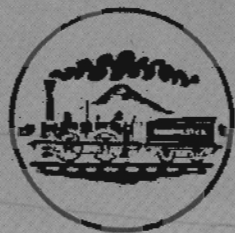
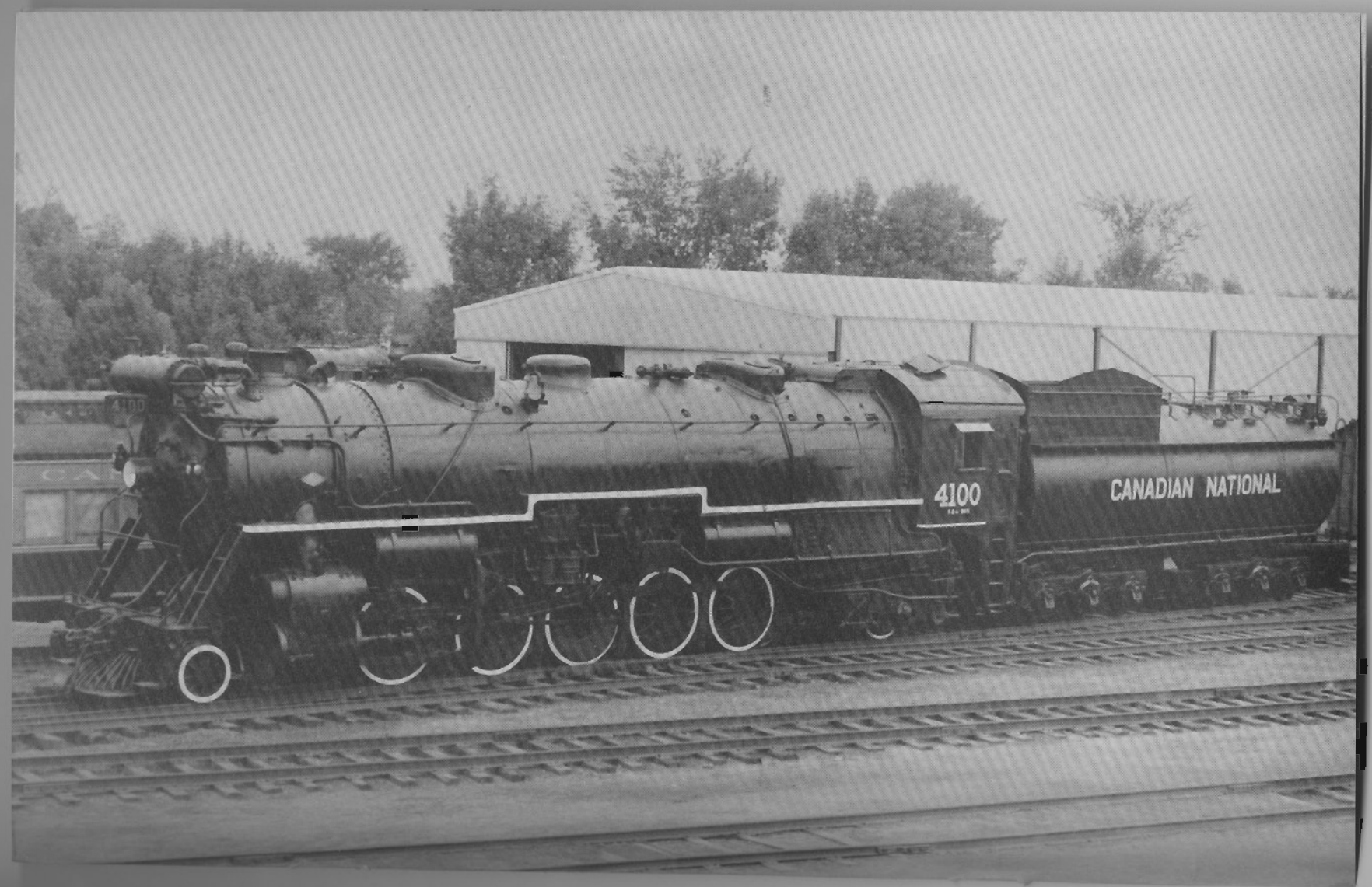


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EDITOR: M. Peter Murphy
EDITOR EMERITUS: S. S. Worthen
BUSINESS CAR: John Welsh
OFFICIAL CARTOGRAPHER: William A.
Germaniuk
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN
L. M. Unwin, Secretary
1727 23rd Ave. N.W., Calgary Alberta
T2M 1V6

OTTAWA
D. E. Stoltz, Secretary
P. O. Box 141, Station A, Ottawa,
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WINDSOR-ESSEX DIVISION
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Ontario N9G 1A2

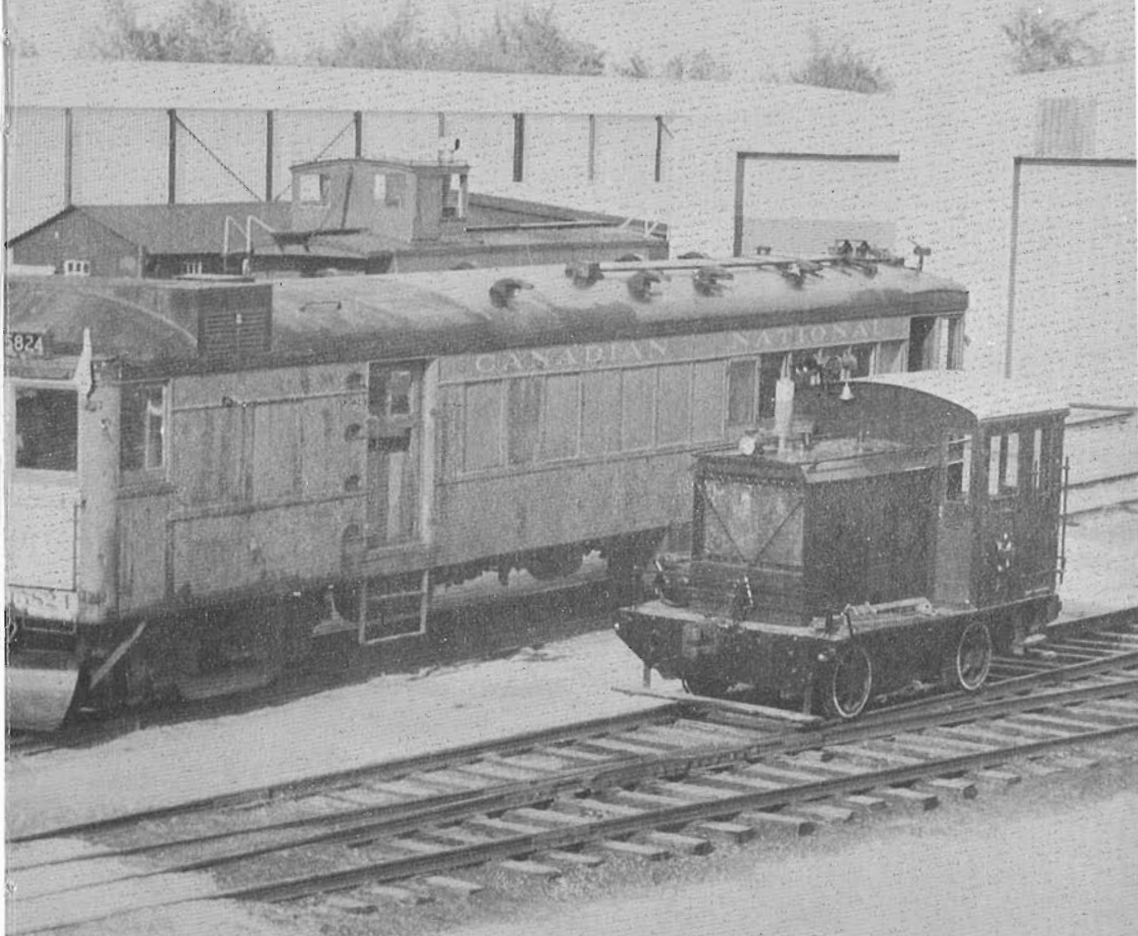
OPPOSITE: No mistaking the most powerful steam locomotive ever to operate on the C.N.R., the 4100 has been completely sandblasted and restored to its original Canadian National paint scheme.

FRONT COVER: What better subject matter for a January cover than this hard working sweeper and yard crew of the Cornwall Street Railway Sandy Worthen snapped the rare action back in the late forties. Photo courtesy CRHA Archives, S.S. Worthen Collection.



AN ILLUSTRATED ROSTER OF THE C.R.H.A.

All photographs courtesy Peter Layland unless otherwise noted.



Three workhorses of the Canadian Railway Museum stand on the lead tracks to building one. Diesel electric # 77 was built in 1929 by C.L.C. , Diesel electric self propelled car 15824 dates from 1926 and survived as the motive power for the line car in CN's terminal electrified zone until preservation, Porter No. 9 was built in 1928 and was the first mode of locomotion on the property replacing muscle power.

AN ILLUSTRATED ROSTER OF THE C.R.H.A.

It was 28 years ago when a dedicated group of CRHA members took possession of a lowly single truck brine car from the Montreal Transportation Commission. The object was to restore and preserve the car as an example of early street railway passenger transportation. Little did these members know that from these modest beginnings with Car 274 their collection would grow to the point where in 1978 no less than 127 other pieces would be added. Most of the CRHA's collection is located at the Canadian Railway Museum in St. Constant P.Q., but several pieces have been acquired and are in the regional collections of various CRHA Branches across Canada.

Time passes quickly, so much so that we have recently accepted a fine exhibit (CPR's # 8905 Trainmaster) that was actually built long after the Museum collection began. This indicates that our collection is ever growing, ever changing with the advances in railway technology in Canada and around the world.

We are pleased to present an up - to - date roster of the CRHA's fine collection. Most units have been donated to the CRHA, others purchased and a small few are on a permanent loan arrangement. We wish to take this opportunity to thank all those individuals and corporations who made this collection possible. It all started in a 'borrowed' corner of Youville Shops and our most recent benefactor has been the CNR who made available Dining Car 1265 to us.

This roster up-dates that last published in CANADIAN RAIL in the summer issue of 1970, this roster is for information only and may not be copied or published without the permission of the CRHA.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

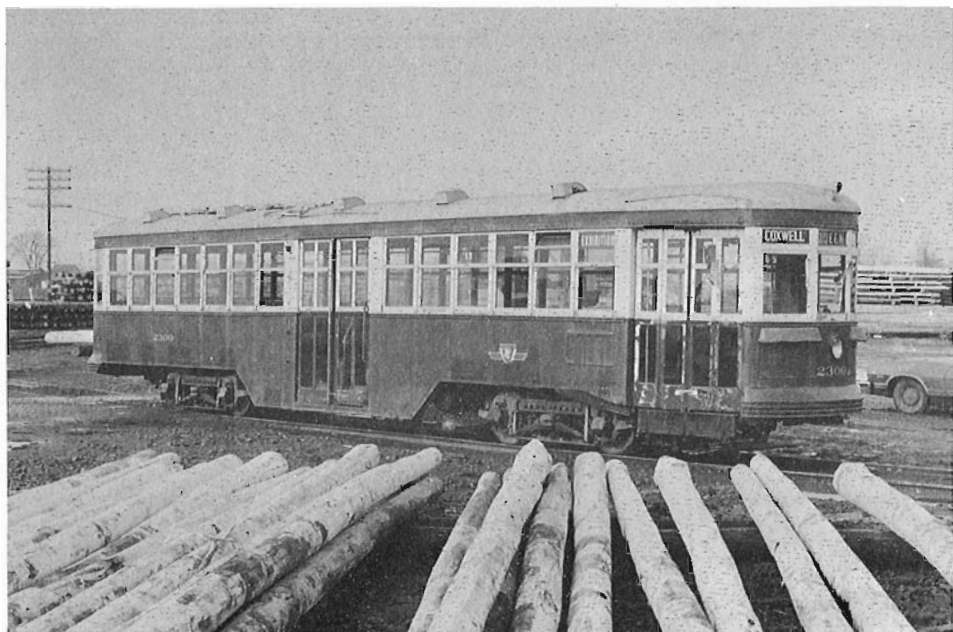
RAILWAY ROSTER

CANADIAN RAILWAY MUSEUM, ST. CONSTANT, QUE.

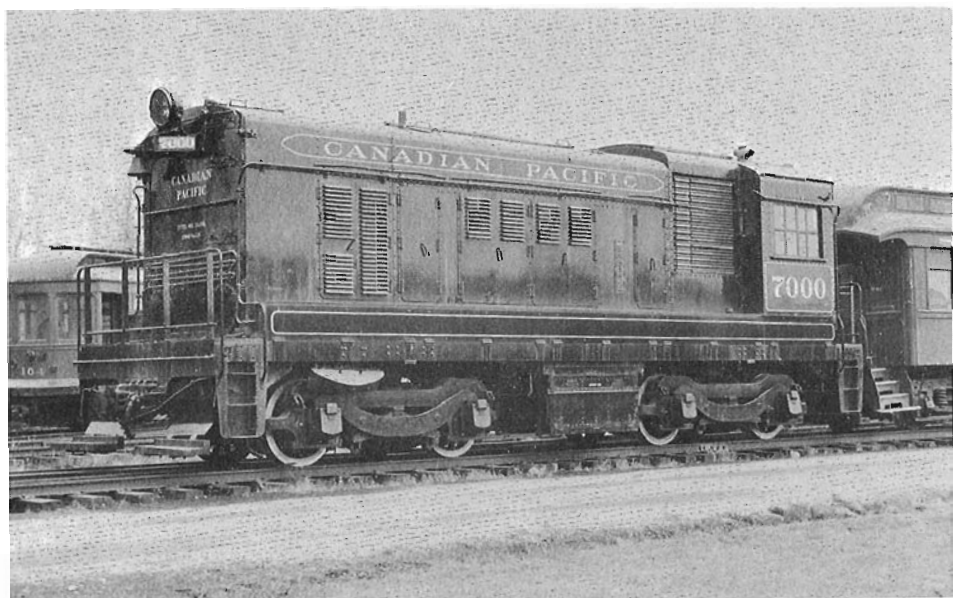
Railway Equipment

Steam Locomotives

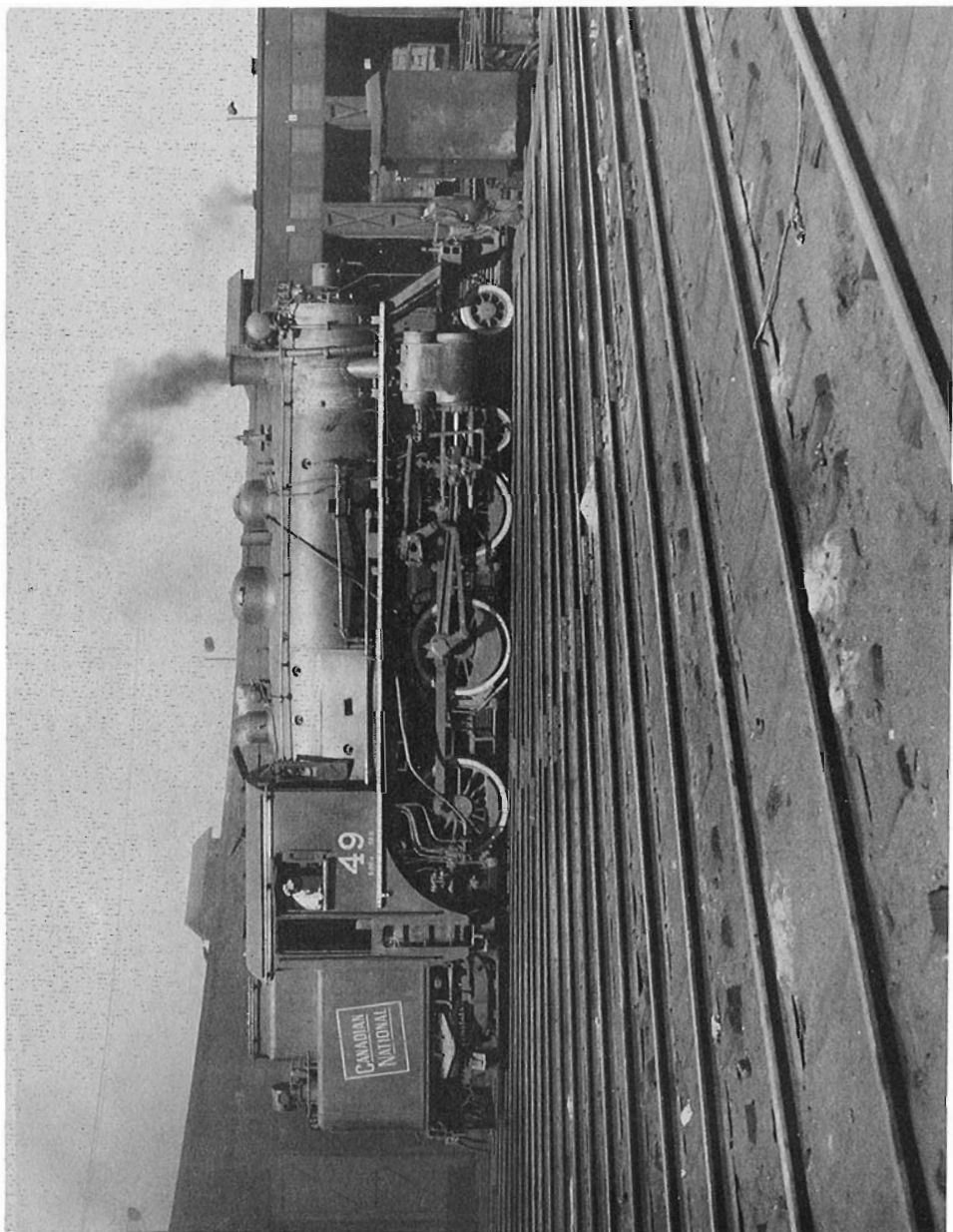
<u>Road No.</u>	<u>Company Represented</u>	<u>Builder</u>	<u>Year Built</u>	<u>Description</u>	<u>Year Acquired</u>	
1.	2	E.B. Eddy Co.	M.L.W.	1925	0-4-0T	1957
2.	3	St. Anne Paper	M.L.W.	1916	0-4-0T	1963
3.	4	National Harbours Board	M.L.W.	1914	0-6-0	1962
4.	5	Maritime Railway	Pittsburgh Locomotive Co.	1896	4-6-0	1961
5.	25	Old Sydney Collieries	Baldwin Loco. Works	1900	2-4-0	1961
6.	29	Cdn. Pacific Railways	C.P.R. (Mt1.)(Delormier)	1887	4-4-0	1960
7.	49	Cdn. National Railways	M.L.W.	1914	4-6-4T	1960
8.	54"Waddon"	L.B.S.C. Railway	LBSC Ry. Brighton	1875	0-6-0T	1961



Built by Canadian Car and Foundry in 1921 this Large Witt has returned to her home town of Toronto where she operated for years. 2300 is in the care of our Toronto and York Branch and is stored indoors at their Harberfront Museum.



Canadian Pacific's first Diesel # 7000 has found a good home at the Canadian Railway Museum. It has been stored indoors since its arrival and is at the heart of our Diesel collection.



This CNR 4-6-2 tank engine is being readied for the daily commuter run along Montreal's West Island back in the fourties. 49 has been restored and is today on display at the Canadian Railway Museum. Photo courtesy CRHA Archives, S.S.Worthen coll.

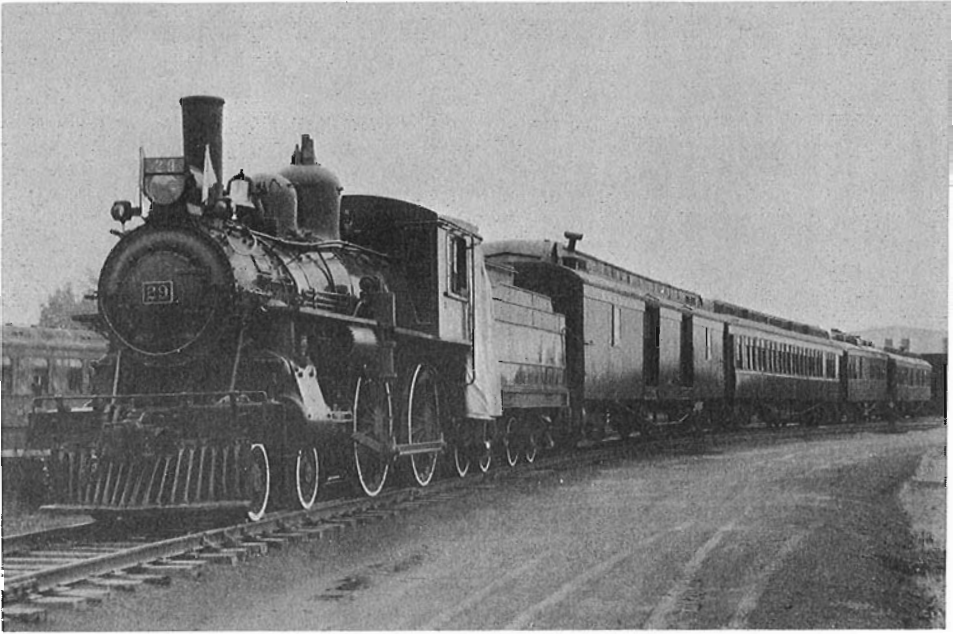
Road No.	Company Represented	Builder	Year Built	Description	Year Acquired	
9.	144	Cdn. Pacific Railways	C.P.R. (Mt1.) (Delormier)	1886	4-4-0	1959
10.	492	Cdn. Pacific Railways	C.P.R. (Mt1.) (ANGUS)	1915	4-6-0	1960
11.	999	Cdn. Pacific Railways	M.L.W.	1912	4-6-0	1960
12.	1009	Cdn. National Railways	M.L.W.	1912	4-6-0	1960
13.	1112	Q.N. S. & L.	M.L.W.	1913	4-6-0	1960
14.	1520	Cdn. National Railways	C.L.C.	1906	4-6-0	1960
15.	2231	Cdn. Pacific Railways	C.P.R. (Mt1.) (ANGUS)	1914	4-6-2	1960
16.	2341	Cdn. Pacific Railways	M.L.W.	1926	4-6-2	1960
17.	2601	Cdn. National Railways	M.L.W.	1907	2-8-0	1960
18.	2850	Cdn. Pacific Railways	M.L.W.	1938	4-6-4	1960
19.	2928	Cdn. Pacific Railways	M.L.W.	1938	4-4-4	1960
20.	3239	Cdn. National Railways	C.L.C.	1916	2-8-2	1960
21.	3388	Cdn. Pacific Railways	Schenectady Loco. Co.	1902	2-8-0	1960
22.	4100	Cdn. National Railways	C.L.C.	1924	2-10-2	1960
23.	5468	Cdn. Pacific Railways	M.L.W.	1948	2-8-2	1960
24.	5550	Cdn. National	M.L.W.	1913	4-6-2	1960
25.	5702	Cdn. National	M.L.W.	1930	4-6-4	1960
26.	5935	Cdn. Pacific	M.L.W.	1949	2-10-4	1960
27.	6015	Cdn. National	M.L.W.	1924	4-8-2	1960
28.	6153	Cdn. National	M.L.W.	1929	4-8-4	1960
29.	6271	Cdn. Pacific	CPR (Mt1.) (Angus)	1913	0-6-0	1960
30.	030 C841	S.N.C.F.	S.A.C.M.	1883	0-6-0	1964
31.	55361	Cdn. National	M.L.W.	1928	Rotary Plow	1965
32.	60010	British Railways	L.N.E.R.	1937	4-6-2	1967
33.	John Molson		(Doncaster Works) Kawaski Nerovinc Kyosan KOGYO	1970	Dominion of Canada 2-2-2	1971

Diesel - Gas-Mech.

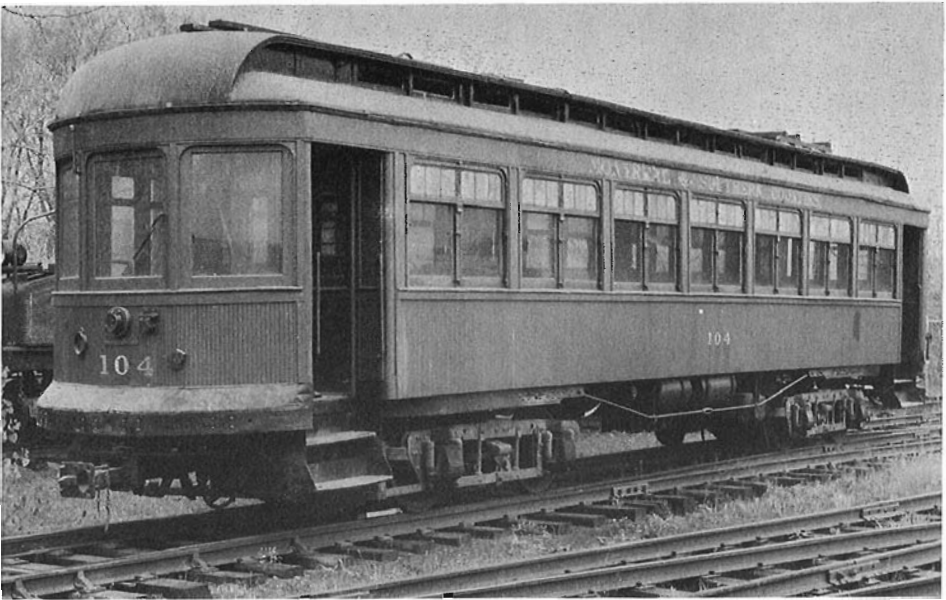
1.	9	Lake St. Joseph Transport.	H.K. Porter	1928	B. Gas-Electric	1963
2.	20	R & S	M.L.W.	1949 (RS - 2)	B.B. Diesel Electric	1976
3.	77	Cdn. National	C.L.C.	1929	B.B. Diesel Electric	1967
4.	7000	Cdn. Pacific	Nat. Steel Car Harland & Wolff	1937	B.B. Diesel Electric	1964
5.	15824	Cdn. National	Ottawa Car - CNR	1926	B.B. Diesel Electric Rail Car	1964
6.		Hydro-Quebec	Plymouth		Gas Mechanical Switcher	1971

Passenger Equipment

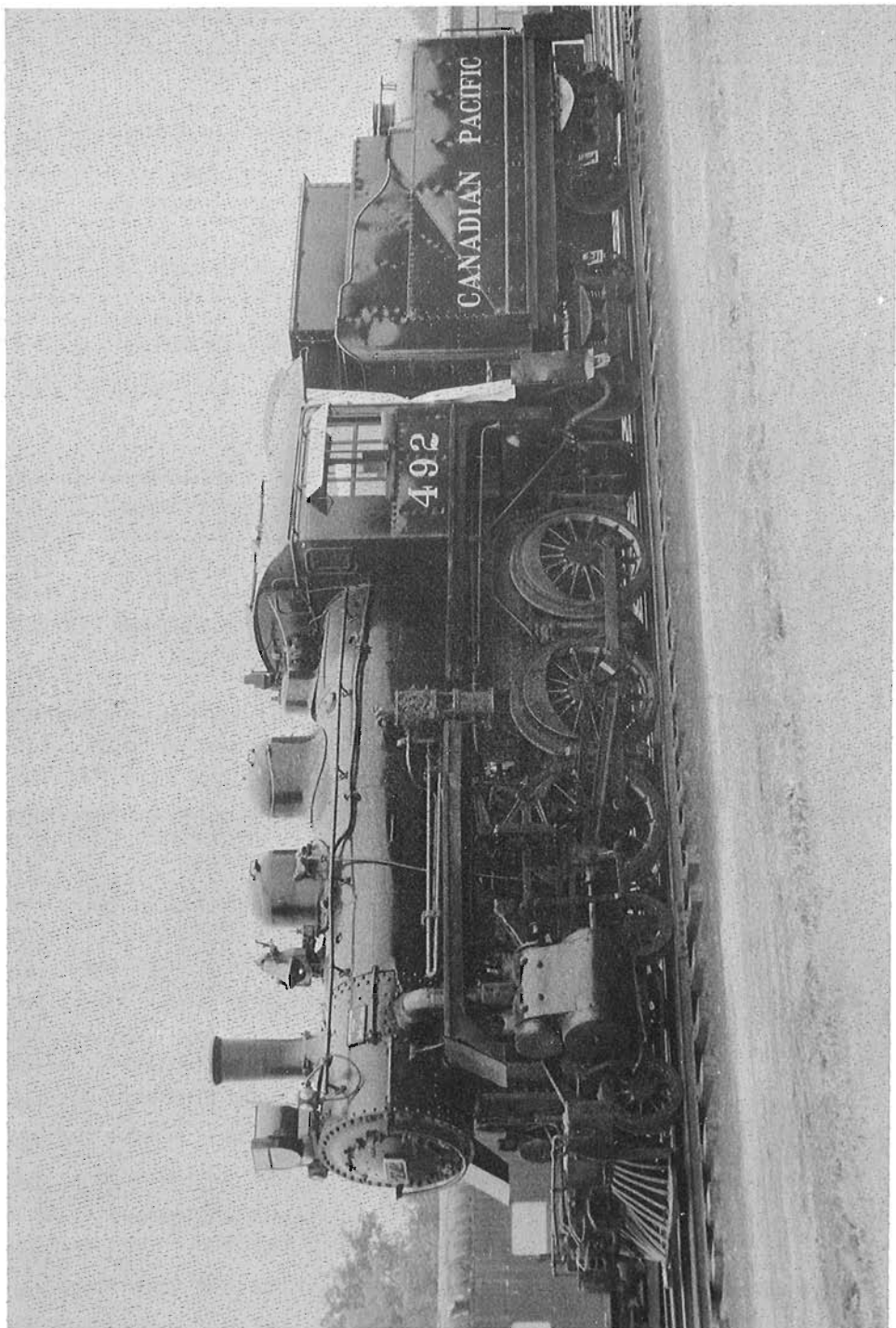
1.	1	Cdn. Pacific	-	C.1867	B.B. Official Car	1960
2.	4	S. & L.	Rhodes, Curry	1894	B.B. Comb. Cab	1961
3.	Ex	"Saskatchewan" Cdn. Pacific	Barney & Smith	1883	C.C. Official Car	1958
4.	51	Cdn. Pacific	CPR Mt1.(Hochelega)	1898	School Car	1967
5.	56	"Malahat" Cdn. Pacific (E. & N.)	"	1893	C.C.Parlour Obs.Car	1960



The 'Classic Train' CP 4-4-0 # 29, wooden baggage car, coach, business car 1, business car SASKETCHEWAN. The Saskatchewan has been stripped down to bare wood and was carefully varnished to strict specifications under the watchful eye of our Gord Hill. Structural work such as replacement of buffer beams etc. was also carried out at this time.



Suburban Interurban Car 104 of the Montreal & Southern Counties is one of the two representative cars in our collection from this road. The 611 has been externally restored, while our devoted member Ed. Lambert and friends continue restoration on the 104.



Her 'Bedford Mixed' days over for good old 492 poses for her portrait fresh from hours of devoted restoration by our Treasurer and sometimes painter Steve Walbridge.

Passenger Equipment (Continued)

Road No.	Company Represented	Builder	Year Built	Description	Year Acquired
6. 1554	Cdn. Pacific	CPR Mt1. (Angus)	1908	C.C. Coach	1960
7. 2737	Cdn. National	Pullman	1911	C.C. Colonist Car	1968
8. 3618	Cdn. Pacific	CPR Mt1. (Angus)	1940	Mail Express	
9. 3987	Cdn. Pacific	CPR Mt1. (Angus)	1913	B.B. Baggage Car	1960
10. 4275 Ex(2335)	Cdn. National	C.C. & Fdy	1914	C.C. Coach	1974
11. Cascade Lane	New York Central	Pullman-Standard	1939	B-B Sleeper	1967
12. Canada GTR '63'	Cdn. National	Wagner	1897	C-C Official Car	1974
13. Neville	Cdn. Pacific	CPR Mt1. (Angus) C.C. & Fdy.	1924	C-C Sleeping Car	1967

Freight Equipment

1. 34	N.J.			B-B Caboose	1968
2. 35	N.J.			B-B Caboose	1968
3. 11204	UTLX	C.C. & Fdy. Mt1.	1916	B-B Tankcar	1962
4. 403777	Cdn. Pacific	CPR Perth	1916	B-B Boxcar	1974
5. 420800	Cdn. Pacific		1919	B-B Flat	1974
6. 435288	Cdn. Pacific	CPR Perth	1883	B-B Caboose	1965

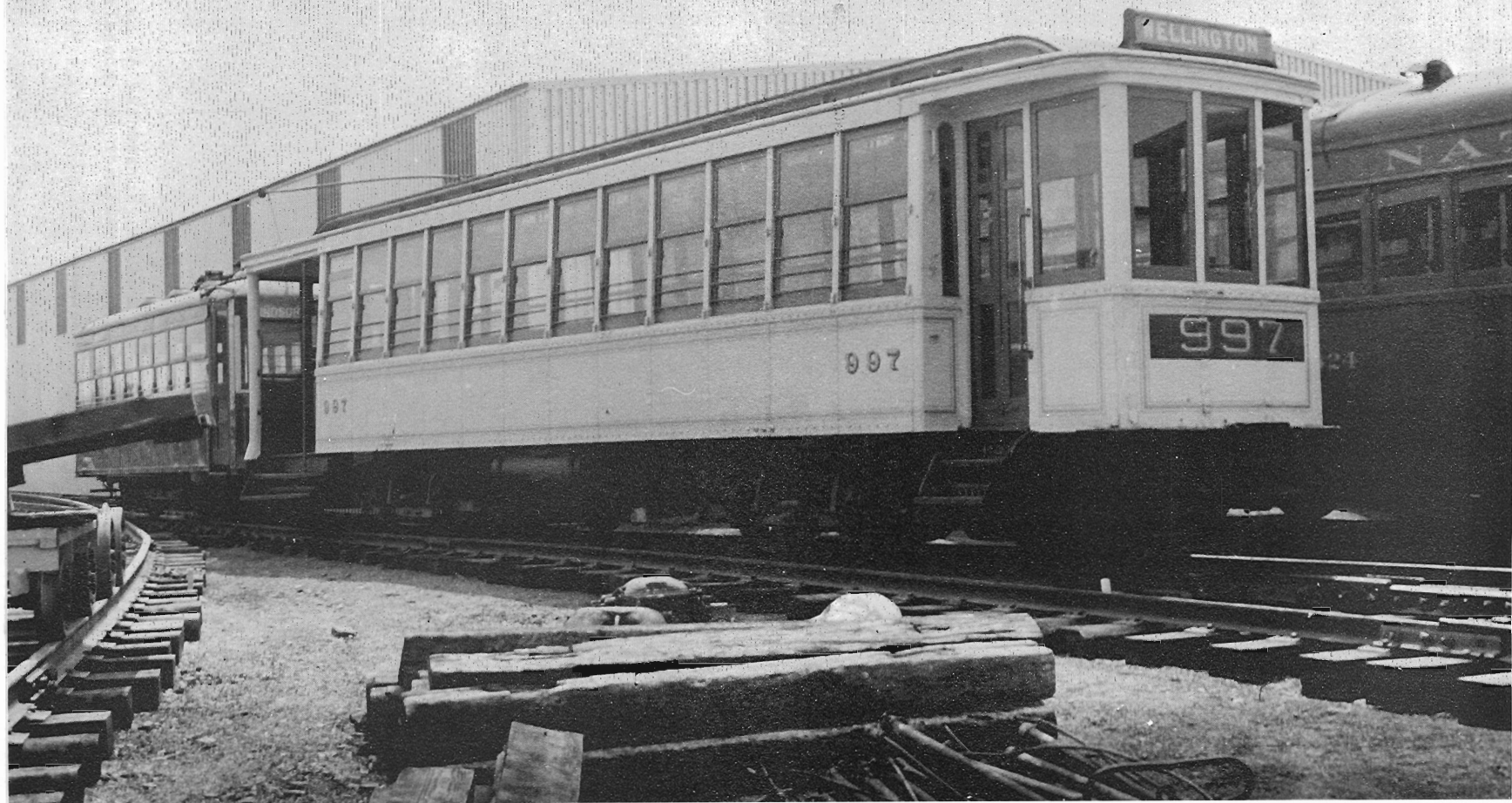
Miscellaneous Equipment - Railway

1. 1893	G.T.R.	Buda	1912	Gasoline Velocipede	1961
2. S - 1	L & P S	Kalamazoo	C 1915	Gasoline Gangcar	1962
3. M 235	Cdn. Pacific	Buick	1938	Track Inspec. Car	1963
4. E-32	NAR	Tamper	1952	Electro Gang Tamper	1974

Electric Streetcar and Interurban Passenger Equipment

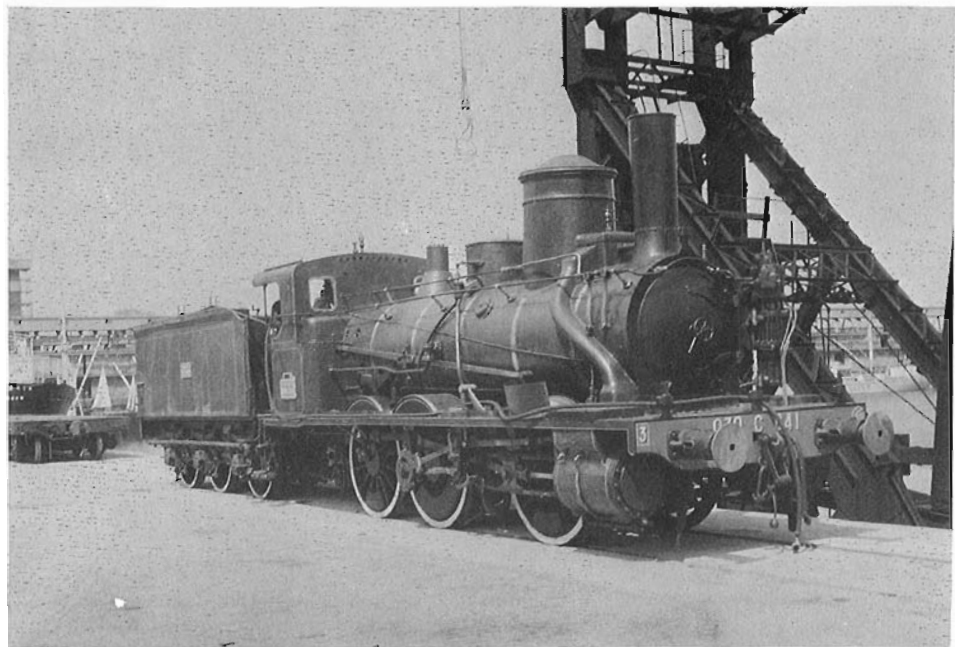
1. 1	M.T.C.	M.S.R.	1905	SE DT Obser. Car	1963
2. 3	M.T.C.	Mt1. Tramways	1924	SE DT Obser. Car	1963
3. 6	O.T.C.	Ottawa Car Mfg. Co.	C 1895	DE ST Closed Pres. Car 'Grinder'	1961
4. 8	T.S.R.	Patterson & Corbin	C 1895	DE ST Psgr. Car	1957
5. 10	L & PS	Jewett Car Co.	1914	DE DT Interurban car	1962
6. 14	L & PS	Jewett Car Co.	1917	DE DT Interurban car	1960
7. 82	N.B. Power Co.	Ottawa Car Mfg.	1912	DE ST Closed Psgr. car	1958
8. 104	M & SC	Ottawa Car Mfg.	1912	DE DT Suburban Psgr. car	1956
9. 105	Q.R.L. & P.	Jackson & Sharp	1889	B-B Combine Car Trailer	1960
10. 200	M.T.C.	J.G. Brill Co.	1919	DE ST Birney Pgr. Car	1963
11. 274	M.S.R.	Newburyport	1892	SE ST Closed Psgr. Car	1950
12. "Rocket" 350	M.S.R.	Brownell	1892	SE ST Closed Psgr. Car	1963
13. 401	Q.R.L. & P.	Ottawa Car Mfg. Co.	1902	SE DT Interurban Car	1960
14. 611	M. & S.C.	Ottawa Car Mfg. Co.	1917	SE DT Interurban Car	1956
15. 696	O.T.C.	Ottawa Car Mfg.	1917	SE DT Closed Pgr. car	1958
16. 859	O.T.C.	Ottawa Car Mfg.	1928	SE DT Closed Pgr. car	1959
17. 859	M.T.C.	J.G. Brill Co.	1907	SE DT Closed Pgr. car	1963

The world's first Pay as You Enter streetcar MTC's 997 is safely tucked away in building # 2, Birney Car # 200 behind operates on some 1000' of track Sunday's only during the season.





Feeling just a little prouder following her being named the No. 1 steam locomotive in Canada in a recent issue of CANADIAN RAIL, our CP 5935 SELKIRK poses for the photographer before being safely placed in her slot for public display.



One of three steam locomotives from Europe represented at our Museum the 'French' engine 030 C341 awaits the switcher for transfer from the Port of Montreal to the Museum site.

Electric Streetcar and Interurban Passenger Equipment (Continued)

<u>Road No.</u>	<u>Company Represented</u>	<u>Builder</u>	<u>Year Built</u>	<u>Description</u>	<u>Year Acquired</u>
18. 997	M.T.C.	Ottawa Car Mfg.	1911	SE DT Closed Pgr.car	1963
19. 1046	M.T.C.	Mtl. Tramways	1902	SE DT Suburban Pgr.car	1963
20. 1317	M.T.C.	Ottawa Car Mfg.	1913	SE DT Closed Pgr.car	1963
21. 1339	M.T.C.	Ottawa Car Mfg.	1913	SE DT Closed Pgr.car	1963
22. 1801	M.T.C.	C.C. & Fdy.	1924	SE DT Closed Pgr.car	1963
23. 1953	M.T.C.	C.C. & Fdy.	1928	SE DT Closed Pgr.car	1975
24. 1959	M.T.C.	C.C. & Fdy.	1928	SE DT Closed Pgr.car	1963
25. 2222	M.T.C.	C.C. & Fdy.	1929	SE DT Closed Pgr.car	1963
26. 2300	T.T.C.	C.C. & Fdy.	1921	SE DT Closed Pgr.car	1962
27. 3517	M.T.C.	St. Louis/C.C. & F.	1944	SE DT PCC Car	1963
28. 15702	Cdn. National	T.R.C.	C 1909	DE ST Closed Pgr.car	1964

Electric Locomotives and Miscellaneous

1. 7	Courtauld's	Montreal St. Ry.	1900	DE DT Locomotive	1959
2. 51	M.T.C.	Ottawa Car Mfg.	1928	DE ST Sweeper	1963
3. 423	O.T.C.	Ottawa Car Mfg.	1906	SE ST Royal Mail Car	1960
4. 3015	M.T.C.	Montreal St. Ry	1903	Flat Car Trailer	1963
5. 3151	M.T.C.	Can. Car & Fdy.	1925	SE DT Motor Flat	1963
6. 3200	M.T.C.	Mtl. Tramways	1928	SE DT Tool Car	1963
7. 5001	M.T.C.	Mtl. Tramways	1917	DE DT Locomotive	1963
8. A-2	O.T.C.	Ottawa Car Mfg.	1913	DE ST Sweeper	1963
9. W-2	M.T.C.	Mtl. Tramways	1923	SE DT Crane	1963
10. Y-5 "Charlie"	M.T.C.	Mtl. Tramways	1912	SE ST Shunter	1963
11. Sludge Car	M.T.C.	Mtl. Tramways	C 1935	ST Sludge Car	1963

Non-rail Transit Equipment

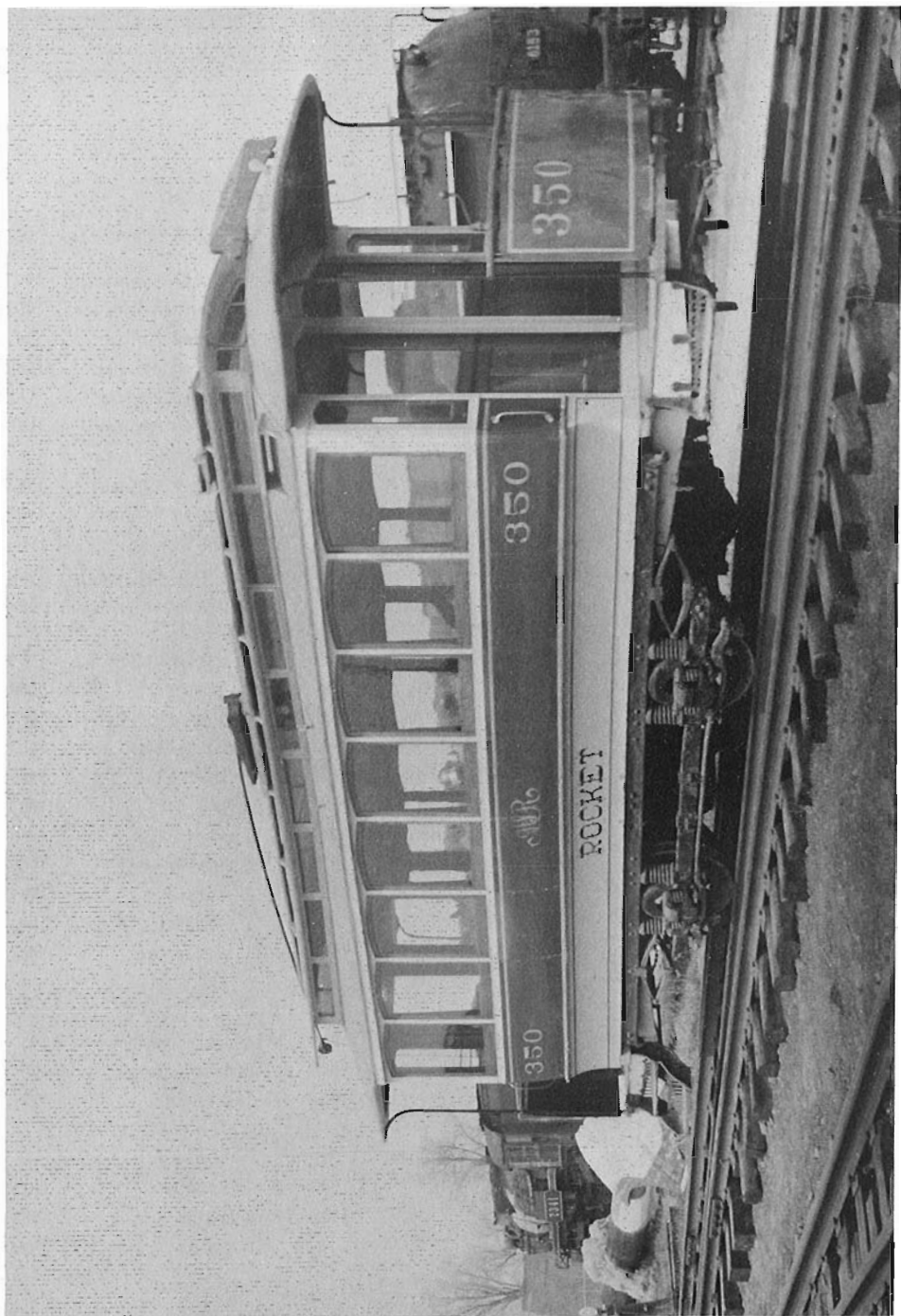
1. 7	Mtl. City Psgr. Rwy.	N. & A.C.Lariviere	C1875	Horse-drawn omnibus	1963
2. 20	Mtl. City Psgr. Rwy.	N. & A.C. Lariviere	C1875	Horse-drawn sleigh	1963
3. 4042	Mtl. T. C.	Can. Car & Fdy.(Brill)	1947	Trolley Coach	1967

Miscellaneous

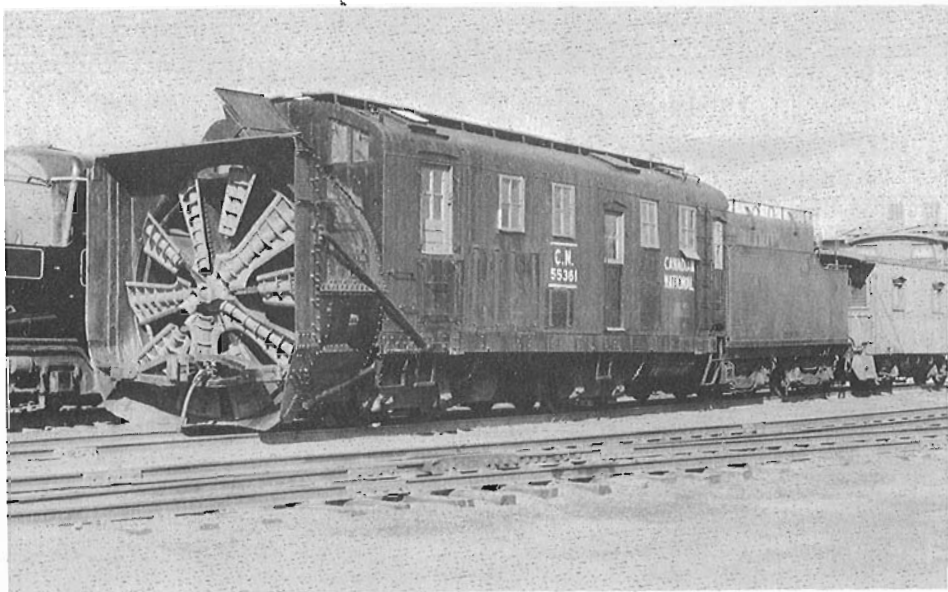
1.	Hollinger Mine		C 1920	Mining Engine	1969
2.	Outremount	Seagrave	1922	Fire Engine	1965
3. 479	Quebec Central Railway			Air Crane	1974

OTTAWA BRANCH/Bytown Railway Society

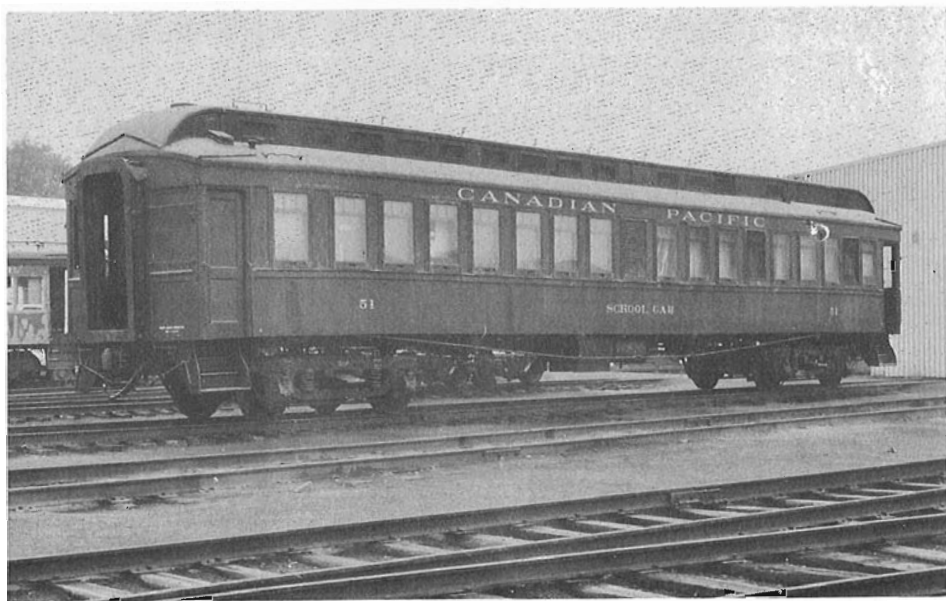
1. 4251	C.V.R.	Ind. Brown Dist. Co.	1910	Steam Crane	1967
2. 4264	C.V.R.	Central Vermont	1887	Tender (originally from CV52 scrapped 1928)	1967
3. 4313	C.V.R.	Central Vermont	1907	Boom Car	1967
4. 26	C.N.R.	Pontiac	1958	Inspection Sedan	1967
5. 402818	C.P.R.	Jordan	1906	Jordan Spreader	1967



Montreal's first electric streetcar the Rocket # 350 is awarded special attention at the Museum. Although on display visitors are not allowed inside and it has been decided that no attempt will ever be made to operate the car under trolley because of its rare importance.



Steam powered rotary CN 55361 is a real conversation piece among visitors and members alike. Although possessing a boiler of considerable capacity the unit is not self propelled and was always pushed by one or more locomotives.



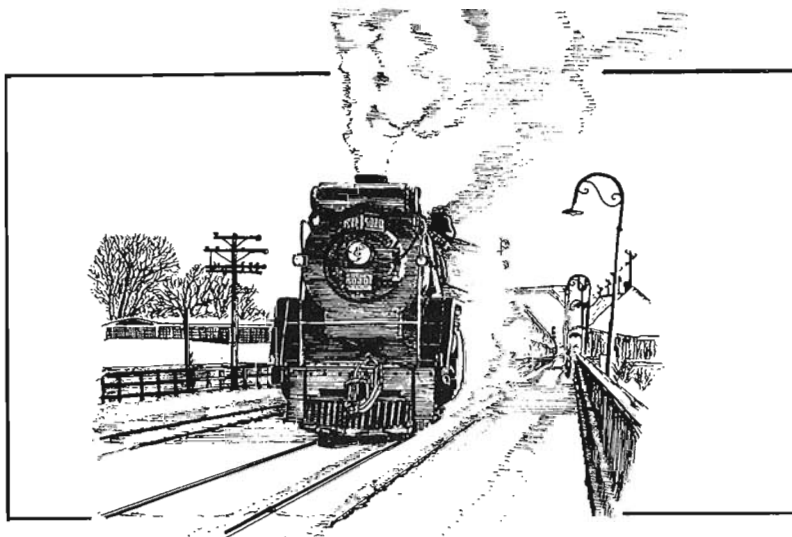
CP School Car # 51 is displayed with a lengthwise platform alongside from which visitors can peek in and see just how children in Northern Ontario got their education.

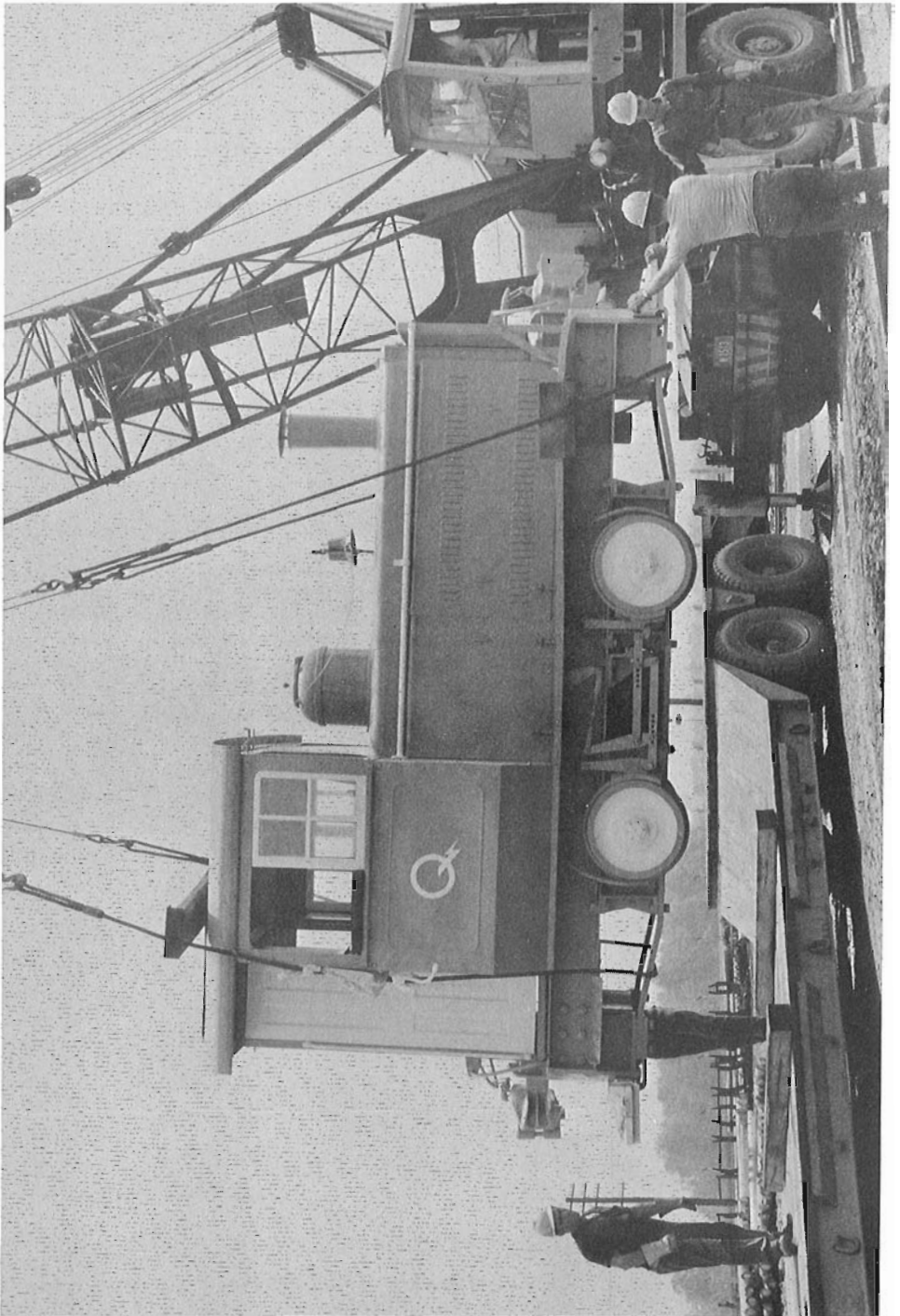
Miscellaneous (Continued)

<u>Road No.</u>	<u>Company Represented</u>	<u>Builder</u>	<u>Year Built</u>	<u>Description</u>	<u>Year Acquired</u>	
<u>TORONTO & YORK DIVISION</u>						
1.	608	C. & O.	Pierre Marquette Roy	1923	Caboose	1973
2.	7195	C.N.R.	Pullman	1919	Combination Car	1973
3.	7988 (8135)	C.N.R.	M.L.W.	1942	B-B Switcher St.	1975
4.	9716	C.N.R.	C.C. & F.	1920	Baggage Mail	1973
5.	77137	G.T.W.	Grand Trunk Railway Port Huron	1891	Caboose	1973
6.	90644	O.N.R.		1948	Boxcar	1974
7.	562605	N. & W.			Caboose	1974
8.	L-2	L & P S	General Electric Peterboro	1915	B-B Freight Motor	1975
9.	70	TH & B		C 1920	Caboose	1975
10.	X758	TH & B			Boxcar Work Service	1977
11.	101	RV LX	Reinhart Vinegar Co. Fleischmann Transportation Co.	1938	Vinegar Car	1975
12.	-		Dominion Bridge		Plymouth	1977
<u>ROCKY MOUNTAIN BRANCH/APRA</u>						
1.	73	N.A.R.	C.L.C.	1927	2-8-0	1964
<u>WINDSOR/ESSEX</u>						
1.	W1076	N.Y.C.			Open Platform Coach	1976

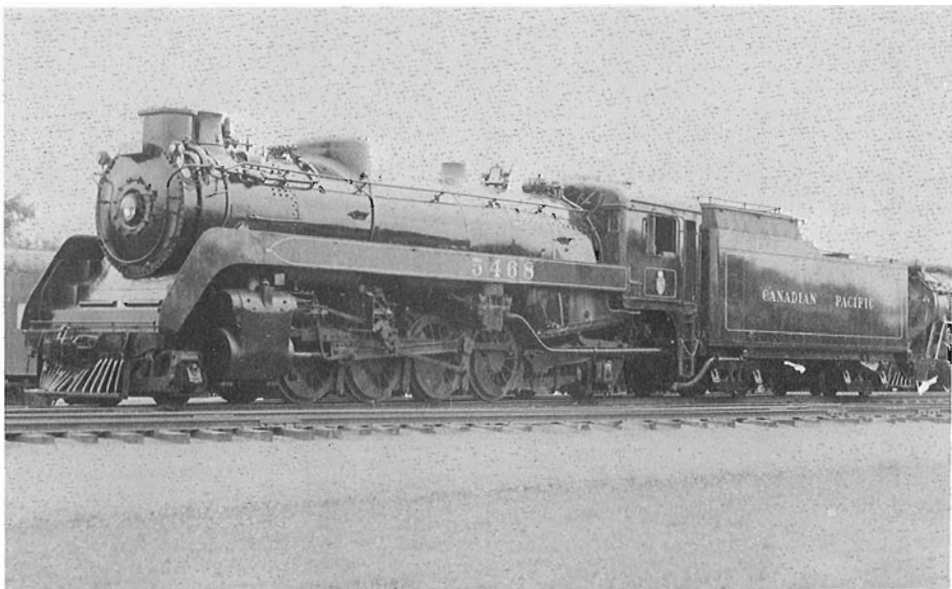
RECENT ACQUISITIONS NOT INCLUDED

- 8905 Cdn. Pacific Railways 'FM Trainmaster' C.L.C. 1956
- 1265 Cdn. National Railways 'dining car' C.C.& F. 1920





This Gas Mechanical switcher # Q for Hydro Quebec was built by Plymouth and acquired by the CRHA in 1971.



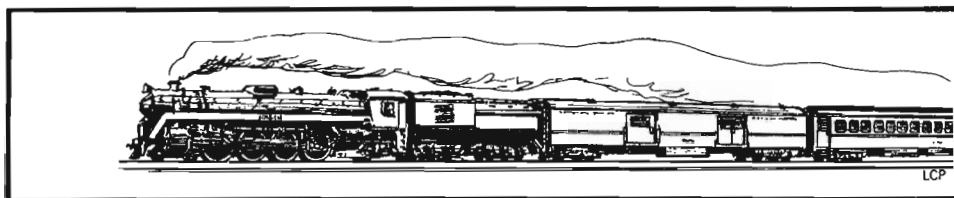
CP's classic freight locomotive # 5468 spent most of her working life in Western Canada. Built only one year before the CRHA acquired its first piece of rolling stock 5468 enjoys a happy and well earned retirement at the Canadian Railway Museum.

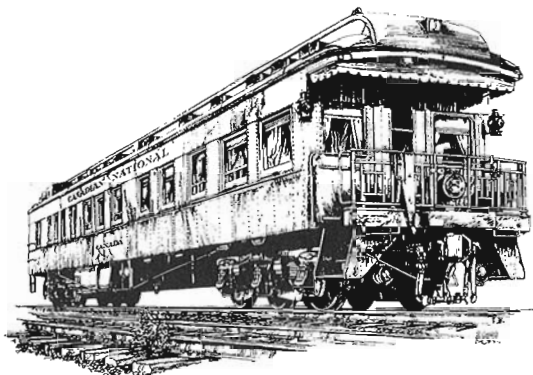


A recent acquisition by our Toronto & York Branch is this composite fiberglass and steel bodied yard switching locomotive # 1001. Fresh from duties at GMD's London facility 1001 is presently being restored both visually and mechanically to operating condition by the Forest City Railway Society before being forwarded to the Canadian Railway Museum in Toronto. Our thanks to Don McQueen of London, Ontario for submitting the report.

ABBREVIATIONS

C.C. & F.	Canadian Car & Foundry
C.L.C.	Canadian Locomotive Company
C.N.R.	Canadian National Railway
C.P.R.	Canadian Pacific Railway
C.V.R.	Central Vermont Railway
E. & N.	Esquimalt & Nanaimo
G.T.R.	Grand Trunk Railway
L. & P.S.	London & Port Stanley
L.B.S.C. Ry.	London, Brighton, South Coast Railway
M. & SC.	Montreal and Southern Counties
M.C.P.R.	Montreal City Passenger Railway
M.L.W.	Montreal Locomotive Works
M.S.R.	Montreal Street Railway
M.T.C.	Montreal Transportation Commission
N.A.R.	Northern Alberta Railway
N.B. Power Company	New Brunswick Power Company
N.J.	Napierville Junction Railway
N.Y.C.	New York Central
O.T.C.	Ottawa Transportation Commission
Q.C.R.	Quebec Central Railway
Q.N.S. & L.	Quebec North Shore and Labrador
Q.R.L. & P.	Quebec Railway Light & Power
R. & S.	Roberval & Saguenay
R.V.L.X.	Reinhart Vinegar Leasing Limited
S. & L.	Sydney & Louisburg
S.A.C.M.	Société Alsacienne de Constructions Mécaniques (Graffen-Stradler)
S.N.C.F.	Société National des Chemins de fer Français
T.S.R.	Toronto Suburban Railway
T.T.C.	Toronto Transportation Commission
U.T.L.X.	Union Tank Car Limited (Procor)
T.R.C.	Toronto Rwy. Company





The business car

AFTER 104 YEARS, THE SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY GETS a name change, as part of an image-fitting for an over-hauled authority now known simply as Transit Windsor.

(Globe & Mail, Nov. 10/77)

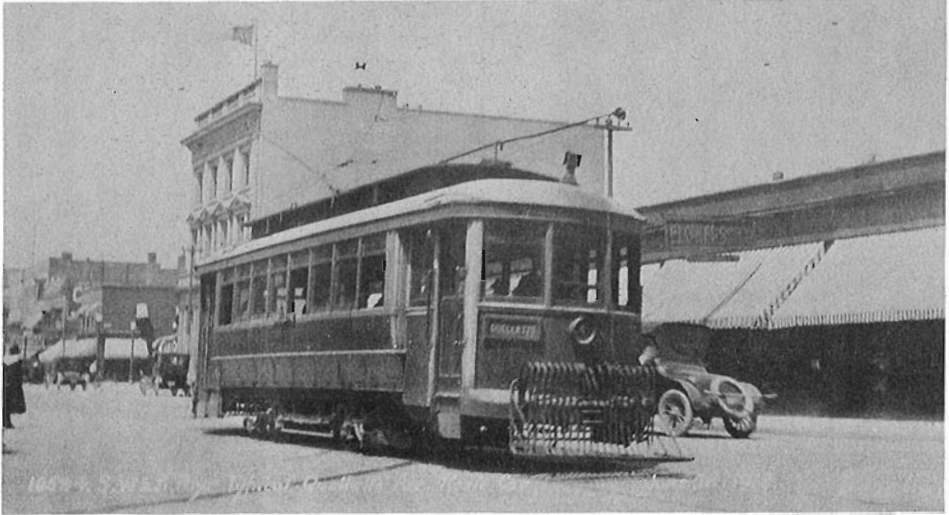
GO'S RICHMOND HILL RAIL SERVICE WILL GET UNDER WAY NEXT SPRING, just as soon as sufficient of the new bi-level coaches have been put into service on the Lakeshore route to release uni-level cars for the Richmond Hill trains. Initial service will be similar to the Georgetown line in its early days - three trains southbound in morning rush hour, three northbound in evening rush hour every workday. Running time between Richmond Hill and Union Station will be 38 minutes southbound, 40 minutes northbound. Construction of four new stations is well advanced. In GO's Lakeshore development program, the first three stations are in service - Rouge Hill, Guildwood and Clarkson. The move from Bronte station to the new Oakville West facility took effect Oct. 31/77.

(GO NEWS, Oct./77)

BRITISH COLUMBIA RAILWAY FACES THE PROSPECT OF A \$700-MILLION DEBT by the end of the century if its Fort Nelson line is kept operational and the Crown-owned railway proceeds with a costly link to northeastern coal deposits, the Royal Commission into railway affairs has been told by Karl Ruppenthal, director of the Centre for Transportation Studies at the university of British Columbia. This forecast means that 20 percent of the provincial budget would be needed to prop up BCR by the end of the century, provided B.C.'s economic condition and tax rate remain constant. In other evidence, it was stated that BCR's 1975 expenses on its 1,600 miles of track totalled \$26-million, compared with \$277.5-million for CN's 31,000 miles and \$142.3-million for CP's 22,600 miles. The commission was also told by BCR officials that losses on passenger services have increased from \$430,000 in 1974 to \$625,000 in 1976. The first six months of 1977 showed a loss of more than \$383,000. BCR wants the provincial government to take direct responsibility for the services (which would mean little

change for the taxpayers). Whether the services should be continued as a public service is being discussed between BCR and the provincial government. Budd cars will soon have to be replaced; and 44 percent of passengers are tourists.

(Vancouver Sun and Vancouver Province Oct. 26-29/77)



SW&A Ouellette Ave. car was captured by Ontario Hydro's official photographer back on June 26, 1918. Photo courtesy Ontario Hydro.

AND SPEAKING OF BUDD CARS, BUDD'S NEW SELF-PROPELLED RAIL CAR MAY make its debut in Chicago next year. The prototype, designated SPV-2000, is being completed and is scheduled for testing on the Department of Transportation's high speed test track in Pueblo, Colo. Chicago's Regional Transportation Authority wants self-propelled cars to provide expanded service during non-rush hours on several commuter lines.

(Chicago Tribune, Nov. 2/77)

POWER PLANTS KEEP "SHORELINE" CHUGGING HEADS AN ARTICLE IN THE Nucleus (project newspaper of the N.B. Electric Power Commission's Point Lepreau Generating Station). An eye-catching broadside of CP 4-6-0 # 453 is a reminder of "the good old days" of the Shoreline sub "constructed around 1878 by the Grand Southern Railway Co., transferred in 1889 to the Shore Line Railway Co. and taken over in 1901 by the N.B. Southern Railway Co. It was finally leased in 1911 to the CPR for 999 years... CP re-opened part of the line in 1974 to accommodate materials and equipment for the Coleson Cove project. With the help of N.B. Power, the line has been upgraded to Lepreau for the Point Lepreau Generating Station. Because of interest by local industries such as Connors Bros. and the Irving Mill at Pennfield, CPR will extend the rejuvenation of the line to Lake Utopia". The reference to Lake Utopia suggests a point near St. George. CP spells it Lepreaux. Thanks to Carleton Smith of Hamilton for this item.



OUR FUNNY OF THE YEAR, FROM "MILEPOST" (MIDWESTERN RAIL ASSOCIATION, Winnipeg): following the week-long celebration of 100 years of railroading in the area, designated "Countess of Dufferin Week":

On October 8 the "Rail Heritage 100" special was waiting to depart on track 5 at the CPR Station right beside the eastbound Canadian on track 6. So on track 6 we have a long shiny stainless steel train powered by two diesel units while on track 5 we have the Prairie Dog Central, three turn-of-the-century wooden cars powered by an 1882 steam locomotive. Up the stairs from the waiting room comes a lady in her late twenties and looks at both trains. She then turns to Gerritt Vanderklok and asks "Which is the train to Toronto?"

BEGINNING IN MAY 1978 AND CONTINUING THROUGH THANKSGIVING WEEKEND, B.C.'s Royal Hudson steam train will leave the BCR station, North Vancouver, at 10 a.m., Wednesdays through Sundays. The return trip takes six hours including a two-hour stopover in Squamish for lunch. Special buses provide a connecting service to and from Vancouver, leaving the bus depot at Cambie and Dunsmuir at 9 a.m.

ALSO IN 1978, MUNICH WILL SEE THE INTERNATIONAL TRADE FAIR Transport 78, Oct. 17-21, for display of "Transport Systems for Goods and Passengers, Today and Tomorrow". The fair is conceived for trade visitors and can be expected to function as a pathfinder indicating future trends in several areas of interest.

CLASS ONE ROADS REDEFINED - THE NUMBER OF CLASS ONE RAILROADS WILL be reduced to 41 on Jan. 1/78, according to an item in "The 470" (Portland Division, Railroad Enthusiats Inc.). New ICC regulations define Class One roads as those with revenues greater than \$50-million annually. Dropped from the 1977 list will be Bangor & Aroostook, CP-Maine, Chicago & Illinois Midland, Detroit & Toledo Shore Line, Illinois Terminal, Maine Central, RF&P, Georgia, Duluth Winnipeg & Pacific, Northwestern Pacific, Texas-Mexican and Toledo Peoria & Western.

CN TRAINS IN QUEBEC ARE STARTING TO "RUN IN FRENCH" AFTER YEARS OF English-only dispatching, reported The Montreal Star (Nov. 5/77). In fact, trains will be dispatched bilingually throughout the St. Lawrence region as part of an overall program to achieve bilingual train operations. As part of the program, a French version of the Uniform Code of Operating Rules was updated and the employees operating timetable made bilingual. "CP Rail reports that it will adopt a bilingual train order system for its Atlantic Region on April 30, 1978", the article says.

CN's "Keeping Track" (Nov./77) states that "since Oct. 29, everything has been carried on in both languages in the Lac Saint-Jean, Roberval and Cran subdivisions".

TRACK MAINTENANCE SCHOOLS ARE BEING BUILT BY CN AT CHARNY, WINNIPEG and Kamloops as part of a training program worked out in co-operation with the Brotherhood of Maintenance of Way Employees" to ensure that well-maintained and safe trackage is provided for today's faster and heavier trains". The training facilities, scheduled for completion in Jan./78, will feature living accommodations, cafeterias and classrooms for some 60 employees at a time, as well as workshops complete with 300 feet of track for practical instruction.

Training programs will run from two to four weeks, depending on the employee's experience. All of CN's 6,000 track maintenance employees will take part during the next four years. Another training facility will be built in Toronto in 1978.

(CN "KEEPING TRACK", Nov/77)

MORE FROM NEWFOUNDLAND - A FOLLOW-UP TO THE REPORT IN CANADIAN RAIL for Oct./77, p. 315, that the Mary March Museum has dug up the first steam locomotive used on Newfoundland rails: R.D. Tennant, Jr. (Scotian Railroad Society) writes that this O-6-OT, built by Hawthorn-Leslie of England, had 27-in. drivers and cylinders of 8 x 12 inches. It was used on the Harbour Grace-St. John's line until 1918 when it was sold to the Anglo-Newfoundland Development Company. As Number 7, it worked ANDCO's Botwood Railway (Grand Falls-Botwood) until it was retired in 1940.

Mr. Tennant also confirms that the Buchans Railway (an ore hauler) ceased operations June 30/77 and the Grand Falls Central died July 1/77. GFC locomotives and rolling stock were sold to the Ferrocarril del Norte (Northern Railway) of Costa Rica and first shipment left Botwood, Newfoundland Aug. 2/77.

RAIL TRANSIT WAS DEBATED AT LAST OCTOBER'S CONVENTION OF THE AMERICAN Public Transit Assn. The Congressional Budget Office had charged that rail transit is one of the most energy-wasting methods of public transportation if energy used in system construction is taken into account; and that government funding of heavy-rail, high-speed trains above or underground may even be counterproductive. The rebuttal: a) construction costs for highways have risen as fast or faster than the costs of constructing heavy-rail systems; b) most rail transit systems run on electricity, and only 15.7% of that comes from petroleum-fired power plants; c) in congested urban areas, subways relieve crowded streets - every other transit method merely rearranges people above ground; d) no city can survive with just one mode of transportation and comparing one mode against another is meaningless - rail systems should be considered as a trade-off with other forms of public transportation and against the automobile.

(Business Week, October 31/77)

BUS BOWS TO TRAIN - EXECUTIVE BUS SERVICE, TORONTO-LONDON, HAS been abandoned by Charterways after one year of operation because of strong competition from CN, reports the Toronto Globe & Mail, Nov. 15/77. Charterways was allowed to operate two daily round trips, with club car amenities. When it was planned, CN was operating two club cars daily but when the bus service started, CN increased its club car service to five round trips daily and made rates more competitive. Today, CN operates four club cars in each direction, charges an extra \$4.00 (increased to \$5.00 Dec. 1/77), but provides no meal.

FINAL PLAN FOR WESTERN TRANSCONTINENTAL PASSENGER TRAIN SERVICE was released by the Canadian Transport Commission, Oct. 20/77. It features a) a daily Montreal/Toronto-Vancouver train running almost entirely on CP track, with a scheduled patterned on that of the present "Canadian"; b) a connecting Winnipeg-Vancouver train on CN track via Edmonton; c) a connecting three-times-a-week Capreol-Winnipeg train on CN track via Nakina, with bus transfer between Sudbury and Capreol; d) retention of local trains between Capreol and Nakina on CN track and between Sudbury and White River on CP track. Changes from the Preferred Plan (issued last May) include: a) use of CN station at Vancouver for the time being; b) consolidation of Montreal and Toronto sections at Sudbury, instead of North Bay. Out of Toronto, the train will run on CN track to South Parry, thence on CP into Sudbury. Out of Winnipeg, the train will run from CN's station on CN's double track to Portage la Prairie, thence on CP track to a point near New Westminster where it can switch to CN, for the entry into Vancouver. The CTC Plan states that "if the CP facility is improved by the city and provincial authorities to the extent that it could handle the transcontinental trains, then at such time it could become the terminal".

The Commission also issued the following guidelines: i) sufficient capacity is to be provided to cater to the volume of traffic which presents itself; ii) the transcontinental and Capreol-Winnipeg trains are to have adequate baggage, coach, sleeper, and meal/beverage/lounge facilities. The local trains between

Capreol and Nakina and between Sudbury and White River are to have basic coach accommodation; iii) in keeping with the present situation, transcontinental trains are to provide through coach (or dayniter) service and through sleeper service between Montreal/Toronto and Vancouver via Edmonton and via Calgary.

Here are the "final" schedules for normal service and for peak period service, as issued by the CTC, Oct. 20/77:-

FINAL PLAN
CONDENSED NORMAL SERVICE SCHEDULE
(October 20, 1977)

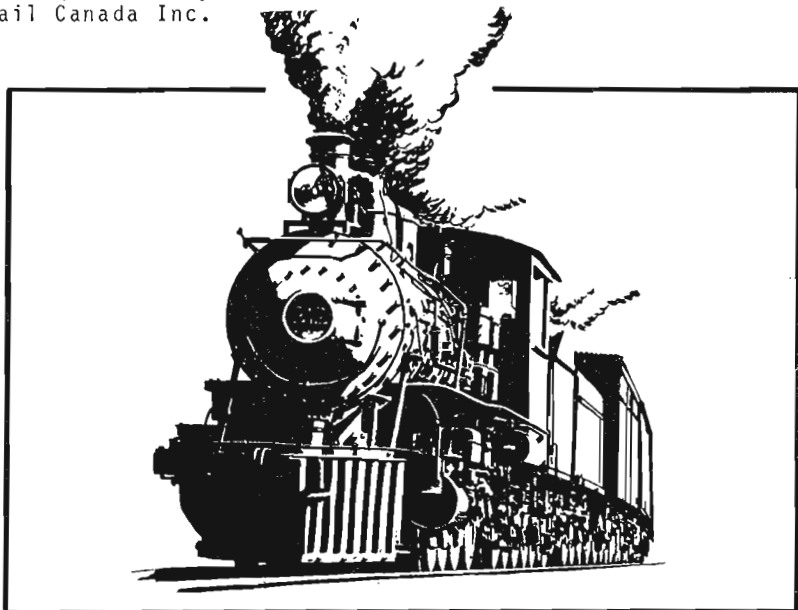
WESTBOUND (READ DOWN)					EASTBOUND (READ UP)					
3/WK	3/WK	3/WK	DAILY	DAILY		DAILY	DAILY	3/WK	3/WK	3/WK
				1200	Dp MONTREAL CN Ar	2200				
				1420	Dp OTTAWA Dp	1950				
				2010	Dp NORTH BAY CP Dp	1345				
				2155	Ar SUDBURY CP Dp	1210				
				1555	Dp TORONTO Ar	1805				
				1735	Dp BARRIE CN Dp	1625				
				2200	Ar SUDBURY CP Dp	1205				
0940		2215		2300	Dp SUDBURY Ar	1105		1115		1900
1800				0630	Ar WHITE RIVER Dp	0325				0930
				1325	Dp THUNDER BAY Dp	2055				
	1000	2300			Dp CAPREOL Ar			1030	1930	
	2205	0940			Ar NAKINA Dp			2340	0750	
		2110		2045	Ar WINNIPEG CN Dp	1110		1045		
				2145	2215 Dp WINNIPEG CN Ar	0940	1010			
				0100	Dp BRANDON Dp	0710				
				0700	Dp REGINA Dp	0100				
				0805	Dp MOOSE JAW Dp	0010				
				1200	Dp MEDICINE HAT Dp	1805				
				1550	Dp CALGARY Dp	1450				
				1805	Dp BANFF Dp	1220				
				0815	Dp SASKATOON Dp			2359		
				1545	Dp EDMONTON Dp			1600		
				2150	Dp JASPER Dp			0955		
				0540	0340 Dp KAMLOOPS Dp	0040	0015			
				1505	1120 Ar VANCOUVER CN Dp	1705	1455			

Source: Canadian Transport Commission

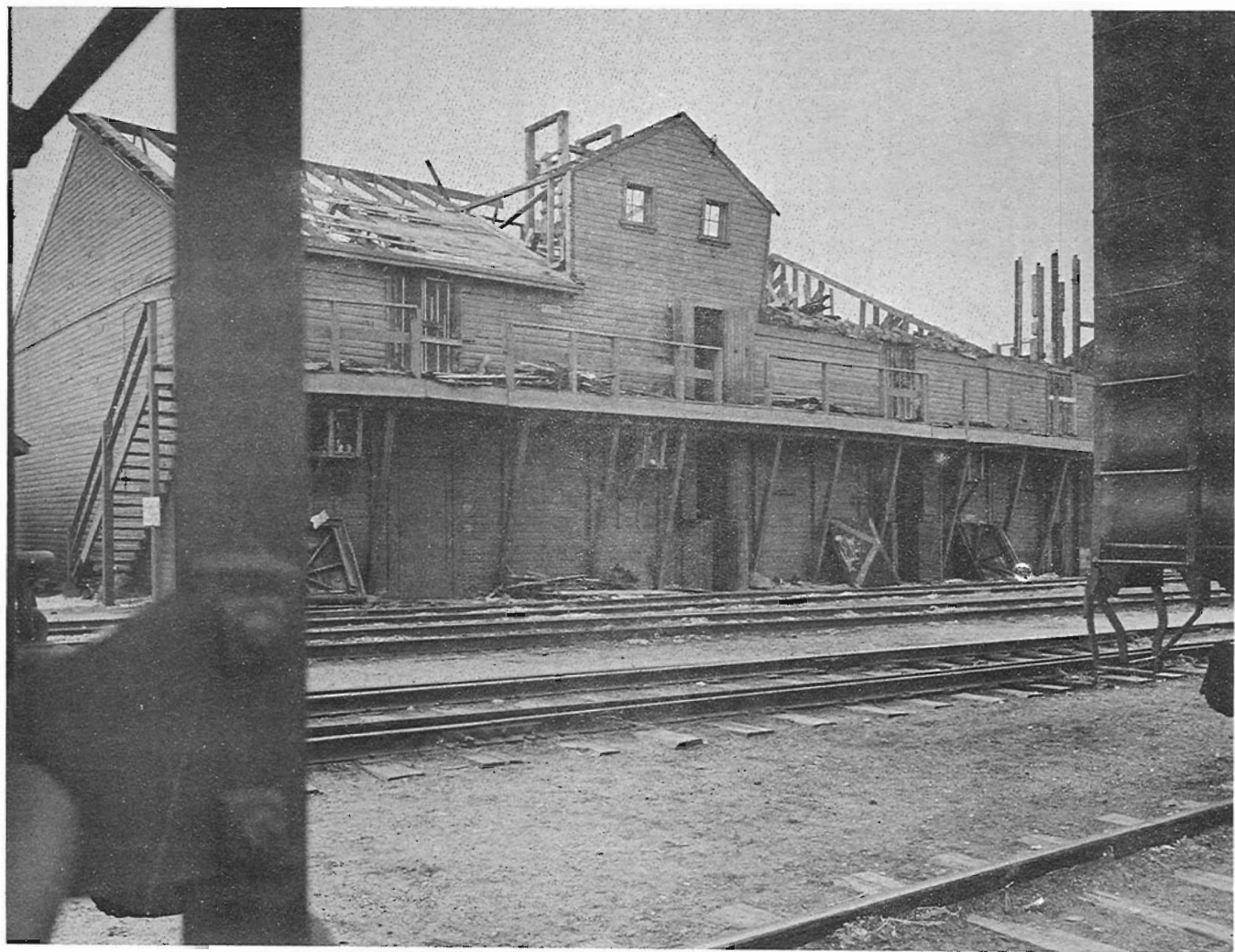
NOTE:

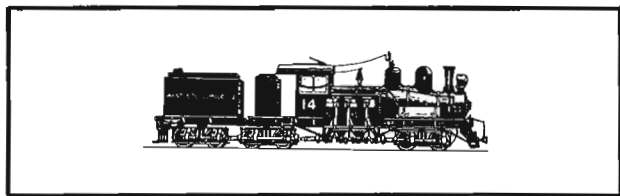
"Peak Period" service schedule provides that section running via Winnipeg-Edmonton-Vancouver will originate at Sudbury, leaving 2320, arriving Winnipeg 2105, with other times as shown for Normal Service; eastbound, leaving Winnipeg 1050, arriving Sudbury 1045 (times west of Winnipeg as shown for Normal Service).

FIRST PURCHASE OF NEW RAIL PASSENGER TRAINS (AT LAST!) WAS ANNOUNCED by Transport Minister Otto Lang, Nov. 2/77. Bombardier-MLW Ltd. of Montreal won a \$90-million contract covering 22 diesel locomotives (reportly of 3,700 h.p.) and 50 cars of the LRC design; first delivery to be in 1980, for service on the Montreal-Quebec City line of CP Rail. Trains will be operated by VIA Rail Canada Inc.



LONG A RAILWAY LANDMARK AT LETHBRIDGE, THE ICEHOUSE IS FINALLY coming down. Built prior to World War I, it stood beside the Union Station - also gone - which served both narrow and standard gauge lines. To the west, 400 feet, CP Rail has just increased its fuel oil storage capacity to 45,000 gallons (about one month's capacity) from 21,000 gallons with the addition of four 8,000 gallon tanks. Meanwhile, wandering down from Calgary occasionally are PNC Geeps, some of the 14 presently under lease. In September, further color appeared briefly at Lethbridge when F7 4037, 4 smooth-sides and a box appeared in the strange livery of the Kansas Star; Superman was being filmed nearby at Barons, the third movie featuring a train to be shot in this area in 13 months. The others - Days of Heaven, and Silver Streak). Meanwhile C-Liner 4104 still reposes in the Lethbridge roundhouse, her ultimate destination unknown while in Edmonton the government ponders the city of Lethbridge's application for railyard relocation. Our thanks to Pat Webb for the up-date from Lethbridge.





Mr. William J. Rugen of Hadley, N.Y. was kind enough to forward the following Engineering news item as picked up from a 1901 periodical.

A ROYAL ELECTRIC

The first electric car to be provided for the exclusive use of European Royalty has been furnished by the Ottawa Electric Railway Company of Canada for the use of the Duke and Duchess of Cornwall and York.

This trolley car, named "The Duchess of Cornwall and York" after her Royal Highness, recently made a trial run through the city of Ottawa and out to Britannia on the Bay, and on this experimental trip its performance was entirely satisfactory. The brake and the motor equipment are entirely of Westinghouse manufacture. Four railway motors of 50 h.p. each drive the car at a speed of 50 miles per hour and at this high speed the motion is entirely controlled by automatic air brakes.

The car is 50 feet in length, straight sides and vestibuled at both ends, with full monitor roof of the Pullman pattern. The color of the car is also Pullman standard with the British coat of arms conspicuously displayed on its front and rear. The interior is finished in antique polished oak, with a handsomely decorated ceiling of three ply bird's-eye maple vander. At either end of the car and set in frames are two large British plate mirrors that greatly enhance the beauty of the interior decoration. Rich bronze trimmings - the hat racks, hooks, etc., are of solid bronze - heighten the luxuriousness of this Royal car, which at night is resplendent with the illumination of five beautiful clustered groups of incandescent lamps. A rich Royal blue velvet carpet covers the floor and from the windows hang highly ornamental curtains of the latest pattern.

For the comfort of the Royal occupants, large easy chairs beautifully upholstered in olive-green plush are provided. Their Graces, the Duke and Duchess of Cornwall and York, are not, however, the first Royal personages to possess an exclusive electric car. This distinction belongs to an Oriental sovereign, the Emperor of Korea, who but recently had a trolley car built for his private use, all of which is perhaps a rather curious commentary on European progressiveness and Oriental conservatism. This car likewise was equipped by the Westinghouse Company.

The Railway and Engineering Review, September 21, 1901



Both photographs courtesy Public Archives of Canada Nos. C26393 and C26378.



When the Late Wyatt Webb snapped this photo of 492 at Sutton Quebec back in the forties little did he know of the role he was to play in the building of the Canadian Railway Museum. So many years later two old friends met, Wyatt and CP's 492 at the Museum the affinity of a man for his locomotives had come full circle. Photo courtesy of Mr. Ian Webb , Ville Brochu Quebec.