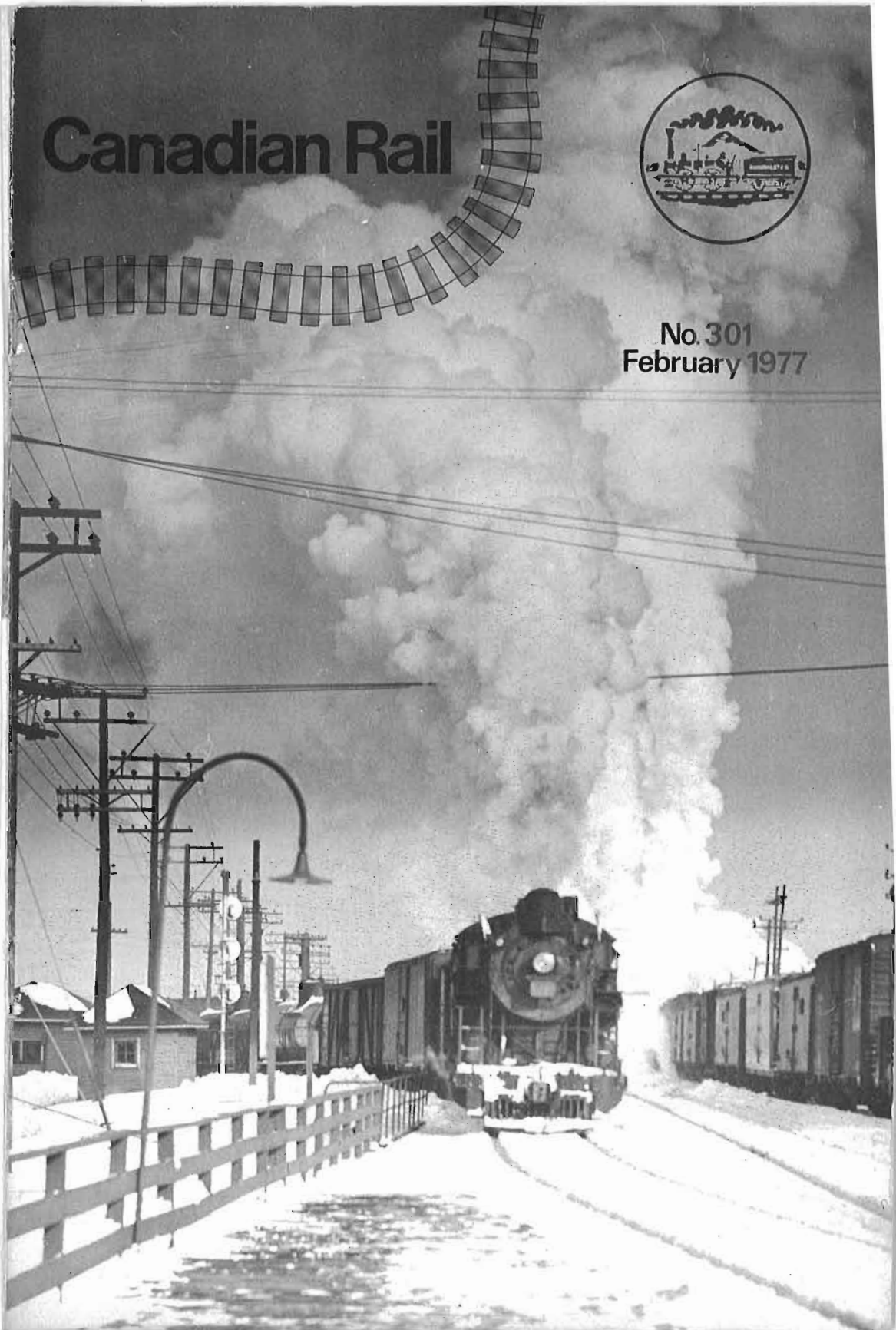


Canadian Rail



No. 301
February 1977





WARNER'S MILL
No 1

WARNER'S MILL

No 1

The mysterious eight-wheelers

S.S. Worthen.

When you had to push and lift and throw shovelfull after shovelfull of indifferent and bad coal into the insatiable, incandescent interior of the locomotive's firebox, human endurance was such that the fireman of a steam engine could keep on doing the job for about seventy-odd miles on freights and about double that amount on passenger trains. That was why it was necessary to space divisional points at appropriate distances along the railway. At these points, the substitution of fresh motive power was optional; the replacement of the worn-out engine crew was mandatory.

Among other things that disappeared when the diesel-electric locomotive arrived was the traditional divisional point. Some of them, admittedly, were retained, but many of them, like Richmond, Québec and Island Pond, Vermont, on the old St. Lawrence and Atlantic/ Atlantic and St. Lawrence Railway, from Longueuil opposite Montréal to Portland, Maine, gradually decayed and disappeared. The imposing stone or brick stations, indicative of the importance of the divisional point, were generally retained, but the wooden freight sheds, the roundhouse and the locomotive servicing facilities were usually demolished and the land thus made available was leased to local real estate developers.

This is about the way it was at Island Pond, Vermont, when the Sherbrooke and Berlin Subdivisions of Canadian National Railways (or Grand Trunk, if you prefer) were dieselized. The first large structure to disappear was the old ice-house; after that, the remaining freight sheds were raised and, shortly after that, the roundhouse was torn down. And that brings us to the starting point for this story.

Among the old books and papers which are invariably discovered in various nooks and crannies in such ancient buildings was the locomotive foreman's log-book, from the time when there was but one kind of locomotive and that was the kind that was powered by steam. In this log-book, there were a number of regular entries, but there were also a few irregular entries, such as the pencilled notation "Hoo-Doo" beside the arrival time of Canadian National Railways' en-

← THE BUILDER'S PHOTOGRAPH OF 70-TON, 3-TRUCK SHAY NUMBER 1, "WARNER'S Mill" of the Warner Sugar Refining Company, B/N 3105, air and steam brake, outshopped in 1920 by the Lima Locomotive Works, Incorporated of Lima, Ohio, U.S.A. Courtesy Mr. P.E.Percy.

↻ ON A SUNSHINY WINTER MORNING IN THE EARLY 1950S, THE WAY-FREIGHT WITH white flags flying, came clanking off the Sorel S/D at St. Lambert, Québec, on its way to Turcot Yard, across the Victoria Bridge on the Montréal side of the St. Lawrence River. The action was photographed by Association member Mr. A.W.Leggett of St. Lambert, Québec.



gine Number 5583, a pacific-type passenger engine, usually assigned to the Portland-Montréal passenger trains. While no true statements can be made about this entry, one might speculate that the fact that 5583 would not steam, combined with the engineer's rheumatism, evoked this caustic comment. Other engines of this class were used on medium distance passenger train runs and were popular with both enginemen and firemen.

There was, however, yet another notation in the foreman's log-book and it was this entry which initiated a five-year investigation of the railways in the region of North Stratford, New Hampshire, some 15 miles to the south of Island Pond and the next station of any consequence, southbound.

This entry recorded that, on April 11 1924, Engineer Charles H. Currier brought in to the Island Pond Shops light engine Number 3 of the NHS&L or WHS&L (Railroad) from North Stratford, NH. Who in the world did this engine belong to and what was it doing in the GT shops at Island Pond in April 1924?

Where should you start? The most that could be contributed by the Motive Power and Car Equipment Department of Canadian National Railways, Montréal, in 1971, was that the Company, even then, made repairs to locomotives belonging to on-line customers. Today, it may be a diesel-electric overhaul; yesterday - when the entry was made - it may have been a class 2 or 3 repair to a steam locomotive.

Using this reasoning, the conclusion was that there was a private railway somewhere south of Island Pond, standard-gauge, whose locomotives required periodic repairs. These repairs were apparently made at the Grand Trunk (Canadian National) shops at Island Pond.

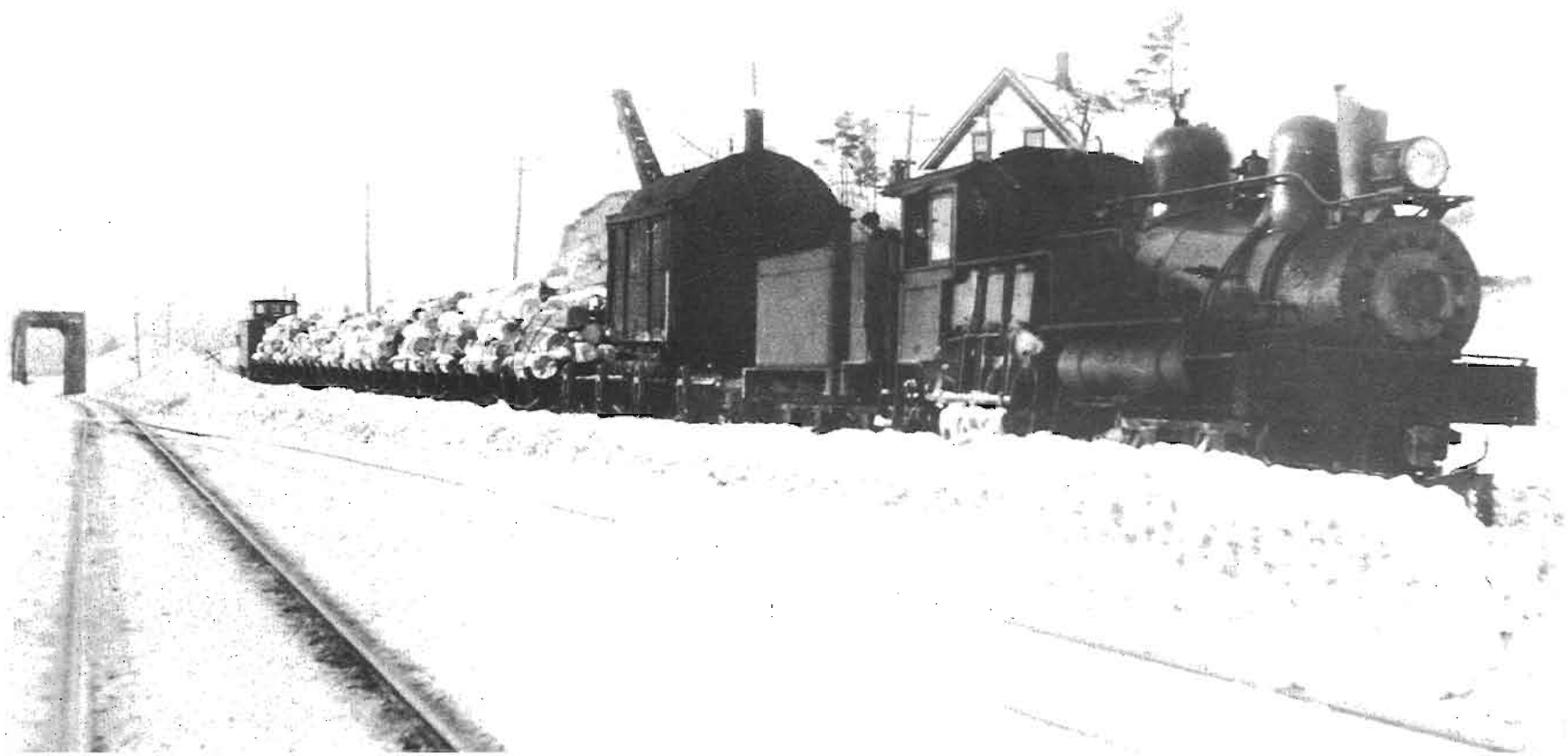
Highway 105 of the State of Vermont was and is an excellent route for train-watching, since it follows the Grand Trunk south from Island Pond to Bloomfield, Vermont, just across the Connecticut River from North Stratford, New Hampshire. About a mile-and-a-half south of the GT station at North Stratford, there used to be a large lumber mill. The extensive trackage in the mill yard was switched, about 1929, by a pair of antique eight-wheelers in miserable condition. In fact, about 1930, one of the pair broke down entirely. These two mysterious eight-wheelers were examined, under paternal supervision, by a thirteen-year-old neophyte railway enthusiast.

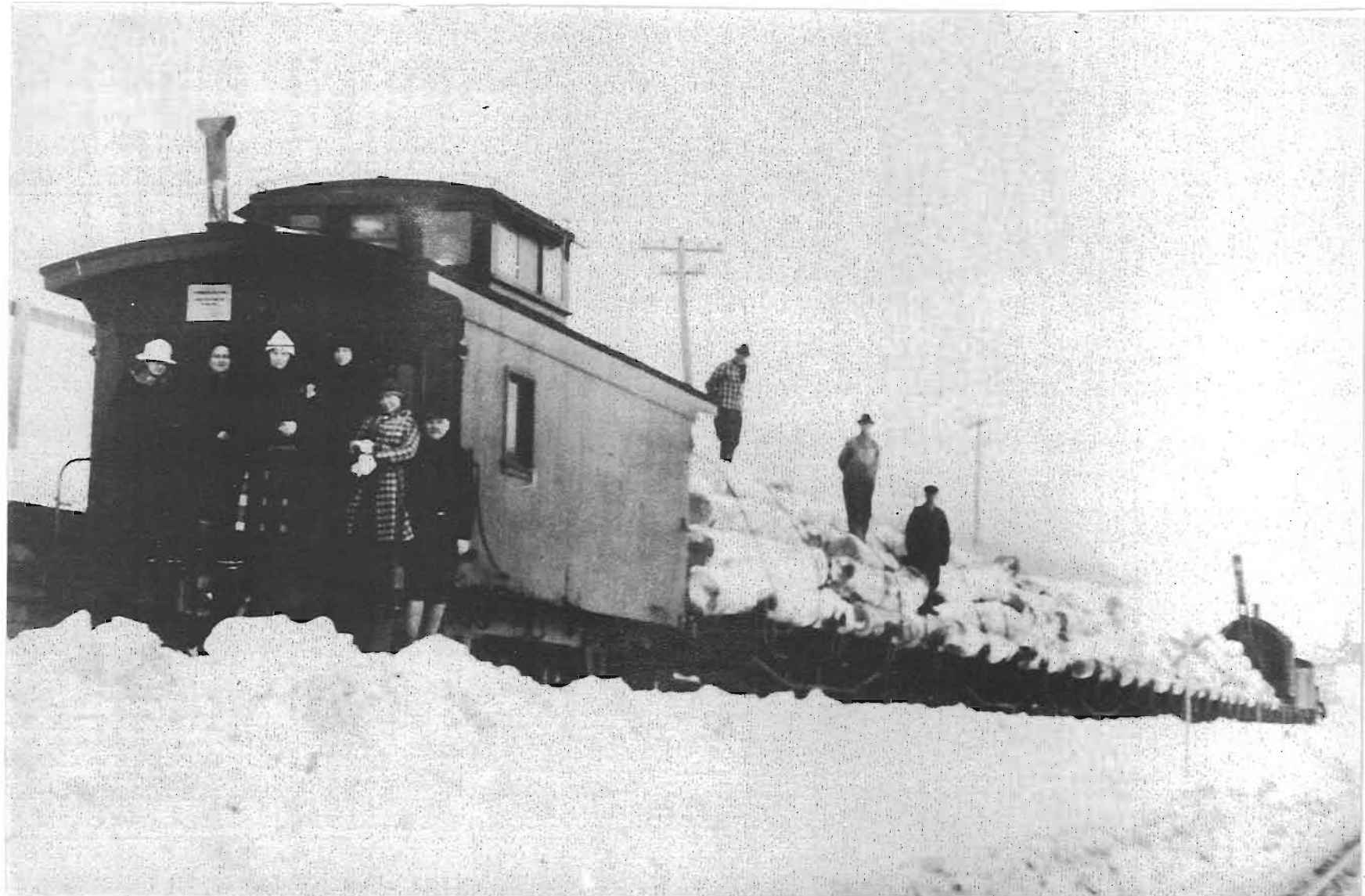
While there were no obvious identifying marks on either of these locomotives, the fact that they were being operated just south of North Stratford permitted the conclusion, fifty years later, that one of them was the Number 3 referred to in Engineer Currier's report of August 11, 1924.

But there were more curiosities than were then apparent. There was no private railway or logging railway leaving from the mill yard, yet trains of logs did arrive in the yard. How did they do so? By using the standard-gauge tracks of the Grand Trunk for about a mile-and-a-half north, across the three-span, through-truss bridge over the Connecticut River to a switch just south of the single-span, through-truss bridge over the Nulhegan River. Here, the private railroad began, winding its way on a gentle gradient up the east side of

← LIMA SHAY, ORDER #345, B/N 3173 WAS OUTSHOPPED IN 1922 FOR THE NEW Hampshire Stave & Heading Mill. She, too, was standard-gauge, burned soft coal (fuel 5 tons capacity), carried 3000 UG gallons of water in her tender and was equipped with steam and air brakes.

Builder's photo courtesy Mr. P.E.Percy.





the Nulhegan River valley, as far as the East Branch of the Nulhegan, where it bore away to the east, while the Grand Trunk continued in a northerly direction to Wenlock, Brighton and Island Pond.

Now that the general location of the railway and the lumber mill had been determined, the corollary questions of why and when the logging railway had been built required answers. And to discover the correct answers, it was necessary to do a little more general research on cane sugar production in the West Indies and logging in New England in general and northeastern Vermont, in particular.

There was a time when raw or semi-processed cane sugar from the West Indian Islands of Martinique, Guadeloupe, Antigua and Barbados was packed in wooden barrels, for shipment to the sugar refineries in the United States and Canada. The Warner Sugar Refining Company with headquarters in New York City had a lumber mill in Pennsylvania that made nothing but barrels for raw sugar. When the supply of hardwood ran out in Pennsylvania, the Warner Company had to look elsewhere for stands of hardwood and these they found in the unorganized towns of Lewis and Averill, in northeastern Vermont.

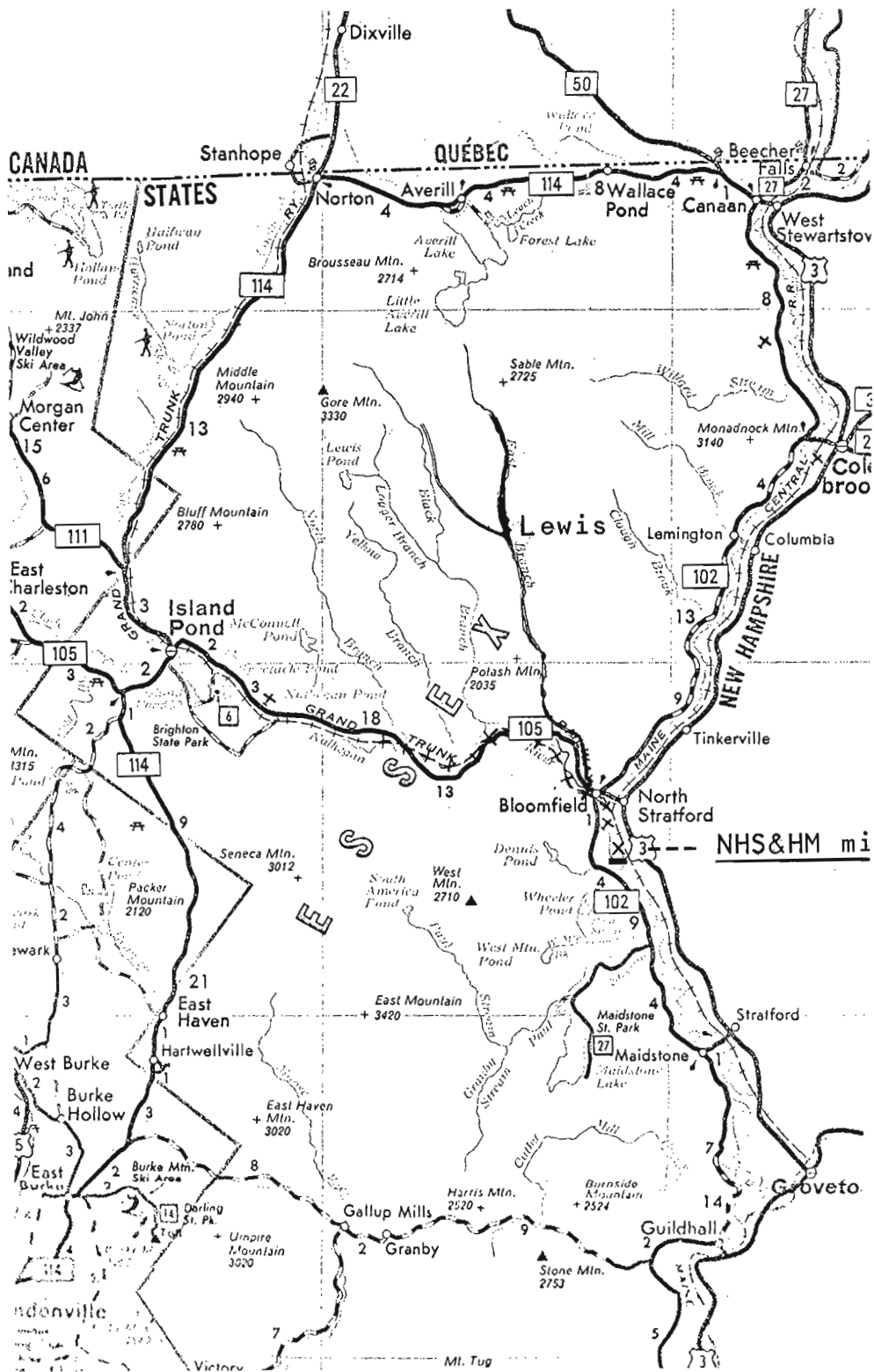
The first survey-stake for Warner Sugar's barrel-making mill in the Town of Stratford, New Hampshire, not so far away from the timber in the unorganized towns of Lewis and Averill, Vermont, was driven on April 10, 1920 under the direction of Charles A. Ridlon, superintendent of the Company. Incorporated as the New Hampshire Stave and Heading Mill, the enterprise was a wholly-owned subsidiary of the Warner Sugar Refining Company of New York City. The NHS&HM was organized with a capital of \$1 million and purchased from the Connecticut Valley Lumber Company all of the hard and soft wood stumpage on a tract of 87,000 acres in the towns of Granby, Maidstone, Brunswick, Bloomfield, Ferdinand, Averill, Lewis and Lemington in Essex County, Vermont. The Company also acquired by purchase in fee simple 1,565 acres additional from the Vermont Products Company, situated in Lewis, Averill, Brighton, Avery's Gore and Holland, in Essex County.

A careful reading of the foregoing will permit the conclusion that the mill company had been incorporated in New Hampshire while the timber limits were in the State of Vermont. Thus, any railroad linking the timber to the mill would have to be incorporated, at least partly, in the latter State.

After some correspondence with the Secretaries of State of New Hampshire and Vermont, it was determined that the logging railroad had indeed been incorporated in the State of Vermont on May 3, 1920 and that this charter had been further extended on April 1, 1920 and finally revoked on March 25, 1930. The principal place of business of the railroad company in 1920 was declared to be Wenlock, Vermont, about half-way between Island Pond and North Stratford in the swampy upper reaches of the Nulhegan River. Subsequently, on April 1, 1924, the railroad's headquarters were moved to Bloomfield, Vermont, across the Connecticut River from North Stratford; on April 1, 1926, for some

N TWO PHOTOGRAPHS OF A LOGGING TRAIN ON THE RIGHT-OF-WAY OF THE NEW Hampshire Stave and Heading Mill's railroad just north of Bloomfield, Vermont, show, amongst other things, the GTR through-truss bridge over the Nulhegan River and the NHS&HM's connection with the GTR's main line by means of a passing track. The engine cannot be readily identified but it may be compared with the other engines belonging to the Company. The caboose is unique and resembles the one on the end of the log train pictured elsewhere in this article.

Courtesy of the L.B.Walker Collection.



now-forgotten reason, the railroad's headquarters were moved to Lewis, Vermont, about 12 miles northeast of Bloomfield, where the two branches of the logging railroad separated.

The factory built by the New Hampshire Stave and Heading Mill consumed 15 million board-feet of hardwood logs annually. The saw-mill, built later, produced 40,000 board-feet of sawn lumber daily. The Hartshorn and Rowell farms, which were adjacent to the mill on the river meadows, were also purchased and, in addition to the mills, machine shops, engine roundhouse, storehouse, boiler rooms and crozer and joining mill, the Company built sheds one-and-a-half miles in length for the storage of barrel staves, and a shipping and storing house 1,200 feet long.

For the benefit of its personnel, the Company also erected dwellings for 60 families, one brick office and a modern boarding house. Some of these buildings were still in use as late as 1970.

The Town of Stratford, New Hampshire, through the Stratford Board of Trade, gave nearly 50 acres of land at a cost of \$ 19,316.32 from the Baldwin and Rowell meadows upon which the Company erected its mills and factory. The Stratford Board of Trade, on December 19 1920, voted that the Company should be exempted from local taxation for a period of 10 years. The citizens confirmed this resolution at the Town Meeting of March 1920.

The "Coos County Democrat" of Lancaster, NH, reported in 1920 that nearly 100 men were employed in building the railroad of the New Hampshire Stave & Heading Mill on the East Branch and that the line would be extended north to Averill.

The main line of the NHS&HM's railroad left the mill yard and ran over the main line of the Grand Trunk past the station at North Stratford and across the Connecticut River to a switch about 1,500 feet north of the GTR's bridge. From this point, it began its leisurely climb along the east slope of the Nulhegan River valley, paralleling Vermont highway Route 105 as far as the valley of the East Branch of the Nulhegan. Here, the railroad continued along the south slope of the East Branch for about 12 miles to a camp named Lewis where it forked, the western line running onward for four or five miles to the timber limits on the east flank of Lewis Peak. The eastern branch of the railroad continued on about the same distance to the limits on the northwestern flank of Sable Mountain. Neither branch ever reached Averill.

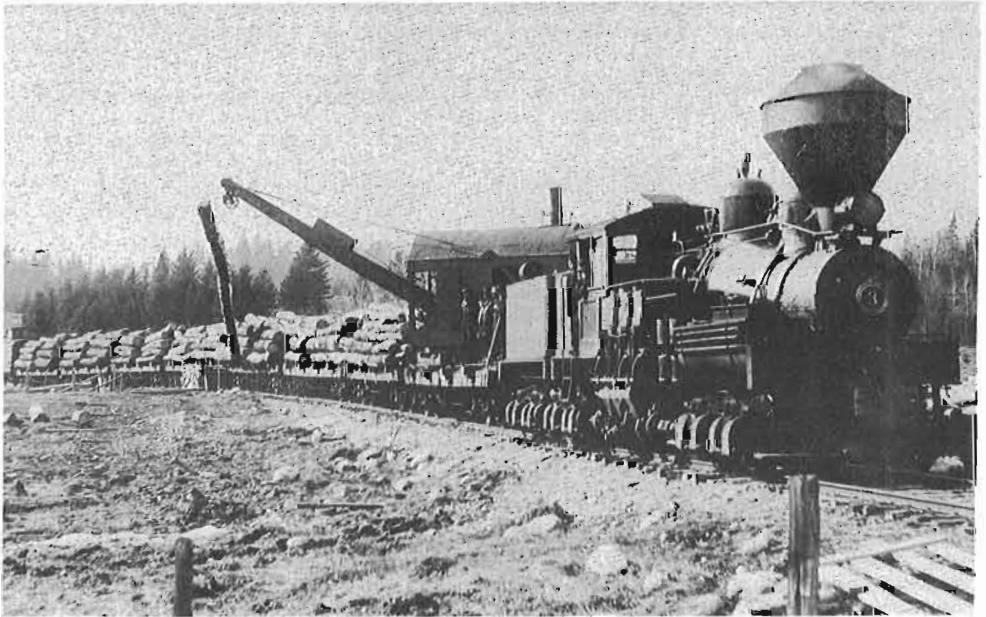
The railroad's length varied between 12 and 28 miles, depending on when it was measured and which authority you consult, as well as where logging operations were being conducted. The track was of permanent construction in the generally accepted sense of the word as it applied to logging railroads. Only on the portion of the line from Lewis to the GTR connection just north of Bloomfield was any attempt made to maintain the track to normal branch-line standards. Train speeds were usually held to 6-12 miles per hour on the "main line", inasmuch as the railroad's motive power was totally Shay geared engines.

This is as good a place as any to describe what caused the decline in the demand for hardwood barrels, with the resulting disappearance of this interesting logging railroad. In the early 1920s, almost as soon as the operation had begun, the West Indian sugar producers discovered that strong jute bags could be used to ship raw sugar, replacing the more expensive wooden barrels. That put the barrel manufacturers up Queer Street. But if the jute bag producers

thought they had a corner on the bag market, they were soon disenchanted by the appearance of the multiwall paper bag. Anyway, the New Hampshire Stave and Heading Mill stopped making barrels in large quantities, the Vermont timber limits were logged out by 1925 and the logging railroad's rails were lifted in 1932.

Five logging camps were established beside the railroad, or near it. Camp Number 1 was just north of the concrete road-bridge over the East Branch, on the right-hand side of the track. Just to the northwest and further up the track was Camp Number 2, on the left side of the railroad. Camp Number 3 was in the extreme northern portion of Bloomfield Township and on the right side of the track. A wye was located across the river from Camp Number 3, so that log cars could be marshalled in front of the engine, to be pushed up the steeper grades on the mountainsides by the Shays. At Lewis, the railroad divided, the left-hand spur going towards the western part of Averill Township, while Camp Number 5 was located two miles from Camp Number 4 on the right-hand spur in eastern Averill Township on the side of Sable Mountain. Camp Number 5 was the only logging camp not on the railroad.

The log cars, which appear to have been heavy-duty flat cars, and not bunk trucks, had rails mounted on their platforms to allow a steam-operated Barnhart log-loader to run along them, loading logs



THIS PHOTOGRAPH, SUPPLIED THROUGH THE KINDNESS OF MR. JOHN CARBONNEAU, jr., of the Island Pond Historical Society, is identified as a logging train in the timber limits of a company in northeastern Vermont, near Island Pond. Only one conclusion is possible, yet the Shay locomotive bears the number "3", a number which the NHS&HM never had! Also of interest is the Barnhardt log-loader, the pile of pulpwood beside the right-of-way midway in the train and the unique caboose, visible in greater detail in another photograph accompanying this article.

on the car in the train immediately behind the log-loader. The wire cable, which swung from the loader's boom, was equipped with tongs which gathered up one or several logs at a time, depending on their size. The Company had two log-loaders and left both of them in the woods when logging operations slowed down. However, each autumn, or before operation of the railroad became impossible because of the snow, they were brought back to the mill at North Stratford.

The NHS&HM's logging railroad rejoiced in a significant number of extraordinary employees, one of the most remarkable being Engineer Leonard Heath, who operated Shay Number 3. He wore out thirteen firemen in one year and was accustomed to "put the fire right up the stack". There were two results to this violent action. The first thing that had to be done was to extinguish the resulting brush fires along the line. Then, the fireman had to scurry around and gather enough kindling to relight the fire in the firebox.

Besides the log-rack flats, boxcars from the Grand Trunk, loaded with hay and grain for the horses at the lumber camps, were taken up the railroad. On the return trip, these boxcars were loaded with pulpwood for the paper mills at Groveton and Berlin, New Hampshire, on the GTR some distance to the south.

Train crews worked 12 to 14 hours a day, six days a week. The Shays sounded like they were a second section of Number 16 working up the hill out of Island Pond but, as everybody knows, they were slow and it took the better part of an hour to make the run from the mill to the Wye at Camp Number 3 and about an hour-and-a-half to reach Lewis.

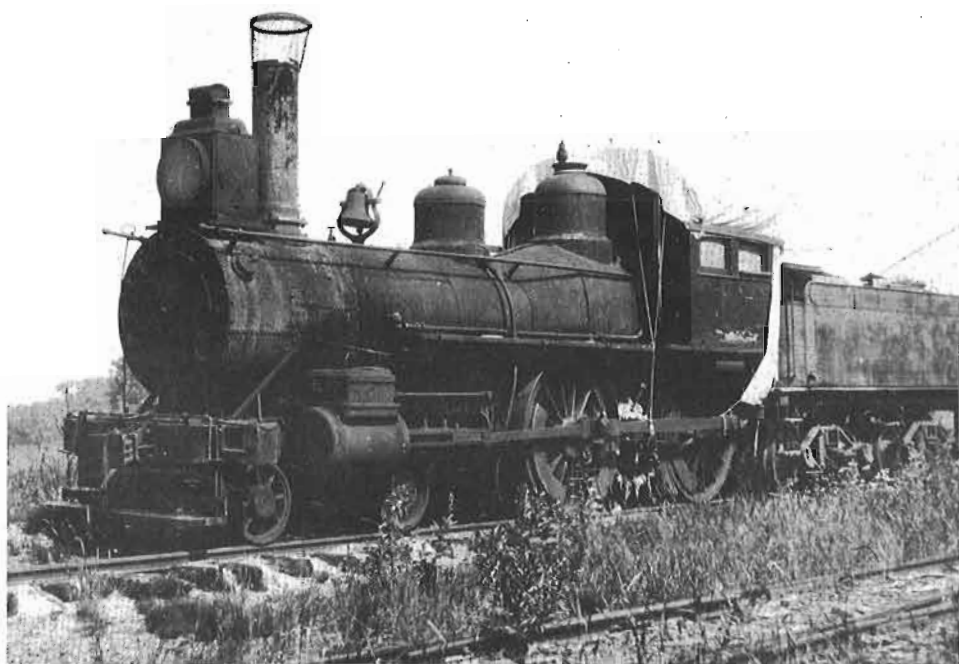
And now, about the motive power. Main-line log-trains were handled, as said, by Shay locomotives. Number 1, "Warner's Mill", built by the Lima Locomotive Works for the Warner Sugar Refining Company, ostensibly of North Stratford, New Hampshire, was a 70-ton, 3-truck Shay, outshopped in 1920. After the railroad was abandoned in 1925, Number 1 was sold to two companies in the southern United States and finally went to Vredenbure, Alabama, where it was scrapped in February 1929.

Number 2 was yet another 70-ton, 3-truck Shay, outshopped by Lima on June 14 1922 and destined for the New Hampshire Stave and Heading Mill. Like Number 1, she burned soft coal and had a boiler pressure of 200 psig. When the railroad was abandoned, Number 2 went to Georgia and thence to Westline, Pa., where she was scrapped in May 1946.

Presented herewith is a picture of yet another NHS&HM Shay, Number 3, apparently a 70-ton, 3-truck model. A detailed search of the list of Shay locomotives, built by the Lima Locomotive Works, Lima, Ohio, U.S.A., and published in Michael Koch's excellent book "The Shay Locomotive: Titan of the Timber", has failed to discover a Number 3 of the New Hampshire Stave and Heading Mill at North Stratford, New Hampshire. Nevertheless, there is a strong resemblance to the engine hauling the train on the NHS&HM's right-of-way at Bloomfield, Vermont, which accompanies this article. The caboose on this log-train is unique enough to run only on this particular railroad. Perhaps one of our knowledgeable readers will be able to clarify this ambiguity and provide the explanation for it.

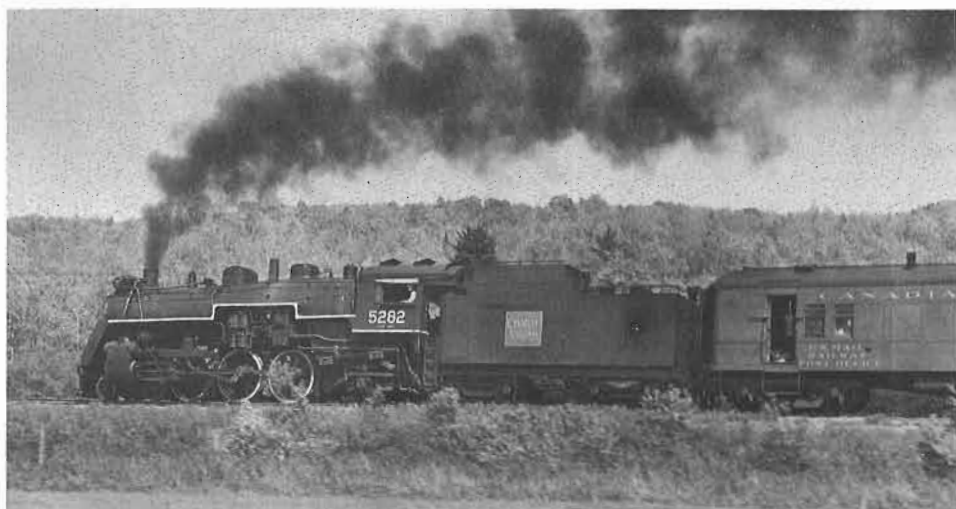
That pretty well explains the mysterious initials in the locomotive foreman's log-book in the GT roundhouse at Island Pond under date of August 11 1924, but it does not tell us much about 4-4-0 Number 3, which was the real purpose of this article.

Mr. Raymond F. Corley of Scarborough, Ontario, co-author, with



HERE IS A PICTURE, TAKEN ABOUT 1926, OF ONE OF THE MYSTERIOUS 4-4-0s which used to switch the yard at the New Hampshire Stave & Heading Mill at North Stratford, New Hampshire. The engine is apparently out of service and, who knows?, it may be waiting to make the trip to the GTR's Island Pond Shops for repairs.

Courtesy John Carbonneau, jr., Island Pond Historical Society.



ON A JULY AFTERNOON IN 1955, CANADIAN NATIONAL RAILWAYS' CLASS J-7-b Number 5282 blasted her way north, up the hill out of Island Pond, Vermont, at the head of Train 17, from Portland, Maine to Montréal. Jim Shaughnessy was there and recorded this portion of the action.

Mr. Anthony Clegg of "Canadian National Steam Locomotives", had this to say:

"The Canadian Northern Quebec Railway Company had several 4-4-0 steam locomotives. Numbers 47, 48 and 49 were scrapped in 1910, 1906 and 1911, respectively. Number 55 was 'scrapped' prior to 1912, but no precise year is given.

In the 1912 numbering series, no 4-4-0 was shown as 'sold'. All were scrapped, or so the record says, except Number 39, a former Central Ontario Railway Company locomotive, Number 5, purchased by the Canadian Northern in 1909, and Number 50, formerly of the Irondale, Bancroft and Ottawa Railway, their Number 3, acquired by Mackenzie, Mann and Company in 1910.

These two locomotives were sold to the Key Valley Railway Company in November 1917 and August 30, 1917, respectively.

There seems to be no information available on the location or length of the Key Valley Railway.

However, since the term 'scrapped' was used very loosely in some records, some of the locomotives described as 'scrapped' may in fact have been sold.

The two 4-4-0s purchased second-hand by the New Hampshire Stave & Heading Mill for their Vermont-New Hampshire railroad operation may also have come from Canadian National Railways, after 1919.

There were a number of engines which could have been sold to this railroad."

That is the total of this portion of the research on the second-hand 4-4-0 locomotives of the New Hampshire Stave and Heading Mill, in the years 1920-1930. They were the sole justification for this exposé of a New England logging railroad, which otherwise might not appear in a Canadian railway history publication.

Sometimes (to coin a metaphor) it is hard to remember, when you are supposed to be draining the swamp, that the number of teeth per alligator really has very little to do with the original enterprise. In this case, it appears that there are almost as many unanswered questions about the mysterious 4-4-0s as there were when the entry in the locomotive foreman's log-book at the GT's Island Pond Shops was first noted.

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ACKNOWLEDGEMENTS.

The author would like to acknowledge the contribution of Mr. John Carbonneau, jr., President of the Island Pond Historical Society, Island Pond, Vermont, U.S.A., who started this whole business. While he contributed his assistance, encouragement and enthusiasm, it might have been preferable never to have asked the question in the first place.

Once the research had been undertaken, the author was provided with valuable information by Mr. Richard C. Thomas, Secretary of State, State of Vermont, U.S.A., on the corporate history of the New Hampshire Stave and Heading Mill's railroad in the State of Vermont. Mr. Robert L. Stark, Secretary of State, State of New Hampshire, U.

S.A., was kind enough to suggest several avenues of investigation to determine the relationship between the lumber mill and the railroad.

Mr. P.E.Percy of Lima, Ohio, U.S.A., long-time employee of the Lima Locomotive Works and the Lima Locomotive Corporation, provided illustrations and data on the two Shay locomotives owned by the New Hampshire Stave and Heading Mill.

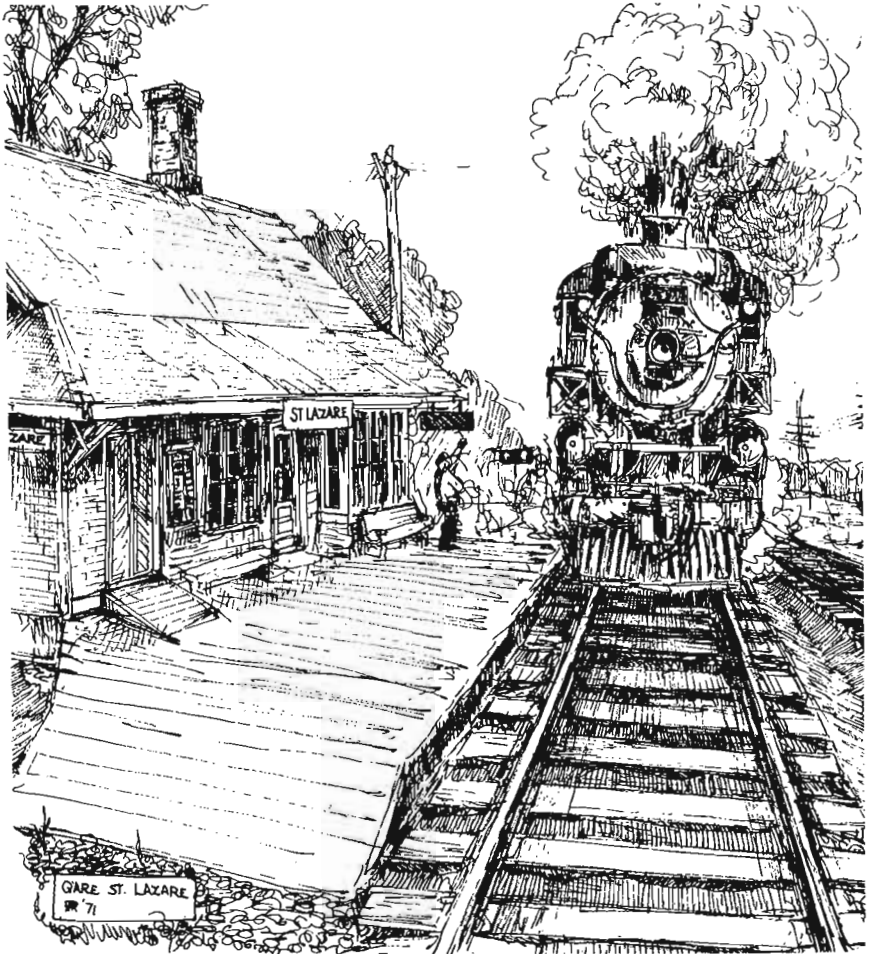
The assistance of Mr. Raymond F. Corley of Scarborough, Ontario, has been acknowledged in the article.

In addition, the following books provided information, sometimes detailed, sometimes superficial, always interesting:

History of the Town of Stratford, N.H. 1773-1925: Thompson, Jeanett
Rumford Press, Concord, N.H. (1925);

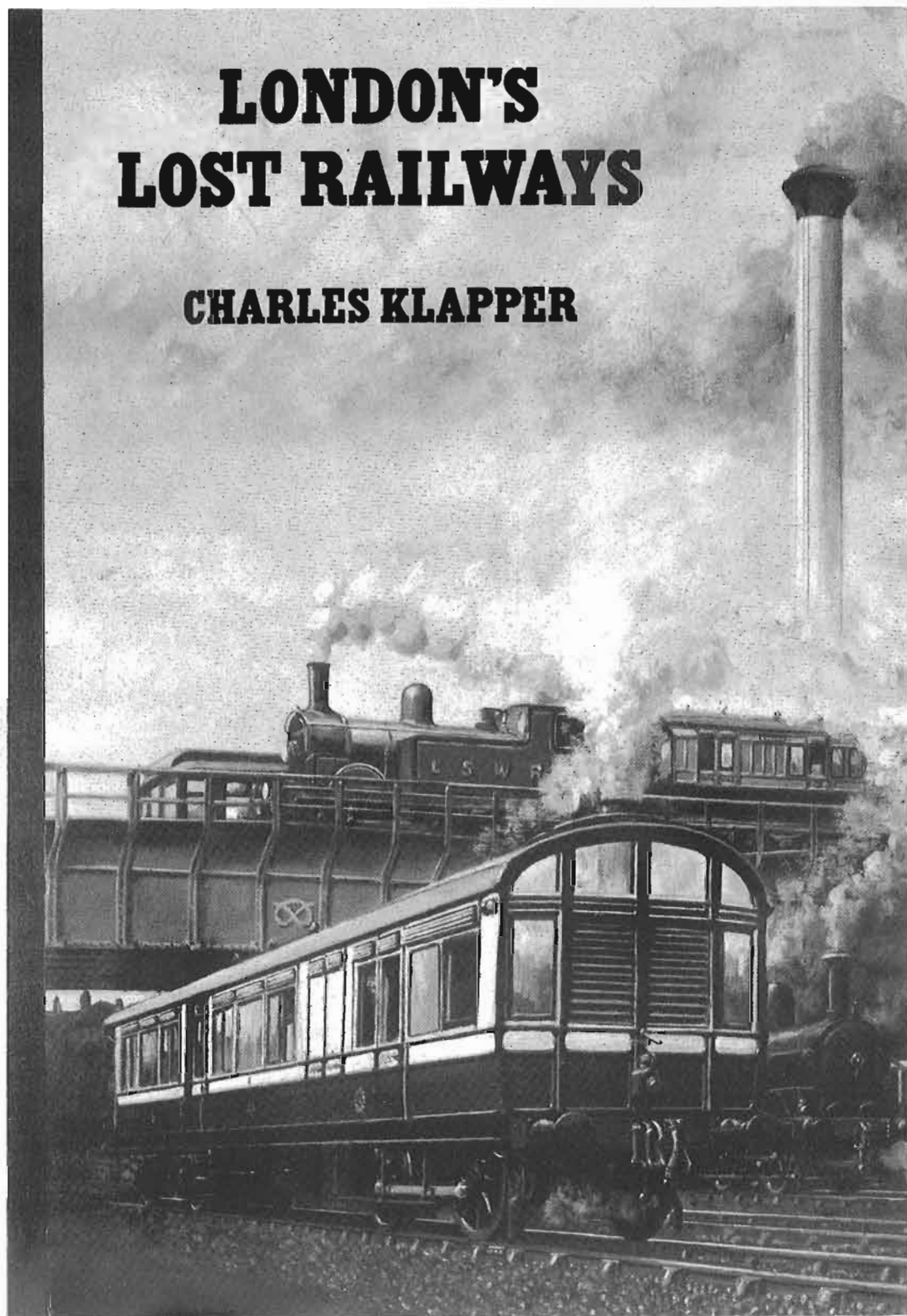
Tall Trees, Tough Men. Pike, Robert E.

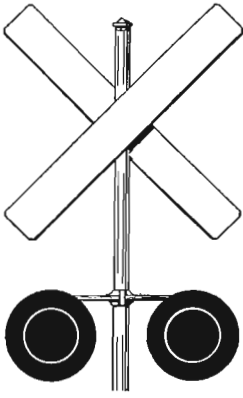
W.W.Norton & Company, New York (1967);



LONDON'S LOST RAILWAYS

CHARLES KLAPPER





BOOK REVIEW

Students of the history of rail transportation in, through and under London, England and its suburbs, will find Charles Klapper's book to be a well documented recitation of the facts, commencing about 1840. The author must be recording the results of a life-long interest in this specialized subject, considering the detail in which he describes it.

Dozens of projected, partially completed, abandoned and partly abandoned surface and subway lines are traced. The names and locations of many of the lines are hardly recognizable today, and convince the reader of the appropriateness of the title of the work. British Rail and London Transport inherited the companies which did survive and with them, their problems.

A chapter on the history of rail transportation in Paris, France is apparently an effort to discover some clues which might lead the investigator to better solutions to some of London's rail transportation problems.

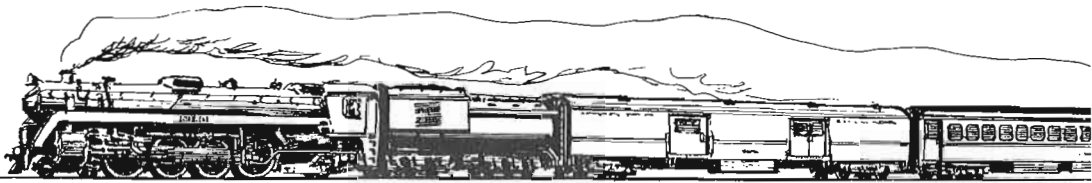
The gigantic cost of resolving London's transport problems whatever the most appropriate solution(s), must surely boggle the mind of the financier delegated to raise such an amount of money.

This book is not intended for the casual reader, who may enjoy the interesting period photographs; it is unlikely that any save the railway historians will appreciate a complete reading of Mr. Klapper's text.

Mr. Klapper has been engaged in technical journalism since 1932, being on the staff of MODERN TRANSPORT from 1935 to 1970 and Editor and a Director of the publication from 1953. He has published several other books, the most recent being "Sir Herbert Walker's Southern Railway", published by Ian Allan, Limited, in 1974.

LONDON'S LOST RAILWAYS Klapper, Charles F.; Routledge & Kegan Paul (The General Publishing Group) 1976. 139 pp., 1 woodcut, 2 maps, 43 black-and-white photographs. \$ 15.50 per copy.

COMMENTS by STEVE WALBRIDGE



DON'T MEET ME AT THE STATION!

K.R.Goslett

With genuine anticipation, I awaited the appearance of Elizabeth Willmot's new book "Meet Me at the Station", published recently by Gage Publishing of Toronto. To my knowledge, this is the first book which comments about Canadian railway stations, albeit only in Ontario.

While discovering and photographing railway stations in Québec during 1973, as part of a larger national survey of Canada's historic buildings, I developed a keen interest in the architectural styles of Canadian railway stations and I hoped that Miss Willmot had undertaken and produced a definitive study of railway stations in Ontario.

Alas! "Meet me at the Station" did not meet my expectations. Although her book presents full-page photographs of each of the fifty-five Ontario railway stations selected, opposite an individual accompanying text, it lacks organization. No attempt has been made to group the stations by owning companies, builders, region, age or architectural style. For example, the author-photographer includes four rural flag-stop shelters, placing them on pages 20, 52, 56 and 90. Would it not have been more logical and less confusing to the reader to have grouped these pictures in one section, thereby permitting comparisons?

Similarly, the ex-Grand Trunk stations at Maple (p.10), and Milton (p. 16), should have been presented together; they are obviously "standard plans" and surely this fact would have been of interest to the reader. The fact that these two stations are identical is not even mentioned in the accompanying text.

Had the stations at Prescott (p. 92), Belleville (p. 24), Port Hope (p. 40) and St. Mary's Junction (p. 54) been arranged in succession, the reader would have been quick to appreciate the characteristic style of these beautiful stone Grand Trunk railway stations of the 1850s. As they appear in Miss Willmot's book, they are just photographs of ordinary anachronisms.

Despite the dust-jacket's claim that the author "hopes through her book to impress upon readers the importance of preserving Canadian railway stations", very few dates of construction are given. Age, one would suppose, is a primary criterion for the preservation of any structure; not the sole criterion, but an important one. The Shelburne (CPR) station is accompanied by a text with ambiguous statements, which provides no clear date of construction for the building, but, instead, says, "In June 1873 the 122-mile track was completed between Toronto and Owen Sound on Georgian Bay. The completion of the line called for a great celebration in Shelburne, and the new railway station was chosen for the scene of festivities." From this, the reader could conclude that the station in the photograph opposite was built in 1873. Its appearance, however, strongly suggests that it was built as late as the 1920s and not concurrently with the completion of the Toronto, Grey and Bruce Railway.

If the text of "Meet Me at the Station" is not, then, about railway stations portrayed, how can it best be described? It is, in fact, a book of rustic anecdotes and railway folklore, that utilizes the station as a focal point for its little nuggets of prose. There is very little about the real history of the structures presented; rather, the stations are used as introductions to assorted reminis-

cences of station agents, locomotive engineers and regional town-folk. Miss Willmot's collection of railway yarns serves to remind the reader that the station occupied a dominant position in the communities that were strung like beads along the railway line. Milk-cans waiting on the platform, runaway elephants from circus trains, and passengers perennially marooned in station waiting-rooms by paralyzing snow-storms are all evoked by Miss Willmott to embellish her paragraphs. The reader can almost imagine the loyal railway workers sitting around the glowing pot-bellied stove in the station swapping experiences.

The railway station in "Meet Me at the Station" is not the story of the station itself; it is the source of the story.

Whatever Miss Willmot's intention, her book has one painfully obvious omission: there is no map showing the locations of the stations portrayed. Occasionally, in the text, reference is made to a location, but, more often, as in the case of Concord, the reader is left wondering where in - Ontario - it is. Even a simple, graphic diagram of southern Ontario would have sufficed.

The photographs are something else. They are average, with some exceptions and their quality is not entirely the responsibility of the printer. There is a clear and excellently lit photograph of the station at Newmarket, cancelled out by a dismal photo of Clinton station and a particularly cock-eyed view of Inglewood.

Also noteworthy is the fact that easily half of the stations selected by Miss Willmot are former Grand Trunk Railway Company of Canada structures and there is not one representative from that vast portion of the province north of Lake Simcoe. Similarly, one would have thought that at least one station on the former National Trans-continental and on the ex-Canadian Northern Railway should have been included.

It may be conceded that "Meet Me at the Station" is a reasonably priced entry into the "coffee-table" book market. The little stories all entertain although they do acquire, eventually, an unflattering sameness. The photographs, accompanied by their individual texts on the pages facing, facilitate casual reading. But it is really unfortunate that the book does not go just a little further to make a genuine attempt to inform the reader about its avowed topic. One need only examine the current popular work "The Barn" by Eric Arthur and Dudley Whitney to conclude that photography of "vanishing landmarks" can be accurate, informative and entertaining, all at the same time and without sacrifice of any single characteristic.

If this review is critical, it was meant to be so. There are so few opportunities, these days, to publish books on railway subjects with any hope of success, that it is a pity to waste even one. "Meet Me at the Station" was, for me, a disappointment. But then, I never cared much for the "railroad fiction" in RAILROAD Magazine, either.

MEET ME AT THE STATION: Willmot, Elizabeth A. ISBN 0-7715-9976-5
122 pp.; 1 sketch, 10 miscellaneous photographs,
62 station photographs, Colour photograph on
dust-jacket. \$ 14.95
Gage Publishing, Toronto, Canada. 1976.



The business car

THE ADMINISTRATION OF THE MONTREUX-BERNESE OBERLAND RAILWAY IN SWITZERLAND has decided to publish a booklet commemorating the 75th. Anniversary of this remarkable Swiss railway. It was on 17 December 1901 that the first portion of the main line of this railway was opened between Montreux, on the Lake of Geneva and Les Avants.

Put together by an editorial committee fully acquainted with the history of the MOB, the book, consisting of 180 pages of text and more than 250 pictures, both black-and-white and colour, a number of them not hitherto published, describes the history of the line, its technical aspects and its actual status and operation.

Special mention should be made of the reproduction of more than 50 period postcards and the publication, in the form of 67 technical specifications, of the characteristics of the rolling stock, from the beginnings of the railway.

The book, "Seventy-five Years of Operation of the Montreux-Oberland Bernois Railway" will be on sale at the railway's general offices and the MOB's railway stations; it will also be available from bookstores. The price quoted for delivery outside of Switzerland is SFr. 33, or about \$ 13.00, postpaid.

Orders may be addressed to:

Direction du chemin de fer MOB
1820 - Montreux
SUISSE

CP RAIL AND THE BOSTON AND MAINE CORPORATION ARE NO LONGER RUNNING power all the way through from Montréal to East Deerfield, Massachusetts on Trains 904 and 917. Two CP RAIL units, generally C424, RS 10 or RS 18 models, bring 904 over Magowan Hill into Newport, Vermont, where three B&M units, usually GP 9 or GP 18 models, are added for the run through Orleans and Barton, up to Summit, on the way to St. Johnsbury. There, the CP RAIL units are cut out of the train which continues south with the three B&M units.

Northbound, BM917 comes up to St. Johnsbury about mid-night with three units and the CP RAIL units which came south on 904 are added. Train 917 continues on to Newport with five units and there, 917 drops the three B&M units and becomes Train 903.

This information from Frank Orr and the SRS NEWS.

CANADIAN NATIONAL RAILWAYS HAS JUST ABOUT COMPLETED THE DOUBLE-tracking of 55.3 miles from Winnipeg to Portage La Prairie, Manitoba, with some of it now in service. Concrete ties were used in the construction, except for switches, crossings at grade with other railways and at hot-box detector locations, at which point wooden ties were used. All trackage is signalled both ways and an additional track provides a three-track main line for about two miles west of Winnipeg. Most bridges on the rebuilt main line are of prestressed concrete.

THE VERMONT RAILWAY, OPERATED BY MR. JAY WULFSON BUT OWNED BY THE State of Vermont, was described recently by Mr. Arthur Ristau, Secretary of Transportation for Vermont, as "an outstanding success". Mr. Ristau remarked that the operation is making enough money to pay off the bonds that the State issued to purchase the line. This trackage was Vermont's first rail acquisition, purchased in 1962 when the historic Rutland Railroad ceased operation.

The Green Mountain Railroad, from Rutland to Bellows Falls, is a more marginal operation, said Mr. Ristau, but it may become profitable. This company is presently involved in an argument with a private railroad excursion company, Steamtown, Incorporated, which is based at Riverside, Bellows Falls, and leases 13 miles of the GMR from Bellows Falls to Chester to run 15 tourist trips in the summer. Steamtown has refused to pay about \$ 14,000 in rental fees, claiming that the GMR failed to maintain the trackage to an acceptable standard. The GMR replied that Steamtown was attempting to avoid payment of a legitimate charge. Steamtown has offered to purchase the 13-mile portion of the GMR but the State has declined the offer.

Roughly 40% of rail trackage in Vermont is now publicly owned. With increased activity in the paper mills of northern Maine and an apparent imminent demand for more rail transportation, Mr. Ristau is particularly enthusiastic about the future of the VR, the GMR and the Vermont Northern Railroad (VNR).

While the VNR was still embargoed as of 27 October, other news media (WGAN-TV) reported that the first train under M-K management operated on 28 October-01 November 1976 with ex-LI 420s now D&H Numbers 202 and 204 and ex-Bangor & Aroostook Railroad cab unit C-64. THE CALL-BOARD and THE 470 Newsletter.

CANADIAN NATIONAL RAILWAYS HAS SLOWLY BEEN DISPOSING OF POWER WHICH became surplus because of the economic recession in 1975-1976. Twenty-six of their remaining M-636 units have been leased to ConRail. Earlier in 1976, eleven of the forty (Numbers 2300-2339 incl.) purchased from MLW Industries in 1970-71 were sold to the Cartier Railway Company, Port Cartier, Québec.

In addition to the units leased from CN, ConRail has purchased four U-36-B units contracted for by Auto-Train (U.S.A.) but not delivered.

THE SIX "SKYTOP" LOUNGE CARS, ORIGINALLY BUILT BY PULLMAN-STANDARD IN 1948 for the Milwaukee Road's "Hiawatha" service and purchased by Canadian National Railways in 1964 are on their way to the scrap-yard. Numbered 1900-1905 on CN and named "Malone", "Malpeq", "Fundy", "Trinity", "Baddeck" and "Gaspé", they were used on the Super Continental, Ocean Limited, Scotian and Chaleur services. In the early '70s, they were withdrawn and stored in the Halifax coach-yard; any possibility of restoring them to service was precluded by a Canadian Transport Commission prohibition because they had but one exit and therefore were hazardous to passenger safety. Thereafter, they were cannibalized for spares. Before returning them to Pointe-St-Charles, Montréal, in mid-September 1976, the cars had to be shopped to enable movement with a 25 mph speed restriction. They were moved in local freights to Montréal.

THE 470, 470 Railroad Club.

THE LONGTIME CONTENTION OF ELECTRIC STREET RAILWAY ENTHUSIASTS WAS proven once again when, in 1976, trolley cars returned to the (motor) city of Detroit, Michigan, U.S.A. Three, shiny-

new, fire-engine red streetcars clanged up Washington Avenue, after a 20-year interval. The new line runs from Grand Circus Park to the Cobo Hall Convention Centre and is the first phase of a multimillion dollar downtown revitalization program. However, the cars, new to Detroit, are not newly built. They were built around 1900 and were part of an order of six built for the tramway system of Lisbon, Portugal. The schedule for the new service is seven days a week from 07 00 to 18 00. After the first week of free rides, the fare will be 25¢.

Mr. Edward Carr, who drove Detroit's last streetcar into the car barn 20 years ago was on hand on the Monday morning when service commenced, acting as motorman. Asked the usual question by media representatives, Mr. Carr replied, "You can't find a better feeling in the world".

Detroit FREE PRESS.

WITH AN ALREADY ASTONISHING NUMBER AND VARIETY OF DIESEL-ELECTRIC models on the property, it is puzzling to hear the rumour that the Delaware & Hudson may be purchasing some GG 1 electric locomotives from ConRail. However, the reason for the purchase becomes logical when one understands that these locomotives would be used on the D&H's trackage-rights route from Harrisburg-Potomac Yard, Virginia. This route was electrified by the Pennsylvania Railroad in the 1920s.

S.S.Worthen.

AT THE END OF NOVEMBER 1976, BARRIE MACLEOD OF SYDNEY, NOVA SCOTIA, wrote to say that passenger traffic on the Cape Breton Steam Railway did not meet expectations during the summer. The double-header special with Number 42 and Number 972 "Repton" did not operate on Thanksgiving Day weekend. It seems that the short run from Morien Junction to Port Morien is regarded by the public as a sort of "shuttle" service and does not have the appeal that the longer runs of 1974-75 had.

Elsewhere, Barrie reported that SYSCO's new unit, Number 14, which was acquired in 1975 (ex-BAR Number 31) has had its cab roof chopped down, making the unit similar in appearance to sister units Numbers 11 & 12. This treatment was necessary because of reduced clearances in different parts of the mill complex.

For those who are interested in the fate of railway stations on Canadian National Railways' main line through Cape Breton Island, Barrie reported that the one at Iona was demolished in the summer of 1974. Last year (1975), the station at West Bay Road was levelled and this year the station at Little Bras D'or was torn down. At present, the station at Boisedale is in the process of being dismantled. On the Inverness Subdivision, the stations at Port Hood and Mabou were demolished in 1976 and those at Strathlorne and Inverness will probably be gone before the end of '76.

HERE IS ANOTHER INSTALLMENT IN THE ABSORBING HISTORY OF NEW ENGLAND'S most northerly short-line railroad, once the St. Johnsbury and Lake Champlain Railroad, later the St. Johnsbury and Lamoille County Railroad and now the Vermont Northern.

Readers will remember that the railroad was reorganized by a group of Vermont business men and opened through from Morrisville to St. Johnsbury, Vermont, early in 1976. After about ten months of sporadic operation, on October 4 the St. J&LC's maintenance workers went on strike and the management suspended operations, as a result. After a short period of deliberation, it was announced that operation could not be continued.

The State of Vermont thereafter negotiated an agreement

with the Morrison-Knudsen Company of Boise, Idaho, to assume operation of the 96-mile line, whereupon the former operators threatened legal proceedings for monies they claimed were owed them by the State. The Interstate Commerce Commission would not permit the new operator to start running the line until this claim was settled. The latest newspaper report available at the time of composing this article, dated October 29, inferred that the claim had been settled and that the first train from Sheldon to Morrisville ran on Thursday, October 28. Presumably, operation east to St. Johnsbury and west to Swanton and Fonda Junction (the Vermont Northern's connection with the Central Vermont) followed subsequently.

The reason for the selection of Morrison-Knudsen Company as the new operator of the Vermont Northern appears to derive from the VN's large, modern diesel shop at Morrisville. This facility could be expanded into a larger diesel unit rebuilding shop, which M-K is interested in developing in the east.

This speculation could have some basis in fact; consider the large and varied collection of diesel units presently owned or leased by the Delaware & Hudson Railway and the capacity of Colonie and Oneonta Shops. It seems as though the D&H will have to have some of its maintenance work done elsewhere.

Double-tracking of CN's main line from Edmonton to Spruce Grove, Alberta, is progressing rapidly. Only the grading for the 11.9 miles was to have been completed in 1976, but ties and rails have already been laid in some places.

Apparently, Canadian National Railways have found concrete ties to be advantageous to use, for a contract has been awarded to Con-Force Costain Concrete Tie Company Limited of Edmonton for 1.5 million ties. Con-Force, a subsidiary of Con-Force Products Limited of Calgary, built a modern factory in Edmonton and went into production in 1976. The ties, to be supplied over a 5-year period, will be installed on much of the CN's system, with initial installations in areas of sharp curvature on the main line west from Capreol, Ontario. Mountain Region VP C.F. Armstrong said that the concrete ties would increase rail life by providing a firmer track structure. Increasing shipments of bulk commodities, greater train lengths and higher individual car capacities, not to mention increased speeds, require a stronger track structure. Moreover, the cost differential between wooden and concrete ties, which was once significantly in favour of the wooden variety, has now diminished and the greater life-expectancy of the concrete tie more than offsets the added cost. Wooden ties are installed about 3,000 to the mile, while concrete ties are installed at 2,640 per mile.

CN has also taken delivery of new equipment designed specifically for concrete tie placement. The double tie gantry automatically removes the old wooden ties and replaces them with concrete units each weighing 615 pounds. The rails are fastened to the concrete ties with the well known PANDROL fastenings.

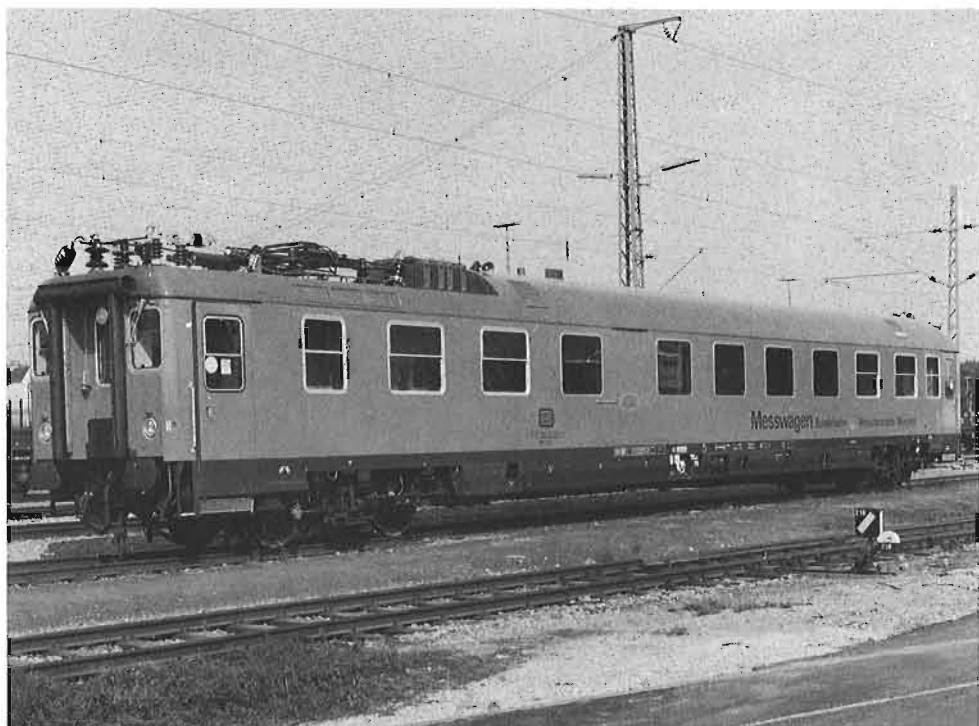
AMTRAK'S SEATTLE-VANCOUVER SERVICE IS NOW PROVIDED BY ONE AMCAFE CAR and one Amcoach. The latter is one of the passenger cars equipped with "high density" seating and therefore is in no way suitable for the five-hour trip between the two west coast cities. The motive power is one AMTRAK unit equipped with head-end power, necessary since the two Amfleet cars are not self-sufficient.

THE TRANSPORT SYSTEMS DIVISION OF MESSERSCHMITT-BOLKOW-BLOHM GMBH (MBB) of Ottobrunn, West Germany, recently delivered the first of a new line of standard dynamometer cars to the German Federal Railways (DB). These cars were designed to measure the running behaviour of railway passenger cars at speeds of 200 km/h and higher, the aerodynamic behaviour of passenger cars when passing other trains, buildings or other structures, the behaviour of the overhead contact wire on electrified lines and pantograph behaviour at speeds of 200 km/h, noise levels in passenger cars, braking effects, tractive effort of locomotives, horsepower output and track conditions.

For these measurements, the car has a basic equipment package consisting of a digital time-distance measuring unit, a measuring and signalling device for the axle bearing temperature, an intercommunication system, as well as a radio-telephone communication system.

The car is 26.4 m long, over buffers, 2.825 m wide and 4.05 m high above the rail. It weighs 61.5 tons in running order and is equipped with a hot-water heating and air-conditioning system.

The measuring and recording room is equipped with a recording and writing desk, a corner bench, chairs and a table. There is a driver's cab at one end of the car.



A TORONTO NEWSPAPER DATED DECEMBER 10, 1976, CONTAINED A BRIEF note to the effect that CP RAIL had applied to abandon 10.3 miles of its Port McNicoll Subdivision, between Coldwater and Port McNicoll. The application was approved at a hearing of the Railway Transport Committee. Committee chairman J.A.D. Magee of Ottawa said that he was satisfied that the railway could do nothing to reduce the deficit of \$ 107,313, incurred between 1972 and 1974 for maintenance operations on the S/D.

WE ACKNOWLEDGE WITH THANKS THE FOLLOWING INFORMATION FROM JOHN R. Davis of Rumford Point, Maine, U.S.A., relating to the photograph of the Grand Trunk Railway tank engine, which appeared on page 317 of the October 1976 issue Number 297 of CANADIAN RAIL.

While Mr. Davis says he cannot prove that the location of the picture is Bonaventure Station, Montréal, "beyond a shadow of a doubt", the roof in the background looks considerably like that of Montréal's famous station.

Mr. Davis feels safer in saying that the photograph was probably taken in the era 1898-1904, when this class K-1 4-4-2T locomotive was numbered 268. She was the third GTR engine to bear that number. She was built by the GTR at their Pointe-St-Charles Shops in 1883, as 3rd. Number 192. In 1904, she was renumbered as 5th. Number 203 and in 1910 was again renumbered to 1528. She was scrapped in May 1917. The K-1s, outshopped in 1883, had 63" drivers, 140 psig b.p. 17x22 cylinders, weighed 134,232 pounds and developed 12,009 pounds tractive effort.

For a time, says Mr. Davis, sister engine Number 267 of the 1898-1904 period was used on the Norway Branch of the GTR in central Maine, but these tank engines were used primarily on the Montréal suburban runs to Vaudreuil, until the 1540s arrived on the scene in 1914. After that, they were relegated to other short-haul commuter runs. The few 4-4-2T engines left when the CN took over in 1923 are documented in "Canadian National Steam Power" by Messrs. Corley and Clegg.

FOR SOME TWO YEARS, THE GOVERNMENT OF ALBERTA HAS BEEN AN EAGER, potential investor in the development of a new, modern-technology, urban transportation mode. In this role, Alberta was cooperating very closely with the Government of Ontario, or so it thought.

But, when Ontario's cabinet decided in June 1976 to spend some \$ 55 million on this development, someone forgot to advise the Province of Alberta!

This oversight was probably due largely to the preoccupying, frustrations accumulated by the Government of Ontario after more than a year of marginally productive intergovernmental talks, particularly with the Government of Canada. Rather than lose any more time, Ontario decided to go it alone.

The decision to go it alone meant that, if Alberta and other interested governments wanted to buy into the Urban Transportation Development Corporation (established by Ontario) at some future time, the admission price would doubtless be much higher. Also, once Ontario has taken all the risks to develop a sophisticated, operating urban transportation system, future investors will not be granted a piece of the action at the prices which were on the table in June 1976. This latter opinion from UTDC president Kirk Foley.

Alberta wanted a half-interest in UTDC; in return, Alberta industries would have built components for the new, high-speed streetcars vital to the Toronto Transit Commission and the "Dial-a-Bus" units for western Canadian cities.

Since June 1976, UTDC has decided to locate its high-speed test track on a site in or near Kingston. This test facility will double as an equipment testing facility for linear induction motors for propulsion and braking, as well as the prototype vehicles.

A STORY IN THE KAMLOOPS, B.C. "NEWS" IN DECEMBER 1976, SENT IN BY Dave Davies, former President of the Pacific Coast Branch of the Association, described the ice-cutting and harvesting activity that went on when the Canadian Pacific Railway began to engage in various enterprises in the community:

"One of the first structures to be erected by the Canadian Pacific Railroad (sic) on their newly acquired lands in East Kamloops was an ice house. In February 1886, the 'Sentinel' reported they were busy building an ice house near 'Peterson's building', presumably near the mouth of Peterson Creek. It was listed the next year as one of their most important buildings.

The first notice for collecting ice for the CPR is in 1889, when S.J. Bennet secured the contract. One year previous, it was noted that ice from the Thompson (River) was being stored. Some 1,200 tons were collected annually at Kamloops, enough to supply hotels and dining cars from Revelstoke to Vancouver.

The weather was a constant worry to the ice contractor. On January 11, 1890, it was reported:

'J.S. Bennet has again secured the contract for cutting ice for the CPR and is this week busily engaged reaping his harvest. The ice is of excellent quality and of good thickness.'

The following week, the weather was 'not as propitious for ice harvesting as might be desired.' In 1891, the river ice was so poor that Bennet had to take his crew to Griffin Lake, near Three Valley Gap (on the CPR), to collect sufficient quantities.

Thomas Costley, who ran a livery stable in town, secured the contract in 1892. This year, the amount of ice had been increased to 1,700 tons, 'nearly all for the CPR and will fill the ice houses from Revelstoke to Vancouver.'

Costley kept the railway contract in 1893, while Bennet and Thomas Hornby, another livery stable owner, filled orders from town houses, both businesses and dwellings. They also shipped 'some 200 tons to the coast for the CPN Co., Victoria.'

The contract ran until at least 1896, when news of it stopped. That year was a bad one for local harvesting, and cold storage companies in Vancouver were contracted (with) to supply ice to the CPR facilities south of North Bend."

Our thanks to Dave Davies for sending us this glimpse of the way it used to be in the early days of transportation in British Columbia.

CANADA'S DEPARTMENT OF MANPOWER AND IMMIGRATION HAS RECENTLY PRODUCED what may turn out to be a best-seller; it certainly grabs your attention immediately: Manual of Sex-Free Occupational Titles! Of course, it could be anything, but it really isn't (nor could it be) what you think. Moreover, it is not illustrated, so it is nothing to get excited about.

What the publication is, is yet another effort on the part of our ever-helpful federal government to help us all to find non-discriminatory, gender-free job titles, with which to amend our copies of the Canadian Classification and Dictionary of Occupations.

Canada's railways have ever been the stronghold of the male sex and railway-associated jobs are therefore most amenable to unisex descriptions. Brakeman rapidly becomes brake worker(!), while

engineman doubtless transforms to locomotive operator. Conductor and operator can stay as they are, as can yard supervisor and hump operator. Call-boy will have to be dry-cleaned; if there is still such a thing as a switch-tender, no change in nomenclature will be necessary.

All those time-honoured titles terminating in "-man" are doomed to oblivion. If young ladies in Montréal's NDG area can play junior hockey and may be entitled to clubhouse privileges, the Bridge and Building gang will never be the same.

In the days of the steam locomotive, it was generally conceded that this machine was of the female sex (for a variety of reasons, some having to do with temperament), but when the diesel-electric unit came along, this subtle sexual classification was lost. When a sufficient number of similar oversights occurred, the ever-vocal minority demanded that hitherto acceptable terms be neatly neutered.

It should be reported that the knock-up man has been deleted, along with the hot-blast man and the dingman. Whether or not this has helped to calm the vocal minority or the womens' libbers is not clear; however, it may help in achieving zero population growth.

JOHN WELSH SENT US TWO ADVERTISEMENTS IN DECEMBER LAST, SINGING THE praises of a new book about railways: "The Steam Age in Western Ontario", by Professor E.B. George. Further, the advertisement said that the "second printing would be available about November 1". After some inquiries, this reporter was no wiser. But the text of the ad, some of which follows, seemed to justify the rather high price of the publication. Here we go:

" A railroad anthology. Accounts and stories of railroads. Trains and locomotives in our local district in the golden age of railroading when steam was king. Interestingly written for the average lay reader, the book contains valuable historical material, interspersed with typical, humorous railroad anecdotes. There are over 200 photographs including some very exceptional and rare pictures which are worth the price of the book alone. The volume will, in time, become a collector's item.

The book is beautifully bound, with a very attractive jacket; has 220 pages approximately 9x12 inches, and may be purchased privately from selected individuals or from the publisher or his agent.

Publisher's direct price \$ 20.00 per copy. By mail in Canada \$ 2.50 extra; elsewhere \$ 3.00. (Higher at booksellers)

Includes all the territory in a line southeastward from Owen Sound to Toronto, and from thence westward to the U.S. border. Railroaders say it's "fantastic". Teachers are also eager buyers.

It would be appreciated if some reader who has purchased this book would send us a small review and an opinion as to whether or not railway enthusiasts also ought to be "eager buyers".

CANADIAN NATIONAL RAILWAYS, ON 06 DECEMBER 1976, SUBMITTED A BID, through its wholly-owned subsidiary Canaven Limited, for \$ 950 million, to design, engineer, construct and equip a

700-kilometer railway in east-central Venezuela. The new line is proposed to run between San Juan de los Morros and Ciudad Guayana, with a trunk line between Tuy Medio and Ciudad Losada.

Incorporated earlier in 1976, Canaven Limited was originally composed of six equal shareholders: MLW-Worthington, Limited; Hawker Siddeley Canada Limited; Sydney Steel Corporation (SYSCO); Canadtrans Limited and the consulting divisions of both Canadian National Railways and Canadian Pacific Limited.

Canaven's president, Mr. J.W.G. Macdougall, said that the other five former partners would participate as subcontractors to Canaven. Robert Bandeen, Ph.D., president and chief executive officer of Canadian National Railways said that CN had assumed control of Canaven to strengthen the bid.

Mr. Macdougall said that Canaven would subcontract with MLW Industries to supply 54 diesel-electric locomotives; with Hawker Siddeley Canada Limited to provide 1,600 freight cars; with SYSCO to furnish 100,000 tons of rail and with an added number of Canadian and Venezuelan companies for related supplies and services.

Winner of the bid is expected to be announced within three to six months.

EARLY LAST DECEMBER, KARL MALLETT, PRESIDENT OF GRAY COACH LINES OF Toronto, said that his company had received a verbal offer of purchase from Voyageur, Incorporated, of Montréal. The amount of the offer was not announced; Gray Coach is a subsidiary of the Toronto Transit Commission and it may be for sale to private interests, if a reasonable offer is made.

Mr. Mallett said that Gray Coach Lines' future was bleak, in view of the 30 November decision by the Government of Ontario, which granted operating rights to Greyhound Bus Lines of Canada Limited to compete with Gray Coach. The Licences derivative from these rights permit the U.S.-controlled company to operate between Toronto and the International Boundary in the Niagara Peninsula and between Toronto and Sudbury, Ontario. These two routes are Grey Coach Lines' most profitable runs.

THROUGH NOVEMBER AND DECEMBER, 1976, CANADA'S DEPARTMENT OF TRANSPORT continued to play fast and loose in carving up sectors of passenger train operation in the Québec-Windsor corridor. Principle contenders were and are, of course, Canadian National and CP RAIL.

In one announcement in the Montréal STAR, DOT said that CP RAIL would be awarded exclusive rights to the Québec-Montréal passenger train service, so successfully developed by CN with their "Rapido" services, while CN would be "compensated" elsewhere in central Canada, which was interpreted to mean "central Ontario".

First step in the plan would be a \$ 30 million program to improve Québec-Montréal passenger service, VIA CP RAIL, which would include "new equipment and track improvements".

Mr. Sylvain Cloutier, deputy minister to DOT Minister Otto Lang, said that under current DOT plans, CN will operate the Montréal-Toronto and Toronto-Windsor corridor sections, while CP RAIL will be awarded the Québec-Montréal and Montréal-Ottawa runs. The logic of this plan was difficult to comprehend.

Also in prospect are ten new passenger trains, tenders for which will be received by February 1977, with delivery scheduled for August 1979, barring work interruptions. Some of these new trains would be for the CP RAIL Québec-Montréal service; the others would be for service in southern Ontario. The design of these new trains

will probably be that of the LRC, since there are presently no contenders; it is unlikely that United Aircraft of Canada will pursue the marketing of the TURBO, now that its parent company in the United States has withdrawn from the passenger train market.

CP RAIL officials said that they were "surprised" to be awarded the Québec-Montréal service, as they favoured a Montréal-Ottawa experimental service (whatever that is). Logically, any added traffic, freight or passenger, for the M&O Subdivision of CP RAIL, west of Rigaud, would be most welcome. This line presently has two scheduled trains daily, Trains 1 & 2, the "Canadian", with a way-freight operating "as required" between Rigaud and M&O Junction.

The apportioning announcement by Transport-Canada immediately aroused a flurry of critical comment. Ed Abbott, Executive Secretary of the Canadian Railway Labour Association said that the railway unions should have been consulted and an overall plan developed, instead of the "bits and pieces" treatment given to the problem by Transport-Canada.

Ed Finn, a spokesman for the 22,000-member Canadian Brotherhood of Railway, General and Transport Workers said that his organization disapproved of the awarding of exclusive rights to CP RAIL for some inter-city services, subsidized by the federal government.

In the Montréal STAR of the same day, there was a short announcement by Mr. Lang in the House of Commons, that Transport-Canada would not force CN to cede its Montréal-Ottawa passenger service to CP RAIL. Mr. Lang said that any alterations to current rail service "will be taken progressively, always with the objective of having improved service compared with that now existing".

A FAMILIAR SIGHT TO MANY CANADIANS FOR MORE THAN TWENTY YEARS, CP RAIL's Train 1, the "Canadian" passes the station at Cobden, Ontario, on Saturday, 12 June, 1976. The photo was taken by Kenneth A.W. Gansel of Kanata, Ontario.





A "FIRST-GENERATION" TGS TURBOTRAIN OF THE FRENCH NATIONAL RAILWAYS photographed at Grenoble, France, in 1971, by the Association's European Representative, Jean-Michel Leclercq.



IN 1973, THE TGV-TYPE TURBOTRAIN OF THE FRENCH NATIONAL RAILWAYS RAN at more than 300 km per hour between Bordeaux and Irun in western France, over long sections of welded rail on concrete ties, with double elastic tie-clips. Photo courtesy French National Railways.

MISCELLANEOUS ESSENTIAL ANNOUNCEMENTS.

The Board of Directors of the Canadian Railroad Historical Association has requested that the following statements be published at least once a year:

The opinions expressed in articles and other items appearing in CANADIAN RAIL are those of the authors or the Editor and are not those of the Canadian Railroad Historical Association unless they are so indicated.

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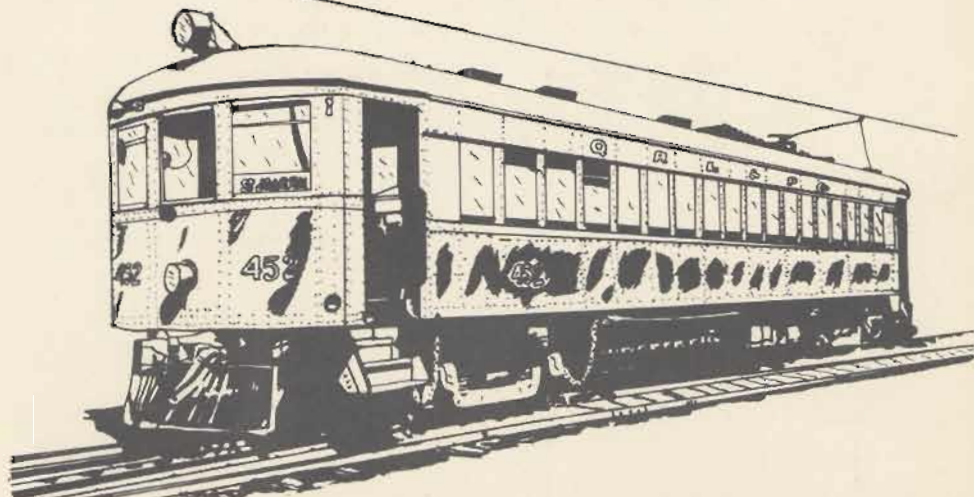
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On 23 September 1976, the Editor of CANADIAN RAIL, Mr. S.S. Worthen, advised the then President of the Association and, through him, the Board of Directors, that it would be impossible for him to continue as Editor after 31 December 1976.

Subsequently, Mr. Worthen agreed to assist in the preparation of the Three-Hundredth Issue (January 1977) of our magazine and to assist Mr. Peter Murphy thereafter, until the Board of Directors for 1977 should designate an Editor or Coordinator for future issues of CANADIAN RAIL.

Mr. Worthen would like to express his thanks to the many members of the Association who have contributed articles, photographs and news items, for presentation in CANADIAN RAIL. Without these contributions, CANADIAN RAIL could not have continued as the interesting and informative magazine that it is.

Mr. Worthen would gratefully solicit the continuing co-operation of these contributors in sending in material for publication in our magazine.



FROM TRAIL, BRITISH COLUMBIA, JIM HOPE SENDS THIS PHOTO OF CANADIAN Pacific Railway eight-wheeler Number 304, taken in Montréal, Québec, about 1900. Perhaps one of our readers can send us some additional information on this engine or the location of the photograph. ↪



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