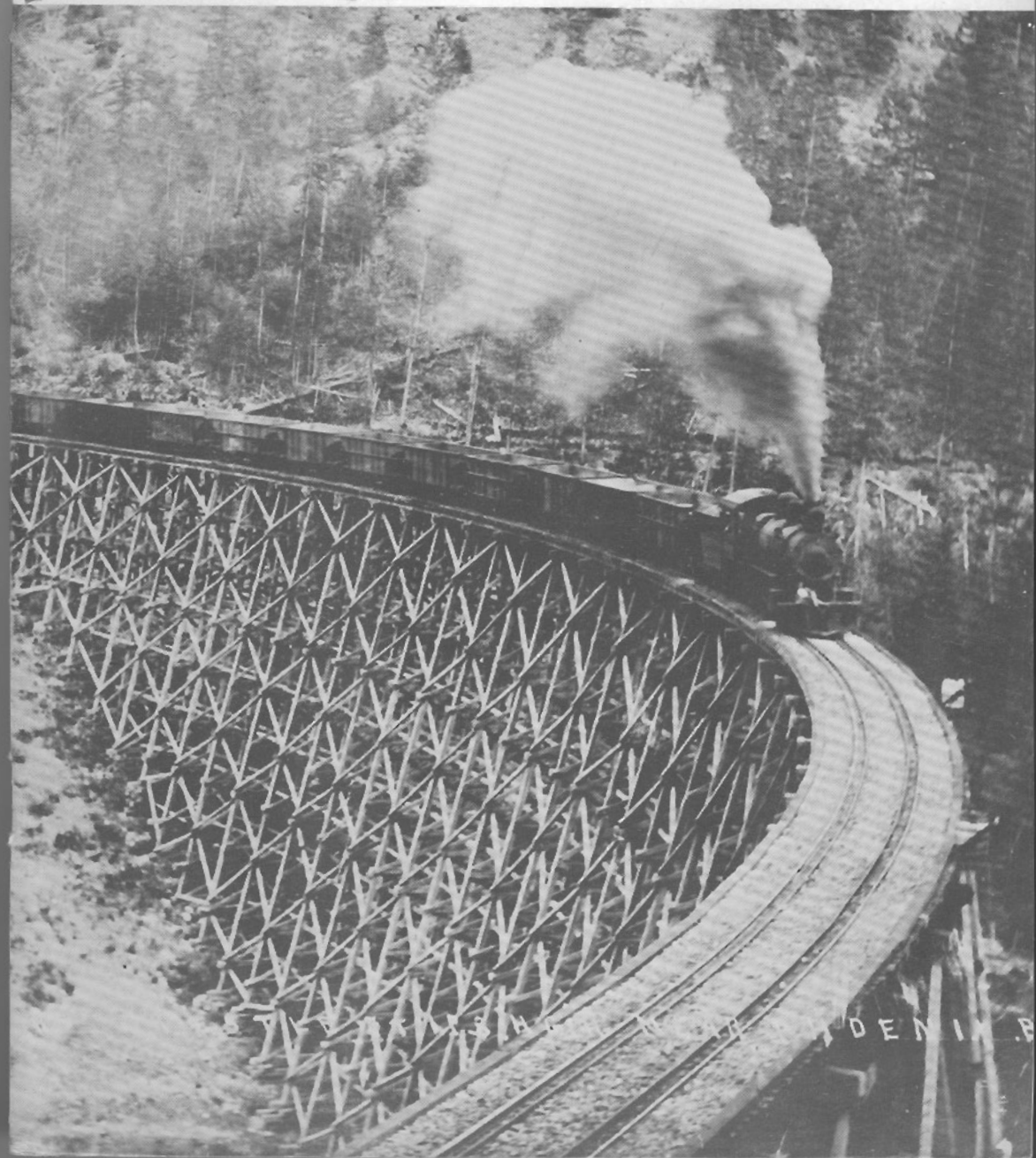


Canadian Rail



MAY 1977
No 304





The Great Canadian Railway Bluff

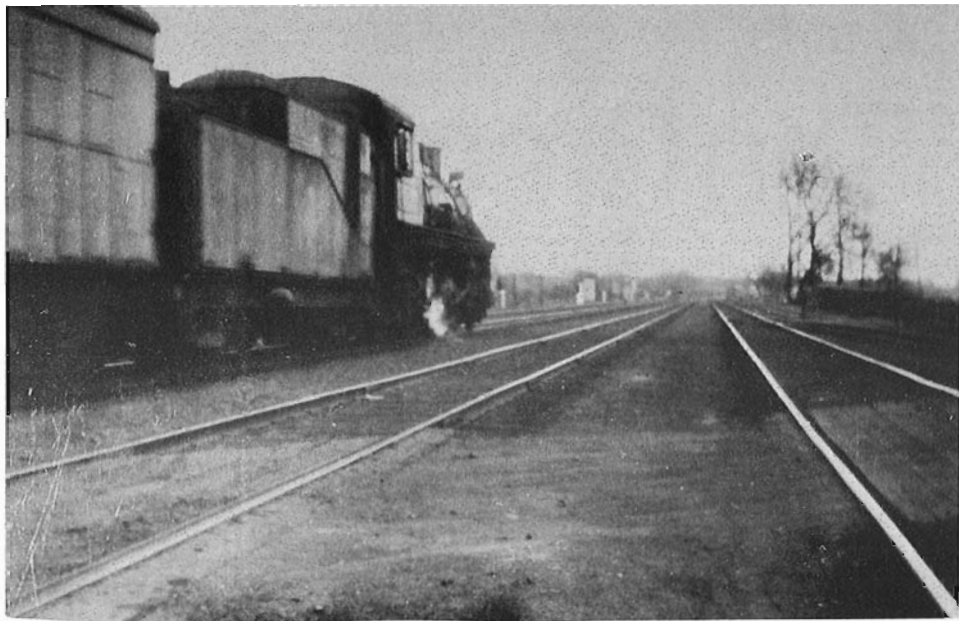
Patrick Webb.

Sidelights of history on the plains of central Canada never did include photographs of Belpaire-fireboxed Northerns, trailing Vanderbilt tanks, racing Royal Hudsons from Belle Plaine to Regina, Saskatchewan. It might, of course, have been different, had the Great Northern Railway's James Jerome Hill accomplished his stated objective of building a fourth western transcontinental railway from Winnipeg to Vancouver. Just how serious J.J. Hill was about this project can only be speculated on at this remove. His biographers agree that James J. Hill would have done it, eventually, and this concept raises a number of interesting questions.

When Hill's threat appeared in print, it was not really something new, but rather a kind of confirmation of a rumor which had been circulating for about 15 years. Hill's proposal appeared in a widely-read United States railroad journal in 1906, in the form of an interview with the famous "Empire Builder". In this interview, he detailed his plans which, if they had been brought to fruition, would have seen a new railway line parallel to the Canadian Pacific Railway almost all the way from Vancouver to Winnipeg, via Fernie, British Columbia, a distance of some 1500 miles, at least. In view of the magnitude and importance of such a proposal, it was easy to see why a hurried meeting of the Directors of the CPR was called, with but one item on the agenda.

← Great Northern 4-4-0 No. 290 heads up a passenger coach and combine at the Grandview Cut near Vancouver B.C. in the 1920's. Photo courtesy Norm Gidney from the C.R.Littlebury Collection.

The Great Northern's spectacular curved wooden trestle near Phoenix, British Columbia is the setting for this month's cover. While the date and reason for the photograph are unknown the reliant human on the buffer beam would suggest either a posed shot, or at best a slow moving train. From the look of the fresh ballast on the trestle perhaps this is the work extra topping off the deck. No doubt the ballasted deck was used to help prevent trestle fires caused by falling sparks from brake shoes. Photo courtesy of the B.C.Provincial Archives, Victoria B.C.



Every railroad enthusiast recalls his first railway photograph. Pat Webb's first ever photo was this 1947 shot of GN Pacific, probably class H-4 No. 1472 on the head end of the inbound Winnipeg Limited. Having just passed CN's Fort Rouge yard the train is working the slight up-grade to clear the streets in downtown Winnipeg.



Located just in front of the Armstrong turntable was this sturdy GN water tank. The building behind was a manual coaling station the mechanics consisting of two buckets on a pulley system. This facility was the end of the line for GN and NP crews, had James Hill's plan been carried out a far more elaborate facility would have been required. Photo courtesy of the Author.

In the context of the previous 20 years, this potential threat had to be regarded as only the latest in a series which Van Horne and Jim Hill had exchanged in the battle for a transportation monopoly over half a continent. This running fight was not confined to the two principles alone, but was likely to flare up at any point where the two companies' interests interfaced.

The consequences were generally many and varied. Track gangs of the two railways nearly took a British Columbia saloon apart, when they met during "cocktail hour", after having laid track all day side by side separated by only the width of a shallow river.

While Jim Hill sent Van Horne paintings as tokens of esteem, Great Northern lawyers quietly bought up iron-ore real estate in Minnesota. An irate orient-bound eastern passenger swung at - and knocked down - a Great Northern Railway passenger agent, who refused to sell him a ticket on a Canadian Pacific ship.

Van Horne managed to acquire control of the Minneapolis, St. Paul and Sault Ste. Marie Railroad, but with an increasingly antagonistic Jim Hill saturating Granger country with branch lines, Van Horne knifed a line from Minneapolis to the International Boundary in Saskatchewan and the heart of Hill territory. Simultaneously, both roads scrambled for what we today call "land-bridge" traffic, often for the same tonnage. In a letter to George Stephen early in 1891, Van Horne clearly summed up his thinking about his former business associate when he stated, "He (Hill) is the most dangerous enemy of the Canadian Pacific". No doubt his unexpressed sentiments were more concise and less complimentary.

It was at that point that the CPR's chief competitor was confirming his statements with track-laying gangs. With the driving of the last spike of the Great Northern, Hill began acquiring existing charters for railroads in Canada and obtaining new ones from sympathetic governments. In this way, he pushed main lines into Manitoba and British Columbia and further menaced the CPR by building branch-lines north to the International Boundary in every one of the five western United States. Van Horne retaliated where he could, but a constant shortage of funds and an unsympathetic federal government at Ottawa made the contest a somewhat unequal one.

By 1906, however, a fourth transcontinental railway appeared to be a marginal proposition, even if only cursory evidence was considered. The CPR was firmly entrenched in southern Alberta with the Galt lines and southern British Columbia with the Columbia and Western. Farther north, the growing Canadian Northern Railway had reached Stony Plain, near Edmonton and awaited only another spring to reach the shadow of the Rockies. It was the Canadian Northern's stated intention to extend its line from Winnipeg through Portage La Prairie and Brandon to the Crows Nest Pass and on to Penticton, in south-central British Columbia.

Meanwhile, the Grand Trunk Pacific Railway was pushing westward from Manitoba at a rate which would result in the laying of 900 miles of main line by the autumn of 1907. It, too, would be growing a few branches to the south.

Perhaps of more importance was the fact that the Grand



4-4-0 No. 290 headed the Great Northern's first train into Grand Forks B.C. back in 1902. Photo courtesy of the B.C. Provincial Archives, Victoria B.C.



Great Northern south-bound daily passenger train as captured at Paterson Station on the "Red Mountain Rly" on the Canadian side of the International Boundary circa 1920. Photo courtesy of the B.C. Provincial Archives.

Trunk Pacific was Laurier's pet project and was, in his opinion, good for the country. Jim Hill knew very well that he could expect the "bare knuckles" treatment if his Canadian transcontinental were in any way to offer a challenge to the GTP.

To add to his many problems, Jim Hill became aware that his railroad was suffering from the galloping inflation which began about 1896 and peaked in 1906. In that decade, construction and operating costs doubled and recession was openly predicted, despite the fact that the Canadian west was experiencing the greatest period of immigration that it would ever see.

While these same settlers grumbled about boxcar shortages, high freight rates and transportation monopolies, they were also fiercely nationalistic in their support of their adopted homeland. They were not about to switch their loyalty to a "foreign" railroad, no matter how attractive an alternative this was advertised to be.

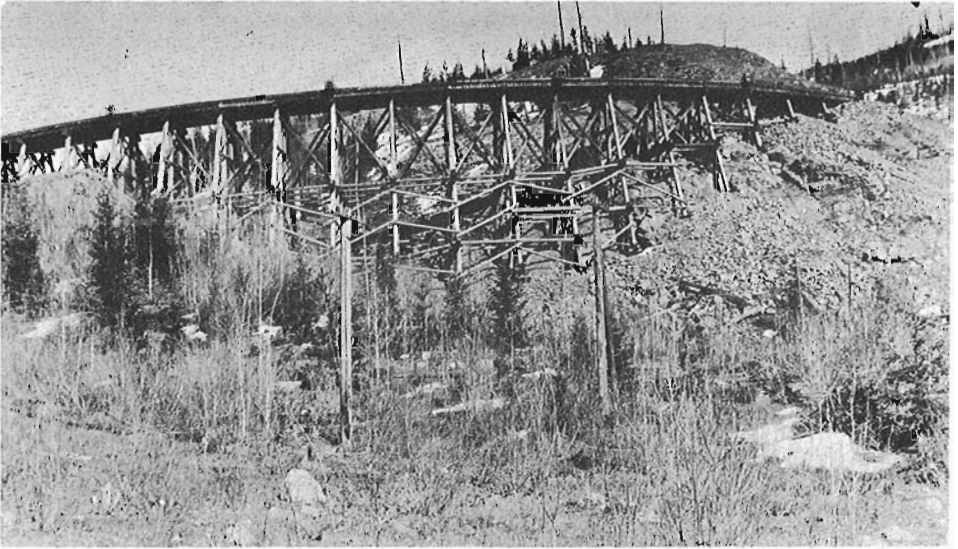
Van Horne calmly exposed his "hole cards" in the 1 June 1906 edition of RAILWAY AGE, the signal for Jim Hill to "put up or shut up"! While the author of the article, "Mr. Hill's New Line Across Canada" was obviously biased and some of the more tender areas - such as construction - were glossed over, the detailed proposal, flying as it did in the face of all reason, must have startled some Canadians. The author's closing comment, obviously made with tongue in cheek, referred to land grants, which had been coolly denied to the Grand Trunk Pacific by governments sensitive to the unpleasant results ever since 1870:

Here is a condensed version of the article from RAILWAY AGE:

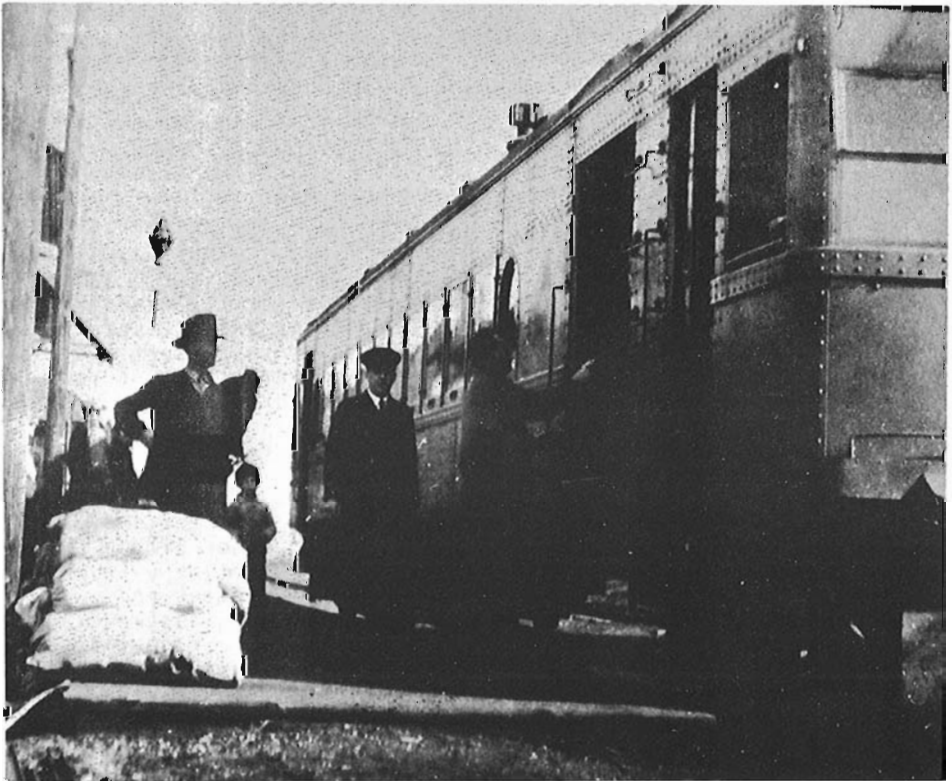
During the past two months, much has been published in regard to the so-called "invasion of Canada" by Mr. James J. Hill, the head of the Great Northern Railway system. In order to ascertain just how extensive the plans for the Canadian "invasion" are, a representative of THE RAILWAY AGE secured an audience with Mr. Hill which enables us to present what is believed to be the most complete and authentic account yet published of the proposed Canadian construction.

At present, the Great Northern system has lines from Seattle, Washington north to Vancouver, B.C.; from Spokane, Wash., to Nelson, Grand Forks and Midway, B.C.; from Bonner's Ferry, Idaho, north to Kuskonook, B.C. and from Rexford, Montana north to Fernie, B.C. Under the charter of the Vancouver, Victoria and Eastern, an east-west line over 300 miles long is being built from Midway via Keremeos and Princeton to Cloverdale, B.C., which is a short distance south of Vancouver. This new line penetrates a rich coal and lumber district... Mr. Hill has reached the conclusion that the rapid development of western Canada will justify the construction of another transcontinental line and therefore he has decided to build from Winnipeg west to Fernie, a distance of about 850 miles.

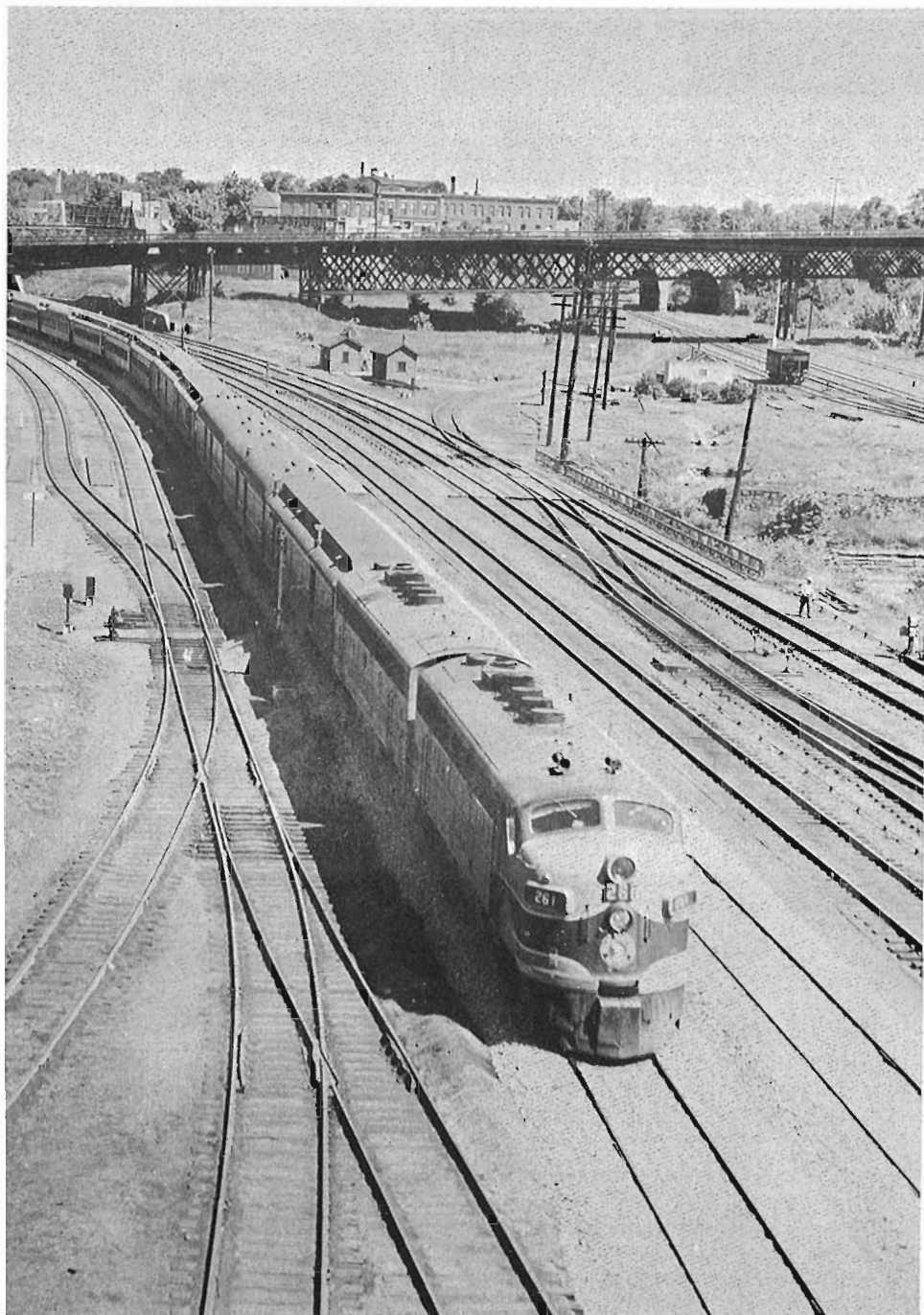
The two arms extending to Nelson and Kuskonook can be connected on the north by the construction of 14 miles of road. The Vancouver-Winnipeg line will then be from Vancouver



An up the hill view of the Red Mountain Railway curved trestle (Great Northern) at the "Loop" located just west of Rossland B.C. Photo courtesy of the B.C. Provincial Archives.



The "Galloping Goose" of the Great Northern Railway calling in at Waneta British Columbia for passengers and express. Date of the photo is unknown, photo courtesy of the B.C. Provincial Archives.



Burlington Northern's "The Winnipeg Limited" consisting of an A-B combination and eleven cars in both the old green and newer green and orange color scheme rolls into St. Paul Minnesota after its overnight run from Winnipeg Manitoba. Taken in the early fifties the color schemes reflect the image of the old and new Empire Builder. Photo courtesy PR dept. GN Ry. St. Paul Minn.

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accurately revised to date, but the Great Northern
does not guarantee their absolute correctness nor
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without notice.

via Midway and Grand Forks to Marcus, Wash.; thence north to Nelson and across (Kootenay Lake) to Kuskonook; thence south to Bonner's Ferry, Idaho; thence over the main line of the Great Northern to Rexford, Montana and thence north to Fernie and on to Winnipeg... The distance by the route outlined will be 1,575 miles, against 1,482 miles by the present line of the Canadian Pacific from Winnipeg to Vancouver.

What are Mr. Hill's reasons for building this new trans-continental line when already the country is served by the Canadian Pacific and the Canadian Northern, with the Grand Trunk Pacific under construction?

In Manitoba, Assiniboia, Saskatchewan and Alberta lie the great wheat-producing fields of western Canada, a territory which is estimated to contain 800,000 square miles of fertile agricultural lands... From Winnipeg west to the Rocky Mountains and south of latitude 54, the country is now half-occupied, but Mr. Hill makes the assertion that there is still room for more people in this region than are contained in all of the old provinces of Canada...

The occupation of these fertile lands means an immense grain traffic for the railroads and Mr. Hill has determined to get a share of it. The mountainous regions are wonderfully rich in coal, minerals and lumber. The farmers on the prairies east of the mountains need this coal and lumber and there will be a large traffic in these commodities when the new line to Winnipeg is built...

That the main line from Winnipeg will pass through Portage La Prairie and Brandon is certain, but west of this latter point, the proposed route is known only to Mr. Hill and his lieutenants. For obvious reasons, Mr. Hill cannot reveal his plans until the right of way is secured and he has made no statement as to whether the route will be north or south of the main line of the Canadian Pacific. Extensive terminals have been purchased at Winnipeg at a cost of \$3,000,000 and terminals have also been acquired at Portage La Prairie and Brandon... Survey parties are now in the field west of Winnipeg and Mr. Hill asserts that the line from that city to Vancouver will be ready for operation by the time the Grand Trunk Pacific is completed to Winnipeg. Then, Mr. Hill says, if the latter road and the Canadian Pacific do not choose to take the traffic which the new road will be prepared to turn over to them at Winnipeg, it will be an easy matter to build from the latter city southeast, by way of Greenbush, Minnesota to Dewey Lake Minn., from which point the Hill lines have their own rails into Duluth...

As to the proposed line from Havre, Montana, northwest, there is nothing definite... After the main line through Canada is completed, north and south roads will be built and one of these doubtlessly will be the line from Havre to Edmonton... "

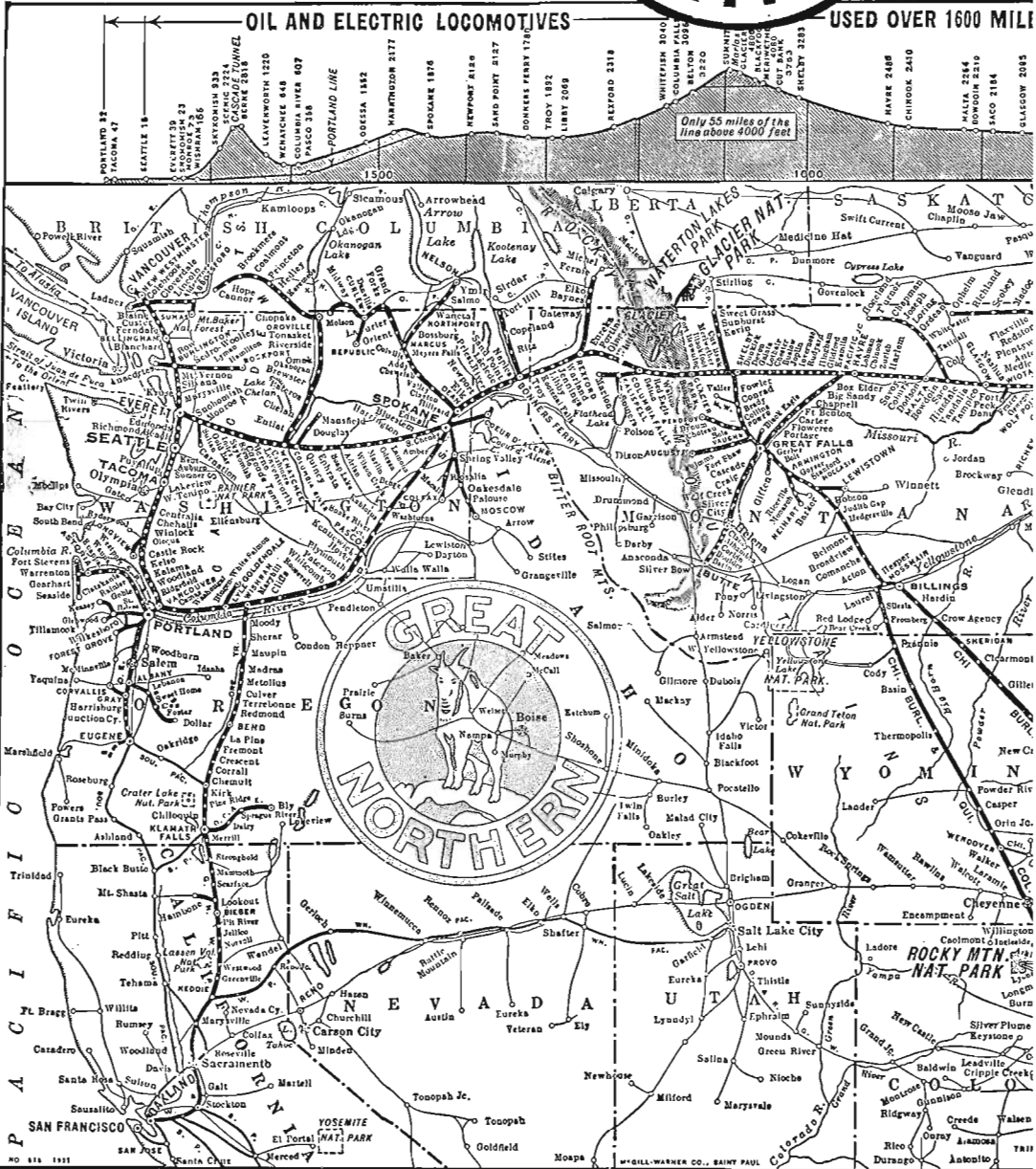
If further developments occurred, THE RAILWAY AGE did not report them, nor is there any historical record of their construction. The Vancouver, Victoria and Eastern built a few more branch

The EMPIRE BUILDER

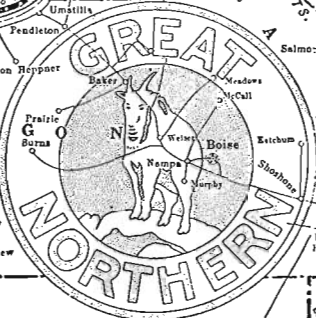


OIL AND ELECTRIC LOCOMOTIVES

USED OVER 1600 MILES



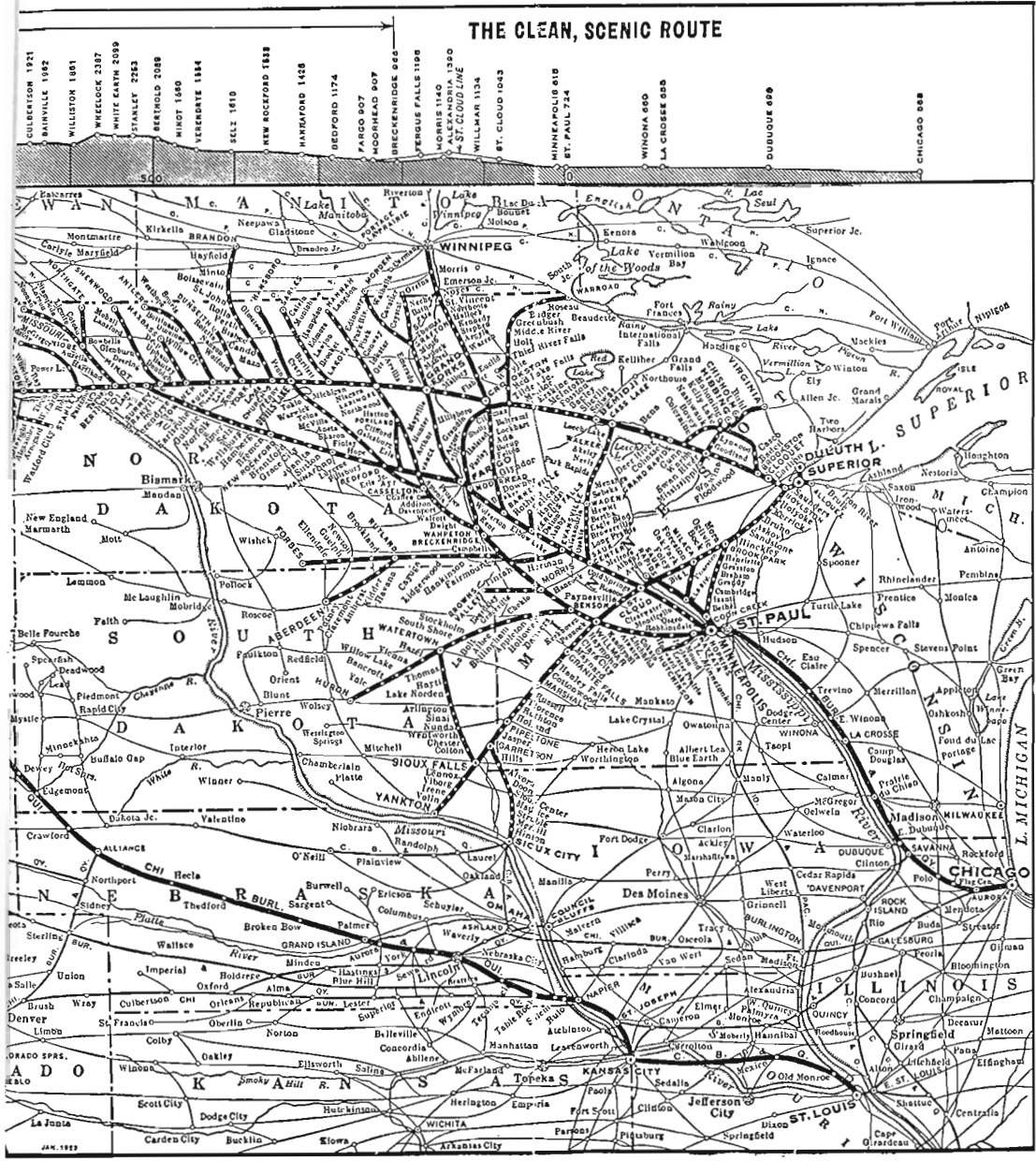
Only 55 miles of the line above 4000 feet



ROCKY MOUNTAIN NAT. PARK

This Great Northern system map is taken from the Oct. - Nov. - Dec 1934 time table courtesy of Dr. R.V.V. Nicholls and the CRHA Archives. By this time the GN arm from Gretna, North Dakota to Portage la Prairie, Manitoba had already been abandoned.

THE CLEAN, SCENIC ROUTE



lines in southern British Columbia, including the spectacular line through the Coquahalla Canyon. Had James J. Hill been really serious in his proposition, it is likely that the transportation and economic situations of the time cooled his enthusiasms, somewhat, as it did the aspirations of the Canadian Northern Pacific and the Grand Trunk Pacific, along about 1915.

And more to the point: like Van Horne, Jim Hill was reputed to enjoy a good poker game. Can it be that Jim Hill's transcontinental main line was indeed his "great Canadian bluff"?



View of the Rockies

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Besides, the Great Northern offers seasonal low excursion fares . . . daily fares of 2c per mile and less . . . no Pullman surcharges . . . and dining car meals within the range of the most restricted budget.

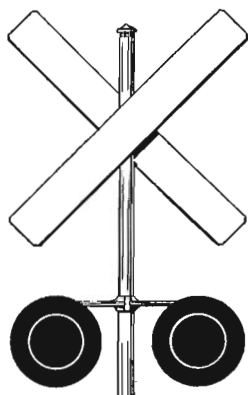
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BOOK REVIEW

A LOOK INSIDE

Canals of Canada

with John D. Welsh.

The author of RAILROADS OF CANADA, Robert F. Legget, OC, of Ottawa, Canada, contributes this new volume to the "Canals of the World" series, published in England by David & Charles and in Canada by Douglas, David & Charles. Thus, it is addressed primarily to United Kingdom readers.

Its interest to readers of CANADIAN RAIL resides in its bridging of the gap between all-water transportation, so vital to the development of pre-Confederation Canada, and the network of canals which preceded and gradually complemented the railway system. A glance at the index brings this home, with references to the Grand Trunk, the Great Western Railway of Canada, the Champlain and St. Lawrence Rail Road, the Intercolonial, the Canadian Pacific and, inevitably, the Canadian National Railways.

A useful historical review sets the stage for the sectional treatment: Short Cuts in the Maritimes; Water Routes to the States; Canals for Defence; Canals along Indian Routes; Some Minor Canals, and the "Great Dream", the Georgian Bay Canal.

Part II is devoted entirely to the system of canals on the St. Lawrence River. A dozen fine maps and 24 pages of half-tone illustrations are varied, informative and well reproduced. Meticulously prepared "Notes", two statistical "Appendices" and "Suggestions for Further Reading" add to the value of this book as a reference work.

The student of Canadian history will savour the frequent observations on the politics of waterway and railway development. But it is curious to find no reference to the Chicora Incident of 1870 which prompted Canada to build a lock at Sault Ste. Marie, Ontario, to ensure that Canadian ships would be guaranteed access to Lake Superior!

In the section on the St. Lawrence Seaway, describing the official opening ceremonies in 1959, United States' President Eisenhower is named twice, although he was not present, while the ill-fated man who acted in his stead is referred to only as "the Vice-President"!



The photograph which has been used to illustrate this book review is from the Public Archives of Canada (C3823) and shows a Canadian Pacific Railway Company's passenger train, hauled by 4-4-0 Number 390, crossing the bridge over the Mississippi River at Carleton Place, Ontario about 1895. This locomotive is today preserved at the Canadian Railway Museum, in St. Constant P.Q. and bears the more familiar number of 29.

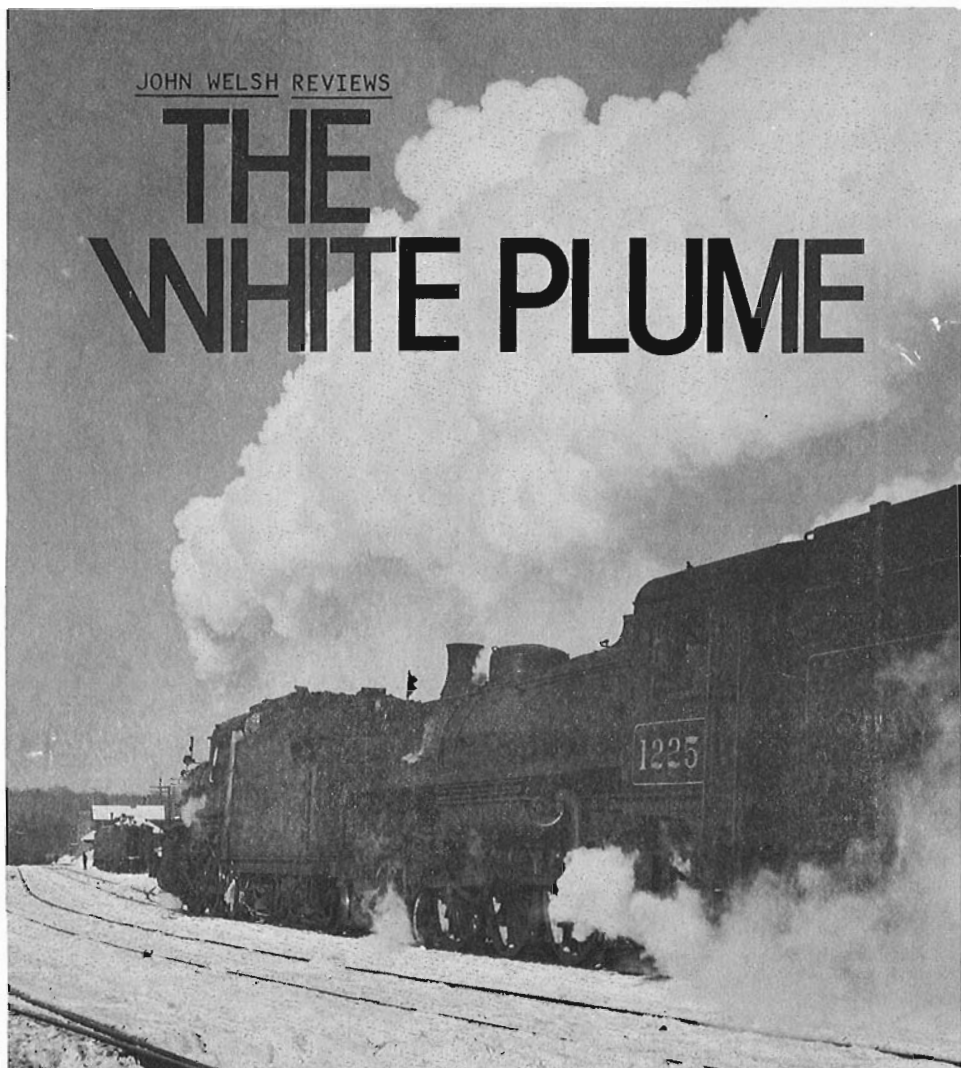
Sprinkled throughout "Canals of Canada" are intriguing mentions that insist on further study of such things as the broad-gauge portage railway linking Carillon and Grenville on the north shore of the Ottawa River, once an essential part of the Montréal-Ottawa water route. This 5-foot 6-inch "Provincial" gauge railway kept going until 1910! There was once, would you believe, a three-mile, horse-drawn tramway which transferred passengers around Chats Rapids, more logically Rapides des Chats, not far from Quyon, Québec, on today's Lac des Chats on the Ottawa River. The chapter on "Minor Canals" recounts such bold ventures as the Baillie-Grohman Canal in southeastern British Columbia, which was designed to join the headwaters of the Columbia and Kootenay Rivers; the Fort Frances Lock on the Rainy River, and, closer to Montréal, the Wolfe Island Railway and Canal Company. Each description is a contribution, in miniature, to our national heritage.

In sum, "Canals of Canada" is a comprehensive, lucidly written and enlightening work, in compact form. It makes the study of the history of canals in Canada a genuine pleasure.

CANALS OF CANADA Legget, Robert F., D.Sc., OC 270 pp. \$ 10.50
Douglas, David & Charles, Vancouver, BC 1976
5 3/4 x 8 3/4 Hard-cover.

JOHN WELSH REVIEWS

THE WHITE PLUME



This "pictorial presentation" of the many facets of the steam locomotive in its various haunts and manifestations is basically a collection of black-and-white photographs by the late Charles Bowman, taken during the 1960s and '70s. To the author, the white plume of steam and smoke symbolized the essence of steam locomotives. Most of his photos, therefore, feature this "symbol".

The book is divided into five sections: Canada and the United States; England; Scotland; West Germany and Austria. For each area,

The photograph which accompanies this review was taken in the 1950s at Brownville Junction, Maine, U.S.A. by Mr. James Shaughnessy and shows the combined white plumes from an unidentified D-10 and 4-6-2 Number 1225 on the head-end of a freight westbound to Megantic and Sherbrooke, Québec.

at least one large map serves to guide the reader, with particularly good detail in maps for the U.K. and the Continent. Eighteen maps in all add to the presentation.

Photographs of Canadian steam locomotives, mainly preserved steam locomotives in the east, include shots of Canadian National Railways' venerable "Moccasin", 6060s, 5107, 6167, 6153 and 6218; of the latter we are given 11 views, six of them head-on! Also, Credit Valley Railway's Number 136 and 1057 and ex-CPR 972 and 1276 below the International Border. In addition, there are Canadian scenes with "Flying Scotsman" ex-LNER Number 4472 and the Delaware & Hudson's Sesquicentennial Special of 1973, hauled by ex-Reading Railroad 4-8-4 Number 1 - or Number 2101 - whichever you prefer.

Beginning in 1963, Mr. Bowman returned to Great Britain to see and record on film a wide range of British steam, some of it remembered from boyhood. His love for the subject and his ability to seek out good locations yielded photos that are both significant and interesting, from historic Kinnaber Junction to a "Black Five" on the troughs at Dillicar; from a pair of A4s in "Queen of Scots" service to a clean-cut ex-LNER J38. Subjects also included some British Aluminum and National Coal Board steam, plus Ravenglass and Eskdale, Festiniog, Severn Valley and the Lochty Private Railway, the latter with A4 "Union of South Africa".

West German coverage, shot in 1972, gives us Pacifics, 2-8-2s, 2-6-2Ts, 2-10-0s, 2-6-2s, 2-8-2Ts and 4-6-0s, in a variety of services and settings. One of the most delectable shots in the book is that of a 1906 Prussian State Railways' tenwheeler in local passenger service.

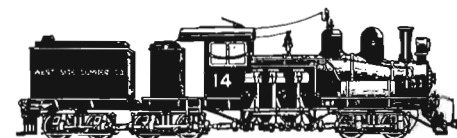
For Austria, visited in 1974, a small but select group of photos portrays narrow-gauge steam, built by Krauss-Maffei in 1902, on the legendary Zillertalbahn, which also operated a drive-yourself train for amateur engine-drivers, on an 8 km run. Austrian Federal Railway 2-6-2Ts are shown on the Leoben-Hieflau line, noted for its 8 percent grades. The text in this section was completed by the author's knowledgeable friend and well known writer Omer Lavallée, who also assisted Mrs. Bowman in the selection of all of the photographs in the book.

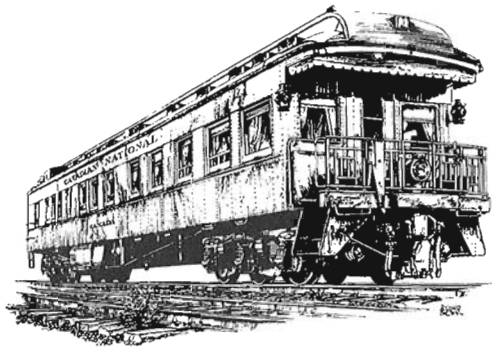
Generous picture size and the superior quality of reproduction contribute to readability, particularly in the case of those taken in obviously adverse weather conditions. The fact-filled captions, with many informative historical sidelights, are admirable. The reviewer is reluctant to mention one minor flaw: some of the captions are positioned awkwardly, but nevertheless are numbered, the photos not having numbers.

If you are an amateur of railway photography, in its many and varied aspects, you will want to read "The White Plume".

THE WHITE PLUME

Bowman, Charles RAILFARE* Enterprises Limited,
 Montréal, Canada 1976 160 pp. 8½x12¼ 18 maps.
 \$ 15.95.





The business car

LETHBRIDGE VIADUCT - CP RAIL'S HIGH LEVEL BRIDGE AT LETHBRIDGE IS the subject of a new book by historian Alex Johnston who is president of the Whoop-Up Country Chapter of the Historical Society of Alberta. Mid-February saw a company of dignitaries ride a CP RAIL caboose over the bridge and, at midpoint, Dr. Johnston presented copies of the paperback to those aboard. Receiving the first copy was Barclay Warren, CP RAIL's assistant superintendent for Alberta South in Lethbridge. The volume is dedicated to all the railway men who have worked out of Lethbridge since 1885 and copies were also presented to retired CP engineer Andy Staysko and retired CP superintendent Paddy Bowman.

(Pat Webb)

S.S. PRINCE GEORGE - THE FORMER CN SHIP OPERATED ON CRUISES UP THE B.C. coast to Alaska is being offered for sale by Wong Brothers Enterprises Ltd. of Nanaimo. The vessel, built in 1943, made her last trip in 1975 and, after a fire, was bought by the B.C. Government for \$230,000 plus 30 acres of Crown land at Prince George. Next, she was bought by Wong Bros. who planned to adapt her as a tourist attraction, restaurant and convention centre on the Nanaimo waterfront. Use of the favored site has been denied by the city. For the past year, the 350-ft. Prince George has been moored at the CP RAIL dock at Nanaimo.

- Toronto Globe & Mail

RECOMMENDED READING - "RAIL AND TRANSIT" (PUBLISHED BI-MONTHLY BY the Upper Canada Railway Society) for Nov.- Dec. 1976 includes a one-page illustrated article on The Emerson Connection by K.A. Gansel, describing the activity at Emerson, Man. where converging lines of CN, CP RAIL, B-N, BNML and SOO bring a daily four-hour trans-border exchange of interest; a good map helps explain it all. Also in this issue, a three-page illustrated roster for GO Transit by Pierre Patenaude, and two pages on the Fort Erie (Ont. Museum) with photos and a map; this is the home of CN 6218.

IT'S YOUR MONEY - IF READERS HAVE BEEN CURIOUS ABOUT THE MULTI-million dollar Transport Canada Training Institute being built at Cornwall, Ont., here's part of the answer. The present Training Institute, now located in the Ottawa area, will move to the new facilities during 1978, according to Transport Minister Otto Lang. "Two general types of training are provided: transportation management and operational/technical training. Transpor-

tation management courses are attended by managers at intermediate and senior levels, from government departments and the private sector, involved in transportation. Some of these cover the planning of railway systems and their impact on Canada's transportation infrastructure, but at the policy level. Operational and technical courses are given to our own employees, and potential employees, only. This training is in direct support of facilities operated by my Department, such as airports, harbours, radio stations and the Canadian Coast Guard fleet. We do not conduct such training for rail operations".

FRISCO BOUND - EFFECTIVE MARCH 18, NEW SAFETY REGULATIONS LIMIT the number of passengers riding the outside steps of San Francisco's famed cable cars. On the Powell Street run, number of running board riders is restricted to six on the right hand side of the car, eight on the left hand side. On the California Street line, only four passengers are allowed on the running board on each side. On all cars, no more than two passengers may ride between the stanchions of each running board; and passengers must not stand between the forward cabin door and the gripman.

- San Francisco Chronicle

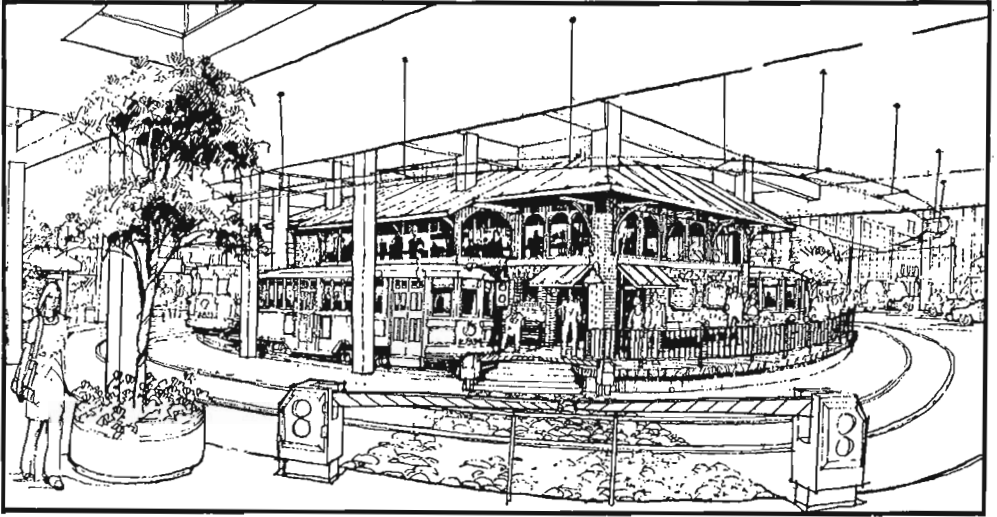
EXACT FARE SYSTEM - THE EXACT FARE SYSTEM, ADOPTED BY MANY URBAN transit authorities, has been blamed by Toronto's TTC for decreasing productivity. Chief General Manager Michael Warren said March 14 that between 1970 and 1976 there was an 86 percent increase in operator wages but a drop of two percent in productivity in terms of hours of operation per employee. Introduction of exact fares in 1975 forced the TTC to establish a Metro-wide agency system, pay commissions to agents and hire additional staff to distribute the tickets, rather than have the drivers sell tickets and tokens. He estimated that this single reduction in operator productivity now costs the commission almost one million additional dollars a year.

- Toronto Star

TRAIN SERVICE CUTS - THE CANADIAN TRANSPORT COMMISSION HAS RULED that CN and CP Rail may drop seven passenger services because of declining use, according to a March 22/77 news report. CP Rail is permitted to drop the daily Sudbury-Sault Ste. Marie run (1974 loss - \$384,523) and to cut back the Montreal-Mont Laurier service to two days a week from the present three days a week - this service lost \$197,690 in 1975 and "unless a satisfactory proposal is developed, this weekend service will be discontinued after six months". CN is permitted to drop the tri-weekly Winnipeg-Thunderbay North service on which it lost \$802,136 in 1974; the weekly Dauphin-Winnipegosis mixed service, which lost \$51,381 in 1975; the tri-weekly mixed service, Prince Albert-Hudson Bay, Sask., which lost \$89,468 in 1975; the daily RDC services Edmonton-Grand Centre and Edmonton-North Battleford which lost \$751,928 and \$907,602 respectively; and the daily RDC service Ste-Foy (Quebec)-Clermont which lost \$471,477 in 1975. CN is allowed to suspend its Richmond-Lyster-Ste-Foy service for six months after which it will either discontinue the route or order it resumed; loss in 1975, \$347,871. CN has been ordered to continue services Edmonton-Drumheller and Jasper-Prince Rupert.



From the CRHA Archives, the Late E.A.Toohy caught San Francisco Cable Car No. 509 climbing up Powell Street on August 14, 1950.



EAT IN STYLE - CENTRAL TORONTO WILL SOON SEE A \$40-MILLION DEVELOPMENT near the Art Gallery of Ontario which will include five restaurants, one a replica of a street car barn where diners will sit in two Peter Witt cars restored under the guidance of the Ontario Electric Railway Association.

- Toronto Globe & Mail

COOK'S "BIBLE" - THE THOMAS COOK INTERNATIONAL TIMETABLE HAS BEEN enlarged (and re-named, from Continental) to include details of principal rail services in most countries outside Europe, effective with the January 1977 issue. Additional information covers North, South and Central America, Africa, the Middle and Far East, Sri Lanka, India, Pakistan, Australia and New Zealand. The monthly guide had been giving CN (in summary) and Amtrak services in recent years.

- The Railway Observer

BURLINGTON NORTHERN - \$6 MILLION WILL BE SPENT OVER THE NEXT THREE years to increase capacity on B-N's access line to Vancouver, which also give CN its entry to the city. Improved CTC, a 12,000 ft. extension of double-track line and 10,400 ft. of new sidings will help to speed traffic.

- The (Pacific Coast Branch, CRHA) SANDHOUSE

IN DOWNTOWN VANCOUVER - CP RAIL'S 4,579 FT. TUNNEL, BUILT IN 1931-33, will remain in use after the railway closes in Drake Street roundhouse and yards to make way for a housing project. The tunnel provides a connection with the Vancouver and Lulu Island line (CP-owned) which B.C. Hydro has leased for its freight operations.

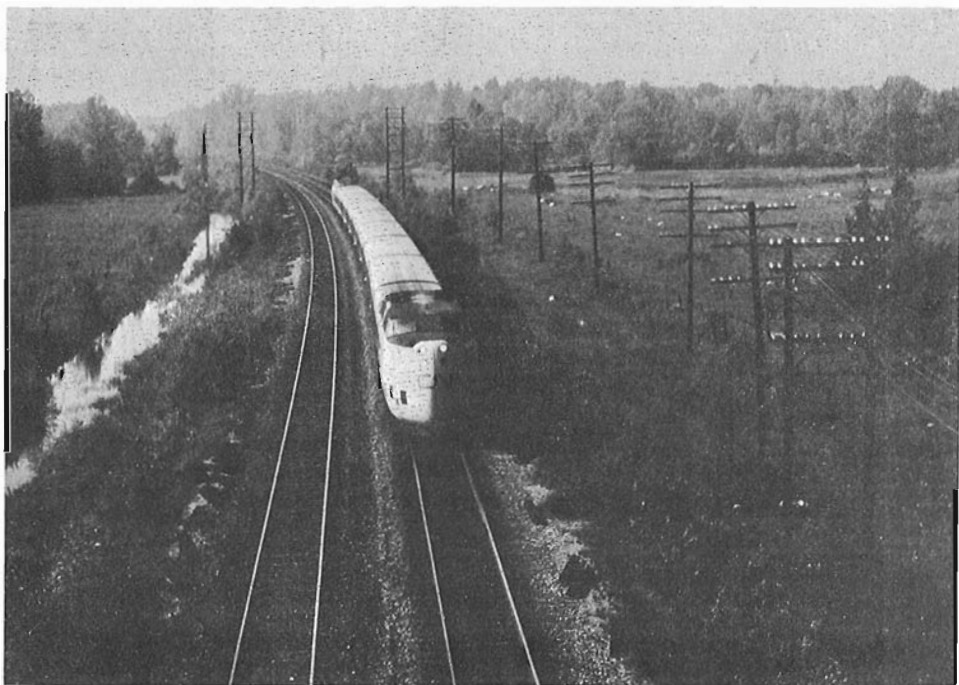
- The SANDHOUSE (Pacific Coast Branch, CRHA)

VIVA VIA! - VIA RAIL CANADA INC., THE NEWLY-FORMED CROWN RAIL PASSENGER corporation, will not become operational until the Canadian Transport Commission declares which passenger routes are to be continued, emphasized Frank Roberts, president and chief executive officer of VIA, in a Toronto Globe & Mail interview of March 17/77. This process of determination will likely take two years. The Government may also decide that a service should be continued even though the CTC and VIA determine that it is a heavy money losing proposition.

However, that will be a governmental decision. Any recommendations made to government by VIA to expand or contract services in the future will be based solely on commercial reasons, he said. VIA will take over marketing, research on new equipment, set schedules and establish a common fare structure. It will take over most of the present passenger equipment (except locomotives) either through purchase or lease. However, when VIA begins buying its own equipment it will own this outright, including locomotives.

Budget, according to estimates introduced in the House of Commons, is not to exceed \$240-million in setting up the operation.

Since VIA will negotiate contracts with CN and CP RAIL (no word yet from Ottawa about Algoma Central, Ontario Northland, British Columbia or TH & B) to operate trains over their tracks, an unanswered question remains - who pays, and how much, for track maintenance and improvements required to meet VIA's standards? G.C. Campbell, CN's vice-president of passenger marketing, raised



Our member and friend Mr. Oliver McKee caught VIA CN's newly painted Turbo sifting through Cardinal, Ontario back in November 1976.

this point in a Financial Post article, March 26/77. He noted that the railways must build and maintain tracks while competing with transportation modes that only finance their vehicles. "Keep in mind that billions of dollars have been spent on highways and more billions on airport infrastructure," he said.

Figures released by the CTC show that CN carried 3.3 million inter-city passengers in 1976, all but one million of whom rode trains in the Quebec-Windsor corridor. CP RAIL carried 349,000 inter-city passengers.



Photo courtesy CN.

SKYTOPS DOOMED - CN'S SIX SKYVIEW SLEEPER-LOUNGE CARS, BOUGHT FROM the Milwaykee Road in 1964 (Pullman-Standard built the cars in 1948 for the Olympian Hiawatha) have been moved to Montreal for scrapping. The 8-double-bedroom lounges were named Mahone, Malpeque, Fundy, Trinity, Baddeck and Gaspé. They were used on such trains as the Ocean, Scotian, Chaleur until the early 1970's. All thoughts of placing them back in service were dropped when the Canadian Transport Commission ruled they could not be used in revenue service because each car had only one exit.

IN THE WEST - CP RAIL IS STUDYING THE FEASIBILITY OF A 20-MILE-plus tunnel as one means of securing a one per cent grade on new track planned between Beavermouth and the eastern portal of Connaught Tunnel, according to an interview with John Patterson, CP RAIL's assistant general manager of operations and maintenance, Pacific Region. This appeared in "Train Talk" by Mark Wilson, published in a Vancouver daily and forwarded by Jim Shaughnessy. The new track is intended to take westbound traffic which now faces heavy grades. CP RAIL has received CTC approval to double track for grade easement at two other locations - between Revelstoke and Clanwilliam and between Tappen and Notch Hill; these should be completed in 1982 or 1983. Double track is also planned between Lake Louise and Field, according to this article.

CREDIT VALLEY PROGRESS - ONTARIO RAIL ASSOCIATION AND CN HAVE SIGNED a 20-year lease on 7.4 miles of the old Beeton Sub-division, giving the Credit Valley Railway its long-awaited right-of-way to Cheltenham Park. Rent on the line will be \$1.00 a year. It runs from about one mile north of Cheltenham Park to a point about one mile north of the old Georgetown station. CN was permitted to abandon this stretch of line by a 1975 order of the CTC but the commission stipulated that CN must retain ownership of the right-of-way so service can be reinstated if the need arises.

- The INJECTOR

IN THE GOLDEN WEST - THE ONE-YEAR-OLD SASKATCHEWAN RAIL COMMITTEE, with membership of 110, held its first annual general meeting in Regina Feb. 5/77. Branches have been established at Saskatoon and at Melville (named the Qu'Appelle-Parkland Branch). Already the Committee has presented a brief to Regina City Council and to a committee of the provincial cabinet, urging retention of Regina's downtown Union Station as an intermodal rail-bus-air terminal and re-study of the proposal to move the CP main line from that area. Moose Jaw members are pressing for consideration of a possible Moose Jaw-Regina commuter service. Saskatoon members are behind the suggested reopening of the downtown CP station for intercity passenger trains. The committee is affiliated with Transport 2000; address is P.O. Box 3594, Regina, Sask. S4P 3L7.

WOODSTOCK (N.B.) BRIDGE OF CP RAIL HAS BEEN REBUILT AFTER THE spring floods of '76 washed it out. The 449-ft. bridge is one of the longest on the Saint John Division. Its loss meant disruption of service on the 105-mile line between McAdam and Aroostook although trains were operated over sections of the severed line. CP Rail is operating approx. three trains a day on the reopened link and CN has running rights into Woodstock.

- CP Rail News

B.C. STEAM TRAIN WITH ROYAL HUDSON 2860 LEFT VANCOUVER MARCH 20 ON a promotional tour through California, Oregon and Washington, making "display" stops in 14 cities. Called the Jubilee Tour in recognition of Queen Elizabeth's 25th anniversary of her coronation, it boosts B.C. tourist attractions as well as displaying replicas of the Crown Jewels and wax reproductions of the Royal family. Was handled by Sid Claridge, a CP veteran retired since 1974 and Larry Debo of Southern Pacific. Sid served as engineer north of the border and as fireman in the U.S.; Larry's roles were the reverse. First stop was San Francisco, March 24-26, and the scheduled route was San Jose, Los Angeles, Bakersfield, Fresno, Sacramento, Redding, Klamath Falls, Eugene, Salem, Portland, Tacoma, Seattle and Bellingham. "Canadian Rail" expects to have photos and complete details for an early issue, with the co-operation of Norris Adams, Rick Shantler and others of CRHA's Pacific Coast Branch.



THE SUTHERLAND BOYS HAVE BEEN AT IT AGAIN IN AND AROUND TORONTO AND it is a pleasure to present some of the scenes which they have recorded on film.

What better way to start than with John's photograph of CP RAIL Train 321, composed of RDC "Dayliners" Numbers 9115 and 9103, passing through Sunnyside, a few miles west of Toronto Union Station, kindness of Canadian National Railways, over whose tracks CP RAIL has running rights. The time, 08 51; the date, 19 April 1976; the destination of Train 321, Hamilton.



A week or so later, Andrew recorded on film two 3000 hp. diesel units from two Canadian builders moving a Canadian National Railways freight eastbound near Pickering, Ontario, on 28 April 1976.





The following month, Andrew photographed a full complement of plates, adorning the left side of CP RAIL FA 1 Number 4019, then stored serviceable at St-Luc Yard, Montréal. The stencilled legend above the plates states that the unit was painted at Angus Shops, Montréal in October 1974 using Pittsburg paint! It is hard to realize that Number 4019 is approaching 26 years of age.

A foreign flavour was added when John discovered Duluth, Missabe and Iron Range Railway C-630 units Numbers 907 & 903 leaving CP RAIL's Toronto Yard on freight Train 916 of 04 April 1976. These units, you will no doubt recall, have been around and about. They were originally Union Pacific Railroad Numbers 2907 and 2903. On this April occasion, they were bound for the Cartier Railway Company of Port Cartier, Québec.

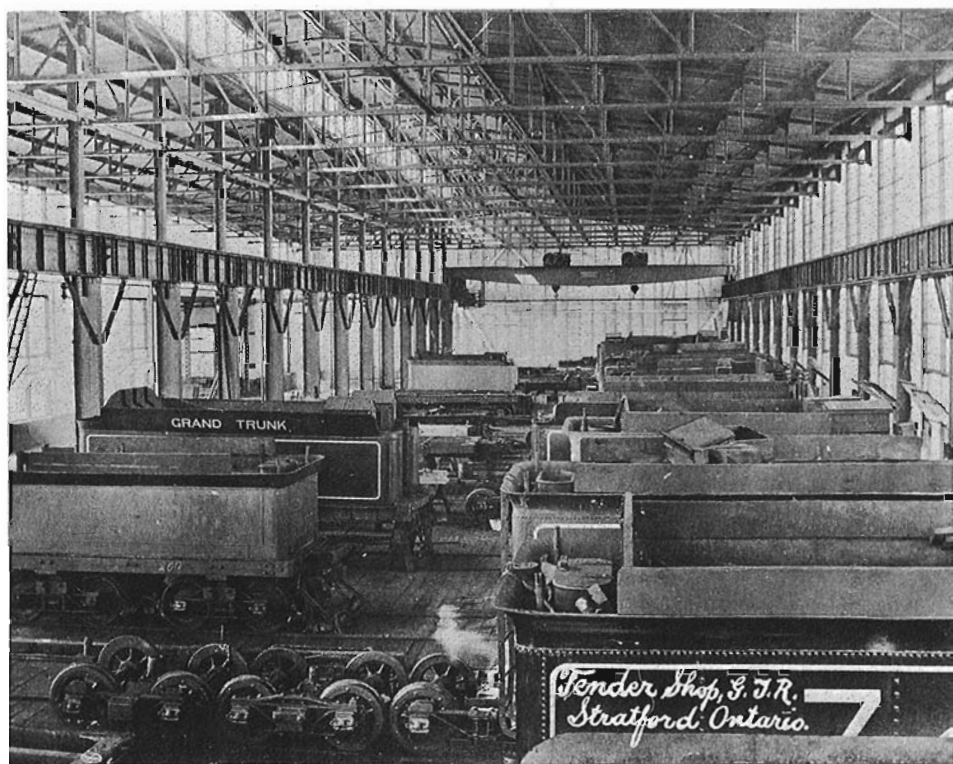
FROM HIS COLLECTION OF RAILWAY PHOTOGRAPHS, CHRIS ANDREAЕ HAS SENT in for presentation three photographs of the locomotive and tender shops at Stratford, Ontario, taken about 1904. The Stratford Shops were opened originally in 1871 by the Grand Trunk Railway Company of Canada, to service their locomotives which were used on the main line between Toronto and Sarnia, Ontario.

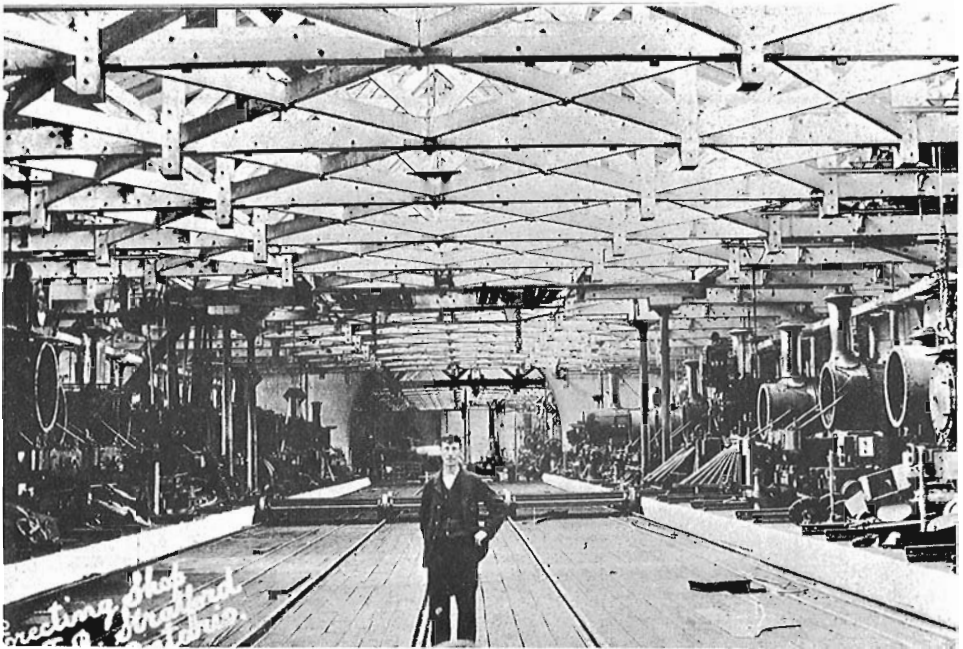
When the Great Western Railway Company of Canada was amalgamated with the Grand Trunk in 1882, and the Northern and North Western Railway was acquired by the GTR in 1888, the GTR had to expand its locomotive shops in Stratford to cope with the added work. The new addition was opened in 1888 and increased the total floor-space from 38,000 sq. ft. to 94,000 sq. ft. The following year, the Grand Trunk closed the former Great Western shops in Hamilton and transferred the equipment to Stratford.



The Stratford shops were again enlarged in 1904, the floor-space in the tender shop increasing to 103 feet by 342 feet. This appears to be the tender shop shown in the accompanying photograph.

The building or purchase of larger steam locomotives in the early 1900s required further enlargement of the shops and rebuilding took place in 1908, after which the total shop area was 275,510 sq. ft.





The last additions to the Stratford shops were to the erecting shop annex in 1948-49 and the locomotive lighting-up shed in 1950. This latter facility was used to test steam locomotives indoors. Canadian National Railways' dieselization program had begun to have its effect on the steam locomotive population and, in 1960, so much floor-space in Stratford shops was excess that 60,000 square feet was leased to Cooper-Bessemer Corporation.

Stratford shops were officially closed on April 1, 1964, having been sold to Cooper-Bessemer Engineering Corporation. However, before they closed for good, one final class 1 repair was made on the one surviving operating steam locomotive on Canadian National Railways at that time: 4-8-4 Number 6218. The restoration was completed in December 1963 and was the last heavy repair carried out on a steam locomotive in Canada.

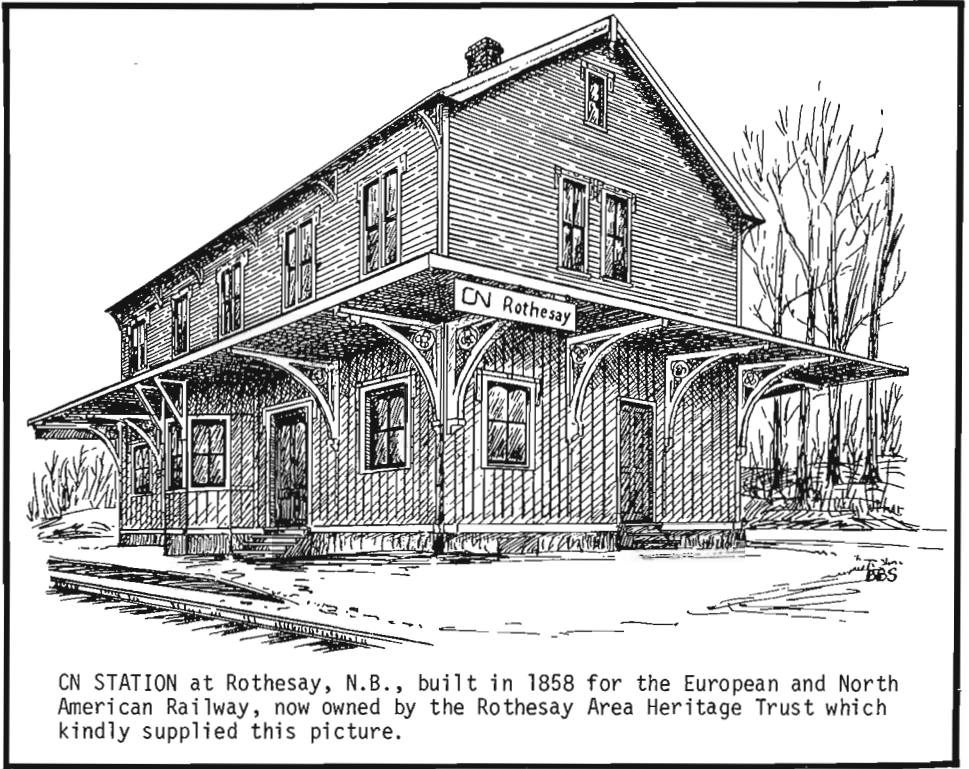
FROM SUSSEX, NEW BRUNSWICK, OUR DISTINGUISHED SENIOR MEMBER, C. WARREN

Anderson sends us the news that the former Canadian National Railways' station at Rothesay, New Brunswick, has been preserved and restored by the Rothesay Area Heritage Trust. When the station was judged to be surplus to CN's operations on September 13, 1975, the Trust was quickly formed under the presidency of Mr. Sydney Maskey. The station was thereafter purchased for \$1 and a lease of the land at \$60 per annum was arranged.

The Rothesay Area Heritage Trust then joined the New Brunswick Heritage Federation comprised of six Trusts interested in preserving properties in New Brunswick of an historic or aesthetic value.

The Rothesay group are the first Trust to actually own a building. Mr. Maskey said that the Rothesay Trust will also join Heritage Canada, a foundation provided with \$12 million annually by the federal government of Canada. A mortgage of \$40,000 was to be applied for. This money was to be used to renovate, repair and re-establish the station.

When the European and North American Railway reached Rothesay in 1858, the station was known as Kennebecasis. The station was built by Alfred Harris at a cost of \$2,500. The contract was dated October 3,



CN STATION at Rothesay, N.B., built in 1858 for the European and North American Railway, now owned by the Rothesay Area Heritage Trust which kindly supplied this picture.

1857 and required a two-storey passenger station, 50 x 28 feet and a platform 100 x 30 feet. The station was to have both a ladies' and a gentlemen's waiting room and a station-master's office. For some reason, there was also a magistrate's office.

On the second floor, there was a large four-room apartment with a kitchen and cold running water and four fireplaces. This was without doubt the station master's living quarters.

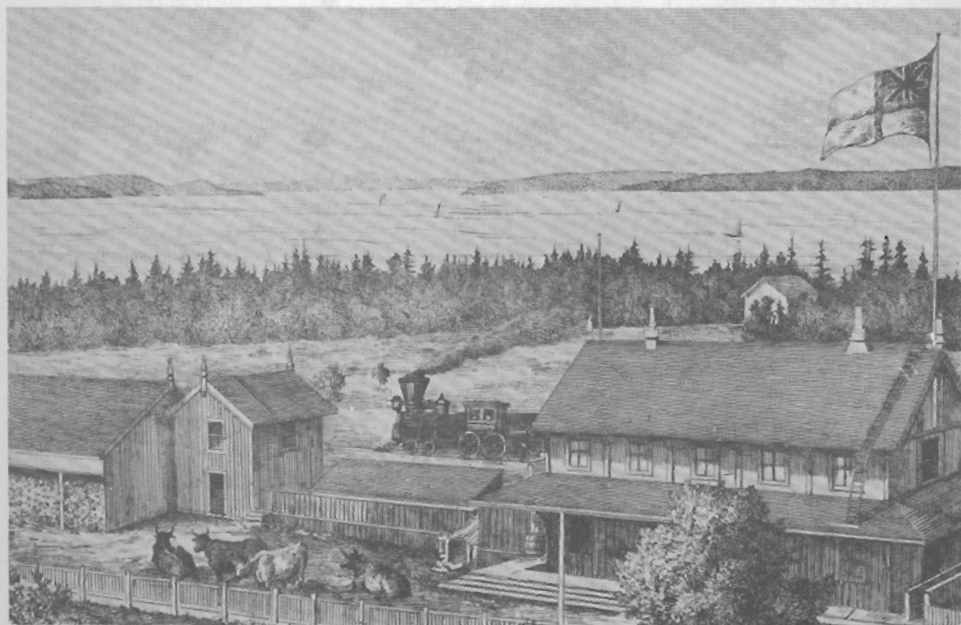
Mr. Harris was awarded another contract on April 3, 1858, to build a pump-house, 18 x 18 feet, and a wood-shed.

The first E&NA train arrived at Rothesay station on June 1, 1858. Mr. Marianus Cuming, the first station master, took up residence at Rothesay the following November. He was an extremely talented man, being a competent veterinarian, an amateur inventor and a former newspaper editor. However, he did not live very long after accepting the position at Rothesay.

The Prince of Wales, later King Edward VII of England, visited Rothesay on August 4, 1860, when Miss S.E. Davison was station-mistress. The E&NA was an equal-opportunity employer.

On January 26, 1977, the annual meeting of the Rothesay Area Heritage Trust was held in St. Paul's Anglican Church Hall and the society members were glad to hear that the renovation of the station had just about been completed. According to Mr. Hamish Murdoch, a Rothesay architect, the renovation of the station, the retirement of the debt and the establishment of a museum in the station will take about five years.

Major C. Warren Anderson provided the information for a full-page report on the project in the Saint John, New Brunswick TELEGRAPH-JOURNAL of April 17, 1976.



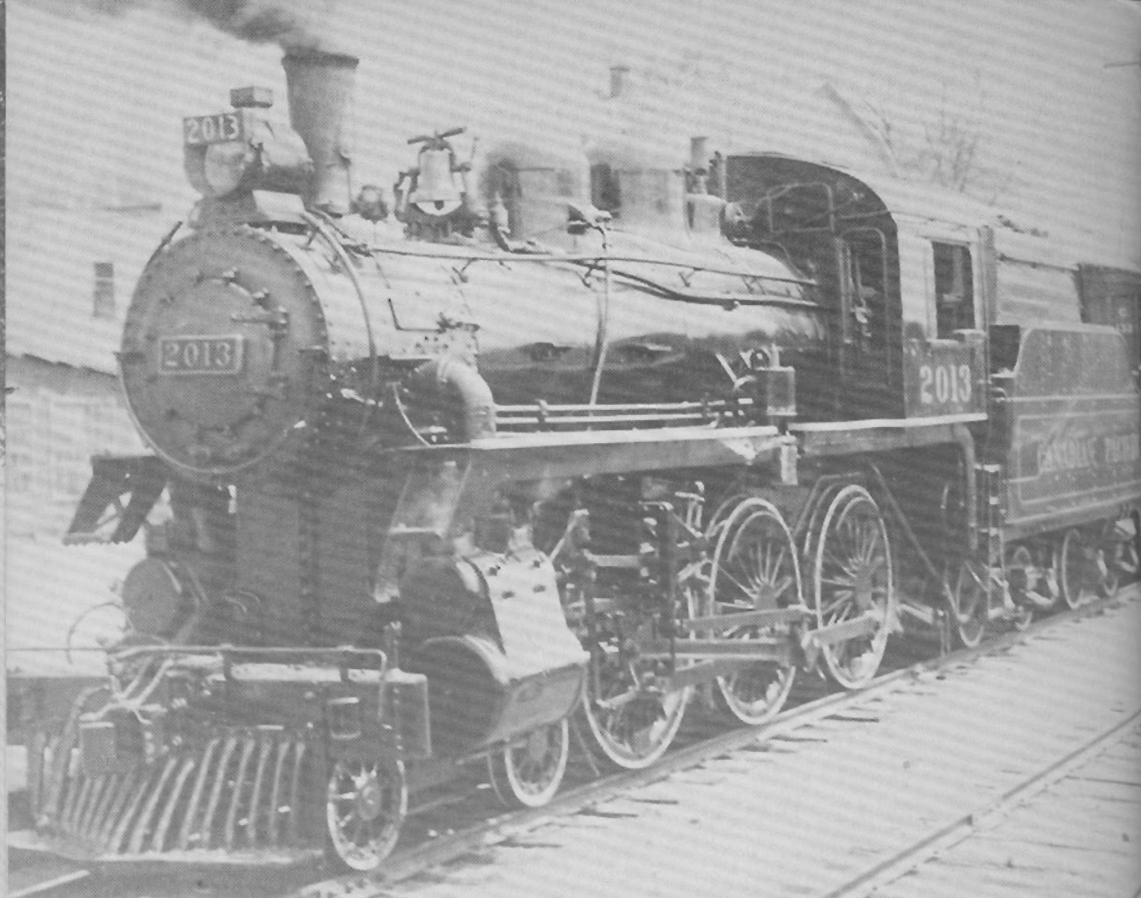
ROTHESAY, N.B. STATION OF THE EUROPEAN & NORTH AMERICAN RAILWAY about 1871, the year after its name had been changed from Kennebecasis.
 Courtesy - The New Brunswick Museum



CANADIAN NATIONAL RAILWAYS Rothesay Station built in 1858, pictured in 1972 with a private dwelling once the pump house. Photo taken by Don Kalso just prior to station renovation.

On one of his photographic romps the Late R. Wyatt Webb caught C.P.R. Ten Wheeler No. 2013 at Sutton Quebec in 1932. The photo is presented through the courtesy of Ian Webb who has selected the "best" from his Late Father's collection for presentation from time to time in CANADIAN RAIL.





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