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Cover Photo:

Under full steam 2860 heads south on the Jubilee good-will tour commemorating Queen Elizabeth's twenty-five years on the throne as well as the friendship existing between the Province of British Columbia and her Southern neighbours. Norris Adams caught the action at Castle Rock in the state of Washington on March 20, 1977.

Inside Cover:

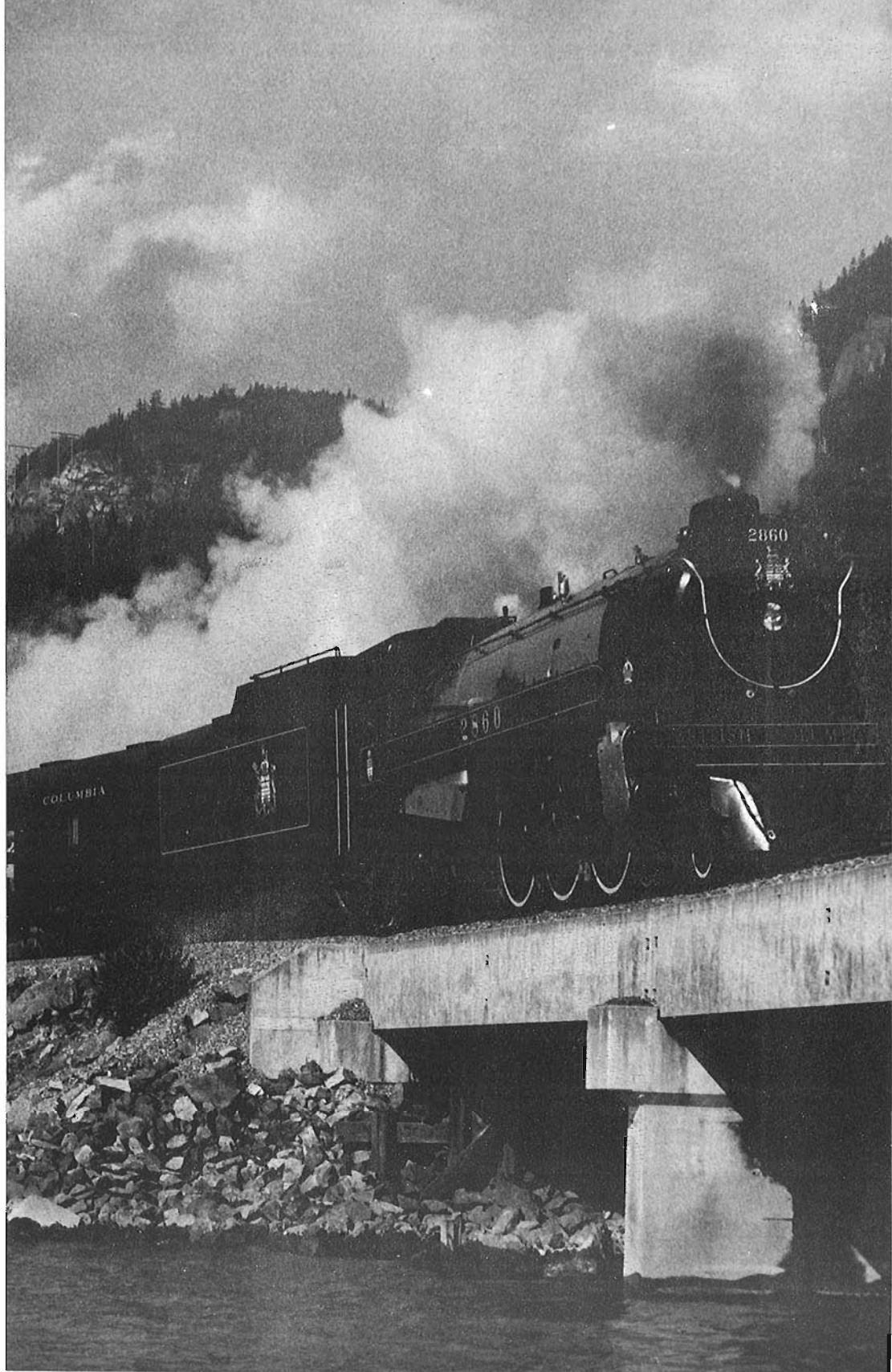
Typical of the crowds that turned out to greet the steamer were these residents of Eugene, Oregon. Considerable advance publicity under the heading of 'don't miss the train' had everyone on their toes awaiting the arrival in full splendor. Photo courtesy of Norris Adams.

Steam is alive and well and living in British Columbia

H. E. McGARRY



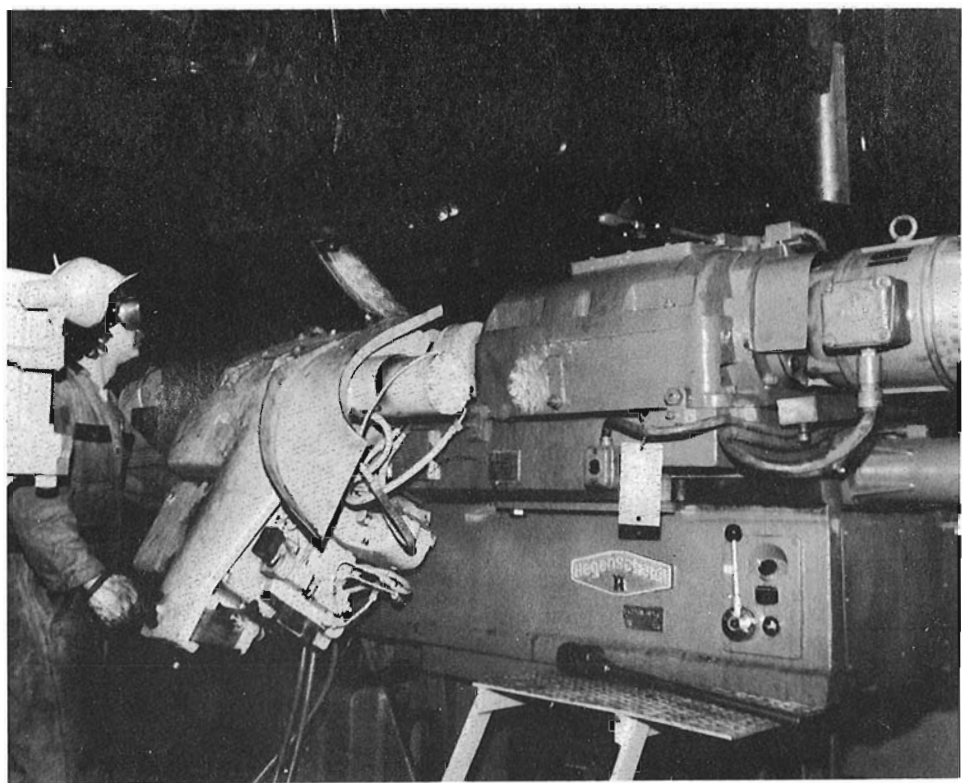
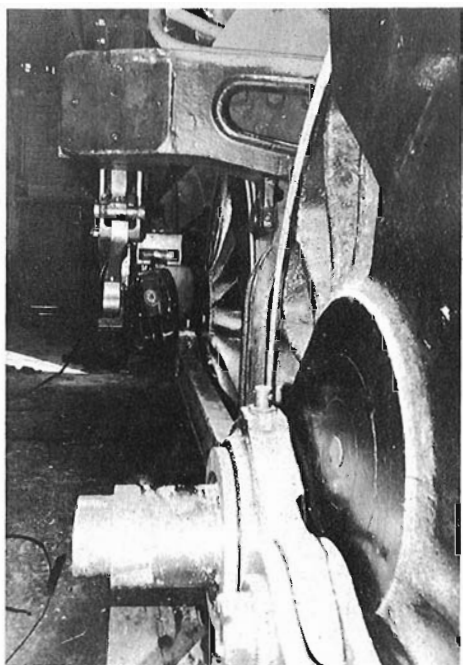
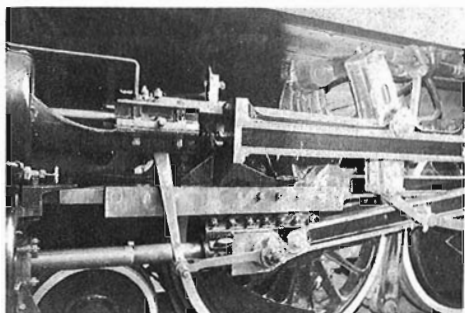
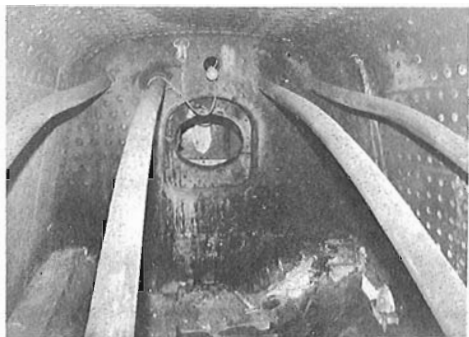
Passenger extra 2860 South at mile 31.3 on the British Columbia Railway back on October 12, 1974. Photo provided by Mr. H. E. McGarry.



Royal Hudson 2860, formerly a high stepping main line passenger engine is very much alive and well as another very successful tourist season of operation draws to a close. From mid-May to mid-October, 2860 pulls 13 original well maintained CPR coaches on a 5 day per week round trip from North Vancouver to Squamish, approx. 40 miles each way, leaving precisely at 10:00 a.m. as the Dominion Observatory time signal is broadcast over the micro-wave radio to all train crews. Staying over 1½ hrs. in Squamish and returning the same day to North Vancouver at 3:30 p.m. along the very scenic and beautiful Howe Sound shoreline route. Average summer passenger load is approx. 400-500, with peak crowds in excess of 600, for a season total of 70-80,000, most definitely a very popular attraction.

The passenger traffic division of British Columbia Railway handles the operation of the train for the newly named TOURISM BRITISH COLUMBIA. During winter months the engine is taken to the Drake Street shops of CP Rail in Vancouver, where extensive repairs are done by a fully experienced staff formerly engaged in maintaining steam engines. Chief promoter and driving force behind the overall operation of 2860 is a veteran coast railway logging operator who now designs and supplies whistles and various assorted equipment to the rail and ski lift industry. Robert Swanson of Railway Appliance Research conducts his own brand of liaison between the Tourist Branch of the BC Government and executives and staff of BC Railway and CP Rail, and the end result is highly successful and a delight to rail fans who come from far and wide to see and hear and photograph. For many it is re-living the now almost rare and distinctive sounds of exhaust and whistle obtained from an oil fired boiler and super-heated steam. When the stack starts to bark on the grades and the flanges squeal on the sharp curves and trestles, it brings back fond memories to many an old timer. Younger generation fans perhaps don't experience the nostalgia or know that not too long ago everything on the railroads was powered that way. Mainline passenger steam operations on a fairly regular basis are few and far between in North America. CN 6060, CP 1201, Union Pacific 8444, Southern Pacific 4449, Southern 4501 and friends, ex-Nickel Plate 759, Texas and Pacific 610, ex-Reading 2101 and a few others that have recently seen extensive service, makes a comparatively small list considering the thousands that once pounded the rails. Unfortunately economic conditions and progress dictates that they won't return, but we are very fortunate to have some good examples in well preserved condition for reminders. Visit and ride them wherever possible. Even without acts of vandalism, the elements in the atmosphere combine to set up corrosion and deterioration of vital parts, and with today's sky-rocketing production costs, replacement in some cases causes panic in the finance department.

Prior to the 1977 tour season, the 2860 underwent numerous areas of repair in order to bring her right up into top notch operating condition. At the CPR's Drake St. Roundhouse in Vancouver, where locomotives 2860 and 3716 are normally kept, she had her firebrick lining re-done within the firebox, main rods were dropped for work as well as the more than usual appearance items of paint and stainless steel trim buffing, etc. Early in March, the 2860 was moved from Drake St. to B.C. Hydro's maintenance shops in New Westminster. This shop is equipped with a wheel turning lathe and 2860 had her rear trailing truck wheel flanges turned. Our thanks to Mr. H.E. McGarry of Langley, B.C. for the four photographs presented.

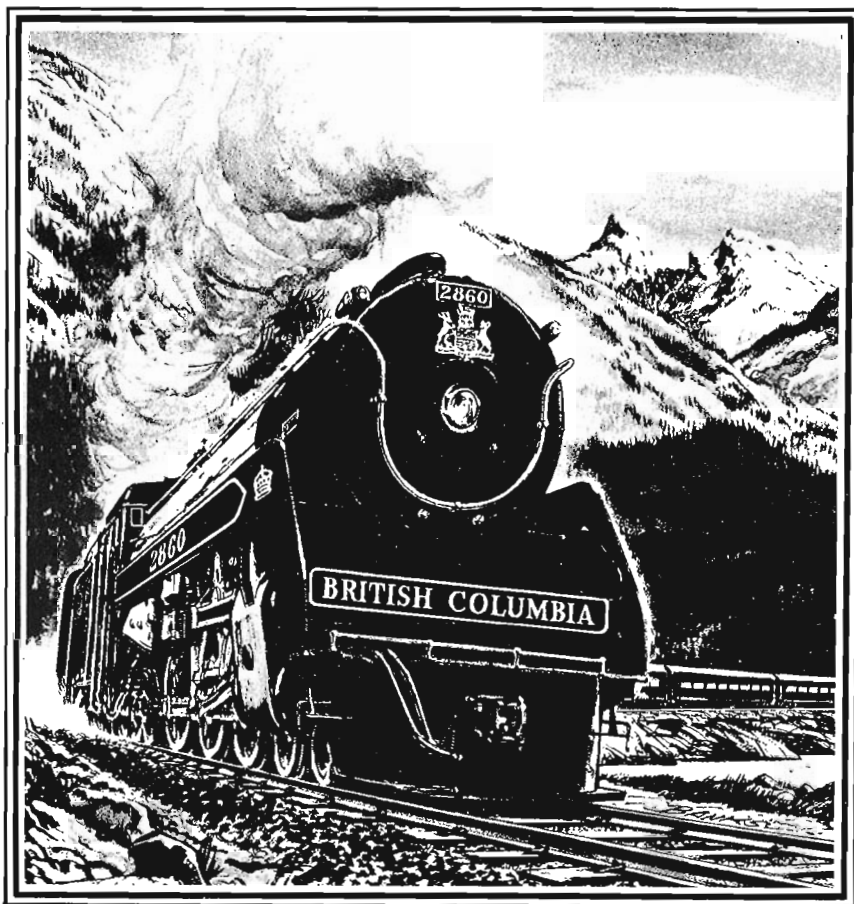




British Columbia Railway Director Mr. Bob Swanson exchanges greetings with engine man Mr. Frank Smith on the occasion of the final run to Squamish of the 1974 season. The date was October 14, 1974 and the photo is courtesy of Mr. H.E. McGarry.

The ROYAL HUDSON Jubilee Tour 1977

NORRIS ADAMS



Powered by 2860 First Lady of British Columbia Railway

Over the tea cups in Victoria, some government people were talking. My first intimation that something was brewing came from The Vancouver Sun for January 22. I noticed this heading: "B.C.'s Royal Hudson to tour U.S. West". It added: "The train will be staffed by volunteers". I thought "volunteers" that's my "cup of tea" and I lost no time in getting to "Tourism British Columbia" headquarters in Victoria. I wrote out what I

thought to be my best credentials--and waited, waited for some happy response. Eventually, I checked by longdistance phone and after another wait received a call from the government contracted advertising agency and it seemed as if I were being shunted on to a siding. After talking with my friend Norm, who has a fabulous sense of rail and highway geography, he decided that we should use his "off-rail equipment" and give chase. Accordingly, we met the Jubilee Train in the B.C. Hydro's Kitsilano Shops, where it was awaiting departure, on a beautiful Vancouver day, March 19th and we followed it as far as Klamath Falls, Oregon, at which point it began to move under cover of darkness and photography became difficult. From C.P. Rail's old Drake Street roundhouse, where she had been groomed for a long International trip, she was taken across the old and flimsy False Creek swing span minus her water cargo--a weight precaution. Refilled and steamed up she coupled on to a mix of British Columbia and British Columbia Provincial cars plus the leased crew accomodation car "Mount Hood". In the background stood two small G.M. B.C. Hydro diesels Nos. 900 and 903 ready to help her up a grade more severe than any she would meet in her 3100 mile journey plus some tight curves, which in olden times offered little resistance to B.C. Electric 2 car trams. Sid Claridge, the Canadian Engineer, 3 years retired, explained at least part of the reason for the diesel assist pushers: "a steam engine is somewhat rigid over its length, and sand dropped by the sander for adhesion on the curves, sometimes misses the track".

"The official wheels were turning" and press releases began to flourish. Here, I quote one in part:

"ROYAL HUDSON JUBILEE TOUR"

"To commerate the Silver Jubilee of Her Majesty, Queen Elizabeth II, and to highlight the long-standing friendship between citizens of the United States and Canada, Tourism British Columbia is sending its famed "Royal Hudson" steam train on a goodwill tour of fifteen cities through Washington, Oregon and California from March 24th to April 13th."

She would carry displays in specially set up cars to portray, "The Age of Steam" wax reproductions of the Royal family and the official symbols of state. Hostesses who travelled by highway vans, came aboard at terminal display points to meet and greet the public, answer their questions, direct them to vacation in B.C. and by all means; "Not to Miss the Train" on its summer home run, from North Vancouver to Squamish and return--a trip that is often "sold out" well in advance of its Daily except Monday and Tuesday departures. Specially prepared "Don't Miss the Train" posters, sprung up by the hundreds in locations where the Jubilee Train would be open and on display.

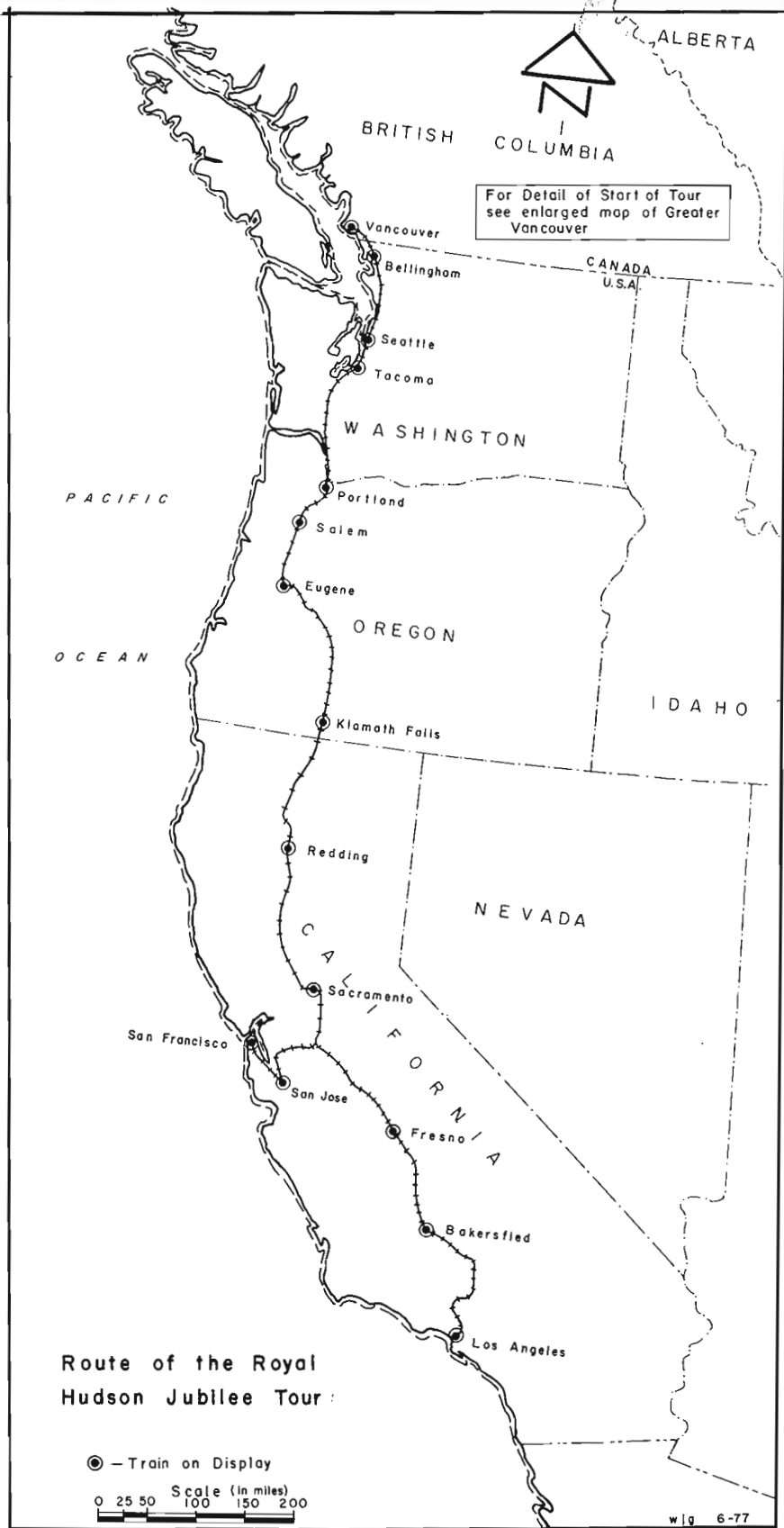
"860's new lease of life is probably a familiar story to many. However, to recap briefly: She was languishing in a Winnipeg rail yard line up, simply chalked, "SCRAP". She was brought to Vancouver and laid in comparative idleness again, till the B.C. government felt that she was the ideal choice to pull the 40 mile Squamish excursion train. In the Montreal C.P. coachyards, 10 unemployed 2200 class coaches were the ideal team mates for the 2860 summer consist. Mr. Bob Shanson, B.C. Railway Director and one of steam railroads' "Greats" was called upon to re-

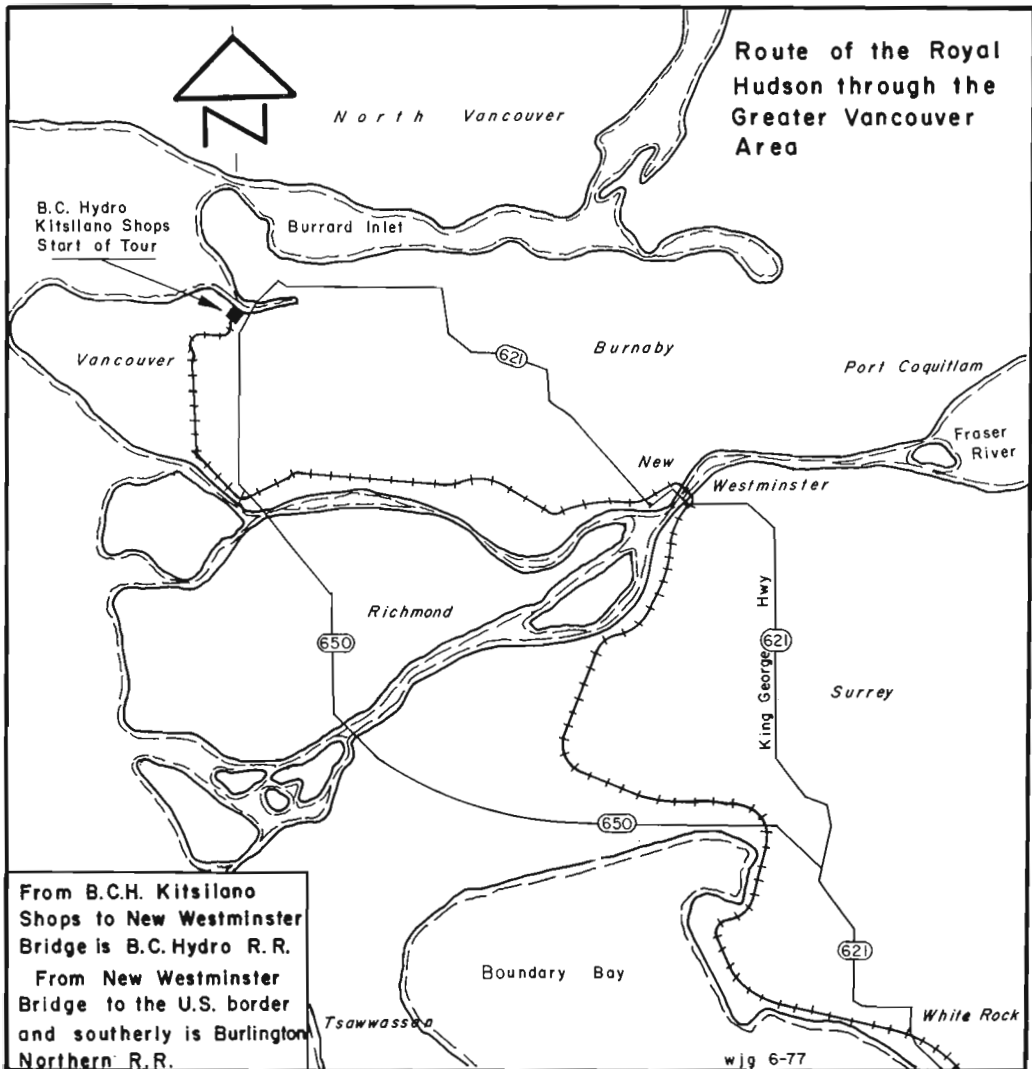


Ready for departure, 2860 and train draws up to BC Hydro's Kitsilano Shops, Saturday, March 19, at 0900 hours.



The railroad runs through the middle of the house...well almost, 2860 enjoys her first burst of speed on former BC Electric Inter-urban right of way at 21st. Ave. and East Boulevard. Claridge is the engineer, Dubose is firing and they will reverse positions when the train reaches the Border.



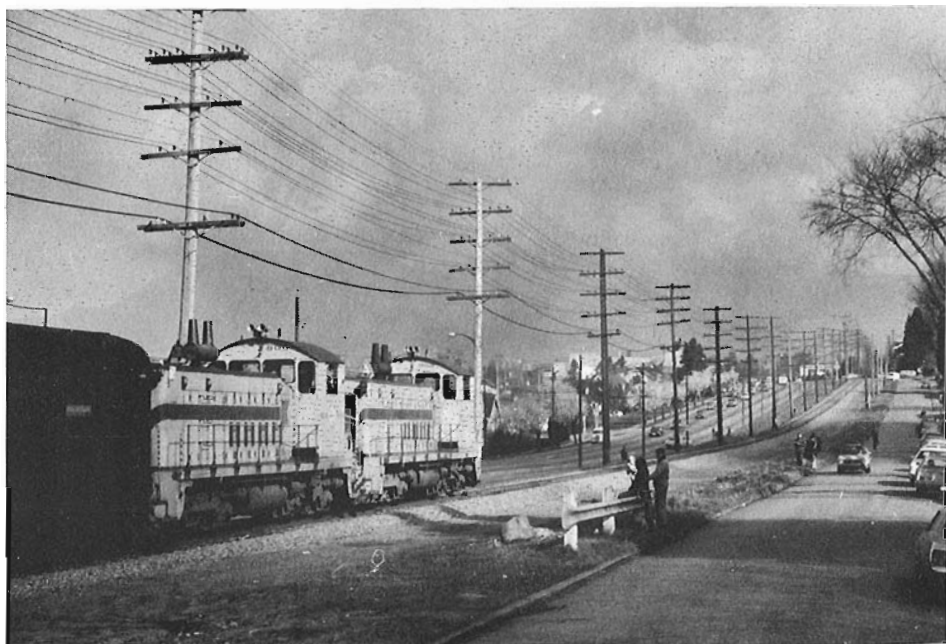


surrect, recondition and refurbish this train--a Herculean task--for a model that has been out of production for 35 years--but along with W.H. (Bill) Silver another retiree Ex C.P. Locomotive Foreman and others--this beautiful classic train, became the visible reality (almost) of 2850 that pulled the original Royal Train from Montreal to Vancouver.

Once again, Mr. Swanson and team were called upon to prepare a vintage train with variations on the theme--but this time the lead time was short. Drake Street, both roundhouse and yards, became beehives of accelerated, dedicated activity. This time the treasured Royal family wax reproductions and symbols of state would be carried, and on a fast moving train, also the Minister of Travel Industry, the Hon. Grace M. McCarthy would be meeting and entertaining U.S. dignitaries, aboard. Coupled to all this, was the obvious fact that the train, would be taking a long trip, in different, difficult terrain. The ground rules would be changed: continuous high speed operation, sometimes single track

and C.T.C. If she were to falter or fail, she could impeded 100 car time freights or Amtrak passenger terminal ongoing connections. All the railways approached did not show an interest for a visiting Steam Train. Some only agreed, when the permission sought was carried up, rung by rung, to the top front office.

A qualified, and versatile trainmaster was sought for, and the answer came in a man who had performed well for the U.S. Freedom Train. This was Edward E. Immel, of Portland, Oregon, and the National Railway Historical Society, locally, from whom their former Spokane, Portland & Seattle, sleeper-lounge, built by Pullman Standard in 1950, was leased to serve as a crew car for the operating team. He was in charge of logistics, all the details of buying fuel, water and supplies, and a working knowledge of all the roads, switches, etc. for the proper, unimpeded spotting, and to have a courteous regard for the large crowds of enthusiasts and their sometimes strange antics. Sometimes, water would be picked up from hydrants and local fire department pumpers, sometimes from trackside faucets, and twice from old water towers -- Wicopee and Black Butte. The delivery of some Bunker C light fuel oil, at one time gave some concern in generating steam--but sometimes supplies are simply what is available at the nearest transfer spot, and that's it! All in all, Mr. Swanson spoke of the engine's fine performance, "She ran like a synchronized watch". Much tribute of course, must be given to the expertise in the cab, who were carefully and well-chosen. The Canadian Engineer, was Sid Claridge, retired 3 years from C.P. Rail, at which time he held #1 Seniority



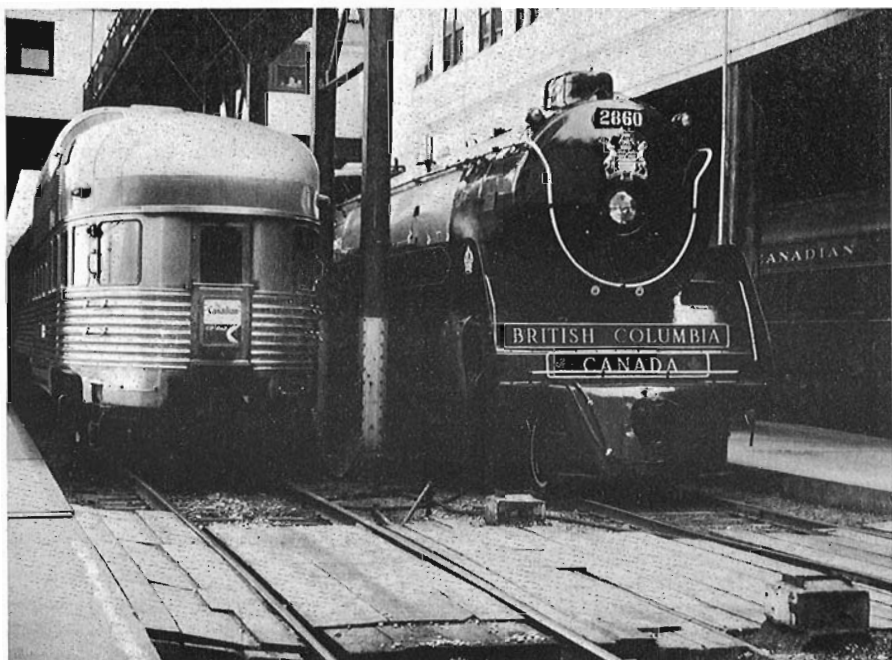
Because of extremely tight Interurban curves further up the line BC Hydro added two of it's G.M. pushers Nos. 900 and 903 to the rear of the train to assist through the tight track until the train hit the main line stretch.

spot. The American Engineer, was Larry Dubose, who prior to retirement was Road Foreman of Engines for Southern Pacific. He held the same status for the Bicentennial Train in the Oregon Division of S.P. At each divisional point the railway involved supplied a pilot engineer, a pilot conductor (to look after the orders) and a local official of the division being run over.

The following in part quotes from "The Oregonian" of Portland, Oregon, "Number 2860 won the right to the title of "Royal Hudson" when it pulled the royal train with King George VI and Queen Elizabeth, now the Queen mother, from Montreal to Vancouver."

"The 2860, equipped with a booster, wields a lot of pull --56,000 lbs. worth, which translates into about 4,000 horsepower. That compares to about 5,500 horsepower in the locomotive from Portland that pulled the Freedom Train across the United States during the Bicentennial celebration last year, according to Edward Immel, of Portland, who is serving as trainmaster on the tour through California and Oregon."

"She has enough power to pull this train easily over the Siskiyou into California" Immel said. "But that is a single-track road over the passes, and Southern Pacific is providing a diesel engine escort to help the steam engine in case of trouble." "Otherwise, the whole tour will be made under steam power, Immel said."



'The Canadian' drawn up for departure to Eastern Canada stands alongside the 2860 and train which has pulled up for the Official Press Review just prior to departing on her lengthy tour.

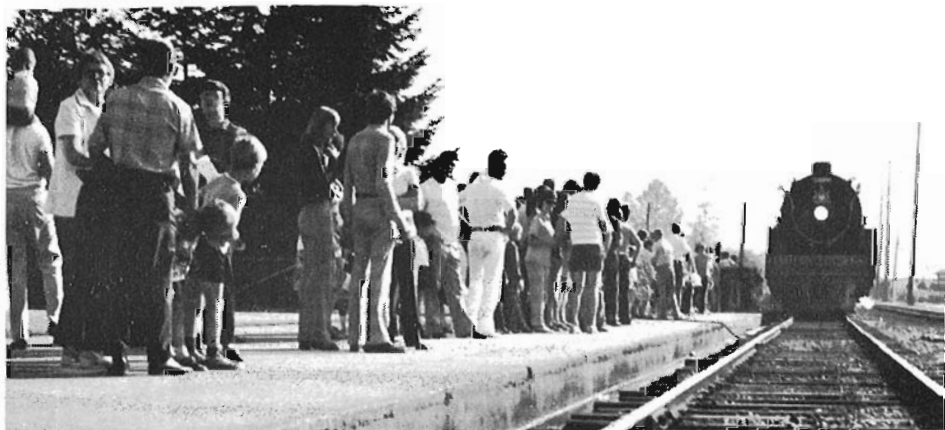
The diesel that S.P. supplied at Portland as far as San Francisco, cut in behind 2860 was the Cotton Belt Bicentennial unit #9389, to supply extra power, when or if needed, as well as dynamic braking.

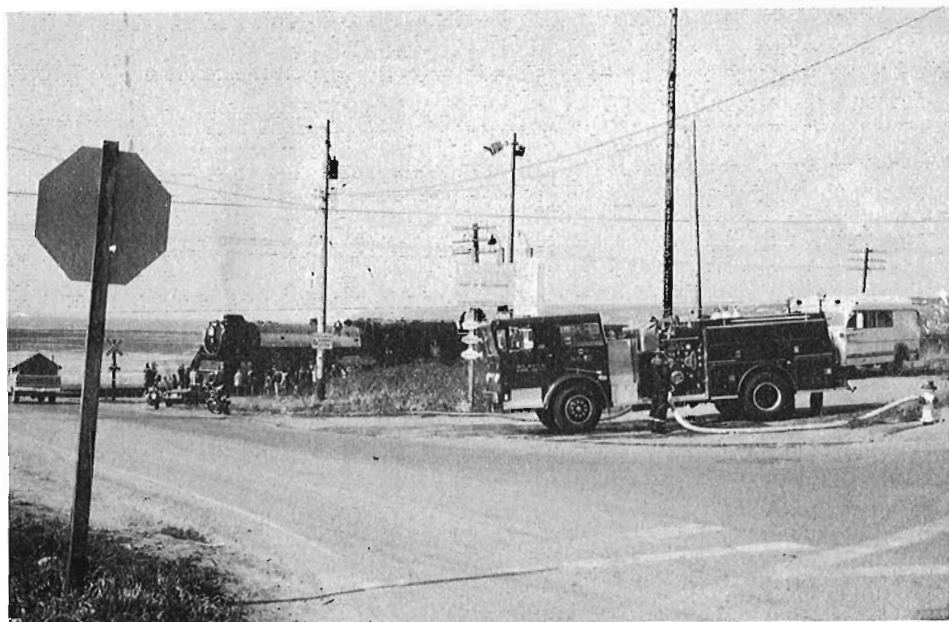
The trip was not without reactions--one it is believed with tragic consequences. Claridge recounted the circumstances as best he could judge from the engine cab. "After Bellingham, we made an unscheduled stop because the drive shaft on the baggage car had become disconnected. When the train stopped, the traffic on the highway also stopped. Right opposite the engine was a V.W. van, the driver, who I assume was watching the train. I looked back on the road and a camper truck had stopped and swung to avoid him and went into 5 feet of water in the ditch." On a happier note: Claridge tells of being presented with a number of circa 1910 C.P.R. train pictures, with perhaps an unusual request, "Could he procure, a sawdust hopper kitchen range?" an "oldie" but something very familiar away back, in B.C. The author hopes that this range will be found and presented in an atmosphere of International friendship and goodwill, something that characterized this whole U.S. trip. On this note, Swanson, glowingly elaborated: particularly of S.P., when anything was asked for or suggested, it was quickly and pleasantly produced, often preceded by the respectful remarks, "Her Majesty Requests----". One of the hostesses tells of one city police department that took 30 of the crew sightseeing and then to lunch.

Comparisons were often offered comparing the U.S. Freedom Train to the Jubilee Train. Of the former some did not like the moving walkways and the short period to scrutinize exhibits, and were surprised to learn that our train was free admission, and the lovely blue books were also, free. Tribute came again, for cordial B.C. hospitality and greetings from the hostesses.

The publicity that has come from this train, is beyond the realm of buying. Hundreds of papers ran pictures and news stories, as did T.V. and radio. Cameras and recorders cropped up continuously, and station platforms were crowded and excited and often curious, with well wishers.

The Jubilee Tour and steam engine 2860 will be a subject, talked and screened in many U.S. homes for "quite a spell".





As is usual with such trips the necessities such as coal (oil) and water are not the easiest to come by. At Blaine, Washington, the local fire department provides water to the thirsty locomotive.



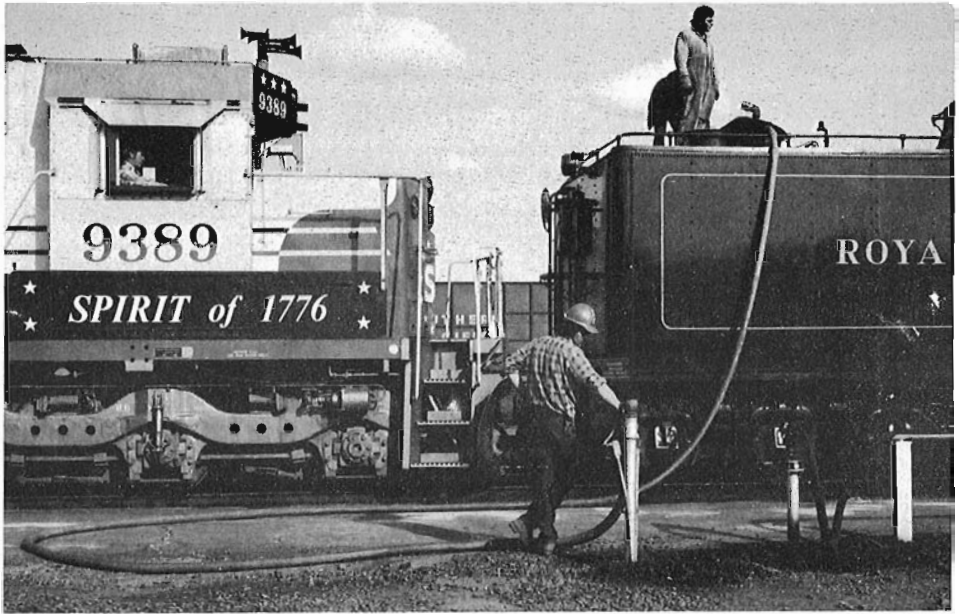
Her high stepping entry into Everett, Washington is witnessed as the train trundles across Pacific Ave.



Her first night away from home, 2860 rests at King Street Station, Seattle, Washington.



People everywhere in Centralia, Washington as the train heads south. The exhibits were only to be open when the formal stop was made on the northbound trip.



Eugene, Oregon water fill up while Bicentennial helper 9389 looks on.



Leaving Tacoma, southbound passing through half moon yard. The old N.P. headquarters building juts skyward in the left background.



At Eugene, Oregon 'Cotton Belt' Bicentennial 9389 cuts in behind 2860B 'just in case'.



Not only did they decorate the head end, they also cut in a bay window caboose to keep watch from the rear of the movement.

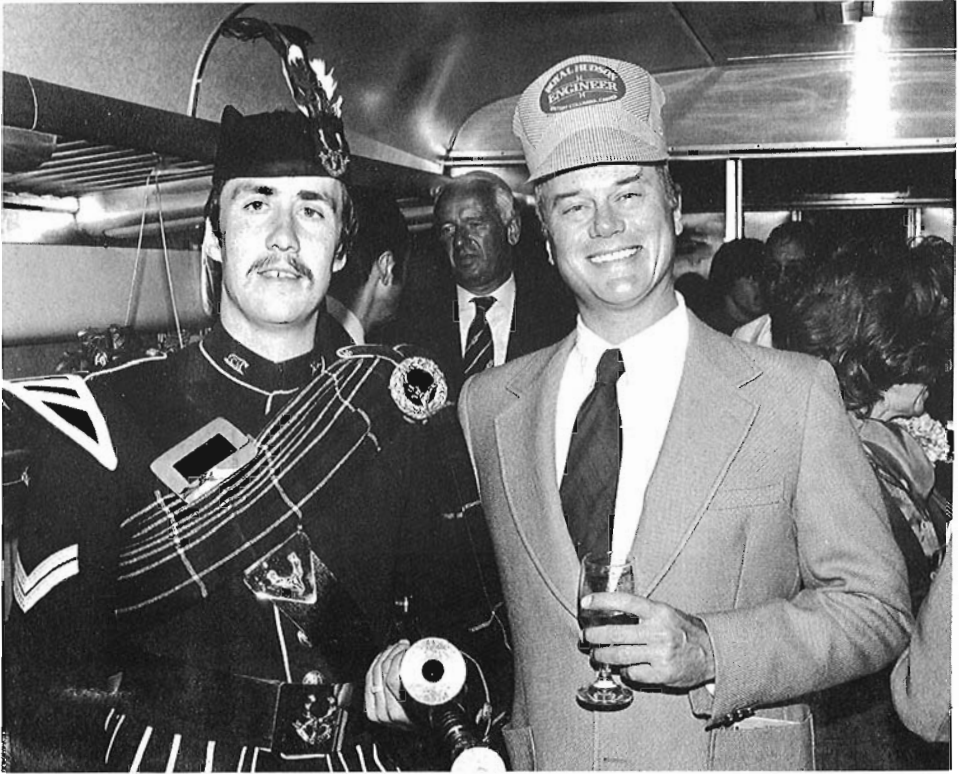


Along the route the smaller towns most often drew the largest crowds.



Our thanks to Mr. William Germaniuk of Thunder Bay, Ontario for drawing the two maps presented with this article.

All photographs by the author unless otherwise credited herein.



At Los Angeles the tour train became host for the Hollywood Set as witnessed here with veteran actor Larry Hagman enjoying the reception aboard the Royal Hudson train. BC Puplicity Photo.



Generous amounts of newspaper publicity contributed greatly to the success of the trip. Here is just a sample of some of the clippings tacked to the station door.



Forget the backdrop, this young lady is more interested in the men in uniform than the steam train. RCMP Constable Neil Taylor and Pte. Robert Heffie of the Seaforth Highlanders of Canada repeated the scene many times as the good-will tour wound its way down the Pacific Coast. BC Publicity Photo.



Safe home (well almost) 2860 and train clatters off the old New Westminster span and is once again upon BC Hydro rails.

THE ENGINEERS

CAPSULE HISTORY OF THE TWO ENGINEERS WHO THROTTLED 2860 ON THE TOUR

Sid Claridge

Canadian Engineer for the "Royal Hudson" Jubilee Tour 1977 is a youthful, alert "Senior" a well-qualified, experienced steam (and diesel) professional. Three years into retirement have not dulled his throttle hand or brake-tonnage judgement. He had the distinction of being a "raincoat" or otherwise a slicker. The implication is that he would operate his trains so smoothly, judging the compression to run-out on a 150 car train which is about 150 feet -- that the movement would be very easy. Poor handling of a long train may bring claims to a railway for damaged freight. Claridge held #1 spot on the Seniority List at the time of his retirement from C.P. Rail -- an engineer for 30 years operating out of North Bend, but 50 years officially and stretching out to 55 years when short time is reckoned due to the layoffs during the depression.

He has worked as shop mechanic, brakeman or engineer in every division in B.C., has experienced all forms of weather -- fog, rain, ice, snow, slides, rocks and washouts, and in and out of wrecks and derailments. Pertly, he says, "It's a tough life". But the diesel is an easier deal when trouble strikes, passengers and crew can usually be airlifted out or possibly be brought out by busses. A steam engineer will stay with his engine to keep up boiler pressure even though morooned and uncomfortable.

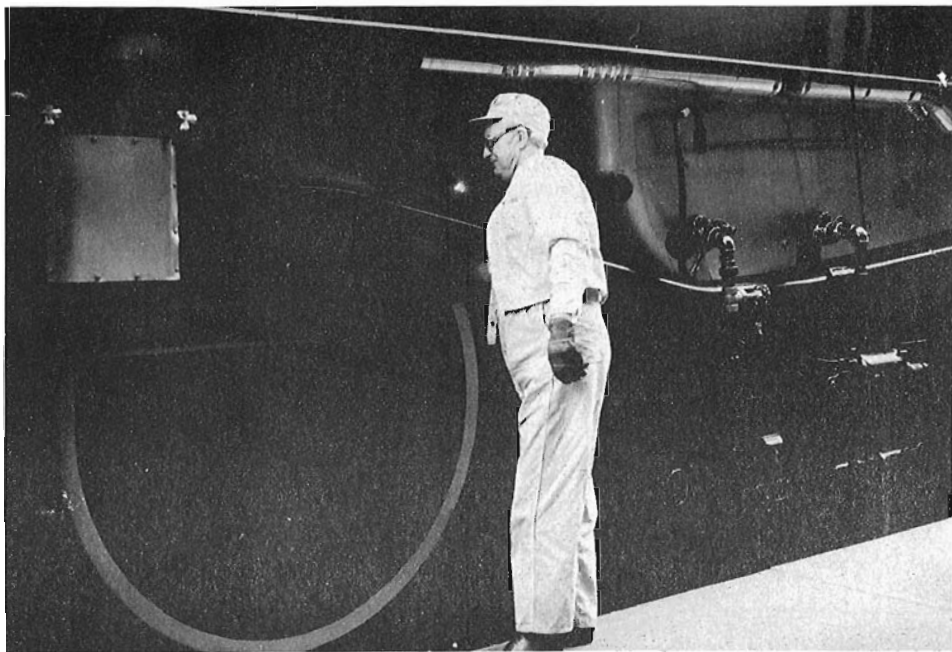
Letters from top management and labour--like Norris Crump, President, C.P.R. and also from the Brotherhood of Locomotive Engineers, speak highly of Sid Claridge's service and dependability and his right to a well-earned retirement.

Displayed in the recreation room of his comfortable, well-cared for home and gardens, are items that convey high personal regard. Locomotive Foreman, Bill Silver, now retired, but doing a "return engagement" with the Jubilee Tour presented Claridge with a replated, testimonially engraved engineer's oil can. Friends banded together to purchase from C.P. Rail, a rear marker plate from the "Canadian".

He has five sons -- who would make any father proud -- but alas -- no second generation railroaders -- all footballers -- some of the Rosebowl stamp -- some with coveted honours attested to by photo tributes from Japan.

The Royal Hudson Jubilee Tour was one of the great highlights of his long railway career (extended). Never had he waved at -- or been waved to -- by so many people -- never photographed so continuously by so many -- never had he shown his engine cab and

controls to so many -- nor shared his cab with so many railway officials and visiting dignitaries. Perhaps never, had the distaff-side taken whistle and bell and greetings from his engines -- to mention just two -- Hon. Grace McCarthy, B.C. Tourism Minister and Washington State Governor, Dixie Lee Ray -- WHAT A FINALE!



Veteran steam engineer Sid Claridge oils the 2860 just prior to departure from Vancouver. Norris Adams photo.

TOP STEAM ENGINEER FOR ROYAL HUDSON TOUR

L.E. Larry Dubose

One of the most qualified steam engineers in the United States will be piloting British Columbia's Royal Hudson train as it tours California, Oregon and Washington in late March and April.

Previous to his retirement in 1976, L.E. (Larry) Dubose was Road Foreman of Engines for Southern Pacific. In this capacity, during America's Bicentennial celebrations in 1976, Dubose was Road Foreman of Engines for the Oregon division of Southern Pacific when the Freedom Train travelled through that state.

Dubose's years of experience as a steam engineer have not gone unnoticed either by his peers or his employers. According to Doyle McCormich, Supervising Engineer of the Freedom Train, Larry Dubose was "the best steam engineer" he came across on the entire Bicentennial tour.

A native of Dunsmuir, California, Dubose now lives in Klamath Falls, Oregon. His railroad career has spanned nearly 40 years during which time he has clocked countless miles of duty throughout Oregon and California with the Southern Pacific.

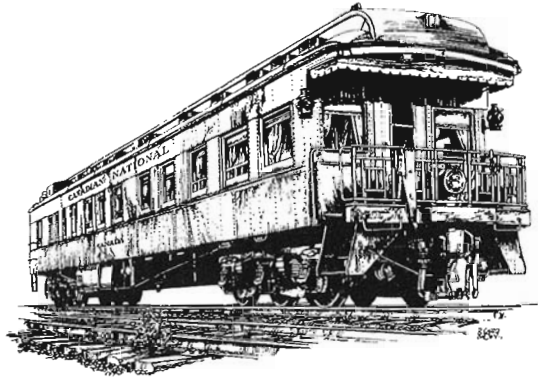
Highly recommended by American railroad officials, when he's not on the job with engines of distinction such as the Freedom Train and the Royal Hudson, Dubose spends his time golfing and fishing.

In his hometown of Klamath Falls, Dubose is a member of the Shrine Club, Scottish Rite, Blue Lodge of the Shrine at Dunsmuir and Aahames Temple of the Shrine of Oakland, California. He also belongs to the Reames Country Club at Klamath Falls.

Dubose and his wife have two daughters: Mrs. Kay England of Gardiner, Nevada and Mrs. Donna Hagens of Reliance, Wyoming.

(Taken from an official Notice by Norris Adams, Vancouver, B.C.)





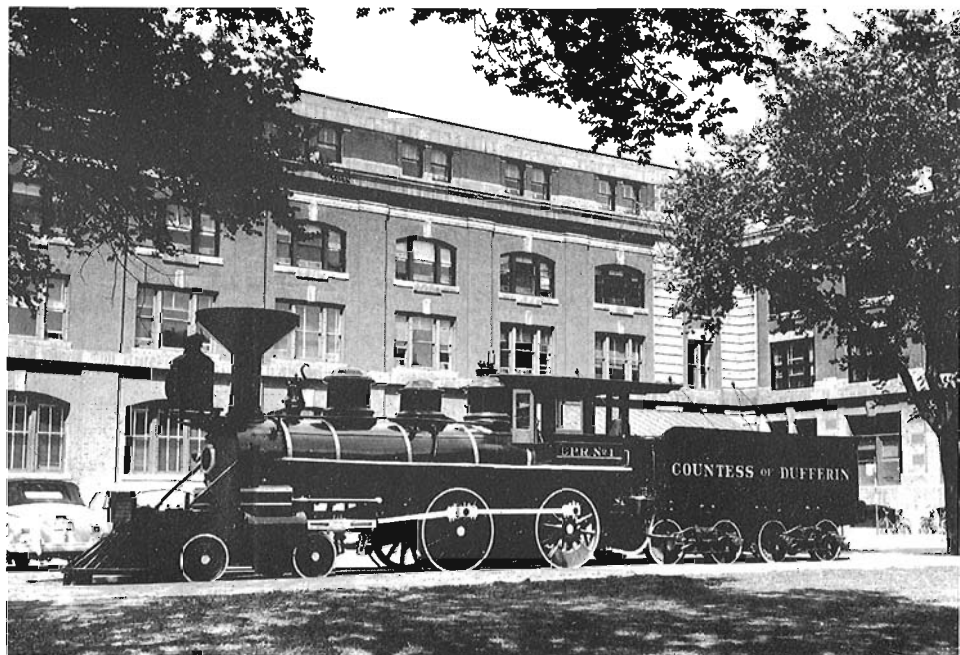
The business car

WINDSOR STATION IN MONTREAL IS GETTING SOME RENOVATIONS AT A COST of \$500,000, according to a press report of July 26/77. CP is replacing the present ticket office and waiting room with a 152-seat cafeteria and a 36-seat restaurant (currently the only food facility is a stand-up buffet) and a new and smarter-looking ticket office will replace the bank branch at the Osborne Street side. Studies are under way on other possible station improvements but none would be directly related to any plans for a major building project, as was under consideration earlier.

CALGARY'S LRT (LIGHT RAIL TRANSIT SYSTEM) INCHED FORWARD WITH A city council decision to order 27 cars worth \$21.8 million from the same West German maker as in supplying cars for Edmonton's LRT (scheduled to begin operating next year). However, a final decision to proceed with the Calgary system is in limbo because of a delay in approving a loan of \$106 million. The line would run along an 8-mile route from downtown Calgary to the southern outskirts.

Toronto GLOBE & MAIL,
July 30/77

ELECTRIFICATION OF A 400-MILE PROTOTYPE RAIL OPERATION BETWEEN Thunder Bay and Winnipeg or between Edmonton and Kamloops is recommended in a study for the Department of Transport by the Canadian Institute for Guided Ground Transport at Queen's University. The 16-month study says there are strong arguments in the national interest for switching much of Canada's rail system to electric power despite the estimated cost of \$1.8 billion. It says 9,500 miles of track could be converted to electric power in the next 30 years, reducing rail demand for diesel fuel by 50 percent. This would free diesel fuel supplies for other uses. The \$60-million a year cost of building the electric system must be balanced against annual savings of \$52-million to \$65-million in fuel by 1985 if electrification was extended to 885 miles of track. Savings would increase as the electric power system was enlarged.

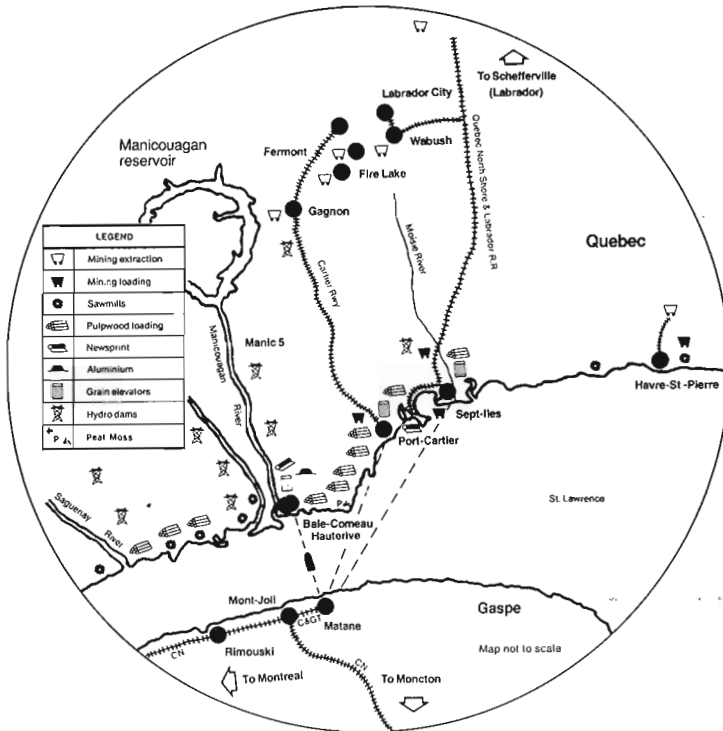


"COUNTESS OF DUFFERIN" WEEK, OCT. 3-9, HAS BEEN DECLARED BY THE City of Winnipeg, to celebrate 100 years of progress and settlement since the arrival of the famous CPR locomotive, now being repainted for display. The Midwestern Rail Association (1975) Inc. and the Manitoba Historical Society are planning a series of events and ceremonies for the week. A tour to the Marine Museum at Selkirk is proposed, using both steam train and paddlewheel boat, on Oct. 8. Oct. 9 will see a banquet at the CN's Fort Garry Hotel and N.R. Crump, retired head of CP, will be the keynote speaker.

Winnipeg City Council approved, July 20/77, the report of a task force on a site for the proposed Museum of Western Canadian Railway Heritage and Technology. The site comprises 14.6 acres bounded on the north by the CN main line, on the east by a spur serving the Fort Garry Industrial Park, on the south by Wilkes Ave. and on the west by Waverley Street. On completion of a suitable display structure, the Museum will house the Countess of Dufferin, CN #2747 (first locomotive built in Western Canada) and CN #6043 (last steam locomotive to run in scheduled service in Western Canada). Midwestern Rail already has received from CN the following: caboose #77553, box car #74703, combination car #7188 and baggage car #8959.

-- "MILEPOST", Midwestern Rail Ass'n.

NEW SHIPPING LINK BETWEEN QUEBEC'S NORTH SHORE AND SOUTH SHORE across the lower St. Lawrence River will probably start up shortly after Dec. 1, according to J.R. Gosselin, marketing manager for CN's St. Lawrence region. The service is to be operated by La Compagnie de gestion de Matane Inc. (COGEMA), made up of CN (49 percent) and local businessmen. Awaiting completion are railcar loading and unloading ramps and additional track-



age at the two terminals -- Matane on the South Shore and Baie Comeau-Hauterive on the North Shore. The vessel to be used for the year-round river crossings is the former Incan St. Lawrence which is still in North Vancouver, where it was built, pending modification. The ice-strengthened, 31-railcar capacity carrier has been renamed the Georges Alexandre Lebel, after a Matane notary. It has a gross registered tonnage of 7,892 tons, overall length of 385 feet and a cruising speed of 14 knots.

Future plans call for extension in three years to Port Cartier, 50 miles down the river. Aim of the service is mainly to provide a rail link to North American markets for newsprint produced at the Baie Comeau mill of Quebec North Shore Paper and for aluminum ingot shipments of the Canadian Reynolds Metals Co. Ltd. smelter. Inbound cars will carry consumer goods and supplies and parts for the mills.

By the time service starts, Mr. Gosselin said, CN will have invested about \$25-million including \$5-million to buy and upgrade the Canada & Gulf Terminal Railway which links Matane with the CN mail line at Mont-Joli.

Eventually, CN expects to be able to serve not only Port Cartier and Sept-Iles customers but points further north through the Quebec Cartier Railway and the Quebec North Shore and Labrador Railway.

-- Toronto GLOBE AND MAIL
and CN "MOVIN"

We are affording both of Canada's major railways equal time as we present a selection of four photographs recently submitted by our ever present reporter Pierre Patenaude. Canadian National is represented by RS-18 unit No. 3649 photographed at Montreal Yard on June 26, 1977 and GP No. 4422 sporting the old style headlight snapped a day earlier on June 5, 1977. Canadian Pacific's new paint scheme is evident on their RS 18 No. 8735 caught in St.Luc Yard on May 22, 1977 as so it is also on C-424 No. 4223 pictured at the same location on April 17, 1977. Our thanks to Pierre Patenaude for submitting these photos for presentation.

