it, until it ducks under the track at McGillivray.

Michel, British Columbia, is the centre of coal unit-train loading operations. The unit-trains from Sparwood to Roberts Bank follow the Crowsnest S/D to Colvalli, running thence up the former Kootenay Central to Golden and CP RAIL's main line west.

The McGillivray Spur is presently used as a loading point, the coal being trucked from the mine at Corbin and loaded into cars with a front-end loader. Loads are brought to Crowsnest by a pair of SD 40s and marshalled into eastbound trains for Coalhurst, near Lethbridge, and Calgary. At Calgary, midtrain slaves are added and the train then moves west over the main line. Unit trains of sulfur from the Pincher Creek natural gas plants follow the same route.

In February 1974, it was announced that yet another coal mine would be opened in 1978, almost on the International Boundary south of Corbin. This announcement raised the possibility of an extension of the former Eastern British Columbia Railway to Corbin and the new mining area.

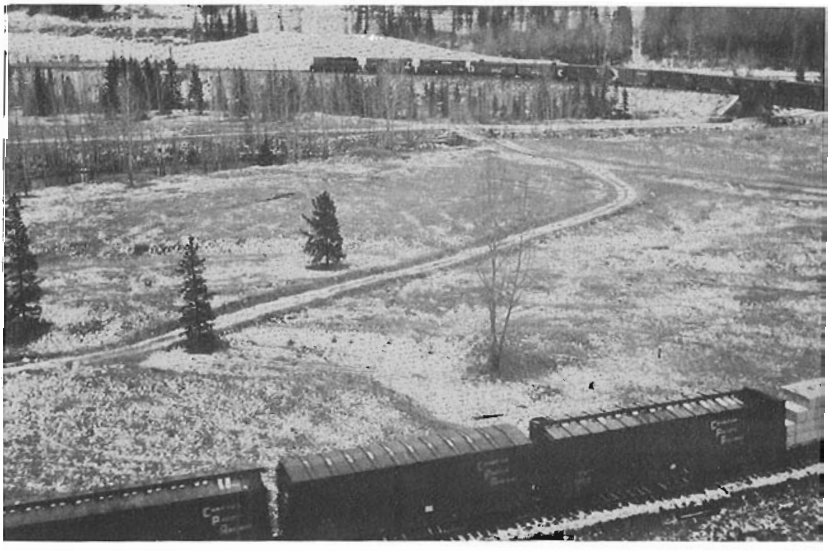
To the crews that work this mountain section daily, the twelve miles of twisting railway are routine. But for mountain railroading at its best, this remarkable figure of line location, as an integral part of CP RAIL's southern British Columbia operation, provides drama and excitement equal to that found anywhere else in today's dieseldom.

NEAR MILE 4, EXTRA 5543 WEST IS BUNCHED UP AS IT WINDS THROUGH LOOP Cut near Mile 4, with units Numbers 5543, 8724 and 8711 on the point. The date: July 6, 1974; the photographer: John Sutherland.


CPR
5543

THE SOUTH PORTAL OF LOOP TUNNEL: THE LOWER LINE AT MILE 8 CAN BE SEEN among the trees immediately above the peak of the shed roof, on this side of the creek. Photo by the Author.

IN THE HEART OF THE LOOP ON THE 476-FOOT RADIUS CURVE AT MCGILLIVRAY. The freight has changed direction from west to east. The new spur to Corbin can be seen above the boxcars on the bridge over the creek. Photograph courtesy of the Author.



No. McGillivray is not a cowboy. But the Loop is a genuine modern wild-west show, after all.

The Train that Never Comes Back !

Robert F. Legget

Photographs by the Author.

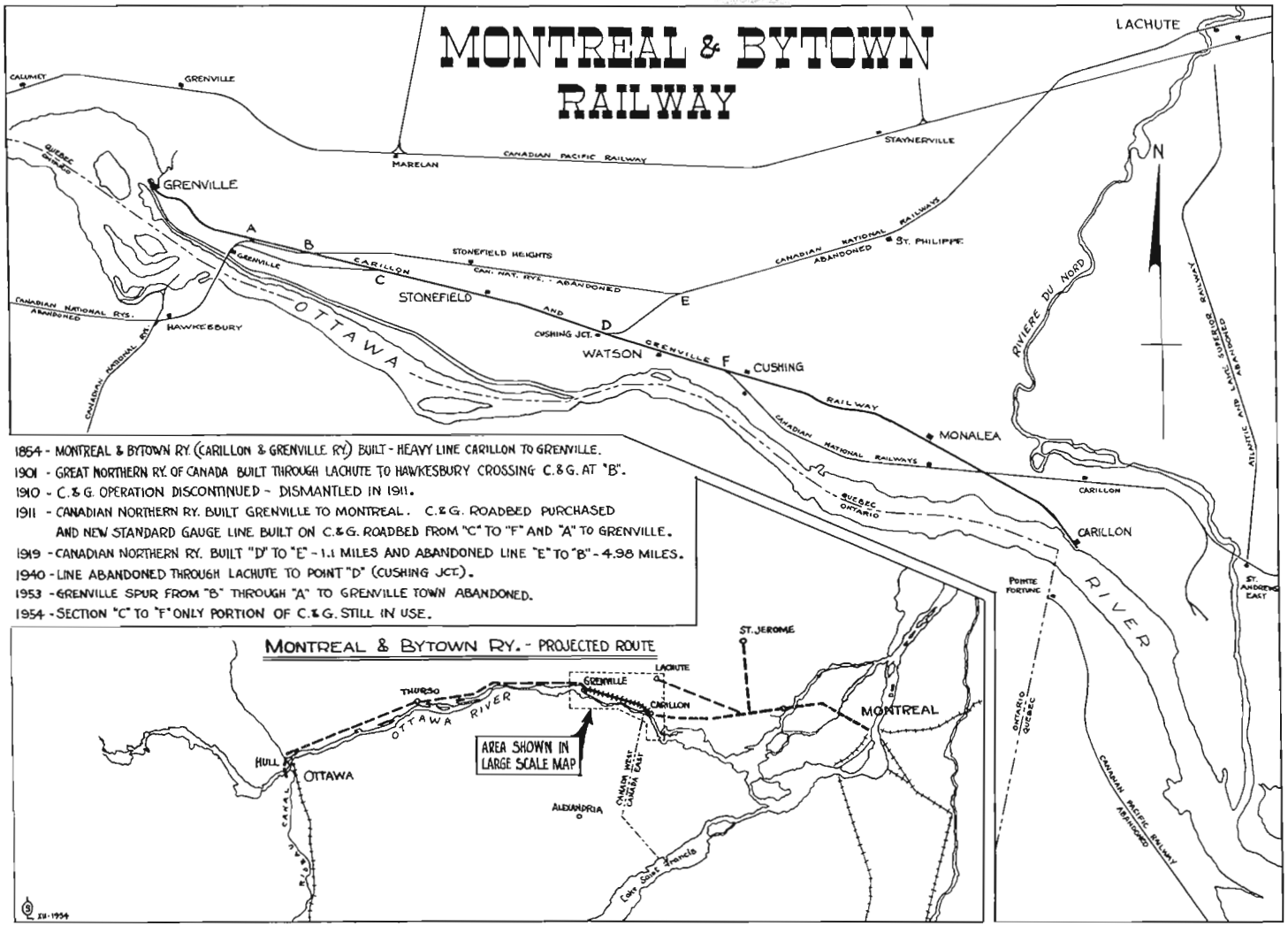
It was a very strange feeling, indeed. One would think it quite impossible, these days, to ask for a ticket to a station shown in a public timetable, only to be told by the passenger sales representative that such a ticket was not available. But this is just what happened to me when, on a fine summer Friday afternoon, I stood at the ticket counter in Canadian National Railways' Central Station, Montréal, and asked for a one-way coach ticket on Train 945-187 to Grenville, Québec.

The passenger sales representative, alias the ticket clerk, was polite but emphatic. There was no such station to which he could issue a ticket. When I showed him the public timetable giving the schedule of the Friday-only CNR Train 187 from Deux Montagnes to Grenville, he fled to consult his supervisor. He returned and - at last - issued the contentious ticket, throwing in a suspicious look with my change!

The 5.40 p.m. train from Montréal's Central Station proved to be Train 945, one of CN's regular commuter trains to Deux Montagnes, using the Mount Royal Tunnel, but headed by a diesel locomotive. When we reached Deux Montagnes, the end of the regular commuter run and the start of that part of the trip which was of special interest to me, the few remaining passengers on board (including me) were requested to leave the train. There had been a wash-out on the line ahead and rail service had been temporarily suspended. We were courteously conveyed all the way to Grenville by taxi, if you please, and my hopes of riding a train over what remains of the right-of-way of the old Carillon & Grenville broad-gauge portage line, from Cushing Junction to Grenville, were, for the time being, utterly frustrated.

If at first you don't succeed, try, try again! On yet another summer Friday afternoon, not wishing to be disappointed a second time, I visited the Operations and Maintenance Department of Canadian National Railways, Montréal, and was kindly issued a pass to travel on Train 187 to Grenville, but, this time, on the locomotive. Weather reports had indicated that no heavy rains were anticipated and so I hoped that, this time, the train and I would get through to Grenville - and we did!

In the cab of the diesel, I was welcomed by Engineman Robert and his helper. Conductor Derocher added his welcome to this odd-ball


MONTREAL & BYTOWN
RAILWAY
LACHUTE
CALUMET
GRENVILLE
MARELAN
CANADIAN PACIFIC RAILWAY
STAYNERVILLE
QUEBEC
ONTARIO
GRENVILLE
A
B
GRENVILLE
CARILLON
C
STONEFIELD HEIGHTS
CAN. NAT. RYS. - ABANDONED
CANADIAN NATIONAL RAILWAYS
ABANDONED
ST. PHILIPPE
STONEFIELD
AND
E
CANADIAN NATIONAL RYS.
ABANDONED
HAWKESBURY
CANADIAN NATIONAL RY.
OTTAWA
CUSHING JCT.
D
WATSON
GRENVILLE
F
CUSHING
RIVIERE DU NORD
ATLANTIC AND LAKE SUPERIOR RAILWAY
ABANDONED
RAILWAY
CANADIAN NATIONAL RAILWAYS
MONALEA
QUEBEC
ONTARIO
CARILLON
CARILLON
POINTE
FORTUNE
RIVER
ST.
ANDREWS
EAST
N
1854 - MONTREAL & BYTOWN RY. (CARILLON & GRENVILLE RY.) BUILT - HEAVY LINE CARILLON TO GRENVILLE.
1901 - GREAT NORTHERN RY. OF CANADA BUILT THROUGH LACHUTE TO HAWKESBURY CROSSING C.&G. AT "B".
1910 - C.&G. OPERATION DISCONTINUED - DISMANTLED IN 1911.
1911 - CANADIAN NORTHERN RY. BUILT GRENVILLE TO MONTREAL. C.&G. ROADBED PURCHASED
AND NEW STANDARD GAUGE LINE BUILT ON C.&G. ROADBED FROM "C" TO "F" AND "A" TO GRENVILLE.
1919 - CANADIAN NORTHERN RY. BUILT "D" TO "E" - 1.1 MILES AND ABANDONED LINE "E" TO "B" - 4.98 MILES.
1940 - LINE ABANDONED THROUGH LACHUTE TO POINT "D" (CUSHING JCT.).
1953 - GRENVILLE SPUR FROM "B" THROUGH "A" TO GRENVILLE TOWN ABANDONED.
1954 - SECTION "C" TO "F" ONLY PORTION OF C.&G. STILL IN USE.
MONTREAL & BYTOWN RY. - PROJECTED ROUTE
ST. JEROME
LACHUTE
THURSO
GRENVILLE
CARILLON
MONTREAL
OTTAWA RIVER
AREA SHOWN IN
LARGE SCALE MAP
HULL
OTTAWA
CANAL
CANADIAN WEST
CANADIAN EAST
ALEXANDRIA
Lake Saint Francis
ONTARIO
QUEBEC
CANADIAN PACIFIC RAILWAY
ABANDONED
XII-1954

traveller. To account in part for the curiousness of my request, it should be noted that Train 187 was scheduled to arrive at Grenville, Québec, 53 miles west of Montréal, at 2000 hours. Grenville, with a population of about 1400, is on the north side of the Ottawa River, opposite Hawkesbury, Ontario. There is no other train service from either place; there may be a service by highway bus, but, like a true railway enthusiast, I was and am uninformed on this point. The question might therefore very properly be asked as to what I, a stranger, would propose to do in Grenville from Train 187's arrival on Friday night at 2000 hours to the departure of Train 188 at 0620 the following Monday morning.

MONTRÉAL – GRENVILLE

ⓓ◆ 187 Fri. Ven.	Miles Milles		Eastern Time Heure de l'Est		ⓓ 188 Mon. Lun.
17 40	0 0	Dp	Montréal, Qué.	Ar	08 46
18 34	17 0		Deux-Montagnes		07 50
18 44	22 0		Fresnière		07 35
/ 18 58	28 1		St-Benoît		/ 07 20
/ 19 06	31 7		St-Placide		/ 07 12
/ 19 14	35 1		Lalande		/ 07 04
19 25	39 9		St. Andrews East		06 52
/ 19 32	42 2		Carillon		/ 06 44
/ 19 37	44 2		Monaiea		/ 06 40
/ 19 42	46 7		Cushing		/ 06 35
/ 19 46	47 9		Watson		/ 06 32
/ 19 52	50 1		Stonefield		/ 06 27
20 00	53 2	Ar	Grenville, Qué.	Dp	06 20

For local service between Montreal, Mount Royal, Val Royal, Cartierville and Deux-Montagnes please refer to Suburban Time Tables.

Consulter les indicateurs de banlieue pour liaisons Montréal, Mont-Royal, Val-Royal, Cartierville et Deux-Montagnes.

Train 187 is the only regular diesel working through Mount Royal Tunnel and this is just as well, according to Engineman Robert, in view of the tunnel's length and the way in which the locomotive has to be worked with its eight-car train. It was most interesting to see the interior of the tunnel from the vantage-point of the diesel cab. The now-rebuilt southern portal brought to mind all the hopes that were centred around this great engineering work when it was opened in 1918. While the track through the tunnel is well maintained, the heavy rail traffic carried through it nowadays has prevented maintenance of the northbound commuter lines to the same high standard. The continuing existence and use of these lines support the conclusion which I still share, that railway commuter traffic to the north and west of the tunnel, in and out of Montréal, may yet see a revival, if only as a result of the development of Mirabel Airport and in the interests of energy conservation.

The obligatory slow transit of the crossing at EJ Tower was the first unusual operating practice. At Val Royal, the first inbound electric train was passed, before we entered the single-track section to Deux Montagnes. A single track on a railway used for commuter services must be a somewhat unusual feature. Train 974 passed us at Roxboro, but only after a 15-minute wait, which naturally was a subject for appropriate comment by our engine crew. Train 976, however, was waiting for us at Desprairies and so, after the lovely crossing of the islands in the Rivière des Mille Iles, near Laval-sur-le-Lac, we were no more than these 15 minutes late, when we came to a stop at the station at Deux Montagnes.

I had expected that, in view of the limited passenger traffic onward to Grenville, some of the coaches would have been left here. I was wrong. The entire train made the full journey. The track beyond


4102
4102

Deux Montagnes was in fairly good shape, even though now used only for freight service and the four passenger trains per week. The junction for the short branch to Oka was passed, Mile 10.8; the rails are still in place although the 4.5-mile branch now carries no traffic.

A short stop was made at Fresnière, where a CN Express truck was waiting to receive a small shipment. No passengers disembarked. Then came Grenmont,Mile 15.6 of the Montfort S/D, the junction for the Grenville S/D, and we were soon running on rails used by only two scheduled - and two unscheduled - passenger trains per week. By way of comparison, one might say that the "main line" of the Montfort S/D onward to St-Jérôme has no passenger trains at all!

Despite its infrequent use, the track of the Grenville S/D was in reasonably good shape, to such an extent that Engineman Robert was able to make up some of the lost time. Through St-Benoit, St-Placide and Lalande, the line runs on long tangents, so that there are no impediments to straight and level running. The locomotive acts as a sort of "bush-trimmer", pushing aside and occasionally breaking the brush and overhanging tree branches which have encroached on the track, since a train last ran over the branch.

The station building at Lalande, Mile 12.2 from Grenmont, has gone, only a lonely sign remaining to indicate the halt, and yet Mr. Robert told me that he could well remember when he would load up a complete express car with milk cans every morning at this one station. The area through which the Grenville S/D runs is fine farming country.

St. Andrews East was the first stop for Train 187 and here, two passengers did indeed detrain. They are regular patrons each Friday and so Mr. Robert made every effort to stop the train in the same spot, for their convenience. Crossing the pretty Rivière du Nord on a deck girder bridge, the railway curved around to the west and the earthworks associated with the Carillon Hydroelectric Development on the Ottawa River soon came into view. Particularly obvious was the long earth dam that was built from Carillon as far as Cushing, 4.5 miles, to prevent flooding the land to the north and, simultaneously, the very railway over which we were travelling. The Grenville S/D train was therefore at first below the level of the water impounded by the Carillon Dam, but, gradually rising on an easy grade, the large man-made lake created by the dam was in full view before Cushing was reached.

The Carillon project had flooded out the Carillon and Chute à Blondeau Rapids and the historic Long Sault in the Ottawa River, in addition to the small Ottawa River Canals, constructed between 1819 and 1834 to circumvent the foaming rapids. It was to provide faster passenger service than the canals could offer, between steamboats on the upper and lower sections of the Ottawa, that the old portage railway, the Carillon and Grenville, was built in 1854 (1). The C&G stubbornly kept operating until the end of 1910, when river passenger traffic, already on the wane, was finally abandoned. For the latter years of its service, the Carillon and Grenville was the last surviving "provincial gauge" railway (5 feet 6 inches) in Canada (2). It was built to this gauge during the period when the Gov-

← CANADIAN NATIONAL RAILWAYS' TRAIN 187, AT DEUX MONTAGNES, QUEBEC, ON a sunny, summer afternoon, prior to leaving on its journey to Grenville, Québec, on the banks of the Ottawa River.

↑ MR. ROBERT, ENGINEMAN, AT THE THROTTLE OF DIESEL UNIT NUMBER 4102, classed by CN as a GR-17p.

→ THE VIEW FROM THE "FIREMAN'S SIDE" OF ENGINE 4102 HAULING TRAIN 187, as it approaches Cushing, Québec, with the Ottawa River coming into sight on the left, held back by the Carillon Hydroelectric Dam a short distance downstream. The highway from Carillon to Grenville runs along the top of the earth dam and can be seen in the failing light of a midsummer day.

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ernment of the united Province of Canada had decreed that all new railways in Canada would be built to this gauge. In the 1870s, when most provincial-gauge railways in Canada narrowed their width to the Stephenson gauge of 4 feet $8\frac{1}{2}$ inches, the C&G was too remote and too poor to make the conversion. It continued unchanged to the end of its life just before World War I.

Canadian National Railways' Grenville S/D crosses the former right-of-way of the C&G about a mile west of Carillon station, thereafter running between the C&G and the Ottawa River until a few yards west of Cushing Station, where the two grades rejoin at a point once known as Cushing Junction; the CN thence uses the old right-of-way as far as Grenville Station - the end of the line!

It was to ride over these last few miles of the Grenville Subdivision that I had made the 53-mile trip from Montréal. It was, perhaps, a poor substitute for a ride on the broad-gauge C&G, through Watson and Stonefield, but it was the best that was obtainable in 1974. Short as the journey was, it was for me a memorable experience, particularly so in view of the uncertain future of this fragment of Canadian National's vast trans-Canada system.

Another reminder of the historic portage railway was evident about a mile-and-a-half west of Cushing station, where, incidentally,

our two remaining passengers disembarked, one from each side of the train! Mr. Robert pointed out, in a short rock cutting, the site of Cushing Junction, the place where the former Canadian Northern Québec Railway from St-Jérôme and Lachute joined - once upon a time - the line to Grenville and Hawkesbury. This location is between Watson and Stonefield, which "halts" we passed without stopping and then, quite unceremoniously and without passengers, we slowed to a stop at the isolated little station building at Grenville, Québec, 53.2 miles from CN's Central Station, Montréal, a few minutes behind the scheduled arrival time of 2000 hours.

In fact, the track continued a short distance further, curving to the southwest across Québec Route 29 toward the Ottawa River, but stopping short of the bank. This curious extension is all that remains of the eastern approach to the multi-span, deck-plate girder bridge, built by the Canadian Northern Ontario Railway in 1914. This bridge on the CNorO's main line from Montréal to Ottawa was demolished in 1963, when the level of the Ottawa River was raised by the Carillon Dam sufficiently to drown the bridge.

I had now arrived, alas, at the end of my journey, but Mr. Robert and Train 187 had not. The locomotive was quickly uncoupled from the train and, even as I said my farewell to Mr. Robert and his companions, the slow turn onto the weed-grown "wye" had begun. In one of the smartest manoeuvers it has ever been my pleasure to witness, the diesel unit was coupled to the erstwhile rear-end of the train and, as an "extra east" of dead-head equipment, the train departed Grenville on its way back to Grenmont, Deux Montagnes and Central Station, Montréal.

At Central Station, no passengers are detrained. In fact, the train may not stop, but may be moved at once to the St-Henri coach yards, where it stays until about 0230 on Monday mornings when, as Train 167 - "dead-head equipment" - it makes its way back again to Grenville, there to start the working day as Train 188, leaving Grenville at 0620, faithfully picking up its regular passengers for the "Big City".

You might think that such an unusual train would be entirely exempt from the hazards of main-line operation and, while this is substantially the case, there was the tragic accident early on the morning of 7 October 1974. On that Monday morning, Train 167 collided head-on with a freight near Pierrefonds on the Montfort Subdivision. J.N.Alberic Lemieux was the engineman and both he and his helper, Mr. Noel Morin, were killed.

Should you decide to take a ride on this train that never comes back, be sure that you have alternate transportation available when you reach Grenville at about 2000 on a Friday evening. Otherwise, it is a long walk across the Perley Bridge to the bright lights of Hawkesbury, Ontario and the tender mercies of the highway bus!

AT THE BEGINNING OF THIS CENTURY, THE CARILLON & GRENVILLE RAILWAY still operated broad-gauge motive power and rolling stock. The two-car train and wood-burning 4-4-0 wait at the station at Carillon for the Ottawa-bound boat from Montréal.

References.

(1) THE LAST BROAD GAUGE Brown, R.R., Bulletin 18, October 1954 Canadian Railroad Historical Association.

(2) THE RISE AND FALL OF THE PROVINCIAL GAUGE, Lavallée, O.S.A. CANADIAN RAIL, Number 141, February 1963.

Editor's & Author's Postscript:

During a telephone conversation in February 1976, the Author remarked to the Editor that he had heard that, one wintry Friday night, Canadian National Railway's Train 187 had made its last trip westbound on January 9, 1976. A call to CN-Montréal affirmed that this was indeed true and that this unusual passenger service had been withdrawn with the consent of the Railway Transport Committee of the Canadian Transport Commission.

The Editor wonders what arrangements the two passengers from Cushing have been able to make.

TIME TABLE No. 99 — APRIL 25th, 1971. 9

NORTHWARD TRAINS FIRST CLASS		Miles from Greenmont	Yard Limits	GRENVILLE SUBDIVISION STATIONS	Office Signals	Siding Car Capacity	SOUTHWARD TRAINS SECOND CLASS	
187	167						188	
Pssr.	D.M. EQPT.						Pssr.	
Friday	Monday							
1747	0321	0.0	↓ 0.6	GRENMONT PRZ (Jc. with Montfort Sub.) 5.2			0632	
F 1758	0332	5.2		ST. BENOIT 3.6		33	F 0620	
F 1806	0340	8.8		ST PLACIDE 3.4			F 0612	
F 1814	0347	12.2		LALANDE 4.8		15	F 0604	
S 1825	0357	17.0	16.8 ↑	ST. ANDREWS EAST Z 2.3	W D	19	S 0552	
F 1832	0402	19.3	↓ 20.0	CARILLON Z 2.0		43	F 0544	
F 1837	0406	21.3		MONALEA 2.5			F 0540	
F 1842	0411	23.8		CUSHING 1.2			F 0535	
F 1846	0414	25.0		WATSON 2.2			F 0532	
F 1852	0419	27.2		STONEFIELD 3.1			F 0527	
S 1900	0425	30.3	29.7 ↑	GRENVILLE YZ			0520	
				Rules 41 and 44 applicable.			Monday	
187	167						188	

GRENVILLE SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

1.1 GRENVILLE — Switch point derail located 332 feet south of end of steel, normal when set in derailing position.

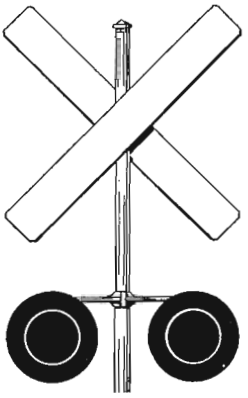
2 EQUIPMENT RESTRICTIONS

Diesel units in 2000, 2300, 5000 and 5100 series restricted.
Heaviest car permitted, gross weight 220,000 lbs.
Heaviest auxiliary permitted, 120 tons.

3 SPEEDS

	Miles per hour
Passenger trains zone	30
Freight and mixed trains zone	30
Trains with auxiliary cranes	15
Grenville, wye tracks and Dansereau Spur	10

Not marked by Zone or Speed Restricting Signs.



BOOK REVIEW

John Welsh.

The name of this unusual book is the"GUINNESS BOOK OF RAIL FACTS AND FEATS" by John Marshall, second edition 1975. It is published by Guinness Superlatives Limited, 2 Cecil Court, Enfield, Middlesex, England. The price is £4.95. It is hard-cover, 256 pages, 7x9½ inches, has a full-colour dust-jacket, more than 200 black-and-white photos plus maps and diagrams and 16 pages in colour.

This is a fact and interest-packed book designed to brighten many hours. The first edition (1971) has long been out of print, although a North American edition of that date, under the title of "RAIL FACTS AND FEATS" may still be found.

John Marshall has taken advantage of time and the help of many first-edition readers to expand and improve a volume that is as distinctive as the good brew bearing the family name.

International in scope, the book covers almost as many aspects of railways and rail-lore as one can think of: history, locomotives, tunnels, races, engineers, bridges, summits, stations, stamps, music, ferries, trains, records (first, last, biggest, longest, shortest , fastest, highest, slowest, and so on).

For example: what is the first and only railway on top of a volcano? What was a "Parliamentary" train and why was it so called?Which is the oldest name train in the world? Who was in charge of the Great Western's pioneer mail car between Niagara Falls and London, Ontario, in 1854?

Thirty pages alone are devoted to "The Pioneers", with biographies of 89 men who led the way in construction, motive power design, ticketing procedures, miniature passenger-carrying railways, timetable layout and production, and so on. Canadians are well represented. Portraits and illustrations of distinctive achievements add to the interest of this section.

Another 30 pages on "Trains", 54 on "The Lines", 34 pages on "Motive Power", with one or more illustrations on almost every page-combine to tempt the browser as well as the dedicated scholar.

Expanded references to Canadian history and operations are due in part to the help of Raymond Corley of Toronto, Omer Lavallée of Montréal and Fritz Lehman of Vancouver, duly acknowledged in the introduction. The colour frontispiece is of a CP RAIL freight in the Rockies. Elsewhere, we find a colour photo of Budd RDCs on the Brit-

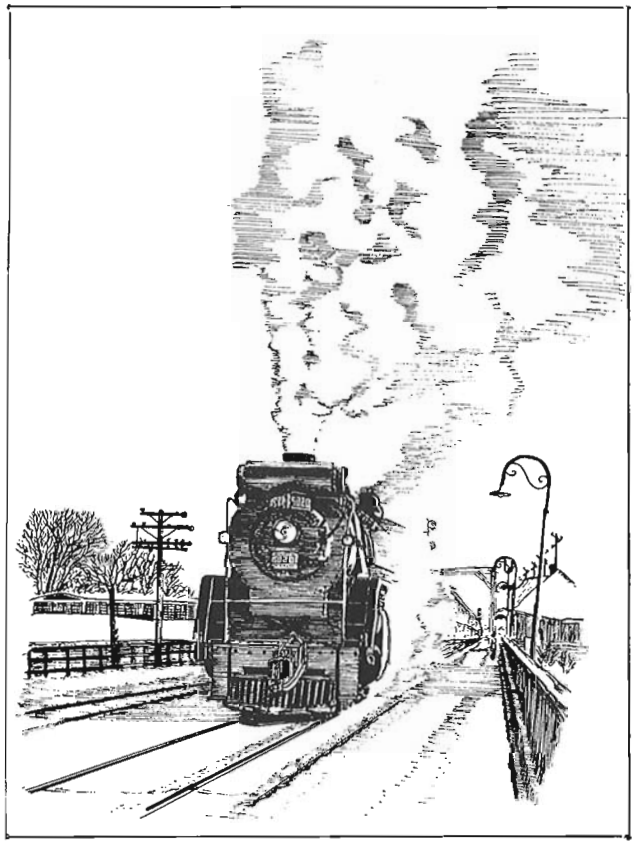
ish Columbia Railway at Squamish. Book-wide, the colour illustrations are well reproduced and have been selected to show operations in most parts of the world; most appear in print for the first time. One colour page is devoted to crests of pre-grouping and pre-nationalization British railway companies, another to postage stamps featuring railways (a companion page in black-and-white faces it).

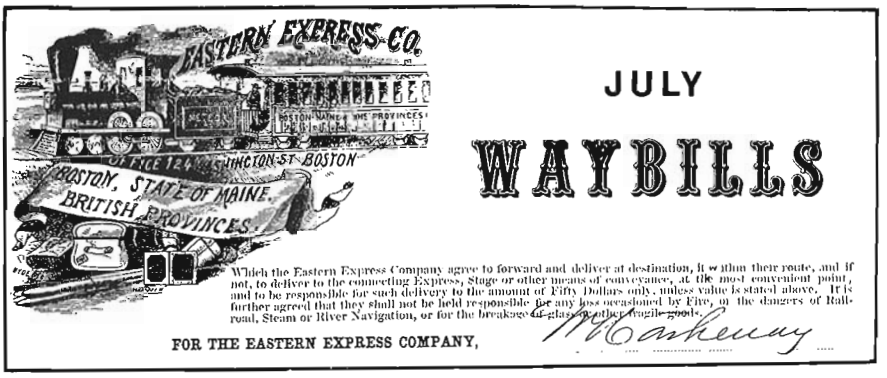
Black-and-white illustrations include some that will be familiar to CANADIAN RAIL readers. Reproduction is generally good but there is occasional muddiness. Overall, the printers have done an admirable job, using substantial paper stock and good basic design.

Of the ten maps presented, one or two suffer from the reduction in size necessitated by the page layout.

Inevitably, the reader may pause here and there to question accuracy. For example, is the world's longest non-stop run really that of AMTRAK's "Silver Meteor", between Richmond and Jacksonville? The realist may doubt that there is no crew-change stop somewhere along the way. A note just received from Donald Steffee of speed-survey renown expressed his doubts, as well.

All in all, and for those who appreciate a view of the curiousities of railroading world-wide, a worth-while purchase.





JULY

WAYBILLS

IF YOU HAVE EVER WONDERED WHERE THE WESTERN TERMINUS OF THE CHICAGO, Milwaukee, St. Paul & Pacific Railroad might be, it can be found in Port Angeles, Washington State, U.S.A., across Puget Sound from Seattle and across Juan de Fuca Strait from Victoria, British Columbia. The 52.2-mile disconnected extension from Port Townsend skirts the corrugated seashore and wanders through incredibly beautiful pastoral landscape in the shadows of the Olympic Mountains.

Although a "mainland" operation, barge service connects Port Townsend with Seattle's Pier 27 slip of the Milwaukee Road.

On the afternoon of June 5, 1975, John Hoffmeister caught Milwaukee SD 7 Number 504 in the yard at Port Angeles, terminus of the CMSt.P&P's Fourteenth Subdivision, Coast Division, nearly 2,500 miles west of Chicago.

OF THE MANY SAD RAILWAY SIGHTS NOW TO BE SEEN IN THE UNITED STATES of North America, one of the saddest must be the once-magnificent Union Station in St. Paul, Minnesota. A splendidly proportioned classical facade fronts a great hall, writes Dr. Robert F. Legget of Ottawa, Canada, that is in itself an architectural delight. But all is locked, closed, disused and neglected and there is not the least whisper of possible preservation.

So certain was the demise of this once bustling station that rails were laid down the centre of the great concourse to carry the refurbished, original "First Locomotive of the Northwest". This green-liveried 4-4-0 was named after the first Chief Engineer of the St. Paul and Pacific Railroad - a predecessor of the Great Northern Railway - William Crooks.

Built in Patterson, New Jersey, U.S.A., the "William Crooks" arrived in St. Paul via Mississippi River steamboat in 1861. She weighed 40 tons and measured 51 feet long, with her 8-wheeled tender.

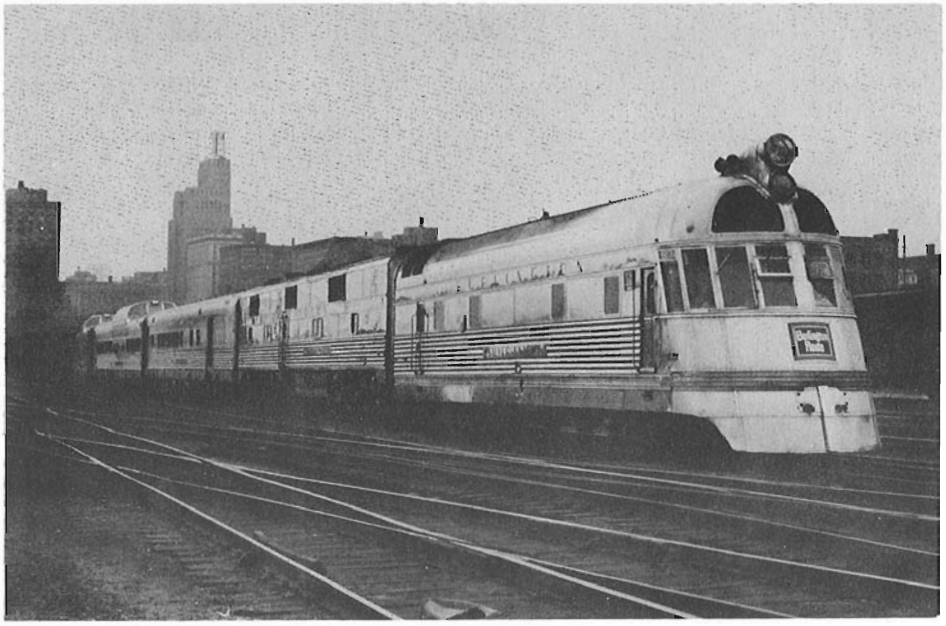
Going to the Union Depot during a recent visit to the Twin Cities (in April 1975), it was not possible to obtain permission to enter the station to view the historic locomotive, since all the doors were securely locked, bolted and barred.

All that one could do was to follow the example of the proverbial schoolboy and peer through the dirty glass of the once-proud main doors, to obtain a fleeting and unsatisfactory glimpse of the hall and its temporary occupant.

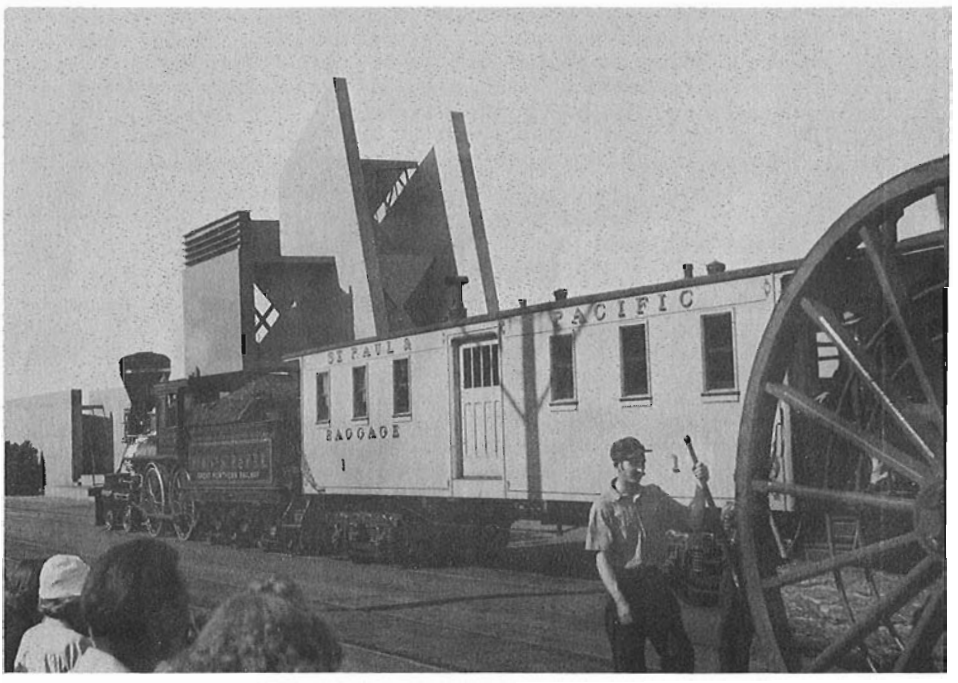
The ancient locomotive is to be dismantled and moved to a proposed transport museum in Duluth, Minnesota, where she will be re-erected.

The future of the famous St. Paul Union Depot is still in doubt.

The first of the two pictures which accompany this item shows the afternoon "Twin Cities Zephyr" of the Chicago, Burlington and Quincy Railroad leaving the Union Station at St. Paul, Minnesota, on 17 July 1949, headed by unit Number 9907A, "Silver Knight" and an unidentified "B" unit.



The second picture shows the 4-4-0 "William Crooks", identified on the tender as belonging to the 1st. Division of the St. Paul and Pacific Rail Road, with the subtitle "Great Northern Railway", in the pageant "Wheels A' Rollin'" at the Chicago Railroad Fair, on July 22, 1949. Both photographs are from the Association's E.A.Toohey Memorial Collection.



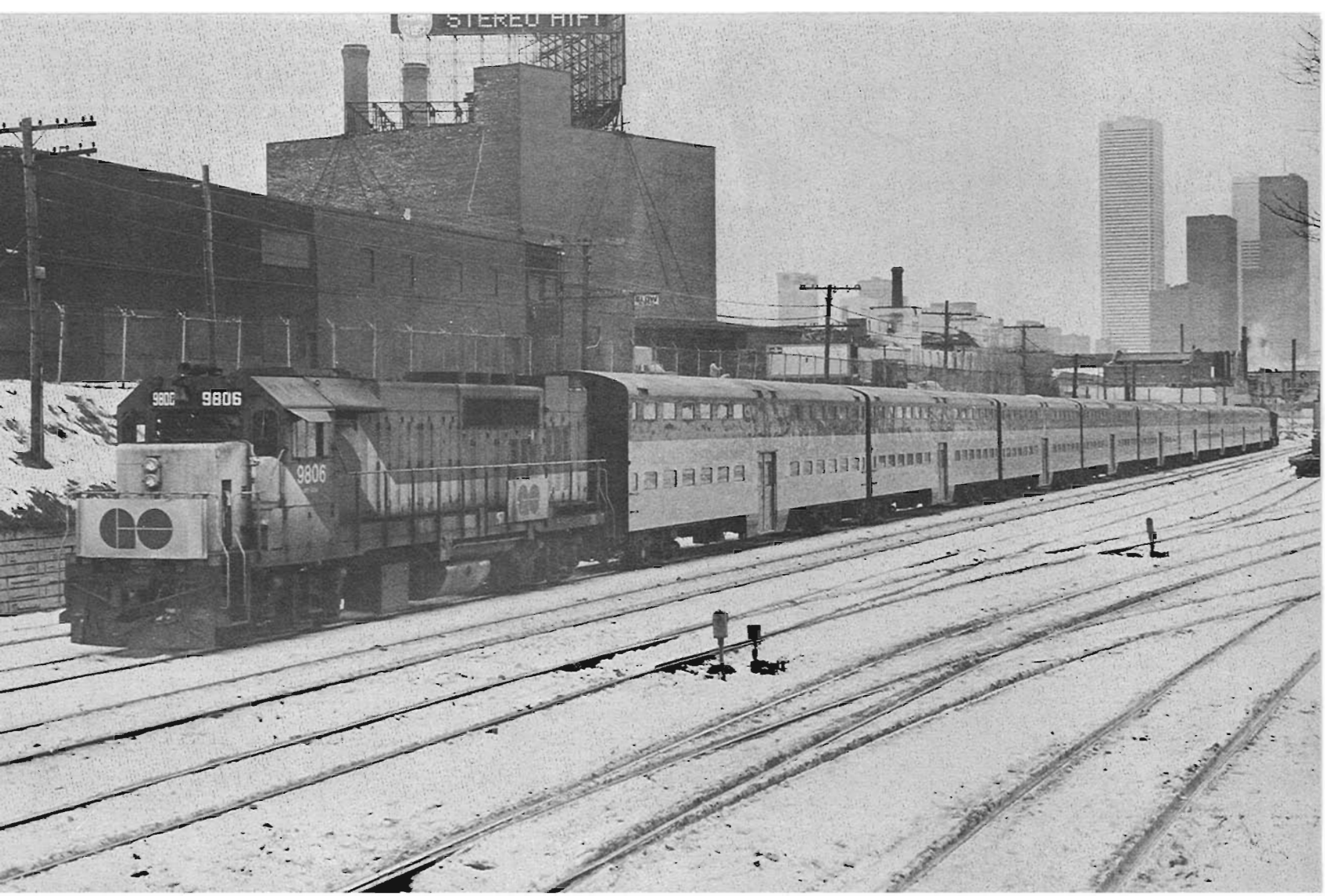
FROM LETHBRIDGE, PAT WEBB REPORTS THAT CP RAIL "C-LINER" NUMBER 4104 was stored in the roundhouse at Lethbridge during the winter of 1975-76 and moved west to Cranbrook about the first week of March. The unit was destined, reported Pat, for the Fort Steele Historical Park at Cranbrook. More information will follow, says Pat, as it becomes available.

NINE CHICAGO & NORTH WESTERN RAILROAD BI-LEVEL PASSENGER CARS WENT into service for GO TRANSIT on January 19, 1976 on Train 954 between Hamilton and Toronto, Ontario. The train left Hamilton at 0720 and arrived Union Station at 0827. These cars were on loan for a period of four months, after which they were scheduled to go to Vancouver, British Columbia.

In the first of the two pictures accompanying this item, GO TRANSIT unit Number 9806 leads - while Number 9812 pushes - Train 957 just west of Bathurst Street, Toronto, at 0839 on January 27, 1976. This is the dead-head move to Mimico after the arrival of Train 954 from Hamilton.

In the second picture, GO TRANSIT unit Number 9806 leads while Number 9812 brings up the rear of the nine-car train.

The Secretary left these two pictures with the Editor and did not say who had contributed them. The Editor suspects it was John Sutherland, our member from Highland Creek, Ontario.


STEREO HIFI
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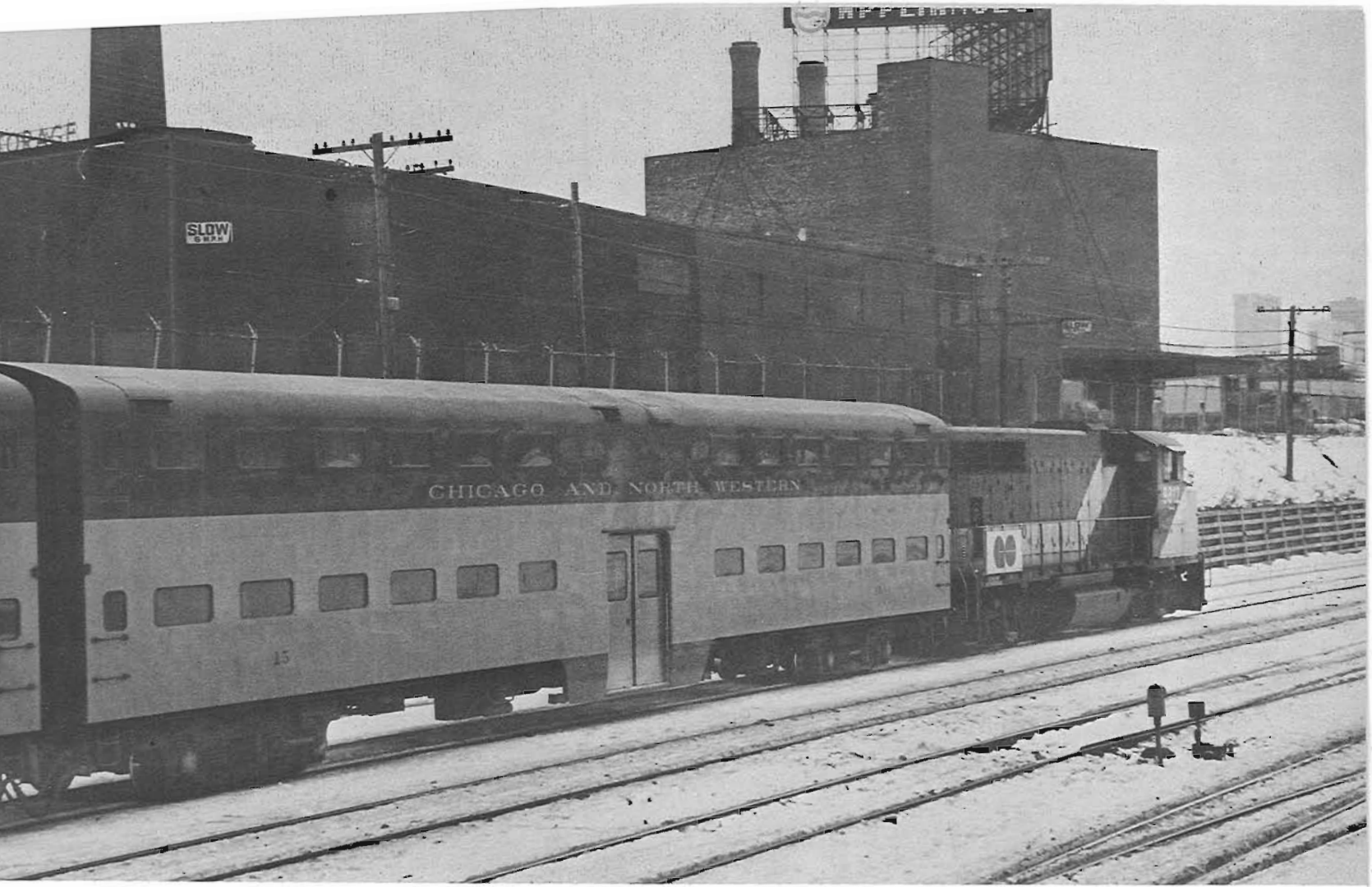
SLOW
CHICAGO AND NORTH WESTERN

BOB LOAT OF CALGARY, ALBERTA AND PUEBLO, COLORADO, MADE SURE THAT HE was at the trestle at Gainford, Alberta at 1507 hours on Saturday, April 13, 1974, to take this splendid picture of Canadian National Railways' freight Train Extra West Number 351, with SD 40 Number 5144 on the point. The trestle construction is almost as varied as the freight's consist.

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