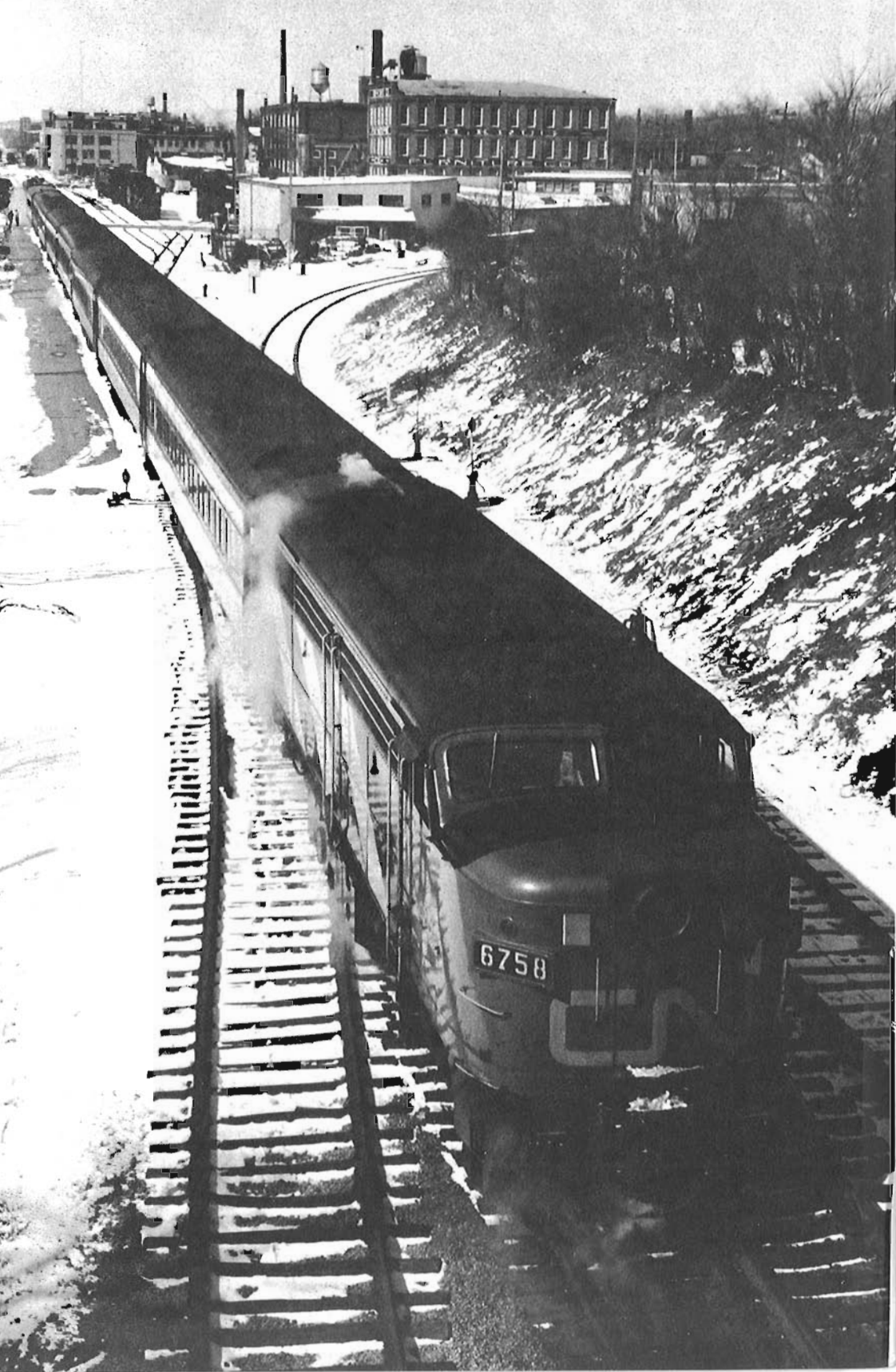


Canadian Rail



No. 297
October 1976





How Sweet It Is !

Bob McLarty

Photos and Maps by the Author.

Casually leafing through the pages of tourist brochures and - occasionally - railway enthusiast publications, you might get the impression that the only place in eastern Canada where maple sugar festivals are held is in "La Belle Province" of Québec, or in neighbouring portions of the United States. This is not necessarily the case. While a good deal of maple syrup is produced in Québec and nearby parts of New England, it is possible to participate in maple sugar festivals in Ontario, too.

The thrifty and prosperous farmers of the district around Elmira, Ontario, are mostly of the Mennonite faith. Some people think that their way of life is very austere and more than a little old-fashioned - by 1976 standards. But their traditional way of making maple syrup attracts crowds of visitors from the cities in the Grand River valley of southern Ontario, not the least of which are the "twins" of Kitchener and Waterloo.

In March 1972, as in previous years, the Kiwanis Club of Kitchener/Waterloo sponsored the "Sugar Bush Express", a passenger train shuttle-service between Kitchener and Elmira, via Canadian National Railways' Waterloo S/D. Elmira is a predominantly Mennonite community north of Kitchener, in the centre of the best farmland in Waterloo County. Many of the farmers have carefully preserved their stands of sugar maples, with the predictable result.

The annual maple syrup festival at Elmira has to be attended to be appreciated fully. It is one of the most attractive facets of an otherwise spartan life-style of the old-order Mennonites, which includes mostly plain, black clothes without zippers, horse-drawn buggies and traditional farming practices, without electricity or telephones, let alone television.

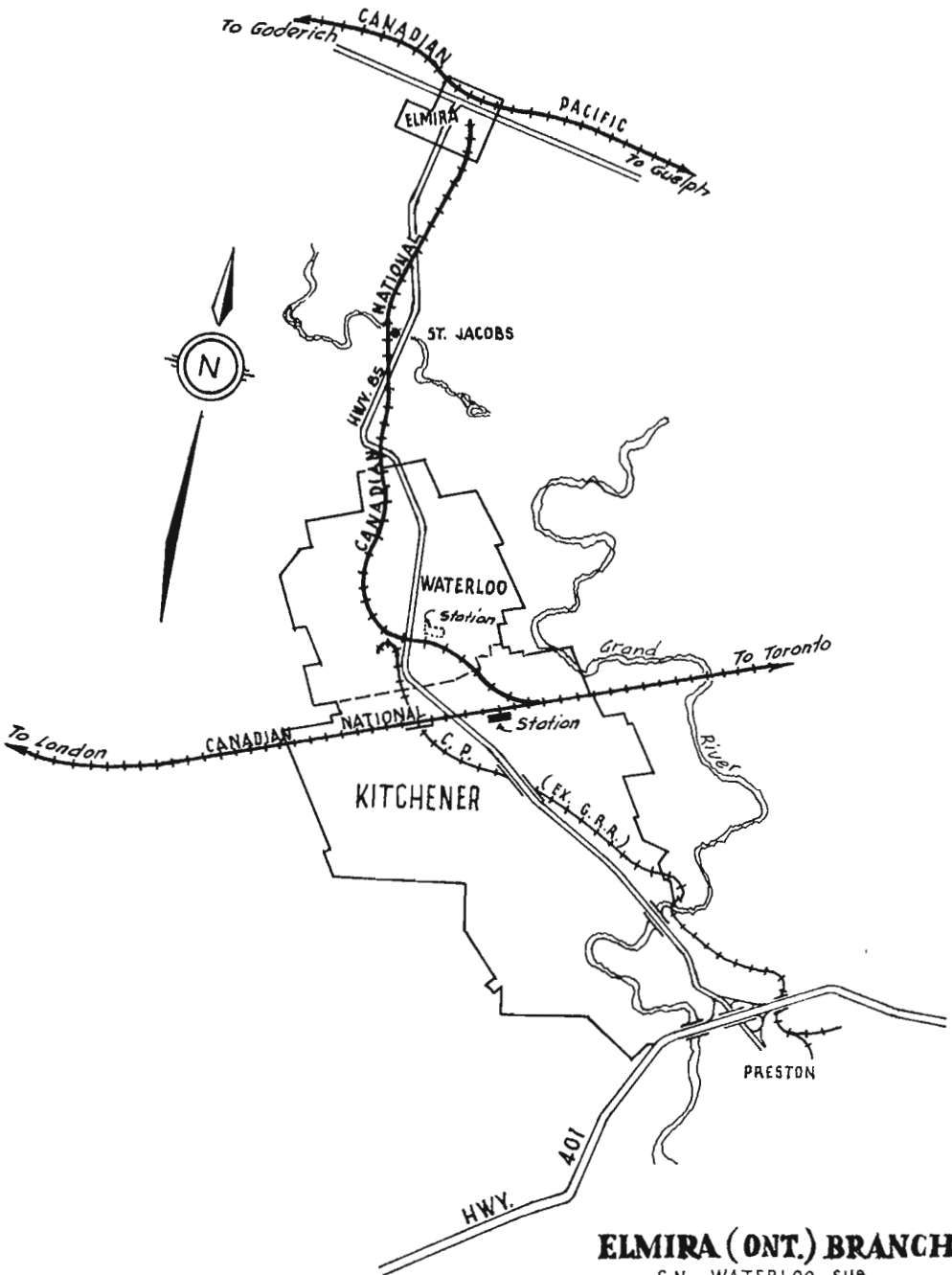
By and large, the Kitchener/Waterloo Kiwanians are not noted for being either Mennonites or rail enthusiasts, but, however, they have combined sugaring-off festivities and railroading successfully to provide a train-ride which adds to the old-time atmosphere of this notable spring-time event.

The "Sugar Bush Express" departed from the CN station in Kitchener, a red-brick Victorian structure, the graceful arches of which

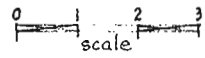


FROM THE ENGINEER'S SEAT OF CANADIAN NATIONAL RAILWAYS' UNIT NUMBER 6536, King Street in Waterloo, Ontario, seems to be crowded continually with wheeled vehicles of all kinds, including the occasional buggy!

THE WESTBOUND KITCHENER/WATERLOO KIWANIS CLUB "SUGAR BUSH EXPRESS" runs into the station in Kitchener, Ontario, after the departure of the TEMPO train for London.



ELMIRA (ONT.) BRANCH
C.N. WATERLOO SUB.



have stubbornly defied all attempts by the B&B Department, armed with paint and plywood, to create a degree of modernity. A milling crowd on the station platform also properly belonged to another era and certainly provided a sharp contrast to the lesser number of patrons who customarily await the regular CN TEMPO train to Toronto or to London, to the west.

Despite its brief twelve-mile run, the ride to Elmira on the "Sugar Bush Express" was truly nostalgic. Moving out of Kitchener station, the special negotiated a cross-over and left the main line for the lighter iron of the Elmira Branch, which winds through Waterloo over numerous grade crossings where surprised citizens, unused to rail passenger traffic, gazed with obvious disbelief and unwarranted curiosity.

The train crept slowly past the disused Waterloo station, for years the headquarters of a Waterloo building materials supplier. The exterior of the station had been covered with garish panels of imitation shingle, brick and stone. Once, the station had a more attractive natural exterior, but that day is long past. Once, this station was the point of departure and return - by private rail-car for members of the Joseph Seagram family, on annual hunting expeditions.

Beyond the Waterloo yard-limit, the farmland through which the Elmira Branch runs provides an authentic turn-of-the-century ambience. Farms regularly have windmills that work. The large barns are in excellent repair and the substantial houses are surrounded by a variety of sheds and other outbuildings. Long, neat piles of firewood close by attest to the stern but productive life-style of the Mennonite citizens. The many small streams that wind through the fields are crossed on wooden pile-trestles by the railway.

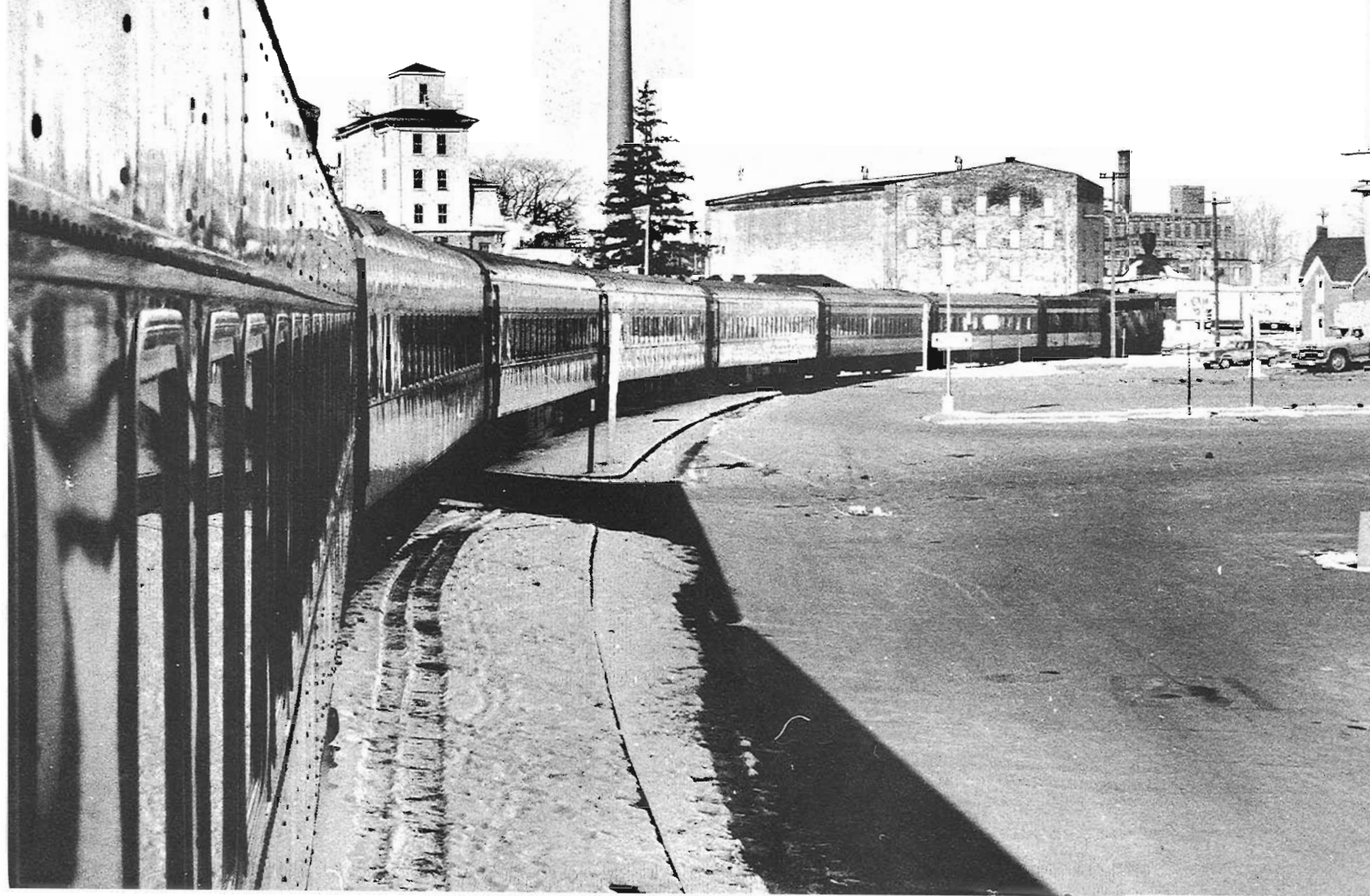
The run of the "Sugar Bush Express" terminated at Elmira at a dead-end. The station has long since been removed and in its place stood a variety of farm wagons, their floors covered with clean straw

N HAVING NEGOTIATED THE CROSSOVER UNDER THE MARGARET AVENUE BRIDGE IN Kitchener, the "Sugar Bush Express" is led up the Waterloo S/D by diesel unit Number 6536, on the way to Elmira, Ontario.

IN DOWNTOWN WATERLOO, "STORE-FRONT" UNIT NUMBER 6536 IS ABOUT TO CROSS King Street and thereafter make a slow transit of downtown Waterloo Square parking lot. When the branch was built, the city's growth could not have been anticipated.

LESS THAN 200 FEET FROM KING STREET, WATERLOO, THE "SUGAR BUSH EXPRESS" runs along the perimeter of the municipal parking lot on its way to Elmira, pan-cakes and maple syrup.

THIS VIEW OF THE MARCH LANDSCAPE NEAR ST. JACOBS, ONTARIO, REPRESENTS the prosperous farmland in the Mennonite settlements of Waterloo County, Ontario. Orchards and wood-piles abound; wooden trestles like the one over which CN unit Number 6536 has just passed, occur quite frequently. The faint sound of diesel horns in the background is that of "other-end" unit Number 6758; the engineman is blowing for Highway 85, a road on which black, horse-drawn buggies - as well as automobiles - have to stop for trains at railway crossings.



Murray's

Brush & Palette
Gallery



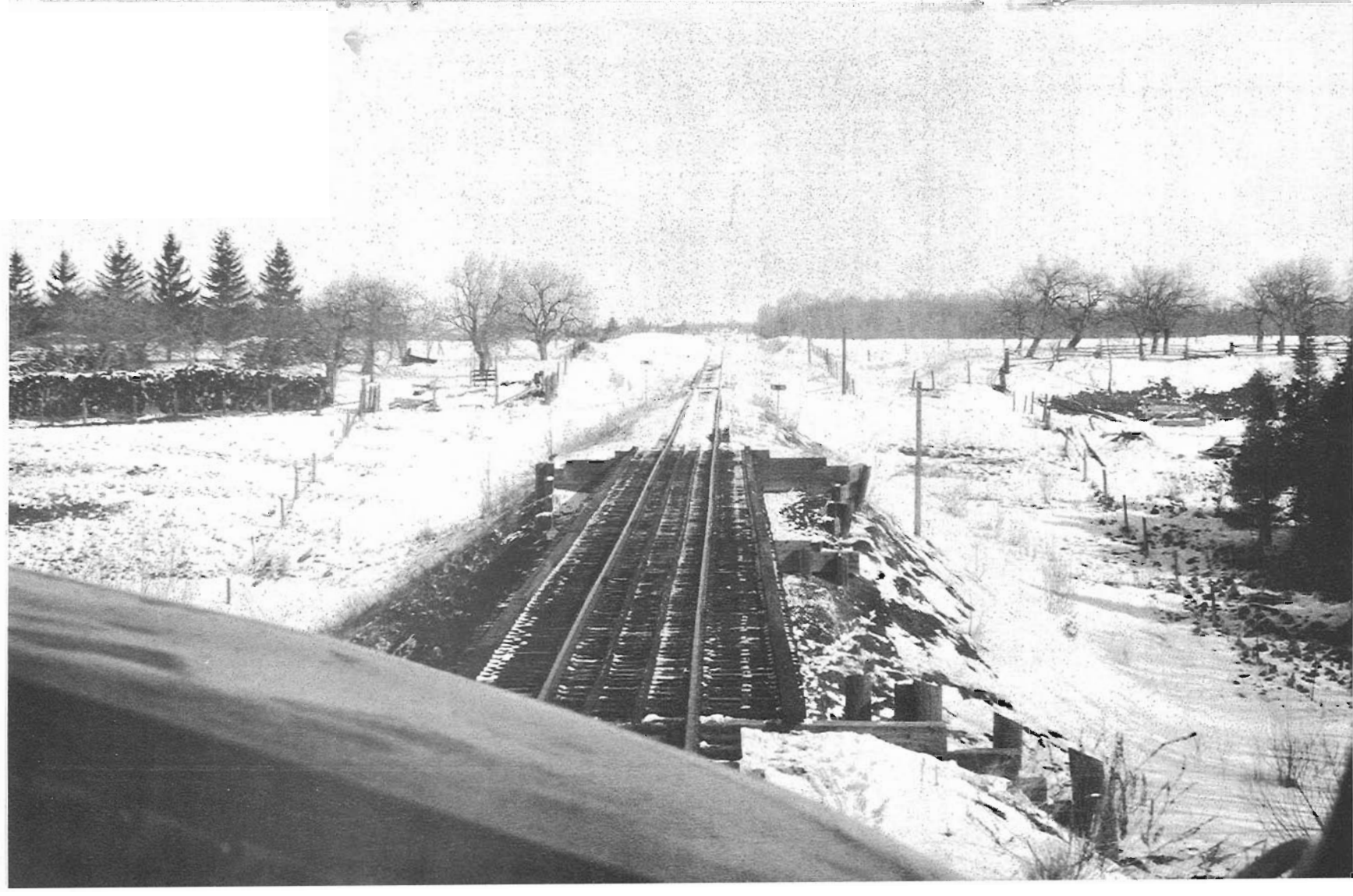
6536

SUGAR BUSH
EXPRESS

Ed







and drawn by teams of horses, ready to carry the passengers in relays up to the main street of the town, the scene of curb-side grills and an endless supply of pan-cakes and good, old-fashioned maple syrup.

While the happy participants enjoyed one of the best-known, natural treats, the "Sugar Bush Express" was readied for the return to Kitchener.

With no turning facilities at Elmira and the presence of the essential steam-generator car in the consist, it might have been necessary to run the diesel unit around the train on the adjacent siding. But there was the ever-present additional urgency for a prompt return to Kitchener for additional passengers. The whole problem was neatly resolved by providing a train formation that was bi-directional, consisting of a GMD FP 9A, Number 6536, coupled to the steam-generator car on the northbound run, with an MLW FPA Number 6758 on the other end for the trip south. There were eight coaches in between.

This consist had the added attraction for a railway enthusiast. If he was willing to forego the pan-cakes and maple syrup at Elmira on one trip, and return at once to Kitchener, the trailing unit might, in certain circumstances, be used as a heated observation lounge complete with the sound effects provided by an idling prime-mover on the other side of the steel partition. Only one unit was working on the "to" and "from" trips. As a result, the rail photographer could record the "Sugar Bush Express" on film on successive runs, from track-side, from locomotive cab and from vestibule door.

The Kiwanians' special also enjoyed its share of operational complications. Arrivals at Kitchener had to be coordinated with other main-line train movements. Following the first trip back from Elmira, there was a delay until the morning TEMPO to London had cleared the station. Then the "Sugar Bush Express" could come in off the branch and back into the station.

On a subsequent run, a hurried return to Kitchener was necessary in order to allow the Ontario Rail Association's special train from Toronto to make the trip up the branch to Elmira. This "inter-city" special, now also an annual operation, discharged its passengers and then was shunted to an adjacent siding where it remained throughout the day, clear of the frequent arrivals and departures of the "Sugar Bush Express".

Believe it or not, the one-day-a-year "Sugar Bush Express" was a direct result of the automobile. So many people - in so many motor cars - converged on the Elmira area that the town just could not cope with the traffic and the simultaneous parking problem. Approximately 60,000 visitors, according to estimates published by the news media, arrived at Elmira, a town with a normal population of 5,000. They came from various parts of Ontario and many cities in the United States, just south of the International Boundary. Automobiles lined Highway 85 bumper-to-bumper for miles outside of Elmira, notwithstanding the advance warning provided by the Ontario Provincial Police. Other, wiser motorists exchanged these hang-ups for a pleasant, care-free, 24-mile 'round-trip by rail, organized by the Kiwanians, who cleverly translated a chaotic situation into an opportunity to make a little money for their organization and Canadian National Railways.

There is one characteristic about this portion of Canadian National Railways that is quite unforgettable, especially if you are riding in the cab of a diesel unit. The rails at the approaches to level crossings have been transverse welded with beads on the rail-heads, to ensure that the wheels of the infrequent freight trains



ANOTHER MAPLE SUGAR SPECIAL FROM A GREATER DISTANCE: THE ONTARIO Rail Association's special train from Toronto to Elmira, hauled by units Numbers 6761 and 6752. This was the 1972 operation.

will break up the rust on the rail-heads, thereby assuring a good electrical contact and the operation without fail of the crossing flashers. Even at low speeds, these rail-head beads produce a teeth-jarring vibration in the cab.

Each year for the past several, the "Sugar Bush Express" on a single Saturday has rolled up more mileage on the Waterloo S/D than the freight trains do in a week or more. Revenues from this one-day (sweet) operation, while not disclosed, are rumored to rival those from freight hauled to and from the various customers on the S/D for the entire year.

If you happen to remember Kitchener and the maple sugar party in Elmira, next year, and decide to make the trip to participate in this enjoyable spring-time activity, perhaps you too can sweet-talk your way into the cab of the rear diesel unit for the 24-mile trip with the eight-coach, steam-heater-car, two-diesel "Sugar Bush Express". But, watch out. There may be some changes made, as there were in 1976, when the "Sugar Bush Express" made its debut as a four-RDC-car RAILINERS set, borrowed from the Toronto area services, while the Ontario Rail Intercity Special glided into Elmira behind an RS 18, of all things.

However, to tell the absolute truth, the total experience will be a memorable one, whether you like trains, farm wagons, horses or pan-cakes and maple syrup.

Canada's Armoured Train.

In the spring of 1942, the military authorities on the west coast of North America were startled into action when elements of the Imperial Navy of Japan occupied one of the smaller Aleutian Islands off the west coast of Alaska. The apprehension of the residents of Canada's west coast increased dramatically in June, 1942, when a Japanese submarine surfaced near Estavan Point, Vancouver Island and fired several salvos at targets on the Island.

To provide a mobile striking force and to protect the terminal facilities of Canadian National Railways at Prince Rupert, British Columbia, Canada's Department of National Defence requested Canadian National Railways to build an armoured train. This train was intended to protect the vulnerable single-track CN line which linked Prince Rupert with Terrace and the east.

Built by the CNR at its Transcona Shops outside of Winnipeg, the armoured train was composed of seven cars, with the locomotive in the middle, between cars 3 and 5. At each end of the train (Cars 1 & 8) there was a general-purpose, steel flat car, on which was mounted a 75 mm gun and a powerful searchlight. There followed a similar general-purpose steel gondola (Cars 2 & 7), in which were mounted two 40 mm Bofors machine guns, back to back. Next (Cars 3 & 6), there was a steel boxcar, converted into a sort of armoured coach by cutting windows in the sides. These cars were used to store rifles, light machine-guns and light mortars.

The locomotive occupied the position of Car 4 from the (short) front end of the train and the place of Car 5 when the train was backing up. Originally, it was intended to use CNR locomotive Number 9000, which was one-half of CN's famous two-unit diesel-electric locomotive, assembled in the summer of 1928. This unit had been re-engined with a V-type, two-cycle, 16-cylinder diesel, but it was still now powerful enough to handle the armoured train and was replaced by CN tenwheeler Number 1426, an oil-burner.

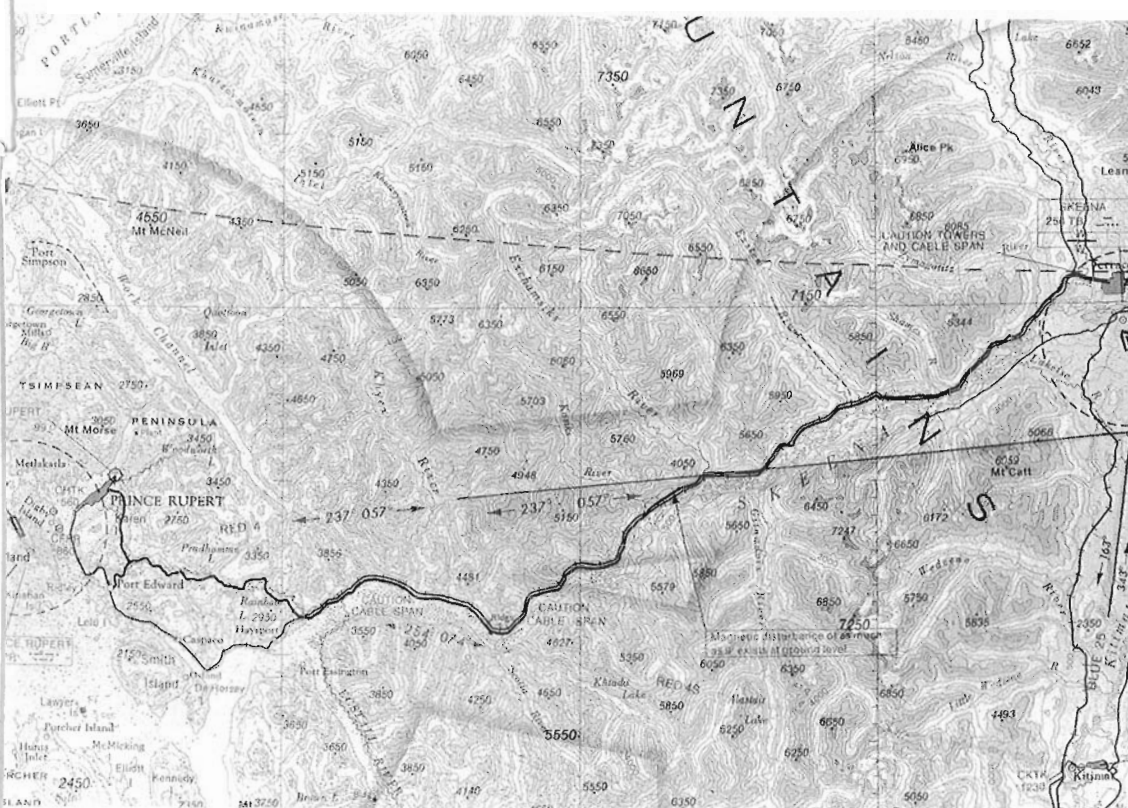
Car 5 was another steel boxcar, fitted up as a diner, combined with a wireless room, a first-aid room and an office. A telephone system supplied quick communication between all cars in the train.

This unique armoured train, with a peak establishment of some two hundred soldiers of the 8th. Canadian Division, made its first run between Terrace and Prince Rupert on 29 July 1942.

After slightly more than 12 months of service - and when the apprehension of a Japanese attack had subsided - regular patrol service was discontinued. The following year (1944), the train was decommissioned and the cars were rebuilt and restored to regular service on Canadian National Railways.

by

Fred Gaffen.



MAP OF THE AREA EAST OF PRINCE RUPERT, BRITISH COLUMBIA, WHERE THE Canadian National Railways' main line follows the estuary of the Skeena River, on its way east to Terrace. Dep't. Energy, Mines & Res.



THE MAIN LINE OF CANADIAN NATIONAL RAILWAYS ABOUT 10 MILES EAST OF Prince Rupert, British Columbia, on the bank of the Skeena River. National Museums of Canada.

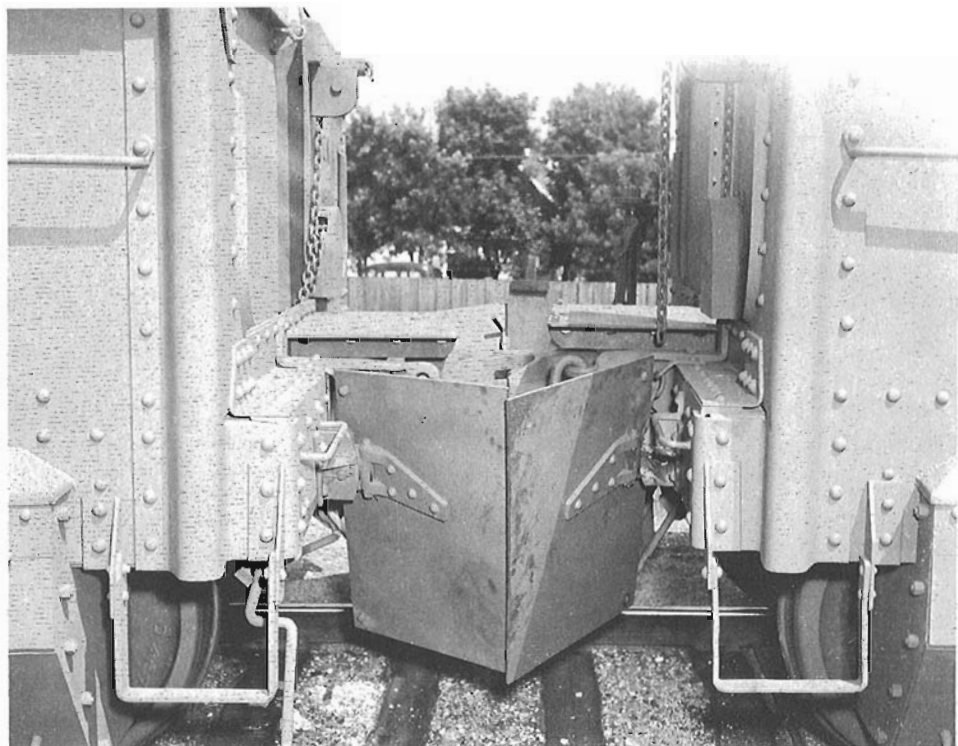
A PICTURE OF THE ARMoured TRAIN. FROM LEFT TO RIGHT, THE NUMBERS OF THE equipment are as follows: CN 141174, CN 141200, CN 573083, CN 4-6-0 steam locomotive Number 1426, GTW 573084, CN 573031, CN 141099 and CN 141602. Photo courtesy Canadian Forces Photographic U.

ARMoured BOXCAR GTW 573084, CAR 5 FROM THE REAR IN THE ARMoured TRAIN.

ALL VULNERABLE PARTS OF THE TRAIN, SUCH AS THIS COUPLING BETWEEN ONE of the gondolas and a boxcar, were shielded to prevent possible damage from light-calibre automatic weapons. Public Archives of Canada.



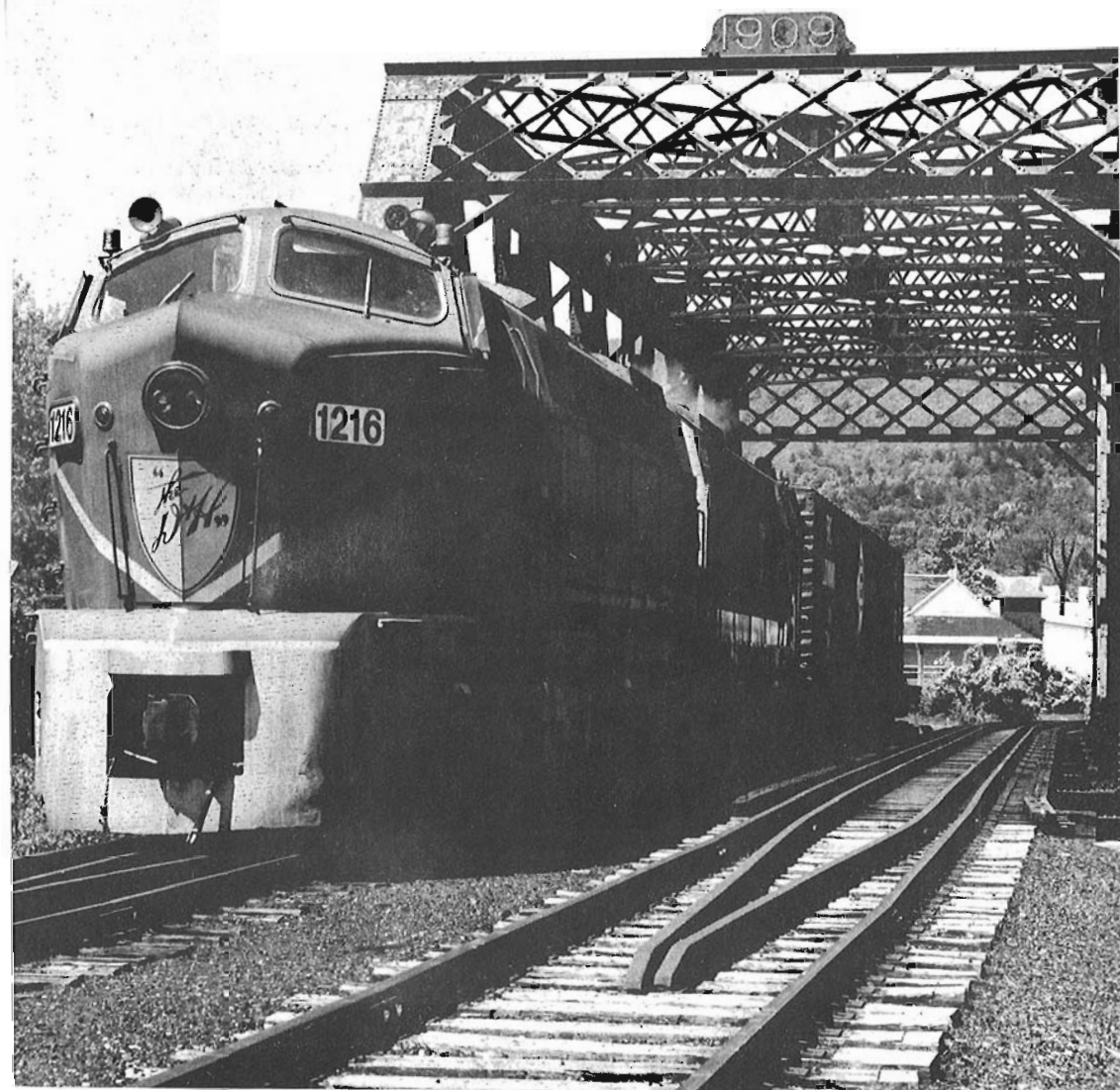




Sharks in Vermont!

Kenneth A.W.Gansel

Photographs by the Author.



Taking a quick trip from Canada's Capital City south to the evergreen landscape of Vermont on a long weekend in May, the intention was to see as much of the Central Vermont Railway as is possible on a three-day weekend. The way things turned out, the return trip was made via Rutland and Whitehall, New York, and it was at the latter place that the "Big Fish" were first spotted. The Delaware & Hudson Railway's unique "Sharknoses", Numbers 1205 and 1216, were taking the wayfreight back over the Rutland and Washington to Rutland, Vermont.

A quick turn-around caught the two Sharks on the through-truss bridge over the Champlain-Hudson Canal, not half-a-mile from the D&H station at Whitehall. As the freight was moving smartly east, some sprightly footwork was necessary to keep the lash-up in sight as it wound its way east over the curvey and picturesque line towards the State line.

Out of Whitehall, there is a grade until the line reaches Fair Haven, Vermont, the first town of any size after crossing the State line. Despite the fact that the country flattens out about here, it was still slow going for the two units and 40 cars, as it took a little over an hour to cover the 8.4 miles from Whitehall.

Fair Haven is one of those typically New England towns, which once had a few industries to keep it going. Now the industries have moved elsewhere and the buildings have become "factory outlets" - or discount warehouses, if you prefer.

The freight made its first stop at Castleton, Vermont, 13.3 miles from Whitehall, where the branch from Eagle Bridge, New York, 52 miles south, comes in. Here, the Sharks set out two cars for a local feed merchant. The station still stands in the angle between the two lines, but it is a railway station no longer. It is now a piano and organ store and is appropriately identified.

The Sharks headed down the Eagle Bridge line for some distance to fetch three cars from a quarry, near Poultney. This provided the opportunity to have some lunch. Up to this point, it had been possible to take more pictures of the Sharks in scenic surroundings than on any of the previous visits to this part of New England.

Very soon, the rumble of the returning Sharks was heard and soon they were coupled up and the train-line was being pumped up. Then we were away across the valley to West Rutland, where several flats were set off to be taken to the marble quarries over the old Clarendon and Pittsford Railroad, now oened by the D&H.

Now only three miles out of Rutland, it had taken the Sharks a little over four hours to cover the 23.7 miles from Whitehall. Of course, this included a 7.7-mile (one-way) trip down the Eagle Bridge branch from Castleton.

With a little bit of luck, the return to Whitehall was in time to see the northbound "Adirondack". For the railway enthusiast, a most interesting day. To the local residents, just another quiet Sunday in Vermont.







October, 1976

WAYBILLS

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

FOR THE EASTERN EXPRESS COMPANY,

W. Kenney

THE MONTREAL "GAZETTE" OF 22 JUNE 1976 CONTAINED A NOTICE DIRECTED at consulting engineering firms that, under the authority of Government of Canada Bill C-27, the Railway Relocation and Crossing Act, the Province of Nova Scotia, on behalf of the Municipalities of the Town of Truro and the County of Colchester, is undertaking urban development, transportation and financial studies and plans preparatory to rationalization of the railway traffic problem in the Town of Truro.

John Welsh.

A FOOTNOTE IN THE MAY/JUNE 1976 EUROPEAN CONTINENTAL TIMETABLE OF Thomas Cook and Sons to the Table 10-A-AMTRAK section, reads as follows:

"A through AMTRAK-Canadian National Railways Chicago-Toronto day train service is expected to commence later in 1976".

WHILE NO BIDS WERE RECEIVED FROM UNITED STATES' MANUFACTURERS IN RESPONSE to requests for tenders for the 120-220 new transit cars needed by the Massachusetts Bay Transportation Authority's BLUE and ORANGE Lines, the apparent lowest bidder for the first alternative of 120 cars and for the second alternative of 220 cars was Hawker Siddeley Canada Limited of Thunder Bay, Ontario. The second bidder was Bombardier MLW Limited of La Pocatière, Québec. With the United States' federal government approved grants for mass transit rail and bus systems in seven cities now reaching about \$ 340 million, there is the distinct possibility that these two Canadian companies will enjoy some additional business from this source.

Two of the grants - to Seattle, WA and Washington, DC, will enable these cities to buy articulated buses; these vehicles, popular in western Europe, are composed of two regular-size bus bodies, one motor and one trailer, connected with a flexible portion. Total seating capacity is about 140 passengers.

Other US cities which have already opted for new or expanded rapid-transit rail systems are Baltimore, MD (8 miles), New York City (commuter services to Connecticut), Boston, MA (to purchase 190 rapid transit cars) San Francisco, CA (general improvement in existing streetcar and subway systems) and Detroit, MI (153 air-conditioned buses).

Baltimore will use \$ 50 million to buy 150 articulated buses and Washington will get \$ 15.8 million to buy 50 articulated and 124 regular buses. The articulated buses will be built by Maschinenfabrik Augsburg-Nurnberg AG of West Germany.

John Welsh.

BEGINNING AT 10:00, TUESDAY, JULY 27, 1976, THE RAILWAY TRANSPORT COMMITTEE of the Canadian Transport Commission began public hearings in the Council Chamber, City Hall, Saint John, New Brunswick, on the application by CP RAIL to abandon operations on a portion of the Shore Line S/D from Mile 10.0 to St. George, Mile

46.3, a distance of 36.3 miles. CP RAIL, in the abandonment application, said that the service had an actual loss of \$ 69,700 on total revenues of \$ 27,333, in 1974, the last year for which full figures were available.

MR. JEAN-MICHEL LECLERCQ, THE ASSOCIATION'S REPRESENTATIVE FOR EUROPE sends a report published in "La Suisse" that the federal government of Switzerland has approved the completion of 84 km of double-track on the Berne-Lütschberg-Simplon railway between Berne and Brigue. If all goes well, 84 km of main line will be double-tracked, beginning in 1977. At present, about 43% of the main line is single-tracked. The estimated cost is 620 million Swiss francs: the federal government will contribute 490 million, the Canton of Berne 30 million and the B-L-S 100 million.

The B-L-S Berner Alpenbahn Gessellschaft, opened in 1913, provides an important link between France and Italy via Neuchatel, Berne, Brigue and the Simplon Tunnel to Milan.

SASKATCHEWAN'S CAPITAL CITY OF REGINA IS THE FIRST IN CANADA TO TAKE advantage of the federal government's 1974 Rail Relocation and Crossing Act to move its railway lines out of downtown. Presently, CP RAIL's main line neatly bisects Regina, dividing industrial, low-income north side from downtown shopping and prosperous south side.

The federal government splashed \$ 100,000 in prize money for an international design competition. After screening 121 submissions, the six-man jury selected five finalists. Then, citizen participation ensued and, as might have been expected, the citizens went one way and the panel of judges went another. The public ballot picked a Japanese entry that had two core areas linked by a covered mall. The judges chose a Parisian entry by architects and planners Michel and Claire Duplay, featuring a large east-west green way, called "the prairie", which led to a focal central square. This plan also allowed for a balance of housing, hotels and convention area that the judges considered essential in order to restore life to the city's centre.

When Canadian National Railways and CP RAIL are both finally moved by 1979-80, at least \$ 30 million will have been spent on them alone. Some of the railway right-of-way is already designated for highways, but the city is now considering retention of some of it for light rail commuter traffic.

No doubt the usual delays will occur, in view of the fact that three governments are involved. Nonetheless, many other Canadian cities will be following Regina's lead. Already, Red Deer, Alberta and Kamloops, British Columbia have begun studies. Lethbridge, Edmonton and Grande Prairie are expected to follow.

THANKS TO "THE 470", MONTHLY NEWSLETTER OF THE 470 RAILROAD CLUB OF Portland, Maine, U.S.A., we are able to advise our readers of what is probably the last chapter in the history of the Maine Central Railroad's Quebec Junction-Beecher Falls branch, once the main stem of the "Raspberry Branch" (CANADIAN RAIL Number 281, June 1975).

The Maine Central petitioned for abandonment of their branch from North Stratford, New Hampshire to Beecher Falls, Vermont, on July 24, 1973 and, at the hearing, testified that annual operation of the branch resulted in a loss of over \$ 250,000. The initial

decision permitting abandonment by the Administrative Law judge was appealed by the State of New Hampshire and others to the Review Board of the Interstate Commerce Commission. This Board rendered a decision on June 16, 1976 which affirmed the Administrative Law judge's decision dated September 12, 1975 and authorizing abandonment effective July 21, 1976.

While reference has been made to abandonment of the entire branch from Quebec Junction to Beecher Falls, it should be remembered that the Maine Central has been using trackage rights over the Boston and Maine from Coos Junction, north of Lancaster, New Hampshire, to Groveton, where trackage rights over the Grand Trunk (Canadian National) enable access to the MeC's own rails at North Stratford, for the onward trip to Colebrook and West Stewartstown, New Hampshire and Beecher Falls, Vermont.

Thus, the only portion of the branch that will be deprived of rail service is the 23-mile stretch between North Stratford and Beecher Falls. The B&M will continue to operate the portion from Coos Junction to Groveton and will probably purchase the stretch from Coos Junction south through Lancaster to Quebec Junction on the MeC's main line from Portland to St. Johnsbury, Vermont, in order to operate their Woodsville-Groveton freight via Waumbek Junction.

An MeC spokesman said that discussions are continuing with regard to the possible purchase of the 23-mile portion of the branch by the States of New Hampshire and Vermont.

EARLY IN JULY 1976, THE CITY OF EDMONTON, ALBERTA, WAS REQUESTING bids for the construction of 4.47 miles of double-track main line and 1.0 miles of yard track on the Northeast Rail Rapid Transit Line (Contract 614) from Central Transit Station on Jasper Avenue to northeast of 129 Avenue.

Section B (optional) included 1.20 miles of double-track main line from northeast of 129 Avenue to northeast of 137 Avenue.

The tenders included the supply and installation of treated timber ties, rails, rail fasteners, thermite weld kits, insulated joints and ballast.

Tenders were advertised to close at 2.00 o'clock p.m., Wednesday, July 28 1976.

REFERRING TO THE PECULIAR 4' 10 7/8" GAUGE OF THE SEVERAL SUBURBAN electric railways in the Toronto area and today that of the Toronto Transit Commission, Mr. H. Peter Oldham of Delta, British Columbia, says that the justification for this 1.5 meter width given to him some years ago by an official of the-then Toronto Transportation Commission was as follows:

The electric urban and suburban railways wished to avoid the possibility of pressure from the Stephenson-gauged steam railways to use the electric railways' tracks to switch freight cars, especially over city streets.

Mr. Oldham remarks that the unique gauge of these electric railways was not too far off standard gauge, so that normal equipment could be ordered and used, albeit with modified wheel separation on the trucks. But it was just different enough to thwart any intentions by the steam roads'.

THE CITY OF LETHBRIDGE, ALBERTA, WHICH SEEMS TO BE SETTING SOME KIND of a record as a location for the production of movies involving railways, was visited in late August 1976 by ex-Canadian Northern Railway, ex-Canadian National Railways' 4-6-0 Num-

ber 1392, today the property of the Alberta Pioneer Railroad Association of Edmonton, Alberta.

The accompanying picture, provided through the kindness of the Lethbridge HERALD and Rick Ervin, was sent, together with the information, by Pat Webb.

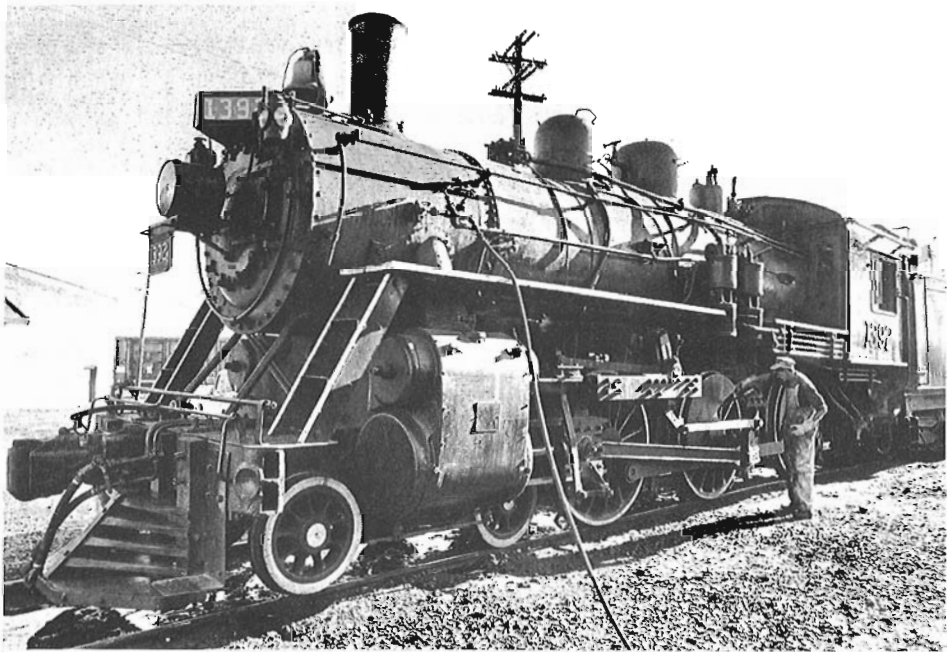
Pat's uncle, a retired former superintendent of the Fort Rouge Shops at Winnipeg, remembers Number 1392 from the days when he was a machinist. She was one of the class H-6-g that were the first to be equipped on the Canadian Northern with Walschaert's valve motion, rather than the Stephenson type. Number 1392 was, according to her crew, the only one of her class to have a power-reversing gear, apparently a requirement for operation on the Duluth, Winnipeg and Pacific Railway, where she worked for a time.

For her most recent trip south from Edmonton, Number 1392 departed Edmonton on Sunday, August 15 in CP RAIL Extra 8105 south, with a speed restriction of 25 mph because of the big hook in the consist. She arrived in Lethbridge late the same day.

Shooting on the Lethbridge Viaduct was delayed until the following Wednesday, due to insurance clearance delays. Number 1392 departed Lethbridge for Whiskey Gap on the Woolford S/D, via Stirling, Raley and Woolford.

On the return trip, Number 1392 returned to Lethbridge late Sunday, arriving in Calgary late Monday and in Edmonton the following day.

Mr. Norman Corness, APRA member from Edmonton, accompanied Number 1392 and we hope to present an article by him on his various adventures during the trip.



RAIL OPERATIONS IN SOUTHERN ONTARIO, WHILE SIMPLIFIED SOMEWHAT BY THE advent of CONRAIL, still display motive power and operating practices of some interest to the observer. Ken Gansel of Ottawa found this Chessie System Extra 3008 east leaving St.

Thomas on ex-Penn Central trackage for the 114-mile trip to Niagara Falls, NY. This was on 29 July 1976. The Chessie System, ex-C&O, ex-Pere Marquette, use CONRAIL trackage from St. Thomas to Fort Erie.



IN A MID-SUMMER NEWS ROUND-UP, JOHN HOFFMEISTER OF VICTORIA, BRITISH Columbia, noted that Canadian National Railways had replaced class G-12 diesel units Numbers 991 & 992 with SW 8 units Numbers 7151 & 7152 for work around Victoria. Number 992 was scheduled to go to CN's Newfoundland Area to supply parts for similar G-8 units Numbers 800 through 805. Number 991 was reportedly being held at Winnipeg pending possible sale. It was unusual to learn that a standard-gauge diesel unit was to be used to supply parts for 42-inch gauge sister units.

Fares on the BC Government ferries from Horseshoe Bay to Nanaimo and Tsawassen to Swartz Bay had been upped 200% to \$ 10 per automobile and \$ 4.00 per person, one way.

The S.S. Princess Marguerite, (CANADIAN RAIL Number 293, June 1976) was scheduled to run only to and from Seattle, this year. The mid-afternoon Victoria-Port Angeles trip was to be discontinued this season.

In the latter part of July 1976, the Railway Transport Committee of the Canadian Transport Commission decided that CP RAIL should restore freight service on the 44.5-mile Parksville-Courtenay segment of the Victoria S/D, out of service since June 30, 1975.

The RTC also ordered that the approaches and structures of French Creek trestle (Mile 98.6) and Tsuble River trestle (Mile 125.1) be restored to permit train operation over them. This will probably take some time to complete, since the necessary work is considerable. The Committee said that CP RAIL had been negligent in allowing these

trestles to deteriorate, thus resulting in the termination of all train service without CTC approval.

The CTC ruling regarding the cessation of all passenger service on the Esquimalt & Nanaimo Railway has not yet been published.

Meanwhile, CP RAIL has instituted travelling agents from the Vancouver-based Customer Service Centre; this has resulted in the closing of stations at Chemainus, Lake Cowichan, Nanaimo (uptown) and Courtenay.

It is expected that CP RAIL will appeal the CTC ruling re the resumption of freight service from Parksville to Courtenay, so it will probably be some months before train operation is resumed, providing that the appeal is denied.

THE CAPE BRETON DEVELOPMENT CORPORATION, SPONSORS OF THE CAPE BRETON Steam Railway, decided early in 1976 to make Port Morien the base of operation for the CBSR. In the spring, a wye was built at Morien Junction, reducing the normal ride on the railway from 18 miles to four miles, a kind of shuttle service designed to run more trains, carry more passengers and reduce operating costs. Cooling and watering facilities are now available at Port Morien.

DEVCO apparently intends to expand the Port Morien site into a railway museum, with exhibits of old railway rolling stock, starting with an old Sydney and Louisburg Railway passenger coach which has been rusting away on a siding in the shadow of the Sydney Steel Corporation's blast furnaces at DEVCO Railway's Sydney roundhouse and which has been restored but not to operating condition. It is also rumored that an old CNR steam auxiliary crane will be put on display.

Barrie MacLeod, who sent in this information, also remarked that on the CBSR's new four-mile run, there would be no morning trains at all. In the evening, there is a longer trip to Glace Bay and back to Port Morien.

→ WE ARE GRATEFUL TO PIERRE PATENAUDE FOR SENDING IN AN INTERESTING selection of photographs of diesel-electric units on some of Canada's smaller railways: smaller in mileage, as well as smaller in gauge!

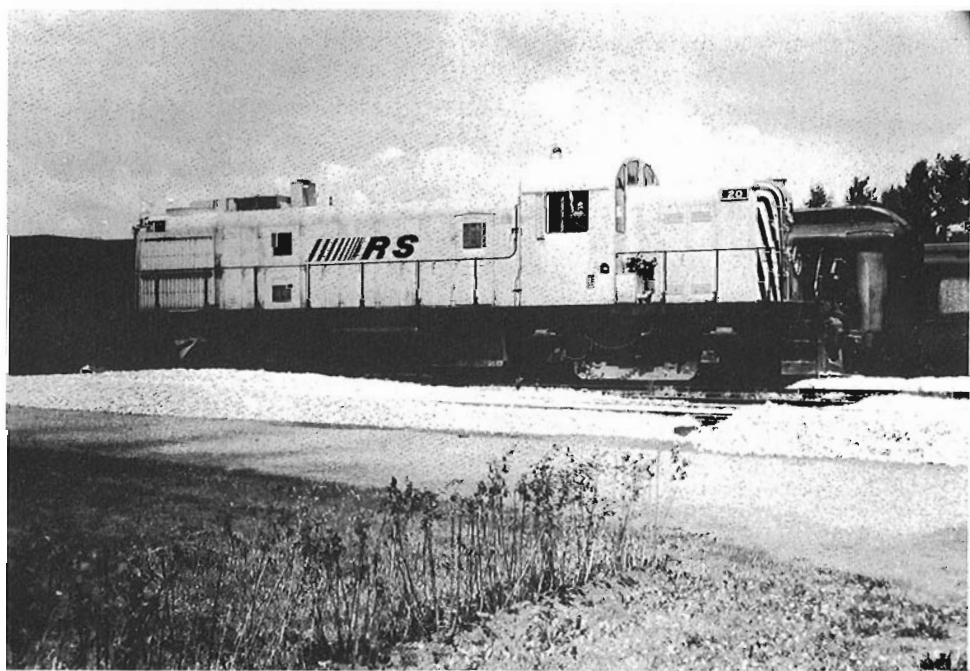
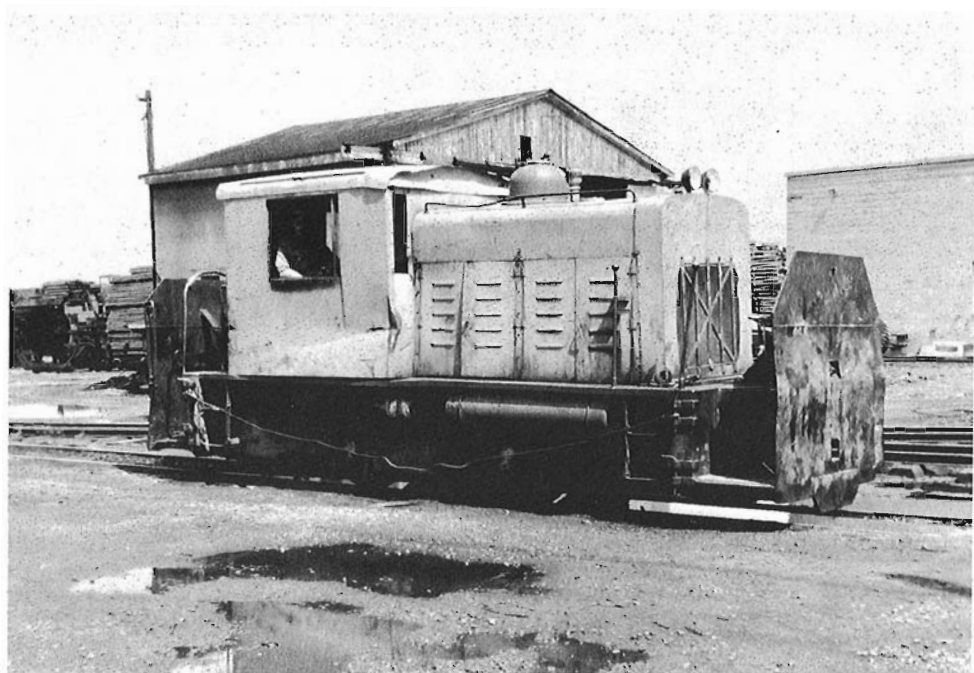
CP RAIL, which is not in either category, has chop-nosed a number of their elderly RS 3 units, including Numbers 8445, 8449, 8454, 8456 and 8460. Pierre caught Number 8450 switching in St. Luc Yard, Montréal, on 1 July 1976. The reason for the "chop" is to improve the visibility of the engineman.

In transit, dead, at Canadian National Railways' Montréal Yard on 6 June 1976 was former CNR Number 8019 which had been sold to Vancouver Wharves, North Vancouver, B.C., to become VT Number 23.

Within sight of the Canadian Railway Museum, St-Constant, Québec, is the Creosoting Division of DOMTAR Construction Materials at Delson. This facility has a considerable amount of 30" trackage and its motive power is a Whitcomb diesel-mechanical 25-ton unit, built in 1926 (B/N 40091). Pierre photographed the unit on 17 July 1976.

Preserved at the Canadian Railway Museum is former Roberval-Saguenay Railway's MLW-built RS 2, Number 20. This unit was the first road-switcher to be built by MLW in December 1949 (B/N 76095). Pierre photographed Number 20 on 17 July 1976.



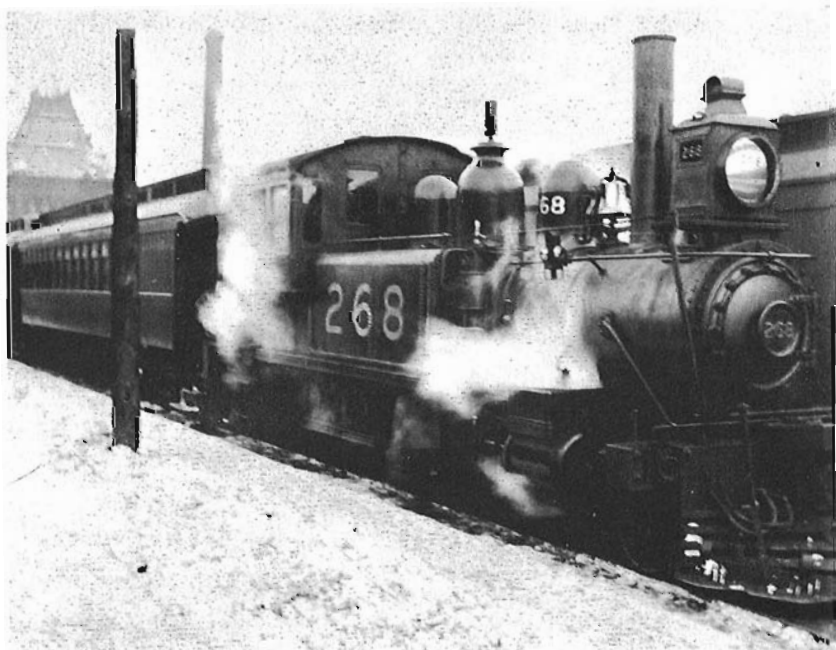


REPORTS FROM PRINCE EDWARD ISLAND INDICATED RECENTLY THAT NORTHUMBER-land Ferries Limited of Charlottetown would likely be the only major Canadian ferry operator to report increased traffic for the 1976 tourist season. This private company operates between Wood Island, PEI and Caribou, NS and, to 31 July, had a 5.7% increase in passengers, a 7% increase in automobiles and a 9.6% increase in the number of trucks carried. Sailings were every 45 minutes this year, compared with every 75 minutes in 1975.

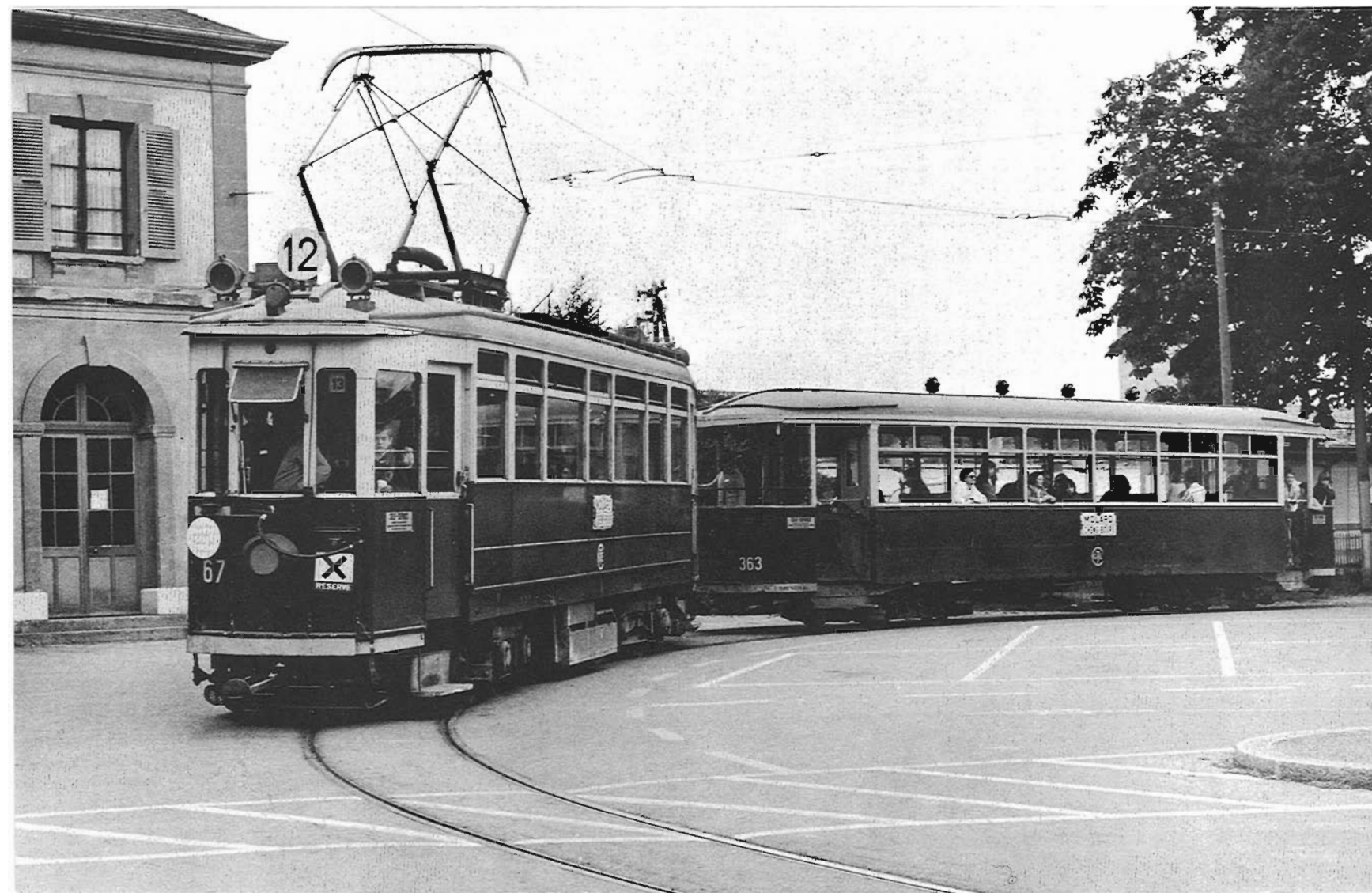
Traffic on runs operated by Canadian National Railways' East Coast Marine and Ferry Service was reduced this year. To August 31, passenger traffic on the Cape Tormentine-Borden route had declined 8.7% from last year, with automobile traffic down 9.6% for the same period, compared to last year. Car-hauled trailers were down 16.8%, but camper units were up 3%. Trucks and tractor-trailers were up by about 12%.

Similar declines in passengers and automobiles were registered on ferry runs to Newfoundland, with the latter declining 4.6% year-to-date and the former posting an equivocal 0.4% rise for the seven-month period.

CN's venerable M.V. "Bluenose" carried 16.9% fewer passengers on her Yarmouth, NS to Bar Harbour, ME, run, a direct indication that citizens of the United States were taking their vacations at home to enjoy their Bicentennial.



↑ THE ACCOMPANYING PHOTOGRAPH OF GRAND TRUNK RAILWAY COMPANY'S SHOT-gun stacked commuter locomotive Number 268, standing in Bonaventure Station, Montréal, probably comes from the Association's W.G. Cole Memorial Collection, but the Editor is not at all sure. Perhaps a reader can identify the location and year positively and provide a few notes on the type and history of this unusual locomotive.



THE BUDD COMPANY OF DETROIT, MICHIGAN, UNVEILED IN MIDSUMMER A HIGH-speed, self-propelled rail passenger car, the latest in the series which started out with the well-known "Rail Diesel Car". This version is powered by an ordinary 360-horsepower diesel truck engine and is said to be capable of speeds up to 120 mph. Budd officials said they plan to complete a prototype of the SVP-2000 car within 18 months and are looking for initial orders of from 100 to 350 units in the United States. The car will retail for about \$ 750,000. Of course, it can be operated singly or in MU.

ON SEPTEMBER 1, 1976, CANADIAN NATIONAL RAILWAYS' EAST COAST MARINE and Ferry Service took over operation of the M.V. Princess of Acadia from CP RAIL, planning to maintain the same schedules and rates for the time being on the Saint John, NB - Digby, NS service. The vessel has a capacity of 159 automobiles and, according to a CN spokesman, the 40-mile trans-Bay of Fundy ferry route performs a vital service by reducing the road mileage from Saint John to Digby. More than 100 freight customers regularly avail themselves of this service.

FIVE DAYS A WEEK, BETWEEN 18:17 and 18:20, IN LATE AUGUST 1976, THE not-so-casual observer of trains, John Welsh, could note the following action at Dorval, west of Montréal:
At 18:17, CP RAIL Train 249, composed of eleven 800-series commuter coaches hauled by a single diesel unit, arrived;
at the same minute, Canadian National Railways' TURBO Train 67 started from Dorval for Toronto;
as CP RAIL Train 249 cleared the platform, CP RAIL Train 248, eleven RDCs, entered the station eastbound.
Simultaneously, CN's RAPIDO Train 36 from Ottawa, consisting of a 4100-series diesel, a club car, two coaches and one snack-bar coach was approaching the station.

As he observed the action, John was startled to note that each train had a different consist. Who says that train-watching isn't interesting.

← JEAN-MICHEL LECLERCQ, THE ASSOCIATION'S REPRESENTATIVE FOR EUROPE, writes to say that a group of tramway enthusiasts in Geneva, Switzerland, propose to publish a book on the history of the streetcar in that Swiss city. While the text will be, in general, in the French language, a short summary in English will be presented and the picture captions will also appear in the English language. The proposed prepublication price is Fr.Sw. 70, or about \$ 28 Can. There are 360 pages of text on coated paper stock, with 280 photographs, 70 designs and plans. The book is 22x28 cm, bound with a plastic composition cover.

Further details may be obtained by writing the Librairie de l'Université, GEORG, 5, Corratierie, Geneva, Suisse.

The accompanying photograph, by M. R. Kallmann and the Association genevoise pour le Musée des tramways, shows preserved motor car Be 4/4 and trailer Bi 363 at Chêne-Bourg.

↘ BOB LOAT, OUR EXPERT PHOTOGRAPHER-MEMBER FROM ALBERTA, WAS OUT "HUNTING" on Saturday, April 13, 1975, when what should he see but Canadian National Railways' freight Extra East (Number 520) headed by SW1200RS' Numbers 1353 and 1350. The location was the highway overpass about one mile east of Spruce Grove, Alberta; the time was 17:00.



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