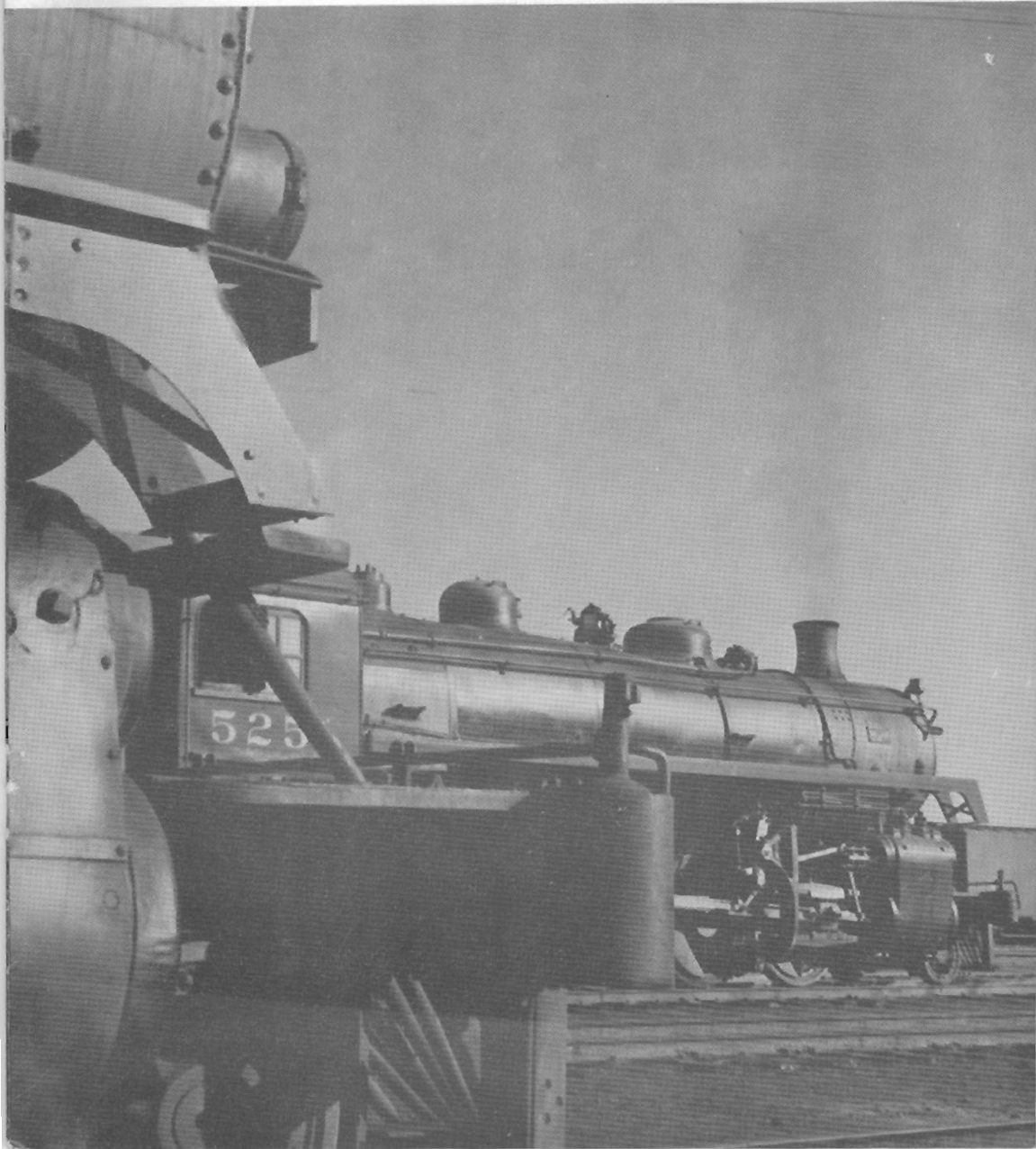
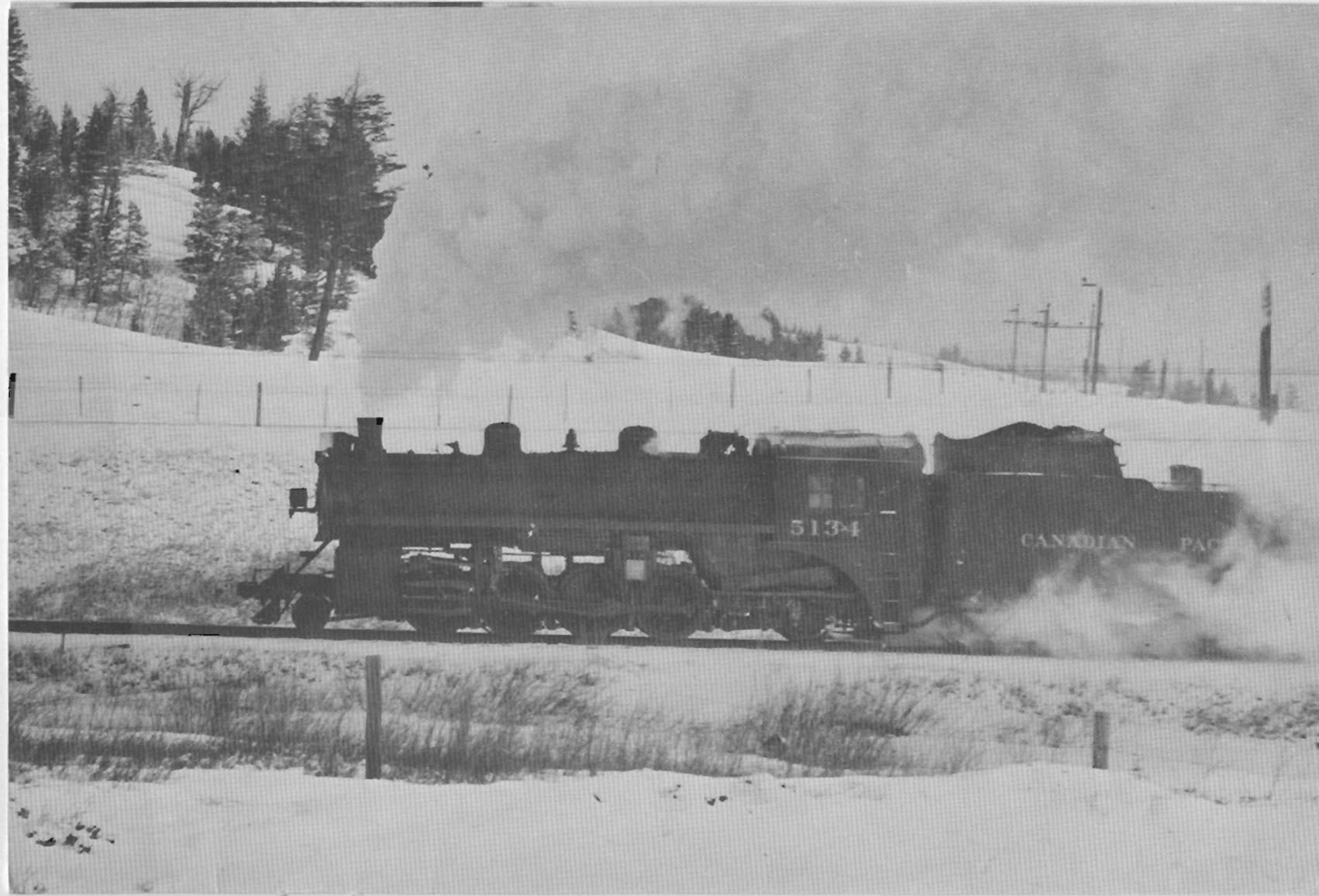


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EDITOR: M. Peter Murphy
EDITOR EMERITUS: S. S. Worthen
BUSINESS CAR: John Welsh
OFFICIAL CARTOGRAPHER: William A.
Germaniuk

LAYOUT: Michel Paulet

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

OTTAWA
D. E. Stoltz, Secretary
P. O. Box 141, Station A, Ottawa,
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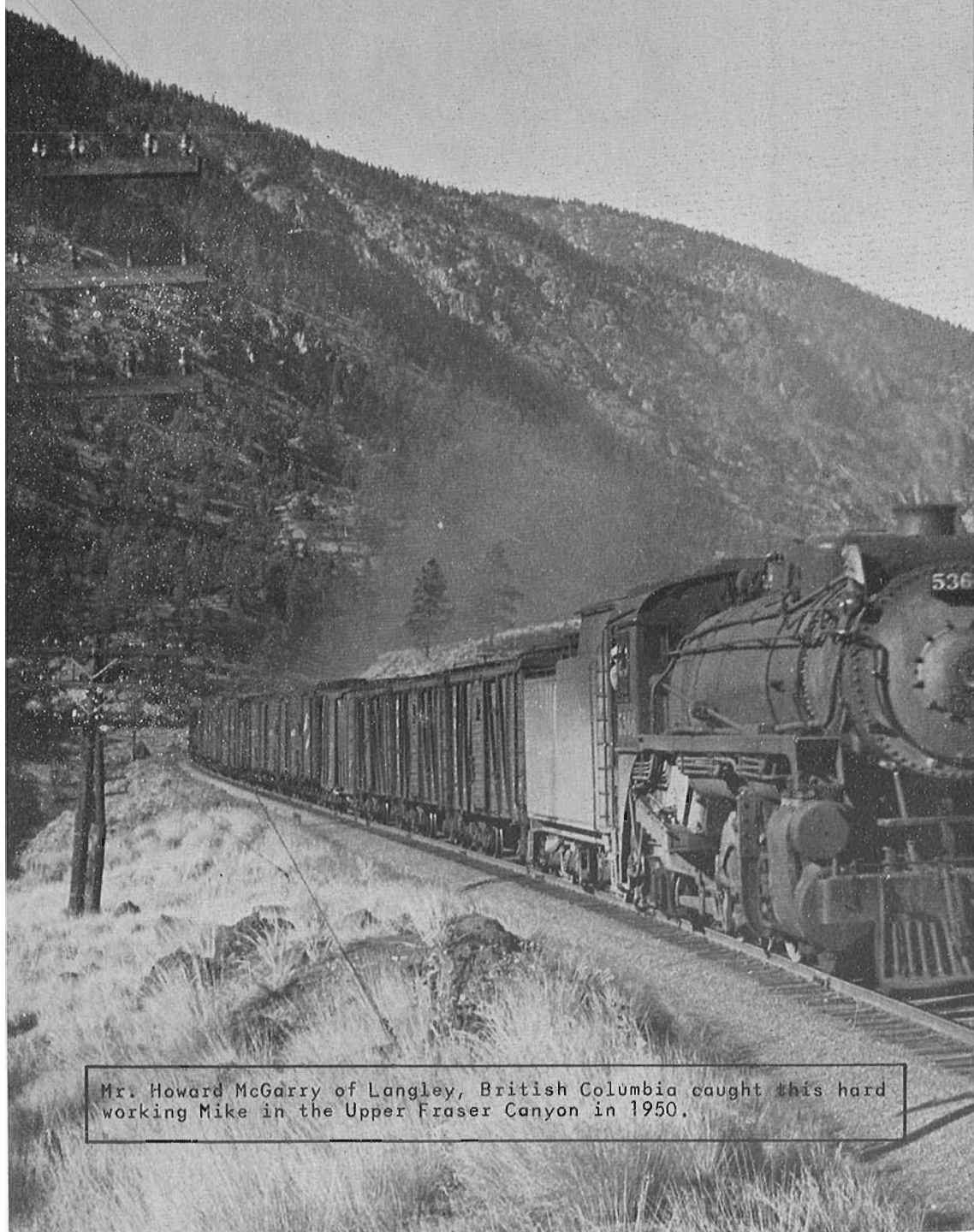
COVER PHOTO:

It was the twilight of steam in Canada back in 1954 when J. Barras Walker of Medicine Hat, Alberta chose his shutter speed, adjusted the aperture, fixed the distance and snapped this eternal shot of two Canadian Pacific 5200's in their final months of operation.

OPPOSITE:

In the hail of condensate, and the flap of the white flags, CP Mikado No. 5134 clicks over the joints at Sentinel, Alberta in October of 1949. Photo courtesy of Mr. Bob Henry.

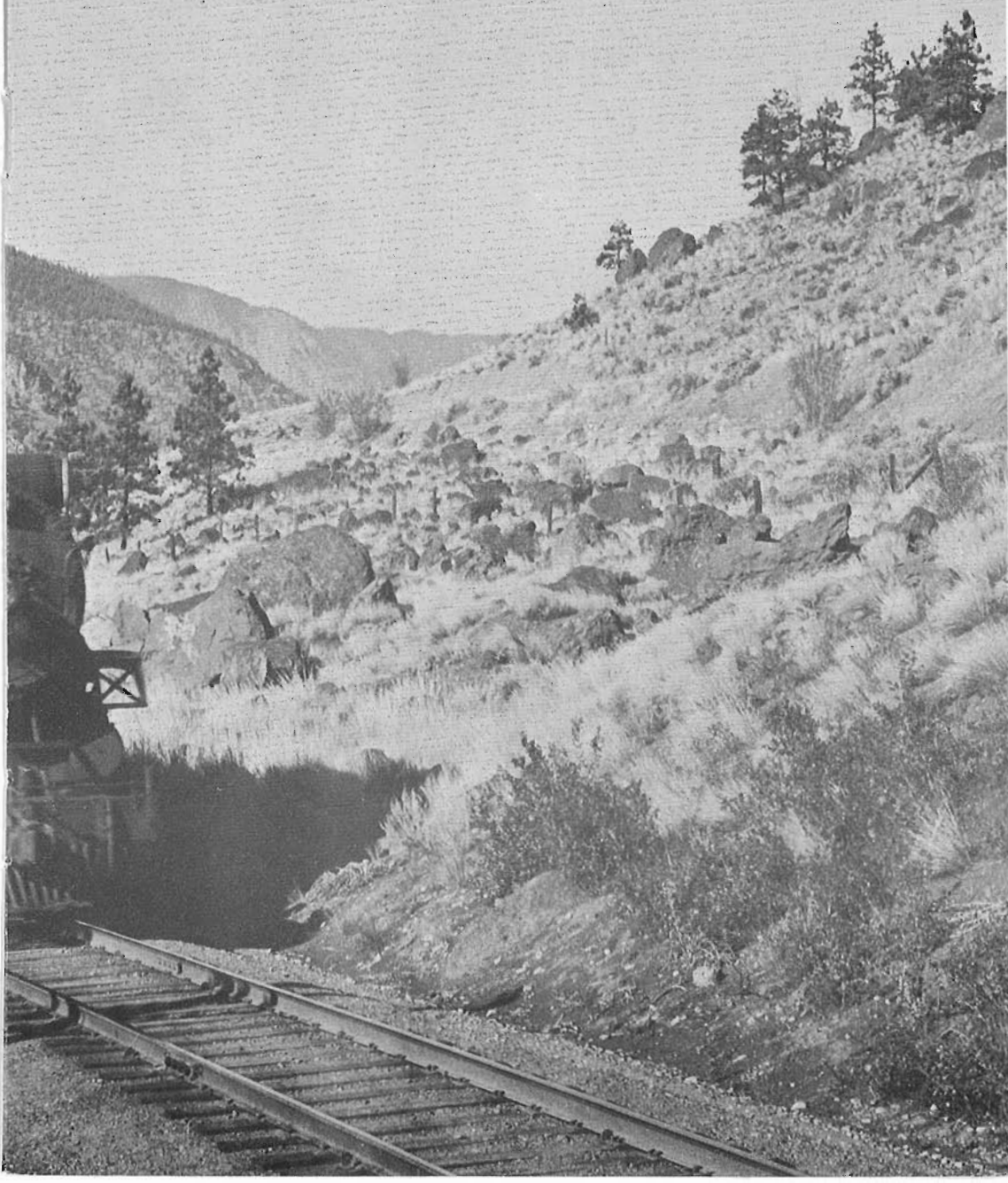
An August Day



Mr. Howard McGarry of Langley, British Columbia caught this hard working Mike in the Upper Fraser Canyon in 1950.

at Hawk Lake

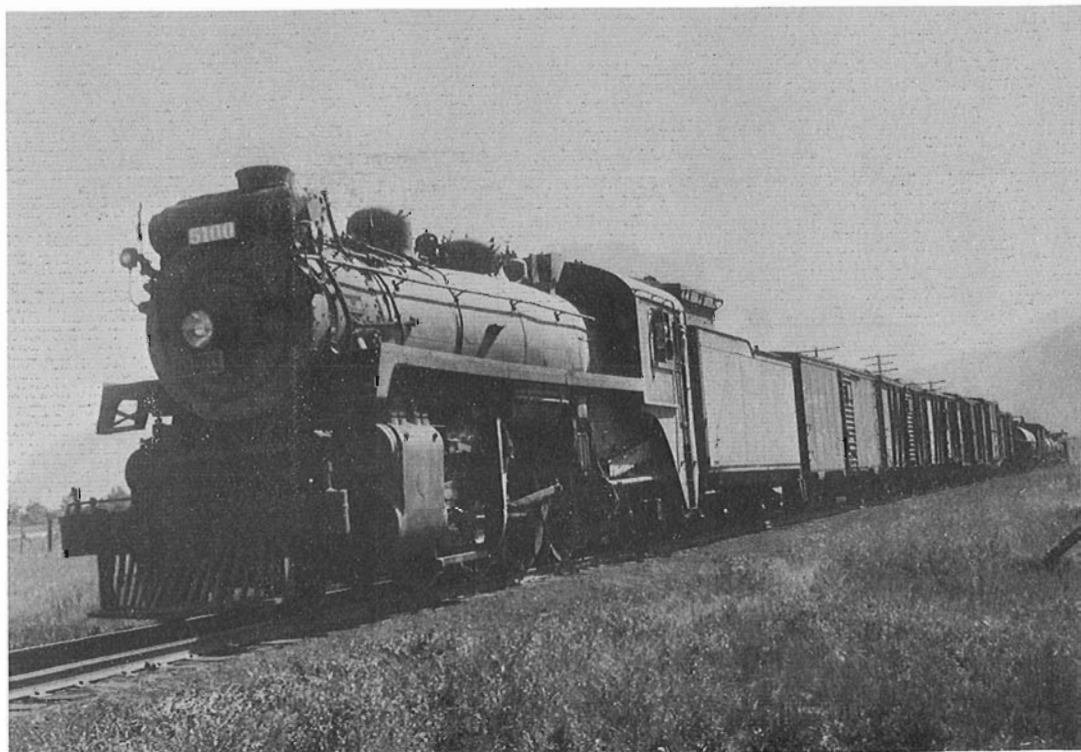
A leisurely summer photo story by PAT WEBB



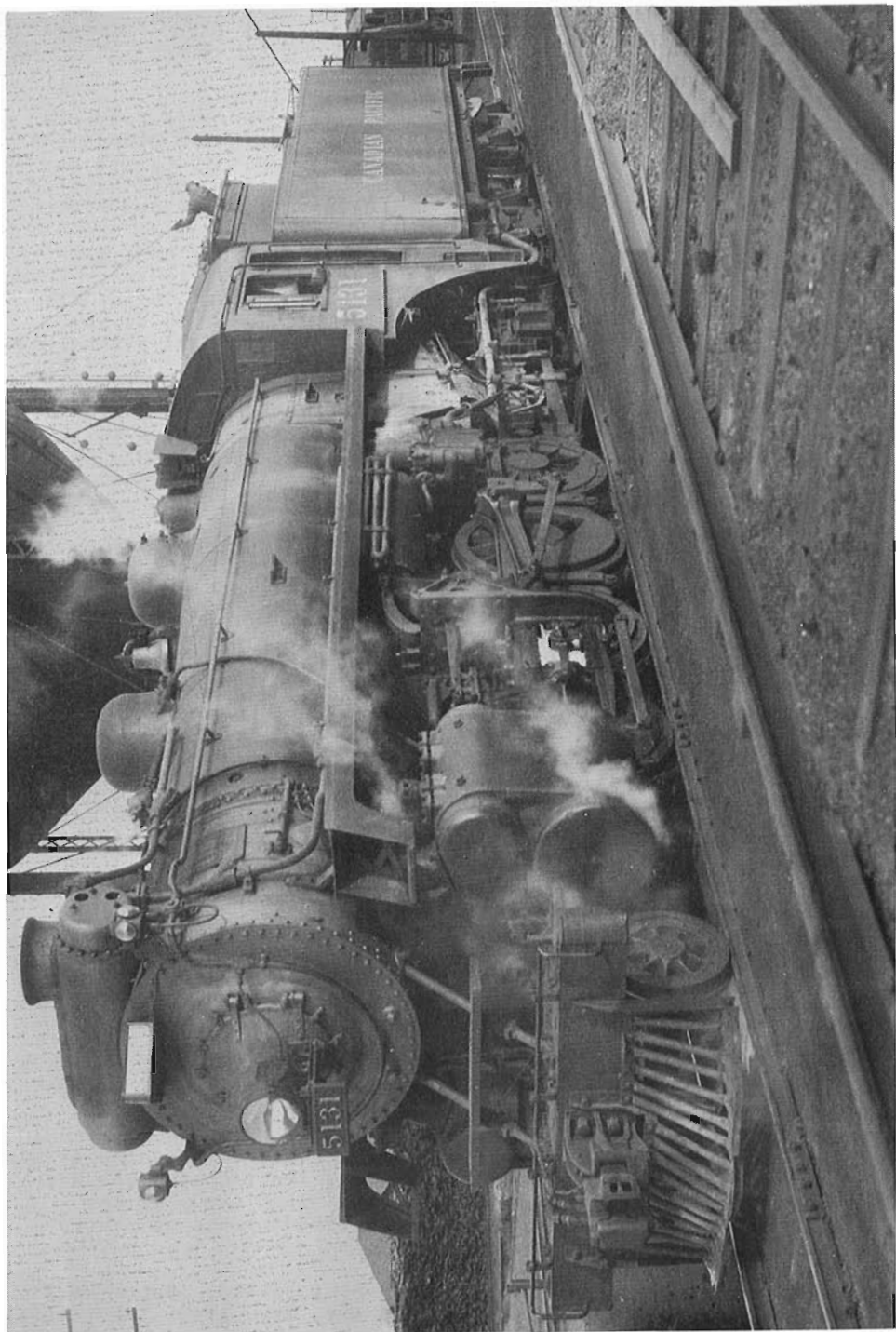
An August Day at Hawk Lake

by PAT WEBB

Under the tyres, Highway 17 steamed, as each of the million and one lakes spangled across northwestern Ontario generated its own particular summer thunderstorm. Intermittently, the sun played hide-and-seek among the spongy cumulus clouds into a drenched world, stampeding the humidity and temperature into absurd figures.



The following six photographs were kindly submitted by Mr. Warren McGee of Livingston, Montana. Mr. McGee a long time railroader now retired, was at one time a conductor on the North Coast Limited. Fortunately for us Warren McGee always was and indeed remains an unabashed rail-enthusiast to this day. On September 17, 1951 Warren McGee caught CP Extra 5100 West arriving at Blairmore, Alberta with a 15 car local bound for Crowsnest.



This Mike was a 1913 product of MLW and designated as a Class P1e No. 5131. It was on October 24, 1945 that Warren McGee snapped the scene as the locomotive was taking on water at Lethbridge, Alberta.

We had swung down to Hawk Lake in a borrowed convertible and, to a pair of university students and female companions on that afternoon in 1956, the recollection foremost in all our minds was that, back in Kenora, twenty-four glassy containers of Dow's Old Stock nestled among the ice-chips, awaiting our return.

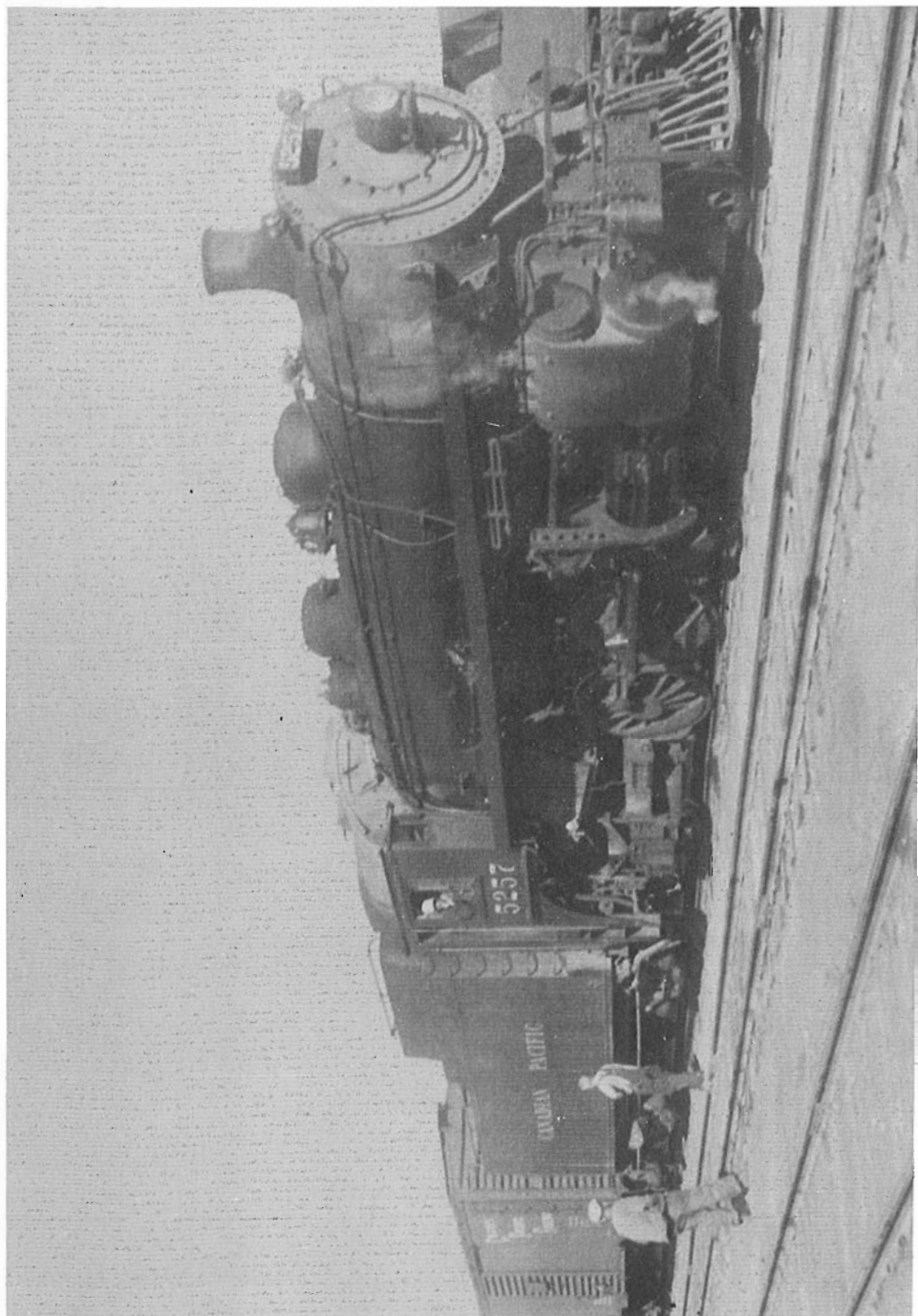
There were, however, certain diversions at Hawk Lake, on Canadian Pacific's main line from Montreal to Vancouver. There was, in fact, a grain drag in the hole and the mike's pilot was blocking the road crossing. There was nothing else to do but switch off the motor of the Chev - lest it should boil over - and settle back to wait patiently for the freight to clear the crossing. On the car radio, Roger Williams' "Canadian Sunset" tinkled to an harmonious finale, the lyrics suggesting skating and skiing (ice and snow), an unearthly contrast to the temperature at the moment. The 5300's thumping air-pump, not ten feet away, dominated any maverick rhythms, asthmatically marking a kind of passage of time.

Some melted moments later, a local freight whistled to the east and soon rattled into sight, dirtying the blue sky with a smudge of black and a smear of white. Whistling for the crossing, the local did not stop, but disappeared westbound. Whereupon, the 5300 showed some signs of activity and announced with an emphesemantic screech her intention to depart. Our indifferent attention focussed on the hogger, who was leaning far out of the cab window, his attention fixed on the ground. There were sixty-five loads hung on behind and out of the passing track on to the main it was uphill.

With a muffled, seen-but-not-heard motion, the man ran in the slack, moved into forward motion and urged the 5300 into life. Hardly had he regained the road crossing, when there was an ear-shattering crescendo of slipping drivers, revolving main rods and motion and a grand column of steam, smoke and cinders climbing to the sky. We could not see the hogger's left hand: were the sanders working? But the turning of his torso told us the rest. Shut off steam; hasten valve gear into reverse motion. Cautiously - yes, cautiously - run in the slack across the road crossing until it was sufficiently bunched up. Into forward motion for yet another try and he had gained nearly a car-length with the 5300 before she lost her footing again, amidst an angry show of inky condensate and black cinders shot into the sky, to provide an increment to the motionless grey cloud already hovering over head.

No trace of abnormal expression could be detected on his sweaty face. He contemplated us, the car, the crossing and his engine for a moment and then resumed his intent study of the Chev's hood-ornament, now either his talisman or his reference point.

Yet a third time the ritual was repeated. Bunch up the slack, put her into forward motion and try, try, try. The initial exhaust from the stack was a thunder-clap. The second was like unto a cannon and the third, Armageddon. But, Copernicus, the whole began to move, imperceptibly, progress being measured in inches. More explosions, as the gangway and re-railer inched past, and letters, C, I, F, I, C, A, P and the rear grab-irons



Class P1n No. 5257 is in the process of making an air-test as the head-end crew watch for the signal from the rear end carmen. The location is Lethbridge, Alberta and the date was August 22, 1957.

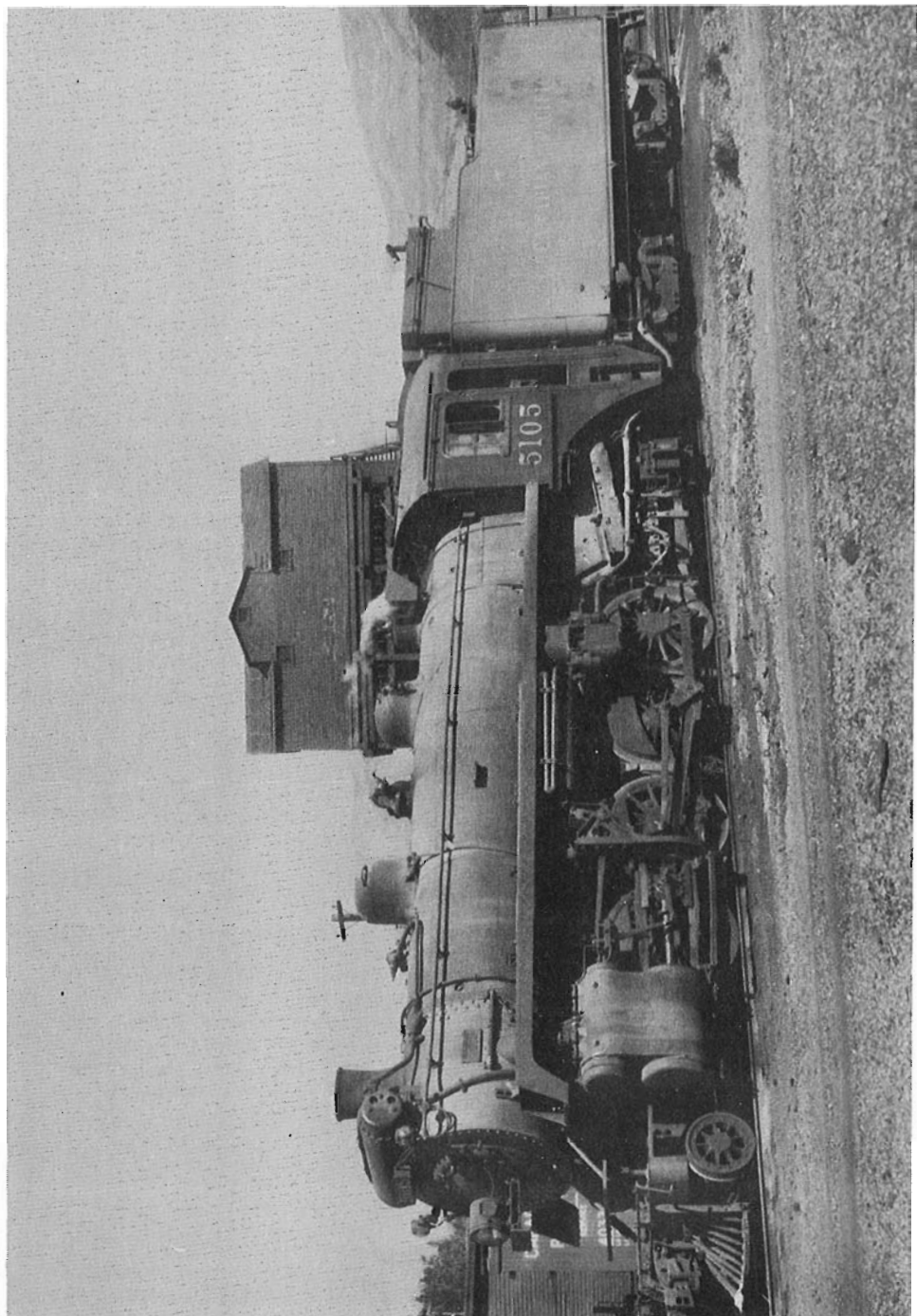
disappeared, with increasing speed. Now the mike was trundling over the switch points, as the first car's door squared our field of vision. The loaded grain-cars began to thud by with an increasing cadence. The mike was on the main line and, with duns and cinders, slowly picked up speed eastward. Subconsciously, we all cheered.

This chance encounter at Hawk Lake was my last rendezvous with steam. Six years later, I returned to many of the places where I had spent that wonderful summer and other, equally wonderful summers. The Laclu Hill, where 5300s stormed and stomped above the lake, or Kenova, where 2800s were given free rein for a throughbred sprint east, in charge of the "Dominion".

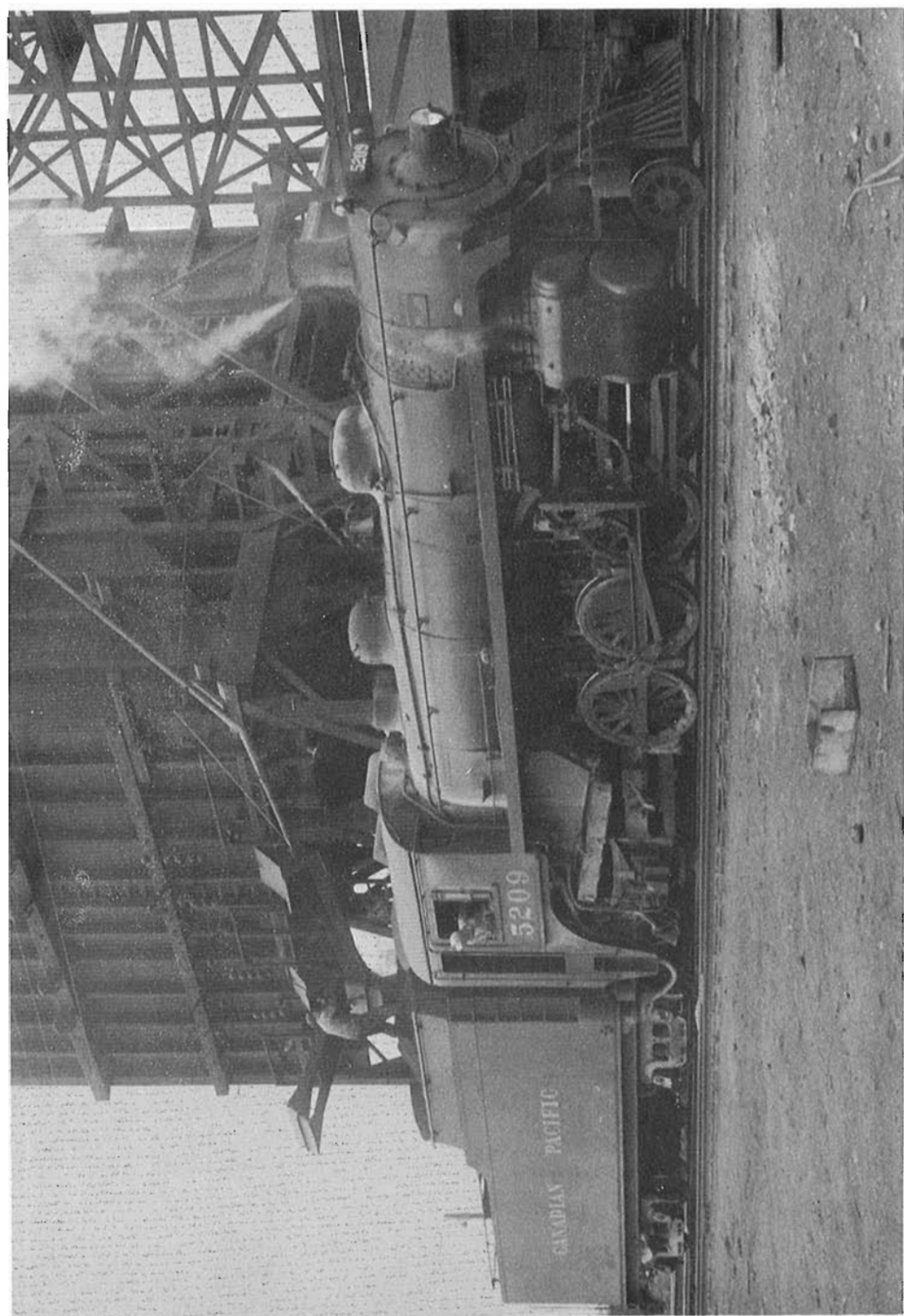
Yes, of course it was all changed and it was different, too, and though everything else appeared to be unchanged, there was an ineffable presence that was missing. The track was the same, the road crossing was the same, but there was no longer a pillar of cloud by day, nor a presence that passed understanding.



On October 3, 1946 Warren McGee was just relaxing there watching the trains go by when this CP Extra 5327 West hauling 50 cars rounded the curve opposite Martel, British Columbia on the shores of the Thompson River.



Built in June of 1927, CP's class P1d No. 5105 was caught snoozing at Frank, Alberta on September 17, 1951.



CPR Class P1n No. 5209 was located under Calgary's cooling tower on September 12, 1951.

Oh Canada..... 2860 style

Well Canada's Grand Old Lady of steam, B.C.Railway's 2860 is safe home fresh from her trans Canada, and Northern U.S. tour. As usual she left behind countless memories for those who either visited the most excellent exhibits, or just braved the cold to catch the pounding monster in the dark, wee hours of the morning at trackside.

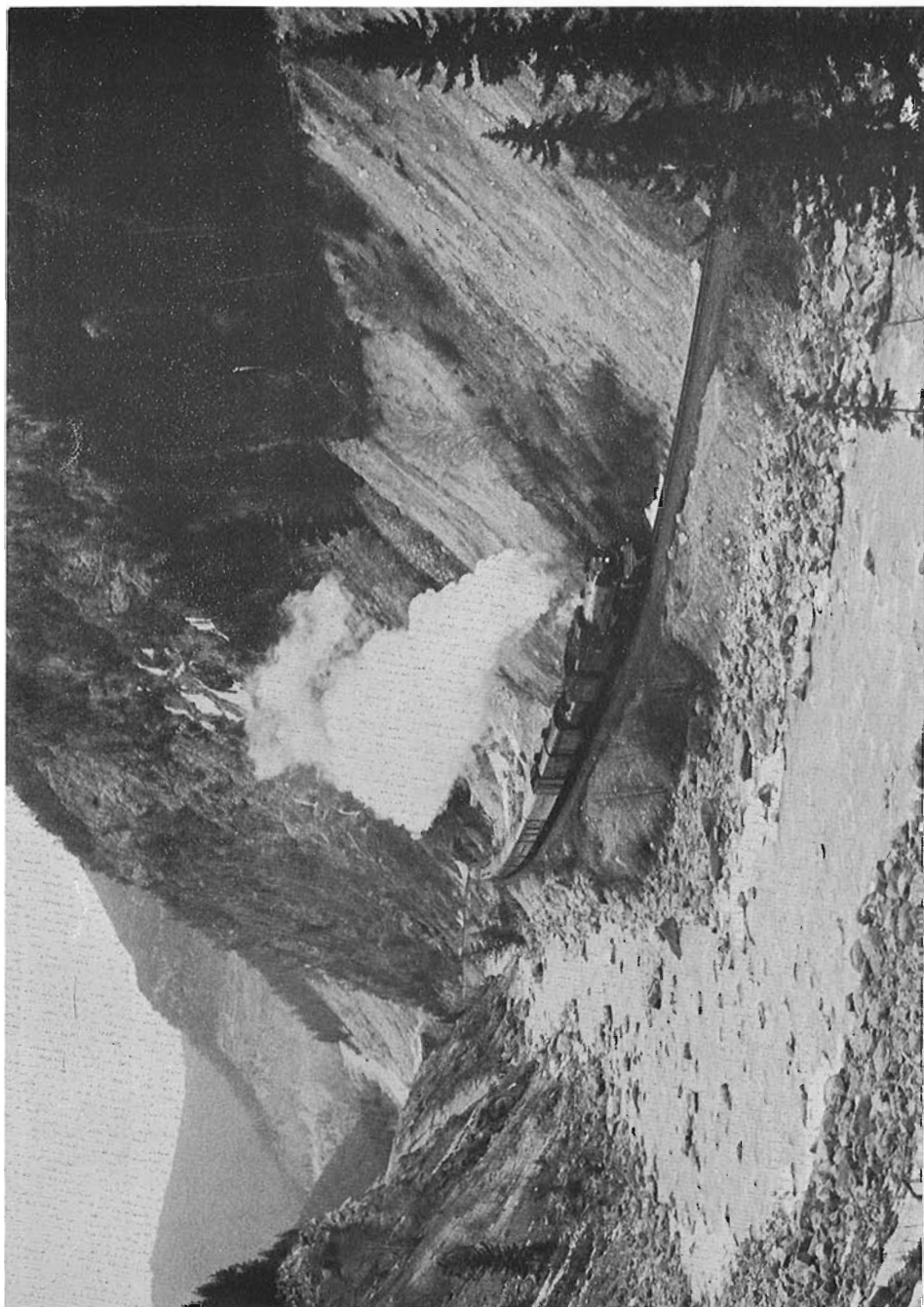
We regret to report that Syd Claridge, one of the three enginemen travelling with the train was taken ill in Calgary on the return trip and passed away in Vancouver from a heart attack on the day the train arrived back there. Syd had been retired from C.P. for only four years, most of which was spent around B.C. Railway's steam locomotives. Syd was described in greater detail in our September 1977 issue of CANADIAN RAIL which featured the 2860 locomotive, and train. Syd will be sorely missed by all those associated with the B.C.Rail operation, our sincere condolences are offered to his family. We wish to thank our members Mr. Norris Adams and Dave Wilkie of Vancouver as well as Kenneth Gansel for submitting the accompanying pictures of the 2860 tour.

Like so many of our members our Mr. Douglas W.Spencer hails from a long line of railroaders. The following were his thoughts as 2860 stood proudly in Ottawa's Union Station.

The Belief long ago the age of steam would be a permanent bond holding a young nation together was illustrated April 5th. /78 at Ottawa Station in the Capital City on the East spur where stood a very oil stained Royal Hudson # 2860 heading 1000 tons of matching red cars arrived from Vancouver. Captain Cook's Discovery train. Member Douglas Spencer on the platform stood talking to the master mechanic.

September 13, 1873 the conductor on the first train from Carleton Place stood on the platform talking to the Stationmaster. Conductor H.B. Spencer and stationmaster moved to the Superintendent Eastern Lines and discussed the trip with Charles W. Spencer.

Douglas W. Spencer, the last generation to have the "W" initial which lasted through the steam age, questioned the cause of the obnoxious dirt. Climbing through the Spiral Tunnels the severe grades had been beyond the ability of two diesel unit helpers and # 2860 had added the 275 PSI maximum steam from her shining boiler to her six drivers for the needed rescue to top the grade. The staccato bark of her spotlessly clean exhaust "had steam cleaned the interior of the Spirals". Her exit carried with her the oily grime of glue like slime from countless diesel passages.



Dave Wilkie was up bright and early on the morning of April 1, 1978 and caught Canadian Pacific Extra BC 2860 East near mile 29 on the Mountain sub., alongside the Kicking Horse River at 7:23 AM.

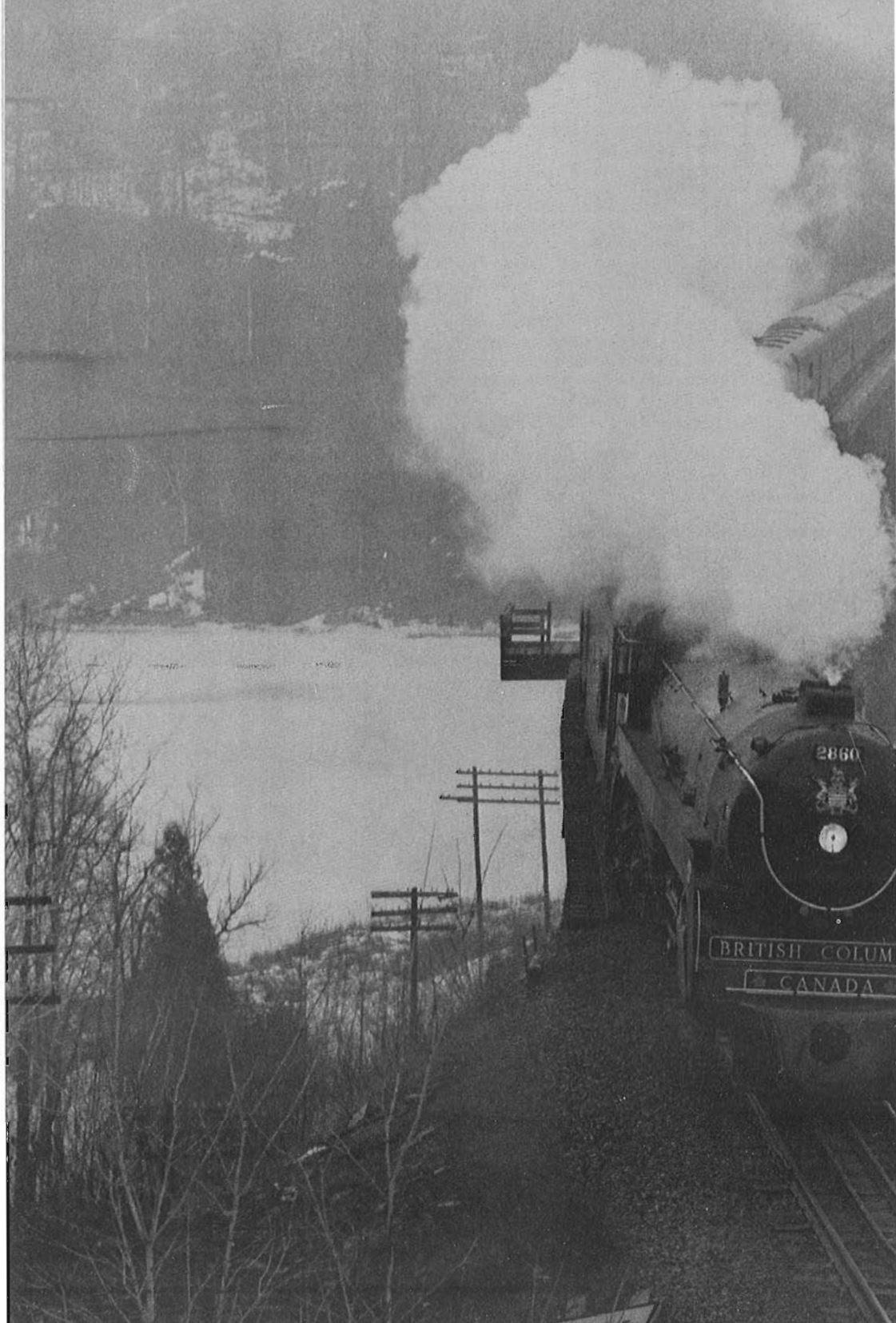
On bitterly cold hands long handled brush and soap attached the diesel stain. Less than willingly, Spencer and Master Mechanic in conference searched the train for higher authority approval of an idea. A stationmaster's telephone and persuasive reasoning produced mobile pressure cleaning vehicle and crew who had instantly forsaken cleaning of new automobiles for the excitement of grooming a Royal Hudson 105 years after the same city had welcomed a small almost toy-like steamer with her wood burning stack which just never could steam clean the pollution marks left by her decedents in spiral tunnels.

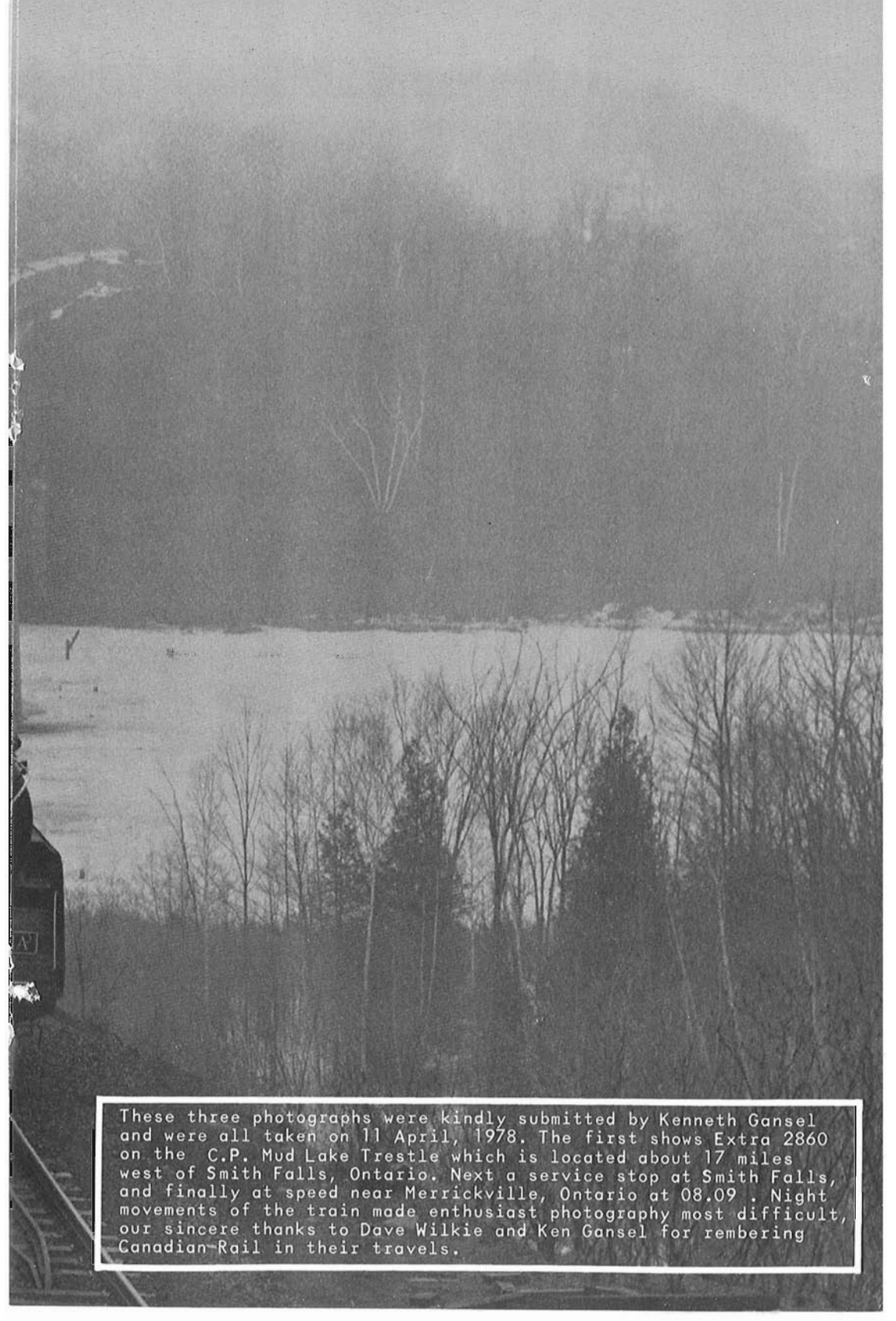
Twelve hours later, in unseasonable bitter cold, # 2860 moved forward. From open cylinder cocks, pure white cloud of finest texture consumed from sight the watchers and cameras. Young eyes in youth uniforms stood in startled silence. Followed by babble of excited questions. One question stood out. "My uniform is clean. Why isn't it dirty?"

In the bone chilling cold of the deserted platform the last "W" from a rail family silently wondered how a century old vision was so accurately forseen. And wondered also if Captain Cook's train using both oil and steam signaled the way to the warm and friendly transportation which had and still does, hold a great land together.

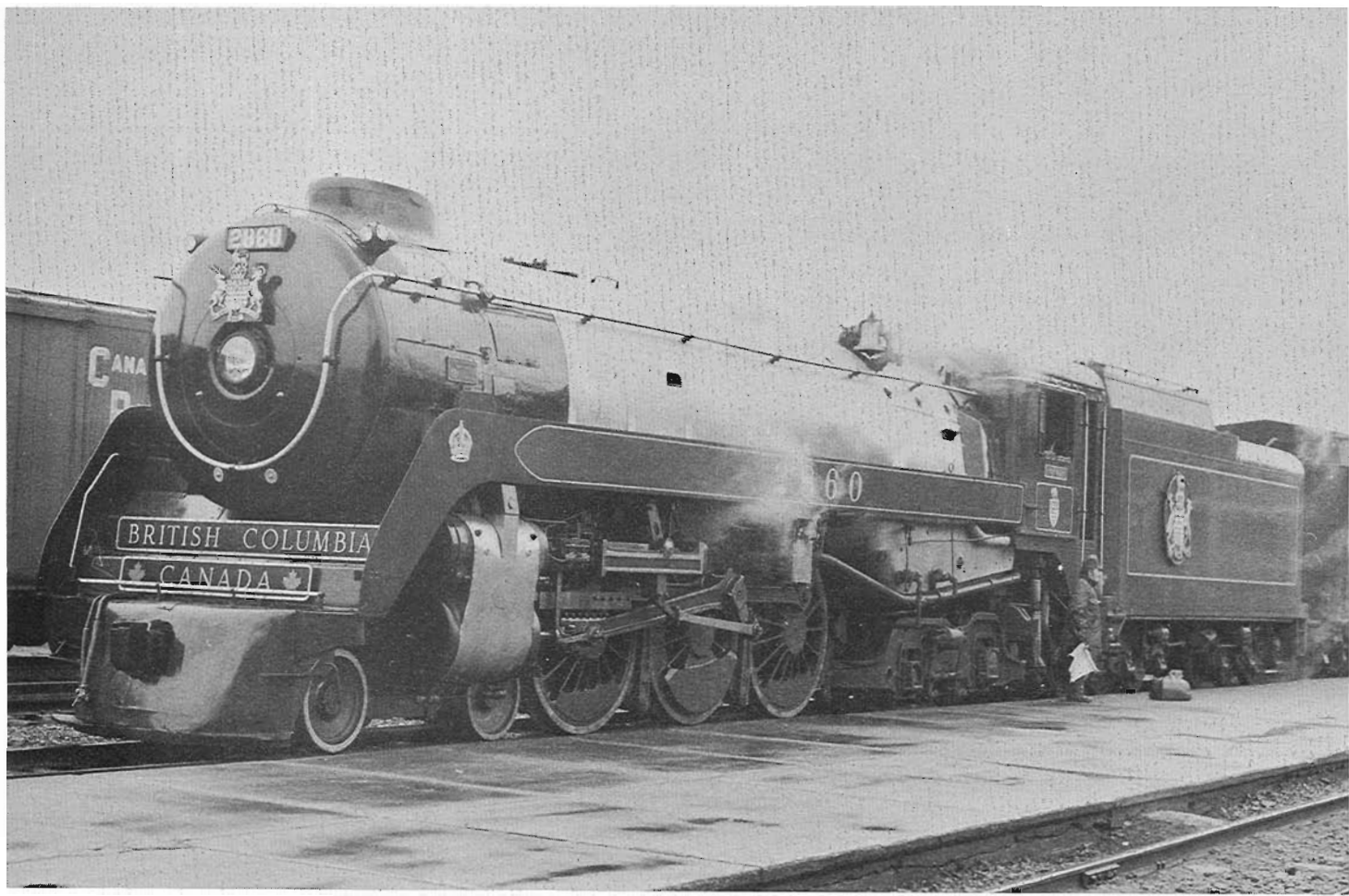


Michael Wilkie has obviously been observing his Dad take pictures and picked up a few pointers along the way. Son Michael took this shot of Extra 2860 North crossing the Big Creek, mile 62.5 Leduc Sub., with engineman A.P.Simpkins at the throttle. The date was May 3, 1978, the time 08.16.

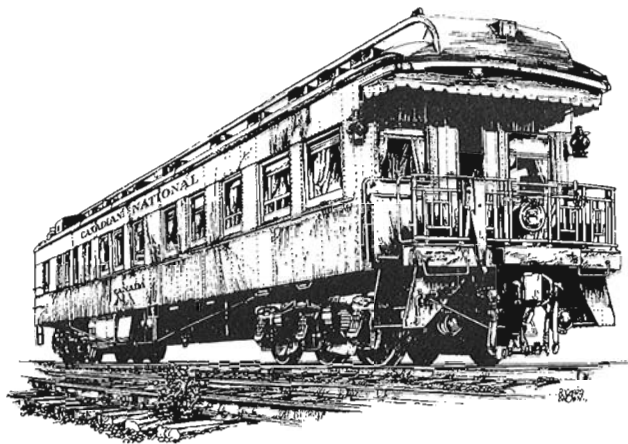




These three photographs were kindly submitted by Kenneth Gansel and were all taken on 11 April, 1978. The first shows Extra 2860 on the C.P. Mud Lake Trestle which is located about 17 miles west of Smith Falls, Ontario. Next a service stop at Smith Falls, and finally at speed near Merrickville, Ontario at 08.09 . Night movements of the train made enthusiast photography most difficult, our sincere thanks to Dave Wilkie and Ken Gansel for remembering Canadian-Rail in their travels.





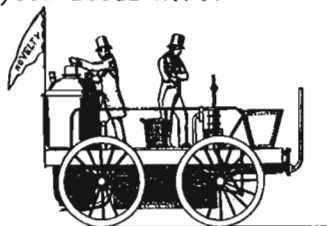


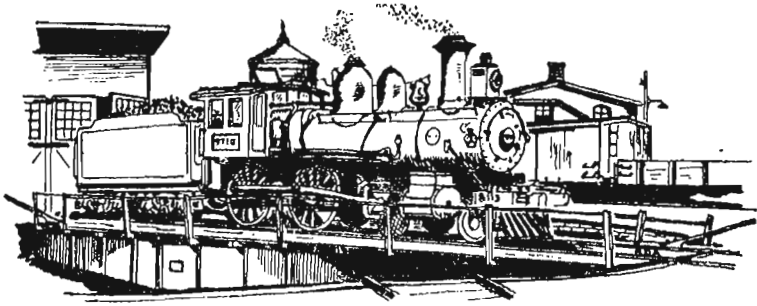
The business car

CP'S CHAIRMAN IAN SINCLAIR TOLD THE MAY ANNUAL MEETING OF shareholders that plans to build new head office and other commercial space facing Montreal's Dominion Square are being held in abeyance. To serve its own needs for expansion, CP is renovating Windsor Station at a cost of \$15-million to \$18-million over several years. "We thought the station would come down. But people got warmed up about it and we decided it was cheaper to renovate than to fight. It will never come down now."

MOST AMERICANS WANT IMPROVEMENTS IN QUALITY AND AVAILABILITY of passenger travel but would still choose an automobile instead of a train for trips of over 100 miles, according to a national poll conducted for Amtrak last February. Of those surveyed, 60 per cent said they want improvements in rail service and 51 per cent said they want the federal government to spend more to get it. The automobile was first choice of 56 per cent for trips over 100 miles. Amtrak's performance rating moved up from 40 per cent positive in a similar poll conducted in 1972 to 55 per cent positive in 1978. In the Northeast Corridor, where Amtrak has new equipment and where 60 per cent of its total ridership is, Amtrak's 1978 performance rating is 67 per cent positive.

MARCH 29, 1979, WILL MARK THE 50TH ANNIVERSARY OF COMPLETION of the Hudson Bay Railroad into Churchill, Manitoba. Celebration, anyone? If you think a commemorative postage stamp would be appropriate, why not write the Postmaster-General in Ottawa and your local M.P.?





MATCHSTICKS ANYONE? MR. RALPH FRISKE ONE OF OUR FAITHFUL MEMBERS has submitted this interesting photo from his collection of a Grand Trunk wreck. Involved is a 2-8-0 type and the first number on the headlight appears to be " 8 ". Any member with more information on the location of specifics of the accident are invited to drop Mr. Friske a line at 36 Ashwood Cres. Bramalea, Ontario, L6T 1M2. If the answer appears we shall be pleased to publish it in a future edition.



CN'S ANNUAL REPORT FOR 1977 STATED THAT AVERAGE ANNUAL earnings per employee increased by 9.1 per cent, to \$16,958. Average number of employees dropped to 78,671 from 80,073. CN Rail, which accounted for about 63 per cent of system revenues, increased its income (difference between revenues and expenses) to \$199.4-million from \$157.1 million. "Based on North American workload measures, the train accident rate, which was reduced by 36 per cent over the two-year period 1975-76, fell by another 12 per cent in 1977". CN Rail carried 4.2 million intercity passengers last year, the highest numbers since 1972. Through Canalog Logistics, a wholly owned subsidiary, CN participated in four major studies in North American transportation and logistics in 1977, the report states. The studies were: joint track use in Western Canada; high-speed passenger train service between Toronto and Windsor; grade crossing requirements under high-speed train operations; and a proposal for a rail connection between Alaska and the continental rail system of Canada and the U.S.

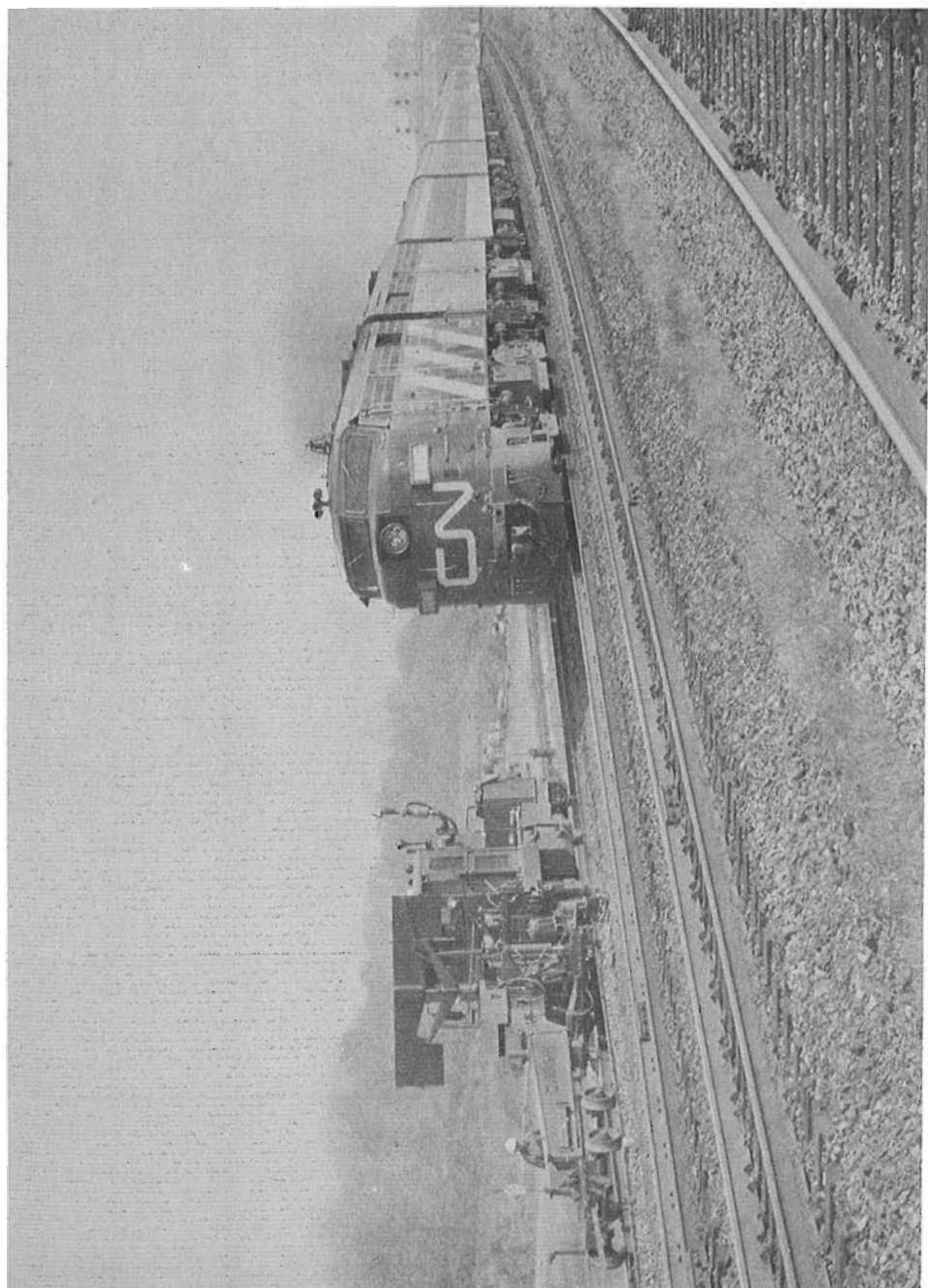
CN'S SENNETERRE (QUEBEC) YARD HAS BEEN ENLARGED AND modernized, with number of tracks increased to 21 from 14. More tracks have also been added to the repair shop area. Yard capacity has been doubled. A four-storey tower, 118 high-pressure sodium lights and other improvements are included in the project, completed last February.

FOR YOUR "FACTS" FILE, CP'S LATEST 10-K REPORT TO THE Securities Exchange Commission (U.S.) dated March 27/78, states that rail mileage totals 16,121; of which 11707 is owned, 3978 operated under long-term or perpetual leases, and 436 under trackage rights. At year-end 1977, it had approx. 63100 freight cars, 300 passenger cars, 1200 diesel locomotives, 3900 units of work equipment.

FIRST LEG OF OTTAWA-CARLETON'S RAPID TRANSIT SYSTEM WILL RUN along an old CN right-of-way through southeastern Ottawa, reports the Ottawa Citizen (April 27/78). Construction of the \$24-million line isn't expected to start until 1982 or later. And a decision has yet to be made on whether buses or some form of light-rail street car will be used. The CN route will serve the suburbs on the east side of the Rideau River, south through Billings Bridge, Confederation Heights, Riverside Park, etc.

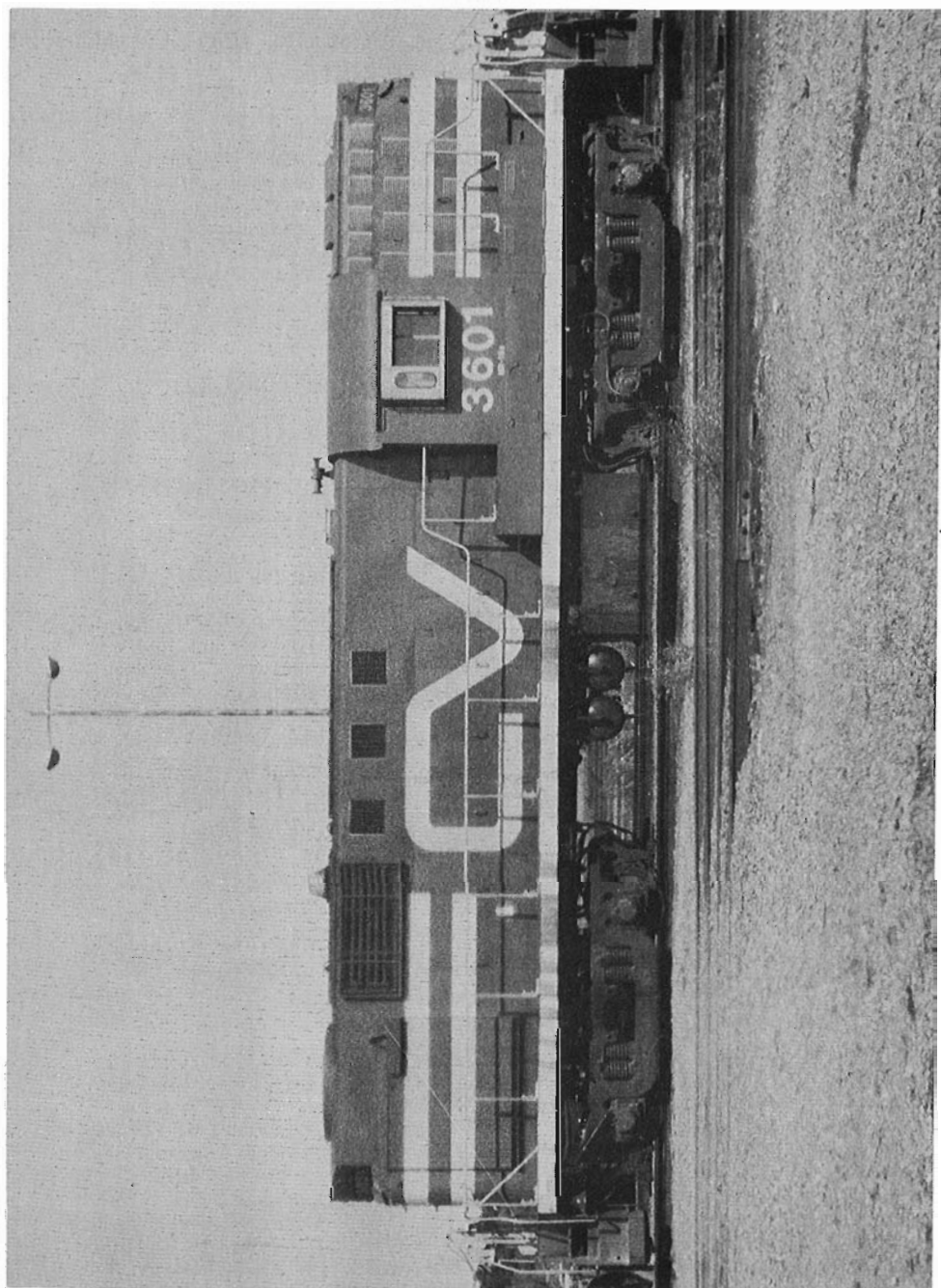
BRITISH RAIL MADE AN OPERATING PROFIT OF £68-MILLION LAST YEAR; improving by almost £55-million on 1976. BR's improvement represents £27-million from increase in traffic volume (there was a three per cent increase in passenger numbers) and £13-million achieved by reducing maintenance costs, and staff cuts. The workforce has been cut by 12,000 over a two-year period. "Huge investment will be needed for electrification over the next 20 years and for replacement of rolling stock of which one-third is already over 21 years old", according to BR's chairman.

(The Guardian, May 5/78)



Mr. I.C.Platt of Sydenham, Ontario submitted this photo to Canadian Rail of CN train No. 43 THE CAPITAL headed up by units Nos. 6786 and 6865 at Brockville, Ontario on October 25, 1977. That's tamper 65209 in the background busy at another days work.





Two units in a fresh paint scheme are CV No. 3601, an RS-11 pictured at Montreal Yard on 31 July 1977, as well as 5048 which was snapped at that same location on 3 July 1977. Both photos courtesy of Pierre Patenaude.

BUCKING THE TRANSIT TREND, MIAMI IS PLANNING THE FIRST LARGELY elevated system since Chicago went that route 80 years ago. Reason? The high underground water table would flood a subway. When the 21-mile system is completed sometime in the early 1980's, Dade County residents will be using a line with 20 stations including the Orange Bowl, Hialeah Park race track, the West Side Civic Center and the University of Miami, among others. The south leg of the line will run alongside U.S. Highway 1 on an abandoned Florida East Coast Railroad branch line. Cost is estimated at \$795-million with a load prediction of 211,000 riders by 1985.

(Chicago Tribune, April 1/78)

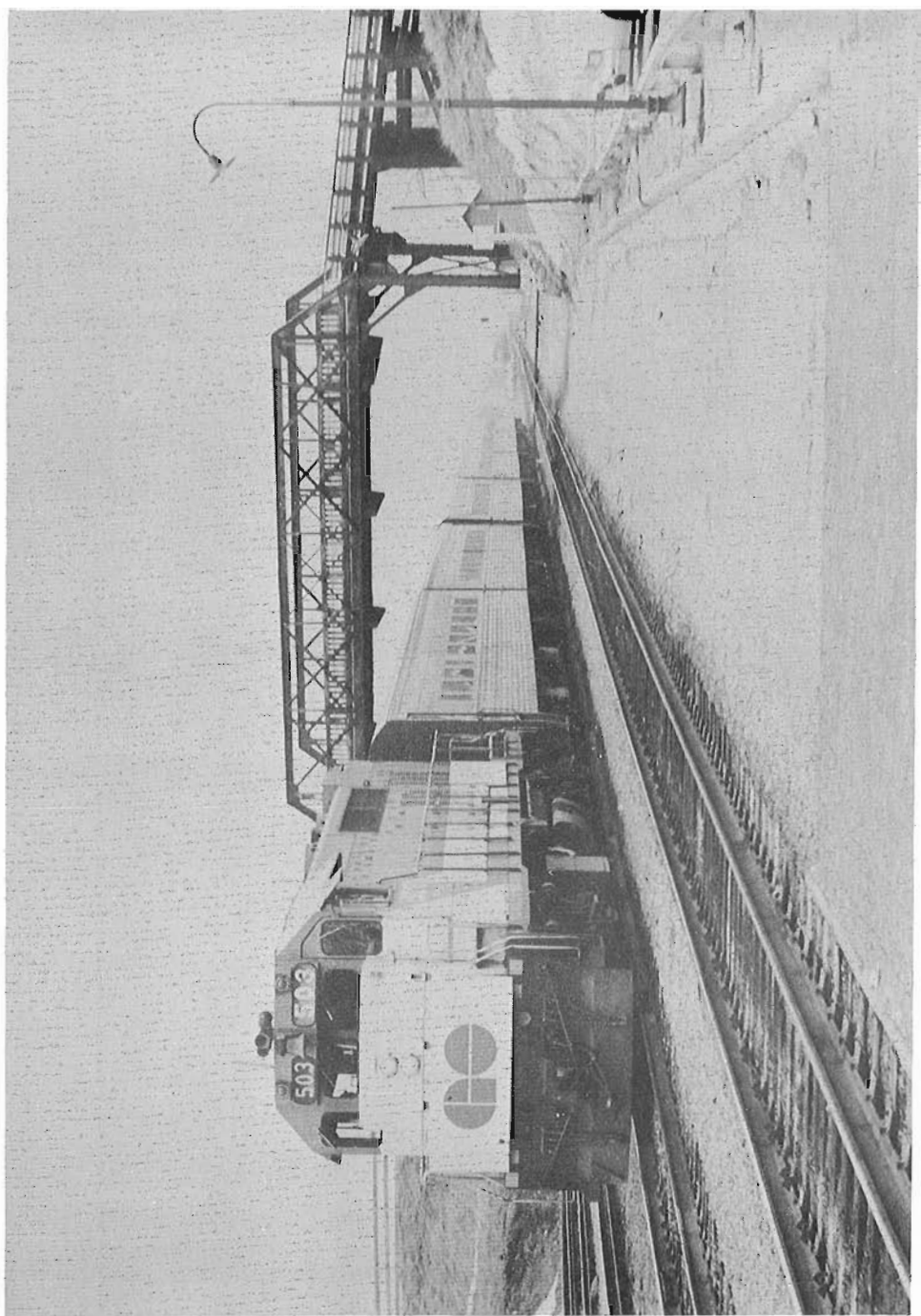
ESQUIMALT & NANAIMO PASSENGER SERVICE WILL BE CONTINUED "at least until mid-December", according to a Globe & Mail report (May 18/78). Earlier, the Canadian Transport Commission had ordered service be continued until the end of June, pending hearing of an appeal against abandonment.

VIA RAIL CANADA TIMETABLES, ISSUED APRIL 30, SHOW RELATIVELY few schedule changes in the three separate folders (no system folder). The most striking change is a disappointing slowing of the Canadian which, taking the Montreal-Vancouver run as an example, is two hours 15 minutes slower westbound and one hour 55 minutes slower eastbound.

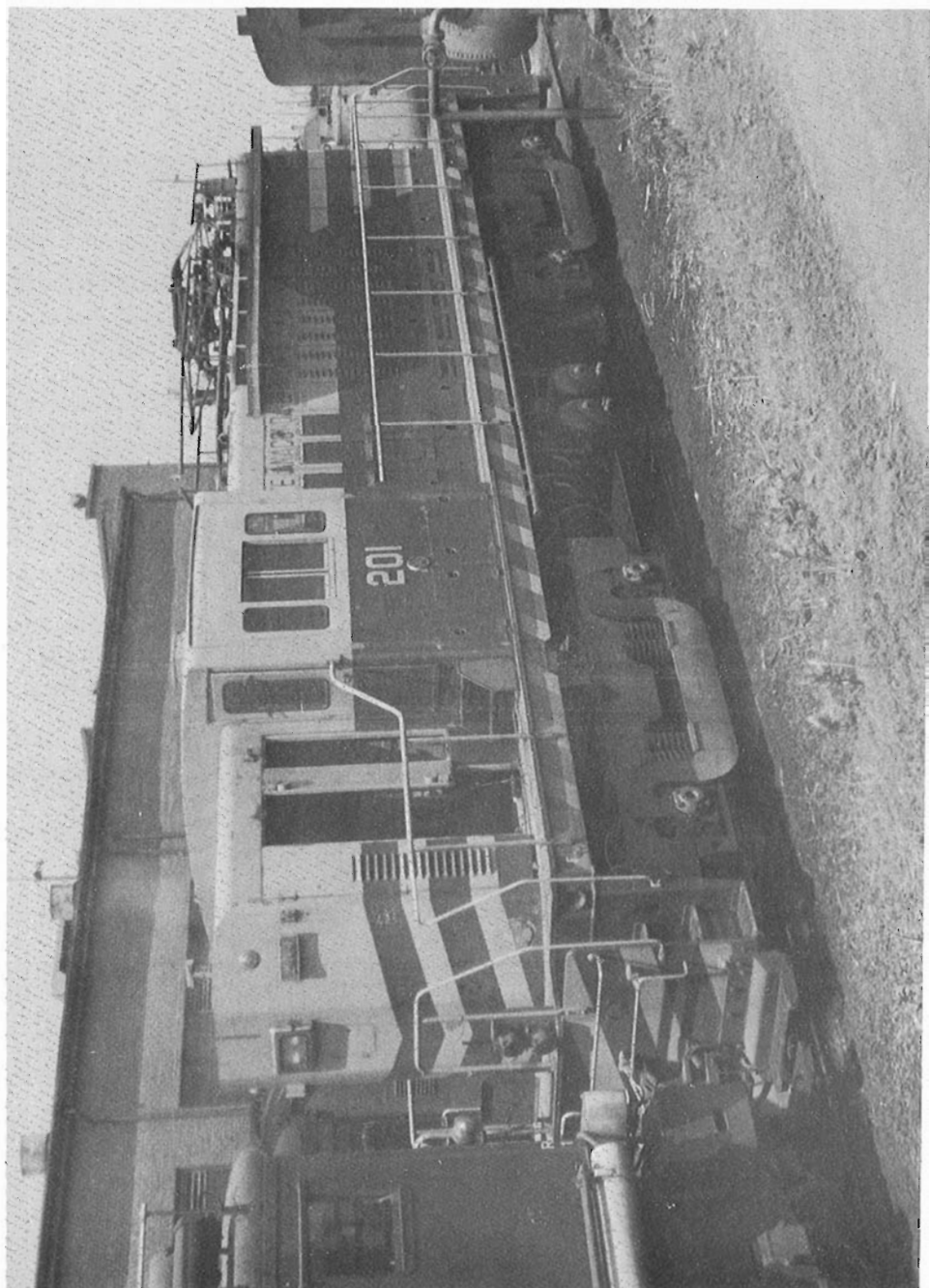
The new folders are printed on better paper than the previous regional folders. In each, two pages are given to a map and two pages to "travel information". No station index is provided. J.F. Roberts' title is given as Chairman of the Board and President and Chief Executive Officer, reflecting the new separate Crown Corporation status of VIA; initially, while a subsidiary of CN, the post of chairman had been held by CN's R.A. Bandeen.

Comments on the new folders will make use of abbreviations for their names: Ontario and Quebec Services (OQ), Western Transcontinental Services (WT) and Eastern Transcontinental Services (ET).

First, OQ does not include all services in Ontario and Quebec. It shows nothing west of North Bay/Kapuskasing, nothing east of Levis/Sherbrooke. Service on CN Montreal-Sherbrooke is shown but not on CP Montreal-Sherbrooke. Some services within Ontario (Toronto-Sudbury, Toronto-Capreol) are not shown -- you must look them up in the WT folder. Intermediate stops of The Canadian between Montreal West and Ottawa are shown only in WT. OQ shows VIA in commuter service Montreal-Sherbrooke (trains 620-621-624-625) although early statements as to VIA's role excluded any such involvement. Moreover, CN's April 30 suburban service leaflet for Montreal-St. Hilaire East, shows CN trains 900-991 (daily ex. Saturday and Sunday) and the four VIA trains mentioned above. Commuter services Toronto-Barrie and Toronto-Stouffville are also shown in OQ as before. The Limoilou to Riviere-a-Pierre twice-weekly train has been dropped. Montreal-Quebec service on CP has been



Burt Van Rees took this shot of GO 'Tempo Train' with GP-40TC 503 on the point at Woodstock, Ontario on March 25, 1978.



Canadian National has purchased two electrics for parts from the BA&P. The GE units numbered 201 and 202 were hauled to Montreal and Pierre Patenaude caught 201 at the Pointe Saint Charles Shops of CN already stripped on 21 May 1977.

re-spaced, with first and last trains of the day running one hour later. Montreal-Chicoutimi trains 173 (Sat.) and 172 (Sun.) now run 30 minutes faster. Quebec (Ste. Foy) - Chicoutimi day services revert to thrice weekly for the summer. Cochrane-Senneterre timings have been slowed by 30 minutes in one direction and by 55 minutes in the other. But train 174, Senneterre to Ste. Foy, is 40 minutes faster. Those northern speedsters, trains 178-179, Senneterre-Noranda, now take an additional 15 minutes in each direction - three hours for 102 miles. Montreal-Ottawa services on CN are little changed. From June 2, train 39 will become 139 and run Friday/Sunday only, taking an additional 10 minutes to accommodate eight intermediate stops. And it's still called a Rapido

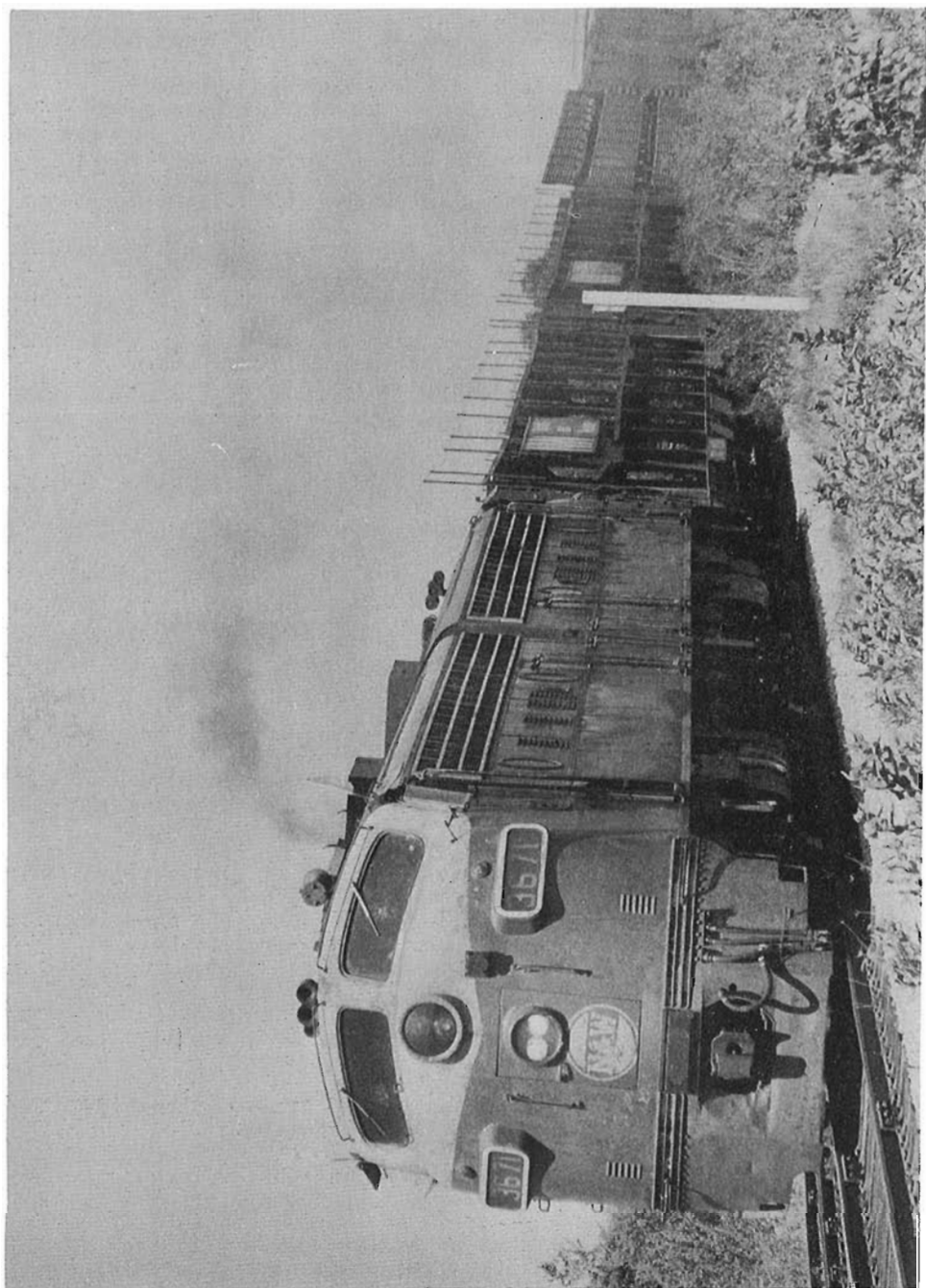
Montreal-Toronto services are unchanged except for the slowing by ten minutes of both mid-day Rapidos, trains 62 and 63. In Southwestern Ontario, little change except that train 78 (Windsor-Toronto) runs 15 minutes slower with four more stops. For service north of Toronto, from June 1 the Northland leaves Toronto two hours ten minutes later and arrives Toronto 50 minutes later; no ONR connections are shown in or out of Noranda and Timmins. ONR's Northlander, from June 1, will run 15 minutes faster southbound Timmins-Toronto, and five minutes faster northbound. On this page, the small outline map showing CN lines Toronto-Washago has been reversed to make it clear that Washago is north of Toronto! OQ devotes two pages to AMTRAK and connecting services. The Adirondack (Montreal-New York) again has a new departure time from Windsor Station; see "Canadian Rail" of April/78, page 122 and add 11.35 a.m.

In the ET folder, little change anywhere. The Atlantic Limited (Trains 41-42) runs five minutes slower each way; five minutes being added at Sherbrooke westbound and at Megantic eastbound. The Fredericton Jct.-Fredericton bus connection is not now provided on Sunday.

WT packs more interest, not all of it pleasant. First, the Toronto-originating transcontinentals now bear the numbers which remain through to Vancouver. For example, The Canadian is 1 and 2, Toronto-Vancouver, while the Montreal Sudbury connections are numbered 3 and 4. The Super Continental, as 3 and 4, runs Toronto Vancouver, while the Montreal-Capreol connections run as 1 and 2. This means that Toronto and Montreal (also Winnipeg and Vancouver) each have only one fleet numbered 1, 2, 3 and 4.

Super Continental timings are unchanged except for a breathtaking cut of five (5) minutes into Vancouver.

The Canadian has been slowed Montreal-Vancouver by two hours and 15 minutes westbound and by one hour 55 minutes eastbound. Taking westbound timings as an example, it is five minutes slower to Ottawa, takes an additional five minutes for the Ottawa stop, takes 15 minutes longer at Sudbury and Thunder Bay, five minutes longer at Chapleau, White River and Schreiber, 30 minutes longer for the Winnipeg stop, two minutes longer at Ignace, Kenora, Brandon, Broadview and Swift Current. Toronto-Sudbury timings are unchanged in both directions. Oddly, for both the Canadian and the Super Continental, overall mileage shown is Montreal-Vancouver, as before the change in train numbers.




Burt Van Rees of Beachville, Ontario sends along this photo of ex Wabash F7 3671 and twin operating on the Cayuga Sub. and heading west near the Talbetville Stockyards on July 2, 1977.

WT shows Winnipeg-Thompson timings improved for trains 90-91 by two hours ten minutes northbound and by one hour 35 minutes southbound. The thrice-weekly Saskatoon-Hudson Bay-The Pas trains now run via Humboldt instead of Wakaw (of Diefenbaker fame) and the mileage is 575 km compared to 548 km.

Footnote: VIA'S J.F. Roberts, in a letter to The Montreal Gazette (May 8/78), states "VIA has no plans to raise CN fares to the higher CP fares, or to drop service between Montreal and such places as Gaspé and Saint John, and eventually Vancouver-Jasper-Edmonton-Winnipeg."



Pierre Patenaude snapped this GP38-2 CN road No. 5558 in Montreal Yard on 20 November 1977. How the yard scene has changed over the years when you compare the front and back covers of our August issue. Our thanks to Pierre Patenaude for submitting this photo  to Canadian Rail.

