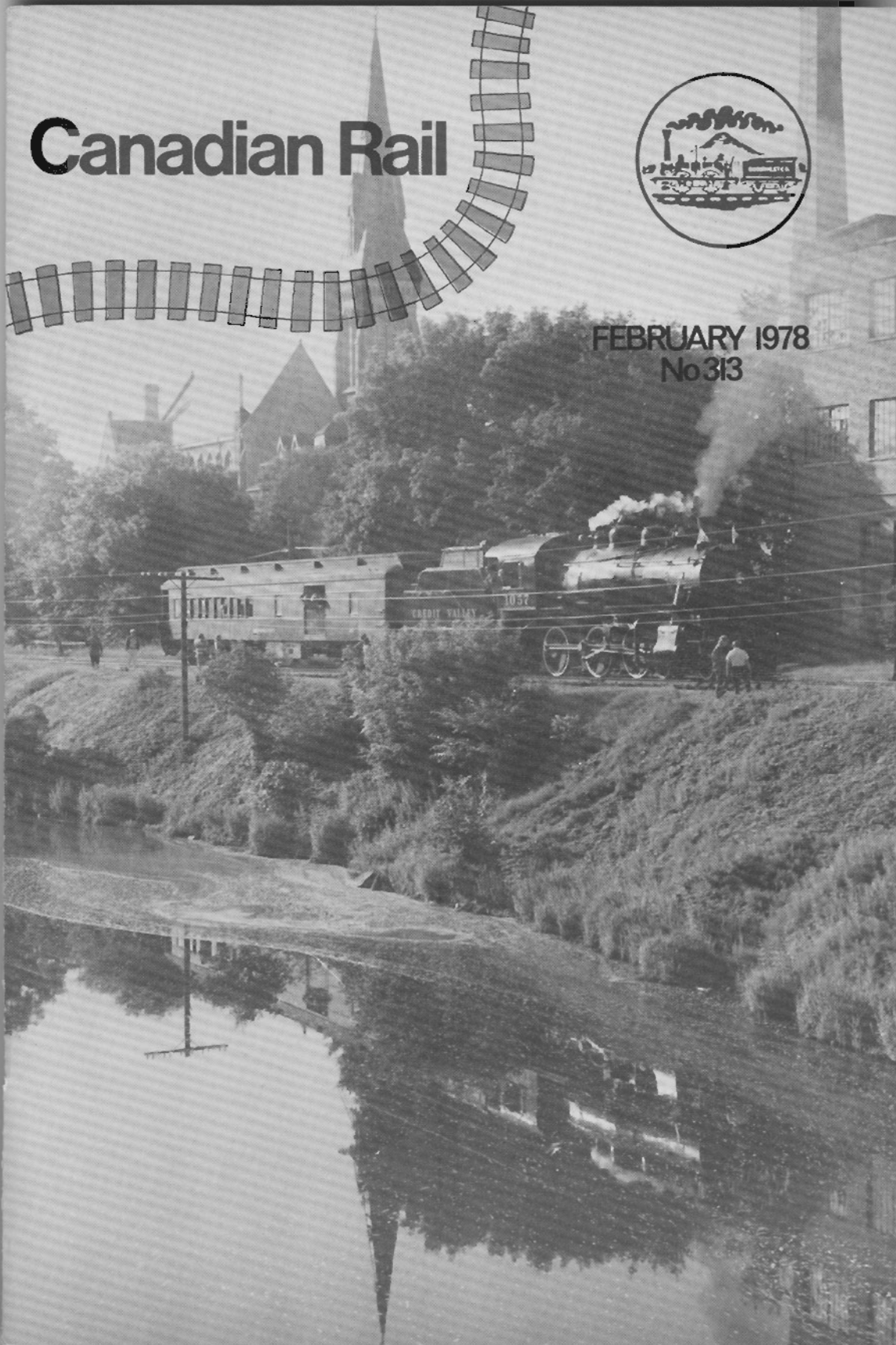


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COVER PHOTO:

Early on the morning of July 3,
1057 was caught in the process of
assembling the sesquicentennial
excursion train alongside the
Speed River in Guelph, Ontario.

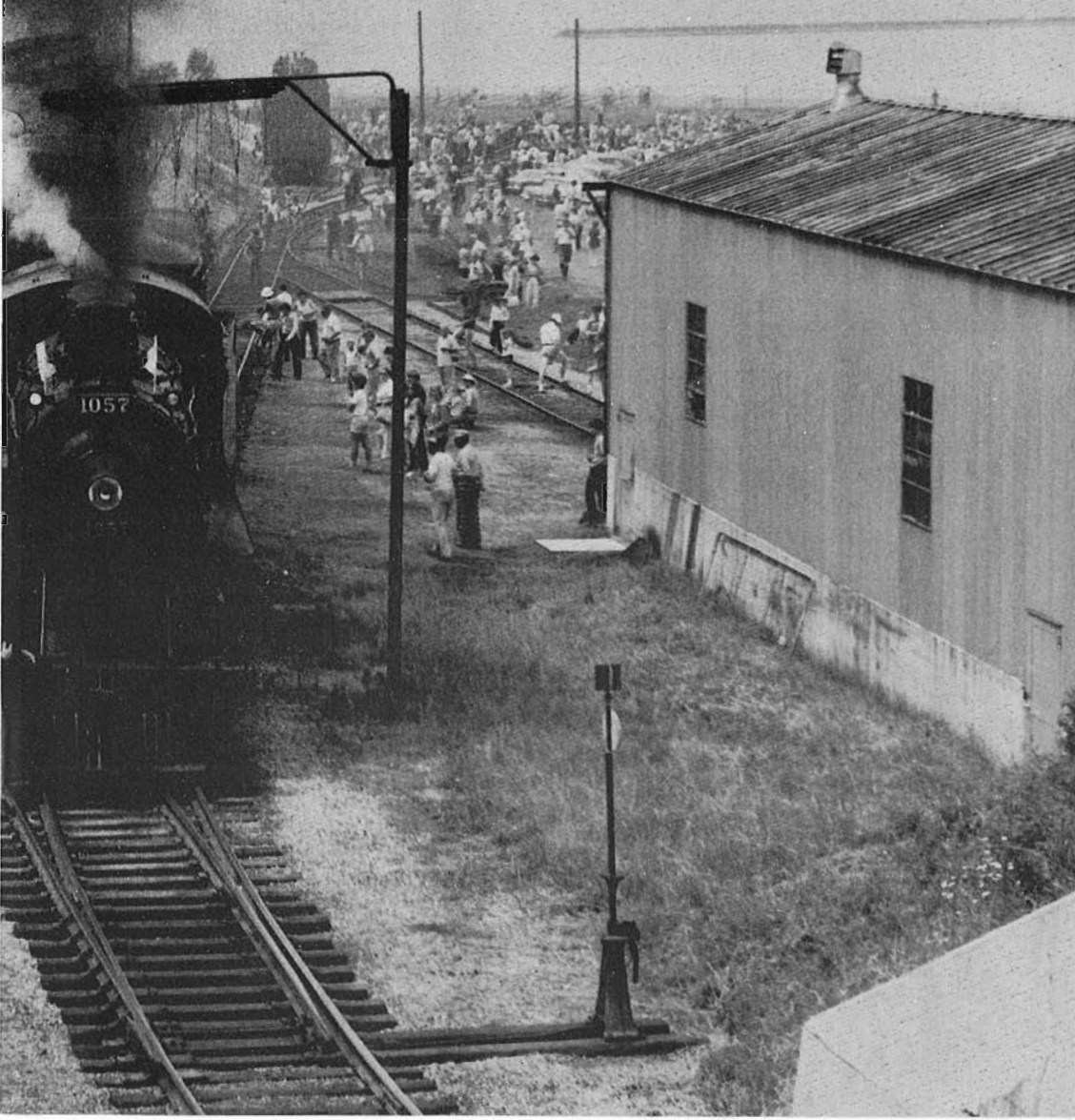
OPPOSITE:

A little later in the day at
Goderich, Ontario 1057 is seen
crossing the Maitland River Bridge
on one of the three side trips to
McGaw.



Steam and the Sesquicentennial

by Kenneth A.W. Gansel



Steam and the Sesquicentennial

by Kenneth A.W. Gansel

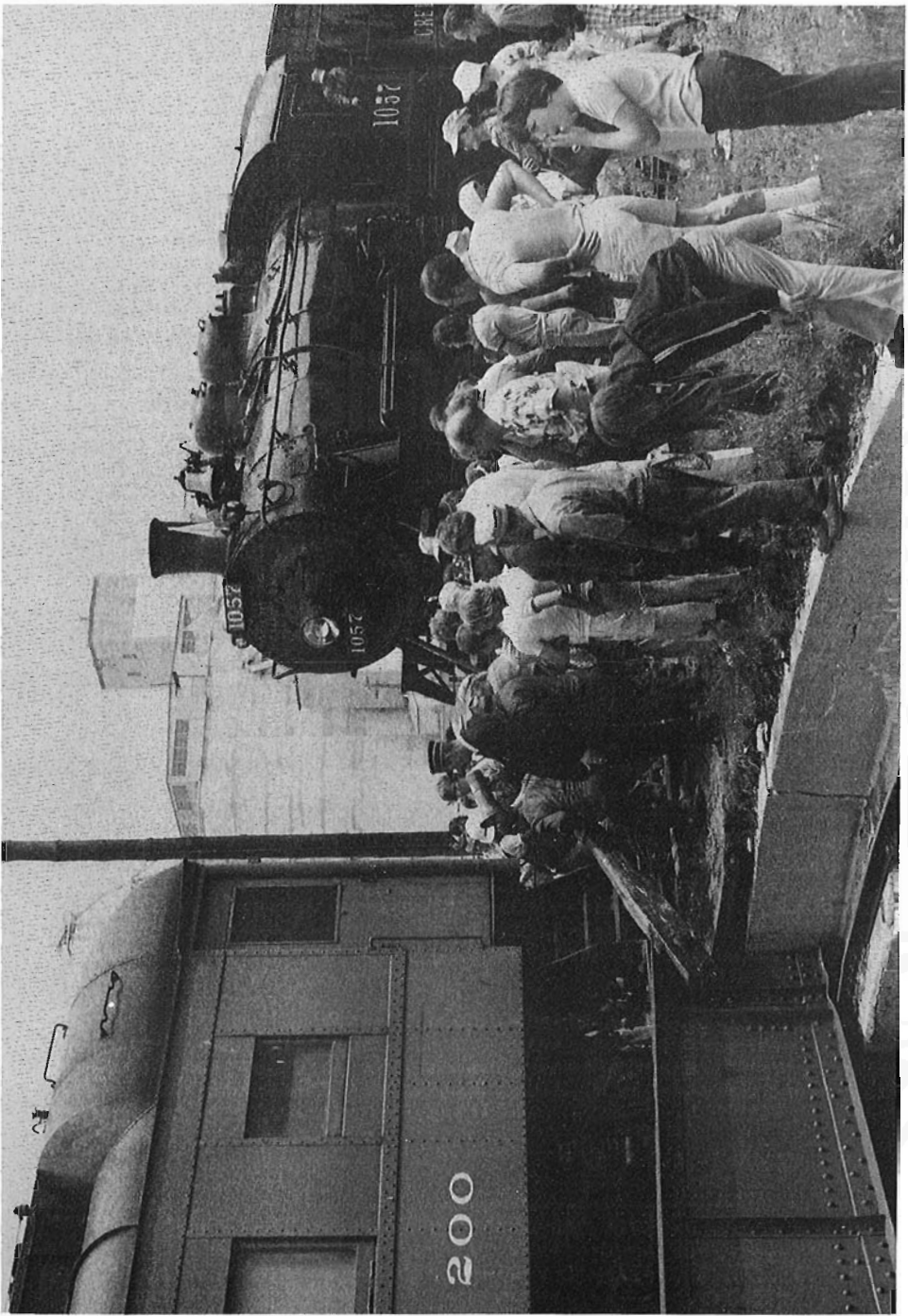
July 3rd (1977) marked the 150th anniversary of Goderich, Ontario and also Guelph. Both towns arranged for a steam train excursion from Guelph to Goderich and return to celebrate the event. Goderich is located on the shores of Lake Huron and is known for it's salt mine and harbour, this is the story of the excursion.

I arrived at Guelph at 7AM after departing from my home in Niagara-on-the-Lake at 05:30. But still in time to see Credit Valley Ry. steam engine 1057 (ex CPR) being coaled and watered. The train was scheduled for a departure of 08:30 and it was moved to the station at 08:00. This made for a rather nice photograph of the train along the Speed River (which flows through Guelph) with the train reflected in the still water and morning light and as a background the City of Guelph. I departed from Guelph shortly thereafter as I wanted to get a head start on the train and pick out some good locations. Having chased 1057 on a trip to Elmira some years back I was not totally unfamiliar with the area.

The location I picked was at Zebet Corners at the Grand River as 1057 came speeding past I knew the chase would be on. After passing through Elmira (well in excess of the local speed limit) and thinking that on a Sunday morning no selfrespecting constable would be working a radar trap as all I had seen that day were horse drawn buggies with the Amish going to church.

The next stop was just West of Elmira at Wallenstein where there is a trestle over a small valley of the Conestoga River. After that point the railway line of CP's Goderich Sub-division no longer followed the highway (#86) so it was the down and over concession road routine to get over to Milverton where the first water stop was to be held. After Milverton it was clear sailing if you call being in the middle of a motorcade of railfans on a dirt road going anywhere from 60 to 120 Km/h Clear! Well having my fill of that I exited at McNaught for the 3rd photo location of the trip, the line now passing through a rolling country side dotted with farms.

The next water stop was to be at Blyth. A community which was built as a water stop in the days of steam as there is a stiff grade from Goderich uphill to this point. In fact the water tank is still in use as part of the towns supply. However, due to the mob of people, Blyth too was celebrating sesquicentennial, I passed that up for a more remote setting on the Maitland River near Auburn about 10 miles from Goderich. The area around the Maitland River takes on the looks of the badlands of Alberta,



Credit Valley (Ontario Rail) Private car 200 (Temagami) is being Armstronged around the turntable at Goderich for the return trip back to Guelph and the completion of a very successful July 3 Sesquicentennial Celebration, 1977 style. All photos courtesy of the Author.

not as dry but lots of land which has been eroded by rivers. I knew that this would be my last shot until the train made Goderich as the back roads in the area had the same appearance as the land, eroded.

The CPR line enters Goderich on a very high and long trestle over the Maitland River and then winds down the cliff to the level of Lake Huron and a very classic station still stands at Goderich (still in service). There must have been about 3,000 people in the station area waiting for the arrival of the steam excursion from Guelph now some 70 miles away. After a number of speeches by local government people the engine and private car TEMAGAMI were turned on the manual turntable.

The private car was turned first on the turntable, however it almost didn't. The rear steps hit the lead track structure and the ORA (Ontario Rail Assoc.) members who operated the excursion for the town of Goderich thought the car just might return to Guelph backwards. Finally they were able to overcome the obstruction and turned the car. Next the engine was turned without any difficulty, mind you, it was a hand operated turntable which has not seen much use.

For the rest of the afternoon, there were three side trips from Goderich to McGaw a point about 8 miles East of Goderich this was to allow towns people to view the Maitland River from the bridge. At McGaw the engine was run around the train in the siding and backed the train to Goderich.

As 18:30 was to be the departure time however, as steam trips go, there was a slight delay of about 45 mins. I was waiting at Blyth at the old tunnel, local folks call it the 'bore'. Finding a tunnel in Southwestern Ontario is something of an occasion. The tunnel was about 50 ft. in length and above was the disused road bed of the CNR line which went from Clinton North to Blyth and on to Wingham, the roadbed was wide enough for two tracks. I will assume that when built by the Grand Trunk they foresaw to allow for a double track line. This tunnel gave the area a feeling of a line on the British Rail somewhere in England along the Northeast coast where the line pops in and out of such tunnels.

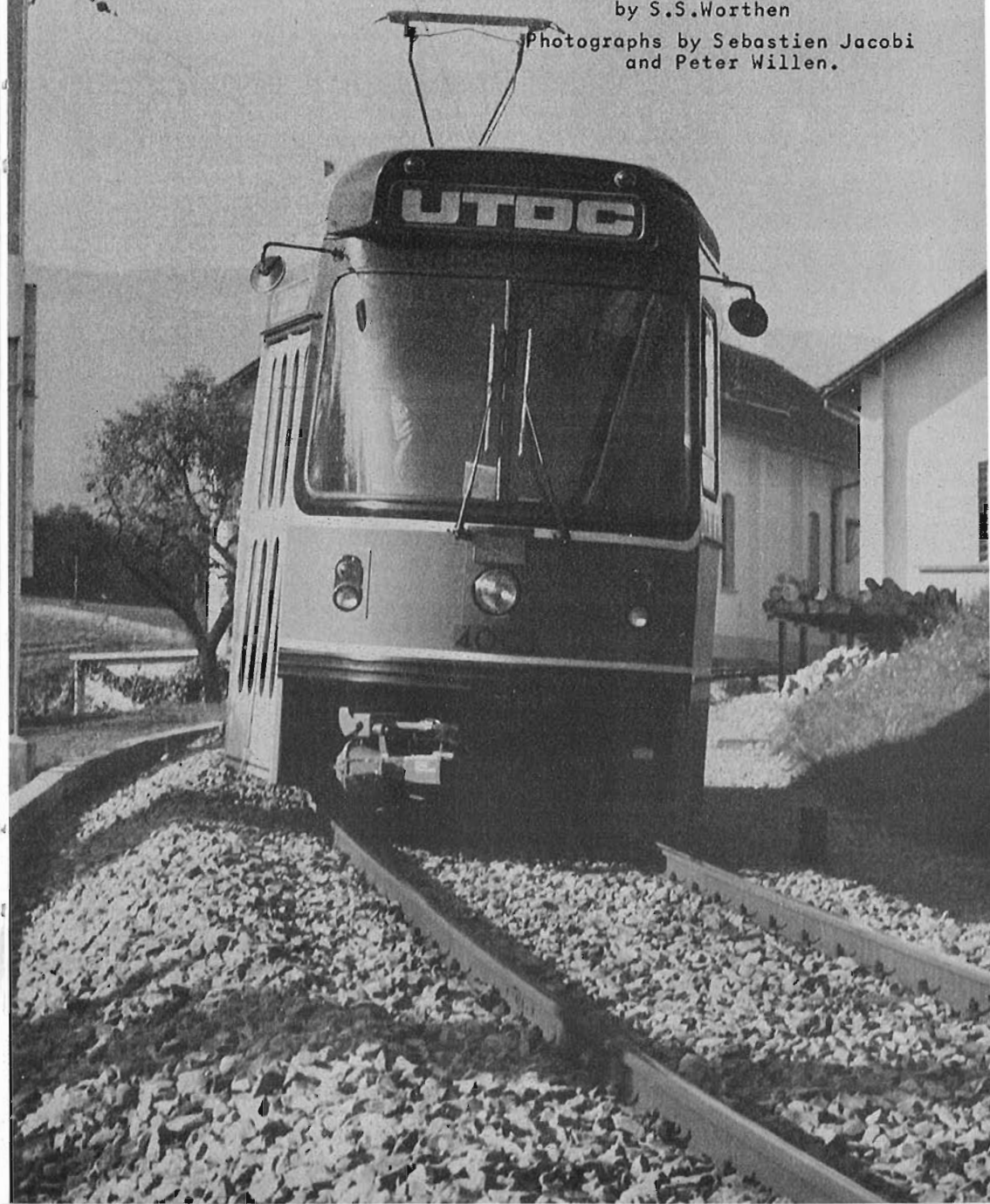
As it had started to rain and the evening was at hand I decided to wait on the West side of Blyth for the excursion, and what was to be the last shot of the day, marking the 150th anniversary of Goderich.



THE SHAPE OF THINGS TO COME

by S.S.Worthen

Photographs by Sebastien Jacobi
and Peter Willen.



THE SHAPE OF THINGS TO COME

Text by Sandy Worthen

Photographs by Sebastien Jacobi

Through the kindness of M. Sebastien Jacobi, Information and Public Relations, Chemins de fer fédéraux suisses, we present herewith four views of the light-rail vehicles which are being built in Switzerland and Canada for the Toronto Transit Commission to the designs of the Urban Transit Development Corporation of Toronto Canada.

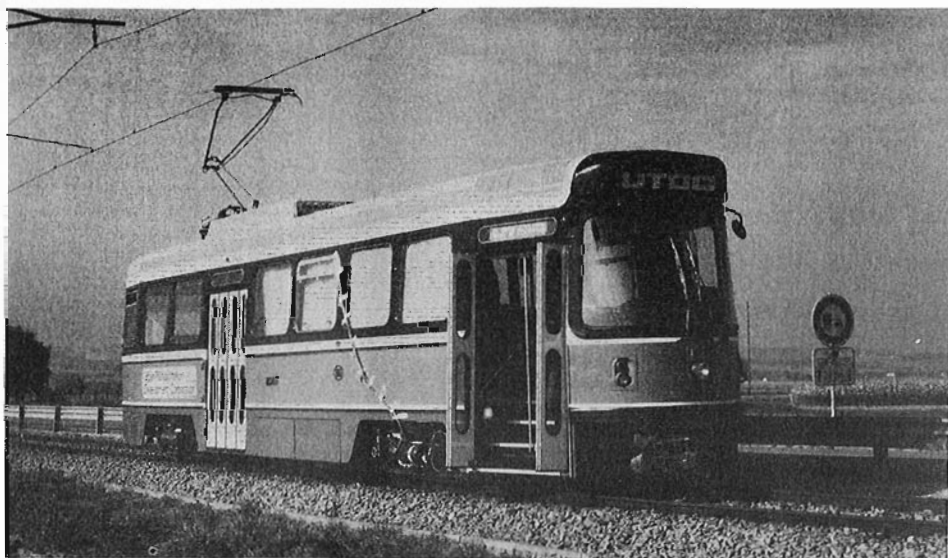


In the first of Mr. Jacobi's two pictures, the second unit to be constructed and temporarily numbered 4001, was photographed in the terminal station at Orbe, 473m above sea level. The 26 metre-in-4-km climb from Chavornay requires some gradients of 2.5% or 1 in 40.

The prototype vehicle, the first of a group of ten to be built by the Schweizerische Industrie Gesellschaft (SIG) of Neuhausen, Switzerland, was sent to Vienna (Arsenal) in late summer, this year, for testing in the "climate chamber" of the Union internationale des chemins de fer (UIC). This chamber duplicated the temperatures expected to be encountered in operation in Toronto, during the cold, Canadian winter.

The second tramcar was sent to the Orbe-Chavornay Railway, a 4-km, 700-volt d.c., private standard-gauge line in the foothills of the Swiss Jura, south of Lac Neuchâtel, late this summer. The scheduled tests on the single unit were completed in September/October and M. Jacobi, in his letter, noted that he had ridden in the unit at speeds of 80 km/hr. The riding qualities of the car were extremely good; acceleration and deceleration were remarkably smooth and there were no jerks or jolts.

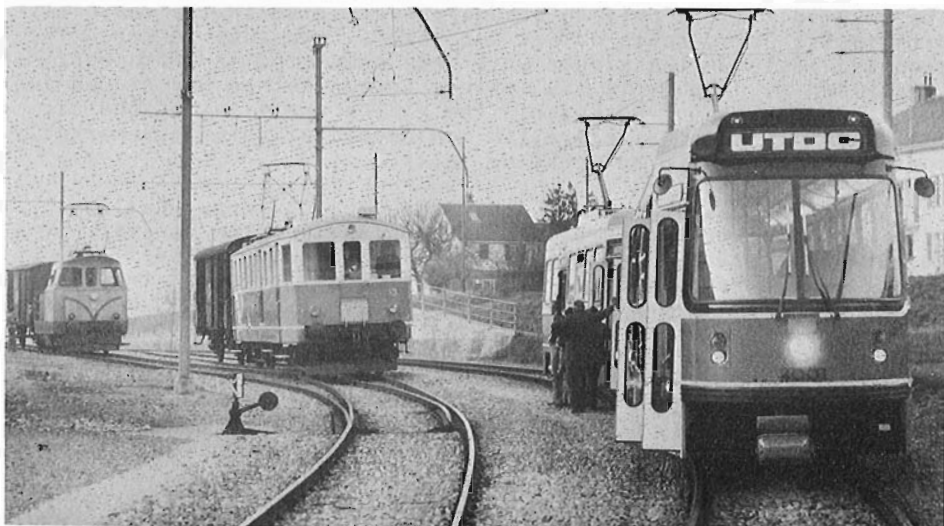
It is interesting to note that the Orbe-Chavornay Railway, which links the town of Orbe with the main line from Geneva/Lausanne to Yverdon, Neuchâtel and Basle/Zurich, was the first standard-gauge railway in Switzerland to enjoy electric traction from its opening to traffic in 1894. However, it should be remembered that the OC is purely a local line with no main-line characteristics, so this electrification, albeit early, cannot be considered as significant. The first electrified railway in Switzerland was opened in 1888 between Montreux-Chillon and Vevey (9 km), on the shores of Lac Léman, while the first main-line electrification was from Bergdorf to Thun (52 km) in 1899.



The second picture shows tram number 4001 on the OC main line, above the valley of the Orbe River. The wiring taped to the exterior of the vehicle is for test purposes. One wonders about the impact of the route-sign "UTDC" on the citizens of the region. Mr. Jacobi took both the above pictures on September 28, 1977 a most memorable Wednesday in this part of Switzerland.

In October, 1977, the prototype light-rail vehicle was returned from Vienna to Chavornay for testing in multiple-unit operation with unit Number 2. These tests were completed early in November. All of the tests were conducted on the OC Railway, which had been leased by the UTDC/SIG for this purpose, without disrupting significantly the normal traffic on the line.

At the time this report was written, it was hoped that transport arrangements could be made sufficiently rapidly to permit them to arrive at Toronto by ship before the close of navigation. Should this prove impossible, the two light rail-vehicles would have to be off-loaded at Halifax or Saint John and carried onward by rail.



A few weeks later Herr Peter Willen snapped a pair of cars in the yards of the Orbe-Chavornay while a native switcher and passenger motor looked on. It would appear the UTDC cars were operating in MU although this was not confirmed.

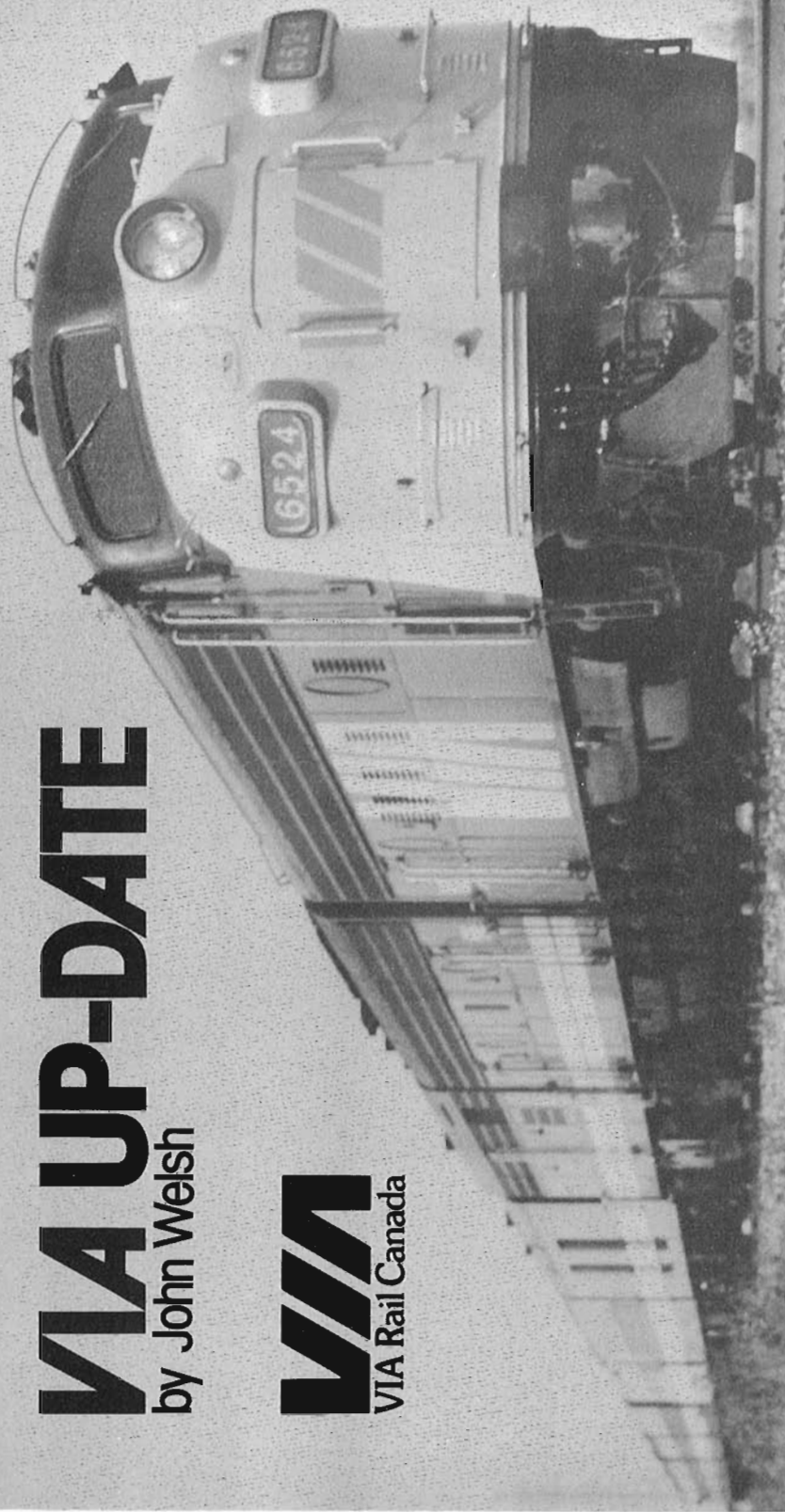


On October 13, 1977 Peter Willen of Berne caught 4001 emerging from the protective shed for another day of trials. Our thanks to Mr. Jacobi and Willen for sending these interesting pictures to Canadian Rail.

VIA UP-DATE

by John Welsh

VIA
VIA Rail Canada



VIA UP-DATE

by John Welsh

VIA GOES REGIONAL - FROM JAN. 1/78 VIA RAIL CANADA HAS REGIONAL Headquarters in four centres - Via Ontario in Toronto, Via West in Winnipeg, Via Quebec in Montreal and Via Atlantic in Moncton. All regional offices will be headed by vice-presidents: A.R. Campbell in Toronto, coming from CP Rail; H.F. Murray in Winnipeg, J.L. Moisan in Montreal and A.W. Raftus in Moncton, all three from C.N.



On January 13, 1978 the largest contract for Canadian Railway Equipment awarded in 10 years was signed by Bombardier-MLW Ltd. of Montreal. This marks the first equipment order for VIA RAIL CANADA also. Following the signing of the final documents for the purchase of 22 locomotives and 50 coaches of the LRC type congratulations were exchanged all-round. From left to right we see Mr. J.F. Roberts, President of Via Rail Canada; The Hon. Jean-Pierre Goyer, Minister of Supply and Services, Canada; Laurent Beaudoin, President Bombardier-MLW Ltd.; and John Byrne, Senior Vice President, MLW Industries Division of MLW Bombardier Ltd.

Via Atlantic covers the four eastern provinces. Via Quebec handles operations in the province of Quebec plus Montreal-Ottawa services. Via Ontario covers that province except Montreal-Ottawa. Via West handles the four western provinces as well as the transcontinental trains.

In an interview published in the Toronto Globe and Mail, Dec. 31/77, VIA's J. Frank Roberts is quoted as saying that "Rail patronage has increase 10 per cent since Via took over marketing of passenger services in June, 1977". The following quotes from the interview disclose changes in earlier plans:

"Starting June 1, one (transcontinental) train will originate in Montreal, using CN tracks to Dorval, switching over to the CP line for the journey through Ottawa to North Bay, where it will switch to the CN line, travelling through Capreol to Winnipeg and then taking the northern route over CN lines through Saskatoon and Edmonton to Vancouver. To accommodate passengers from Toronto wanting to use this train, two or three cars will be attached to the Ontario Northland train that now leaves Toronto each evening. Passengers will be transferred to the transcontinental train at North Bay. The second transcontinental train will leave Toronto on CN lines for South Parry (Parry Sound) where it will cross over to CP lines for the journey through Sudbury to Winnipeg and along the southern route over CP lines through Regina and Calgary to Vancouver. To accommodate passengers from points east of Toronto - including the Atlantic Provinces - who want to use this train, two or three cars will be attached to the Rapido trains now operating between Montreal and Toronto. These cars will be attached to the transcontinental train at Toronto."

"The full change, as approved by the Canadian Transport Commission, will come Sept. 15, when a transcontinental section will leave Montreal, travelling over CN tracks to Dorval, switching to CP lines for the trip through Ottawa to Sudbury. A second section will leave Toronto over CN lines to South Parry, changing to the CP line to Sudbury, where the two trains will be consolidated.



This is how the LRC trains will look when painted up in the VIA colors. Unlike present paint schemes, vertical rather than horizontal yellow striping will be used. VIA's basic colors are dark blue and yellow. Photo courtesy VIA RAIL CANADA.

Already the bold new VIA colors are finding their way across Canada, 6524 has an all yellow nose with dark blue VIA letters. Sides are just the opposite dark blue overall with extra large VIA inscription in yellow. Photo courtesy VIA RAIL CANADA.

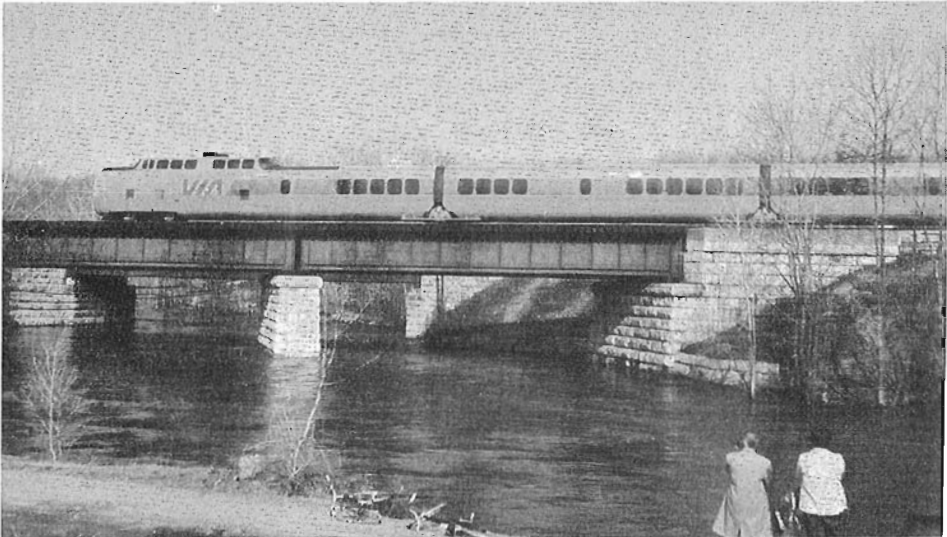




It will proceed from Sudbury as one train over CP tracks to Winnipeg where it will be split again. One train section will run through Saskatoon and Edmonton to Vancouver over Cñ lines. The other section will travel from Winnipeg over CP lines through (to ?) Vancouver."

"Via Rail will use the Montreal-Ottawa inter-city services as part of an experimental rail operating linking Quebec City, Montreal and Toronto. The LRC trains will be put into service on this run when they arrive...The federal Department of Transport had earlier announced the operation of an experimental service between Quebec City and Montreal but Via Rail wants to extend the experimental operation to include Ottawa as well....No decision has been made yet about the runs the new trains will be used on after the experimental run proposed between Quebec City and Ottawa. However, their introduction, plus the addition of the refurbished dayliner rail cars - which can be attached together into three-car trains-will enable the new rail corporation to examine a number of inter-city routes not only in central Canada but also in the West and the Maritime Provinces."

The previously-announced choice of CP Rail's Quebec City-Montreal line for a \$30-million upgrading as the basis for an improved service by VIA has drawn public opposition. For example, many letters-to-the-editor of Montreal newspapers have appeared. VIA's J.F. Roberts responded with his own letter to The Montreal Star, printed January 6/78. He said, in part: "It is alleged that service should be concentrated on the Canadian National lines because of their superior condition and that this initiative will unduly favor the CP shareholders. VIA intends to operate its trains from the CP station in Quebec City using the CP line through Trois-Rivières to Montreal.



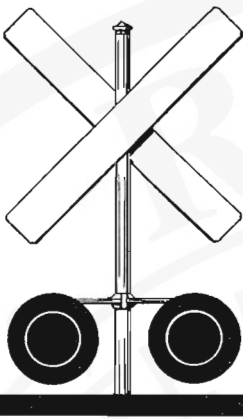
Just the opposite to the dominant blue color being applied to conventional passenger equipment, yellow is dominant on the Turbo with complementary blue striping and insignia. While more visible the Turbo's colors make it almost impossible to keep clean. Photo courtesy VIA RAIL CANADA.

The service will then utilize the CN line through the Mount Royal tunnel to Central Station, then, over the CN line to Vaudreuil where we will cross over to the CP line and utilize this route through Hudson to the Ottawa station. It is planned that this new route will be implemented in the spring of 1979 and the reason for this VIA move is quite simple - these lines will provide the population with better train service...VIA is not an organization to protect vested interests whether they be Canadian National or Canadian Pacific or any others. VIA intends, will and is empowered to use the facilities that are required to make VIA services as attractive as possible... The CN line between Quebec and Montreal and Montreal and Ottawa forms part of the CN transcontinental system and therefore is used for a considerable number of freight services each day, while the CP line between Quebec and Montreal is a local line with fewer freight services. The CP line between Vaudreuil and Ottawa was constructed for passenger services and is now being used on a daily basis by one passenger train in each direction. In the longer term, high speed trains will be required in this territory and from a technical assessment of the lines available, the CP lines that VIA has chosen are less expensive to upgrade."

An additional slant on the above is found in a Montreal Star article by Patrick Finn (January 11/78) under the heading "VIA faces problems". In this we read that "work (i.e. on the improvements in the CP line between Montreal and Quebec City) is still in the planning stage, VIA officials report. Since the job is being done for the benefit of VIA, the organization wants to make sure that it will be done properly."



Pierre Patenaude caught the broadside paint scheme in this shot of units 6540 and 6524. During this intermediate period of paint change over the newly painted VIA unit is always leading if at all possible in a multi-unit lash-up.



Book Review

"PICTORIAL HISTORY OF TRAINS"

What's It All About?

S.S. Worthen

Time was when you were young and reasonably well-behaved for at least the last quarter of the year, you could expect to find under the Christmas tree a big coloured picture book about trains. Later, when you learned to exercise, very diplomatically, a little gentle persuasion, it was usually possible to influence a parent or close relative to make you a present of one of those memorable books by the late Lucius Beebe and his adept colleague, photographer Charles Clegg.

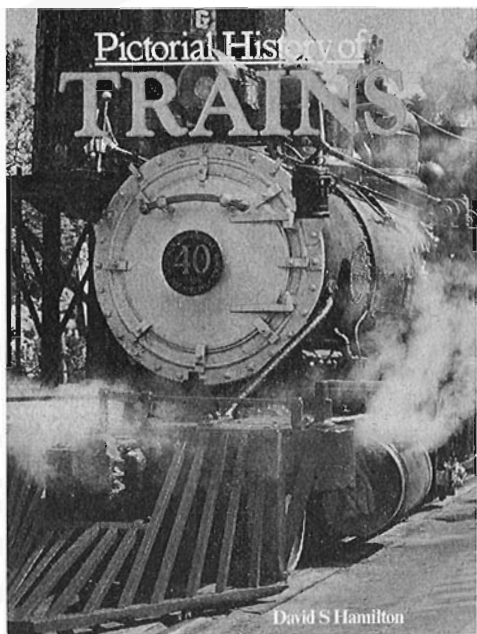
If the Beebe-Clegg combination did nothing else, it popularized and most successfully commercialized the first coffee-table type books about railways. They were mostly published by Howell-North and were almost exclusively North American. More specifically, they included glimpses of many hidden corners of the United States of America, with occasional momentary excursions into mysterious neighbouring countries such as Canada, Mexico and Vermont.

What Howell-North and Kalmbach started, the competition domestic and foreign was quick to emulate and collectors of books about railways 'round the world were soon bedazzled by luxurious productions in black-and-white and colour from publishers in Switzerland, Czechoslovakia, Italy and Japan. The colour plates proliferated and improved from opus to opus and country to country, until the achievements emerging from Switzerland and Japan, albeit confined with a few minor exceptions to the railways enthusiast anywhere could reasonably require.

And then publishers in the United Kingdom of those LARGE books about the world's railways, being in the meantime far from idle, discovered the capabilities of the printers in the crown colony of Hong Kong and it was a whole new publishing game.

And that brings us to the subject of this dissertation: "Pictorial History of Trains", authored by David S. Hamilton, published first in 1977 by Octopus Books Limited, Grosvenor Street, London W1, England and produced by Mandarin Publishers Limited of Westlands Road, Quarry Bay, Hong Kong.

Anyone who proposes to review this book with its multitude of colour illustrations had better keep his thesaurus handy to provide a continuous supply of superlatives. Please do not be



put off by the colour shot of "Old Number 40" by Baldwin of Philadelphia in 1881 on the front of the dust jacket. Nor should you wince at Number 464 of the Denver & Rio Grande Western, a narrow-gauge 2-8-2, on the back of same. The front and rear endpapers will catapult the viewer into the latter half of the Twentieth Century with the slippery celerity of a gas-turbine driven four-car trainset of the French National Railways.

The tempo being established, the author and publisher press on without a backward blink. A splash of orange, white and black is SNCF TGV 001 at speed; a mass of red and black is a diesel unit of the German Federal Railways (DB) whisking the Stuttgart-Milan express over a concrete bridge spanning the River Necker. This is only the beginning.

The first portion of the book is titled "Europe" and, although the first country alphabetically is usually Austria, this time it is France. Where Hamilton and Octopus got those remarkable colour transparencies, Heaven only knows, but get them they did. While not everyone will recollect the glory of the Chapelon Pacific and the Baldwin/ALCO/Montreal 141 R Mikados, no one can fail to be impressed by their preservation in colour. The planned development of the electric locomotive is satisfactorily recorded: B-Bs and C-Cs, 25,000 v ac, "polycourant", 1,500 v dc, 3,000 v dc, capable of running all the way from Paris to Bruselles, Amsterdam, Basle and other capital cities.

After France, West Germany, succeeded helter-skelter by incomparable Switzerland. There follows a sampling of Austria; following the pictures, the main body of the text begins, describing the development of the railway, perforce principally in England, from 1830 to 1875, by which time most developing countries in the world had a few miles of track, albeit of varied quality and gauges.

More than a little mention is made of transcontinental railroads in the United States; the "Far West" mystique is of perennial interest to the UK/European reader. The drawings of famous first locomotives, interspersed with more drawings of early four-wheel and bogie carriages (North Americans read "coaches") are done in orange, a refreshing change-off from the beautiful colour pictures.

And so we arrive willy-nilly in Nineteenth Century Great Britain, the very cradle and nursery of the steam-operated railway. More drawings and illustrations, as well as a suitable amount of well-written text entertain the reader.

More marvellous illustrations are presented in the sections on Iberia (Spain & Portugal), The Low Countries (Belguim and The Netherlands), Scandanavia (Norway, Sweden and Denmark), Italy

and Turkey. Separating the UK with its HSTs and APTs from the BENELUX countries with their TEEs is another dollop of text describing "The Golden Age" of railways from 1876 to 1914, followed by four pages on "Diesel Traction". Being an unconverted steam locomotive enthusiast, I regret to say that I have not read this part. But the pictures are interesting!

"Indian Summer: 1914-1945" refers to the fine flowering of railways rejuvenated around the world after World War I and during World War II. A section on electric traction ensues, providing the reader with a comprehensive evaluation of this form of operation.

Passing page 126, the reader's attention is directed to the railways of the subcontinent of India and the Islands of Japan, the former region being one of the last bastions of steam-locomotive operation in the world. Like India and Pakistan, Australia has an extraordinary variety of gauges, both wide and narrow, and illustrations excellent both as to quality and variety provide the reader with a glimpse of the railways of these countries. After Australia, the Republic of South Africa, whose railways of varying gauges provide many and startling contrasts.

But shall the USA never appear? Yes, it will, but first there is another increment of text on the development of railways since 1945 (World War II). This portion introduces the reader to first-generation diesel-electric and diesel-mechanical engines. There is also a portion on electric locomotives of various voltages and phases.

And then, on page 177, the UNITED STATES. Eight-wheelers in steam at Promontory; Mikados in colour at Alamosa, Cumbres, Durango and Silverton, in the days when steam was the only game on the Rio Grande. Steam on the Union Pacific flanked by a shot of an oversized Centennial plus three road units on a freight at Weber Canyon, Utah. An A-B-B lashup on the D&RG's "Rio Grande Zephyr" at Grand Junction, Colorado shares a page with an AMTRAK A-A on the "San Joaquin" pausing at a station somewhere in sunny southern California.

To conclude this remarkable presentation, a section on Canada has been included. There are eight colour pictures, the largest featuring Canadian Pacific Railway's Hudson-type steam locomotives Number 2471 coming out of Windsor Station, Montreal in April 1952 with an afternoon commuter and Number 2860, labeled "British Columbia" on the "Squamish Flyer" at North Vancouver, B.C., date unspecified.

Canadian National Railways are represented by a picture of 4-8-2 Number 6043, displayed in Assiniboine Park, Winnipeg, Manitoba, an arctic, insensate memorial, and an unidentified 4-8-4 double-heading behind 2-10-2 class T-1-c Number 4024 coming up the hill to Danforth out of Toronto Union with a heavy freight. Of Algoma Central, British Columbia Railway and others, there are none.

There are other, numerous and more noticeable international omissions. South America - all of it - is mentioned once in a sentence at the top of page 86. Mexico is nowhere to be found; neither are Poland, Bulgaria, Rumania, Yugoslavia or Greece. Egypt and other North African countries have been missed and the People's Republic of China and New Zealand are absent.

Good grief, Charlie Brown, there's a limit to what you can include in 192 pages!

David Hamilton and Octopus Books have worked a minor miracle in presenting some excellent colour pictures of many railways of the world. To expect more would border on presumption.

- - - - -

Pictorial History of trains
by David S. Hamilton
192 pages, 32 cm x 24 cm
hard covers with dust jacket
\$9.95 at your favorite bookstore

BY "KALAMAZOO"
THROUGH
THE ENCYCLOPEDIA OF RAILWAYS.

Pumping courtesy of S.S. Worthen.

A little while ago, or pretty soon, depending on when the epic is programmed for publication in this journal, you will have read - or will read - an appreciation of one of those REALLY BIG coffee-table decorations published by Octopus Books Limited (London W1) and produced by Mandarin Publishers Limited of Quarry Bay, Hong Kong. This first compendium about railways' round the world was a real blockbuster and was heartily - or almost - recommended by the reviewer.

Not so for the present ENCYCLOPEDIA OF RAILWAYS, produced by the same publishers, under the general editorship of O.S. Nock, accomplished English writer about railways, past present and future, and with a foreword by John Coiley, Keeper of the British National Railway Museum at York, England. While the present ENCYCLOPEDIA is a larger and more flamboyant volume, weighing almost 3 kg (SI) medium-dry and selling, according to a local authority for \$19.95 (Système Canadien), this reviewer retained a vague sensation of disgruntlement, even after the third reading.

It is logical that 59% of this disgruntlement arises from the size, prominence and quality of the coloured pictures, although probably not in that order. The first characteristic is a personal preference: rather larger and fewer than smaller and more. Picture prominence is something else: if its a picture book, larger and more pictures. Inasmuch as this is an encyclopedia, it looks like the reviewer will just have to accept more text and fewer - and smaller - coloured pictures. At least, many of the illustrations are in colour, albeit not too sharp and of a strange composition. One would have thought that, by this time, there would be a sufficient accumulation of railway photographs world-wide to eliminate the necessity of choosing pictures of engines with strange excrescences emanating from boiler barrels and sand-domes and trains posed against masses of shrubbery and arid, goat-clad mountains.

In addition to Mr. Nock, there are other notorious writers who have contributed to this volume. Dr. J.H. Westwood of the University of Birmingham, England has contributed the portions on the history of railways in Great Britain, France, Germany, Europe and Asia. John H. White Jr, Curator, Division of Transportation, Smithsonian Institution, Washington, USA is an international editorial consultant, while the section on United States railway history was written by John F. Stover. Mr. Nock has contributed paragraphs on "Great Trains", "Railway Operation" and the history of railways in Africa. Brian Fawcett tells about railways in South America, J.L. Buckland describes the railways of Australia and Tom McGavin writes with care and precision on the railways of his native New Zealand. International editorial consultants for Canada are Mr. Raymond F. Corley of Toronto and Mr. Omer Lavallée of Montreal, "authors of many railway books and directors of Railfare Enterprise Ltd."

It is very likely that readers of this review would like to know what the ENCYCLOPEDIA has to say about the railways of Canada. Their history is told in four pages (pp. 66-69). There are ten, small accompanying illustrations, two of which are in colour and eight of which are of Canadian Pacific Railway equipment/locations.

There are two statements in this section with which this reviewer disagrees. He does not agree that the Intercolonial Railway, completed on July 1, 1876, was the nucleus of what is today Canadian National Railways (page 67, column 1, lines 39-42), this qualification being reserved to the St. Lawrence and Atlantic/Atlantic and St. Lawrence Rail Road officially opened on July 1, 1853. Finally, the author concludes his contribution as follows:

"On the whole, however, the future of the Canadian Rail network is promising, provided that those in whose hands policy decisions rest choose to use this investment wisely".

The reviewer is not at all sure in whose hands policy decisions rest for all Canadian railways. In the case of intraprovincial railways, such as the British Columbia Railway and the Algoma Central Railway, there is little doubt. In the case of the larger, interprovincial railways, well, it is much less clear.

Is the ENCYCLOPEDIA OF RAILWAYS really worth purchasing? Certainly, if your interests run to railways world-wide and if your company paid you a Christmas bonus in 1977. Even if you did not receive the latter, you might feel like foregoing a couple of football or hockey games in the fall of 1978 to make up for the unforecasted expense. Or perhaps you may prefer to run an unfavourable budget variance for 10 months in the New Year.

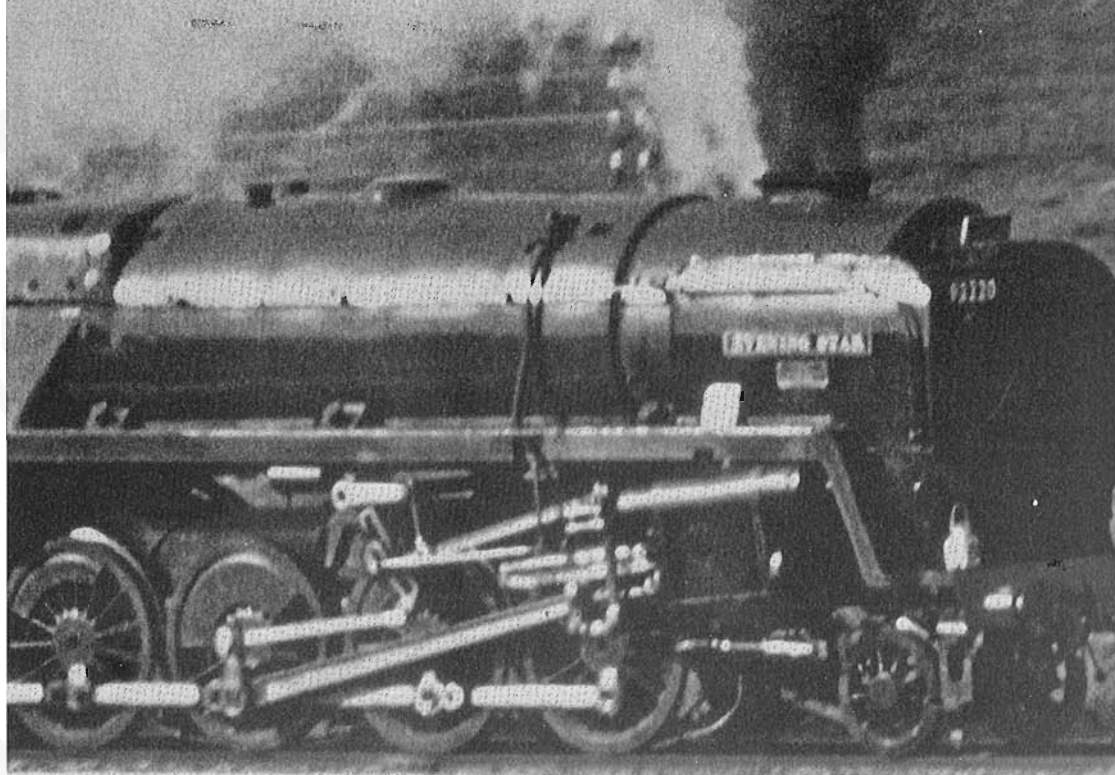
It is very difficult to understand how Octopus Books can publish such a large volume for such a modest price.

ENCYCLOPEIDA OF RAILWAYS Nock, O.S., General Editor 1977 ISBN 0 7064 0604 4 Octopus Books Limited, 59 Grosvenor Street, London W1, England. 480 pp. Dust-jacket, end-papers, half-title & title page, contents page, foreword page and about 155 pictures in colour; about 755 black & white illustrations. Maps, Diagrams and Index. Price said to be CAN \$19.95.

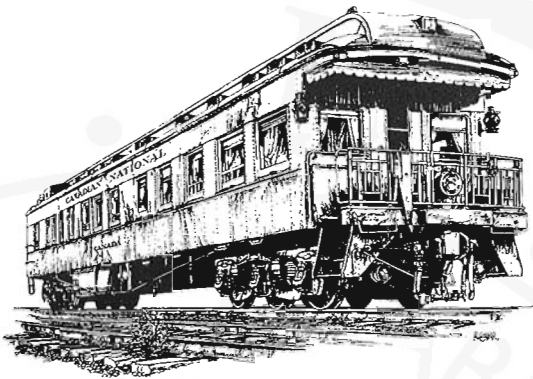
ENCYCLOPEDIA OF

RAILWAYS

GENERAL EDITOR: O.S. NOCK



The complete story of the world's railways and locomotives
Over 900 colour and black and white illustrations
Foreword by John Coiley, Keeper, British National Railway Museum



The business car

NEW SINGLE-TRACK TRAFFIC RECORD FOR THE CP RAIL MAINLINE BETWEEN Calgary and Vancouver was set during a 51-day period in August and September, 1977. The record - in both total tonnage and trains per day - resulted from diversion of CN trains following closure of CN's Cisco Bridge in the Fraser Canyon, Aug. 5; the bridge was re-opened Sept. 24. Heaviest single day was Aug. 15 with a total of 43 trains. During the 51-day period an average of 13 CN trains were handled per day in addition to 20 CP Rail trains. Daily average tonnage was 193,000 gross tons.

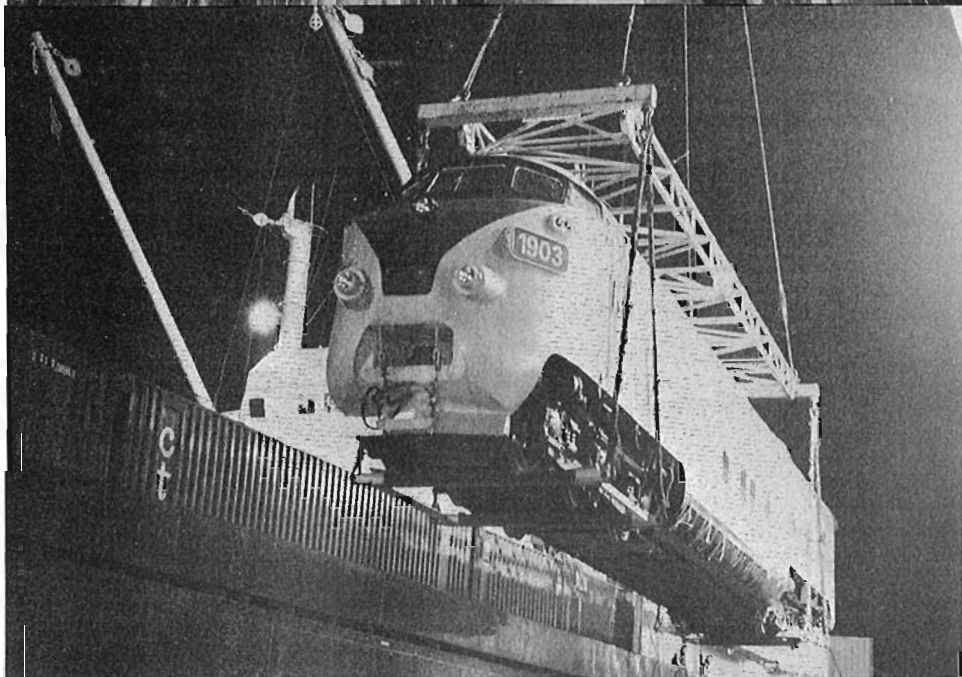
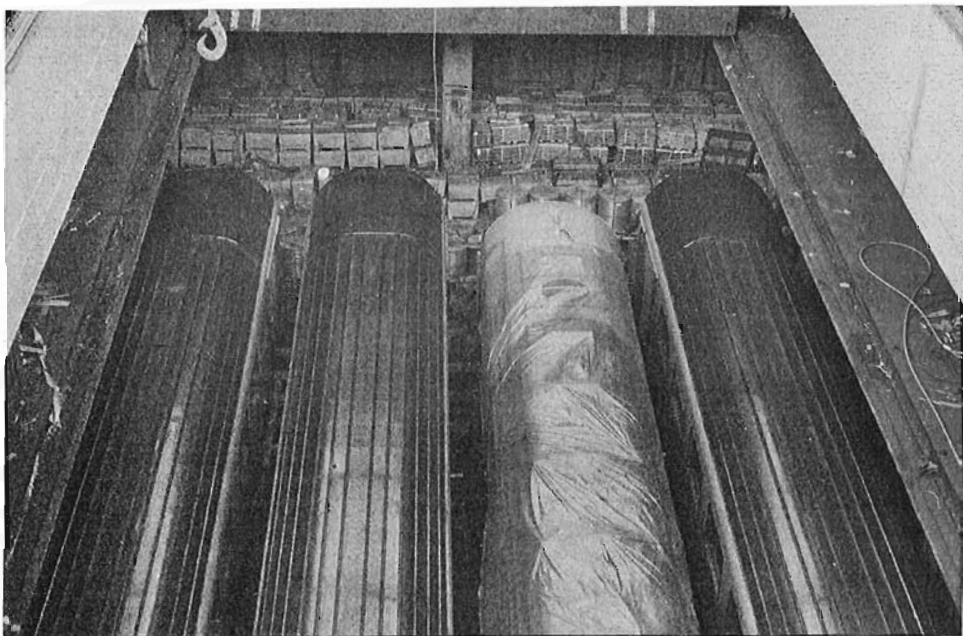
Similar traffic levels were experienced in the first three months of 1976 following closure of the Fraser River railway bridge at New Westminster, B.C. In that diversion, however, double track was available between Mission and Vancouver, whereas the Fraser Canyon diversion is all single track (with CTC).

Previous single-track-CTC record over a sustained period was in Oct.-Nov. 1973 - all of it CP Rail traffic - over the Golden-Revelstoke line, with an average of 22 trains and 122,000 gross tons a day.

For the first two and a half weeks of the Cisco Bridge closure, CN trains operated over the CP Rail line for 156 miles between Basque, west of Kamloops, and Mission. The detour distance was shortened Aug. 22 to about 45 miles with construction of a temporary crossover at Cisco.

(CP RAIL NEWS, Nov. 2/77)

THE DETROIT-WINDSOR RAILWAY TUNNEL HAD ITS TWO BORES GAUGED ON Oct. 27/77 by ConRail's clearance car, reports "The Semaphore" (Windsor-Essex Division, CRHA), Oct./77. The car was a former PRR sleeper that was converted to accommodate the special equipment needed for checking and recording the exact interior size of the tunnels. Conversion was done at Altoona in 1950 and the car is now based at Philadelphia. Painted yellow with "Penn Central" in black, the car is numbered 28205. It can measure clearances of up to 21 feet about the top of the rail.



KENNETH GANSEL WAS 'JOHNNY ON THE SPOT' AS THE ONTARIO NORTHLAND took delivery of its 4th. and last TEE train set from Europe. The unloading started at 18:00 hours on October 21st., 1977 but was delayed several hours because of a minor fire in the brake mechanism of the 300 ton crane. All finally went well however and we are pleased to present the accompanying two photographs the first shows the units in the hold of the ship, secondly we see power unit 1903 shortly before touching terra firma for the first time in North America.

ADD COATICOOK (QUE.) TO THE LIST - THE CANADIAN TRANSPORT COM-mission announced Nov. 18/77 that CN may discontinue its weekly passenger train service between Sherbrooke and Coaticook, effective Dec. 18/77. Service between Montreal and Sherbrooke must be maintained, says CTC. The Coaticook service was a Friday-only extension of trains 620-621.

BUSY BUSY ON CN TRACKS WEST - CN'S FIVE-YEAR IMPROVEMENT PROGRAM for the 2,700 mile main line between Toronto and Vancouver is scheduled for completion in 1980, reports "CN MOVIN"- Sept.-Oct./77.

"When the program is completed:

- just about every mile of roadbed will have been upgraded;
- track will be continuous welded rail;
- some 270 sidings will have been extended to take trains up to 125 cars long;
- new CTC equipment will be in operation;
- some 180 miles will be double track;
- CN Rail will have invested more than \$200-million to provide more flexibility in dispatching and scheduling of trains and to reduce running time, and an equivalent amount to improve the basic track structure.

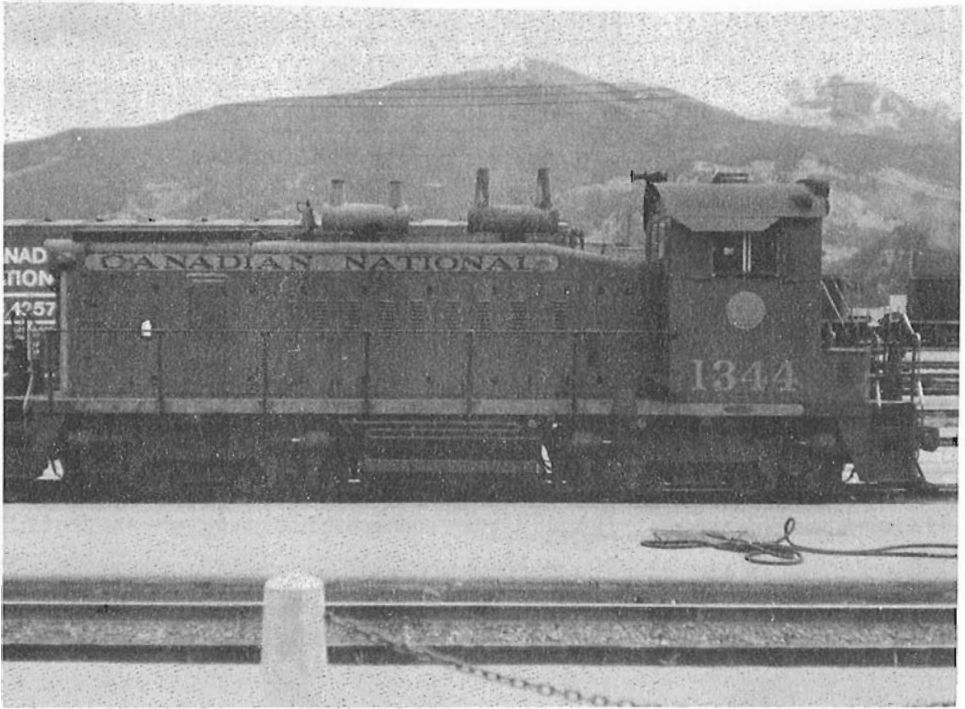
The Toronto-Vancouver main line is one of the busiest in North America."

CP RAIL IS REPLACING MOUNTAIN CREEK BRIDGE IN BRITISH COLUMBIA, according to a Toronto "Globe and Mail" report of Nov. 26/77. The existing steel structure was built in 1902. The new bridge, to be completed in 1978 at a cost of more than \$3-million, is just upstream from the old one, on the eastern slope of the Selkirk Mountains near Rogers Pass.

PINAFORE PARK STEAM RAILWAY IN ST. THOMAS, ONT. HAS ACQUIRED A narrow gauge General Electric 25-ton diesel from the Bowater Paper Co. of Corner Brook, Nfld. (builders date April/48, builders number 29358). Shipped in the same CN gondola was a narrow gauge flat car with no lettering. The diesel is green with yellow lettering - "Bowater". Both diesel and flat arrived in St. Thomas Sept. 30/77.

(The Semaphore, Windsor-Essex Div., CRHA)





It would appear that CN's magic computer missed and neglected to call switcher No. 1344 into the paint shop. Nicholas Kirton of Kirkland, Québec snapped the unit still in the 'green and gold of yesteryear' at Jasper, Alberta in September 1977. At last word this wasn't the only unit, Central Vermont still had their 4550 in green and gold up until last autumn when it was used to haul the CRHA's annual fall foliage excursion to Richford Vt. The CV's 4550 appears to be no accident, she is being maintained and touched up in that color scheme, sort of their own preservation project I guess.

WATCH FOR THIS - ONE ARNOLD EDINBOROUGH, IN HIS "FINANCIAL POST" column, Dec. 10/77, mentions an exhibition called The Railway: Patron of the Arts in Canada, put together by the Winnipeg Art Gallery last year. It has been on tour "Across the country" and "not only were there the usual oil paintings of small steam trains going by very large mountains, but also photographs and sketches of the interiors and exteriors of railway hotels, dining cars, parlor cars and sleeping accommodation. One case displayed a magnificent set of Belgian glassware specially made for the Fort Garry Hotel. There were the flatware and all that 'gorgeous' furniture one remembers from the dining cars of the CN and CP..."

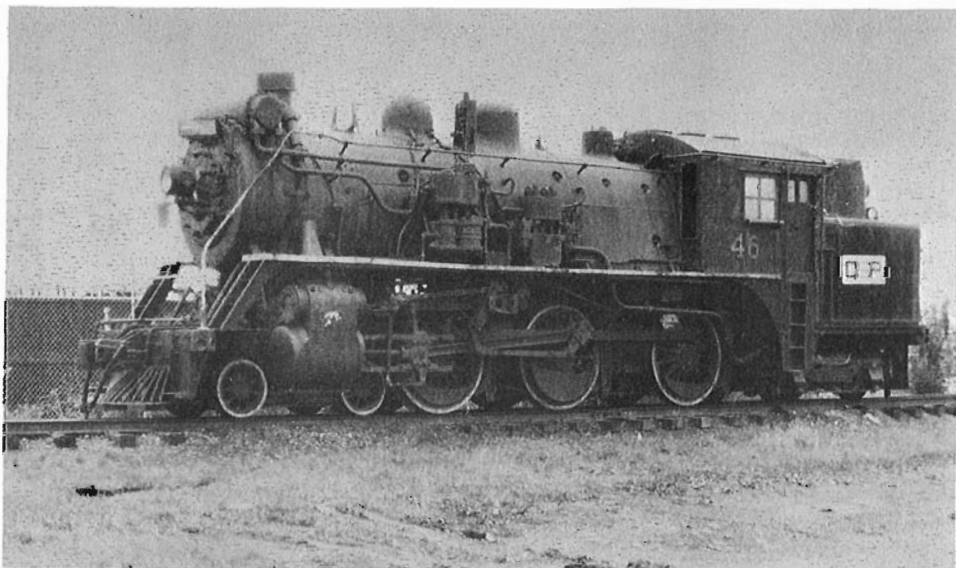
PRAIRIE LINES ABANDONED - AN OTTAWA REPORT OF DEC. 16/77 SAYS THE Canadian Transport Commission has given permission to CN to abandon 31.7 miles of track on the Tonkin Sub between Russell, Man. and MacNutt, Sask., and 19.5 miles on the Dodsland Sub between Sedalia and Hemaruka, Alta.; and CP Rail to abandon 54.5 miles of the Alida Sub between Lauder, Man. and Alida, Sask.

CN MARINE CORP. HAS BEEN CREATED AS A SUBSIDIARY OF CN BUT WITH its own board of directors, its own capital budget and a \$104-million inventory of coastal boats, ferries and terminal facilities in the Atlantic provinces. The new corporation has also been given \$125-million in federal grants for capital improvements expected to be spent largely on modernizing the fleet and terminals.

Until 1973, CN east coast marine operations had been spread among several divisions of CN and several federal government departments. In 1976, CN Marine was created by name as a division of the railway with headquarters in Moncton, N.B.

Reported annual traffic is said to total about two million passengers plus 760,000 cars, trucks and tractor-trailers.

(Montreal Star, Dec. 16/77)



Ex CNR Commuter Service tank engine No. 46 has sat in front of the main entrance of Quebec Steel Products Ltd. in Longueuil, Québec for several years now since being purchased from Mr. H.J.O'Connell a private collector. Well QSP has recently declared bankruptcy and their assets have been taken over by SIDBEC the Provincially owned steel making giant. Needless to say old 46 was made available and has been acquired by a New Hampshire preservation group. Pierre Patenaude photographed the locomotive on 10 October 1977 shortly before she left for Intervale, N.H. via CP Rail.

NOTICE

The Caboose Store at the Canadian Railway Museum, Toronto has been working steadily towards the day when it would be ready to offer services to all members of the CRHA. Most publishers now advise us of their new books, and we maintain accounts so that books can be ordered quickly. With this issue of CANADIAN RAIL we start what will become a continuing notification of new books on railway subjects, emphasis being placed on history and Canadiana. 1978 will see the publication of book list for your suggested reading. It is our policy that members get a 10% discount on the list price of any book whose value is over \$ 6.00, send your membership number with your order please. Also include \$.50 per book for postage and handling, for more information please write: CRHA PUBLICATIONS, P.O. BOX 5849, TERMINAL A, TORONTO, ONTARIO, M5W 1P3.



Where are the sounds of Spring,
Ah, where are they?

Once they were twenty-five-odd miles west of Montréal on Ile Perrot, when a no-longer-identifiable Canadian Pacific Railway Hudson-type steamer hurried a comfortable consist westward, perhaps to Vaudreuil. If it were an afternoon commuter, the month would almost have to be June, the year could have been 1955 and the engine might have been a Pacific-type, Number 2359. There is no doubt that the photographer was Jim Shaughnessy. →

