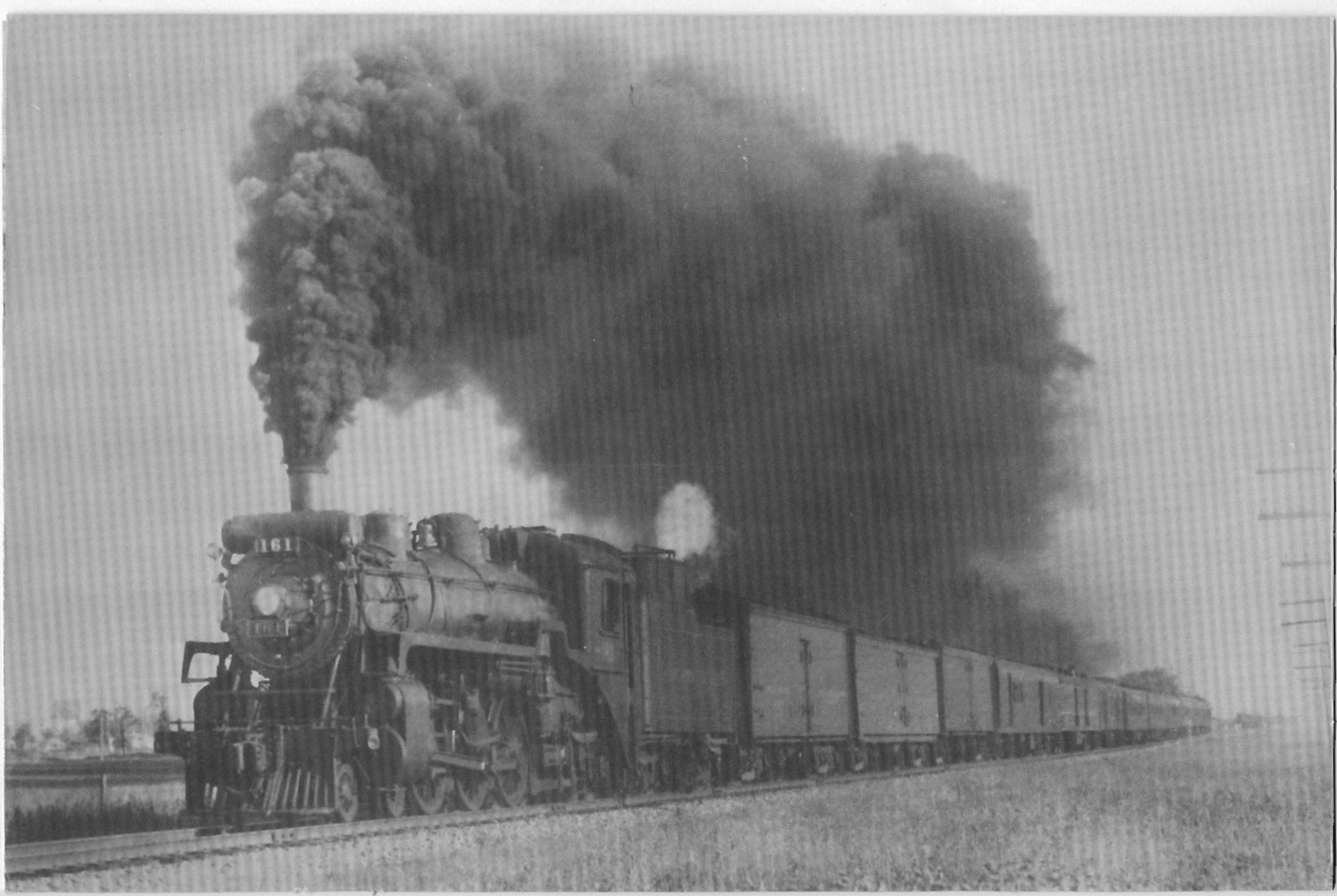


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COVER PHOTO:

Freight Extra 202 North,
descending the 2% grade
into the Peace River Valley
in 1976. Photo courtesy Mr.
George H. France of Peace
River, Alberta.

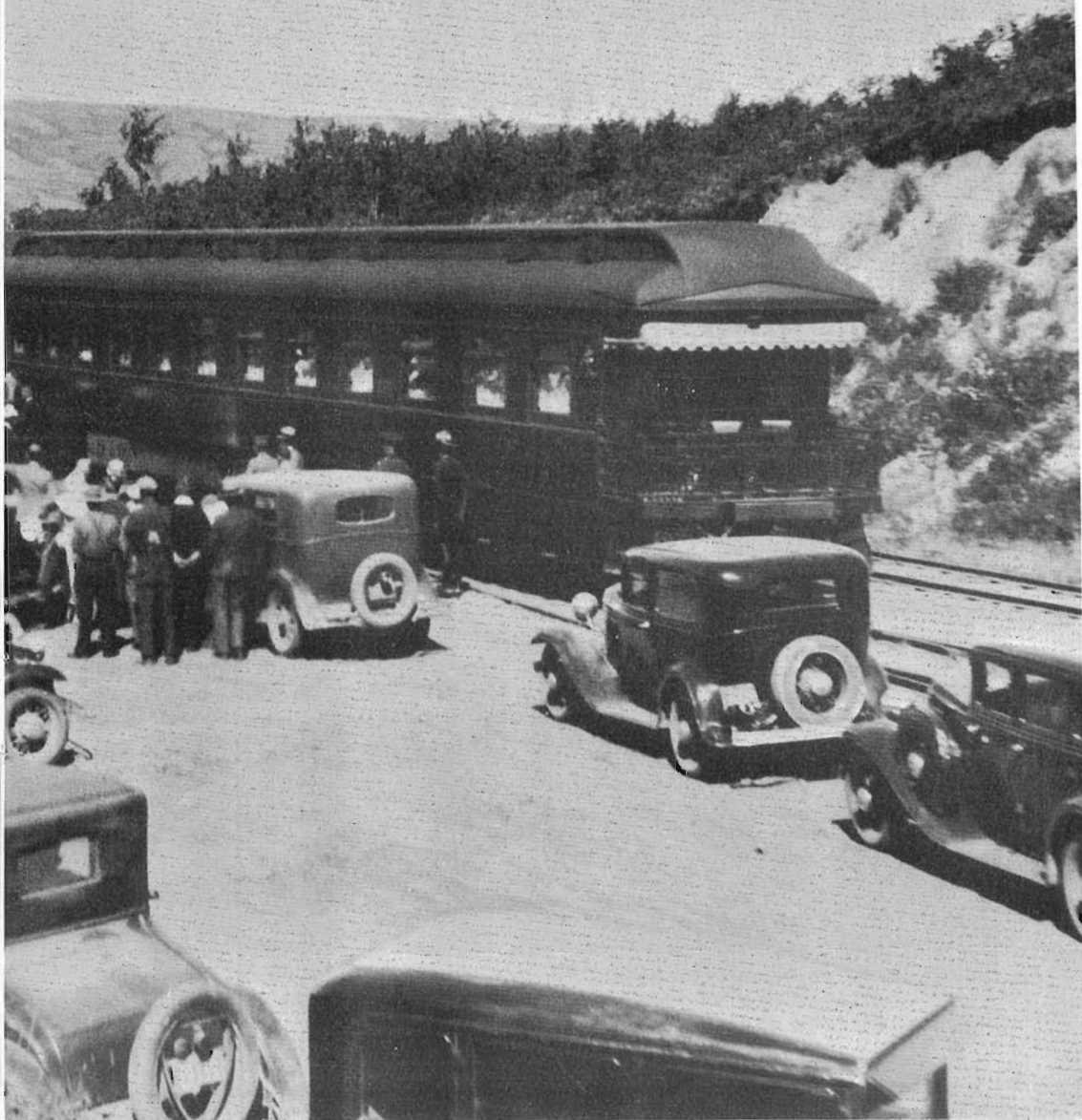
OPPOSITE:

The 'BLUE TRAIN' was North-
ern Alberta's Nos. 1 and 2
between Edmonton and Dawson
Creek, so named because of
its longtime blue with gold
trim color scheme. NAR's
name train was caught with
Pacific Type 4-6-2 No. 161
on the head end back in the
hey-day of steam. 161 is an
ex-CPR G-2 class No. 2563
who completed her working
life on the NAR. Photo
courtesy Northern Alberta
Railways.



Sixty Years To The Peace 1916-1976 by George France

Peace River, Alberta, sometime in the early 1930's judging from the vintage automobiles present as the vice-regal train probably carrying the Earl of Beesborough pulls up at the station. Photo courtesy of the Northern Alberta Railway Company.



Sixty Years To The Peace 1916-1976 by George France

Around about 10:10 A.M. on a September morning in 1976, Extra 202 north of the Northern Alberta Railways whistled for the Judah Hill crossing, rolled across the Heart River trestle and whistled yet again for the Grouard Hill crossing. Then, the lone GP 9 in the grey, yellow and blue-black livery of the Northern Alberta Railways drifted down the side of the escarpment into the town of Peace River, Alberta with the thrice-weekly way-freight from McLennan (mile 261.5 from Edmonton), through Peace River (mile 311.4) and Grimshaw (mile 328.1), on the way to Hines Creek at mile 376.2, the end of the subdivision.

When Number 202 brought its train into Peace River, sixty years of railway service to Peace River Crossing was completed.

To commemorate the Diamond Jubilee of railway service to Peace River, the Town's Centennial Museum and the Sir Alexander Mackenzie Historical Society jointly commissioned the construction of a rubber-tired "locomotive and four cars", the latter being in the form of "floats", to participate in the parade of Peace River's Agricultural Fair on August 17, 1976.

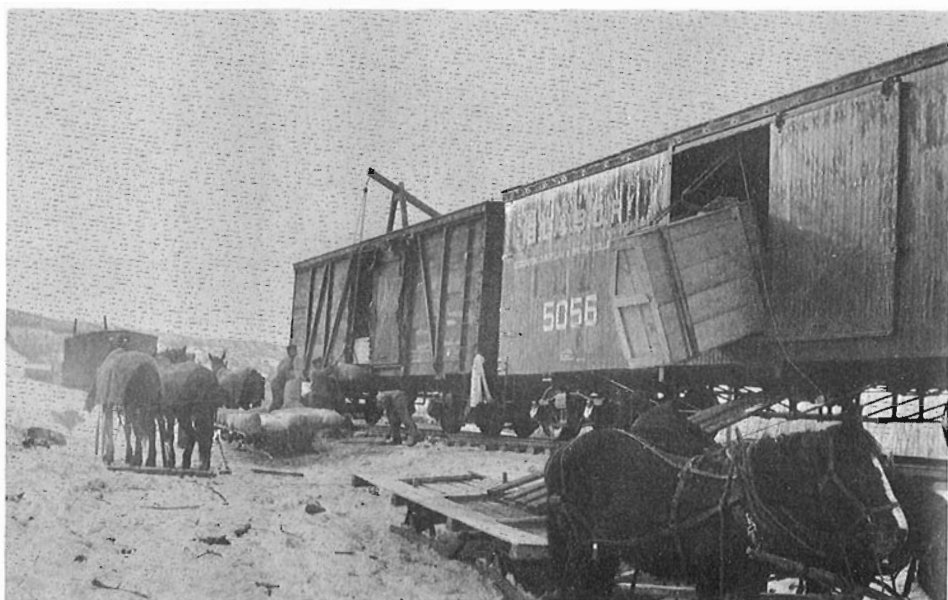


This rare photo of the ED&BC Railway was taken at Sawridge on Lesser Slave Lake on September 2, 1914. Photo courtesy of Mrs. E.Hanson from the collection of Wm.H.Meikle.

The "locomotive" which was created to haul this train was a 2-2-0 Field Marshal tractor, vintage 1948, painted in the livery of the Edmonton, Dunvegan and British Columbia Railway of 1916 and sporting Number 1916 for the occasion. This useful piece of motive power, developed by the author of this account, hauled two floats, the first portraying an express/baggage car laden with settlers' effects and farm produce, with the second carrying passengers dressed in 1916-period costumes, the whole under the supervision of a uniformed passenger-train conductor.

The weather on celebration day, always an ingredient of great importance, was slightly damp, to say the least. More than three inches of rain fell, but it failed to dampen the enthusiasm of the train crews, passengers or spectators. The "Diamond Jubilee Express" made its run through the town on time, bell clanging, whistle wailing and smoke belching from the 2-2-0's tall stack.

The railway to the Peace River district started out from Edmonton, Alberta in the spring of 1912, being constructed by J.D. McArthur and Company Limited of Winnipeg, a well known contracting firm. On April 8, 1915, the Edmonton, Dunvegan and British Columbia Railway was completed and opened for service as far as Girouxville, some 17.3 miles west of McLennan and 287.8 miles northwest of Edmonton, according to today's NAR mileage.



Fork-lift trucks were non-existent back in 1916 when this photograph was taken on the Central Canada Railway at Judah Hill Crossing. Wheat is being loaded into the distant car while a crated piano balances at an uneasy angle waiting no doubt for the photographer to finish taking the picture. Photo courtesy of Mrs. E.Hanson from the collection of Wm. H.Meikle.

NORTH WEST TERRITORIES



Hay River

G.S.L.R.

High Level

A L B E R T A

Fort McMurray

B.C.R.

Hines Creek

Roma

Peace River

Spirit River

Girouxville

McLennan

Dawson Creek

Grand Prairie

Grande Cache

Barrhead

Whitecourt

Sanguo

EDMONTON

LEGEND

oooo: Central Canada-48.5 miles

~ ~ ~: E.D. & B.C. (1916)-408 miles

xxxx: Canadian Northern - 44 miles
(MacKenzie & Mann)

+ + +: Pembina Valley - 26 miles

— — —: Northern Alberta Rly.

A.R.R.: Alberta Resources Rly.(1970)

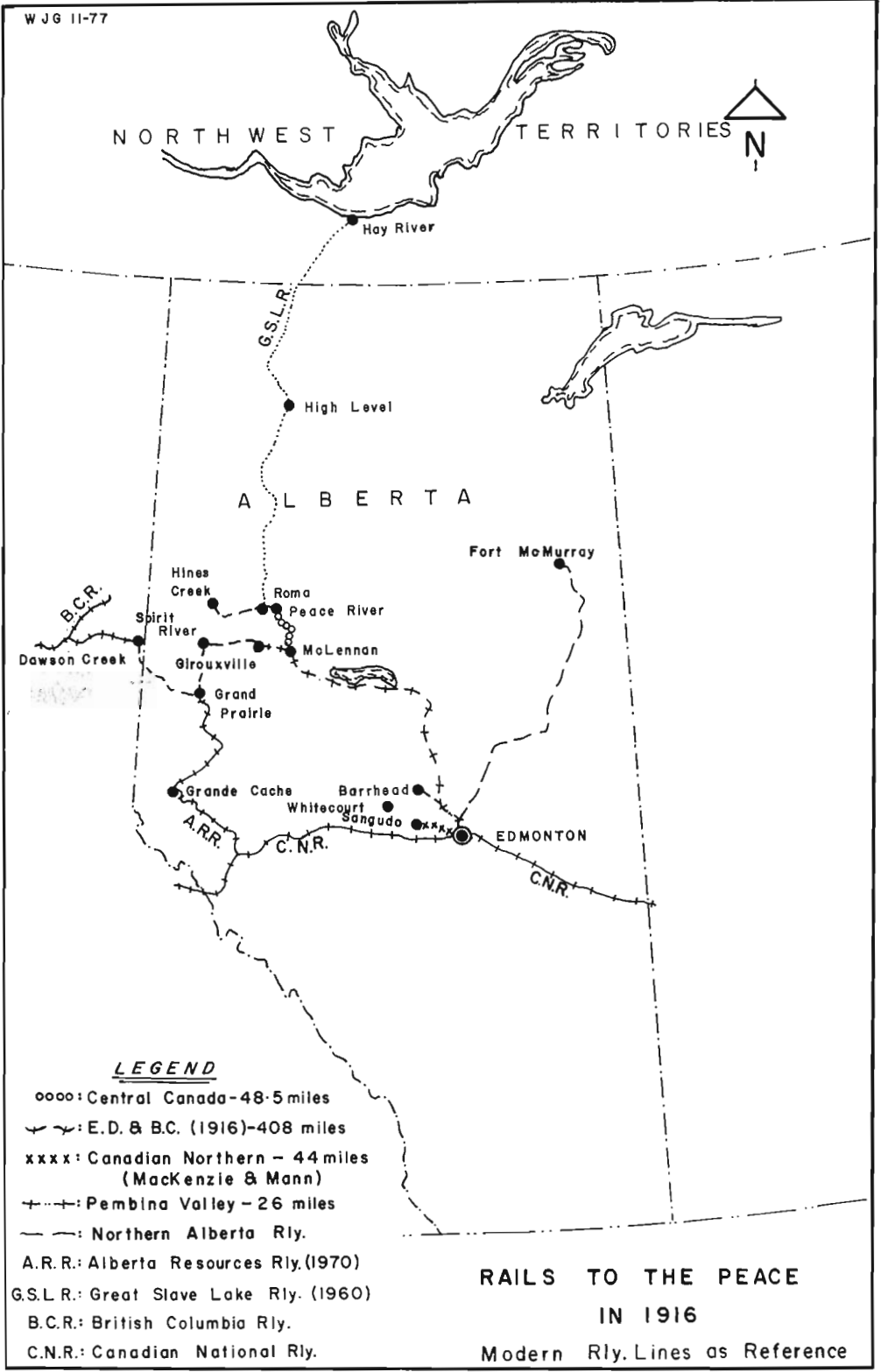
G.S.L.R.: Great Slave Lake Rly. (1960)

B.C.R.: British Columbia Rly.

C.N.R.: Canadian National Rly.

RAILS TO THE PEACE
IN 1916

Modern Rly. Lines as Reference



Another railway, built by J.D. McArthur and Company, under the name of the Central Canada Railway Company, left the ED & BC at Winagami, 1.3 miles north of McLennan and was opened for service to the Osborne farm on the east rim of the Peace River valley in December 1915. In that year, the railway had inched its way down the 7.5 miles of 2.2% grade towards the canyon of the

Heart River. The excitement generated by the impending arrival of the railway that promised a link between this far-flung settlement and the "Big City" and civilization to the south can best be appreciated by a perusal of the issues of the local, weekly newspaper of the time, the Peace River "Record".

The issue of October 15, 1915 reported that there would be "trains into Peace River Crossing before Christmas... actual steel should be at the Heart River, inside the village limits, between the 15th and the 30th of November".

Excitement increased with the appearance of the issue of December 10: "Steel is completed to the Heart River bridge... It is disappointing to learn that service to the end of steel will remain at the top of the hill until trains can be brought across the Heart River."

There were, of course, two very good reasons for this decision. Until the steam locomotives of the day could take water from the Peace River, the nearest supply would be at Tank, today Nampa, at Mile 30, and this supply would not be enough for a return trip up the hill. In addition, the track was not ballasted sufficiently and would not stand the pounding of the locomotives coming up the grade.



Even the heart of a local Lake Steamer arrived by rail and had to be off loaded onto a team drawn skid . The boiler for the S.S.D.A. Thomas is shown here being eased down the hill from Central Canada Railway at Judah Hill Crossing in 1916. Photo courtesy Mrs. E.Hanson from the collection of Mr. Wm. H.Meikle.

In the year-end review of December 31, 1915, the "Record" reported "...for it has been during the year just closing that Peace River has been brought into communication with the outside world by the arrival of the railroad... Rails were pushed forward until the last month of the year saw the arrival of the first train into Peace River Crossing". It was not surprising to find that J. D. McArthur, President of the Central Canada Railway, was on board this first train.

NORTHERN ALBERTA RAILWAYS

No. 69

Apr. 25
1971

LOCAL TIME TABLES

(Mountain Time)

•

Northern Alberta Railways' Trains arrive at
and depart from Dunvegan Yards Station,
(St. Albert Trail)

•

Tickets may be secured at Dunvegan Yards
Station (St. Albert Trail)

•

General Offices:

13025 St. Albert Trail, Edmonton, Alberta
T5L 4L4

K. R. PERRY
General Manager
Edmonton

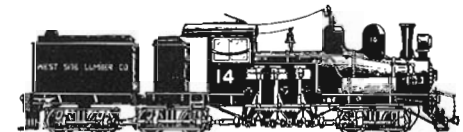
A. J. DOVE
Traffic Manager
Edmonton

The next sort of activity was recorded in the issue of July 14, 1916: "Work was commenced on Monday on the laying of steel on the last stretch of grade between the Heart River bridge and the depot site, and from there continuing on the sidings and industrial spur down on the river.

The erection of the small bridge across Pat's Creek (mile 48.50) and the final completion of the road on this side of the (Heart) river will now be but a matter of a few days. It is expected that trains will be running to the depot some time next week."

And so, there arrived on August 11, 1916 a special train of the ED&BC, carrying the first member of the cabinet of the Government of Alberta to visit the Peace River district. The Minister of the Interior, Dr. Roche, was accompanied by Dr. McLennan and several other officials of the railway.

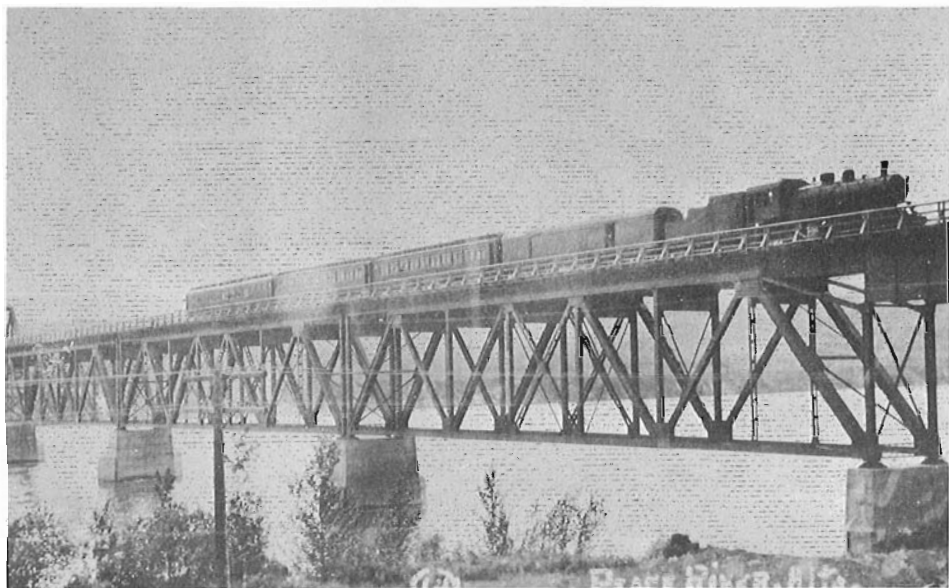
The month following there was again great excitement, when on September 8, "Manitoba visitors highly pleased with Peace River... Visit of officials of the Union Bank of Canada to Peace River (is) an event of importance, not only because of the standing of those comprising the party, but because of the inauguration of service over the 'McArthur Road'."



Meanwhile, the Royal North West Mounted Police, in the person of Superintendent McDonell of the Peace River Subdivision, were less concerned with the excitement and (apparently) stuck to the facts. From the Superintendent's report of October 2, 1916, we may read of the progress of the railway and the notation that freight service was in operation to the top of the hill all winter in 1915-16. However, some freight was handled at the Heart River railhead during the winter, as evidenced by photographs taken during this period.

Superintendent McDonell continued under date of October 2, 1916: "The great benefit the railway has conferred on the north country can be better imagined than described. Formerly, the journey from Edmonton to Peace River or Grande Prairie took from three to four weeks over almost impassable trails; now the same journey can be accomplished by rail in two days. The railway company has inaugurated a regular passenger (train) service between these points twice a week, and trains run on scheduled time. Pullman and dining cars are attached to all passenger trains as far as McLennan, so that passengers can now travel in comparative comfort.

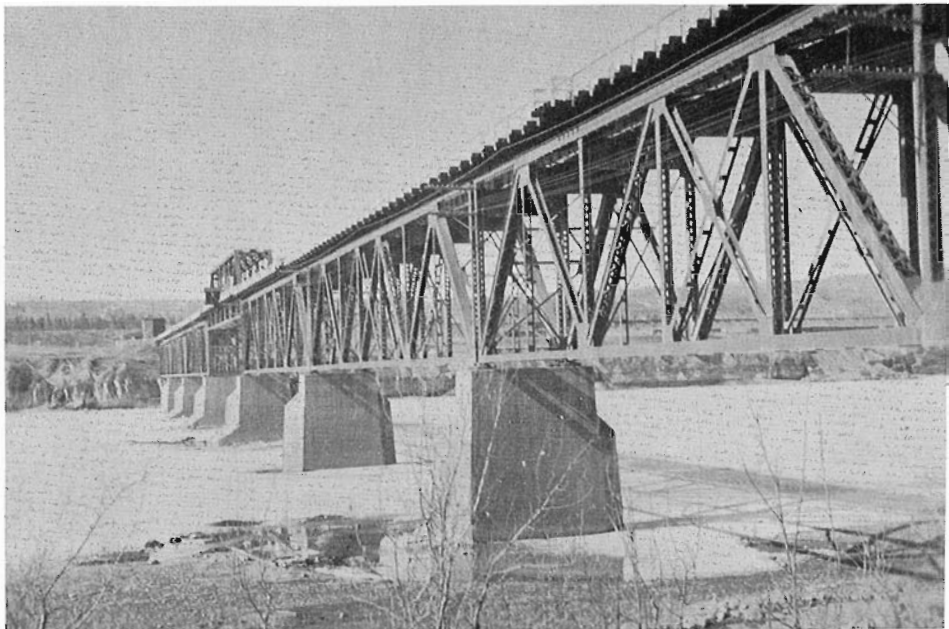
The extension of the main line from Spirit River to the British Columbia boundary is under construction, and fully eighty percent of the grading (is) finished, the steel will be laid this winter. A preliminary survey has also been completed from West Peace River to the Waterhole district, a distance of approximately 55 miles; it is expected that this branch will be built next year, also the bridge across the Peace.



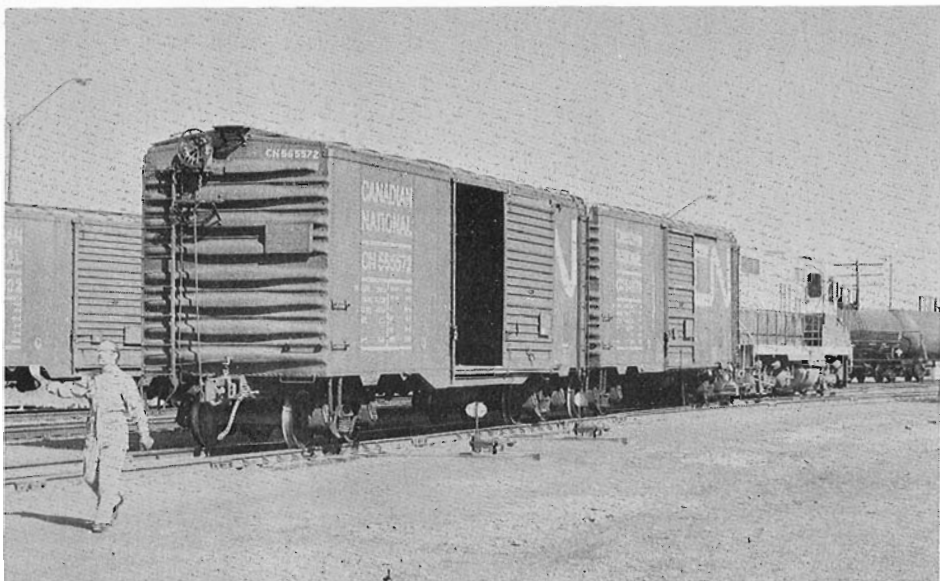
Edmonton, Dunvegan and British Columbia passenger train crossing the Peace River Bridge, Eastbound sometime between 1920 - 1922. Photo courtesy Mr. George H. France collection.



The last passenger train from Edmonton to Dawson Creek on the NAR operated on May 31, 1974 and was hauled by this Diesel Electric locomotive which was suitably marked for the occasion. Photo courtesy of Mr. George H. France.

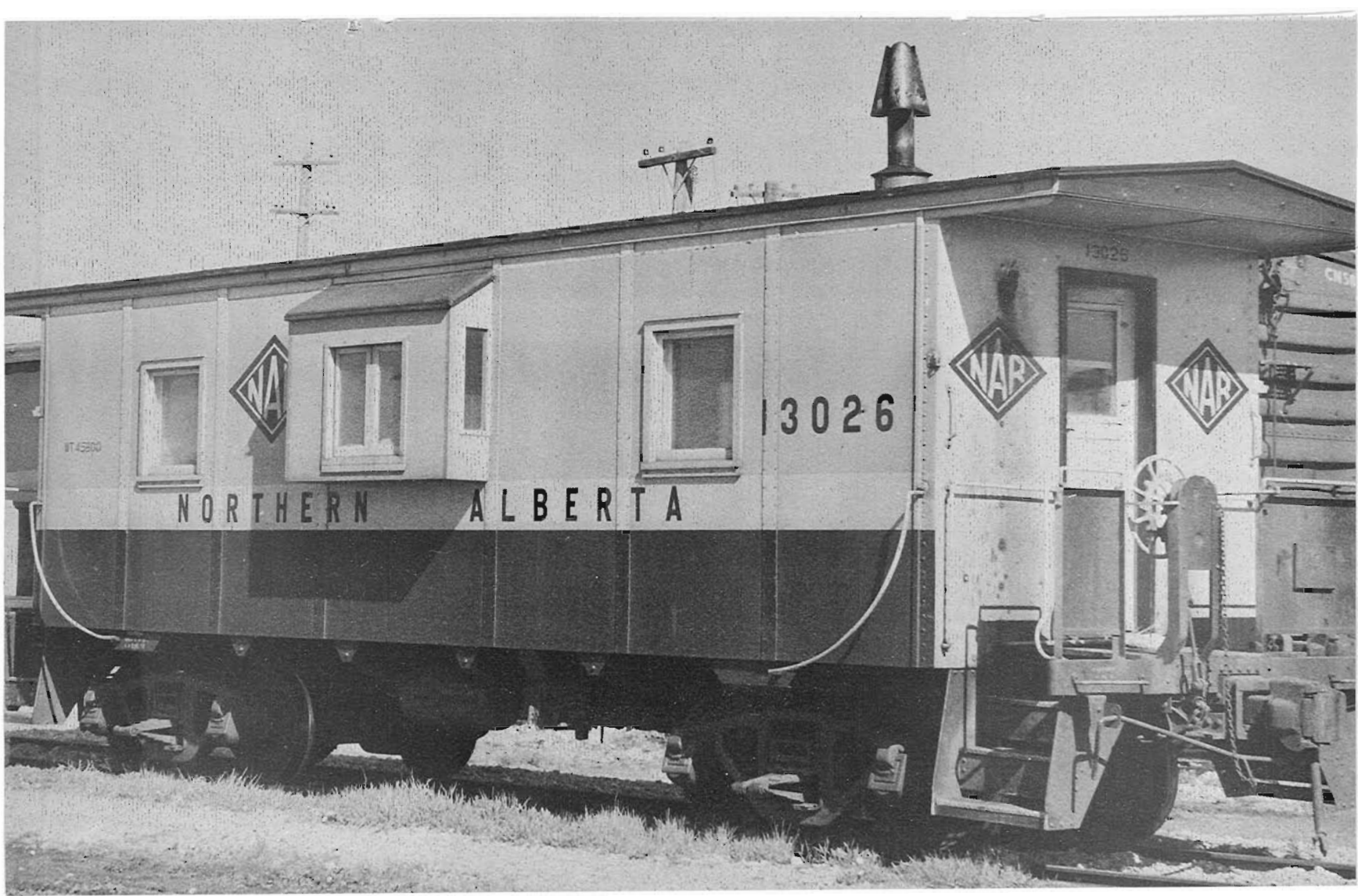


The Northern Alberta Railway's Peace River Bridge located at the town of the same was built in the years 1917 to 1920. This view is taken looking west and was snapped by the Author in 1953. The water tank in the wye at the west end of the bridge is visible in the background.



This is how it was back on May 20, 1974 as NAR GP-9 No. 209 worked to make up train 31 westbound. Once completed the train would be coupled up to caboose No. 13026 for the westbound ride from Dunvegan Yard. Photo courtesy Mr. W.C.Slim.





WT 4550

NORTHERN ALBERTA

13026

13026





A more generalized view of our cover photo is presented here as freight extra 202 crosses the Heart River Bridge near Peace River, Alberta in 1976. Photo courtesy Mr. George H. France.



The railway depot at Peace River is nearing completion. It is a modern and up-to-date structure and will be a great convenience to the travelling public.

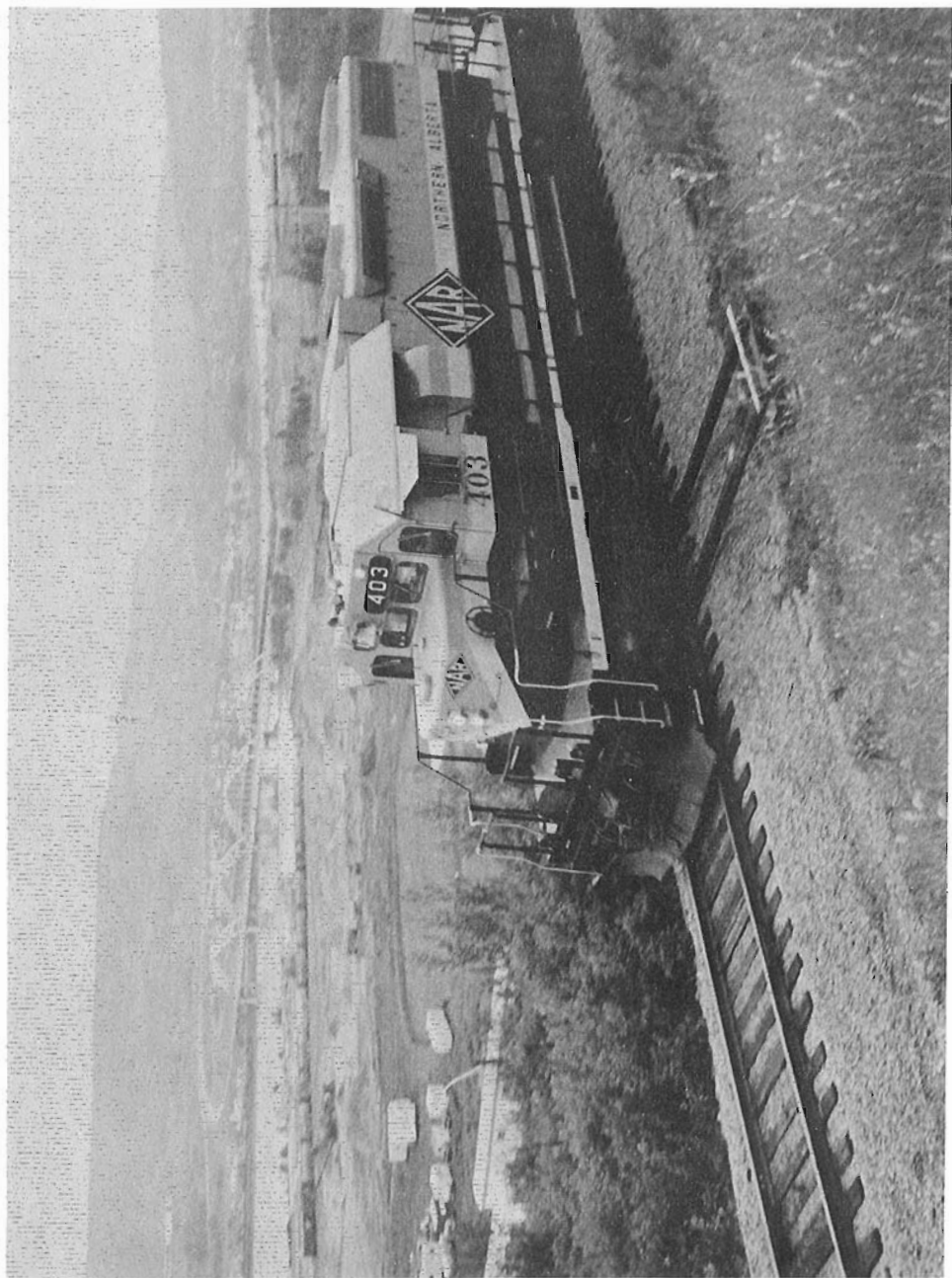
All freight for the north was shipped to Peace River via the ED&BC Railway last winter and stored there in readiness for the opening of navigation in the spring."

The RNWMP report for October 1916 said that the railway depot was complete and in December 1916 it was recorded that the contract had been let for the railway bridge across the Peace River. This major engineering undertaking was begun in 1917 and took three years to complete; after that, construction of the railway, albeit spasmodic due to financial problems, continued onward to Berwyn, 23.54 miles from the river. This section was opened to traffic on October 1, 1922.

The act of purchase, which became effective March 20, 1929, created the Northern Alberta Railways Company, which served the vast homesteading and lumber emprise of the Peace River country. Alberta received \$ 25, 947, 371.74 for the four properties, partly in cash and partly by assumption of the funded debt which was paid off in 1942 and 1944, as the obligations matured. In those years, CN and CP could well afford to liquidate these obligations. After 1929, the system continued seasonably busy until the advent of World War II.



Close up view of the Heart River Trestle spanning the spectacular Heart River and sprawling valley. Photo courtesy of the Author.



Modern Power on the NAR as SD 38-2 No. 403 leads a lash-up up the 2.2% West Hill Grade in the autumn of 1976. The Peace River bridge can be seen immediately behind the arched highway bridge. Way in the distance can be seen the Heart River Bridge carrying the railway over the river of the same name. This trestle was built in 1916. Photo courtesy of Mr. George H. France.





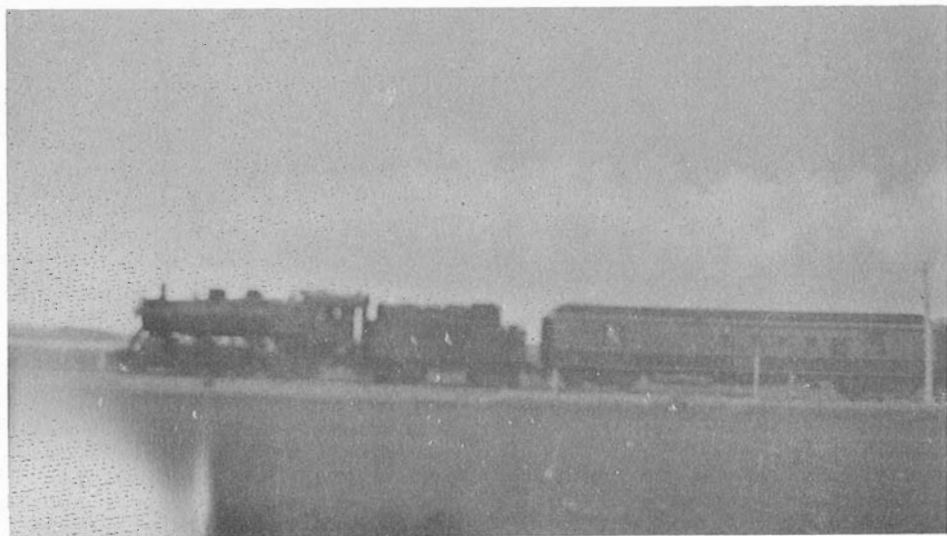
The Peace River Centennial Museum, and the Sir Alexander Mackenzie Historical Society commissioned a commemorative train for the August 1976 celebrations. Motive might be referred to as a Field Marshal 2-2-0. The train consisted of two flat cars decked out to represent a 'baggage/express/mail' and a 'coach'. The former carried the schedule and fares of the ED&BC Ry. in effect in 1916, while the latter carried passengers dressed in period costumes complete with the conductor verifying tickets at the rear platform. Photos courtesy of the Author.

The CANOL and Alaska Highway projects brought a remarkable surge in business and the freight traffic that was offered nearly taxed the NAR beyond its capacity. This resulted in much rebuilding of portions of the line. The NAR's "Blue Train" became a household word north of Edmonton, with its daily service which included a diner and sleeping cars between Edmonton and Dawson Creek, over the provincial boundary in British Columbia. Three times a week, the train was divided at McLennan and a baggage/mail/express car, a coach and a sleeper were taken onwards to Peace River and Grimshaw, terminating at Hines Creek.

After World War II, freight traffic continued at a high level, but passenger traffic declined steadily. About 1960, passenger service was quietly withdrawn from the Hines Creek line and the service on the Dawson Creek run was reduced to twice-weekly.

The last days of passenger train service on the NAR were characterized by antiquated equipment, mostly hand-me-downs from CN and CP, and a tedious night schedule. The final "train-off" came on May 31, 1974. As usual, the final week of passenger service was well patronized by relays of "old-times", bidding a nostalgic farewell, and children being hastily exposed to a "once-in-a-lifetime" ride on a train.

With the preliminary withdrawal of portions of the passenger service, yet another noteworthy event occurred in this part of Alberta. In the early 1960s, a bitter political feud had been settled and a new line had been located, to originate at Roma Junction, mile 323.4 from Edmonton and 17 rail-miles west of the town of Peace River, to run 480 miles north into the Northwest Territories to Hay River, with a 50-mile branch to Pine Point, on the shores of Great Slave Lake. Here, deposits of lead-zinc ore had been found, which could only be processed at refineries to the south.



Mrs. E.Hanson snapped this photo of the last steam-hauled passenger train on the NAR at Grimshaw, Alberta in 1956.

This potential rail traffic, together with the seasonal shipments of supplies down the Mackenzie River to the High Arctic, made the construction of this line, the Great Slave Lake Railway, worth-while. Moreover, productive farmlands and forests in the High Level-Vermillion areas would provide more traffic for the new railway. It was completed in 1965 and was thereafter operated by Canadian National Railways.

The NAR then embarked upon a new career as a bridge-line, hauling supplies into the booming Arctic and bringing back equally long trains of ore-cars full of lead-zinc concentrates billed to COMINCO's smelters at Trail, British Columbia (see CANADIAN RAIL Number 294, July 1976, p. 201).

The McLennan-Roma Junction section of the NAR was upgraded to carry the heavier loads and the entire roadbed was improved to a high standard. But the Company was constantly power-hungry, its total roster consisting of a fleet of ageing GP 9s and four switchers. Extra GP 7s and 9s were leased from CN and CP, but the fleet took a new lease on life on January 15, 1976, when four new SD 38-2 units blasted up the Peace River Hill. Specially ordered from the Diesel Division, General Motors of Canada Limited, for service on the Peace River line and through the Little Smokey Hills at Watino, mile 297.5 west of McLennan, the new units have road Numbers 401, 402, 403 and 404.

These four new SD 38-2s proved that they could handle any reasonable load without slipping, but the couplers on the older gondolas were just not equal to the strain imposed by the 2% south-bound and 2.2% northbound grades, with their tight reverse curves. Experience has shown that the practice of splitting the train and doubling the hill, when heavy consists are behind the new power, must continue for a while yet. The regular power assigned to the Great Slave Lake Railway ore-trains is three SD 38-2s, while a lone GP 9 handles the way-freight service.

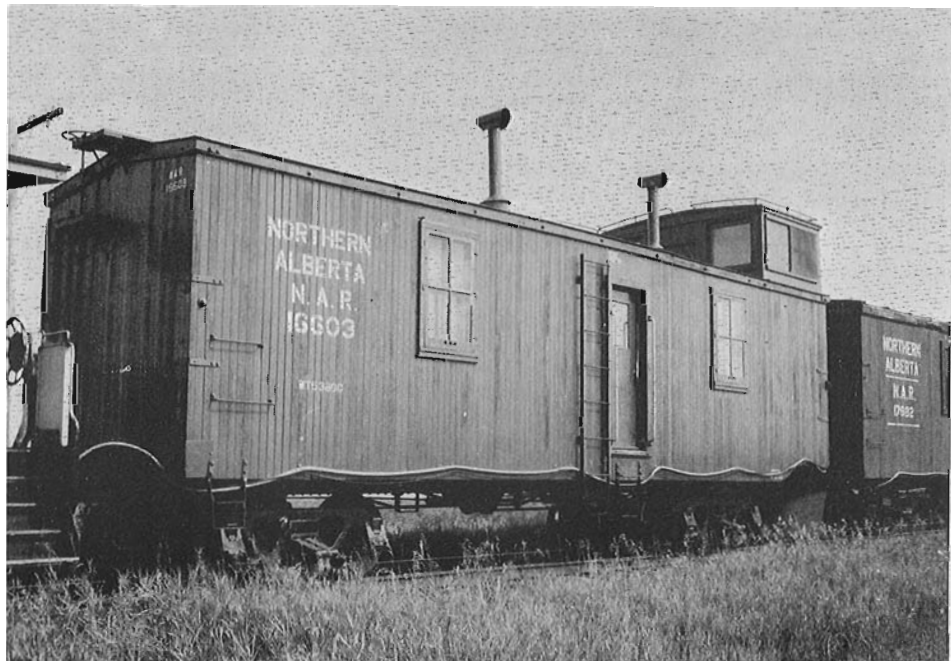
Unfortunately, one of the new units was damaged when it ran into a washout and caught fire in March 1976; happily, it is now (January 1977) back in regular, revenue service. An excessively wet summer in 1976 resulted in many unanticipated derailments and mishaps.

During the summer and fall of '76, traffic was disappointingly light, due in part to the financial recession in North America. This decline in the tempo of business reduced the capital generally available from the United States-based oil companies. But the future looks bright for the Northern Alberta Railways. Discoveries of oil along the North Slope and in the Mackenzie River delta region postulate some form of transport to bring the resulting natural gas and crude oil south to the refineries. Even if these commodities do not eventually move by rail, the components of the alternate transportation system must inevitably be brought north by rail. In addition, there are extensive deposits of gypsum in the Wood Buffalo National Park, east of the Great Slave Lake Railway. The exploitation of these deposits await the conclusion of a working agreement between the Governments of Canada and Alberta. The NAR is in a position to profit from this traffic; the eyes of the energy and resource-hungry nations of the world are looking to these northern regions of Canada.

Railway service to Peace River had been officially inaugurated on September 8, 1916, but this did not imply continuous service. These were war years. Supplies and manpower were scarce and J.D. MacArthur was perhaps not the most ethical of railway builders. Much of the rail was substandard and of such poor quality that it would frequently fail under a train, even when the latter was moving at a snail's pace. Culverts and drainage work had been minimal, so washouts were a constant cause for suspension of service. Even in 1924, there is a record of settlers leaving a train at Reno, mile 24, as that was as far as the train could go.

Incidentally, although it is not really part of this story, it should be mentioned that Superintendent McDonnell noted that the grade was completed west of Spirit River to the British Columbia boundary and steel was to be laid during the winter of 1916-17. This, in fact, never did occur; the grade was abandoned and eventually the line was located west from Grande Prairie, not actually reaching Dawson Creek, British Columbia, until 1931.

An agreement had been made in 1922 between the ED&BC, the Province of Alberta, J.D. McArthur and Company Limited and the Union Bank of Canada, the Canadian Pacific Railway Company and John D. McArthur himself, to lease the ED&BC and the Central Canada Railway to the Canadian Pacific Railway for a term of five years. In August 1926, the Government of Alberta advised the other signatories to the agreement that the contract was terminated and that it would assume complete control of the two railways.



NAR flanger 16603 is photographed in use with the SPINO rail-grinding train back in September 1976. Photo courtesy of the Author.

Alberta operated the railways thereafter until 1929. In that year, the Canadian Pacific and the Canadian National Railways jointly purchased the conglomeration of ED&BC, Central Canada, Alberta and Great Waterways and Pembina Valley Railways, whose lines ran as follows:

Edmonton, Dunvegan & British Columbia Railway:

Edmonton to Grande Prairie, Alberta	401.3 miles
To Hythe, Alberta	439.7 miles

Alberta and Great Waterways Railway Company:

Carbondale to Lac La Biche, Alberta	113.1 miles
To Waterways, Alberta (Fort McMurray)	299.1 miles

Central Canada Railway Company:

Winagami to Peace River, Alberta	48.5 miles
To Fairview, Alberta	97.4 miles

Pembina Valley Railway:

Busby to Barrhead, Alberta	26.5 miles
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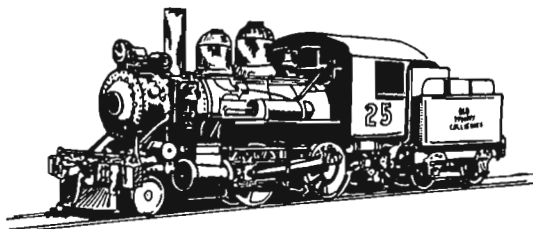
Mrs. Evelyn Hanson	Peace River, Alberta
The Editor, Peace River "Gazette"	Peace River, Alberta
Mr. S.S. Worthen	Montreal, Quebec

REFERENCES

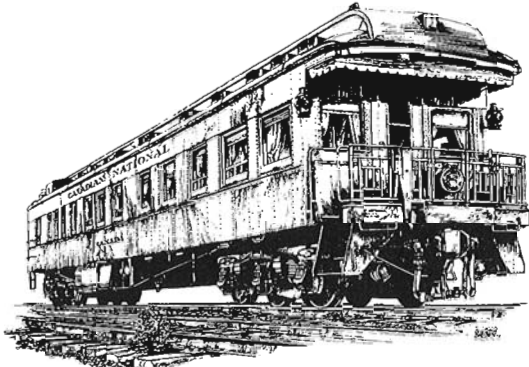
The Peace River "Record" Peace River, Alberta various issues
Editor: Mr. C. Fredericks

Canadian National Railways: Volume 2 Stevens, G.R. 1962
Towards the Inevitable Clarke, Irwin & Company, Toronto

A Brief History of the Northern Alberta
Railways Company (undated) (no author given)



The business car



CP RAIL'S ALASKA CRUISE VESSEL "PRINCESS PATRICIA" WILL BE OFFERED for sale after the 1978 season. Earnings have dipped in recent years and projected increases in costs make future operations uneconomic. Extensive improvements, estimated at \$1-million, would be required for the ship to meet new U.S. regulations which become effective in 1979 - for example, self-contained waste disposal systems will be mandatory for all vessels entering U.S. waters after that date. The 6,000 ton, 320-passenger ship makes 18 trips annually from Vancouver to Alaska.

(Toronto GLOBE AND MAIL, Dec. 15/77)

ARTICULATED OR "BENDING" BUSES HAVE BEEN ROAD-TESTED IN EDMONTON and Calgary since last September. Edmonton is trying out a 58-ft. Volvo which carries 65 seated passengers and 57 standing, against the 78-passenger capacity of conventional buses. Calgary is testing two German-made M.A.N. buses which, like the Edmonton vehicle, were leased by Transportation Alberta for two years of testing. Plans are for the Volvo to go to Calgary at the end of July. In return, the two M.A.N. buses will go to Edmonton for testing. All three buses will be in Edmonton for the Klondike Days and the Commonwealth Games this year. Thanks to Lon Marsh for this item.

(Saint John's Edmonton Report, Dec. 12/77)

125TH ANNIVERSARY OF COMPLETION OF THE FIRST INTERNATIONAL RAILWAY in North America, the Grand Trunk, will be celebrated at Island Pond, Vt. July 14-15-16, 1978, according to the Island Pond Historical Society's newsletter. 1853 also saw the establishment of Island Pond as the midway point of the new line.

ANOTHER LUXURY BUS SERVICE HAS BEEN CANCELLED IN ONTARIO. TRAVEL-ways announced its daily luxury service between Orillia and Toronto would be dropped Jan. 8/78 because of a lack of passengers; regular (non-luxury) service continues.

(Toronto Globe and Mail, Jan. 5/78)

TORONTO TRANSIT COMMISSION IS PROCEEDING WITH CONSTRUCTION OF A 1.5 mile extension of the Bloor-Danforth subway line past the Warden Ave. station to a new station at Kennedy Rd. and Eglinton Ave. East. The extension is expected to cost about \$90-million and is scheduled to open in the summer of 1980. The proposed LRT (Light Rapid Transit) project, linking the proposed Kennedy Rd. station to the Scarborough Town Centre at Ellesmere and McCowan Rds, won't be started for another two years. The LRT \$108-7-million high speed line should be ready during the summer of 1982.

(Toronto Daily Star, Dec. 30/77)

FOR THE RECORD, GROVETON, N.H. WAS CLOSED AS A CN-GT TRAIN ORDER office last October and North Stratford was closed in early December.

(The 470, Portland Div.,
Railroad Enthusiasts Inc.)

CN'S WESTERN REGION, "THE BRIGHTEST SPOT IN ITS COAST-TO-COAST NETWORK", will receive priority treatment in future capital budget allocations, particularly to improve unit train capacity. President Robert Bandeen, in a Calgary interview, said that between 25 and 30 per cent of planned capital expenditures of approx. \$500-million will be made west of the Lakehead. Gains in western Canadian coal shipments to both domestic and export markets - Alberta coal will soon be moving in volume to Ontario - and other resource commodities will account for most of the expected growth in freight business. In addition, CN is in "a commanding position", because of its presence in northern Alberta and B.C., to benefit from construction of the proposed natural gas pipeline from Alaska.

Long term forecasts point to a doubling of the 20-million tons of regional freight movements annually on the lines to tidewater at Vancouver and other destinations by the late 1980's.

According to Charles Armstrong, vice-president, Mountain region, rail construction from the Sukunka River Valley of B.C. to Prince Rupert could be accomplished with relative ease, "opening an alternative access to the sea."

(Toronto Globe and Mail, Dec. 17/77)

U.S. DEPT. OF TRANSPORTATION RECENTLY RELEASED \$1.8-MILLION TO THE Adirondack Railway of New York State for track reconditioning on the 118 mile line from Remsen to Lake Placid. This line is going to provide passenger service to the 1980 Winter Olympics. Early plans call for regular passenger service on the line in 1978.

MONTREAL-QUEBEC CITY EXECUTIVE BUS SERVICE IS BEING PLANNED BY Voyageur to start rolling next April. New buses seating only 25 passengers will be used. Broadloomed floors, light meal service, drop-down desks at every seat, telephone service and other extras will be featured. Fare will be approximately double the standard rate, according to Normand Denault of Voyageur. Closure of Quebec's centrally-located Palais Station and resulting inconvenience to rail passengers have adversely affected CN and CP Rail traffic totals. Voyageur feels it can pick up more of this business (as well as some from the airlines) by offering improved service.

(MONTREAL STAR, Dec. 14/77)

VICTORIA-COURTENAY, B.C. RAIL PASSENGER SERVICE BY CP RAIL'S Esquimalt & Nanaimo unit was allowed to end January 31/78 by order of the Canadian Transport Commission which said that the service was "uneconomic and likely to continue to be uneconomic". But Premier Bill Bennett of B.C. immediately said that the government would appeal the CTC decision. He also said that the government wants its land back if CP Rail abandons the short line between Osoyoos and Okanagan Falls, B.C.

(Toronto Globe and Mail and
Montreal Star)

URBAN TRANSPORTATION DEVELOPMENT CORPORATION'S 430-ACRE SITE NEAR Millhaven, just west of Kingston, Ont. is beginning to come to life, with work progressing on the 2,500-metre test track which includes an elevated portion of 410 metres (this will be used to test such things as noise levels, tracking properties, stopping, uncoupling and failure simulation). A second track of 4,800 metres will be used for testing street cars of four, six and eight axle designs. A \$350,000 two-storey building will be ready soon. Already more than 100 are employed on site some of whom are from Canadair, a partner with UTDC in a project referred to as "an intermediate-capacity transit system" which is based on the use of linear motors.

(Kingston Whig-Standard and
Toronto Globe and Mail)

REMEMBER THE GREAT FLOODS OF 1927? THAT WAS THE YEAR THAT A LARGE part of upper New England was struck by rains that wrecked havoc with the railways. The Rutland, Central Vermont, Boston & Maine, Maine Central, Canadian Pacific were among the roads snarled. A fine illustrated article, The Flood of '27, by Patrick E. Purcell, appears in The National Railway Bulletin, Vol. 42, No. 6, 1977. From this here's a sample of what happened: "The Canadian Pacific's northbound Alouette, bound from Boston to Montreal, was near the summit in Sutton when Engineer Ernest H. Rickaby felt the tracks 'soften' under his engine and stopped the train. It was to be two days before the tracks were sufficiently repaired to allow the Alouette to be brought down the grade to Barton where it remained nearly a week. Among the passengers was E.W. Beatty, president of the CP, who struck out for Montreal via handcar, jitney, a work train to Sherbrooke and a light engine to his destination."

AMTRACK CLOSED A COMMISSARY WHICH SUPPLIES FOOD TO LONG-HAUL PASSENGER trains after federal inspectors found unsanitary conditions. The facility, in northeast Washington, normally provides sandwiches and other prepared food for trains from Washington to Chicago and Montreal. "Total lack of a sanitary control system throughout" was said to be the biggest problem by a U.S. Food and Drug Administration official.

(The 470, Portland Div.,
Railroad Enthusiasts Inc.)

ANOTHER CENTENNIAL PROJECT IS NOTED IN THE MILEPOST (MIDWESTERN Rail Association Inc., Winnipeg): "At the request of the Stephen Centennial Committee in Stephen, Minn., a rail trip is being formulated for July 1st from Winnipeg to Stephen over the original track right-of-way of contract 5. It is anticipated that the passenger stock will be Canadian Pacific and operated by CP Rail to the border and then operated by Burlington Northern south of the line."

MOORE HOOPLA FOR THE LRC WAS REPORTED JAN. 14/78 AS A CONTRACT signing ceremony at Bombardier-MLW, Montreal was held in the presence of 1,000 employees and guests. "Signing was delayed - some might say underlined - by a gap in the country's transportation system which it is hoped the LRC can fill," noted Montreal Star's reporter. The ceremony was supposed to start at 11 a.m. but a government jet bringing the lawyers with the contract documents from Ottawa was delayed because of some heating difficulties. The Ottawa staff had to change to another plane, but they would have arrived on time had they taken the train. As already widely reported, the contract covers the building of 22 locomotives and 50 cars for VIA Rail Canada

(Montreal Star, Jan. 14/78)

TORONTO'S UNION STATION IS BEING UPGRADED TO PROVIDE MORE TRACKS for GO service, wider platforms and better passenger handling facilities. Access to the TTC subway will be improved with GO ticketing facilities moving east of the present location into the lower level of the former postal building. Rebuilding will take about 22 months to complete. A modified plan for upgrading rail approaches west of Union Station will be implemented, with special attention to the bottleneck at the rail junction under Bathurst Street bridge. Re-designed trackage will allow increased GO traffic to use the area without interference from other trains and will also speed up movement of trains through the yard trackage, saving an estimated five minutes on each run between Union and Exhibition.

(GO NEWS, Nov./77)

LARGEST SINGLE SHIPMENT OF MANDARIN ORANGES EVER HANDLED BY CP RAIL moved from Vancouver to Ontario and Quebec in late November, following unloading of the freighter Australic. More than nine million oranges, filling 60 temperature-controlled insulated box cars made up this special "Mandarin Express".

(CP RAIL NEWS, Jan. 18/78)





Manufacturers of color film are being taxed to the limit what with all the new color schemes appearing on the scene in recent months. Pierre Patenaude submits the following four photos for presentation: Firstly newly painted CV unit # 3601 in green and yellow, this RS-11 was pictured at Montreal Yard on July 1, 1977. CP # 8619 freshly rebuilt at Angus following fire damage was pictured at St. Luc Yard on 9 October, 1977. This unit features modular circuitry and 2000 HP for traction. GO Transit # 500 was in Montreal's Pointe St. Charles Shops (CN) for alterations to permit it to be used in hauling the new double decker cars in and around Toronto, Ontario. Finally the ONR has sent their RS-3's to MLW Industries in Montreal for a re-fit and yes Virginia, a new paint scheme. Pierre caught the unit in transit at Montréal yard on 23 October, 1977.

Canadian Pacific commenced transcontinental passenger service in 1886 with the arrival of the first through train at Port Moody, B.C. If all goes according to plan CP's transcontinental service presently known as THE CANADIAN will come to an end in 1978 when VIA RAIL CANADA assumes all rail passenger services in Canada presently provided by CN and CP rail. As reported in our February issue an amalgamated service is proposed using both CN and CP lines. We are pleased to present this scenic winter photo of our sleek CANADIAN high in the Canadian Rockies, the photo is presented with the compliments of CP Rail. →

