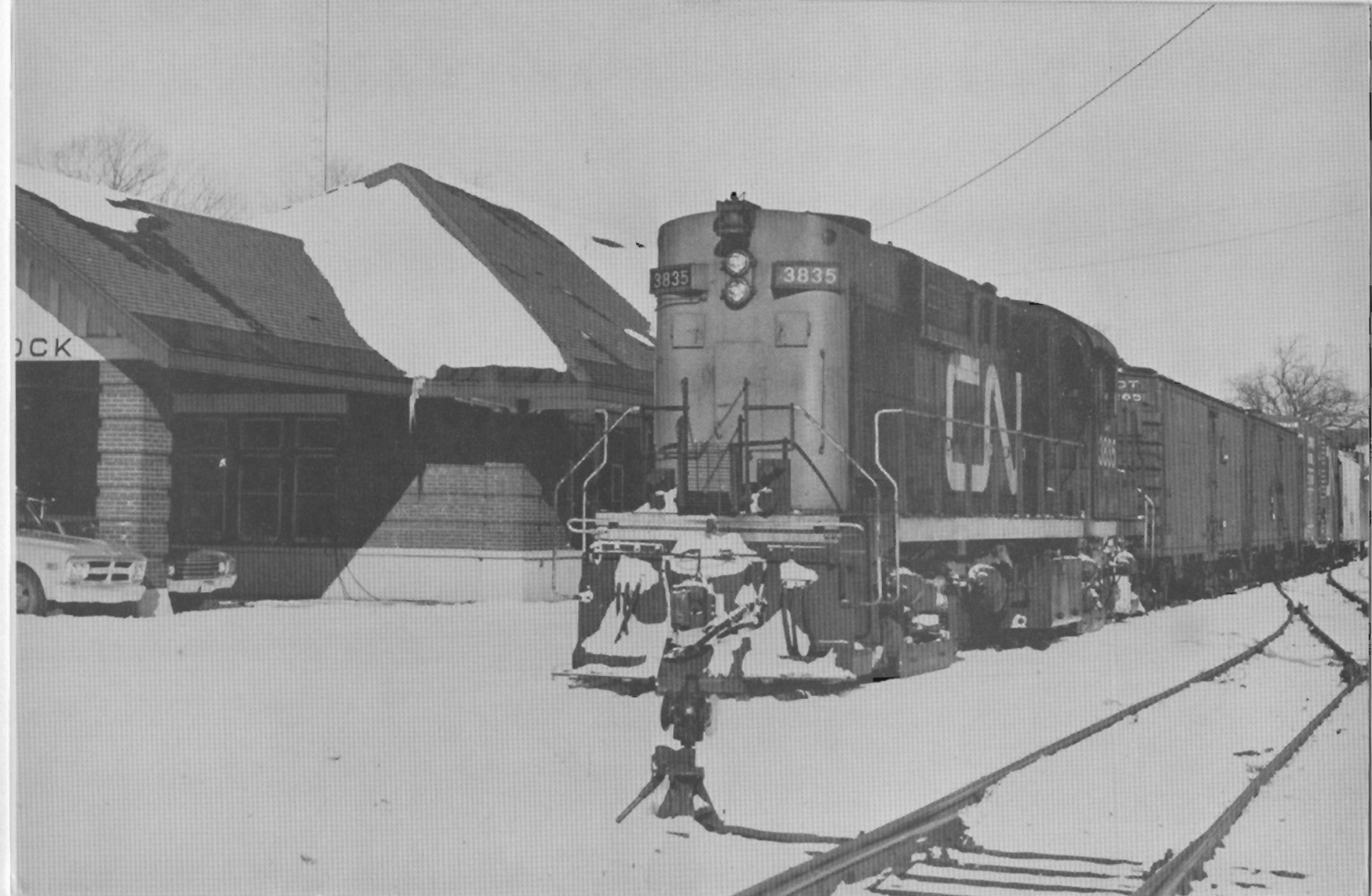


Canadian Rail



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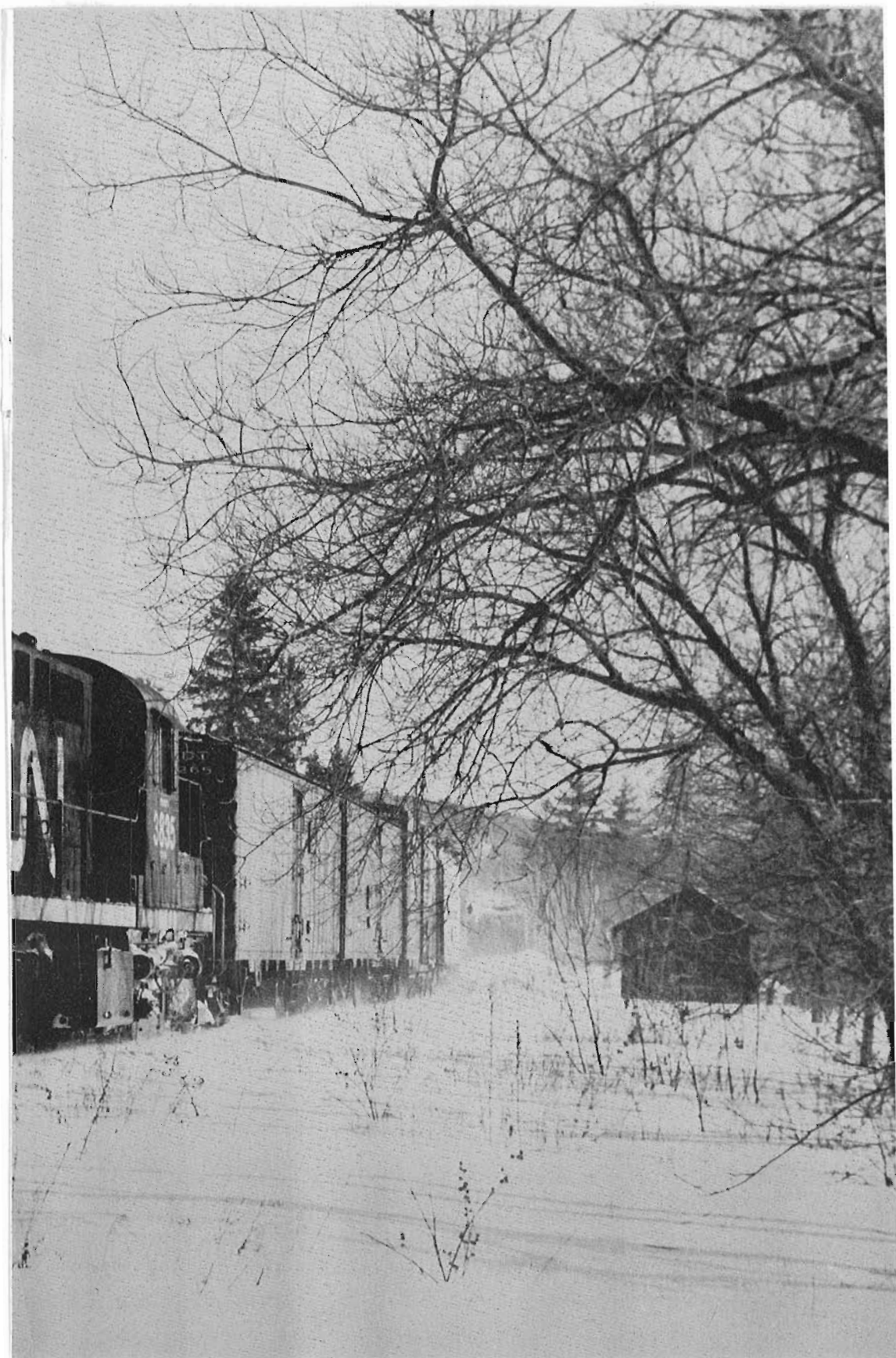
We are pleased to devote our June issue to the Maritime Provinces, Canada's Atlantic playground. In this regard only the late Allan Toohey could have photographed our cover photo. The place is Port-aux-Basques, Newfoundland. It is October 1954 and the Newfoundland railway's narrow gauge passenger train is patiently waiting on the dock. Gone are the train as well as the vintage sailing ships. Photo courtesy CRHA Archives, E.A.Toohy Collection.

OPPOSITE:

CN's train No. 725 headed up by road switcher 3835 has just arrived at the CP station in Woodstock, New Brunswick. Ken Gansel snapped the arrival on 4 February, 1975.

CN's train # 725 breaks tracks through the newly fallen snow at CP's Burt's Corner, New Brunswick. This unusual way-freight switches from CN to CP trackage five times in covering its 177 mile run. Photo courtesy Kenneth Gansel.





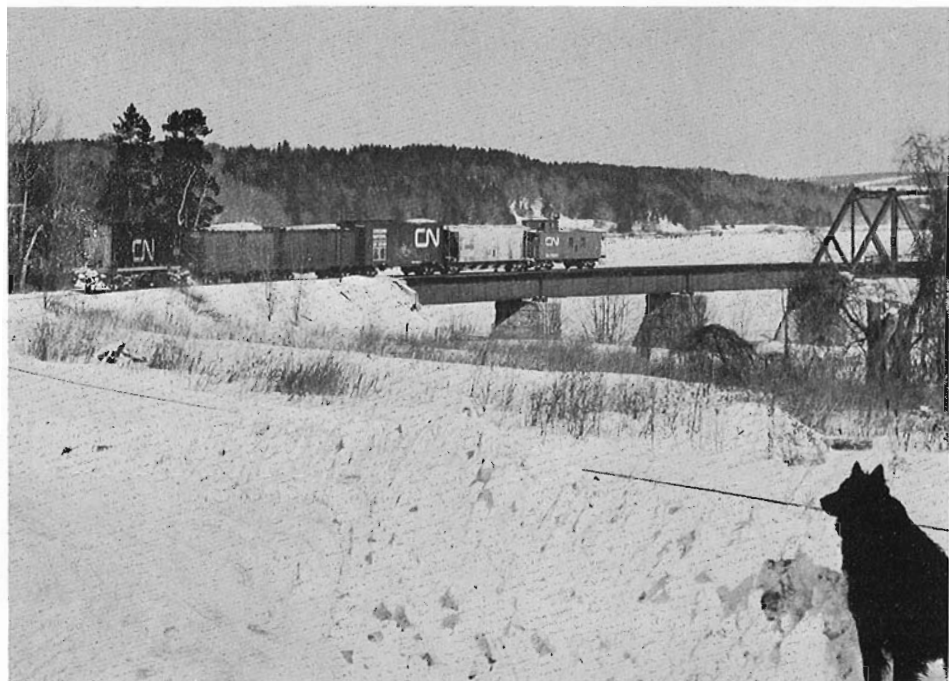
Diary of CN train no.725

by Kenneth A.W.Gansel

Canadian National Train No: 725 runs from Saint John, New Brunswick to Centerville, N.B. a distance of 177 miles. What makes this train so unusual is the fact that it runs over the Canadian Pacific Ry. three times and on the CN tracks twice, this works out to 79.1 miles on the CPR for 44.6% of the total trackage, and 98.2 miles on the CNR for a total of 55.4% miles of trackage. There is only one other place in Canada where a Canadian National train operates over another railway's trackage, that being the Great Slave Lake Division in northern Alberta, at one time there was an operation in the Okanagan area of British Columbia which exists no longer.

This then is the story of CN 725:

0500 Canadian National yard at Saint John, N.B., Tr: 725 is ordered to depart at 0500 with engine No: 3835 a MLW RS-11 and 7 cars.



Two miles out of Woodstock, N.B. at Upper Woodstock our ambling way-freight crosses the St. John River in a truly Maritime setting. Photo courtesy of the author.

- 0530 CN Train gets under way and enters the CP tracks at the West end of the yard.
- 0615 Our train stops to register at Westfield Beach, we have now left the CPR and are back on the CN Oromocto Sub-Division having come 14 miles on the CP. Southbound CPR train No: 42 (Atlantic Ltd.) checks this register on the days that No: 725 operates.
- As the train works its way to Fredericton, it picks up and sets off cars at: Gagetown (CFB Gagetown) and Oromocto.
- 0925 CN South Devon
- Train 725 arrives, and the crew changes at the station, 725 has come 84 miles.
- South Devon is located on the East bank of the Saint John river opposite Fredericton. It has a small yard and a 3 stall engine house. There is a Monday to Saturday switcher which works South Devon to Fredericton (0700 - 1500). 725 will set off all its cars in the yard and pick up the cars for the run to Centerville. Also of note, South Devon is the CPR junction and the CPR Fredericton yard switcher comes across the bridge from time to time.
- 1045 Train 725 departs the CN yard and enters the CP Gibson Sub-Division. The CP line runs along the Saint John river to Keswick and then turns north to Burtts Corner.
- 1115 Burtts Corner the CPR line from here to Southampton is inaccessible. One can catch up with the train at Southampton a drive of about 30 mins.
- 1200 CP Southampton, on arriving at Southampton, CP train No: 81 to Nackawic is just leaving the Gibson Sub, therefore 725 will have a clear track to Newburg. This CPR train is usually ahead of the CN train by about 45 mins. And at times there is the CP train from Minto ahead (No: 79) but today this train is behind 725 by an hour or so.
- 1245 CN train 725 arrives Southampton. The train stops to pick up some orders and it is off.
- At this point the railfan has two choices,
- 1) you can take the rough road to Clarkville, N.B. #585 and then onto Newburg, however in the winter this road is very slow and you might not catch up, or
 - 2) go south on N.B. #605 to Nackawic and then on to the Trans-Canada to Woodstock. I chose the second choice, because it was -14° and blowing snow on back roads is no fun.
- 1345 Arrive at Upper Woodstock CP bridge.

Newcastle

NEW BRUNSWICK



Aroostook

Centerville

Valley
Newburg
Woodstock

Southampton (Millville)

Burt's Corner

Minto

Fredericton
South Devon

Oromocto

Gagetown

MoAdam

Westfield Beach

Saint John

MAINE
(U.S.A.)

Bay of Fundy

**ROUTE OF C.N.R.
TRAIN N° 725/726**

- C.P.R. tracks
- + + + C.N.R. tracks

Original drawn by: K.A.Gansel
Redrawn by: W.J.G.

not to scale

- 1350 CP Newburg, train 725 registers and calls the CP dispatcher for clearance to Woodstock. The CN train leaves the Gibson Sub for the Shogomoc Sub and the 4 mile trip to Woodstock.
- 1355 CN train crosses the CP bridge at Upper Woodstock.
- 1400 CN train arrives at the CP station in Woodstock a stop of about 5 mins. is made for orders and a clearance for another 2 miles to Valley and the junction with the CN tracks.
- So far the train has come 147 miles, 77 miles of it on the CPR.
- 1435 CN Woodstock, the CN train is back on home track. There are two railway stations in Woodstock and the CN station is about 3/4 of a mile from the CPR up the Holton Road.

The reason this train takes such a route is that the original line from Fredericton to Woodstock along the West side of the Saint John river was removed when the dam was built at Mactaquac. The lake which was formed by the dam covered the tracks with water up to 45' deep. You can still see the old roadbed up to the dam and can



With an initial puff of exhaust CN 3836 operating on train 725 pulls out of CP Newburg, New Brunswick after registering, Photo courtesy of the author.

find it again around Pokiok, this was the CNR Valley Sub-Division. Because of the dam CN had running rights to use the CPR tracks to get to its line to Centerville.

It is the potato industry that keeps the CN line to Centerville in business. The Centerville line is in the heart of New Brunswick's potato belt. Most of the cars are refrigerators and on today's train there were 2 of them out of the 4 cars we had.

After spending about half an hour or so at Woodstock, checking with agent as to what work is to be done along the line, the train sets out for Centerville. The time now is 1535 there is still 26 miles to go and it will take about 2 hours to reach Centerville. The train will spend the night at Centerville and tomorrow morning will take the same route back to Saint John.

Train 725 runs Tuesday, Thursday and Saturday to Centerville, and returns the next day, Wednesday, Friday and Sunday as Train 726. It does not operate on Monday.

So ends a day in the life of CN train 725.

N.B. All times shown are Atlantic Standard Time. Even though CP uses Eastern Time for its operations in New Brunswick.



All clear as # 725 rumbles through CN South Devon on 4 February 1975. Photo courtesy Kenneth Gansel.

SAMSON and ARCHIMEDES

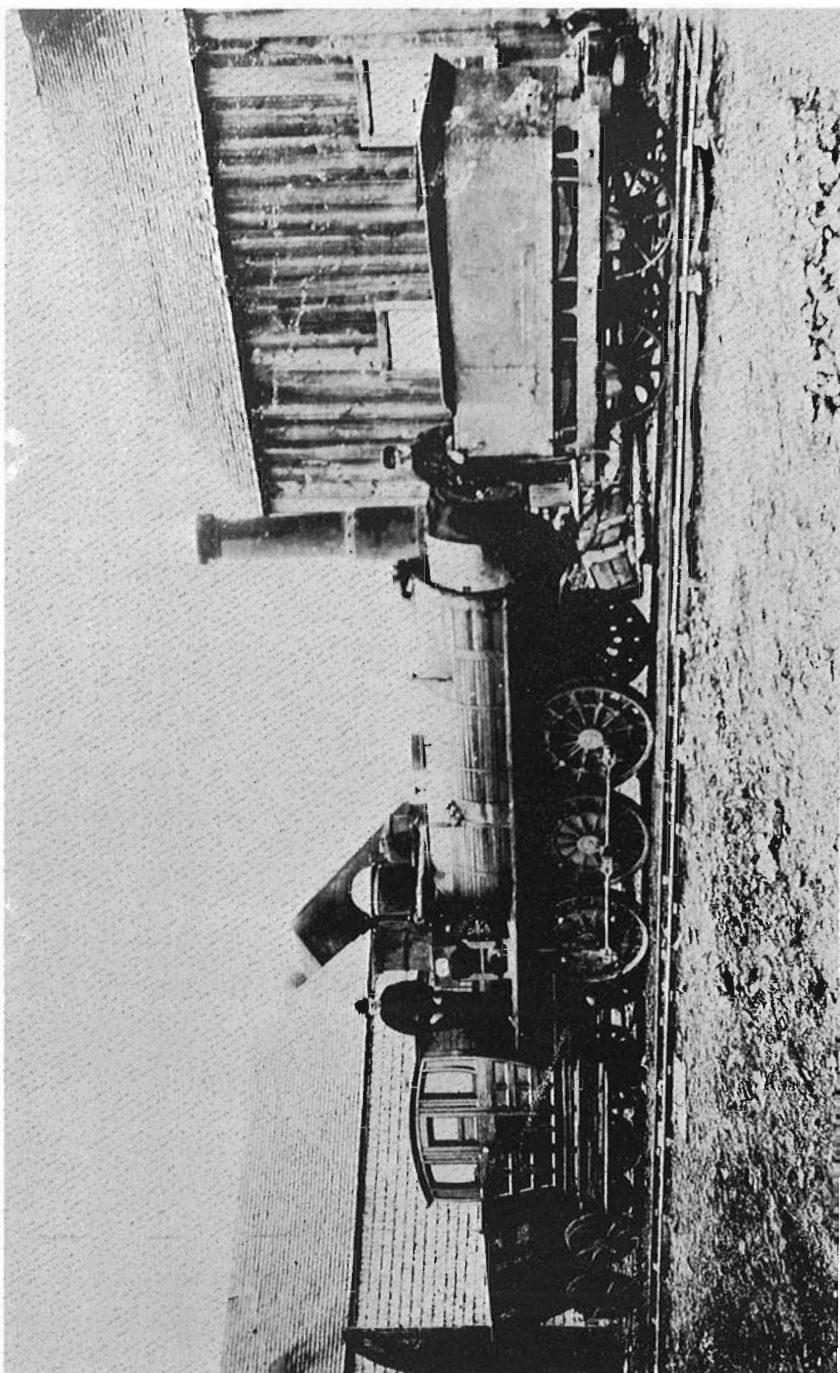
by Max MacLeod

They say I'm the oldest locomotive in Canada and I suppose that's something to puff about. I've rested here on Archimedes Street in New Glasgow, Nova Scotia since 1967 when I was finally moved from deteriorating quarters near the CN station as one of the town's centennial projects. I've had some strange travels since being built in England in the early 1830's by Timothy Hackworth. The hauling of coal was the work of strong horses, originally, of course, but the English started to use steam engines, prompting the General Mining Co. who were mining coal near New Glasgow, N.S., to build the first standard gauge iron railway to haul coal to the East River Loading Ground for water shipment. I was the first to use it giving me the distinction of being the first locomotive in British America to run on all iron rails. That was in 1839.

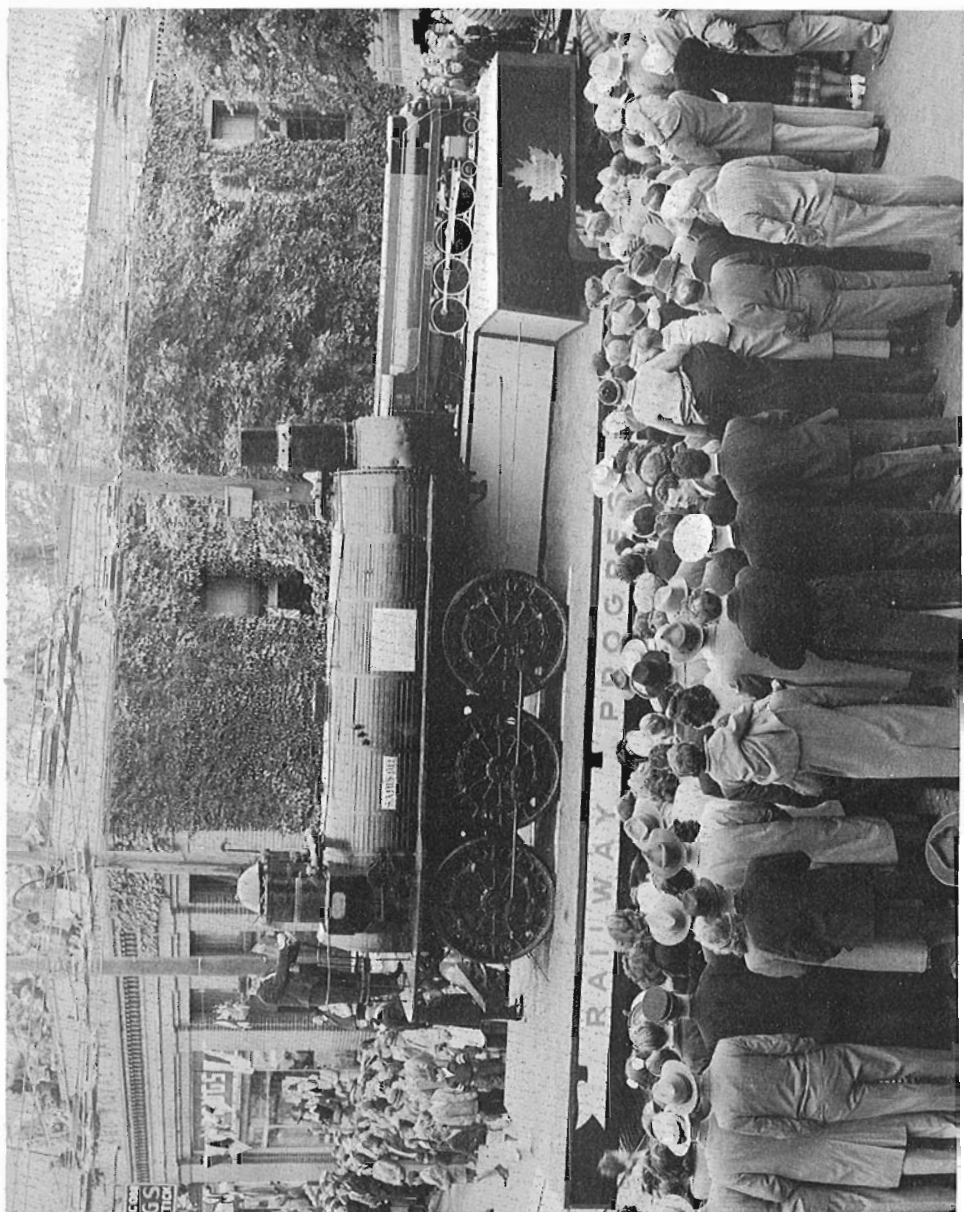
The next time you're snapping a picture of our fine looking piper statue in Carmichael Park in New Glasgow, take a look at Terrace Street adjacent to the park and you're seeing the original roadbed of that railway. It's so rough sometimes even today many motorists find that easy to believe. I traveled that roadbed, about six miles long, monotonously hauling that hard earned coal for almost thirty years, some say. The site of the Scott Kraft Hill was roughly my destination from the old Stellarton mines. Little did I know that a hundred thirty-eight years later I'd be back in New Glasgow proudly encased in this glass shelter on Archimedes Street.

It was a circuitous route which included a visit to Chicago World's Fair in 1893, auspices of the Baltimore and Ohio Railroad. I didn't make Expo. After being in the States until 1928, thanks to the efforts of caring gentlemen of both the United States and Canada, I found myself placed on display in a shed at the station in Halifax. At least, I was nearer home but it took many years yet before prolonged efforts to return me to Pictou County proved successful.

After all, I had it good in Halifax and enjoyed the hustle and bustle of the city station. I felt right at home when the powerful, panting Northerns 6100 series pulled in from Montreal and enveloped me with hissing steam mingling with the freezing breath of passengers hurrying by on frosty winter nights. They did hurry by, though, by the thousands over the years giving me scarcely a glance. Didn't blame them, though, they were engrossed in their arrivals and departures oblivious to the fact that there I stood, Canada's oldest locomotive. I seemed to sense, though, the people from Pictou County. I'm sure they were the ones who lingered a little and sometimes with a small boy by the hand spoke to him and pointing at my funny looking wooden boiler, whispered, 'That's the Samson'.



Early photograph of the 'SAMSON' under steam on the Albion Rail Road, and probably at the Albion Mines, now Stellarton N.S. Photo courtesy the Scotian Railroad Society, Jefferson Collection.



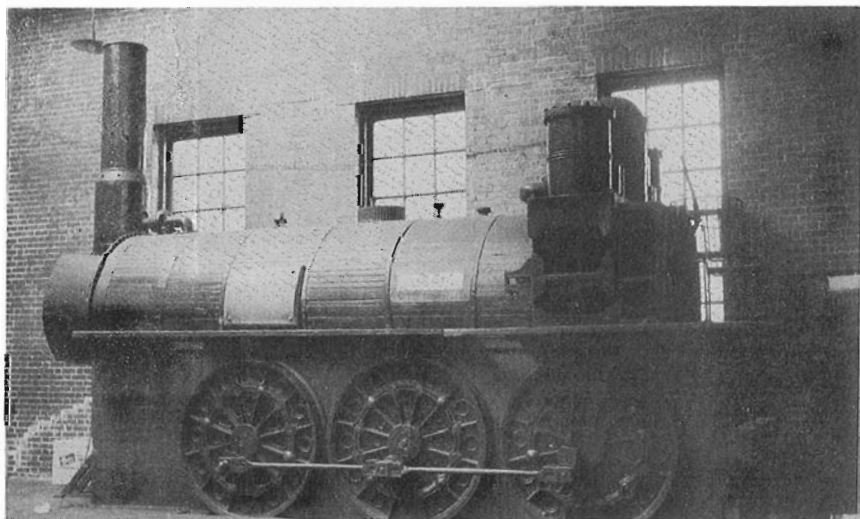
In the summer of 1949 the city of Halifax was 'en fete' celebrating the 200th. anniversary of the founding of that city and in the celebration parade was this CNR float proudly displaying the SAMSON all newly painted. The float is turning from Quinpool Road onto Oxford Street in Halifax N.S. Could that be the same 6400 model that is in the CRHA's collection and presently on display at the Canadian Railway Museum in Toronto? Photo courtesy the Scotian Railroad Society, Jefferson Collection.

The Mayor of New Glasgow, though, the Hon. Michael Dwyer, a man who rose from office boy in 1893 with the Nova Scotia Steel and Coal Co., to Minister of Mines in the Angus L. MacDonald cabinet, never passed by. He stopped and remembered. And planned. He wanted me back in New Glasgow for his town's 75th Anniversary Celebrations in 1950, temporarily at least, and he succeeded. My heart leaped up when it was agreed that I would be housed in a building on the original roadbed on Terrace Street. How befitting! What a homecoming! Alas, it wasn't to be, exactly, and for one reason or another, an attractive log cabin built for me at the station in New Glasgow became my home for the next fifteen years. It wasn't all that pleasant and failed to allow for easy viewing and soon I was left much to myself.

I enjoyed the nearness to the tracks again though, with the sounds of the Mountain engines with their 4-8-2 wheel arrangement or the Mikado freight engines with 2-8-2 arrangement passing day and night on the Sydney run, their thunder rocking my little cabin like a violent storm. Oldtimers would stand and marvel at my size and whisper, 'Samson, you would have enjoyed being here in the thirties when the Consolidation 1800-1900 steam series rumbled through here with their long lines of coal hoppers to the Acadia Coal Co. pier at Pictou Landing'.

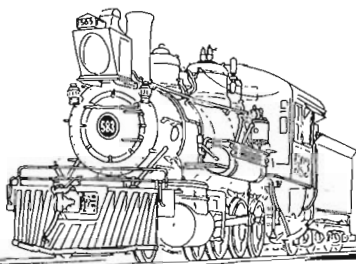
Yes, I thought, this is where I belong. But back to Archimedes Street. Thanks to the Pictou County Historical Society, I left my rather cramped and inaccessible log cabin by the tracks. The relocation to my present modern housing, a showcase of glass, was part of the Centennial celebrations in New Glasgow in 1967.

So here I am, all twenty feet of me, proudly standing fourteen feet high to the top of my stack, back where I started from, to stay. I can see the tracks across the streets here in the heart of New Glasgow. I like to imagine that that short extra toot of the 3000 hp. freight diesel whistle as it approaches the crossing at Bell's Corner is just maybe....for me.

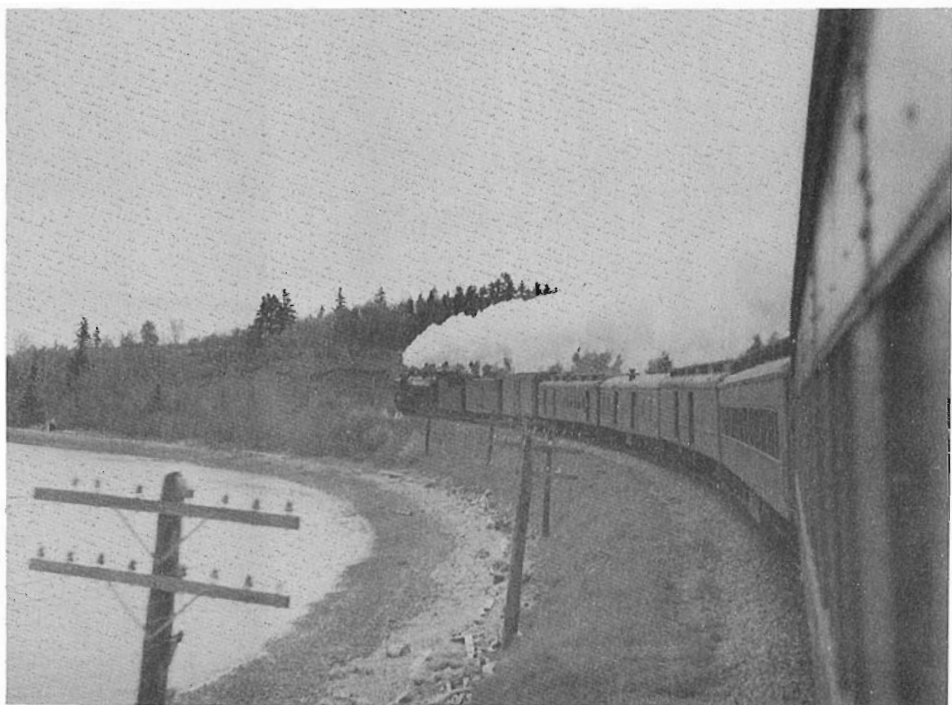


The SAMSON as she appeared on display in Halifax Union Station on May 30, 1949. Photo courtesy CRHA Archives, E.A.Tooy Collection.

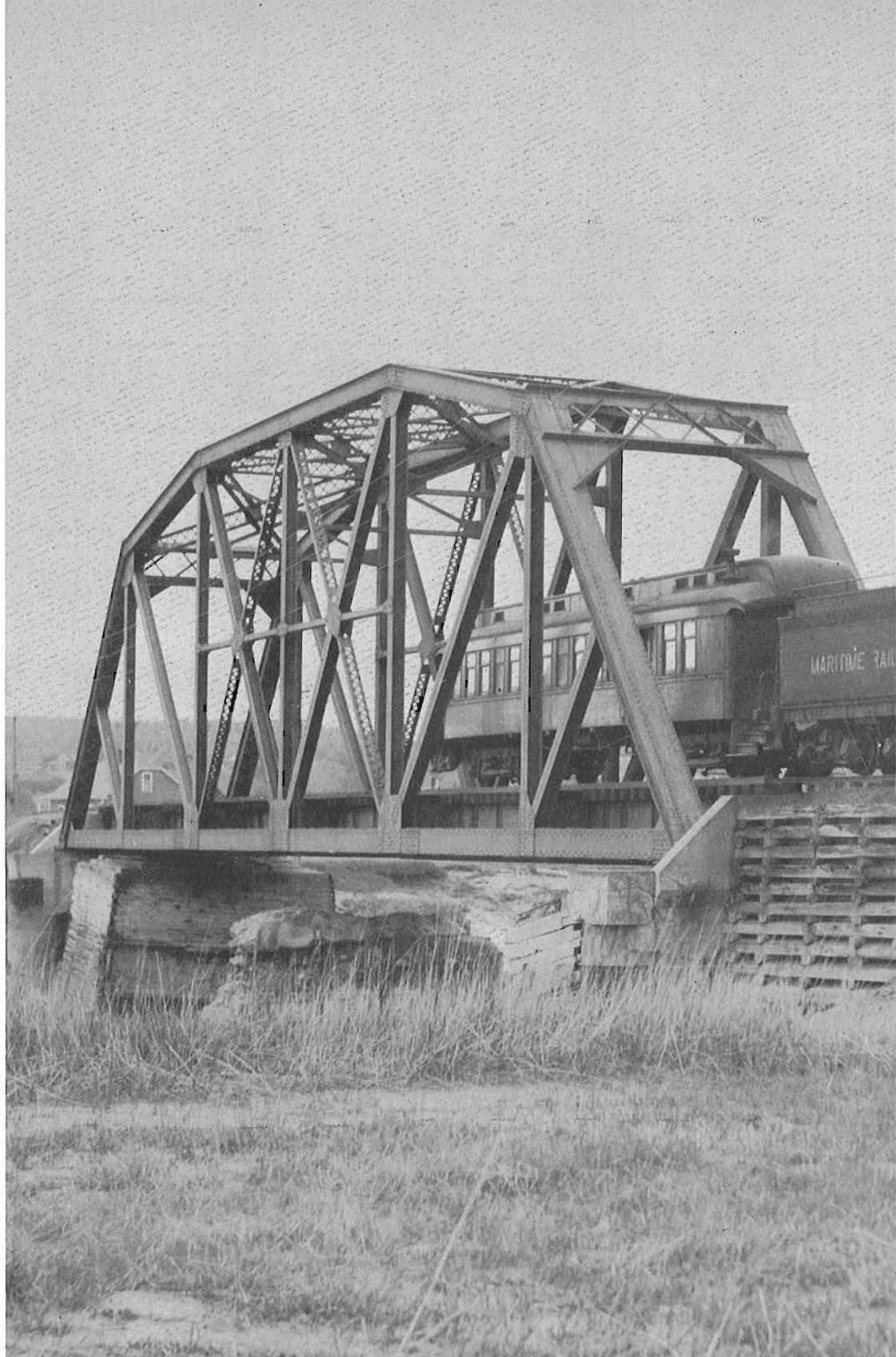
From Our Archives



In this edition of 'FROM OUR ARCHIVES' we are pleased to present a collection of excellent photos from the CRHA's E.A.Toohy collection and depicting various Maritime scenes as they were in 1949. For those of you fortunate enough to be visiting Canada's Atlantic Provinces this summer the scenery will be just as beautiful, but that long lone-some whistle will no longer be present. All the following photographs courtesy CRHA Archives, E.A.Toohy Collection.



On May 26, 1949 Allen caught this around the curve view of Canadian National's train #5 near Merigomish, Nova Scotia.

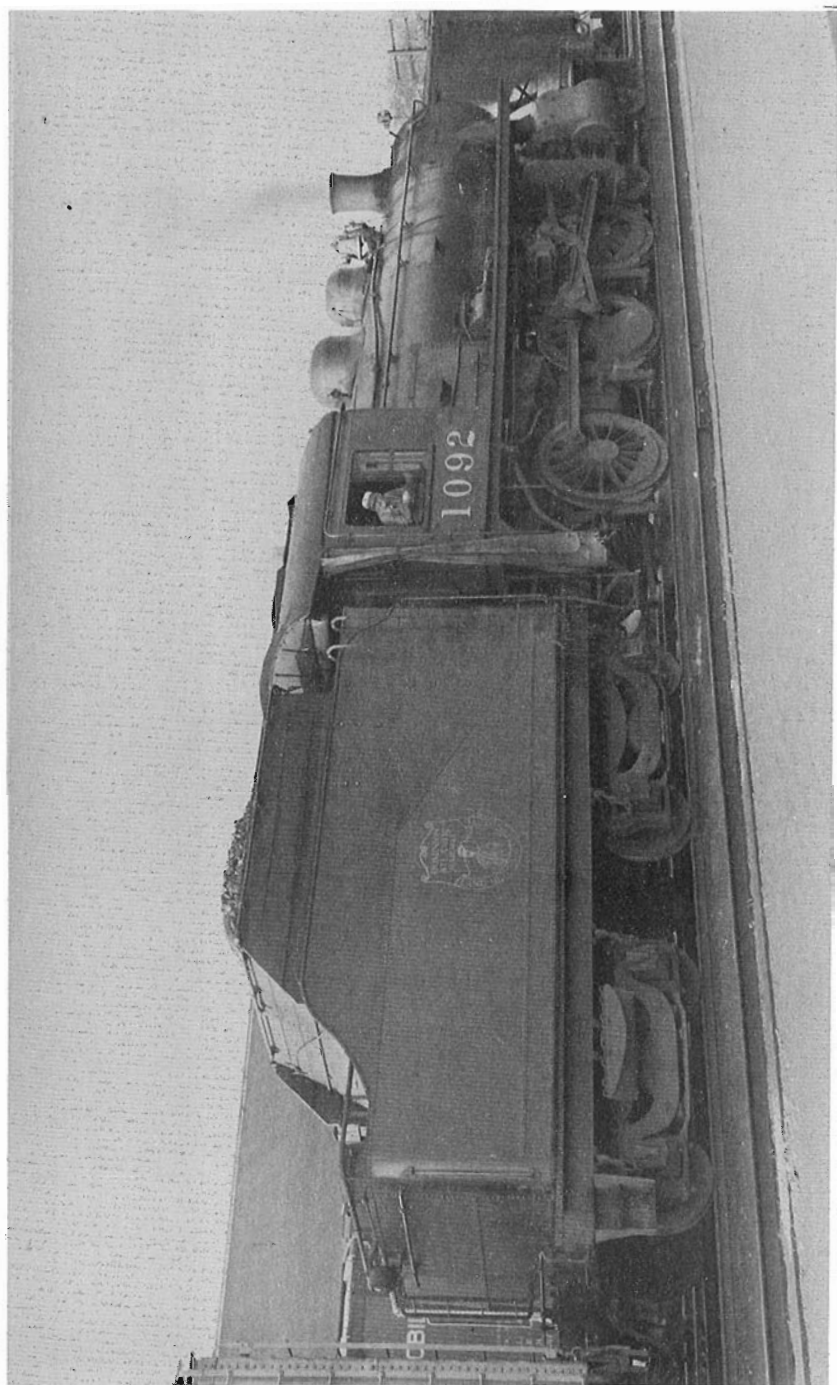


This excellent photo of Maritime Railway No. 5 and coach 150 was taken on May 28, 1949 at River Hebert, Nova Scotia. The locomotive was preserved and is in the CRHA's collection at the Canadian Railway Museum in St. Constant, P.Q. Built by the Pittsburgh Locomotive Co. in 1896 this 4-6-0 was acquired in 1961 after years of faithful service on the Maritime Railway.

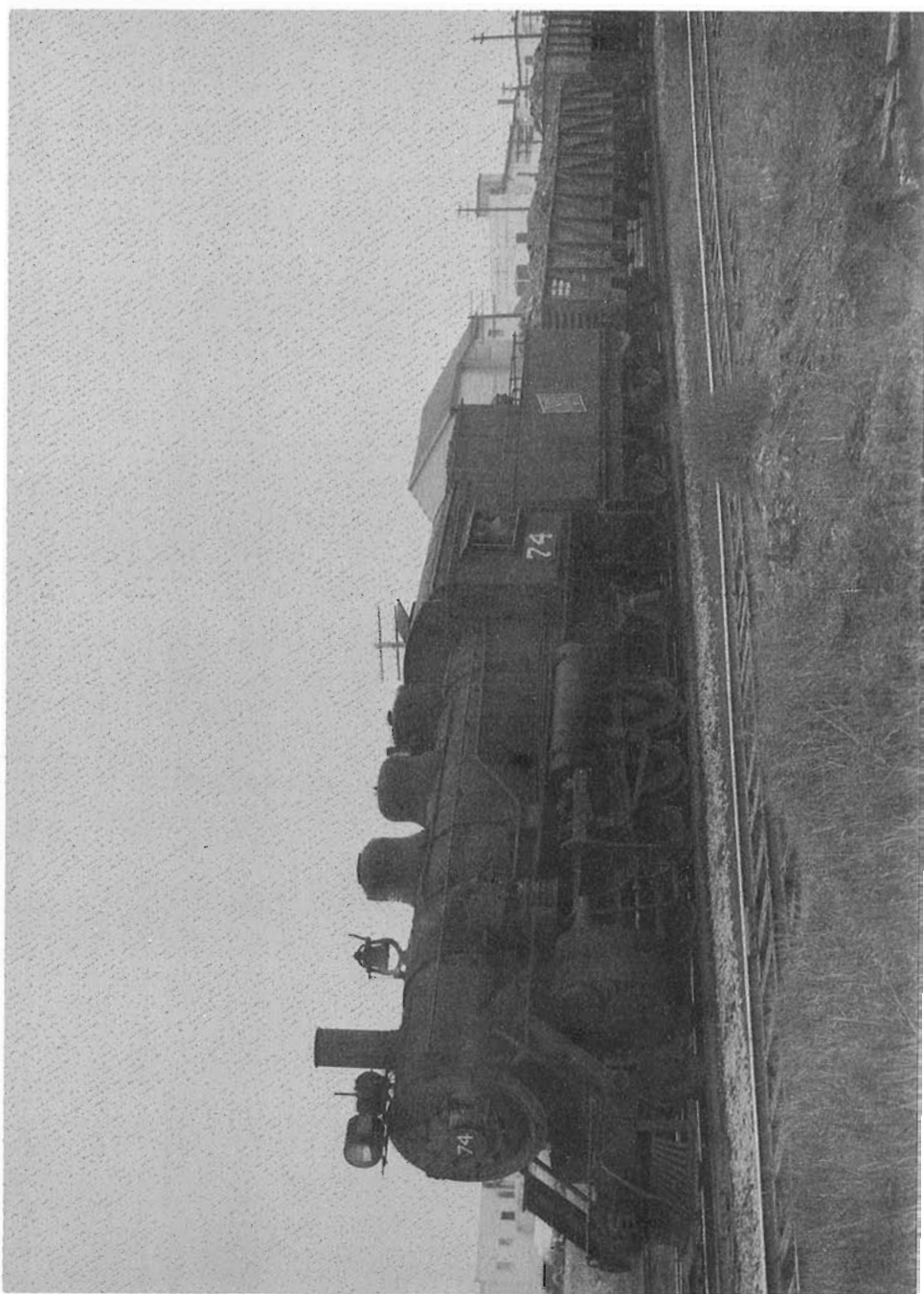




Self Propelled enthusiasts will appreciate this photo of Canadian National 15843 and trailers taken at McGivney, New Brunswick on May 25, 1949. The oil electric is an all-express while the trailers provide the passenger carrying capacity.



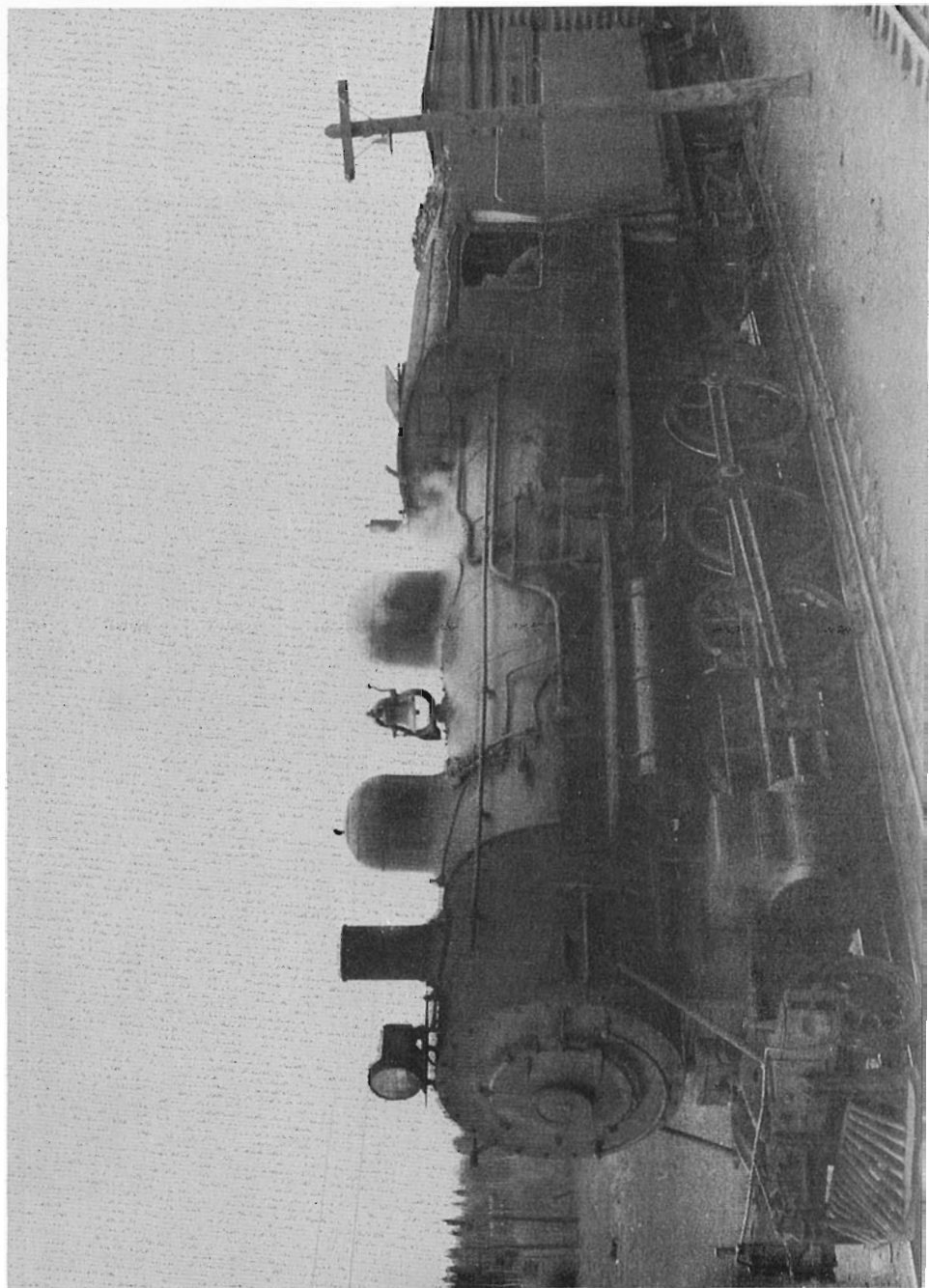
1949 action on the Dominion Atlantic Railway included this D-10 4-6-0 # 1092 which was on freight service and photographed at Truro, Nova Scotia on May 26.



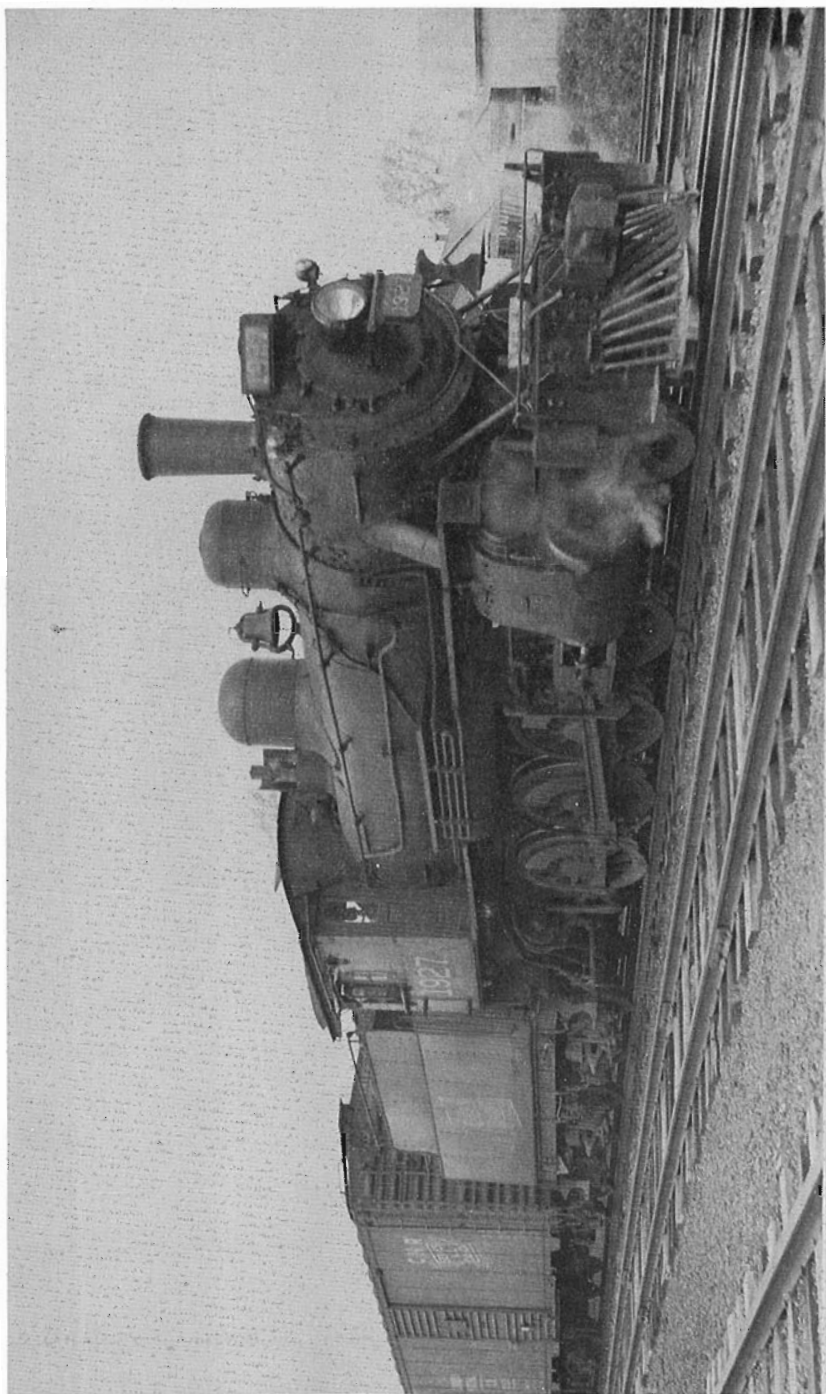
Another hard-working railroad was the Sydney & Louisburg Railway which is represented here by No. 74 a 2-8-2 which was snapped as she worked the mine at Sydney, Nova Scotia.

This classic Canadian Pacific consist was photographed at Edmundston, New Brunswick on May 24, 1949. This 4-6-0 was built at CPR's Angus shops in Montreal in 1915 and in this scene is emitting far less pollutants than most modern diesels!

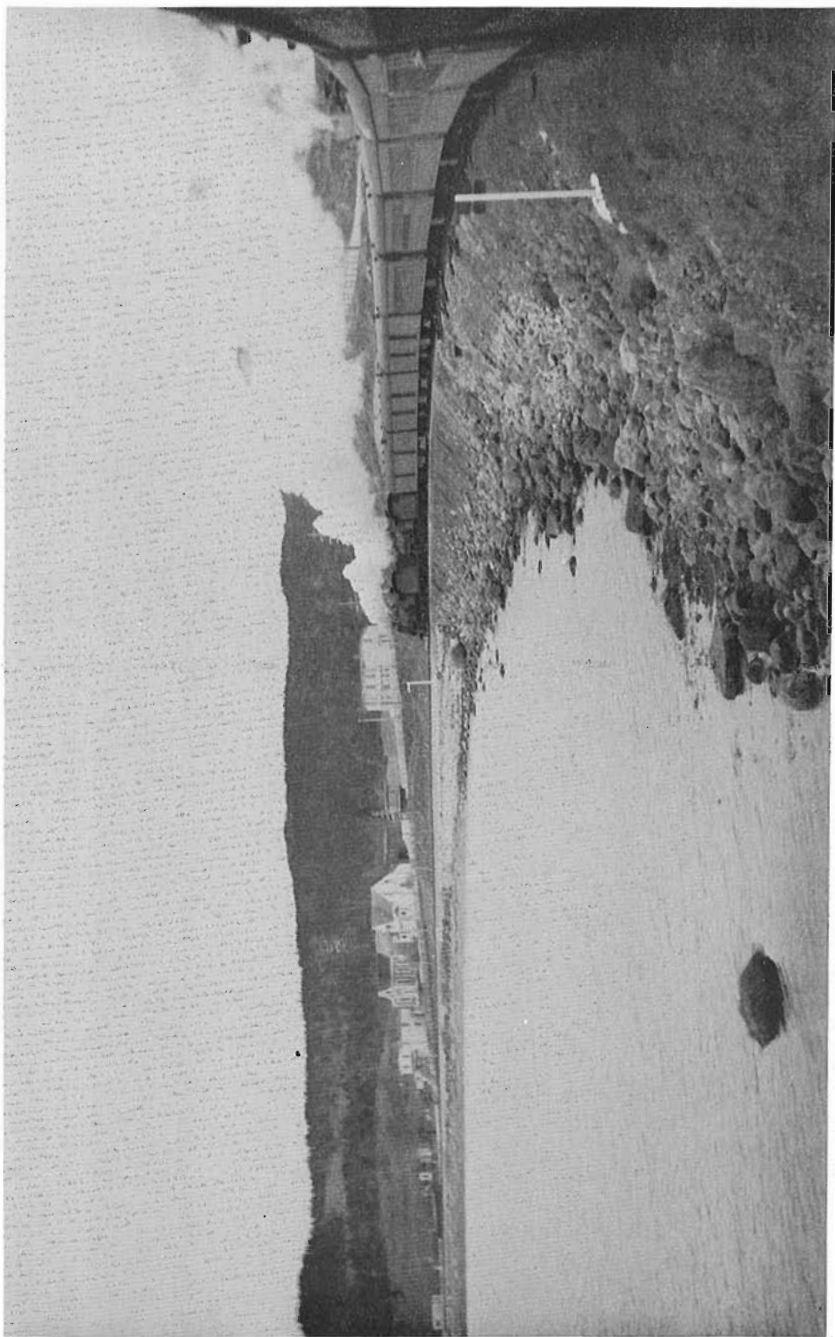




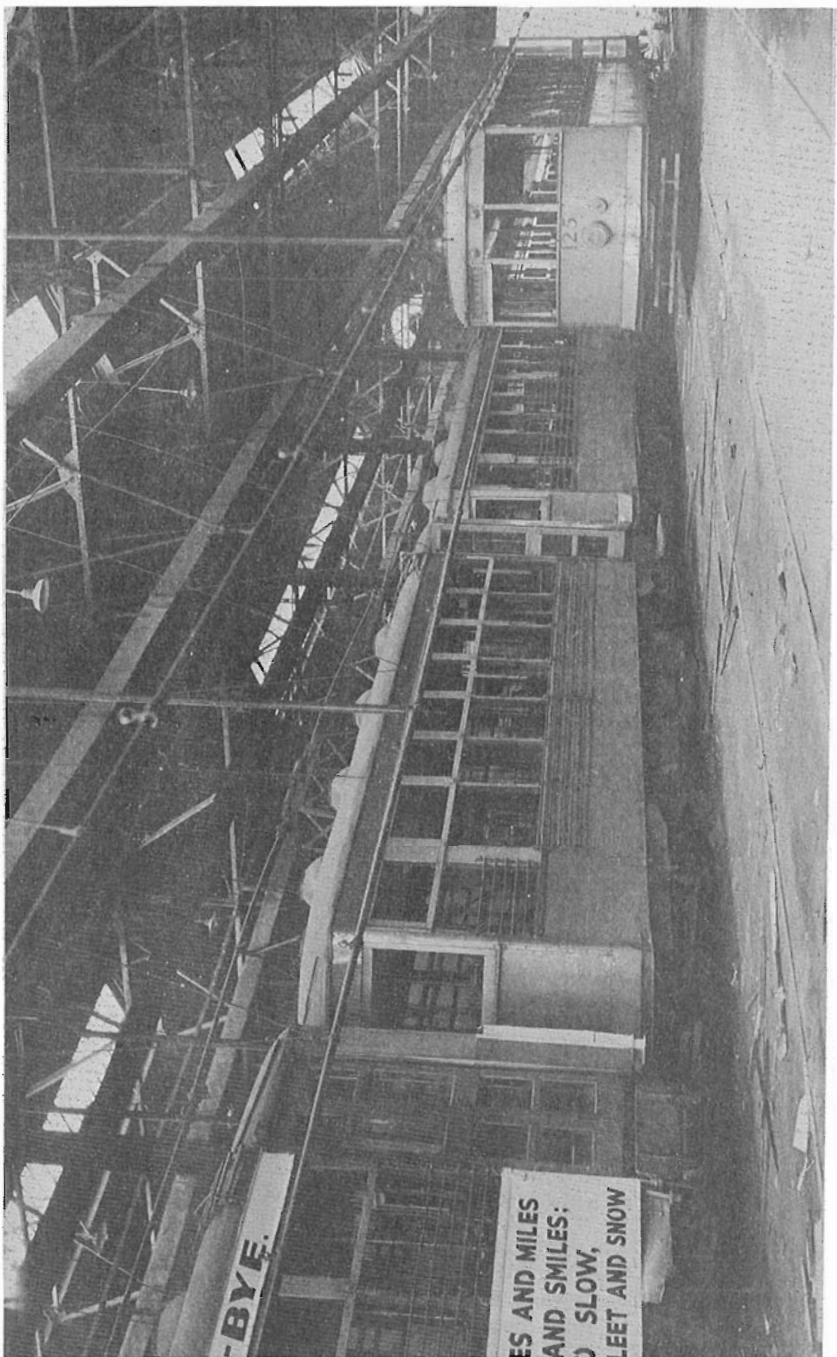
No Maritime visit would be complete without a representative of the Cumberland Railway and Coal Company. Our selection is that of 2-8-0 No. 9 shown hauling a drag at Springhill Junction, Nova Scotia on May 28, 1949.



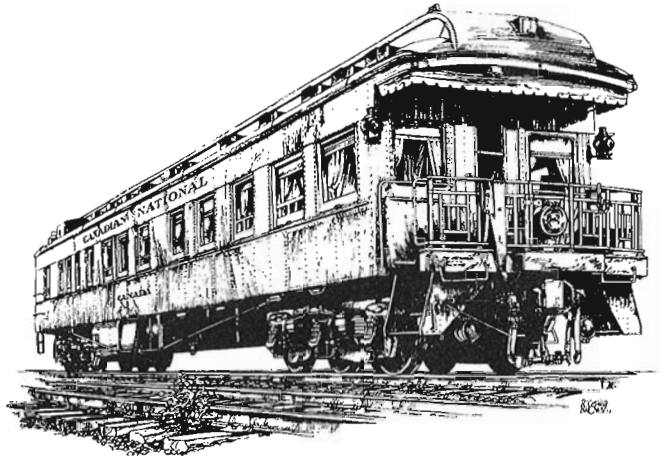
Later in the day Allen Toohey caught Canadian National 2-8-0 No. 1927 easing out of Pugwash, Nova Scotia on a local freight.



Where else could one photograph a doubleheaded narrow gauge 10 car passenger train skirting the Atlantic Shore other than in Newfoundland? The date is October 1954 and the train is the eastbound 'Caribou' just north of Port-aux-Basques, Newfoundland.



Atlantic Canada only ever enjoyed the services of seven street-railway companies, these being located in: Halifax, Yarmouth, Moncton, Pictou, Sydney, Milltown and St. John N.B. The last of these services that of Halifax and St. John lasted until 1949 before finally yielding to the cutters torch. Halifax's system had already turned its last wheel when Allen Toohy took this car barn shot on May 30, 1949. If you peek out the far doors you can see the cars being dismantled. All preceding photographs from the CRHA Archives, the Late E.A. Toohy Collection.



The business car

UPDATE ON VIA - PRESIDENT J.F. ROBERTS APPEARED BEFORE THE HOUSE OF Commons Committee on Transport in Ottawa last Nov. 28.

From a condensed report of his remarks, the following points emerge: "There will probably be an increase in the general level of rates - a VIA fare structure will be implemented June 1/78... I do not believe we should talk about transportation centres as close to the centre of town as possible - with railway services, inter-city bus services, municipal bus services, services to the airport all in one place in a central location. Our policy will be to strive to keep the transportation centre downtown ... I think there is a tremendous need for a self-propelled car in Canada. There are many runs, even inter-city ones, where one or two cars would do the job. In our 5-year plan we hope to increase set occupancy from 30-35% to 60% and to do that we have to go to a self-propelled car. We have 96 of these in CN and CP ownership and these will be coming to VIA. We will apply the specifications for the interiors of the new LRC trains to the Budd cars. National Research Council have a system to improve the riding qualities of the truck of an RDC and we want to modify them ... We have a train (the Scotian) that does 47 stops between Halifax and Montreal. That run will not have new equipment. But we are going to see an improvement in equipment on the Montreal - Campbellton - Halifax run ... At the present time I would be inclined to say that there will be five LRC's in the West, three in the corridor (Montreal-Quebec) and two in the Maritimes - as we see things now this would be the distribution for 1980 ... From April 1/78 until 1982 there will be a reduction in the amount of equipment used. What we really will be doing is using self-propelled cars rather than conventional equipment in many areas (to increase load factors). We are going to pool existing CN and CP equipment to take the best. About 300 cars would drop out of a system like that ... The VIA 5-year plan envisages a 60% load factor, an increase of 15% in passenger miles, a reduction of 11% in train miles and 21% in car miles." The 5-year plan is said to have a target date of May 1982 for completion of the RDC rebuilding referred to by Mr. Roberts

At a Vancouver press conference, Feb. 7/78, Mr. Roberts gave assurance that from April 1, VIA will continue operations into both CP Rail and CN stations in that city for at least six

months. CTC's endorsement of the CN terminal notwithstanding, the decision on which station is retained will essentially be up to VIA, Mr. Roberts said. "We are going to have to work with the B.C. government on this."

Speaking in Winnipeg, Feb. 17/78, Mr. Roberts said that administrative costs for rail passenger service "will quickly decline when VIA takes over April 1", according to press reports.

In Ottawa, Feb. 20/78, Transport Minister Otto Lang announced that VIA will become a Crown corporation in the spring when its outstanding shares are bought from CN. VIA was to be set up as a CN subsidiary. As a Crown corporation, it will be easier for VIA to treat CN and CP Rail equally. "This will also ensure that VIA is directly responding to government objectives rather than CN objectives," Mr. Lang said.

In a VIA Operational Plan released in late '77, the following amplifies earlier information on proposed Quebec-Montreal-Ottawa service:

In the spring of 1979, Quebec-Montreal-Ottawa service will consist of six daily trains departing CP's St. Sacrement Station in Quebec, proceeding via CP to Jacques Cartier Jct., crossing to CN and proceeding through the Mount Royal Tunnel to Central Station, Montreal. Five of the trains will continue on CN to the new crossover near Vaudreuil, thence on CP to Ottawa. The sixth train will depart Central Station and run on CN making all local stops on CN's Alexandria Subdivision to Ottawa. The "VIA OPERATIONAL PLAN" notes that, in addition, the transcontinental train departing CN Central will proceed on CN to the new crossover near Vaudreuil, then on CP to Ottawa. Train service in the opposite direction will be identical. (No mention is made of CP's Montreal-Ottawa service via Lachute and Montebello.)

Latest official information re proposed western transcontinental schedules to be effective from June 1/78 comes from Mr. Roberts (Feb. 23/78): "In essence this (Phase 1) will involve a train from Toronto to Vancouver via Winnipeg, Regina and Calgary, on a schedule approximately two (2) hours ahead of the present 'Canadian' service. From Montreal to Vancouver via Winnipeg, Saskatoon and Edmonton, there will be a second train operating on a schedule which closely approximates that of the present Super Continental. Final schedules are being prepared by the respective railways and will not be available for some time".

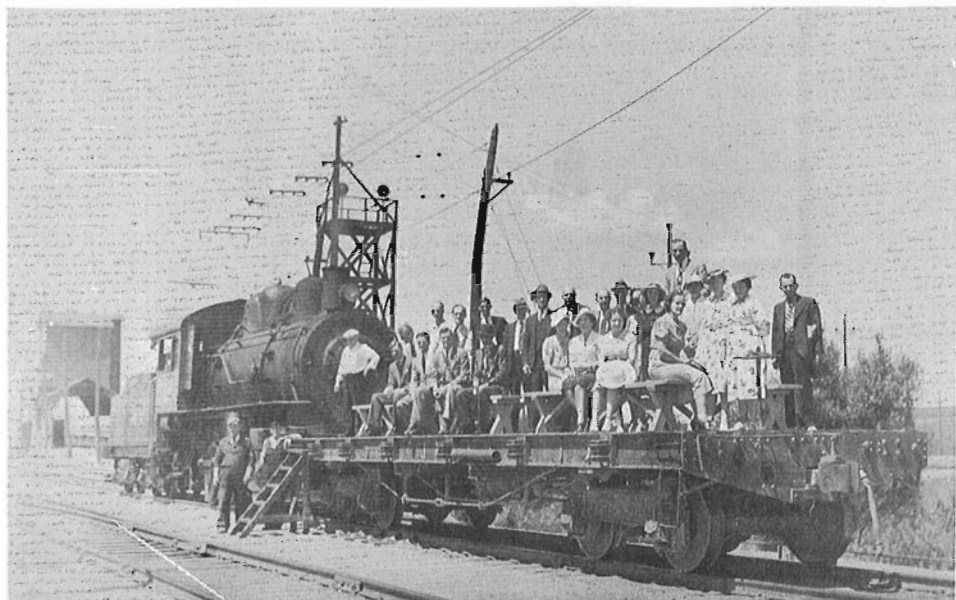
CANADIAN RAIL IS SAD TO REPORT THE DEATH ON MARCH 17, 1978 OF LUCIEN

L'Allier, former chairman of the Montreal Urban Transit Commission. Mr. L'Allier was a longtime Honorary Member of the CRHA and had the honor of commencing our trolley line at the Canadian Railway Museum on September 21, 1972. Mr. L'Allier was appointed as Chief Engineer in charge of the original Montreal Métro project in 1961, and chairman of the Montreal Transportation Commission in 1964. In 1970 when the MUCTC was formed Mr. L'Allier became its first Chairman, he retired in 1974. Mr. L'Allier will long be remembered for his kindness shown the CRHA and the Canadian Railway Museum during his term in office.

CN IS USING A COMPUTER TO READ AND ANALYSE DATA FROM HOT BOX detectors along the Montreal-Oshawa line. The system is based at Belleville and became fully operational last fall. Winnipeg is being considered as the next location for this type of system. Hot box detectors along the track monitor wheel bearings on passing trains. When an overheated bearing could cause a derailment is detected, this shows up on the readout at Belleville and the dispatcher can notify the locomotive engineer about the potential problem with his train. The computer is more consistent than manual reading for detector data now displayed on tapes.

(CN's Keeping Track, March/78)

STREET CAR LINES IN FRANCE NUMBER ONLY TWO, NOTES "HEADLIGHTS NEWS Journal" Feb./78) which gives a summary of current operations in St. Etienne and Marseille. The St. Etienne line of four miles, meter gauge, is operated with 35 French and Belgian PCC's including five articulated units. In Marseille, the line is only two miles long but includes a trolley subway, a boulevard, private right-of-way and narrow back streets. The sixteen Belgian PCC's are double-end, standard gauge, and have six sets of double doors, leaving enough room for 16 seated passengers.



Red bargain fares? VIA Rail's new equipment? Amtrak up-date? Wrong on all counts, its simply a 1939 version of a CRHA excursion. At that time interested ladies and gentlemen were invited to be the guests of the Asbestos and Danville Railway in the Asbestos region of Quebec. Fortunately the June day selected turned out to be magnificent, and a fine time was had by all. Photo from a photo album in the CRHA Archives.

THE FIRST RICHMOND HILL-TORONTO GO TRAIN WAS "FIRMLY SCHEDULED" for May 1/78, according to GO NEWS of Feb/78. A pre-inaugural trip, April 29, was to see the GO train escorted "by a coal fired, whistle blowing, vintage steam train".

Don McQueen of London Ontario visited the erecting floor of GMD on March 3, 1978 and dropped Canadian Rail the following note: The complete group of F40PH's for GO transit are on the floor in various stages of completion. C403-1 which will become GO 510 had just had the cab and cowling put on the completed frame while C403-2 was complete with prime mover, generator and trucks. Although on first appearances the DD version of the F40PH looks similar to the US version there will be subtle differences. Behind the above order was the first ACR GP7R rebuild. Upside down it was having final work being completed on the underside. This group of re-builds C406 to become ACR 100 to 104 will follow the GO units out the door. Initial frame preparation was underway for the next batch of SD40-2's on order C405 for Ontario Hydro to be painted and numbered into CP Rail. Six similar units have already been delivered (5779 - 5784) during February and early March 1978.

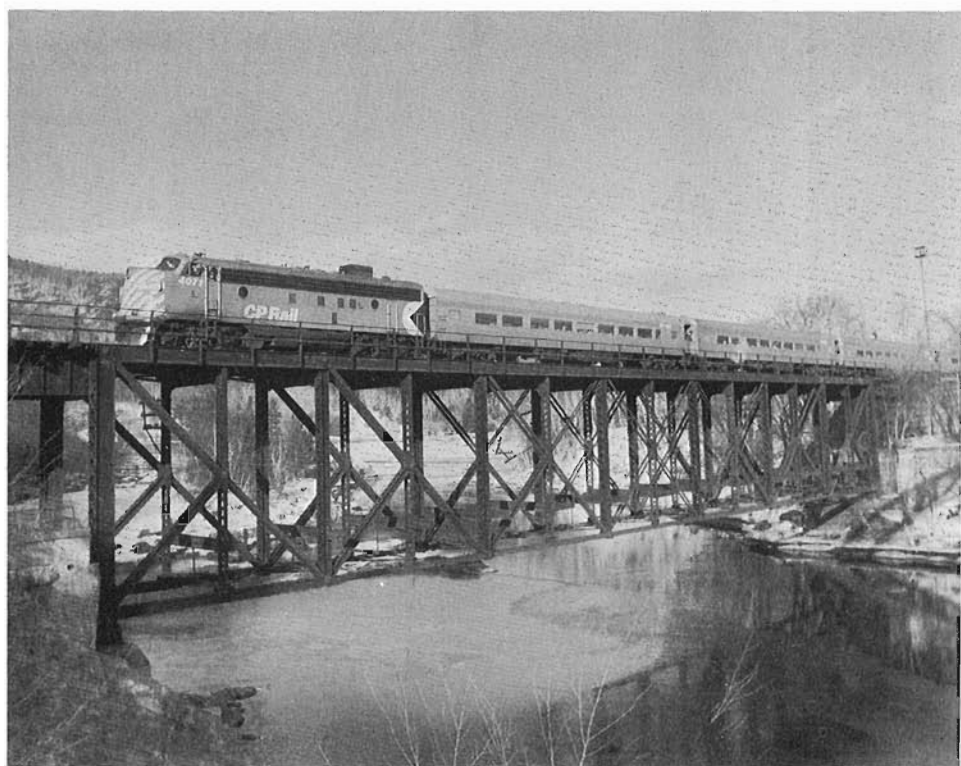
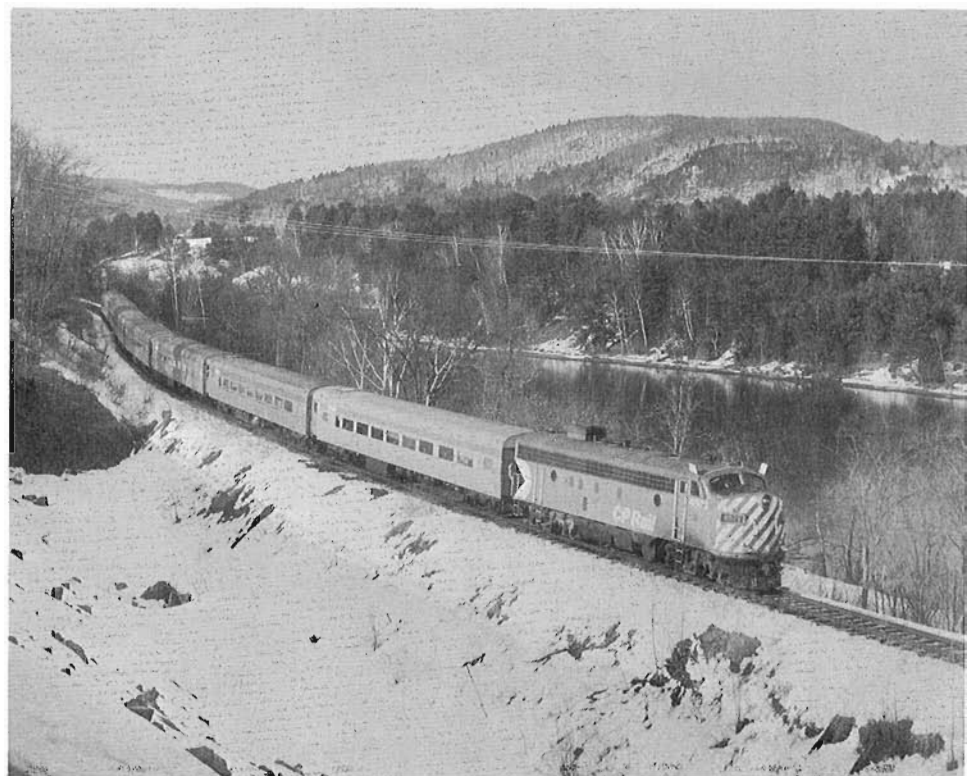
SUMMARY OF RECENT ACTIVITY

G.M.D. LONDON

C-396	35units	GP40-2L	A3428-A3462	CN	9633-9667	blt. 3-5/76
C-397	20	SD40-2	A3463-A3482	CP Rail	5758-5777	del. 2-3/76
C-398	10	GP40-2L	A3483-A3492	CN	9668-9677	order cancelled
C-399	2	SW1001	to EMD #	NHB	7601-7602	del. 8/76
C-400						bid lost.
C-401	2	GP38-2	A3493-A3494	Tex.G.S.	054-055	del 10/76
C-402	1	MP15DC	to EMD	QIT	9	del 3/77
C-403	6	F40PH	A3495-A3500	TATOA(GO)	510-515	for 4/78
C-404	24	SD40-2	A3501-A3524	CP Rail	5837-5859	for /78
C-405	16	SD40-2	A3525-A3540	Ont.Hyd.	CP nos.	for 3/78
C-406	5	GP7R	A3541-A3545	ACR	100-104	for 5/78
C-407	20	SD40-2	A3546-A3565	Ont.Hyd.	5294-5313	for 7/78
C-408	19	HBU-4	A3566-A3584	CN	260-278	for 12/78
C-409	10	GL22MC	A3585-A3594	NZGR	1600-1609	for 3/79
C-410	3	GL22MC	A3595-A3597	CdFTOGO		for 3/79

Our thanks to Don McQueen for keeping readers of Canadian Rail informed of the happenings at GMD London Division.







On March 18, 1978 the Saint Lawrence Valley Railway Society operated what might well be the last CP conventional excursion train. Ever increasing fares as well as the advent of VIA Rail Canada make the excursion organizers grow grey hair. Jim Shaughnessy of Troy New York was kind enough to forward Canadian Rail these three excellent shots of that run. First we see 4071 and tow gracing the shores of the Connecticut River south of McIndoe Falls, Vermont. Next an 'on the bridge' shot of the train over the Connecticut River between Wells River Vt. and Woodsville New Hampshire. Our third photo was taken at St. Johnsbury Vt. on the southbound trip. Our thanks to Jim Shaughnessy for thinking of Canadian Rail in his travels.



