

# Canadian Rail



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1978 ARCTIC WINTER GAMES

INUKSHUK EXPRESS  
DEPOT



# CANADIAN RAIL

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

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

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## COVER PHOTO:

Just another CN passenger special you say! Not quite, our July cover sports an excellent shot of the first ever passenger train to operate in Canada's Northwest Territories as taken by Peter Lofthouse. The Inukshuk Express is idling at the Hay River depot awaiting the high-ball for Pine Point, N.W.T.

## OPPOSITE:

The happy anxious faces of children are evident, as many of them had never seen let alone rode on a conventional passenger train. This was the picture of a typical departure from the Hay River Depot.





# **INUKSHUK EXPRESS**

*FIRST PASSENGER TRAIN IN THE N.W.T.*

Clattering across the West Channel Bridge from Old Town (Vale Island) into New Town (Hay River), Peter caught 4345 and train in a memorable Arctic setting.





# INUKSHUK EXPRESS

*FIRST PASSENGER TRAIN IN THE N.W.T.*

We had hoped for a sunny, clear day but the morning was damp, cold and overcast as my wife and I boarded the Inukshuk Express at Hay River bound for Pine Point. The Temperature was -21°C. and a chill wind blew from the frozen surface of Great Slave Lake. We had driven the 500 km from our home in Yellowknife the previous day, especially for this ride on the Great Slave Lake Railway.

The bleakness outside, however, was soon put aside. The inside of the train was warm, clean and comfortable and the crew, composed that morning of Engineer George Klem, Conductor Con Wolansky, Trainman Dennis Herbison, a friendly C.N.R. cleaner and Arctic Winter Games representative Angus Mills, gave us a cheery greeting. While waiting for departure at 08:00 hours, the crew kindly provided some of the information for this article.

The train was headed by a regular Great Slave Lake Railway locomotive No. 4345 (GR-17z, G.M., 1959) followed by steam heating unit No. 15486 and coaches 5187, 5216 and 5286 - all in C.N.R. colours. A second stand-by, steam heating unit was brought north with the coaches from Edmonton on March 16. Although never required, this second steam heating was incorporated into the train on the second and final weekend of operation - probably because this stand-by was in V.I.A. colours and gave V.I.A. some good publicity north of 60°N!

C.N.R. provided the train as a courtesy gesture to the Arctic Winter Games Committee for the period of the Games (March 19-25) for the transportation of athletes and supporters between the Games co-host communities of Hay River and Pine Point.

In addition to the train, C.N.R. provided two train crews and other personnel support. One train crew was provided from the Hay River roster; the other from Roma Junction, the principal depot on the G.S.L. Railway. Support staff included two coach cleaners, a machinist, master mechanic and foreman - all from Edmonton. The crews and support staff worked well to ensure that all schedules were met throughout the week and fortunately no serious problems were experienced with the equipment.

The name Inukshuk Express was taken from the Official symbol of the fifth Arctic Winter Games. These Games are held biennially for athletes from the N.W.T., Yukon, Alaska, Northern Quebec and Labrador. Northern sports are a key element of these Games. In Inukshuk is a man-shaped, piled-rock, type marker built by Inuit to facilitate navigation over tundra landscapes (or so it is thought).

Hay River and Pine Point are both located on the south shore of Great Slave Lake, some 90 km apart. Hay River is the


principal base of the Northern Transportation Company, a Crown Corporation offering water transport down the mighty Mackenzie River and along the Arctic Coast; Pine Point is a lead-zinc mining town. The G.S.L. Railway was constructed in the early 1960's to carry the lead-zinc concentrates south to Trail, B.C., for smelting and to carry goods to Hay River for the annual re-supply of the North.

Promptly at the scheduled hour of 08:00, the train pulled out of Hay River's old town yards, slipped by the airport, across West Channel and arrived at New Town at 08:07. Here the majority of passengers boarded from a temporary platform adjacent to the Mackenzie Highway. The train was moving again by 08:15 and we continued smoothly towards Pine Junction, approximately 10 kilometres south of Hay River. A brief switch stop was made at the Junction, then, we were off again, across the Mackenzie Highway, the Hay River Gorge, and into open country.

This is to certify that

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has travelled between Hay River, N.W.T. and Pine Point, N.W.T. aboard the




# INUKSHUK EXPRESS


*FIRST PASSENGER TRAIN IN THE N.W.T.*

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**5TH ARCTIC WINTER GAMES / MARCH 19-25, 1978**

  
 D.M. Stewart, Mayor of Hay River

Ticket  
Price  
**\$2.00**

  
 J.J. Morin, Mayor of Pine Point

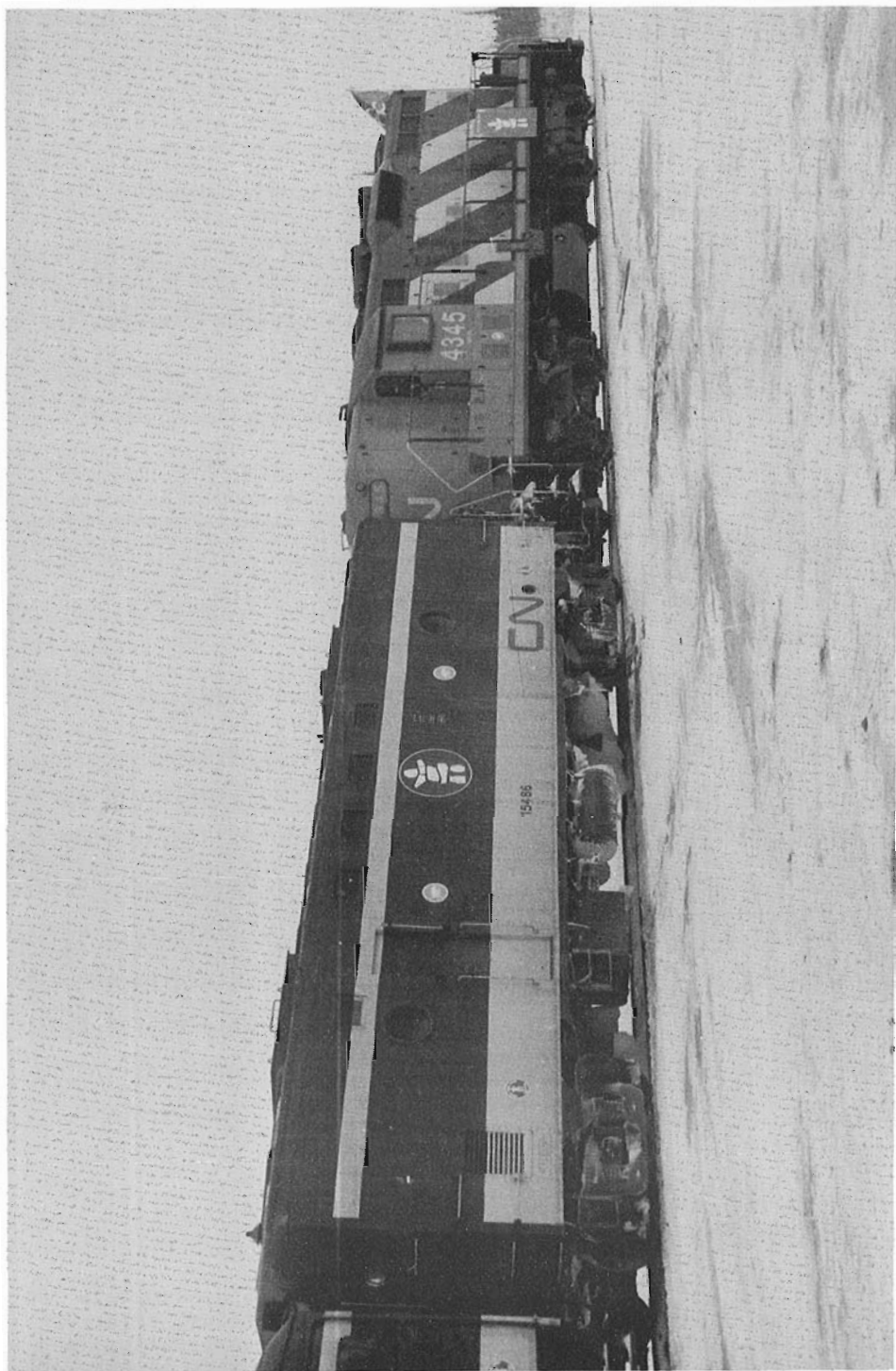
The countryside between Hay River and Pine Point is somewhat similar to that of Northern Quebec and Northern Ontario, with stands of birch, black spruce and scrub willow inter-laced. Because of recent snowfalls, the colours were all black and white as you looked out of the steamy window. There are no significant grades on the track which closely parallels the road. There are a number of trestles enroute and a substantial bridge over the Buffalo River. The train moved along at a sedate 50-60 km/h.

Inside the train, the concession stand was busy selling food, drinks and memorabilia. For many, especially the children, this was their first ride on a train. Most people knew the route, so passenger interest tended to be focused within the train - the cheery decorations, seat configurations, the conductor and, of course, fellow passengers and local gossip.

The train arrived at the Pine Point "Y" at 09:35 and reversed via the "Y" into a temporary station at Pine Point. Here athletes were met by buses and transported two kilometres to the sports arena.







Both the locomotive, as well as the steam gennie carried the Arctic Winter Games logo, it was also applied to the coaches leaving no doubt as to the special duty of the train.

My wife and I remained on the train for the return journey which departed Pine Point at 10:30 hours, arriving Hay River Old Town at 12:17 hours. The return journey involved a reversal on the Pine Junction "Y" with a resulting ten-kilometre ride facing backwards into Hay River and many shrill whistles from the front-end coach as we approached crossings.

Thus, an ambition to ride a train in the N.W.T. had been most satisfactorily achieved. However, the ride on the train did not constitute the end of our interest. We chased the train, by road, to several scenic places on the final weekend of operation and observed it many times from our hotel in Hay River. Our final view was on Sunday, March 26. We were enroute Pine Point - Hay River, by road, travelling parallel to the tracks, when the train appeared around a corner; silently in the snow, gliding by us.

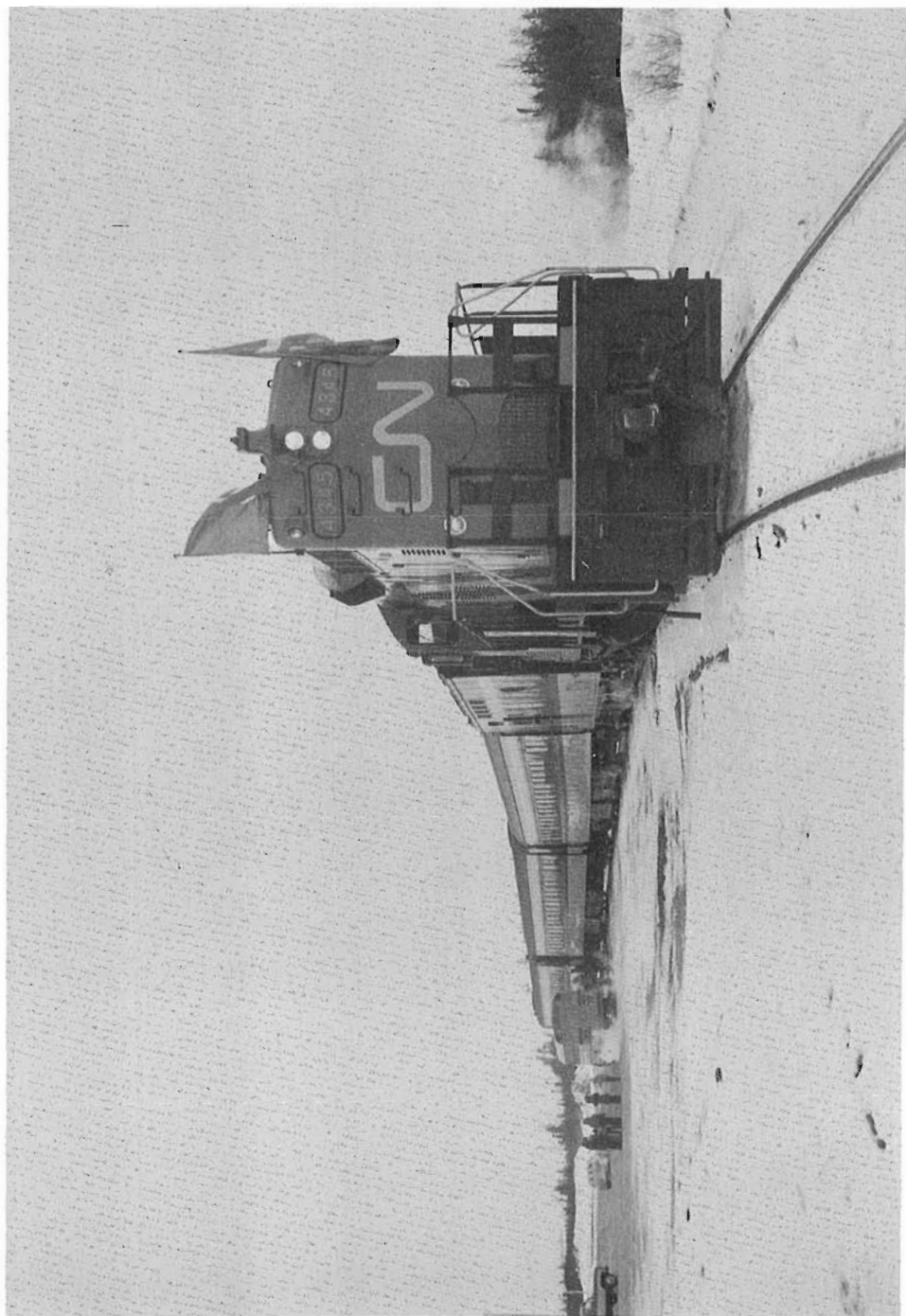
Bernie Plaquin of C.N.R., Hay River and "President of the Inukshuk Express" has been most helpful in providing background information for this article and also the statistics shown below in the table.

TABLE 1  
INUKSHUK EXPRESS

<u>DATE</u>	<u>NUMBER OF ROUND TRIPS</u>	<u>PASSENGERS</u>	<u>REMARKS</u>
March 18	1	85	Athletes
March 19	2	162	Athletes & VIP's
March 20	3*	467	Athletes & Public
March 21	3*	540	Athletes & Public
March 22	3*	700	Athletes & Public
March 23	3*	752	Athletes & Public
March 24	3*	756	Athletes & Public
March 25	3	1,010	Athletes
March 26	2		Work trains

\* Hay River depart 08:00, 15:00 and 21:30 hours.  
Pine Point depart 10:30, 17:30 and 23:30 hours.  
Ticket Price: \$2.00

The seating capacity on the train was approximately 180 seats. The Inukshuk Express completed 23 round trips, offered 8,280 seats and carried 4,472 passengers which represents a load factor of 54% - a most creditable performance in view of the fact that little advertising or sales was undertaken outside the co-host communities of Hay River-Pine Point.



At the Pine Point Depot the athletes were met by school bus for transport to the site of the games.

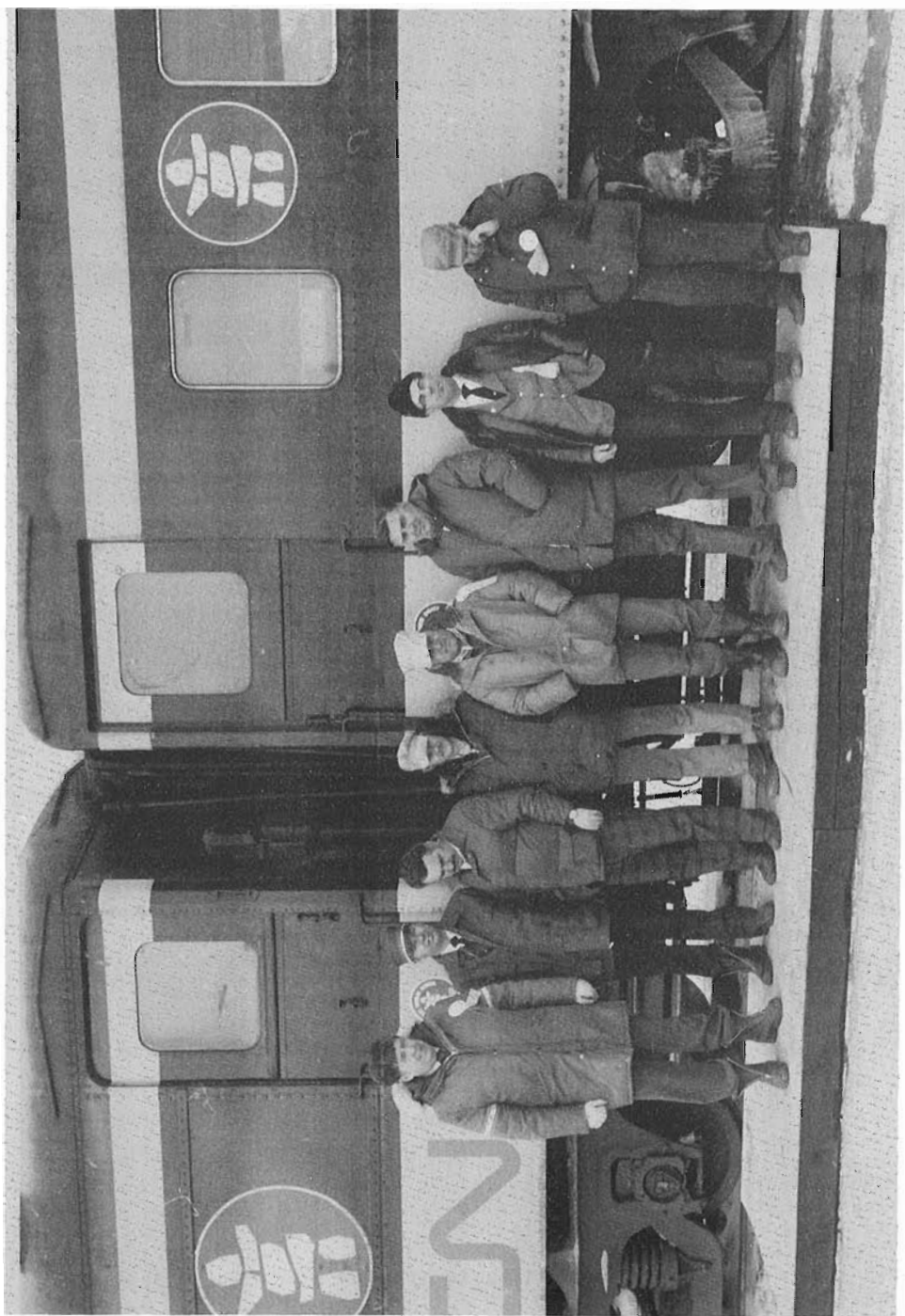
Traffic grew rapidly during the week, with March 24 being the peak day and the afternoon departure from Hay River being the peak train. Athletes constituted 709 of the 4,472 passengers or 16%, the balance being VIP's and the public.

In the finest tradition of frontier trains the inaugural champagne trip of VIP's on March 19 was "held up" by masked bandits riding ski-doo's. The bandits stole an untold amount of champagne and left the Commissioner of the N.W.T., Stuart Hodgson, and the Federal Minister for Amateur Sport, Iona Campagnolo, handcuffed together. Former Governor-General Roland Michener delighted in telling this story over CBC radio!

The train played a key role in making the Fifth Arctic Winter Games a success. The train eventually departed the N.W.T. as part of a regular freight on March 27, leaving behind many fond memories and memorabilia such as "first day" envelopes and Inukshuk Express tickets.



Tail end view at Pine Point, N.W.T., note the special reversing headlight to provide illumination during the reverse moves required. All photos courtesy Mr. Peter Lofthouse of Yellowknife, Northwest Territories.



One of the two sets of crews which operated the Inukshuk Express poses for their picture for Canadian Rail.



**A la recherche  
du temps perdu.**

**Remembrances  
of things past**

# DEEP CUT

Text by S.S. Worthen

Pictures by Philip Mason

The images which are evoked by the title of Marcel Proust's remarkable book of the first part of the Twentieth Century, which was translated admirably into the English language as "Remembrances of Things Past", together with a small collection of pictures by Philip Mason, taken with a new camera on a hot day in late July, 1966, made the writer wonder about the significance of the photos and their relevance to modern Canadian railways and the current crop of railway buffs.

The two pictures which begin Philip's sequence were taken at the Canadian Pacific Railway station at Westmount, Quebec, and are a preface to the real location of this essay. The train arrivals board (standard time) was considerably more optimistic than it is in 1977, on the eve of VIA Rail Canada. Just imagine! There was a Delaware & Hudson night train from Albany and New York, in addition to the day express. Are the train numbers mystifying? They may have been Numbers 221 and 223 north of Delson, Quebec, but they were Numbers 9 and 35 on the D & H. From New York City to Albany, the-then New York Central identified them as Train 35, "The Iroquois", New York to Buffalo, and Train 51, the "Empire State Express", New York to Buffalo, Cleveland and Chicago, and to Detroit via Train 351 from Buffalo, via Fort Erie, Welland, St. Thomas and Windsor.

This kind of wool-gathering is not the way to Deep Cut.

Under the waiting-room window at Westmount, the order of the train departure boards plainly stated that Train 204 for Sherbrooke had already left, while Train 1, the "Canadian" - what used to be described as the "pride of the Fleet", when there was a fleet - would be along shortly at 1:36 p.m., not 14:36, thank you! She would take six minutes to come up the hill from Windsor Station, Montreal.

In fact, it was via the "Canadian" that Philip reached Deep Cut.

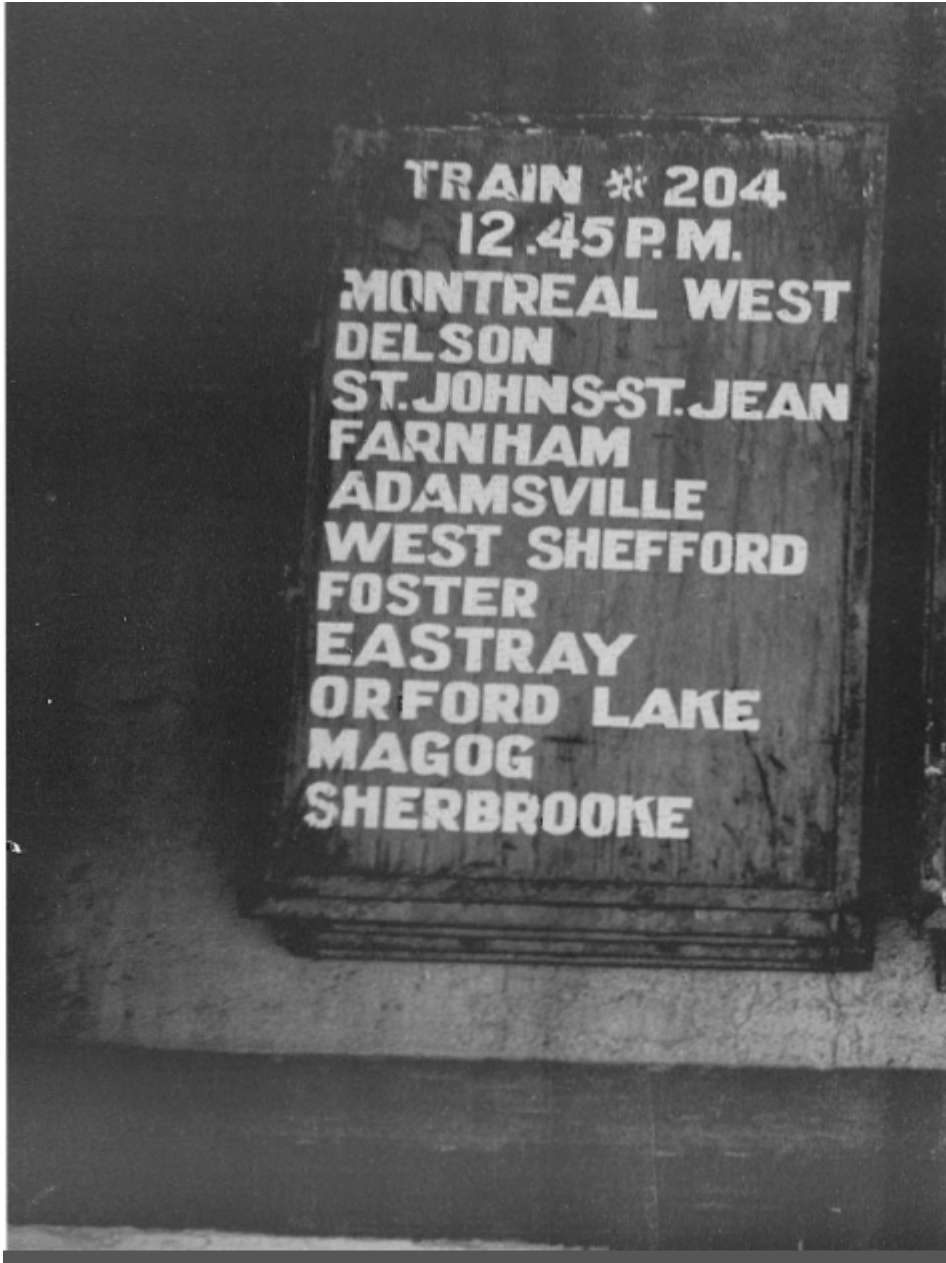
STANDARD TIME		HEURE SOLAIRE	
TRAIN BULLETIN — TABLEAU DES TRAINS			
NUMERO DU TRAIN	ARRIVÉE DES TRAINS TRAIN ARRIVALS	DU DUE	ATTENDU EXPECTED
			A. M.
240	RIGAUD DAILY ex. SAT & SUN	6.24	
213	FARNHAM DAILY ex. SAT & SUN	6.50	
270	VAUDREUIL DAILY ex. SAT & SUN	6.55	
272	VAUDREUIL DAILY ex. SAT & SUN	7.02	
242	RIGAUD SAT. ONLY	7.07	
244	RIGAUD DAILY ex. SAT & SUN	7.07	
180	STE-THERESE DAILY ex. SAT & SUN	7.12	
280	VAUDREUIL DAILY ex. SAT & SUN	7.17	
274	VAUDREUIL DAILY ex. SAT & SUN	7.27	
221	NEW-YORK-D&H DAILY	7.32	
246	RIGAUD DAILY ex. SAT & SUN	7.37	
41	ST. JOHN NB ATLANTIC LTD. DAILY	7.52	
248	RIGAUD SAT & SUN	8.18	
276	VAUDREUIL DAILY ex. SAT & SUN	8.23	
232	OTTAWA DAILY ex. SUN	8.47	
250	RIGAUD DAILY ex. SUN	10.03	
132	OTTAWA DAILY	10.53	
149	QUEBEC DAILY ex. SUN	10.59	
164	MONT-LAURIER TUES. & THUR. ONLY	11.37	
201	MEGANTIC DAILY	11.58	
			P. M.
254	HUDSON DAILY ex. SUN	1.25	
138	OTTAWA SAT. ONLY	3.33	
252	RIGAUD SAT & SUN. ONLY	3.57	
153	QUEBEC-THE FRONTENAC DAILY	4.07	
223	NEW-YORK-D&H DAILY	4.17	
192	MONTREALWEST DAILY ex. SAT & SUN	4.32	
278	STANNES STE-ANNE-DE-BELLEVUE DAILY SAT & SUN	5.00	
234	OTTAWA-THE RIDEAU DAILY	6.08	
151	QUEBEC SUN. ONLY	6.12	
134	OTTAWA DAILY	7.48	
155	QUEBEC-THE VIGER DAILY	8.42	
172	MONT-LAURIER SUN. ONLY	8.47	
205	SHERBROOKE SUN. ONLY	9.02	
2	The Canadian DAILY	9.37	
236	OTTAWA SUN. ONLY	10.45	

This was the train arrivals board as it appeared on July 30, 1966 at Canadian Pacific's Westmount, Quebec station. As expected the arrival board still exists, but the entries thereon are greatly reduced.

The Canadian  
1.36 P. M.

OTTAWA  
RENFREW  
PEMBROKE  
CHALK RIVER  
NORTH BAY  
SUDBURY  
FORT WILLIAM  
WINNIPEG  
REGINA  
CALGARY  
BANFF  
LAKE LOUISE  
FIELD  
VANCOUVER





Train Departure boards at Westmount station, July 30, 1966

To where?

To Deep Cut, and don't expose your ignorance by saying that you never heard of it! But let's be reasonable: if you are among the current crop of fans, you can hardly be blamed, for Deep Cut, along with its associated accessories, disappeared shortly after July 31, 1966, when it was officially closed and its usefulness was said to have ended.

It is fairly easy to discover Deep Cut's location. It had to be near a main-line station, shared by Canadian National and Canadian Pacific Railways, and on the route of the "Canadian" westbound. And it had to be sufficiently near Montreal so that you could leave that city at 14:36 daylight saving time and arrive at Deep Cut with plenty of sun left to take pictures.

Yes, you're right. Just east of the-then Union Station in Ottawa, the Nation's capital. Union Station still stands, just across Rideau Street from the Chateau Laurier. The underground inclined tunnel still leads from the former station course to the lower level of the hotel.

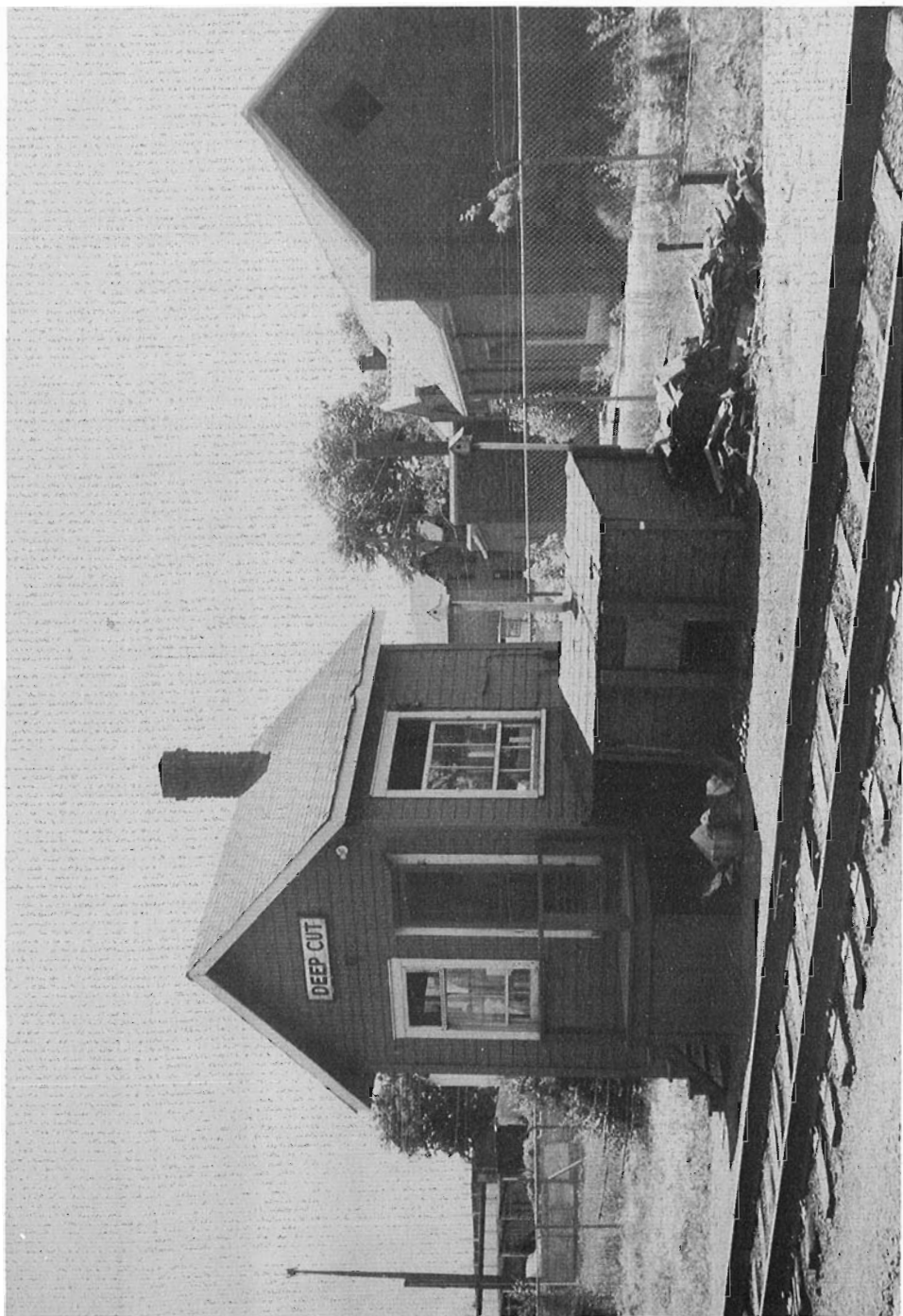
Deep Cut was the operating point where the Canadian National and Canadian Pacific entered on the joint trackage into Union Station. In the last of the trio of Philip's pictures presented here, the operator may be observed standing on the cabin steps, while the CN afternoon train for Montreal accelerated towards the switch which would swing the consist south towards Maxville, Alexandria and Coteau. Had it been a CPR train, it would have kept straight on to Hurdman and the "M&O" for Montreal.

The right-hand track in the picture, sometimes identified as the CPR's line into Union Station, was in fact a natural extension of that company's main line from Hurdman, the crossing at grade with the Sussex Subdivision of the CPR, on the east bank of the Rideau River. The Hurdman-Union Station line was the second track from the east bank of the Rideau Canal until the first track from the canal swung over at the semaphore signal to join it for the final approach to the station: something less than 500 metres from the position in the trainshed where all trains stopped. As the sign on the semaphore mast said, it was the "end of two tracks"; notice that it did NOT say "end of double track".

Now that we have resolved the "where" of Deep Cut, it is only reasonable that we should consider the "why". A look at the geography of the area around this railway location fails completely to find any rise in the land through which a "cut" of any dimension would have to be excavated. So, to explain this description, we must turn to another man-made transportation artery in the immediate vicinity, the Rideau Canal.

In his most interesting description of this early water-transport route, Dr. Robert Legget provides the following explanation:

"But construction (of the Rideau Canal..Ed.) has so completely changed the entire landscape in this locality that little is to be gained by even trying to imagine the land as it used to be. The Canal is now a very



This was the operator's cabin at Deep Cut, located about 1 mile east of the-then Union Station, Ottawa.

narrow channel indeed, bounded on the right-hand side by the wide approach to what used to be a fine railway station, and on the other by a steeply sloping bank, graced once again with garden plots. The steep bank is the only reminder today that we are passing through the part which used to be known as The Deep Cut, the name being descriptive of the heavy excavation which had here to be carried out in treacherous clay."

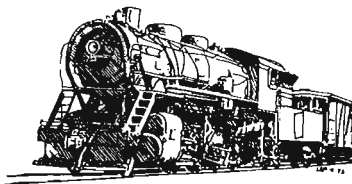
As the only legitimate heir to the legacy bequeathed by water transport, the railway, in this case the Canada Atlantic, could hardly be censured. From about the first of June, 1832 to the first of August, 1966, the excavation through the steeply sloping bank of treacherous clay in this borough of Ottawa was thus memorialized - one hundred and thirty-four years, and one month.

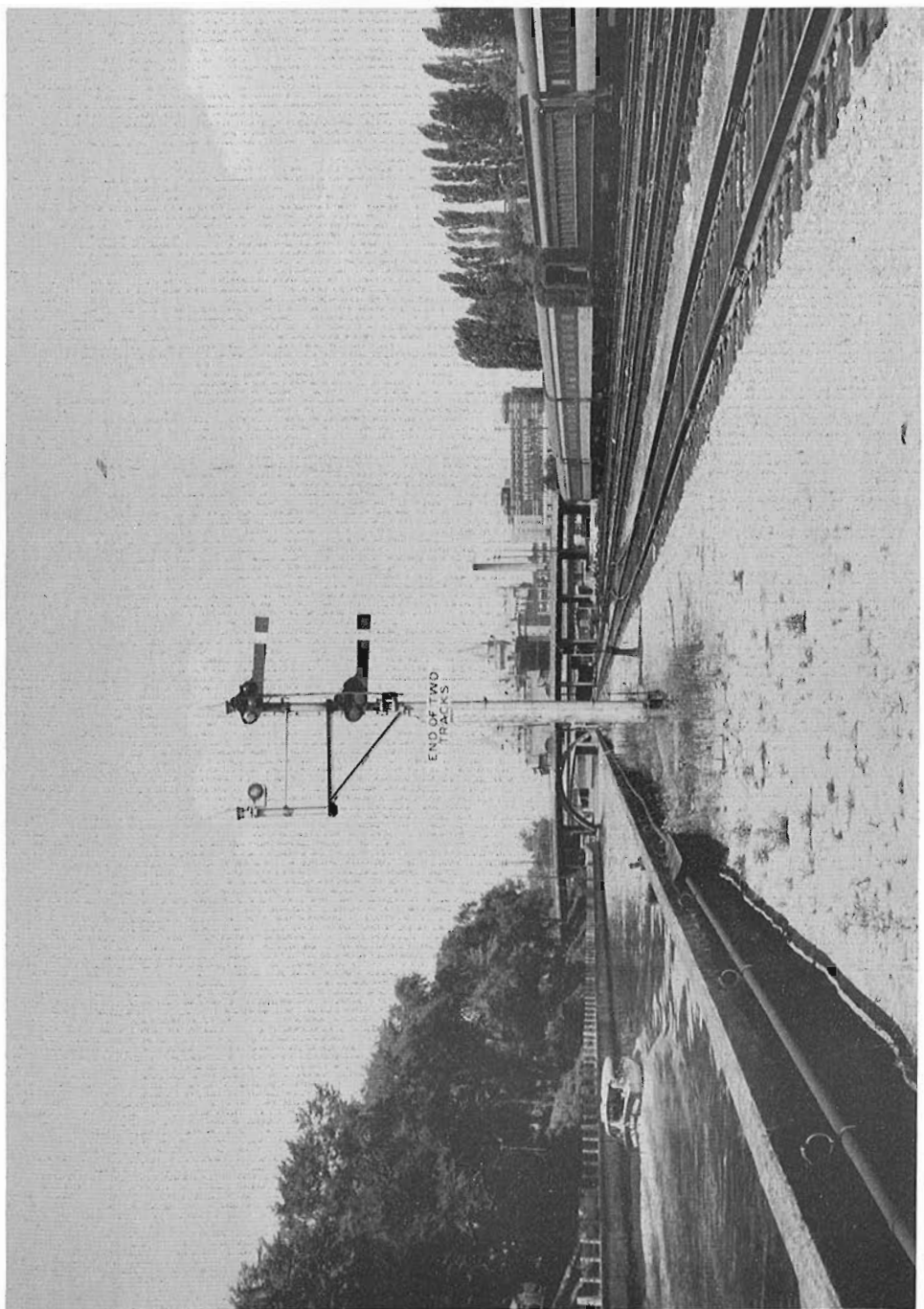
Today, scarcely a trace of Deep Cut remains. The cabin, semaphore signal, the "two tracks" and all the other tracks are long gone. So is the multi-stalled roundhouse (CN) and the gas works at Nicholas Street, faintly visible in the background of picture number 5. What was that sturdy brick building behind the cabin at Deep Cut? It resembles one of the many brick armoury buildings which were built by the Department of National Defence in so many Canadian cities in the interval between the two World Wars. The reader is invited to inspect picture number 3, and ponder.

In picture number 4, there's no mistaking Colonel By's extraordinary accomplishment, the Rideau Canal, and in the background, the tall chimney of the station heating plant, mingled with the towers and turrets of that most royal of hotels, the Chateau Laurier. There's also no mistaking the lazy-worm "CN" on the front of the diesel in picture number 5. The paint scheme of the passenger cars (picture numbers 4 and 5) - as well as that of the FP 9A Number 6527 - won't be the same a year from today. In fact, it's likely than many of the coaches in the yard in 1966 are already clattering about in the blue of VIA Rail Canada.

And a year or two from today, we'll all have a better idea if VIA Rail Canada is making it, and how it's making it!

And Deep Cut will have receded further into history, while the civic lawnmowers and snowblowers manicure the smooth slopes and parkways where once the switchlights gleamed and the car-knockers made their musical progress, "Du Côté de Coez Denald Gordon", with apologies to Proust.





The semaphore signal governing the switch where the two tracks to and from Union Station became a single track leading into the station. The Rideau Canal can be seen at the left of the photo.

Recommended Reading:RIDEAU WATERWAY

Legget, Robert Revised edition 1972  
ISBN 0-8020-6156-7 16 b&w illus.,  
237 pp. text & tables University of  
Toronto Press, Toronto, Ontario-1972.

RAILWAYS IN OTTAWA TODAY

Stoltz, Douglas E. "Canadian Rail"  
Number 165, April, 1965 pp. 50-56.  
Canadian Railroad Historical Association.

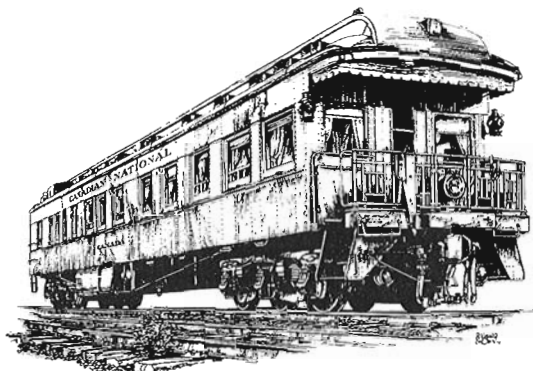
OTTAWA UNION STATION CLOSÉS

Lavallée, O.S. "Canadian Rail"  
Number 179, July-August, 1966, pp. 138-160.  
Canadian Railroad Historical Association.



The Canadian National Railways' afternoon express for Montreal with FP 9a Number 6527 on the head-end and a chair-car on the rear, accelerates through Deep Cut, and over the switch leading to the Alexandria Subdivision.

# The business car



ADVANCE NOTICE OF 48 HOURS ON SHIPMENTS OF HIGH VALUE IS NOW SOUGHT by Canada's railways which report substantial losses with various shipments because they were not aware of the exceptional high value or fragility of such shipments. According to the Canadian Manufacturers' Association (Transportation Circular 4672), a proposed new section to Rule 3 of the Canadian Freight Classification would require 48 hours prior notice when the value of a shipment exceeds \$300,000 per freight car or \$150,000 per trailer or container.

NICK ANDRUSIAK WAS THE ALERT PHOTOGRAPHER WHO SNAPPED THE WINNIPEG "Rail Heritage 100" picture which appeared in our Jan/78 issue, page 24. Thanks, Nick.

AMTRAK'S PERFORMANCE IN TWO CATEGORIES IS SHOWN IN THE NATIONAL Railway Bulletin (NRHS), Vol. 43, No. 1. Here are excerpts as they cover Canadian-interest operations.

<u>On-time performance</u>	<u>Per Cent on time</u>	
	September 1977	
Seattle-Vancouver	86.7	
New York-Montreal	33.3	
Washington-Montreal	70.0	
Total for Amtrak system	68.9	
<u>Passengers Carried</u>	<u>1977*</u>	<u>1976*</u>
Seattle-Vancouver	65,280	28,200
New York-Montreal	59,950	43,190
Washington-Montreal	87,520	85,210

\*Jan. to Sept. inclusive

"BISTRO CAR ON THE CNR", A MUSICAL SHOW WHICH OPENED IN NEW YORK in March, received unflattering reviews by the critics. Quotes from the New York Times: "The train is supposed to be an express that used to run between Toronto and Montreal, but the show

might just get by on the BMT in a blizzard ... The four performers pretend to be performing on the cabaret car's last trip but the audience has to pretend even harder ... The whole thing should be towed away - it cannot possibly move under its own power". By contrast, "On the Twentieth Century" which opened earlier on Broadway continues to draw good crowds. Oldsters will remember the 1934 film version with John Barrymore and Carole Lombard, in hilarious black-and-white.

**JUMBO RAIL TANK CARS WILL HAVE TO BE EQUIPPED WITH NEW SAFETY**  
equipment is U.S. Government administration officials push through new regulations following recent accidents involving cars of dangerous chemicals. Under present rules, that nation's 22,000 jumbos must be equipped with improved couplers by July/79 and with front and rear crash shields and thermal insulation by Dec. 31/81. The National Transportation Safety Board has recommended that both couplers and shields be in place on all such cars by the end of 1978, reports the New York Times of April 8/78. No word from Ottawa on what action, if any, will be taken in Canada.

**SOUTHERN PACIFIC ENGINEERS WALKED OFF THEIR JOBS FOR A DAY**  
(Dec. 16/77) to protest unsafe working conditions due to violence and vandalism along the tracks. A district court judge then ordered the railroad to take steps to ensure the safety of the 400 men. Their union had reported that over a three month period, 15-25 engineers had suffered eye injuries, back injuries, broken ribs and psychological problems as a result of work-related problems. The judge ordered the railroad to provide crash helmets and safety goggles for the engineers, although the men need not wear them.

(Los Angeles Herald Examiner, Dec. 17/77)

**TIMETABLE FANCIERS WILL BE INTERESTED IN TWO VIA ISSUES WHICH**  
appeared last Oct. 30 (sorry we're late reporting this). They are folders (4 pages, 3½" x 6½") identified as STL-11-77 (Montreal-Ottawa) and STL-10-77 (Montreal-Quebec). Both show service only over CN lines but this information is not provided. The unwary traveller is not told that CN stations are used at the three points (Montreal, Dorval, Quebec) which CP Rail also serves, with its own stations. The Montreal-Ottawa folder shows a VIA diesel on the cover but the same diesel (6524) appears on the Montreal-Quebec folder bearing the CN logo on its nose. While quantities last, you can have a copy of each folder by sending a stamped self-addressed envelope to John Welsh, 1050 Sixth Ave., Dorval, Quebec, H9S 1H9.

**ALL ABOARD FOR RADIO SHACK - THE TANDY CORP., OWNERS OF THE RADIO**  
Shack store chain, operates the "only privately-owned subway in the United States", notes 'Pacific News' (Feb./78). The Tandy Center subway in Fort Worth, Texas, will soon get six new cars created from parts of Washington, D.C. PCC cars. These will run on the "parking lot to downtown" subway, originally constructed in the early 1960's by Leonard's Department Store. Present rehabilitation of the system is prompted by the opening by Tandy of an eight-block development in downtown Fort Worth.





Richard Gage, sales officer, marketing, looks at turbine from vantage point of car with Jean Pelardy, supervisor, customer services, left, and Michael Van Houtte, transporter, at ground level.

CANADIAN NATIONAL HAS DELIVERED TO MATAGAMI, QUEBEC THE FIRST OF 16 turbine rotors for the LG-2 complex of the James Bay Energy Corp.

The turbine rotor is 20' 2" in diameter and weighs 115 tons. A special 8 axle flatcar owned by the Energy Corporation was used to transfer the rotor from Longue Pointe where it was cast to Sorel where it was machined, then on to Matagami where it was off loaded on to a special truck for the final leg of the journey. In addition to this special load, CN has been very active in the general transportation to the site by hauling fuel, explosives, steel, cement, and numerous other requirements.

(CN's Keeping Track)

ALSO FROM SOUGH OF THE BORDER COMES A REPORT THAT MORRISON-KNUDSEN

Co. is preparing to challenge GM and GE for a slice of the diesel locomotive market. The Idaho construction and engineering firm already has four units, designated TE70-4S, testing on Southern Pacific tracks. They use a Swiss-made diesel engine from Sulzer Bros., a car body that allows easier access to working parts, and a German cooling system that works in proportion to the engine's speed. Meanwhile, GM's EMD folks are testing their new GP40X, said to cost about 10 per cent less than a comparable SDP40, yet deliver 500 hp more.

(Business Week, April 10/78)



CN'S "KEEPING TRACK" REPORTS THE USE OF A LEASED LORAM 36-STONE rail grinder to remove rail corrugation - a relatively recent problem for track engineers. The machine has already seen service on the Mountain Region. The fully self-contained, self-propelled unit removes corrugations from the rails while operating at a speed of two miles an hour. Between work locations, the machine can travel at 35 mph. Corrugation has become a more evident and serious problem since the introduction of high h.p. diesel locomotives and the operation of longer and heavier unit trains.

THE ACI SYSTEM OF ROLLING STOCK IDENTIFICATION IS EXPECTED TO disappear following an extensive review by railways in Canada and the U.S.A. This system uses the familiar multi-colored, striped rectangular panel to trigger automatic identification equipment for checking and record purposes. Queried by "Canadian Rail", The Railway Association of Canada's executive secretary, R.E. Wilkes, wrote (April 7/78) that "in summary, it can be said that disappointing experience with ACI since its introduction; failure of anticipated economic and operating benefits to materialize; competition for capital from investment opportunities with greater potential; all contributed to the consensus of Canadian and U.S. railways to terminate, effective January 1, 1978, the application of ACI labels to railway rolling stock. It is, of course, the prerogative of individual companies to continue the use of ACI on their own property, if it suits their purpose to do so."

CLASSES FOR 'PROFESSIONAL RAILFANS' WERE OFFERED BY SOUTHERN Pacific in Los Angeles during March-April-May 1978, according to "Wheel Clicks" (Pacific Railroad Society Inc.). The classes, to be taught by SP's district training supervisor or district superintendent and an SP engineer, cover field etiquette and safety, rights of the railroad, hand signals for communication of hazards to the crew, prevention of rock throwing and vandalism, and the taking of unique photos and where to take them. Also planned were hands-on experience with locomotive simulators, and some theory and description of the finer points of railroading. Vists to area yards and servicing facilities plus opportunity to operate a diesel were also included.

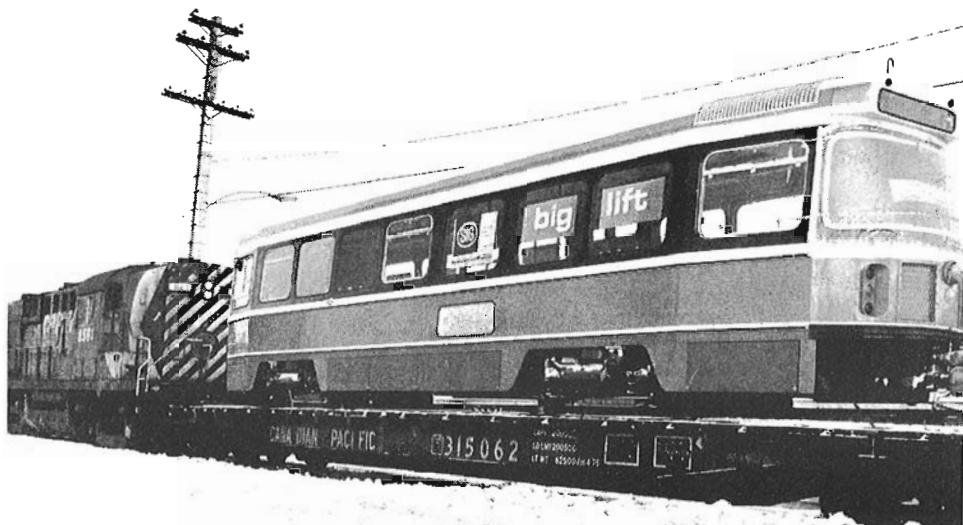
TRANSPORT MINISTER OTTO LANG'S APRIL ANNOUNCEMENT THAT THE FEDERAL government "plans" to spend \$5-million to help provide STOL (short take off and landing) air service between Toronto-Montreal-Ottawa predictably brought a spirited response from critics of STOL, from opponents to Toronto Island airport expansion, and from proponents of VIA Rail service in this triangle. The \$5-million would go to upgrade the small but conveniently located Toronto Island airport. Additional millions would be required to subsidize the production of the Dash-7 aircraft, built by government-subsidized de Havilland Aircraft of Canada. Transport 2000 president Harry Gow said that STOL flights from Toronto would "cream off" the profitable business travellers from VIA. Via has enough troubles without the Ministry of Transport funding every possible competitor from the start, particularly in VIA's best territory", according to a Canadian Press report (April 22/78).

BCR EXTENSION - THE ROYAL COMMISSION ENQUIRING INTO THE AFFAIRS OF the British Columbia Railway has recommended that its money-losing, \$190-million Fort Nelson extension be terminated as soon as possible, to save \$60-million to \$70-million during the next five years. Termination of the line between Fort Nelson and Fort St. John should not be later than this spring when substantial repair work on the line was to start, the commission said. Its report said the extension will show an operating loss of \$5.4 million for 1978.

(Toronto Globe & Mail, April 14/78)



CANADIAN NATIONAL RAILWAYS HAS DEVELOPED A NEW CUPOLA LESS CABOOSE for use in terminal and transfer service. CN 76500 is the prototype for the new units and toured the terminals of Toronto, Vancouver, Edmonton and Montreal. Pierre Patenaude pictured the new caboose at Montreal Yard on 31 July 1977.

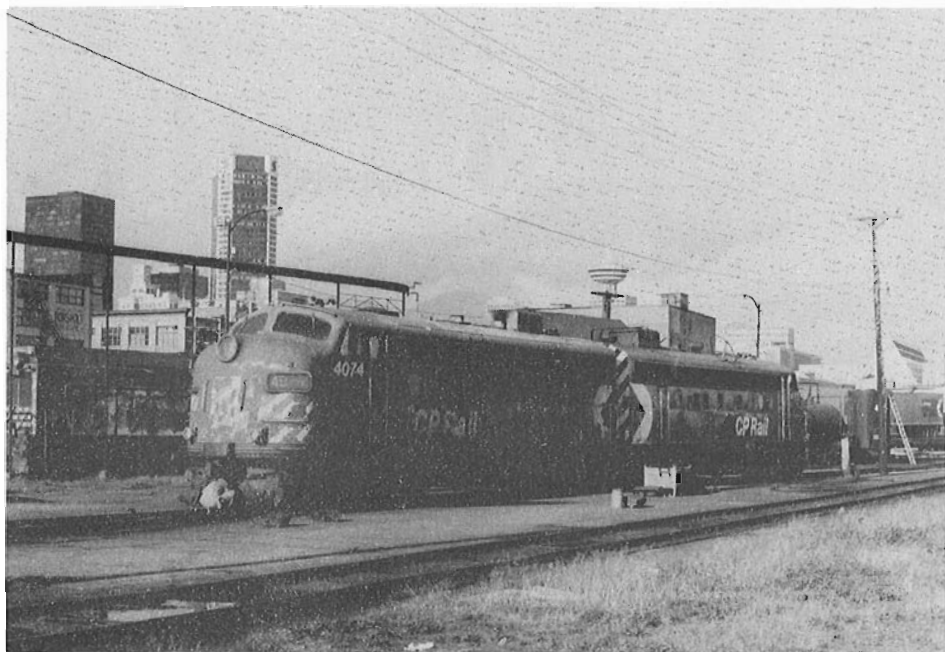


THOSE NEW TORONTO STREETCARS THAT YOU HAVE BEEN READING ABOUT IN Canadian Rail were transported from the Port of Montreal to the City of Toronto aboard a special flatcar laid with TTC gauge rails. ( 4' 10 7/8" ) The flatcar and load was carefully hauled to Toronto by special movement taking approximately eight hours to make the trip.

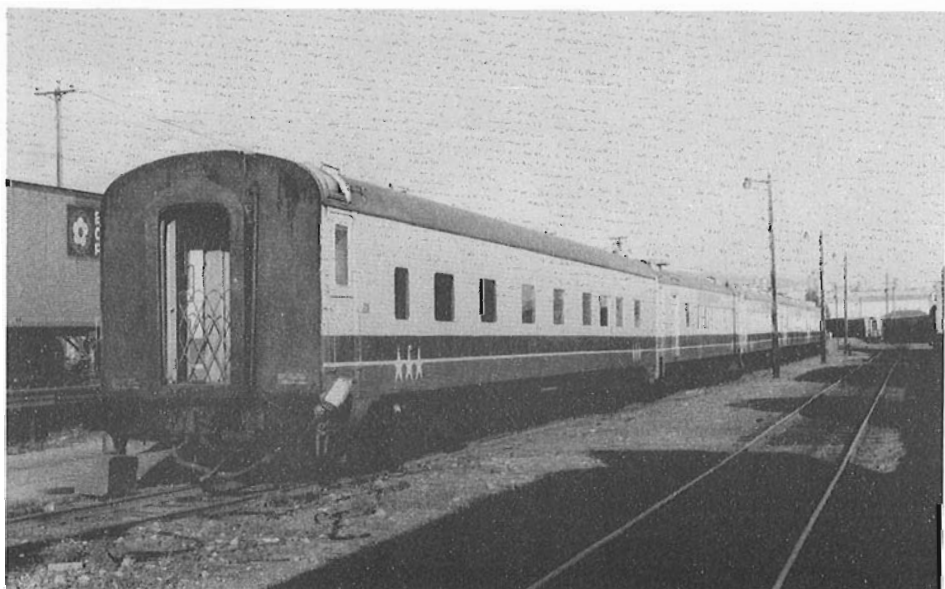
C.P. Rail News.

BANGOR & AROOSTOOK MUST PAY DAMAGES OF \$176,000 TO MAINE CENTRAL and \$87,000 to Boston and Maine, plus interest, for illegally diverting some 24,000 freight cars annually from a Maine Central - B&M route to a CP Rail route via Brownville Junction. This ruling by the Interstate Commerce Commission (U.S.) was upheld by the U.S. First Circuit Court of Appeals in April/78. The ICC said "Bangor & Aroostook had indicated its deliberate attempt to divert traffic from Maine Central and Boston and Maine by preparing and distributing route guides which showed only the Canadian line and recommended to shippers that CP was the best service route despite known difficulties caused by winter weather," reports the Bangor News.

INFLATION NORWITHSTANDING, YOU (AND YOUR FAMILY AND FRIENDS) CAN get a full helping of History-Nostalgia-Discovery at the Canadian Railway Museum. This summer, remember to include a visit in your vacation plans or weekend outings. Starting May 13, the Museum will be open daily ( 9 to 6 ) until Labor Day; then on Saturdays and Sundays through October 29. Need we remind you that you'll see two exhibit buildings filled with more than 100 of the best and most varied pieces of equipment to be found on the continent. And in the Hays Building, a model railway that will make you drool. Street car and caboose rides are offered on Sundays throughout the season. And much more. No admission charge for CRHA members; regular members may include their immediate families at no charge. Special rates for groups. Regular rates for adults - \$2.50, for children \$1.25, and for an entire family, only \$6.50. The Museum is located less than 10 miles from downtown Montreal, on St. Pierre Street, in St. Constant.



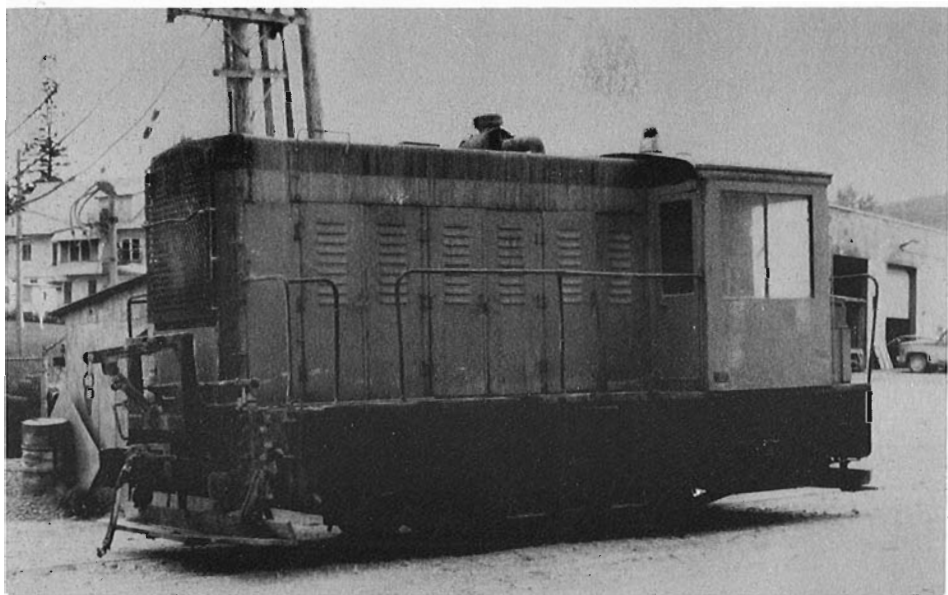
RICK SHANTLER OF OUR VANCOUVER BRANCH SENDS US THESE TWO PICTURES of rail happenings in and around Vancouver, B.C. CP Rail 4074 and 1411, locomotives being serviced for the evening departure of the CANADIAN on October 1, 1977.



In the second photo we see the five ex-American Freedom Train cars numbered 201 to 205 at the British Columbia Railway's North Vancouver yard. The cars were open for public display on September 25, 1977.



PIERRE PATENAUDE HAS BEEN BUSY OF LATE PHOTOGRAPHING INDUSTRIAL power in and around the Montreal area and has been kind enough to submit the following four photos for presentation in Canadian Rail. First we see ASEA, a major electric transformer manufacturer's 45 tonner. Formerly of Sidbec Dosco this GE unit carries serial number 28462 and was pictured at Varennes, Quebec on 14 October, 1977.



This obscure unit is none other than Dominion Lime's 35 ton Whitcomb, serial number 60002 and was built in 1937. Photographed at Lime Ridge, Quebec this 200 HP unit was pictured on 16 September 1977.



The Asbestos and Danville Railway has purchased 3 Southern Pacific Alco S-6's rated at 1000HP each. Pictured is No. 54 believed to be ex SP 1238, serial 81812. The photograph was taken at Asbestos, Quebec on 16 September, 1977.



Independent Cement (Ciments Independants) of Joliette, Quebec has purchased ex CP 6622 and still bears the same number let alone a multi-mark on the cab side. Pierre caught the unit at Joliette, P.Q. on 14 October, 1977. Our thanks to Pierre Patenaude for remembering Canadian Rail in his travels.

