

Canadian Rail



No. 325
FEBRUARY 1979







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal Quebec Canada H3B 3J5

EDITOR: M. Peter Murphy
BUSINESS CAR: J. A. Beatty
OFFICIAL CARTOGRAPHER: William A.
Germaniuk

LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN
L. M. Unwin, Secretary
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
D. E. Stoltz, Secretary
P. O. Box 141, Station A, Ottawa,
Ontario K1N 8V1

PACIFIC COAST
R. Keillor, Secretary
P. O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN
C. K. Hatcher, Secretary
P. O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

TORONTO & YORK DIVISION
J. C. Kyle, Secretary
P. O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

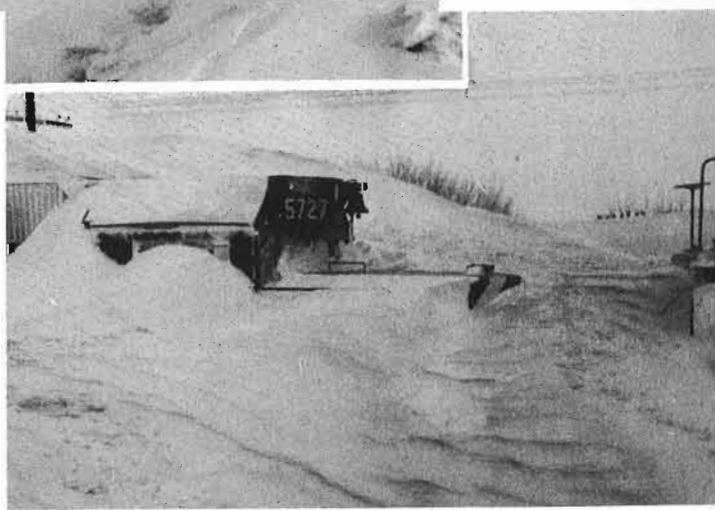
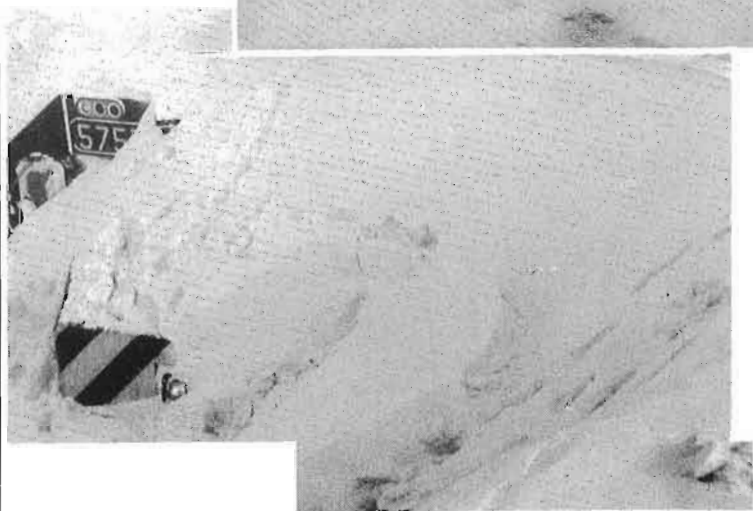
WINDSOR-ESSEX DIVISION
R. Ballard, Sr., Secretary
300 Cabana Road East, Windsor,
Ontario N9G 1A2

COVER:

Yes it's that time of the year again as CP Rail's snowclearing operations swing into full alert. Burt Van Rees was fortunate to catch this CP plow extra on the St. Thomas Subdivision hard into it on January 11, 1978.

OPPOSITE:

A veteran CP Rail plow raises a fountain of snow near Osgoode, Ontario following a recent winter storm. Photo courtesy of Canadian Pacific from the collection of Mr. J. S. Fisher.



Encounter part 11

by George Moore

So you would like to enjoy a good 'old fashioned' winter, just like the ones Grandad talks about, well you should have been around the Maple Creek Subdivision, two miles west of Gull Lake in February 1978.

Photos courtesy Mr. C.S. Darby
Assistant Sup't.
C.P. Rail
Medicine hat, Alberta



Encounter_{part 11}

by George Moore

A brief glimpse into Canadian Pacific's continuing battle with the elements

The story begins on Tuesday, February 7th, 1978 when train "First 965 Snowplow" was dispatched to run west on the Company's main line from Swift Current, ahead of several freight trains. The snowplow train encountered heavy drifting enroute but made it to Gull Lake where it paused to let a following freight train close the gap between them. This would provide the freight with better track conditions in the journey ahead. As the gap closed, the snowplow train consisting of General Motors Diesel SD-40-2 locomotives 5727 and 5757 moved out of Gull Lake shortly after



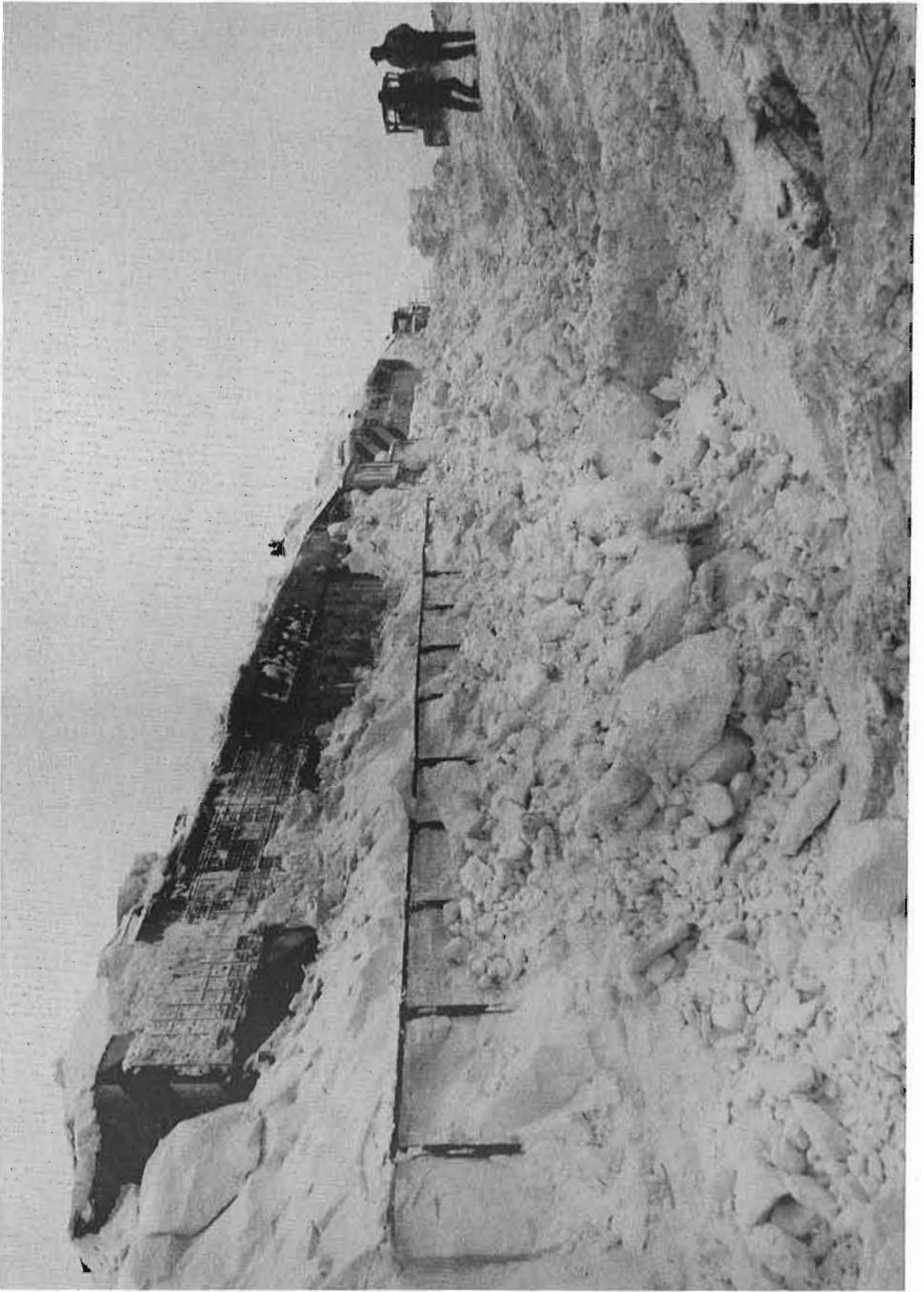
The bitter winds have subsided and off track equipment has been brought in to rescue the frozen equipment. After much digging first 965 snowplow finally begins to emerge from its 'tomb' of snow. Note the two men in the background standing on the snowbank. Photo courtesy CP Rail, Public Relations & Advertising Dept., Calgary Alberta.

6:00 p.m. They had travelled only a very short distance when they encountered very heavy snowdrifts. Although ramming the drifts at speeds in excess of 40 miles per hour, the snowplow train was often slowed to less than 10 miles per hour due to the "mountains" of snow. The powerful, modern locomotives finally met their match at mileage 37.0 in the form of a snowdrift measuring over 2000 feet in length and varying from 10 to 14 feet in depth. Although managing to penetrate to the halfway point of the drift, the lead unit stalled and shut down due to snow entering the electrical system (you can almost hear the chuckles coming from that steam locomotive "roundhouse in the sky"). Attempts to pull the plow free with the remaining unit proved futile and the plowing operation ground to a halt.

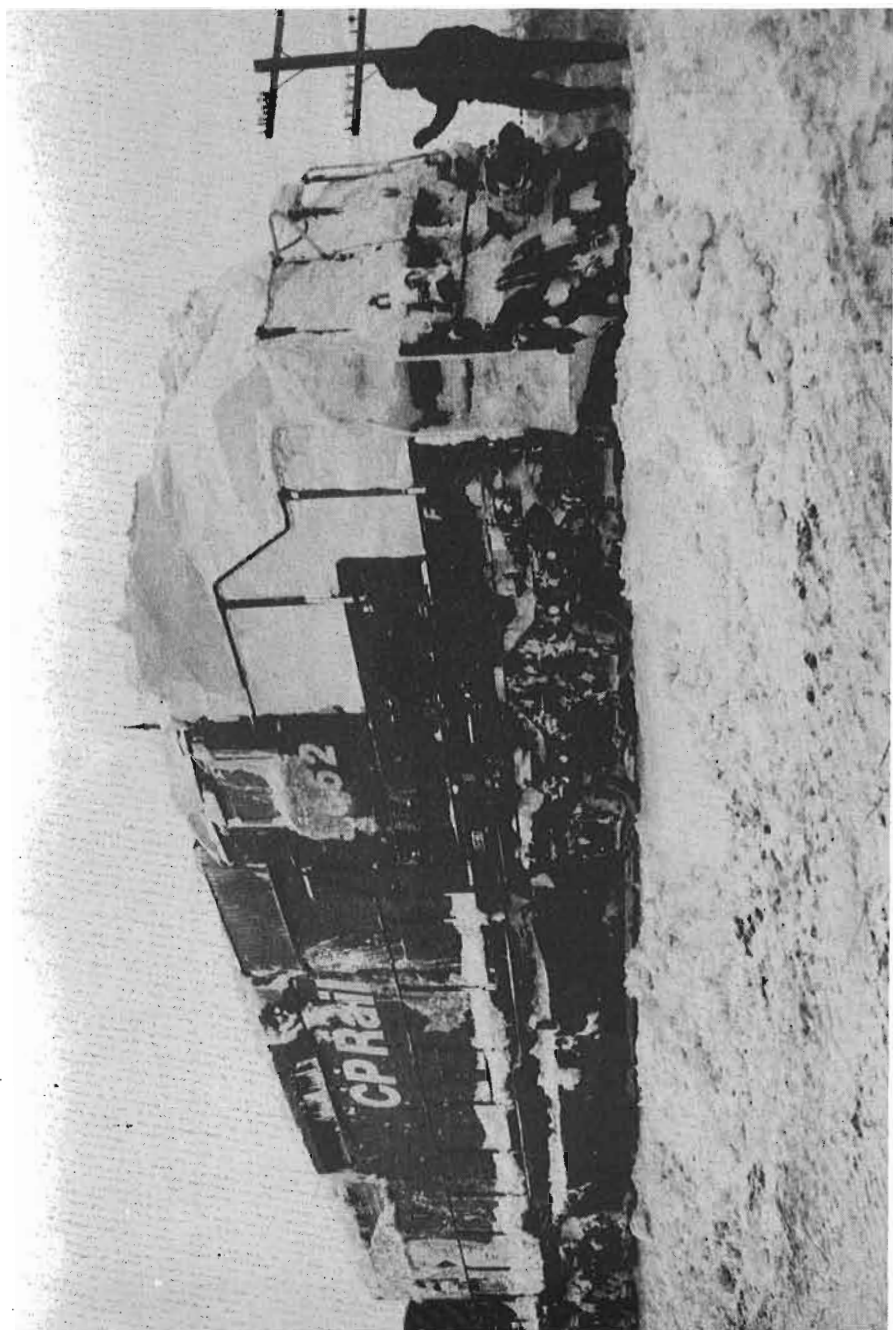
A call for assistance went out to the following freight train which was now at Gull Lake. Two diesel units were sent ahead to the snowplow train, 5652 and 4512, and arrived at mileage 37.0 pushing an eight foot mound of snow into the cut which had already been opened by the snowplow train before it became inoperative. The mound of snow had to be cleared before the 5652 could couple onto the caboose of the snowplow train.



The lead unit of 'first 965 snowplow', No. 5727 slowly takes shape once again as a front end loader works to remove hard packed drift snow which held it captive. Photo courtesy CP Rail, PR & Ad. Dept.



With as much snow inside the units as out thoughts turn to thoughts such as " will they ever run again "? This is 'first 965' on February 9, 1978. Photo courtesy CP Rail, Public Relations & Advertising Dept.



This is CP 5652, one of the 'rescue' locomotives being dragged out at mileage 37.0, Maple Creek Sub. Photo courtesy CP Rail, Calgary.

Tingling flesh and numb fingers were common at this point due to -20 degree celcius temperatures and winds gusting up to 80 kilometers per hour. Several unsuccessful attempts were made to remove the snowplow train, during which the second unit on the snowplow train, 5757, also succumbed to the elements with snow fouling its electrical system. In the meantime, diesel units 5652 and 4512, "borrowed" from the freight train, continued with their efforts to free the stranded snowplow. The train was completely immobilized by the heavy snow and refused to budge. Diesel unit 5652 was the next casualty to be declared as she bowed to the same fate as the other two "dead" locomotives; a snowbound electrical system. Retreat seemed a sensible move at this stage of the game and it was decided to take the caboose, with all personnel onboard, eastward to the Gull Lake station. The storm had other plans however, and only allowed the men to escape for a distance of three pole lengths where 4512 became thoroughly entrenched in the deep snow, being blown against the side of the unit by heavy winds. Another call for assistance went out by radio to Gull Lake, this time with a request for a snowmobile to evacuate the stranded men. Three four-wheel drive vehicles followed a road grader to the trapped train and removed the men to Gull Lake where they were served a hot meal on arrival 0100 and put to bed for the night. The stranded locomotives, plow and caboose were left to cope with the elements; the units being drained and heater fires extinguished in the plow and caboose. It wasn't until Thursday morning, February 9th that off-track equipment in the form of front-end loaders and caterpillar tractors, arrived to free the frozen equipment. It would be another eighteen days before the Maple Creek Sub-division was returned to normal. In addition to the traditional snow clearing equipment used in the operation, some 1,100 sticks of dynamite were used to blast snow walls. Officials were pleased to report that no injuries were sustained as a result of the storm or subsequent massive cleanup operation.

It is obvious that Canadian Pacific's "encounter" with winter will continue on one scale or another, and these brief glimpses into the winters of 1882-83, 1942-43, 1947 and 1978, are but three isolated examples of the worst of these encounters. There were many other memorable winters and many more yet to come. Snow clearing operations as well as preventative measures, now cost Canadian Pacific in excess of \$10 million dollars annually, and this does not account for any damage caused by the storms. The battle against the elements has assumed scientific proportions, and nowhere in the world does such a highly experienced team of experts exist to cope with the ills of winter.

REFERENCES

1. Canadian Pacific Facts and Figures, (Montreal 1946), page 93 "Men Against the Storm" by Marc McNeil, Press Relations Officer, C.P.R.
2. Canadian Pacific Staff Bulletin, March 1947, page 4.
3. Ibid.

ACKNOWLEDGEMENTS

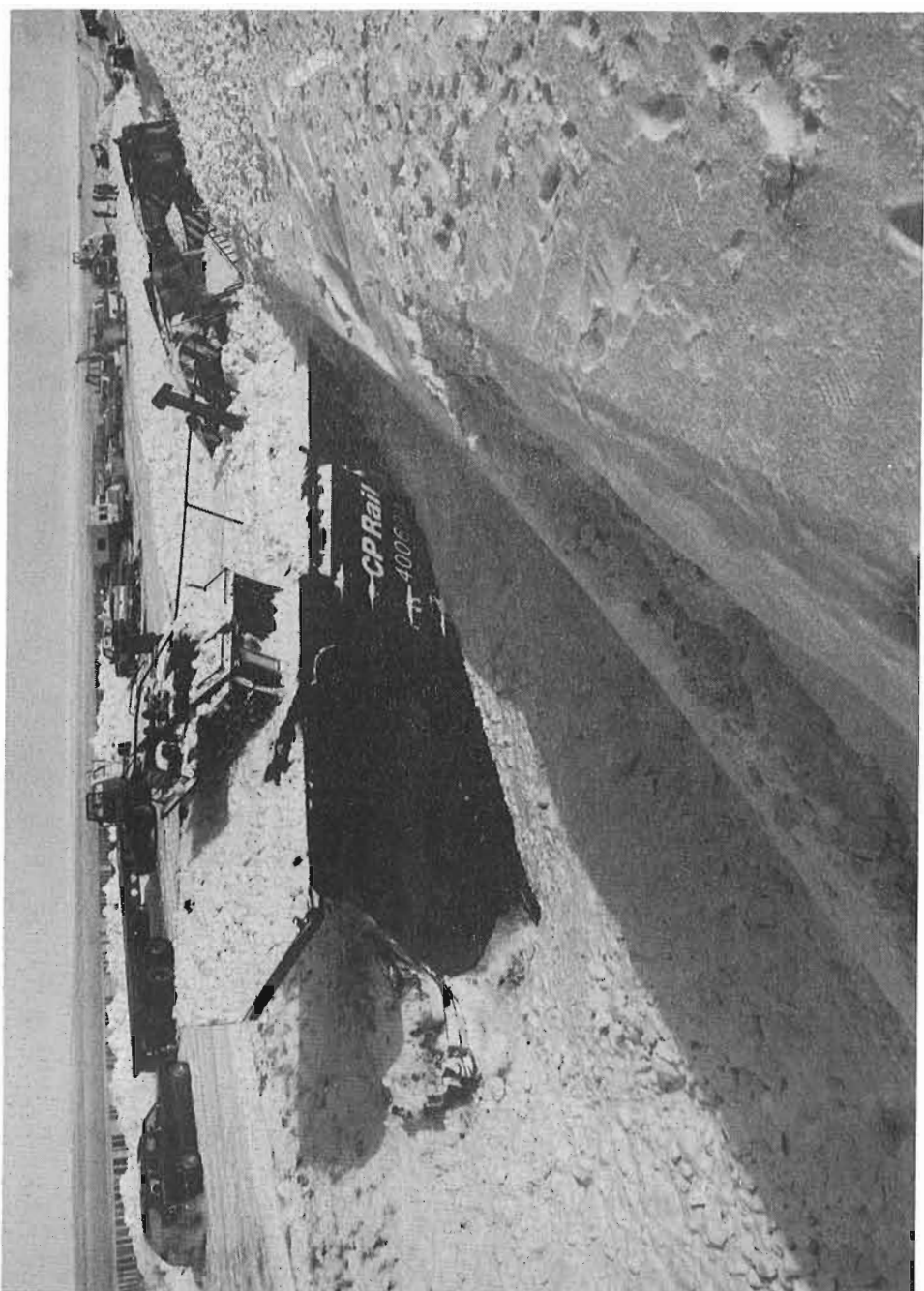
The author wishes to express sincere gratitude to Mr. M. Potoroka, Canadian Pacific Public Relations Representative at Winnipeg for his kind assistance in the preparation of this article. Mr. Potoroka personally took many of the photographs of storms appearing in this article and his first hand knowledge was invaluable. For first hand knowledge you can't beat an Assistant Superintendent. Mr. C. S. Darby holds that position at Medicine Hat and was present in the lead unit of "First 965 Snowplow" that fateful night of February 7th, 1978. He coordinated the rescue of Company personnel from the scene and was kind enough to share his photographs and memories with the author. To both Mr. Potoroka and Mr. Darby, as well as Mr. Bob Peggie and Mr. Jim Fisher of Canadian Pacific, my sincere thanks for your support and cooperation.



Finally the loaders and bulldozers succeed in opening up the line to the front end of the plow. Work continues by hand to free the crusted in sides of the plow and units. The depth of the snow makes the whole scene appear to have been staged for a Hollywood production. Photo courtesy CP Rail, Public Relations and Advertising Dept. Calgary.



As if the initial problems of CP Rail were not enough, look what happened to yet another rescue attempt. Dispatched out of Swift Current, Saskatchewan on February 10, 1978 snowplow 400634 and units 5539, 5688, 4565 derailed on account of a broken rail. This mishap added insult to injury and lengthened the overall time it took to get things back to normal in Saskatchewan. Photo CP Rail.



An overall view of the derailed plow extra, off track equipment was again brought in to free the frozen units and permit their extraction. Our thanks to CP Rail, Winnipeg and Calgary for the previous photos.



Book Review

East is east and West is west,
in the good old
wintertime.

Part 1

by S.S.Worthen

The title of this article may look impressive, but you ought to be warned that it is a book review. If you want to stop reading now, you can.

All of the wiseacres who make statements about such things, have been repeating recently that railfans ought to spend their summers catching up on their reading. Well, anyone who knows GP 40-2s from Club-feets also knows that any railfan worth the name is spending most of the long, hot time patrolling the railroads across the country stocking up on colour shots of motive power for the long, cold winter evenings ahead.

The only reason, then, for preparing this personal view of last summer's crop of railway books is that it may provide (eventually) a few suggestions on what to ask Aunt Elsie and Uncle Horner for, in cases of birthdays, holidays or just any days.

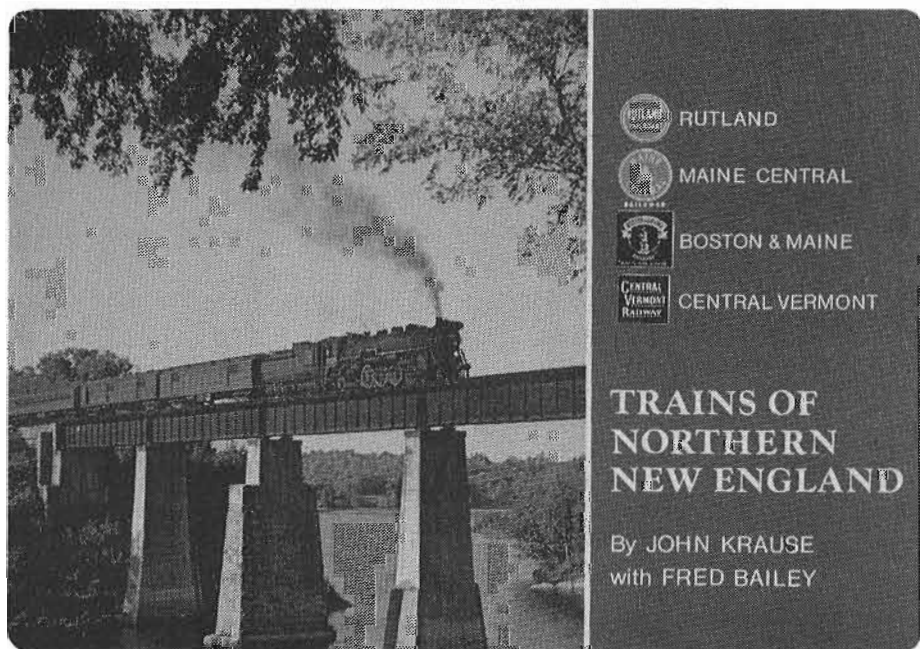
The new books which have come my way have originated principally in three areas: North America east, North America west, and elsewhere, elsewhere being the UK, the Channel Islands and New Zealand.

Leading the field in Area I is a book which was published in 1974 by the Baggage Car of Strasburg, PA, USA. This is Edward A. Lewis' "Vermont's Covered Bridge Road", dealing with the life and works of the St. Johnsbury & Lake Champlain Railroad, that improbable line from St. Johnsbury to East Swanton, Vermont and (today) Fonda Junction on the Central Vermont Railway. Why the subtitle "The Story of the St. Johnsbury & Lamoille County Railroad" was chosen is a mystery. The original corporate title was, of course, the St. Johnsbury & Lake Champlain Railroad. This was its style

and title for three score years and ten, while the "Lamoille County" version expired after twenty-five years of existence in October 1973.

It was surprising to find quite an extensive explanation of Canadian Pacific's 1935 lease of the Essex County Railroad (west bank of the Connecticut River to St. Johnsbury, Vermont), but this reviewer was disappointed to find that the only mention of the connection between the St. J&LC and the South Eastern Railway (Montreal, Portland & Boston Railway) was one sentence on page 15. More than that. While the author says that this connection was never built, there is a persistent oral tradition that it was and that but one train operated over it before the rails were lifted forever.

The illustrations in "Vermont's Covered Bridge Road" are really something super. Contributors include Roger Cook, Dwight Smith, Philip R. Hastings, M.D., Jim Shaughnessy, The 470 Club Archives, the Archives of the Railway & Locomotive Historical Society and many other individuals and societies. The pictures are quite extraordinary and, by themselves, justify the cost of the entire volume. Readers who can evoke even a mild enthusiasm for short-line



TRAINS OF NORTHERN NEW ENGLAND

Kraus, J. & Bailey, F.

Quadrant Press Inc., 19 West 44th Street, New York, N.Y. 10036, USA. 275 x 212.5 mm, coloured, soft cover; 96pp.; 28 full-page 113 part-page b&w pictures, 1 map, other amenities. Price US\$ 7.50 postpaid.

railways in northern New England will find it difficult, if not impossible, to resist purchasing this attractive book.

Well-known photographer Johnny Krause and writer Fred Hailey have collaborated to produce "Trains of Northern New England", a collection of short monographs on the former Rutland Railroad, the Boston & Maine, the Central Vermont Railway and the Maine Central Railroad. CP Rail (vice Canadian Pacific Railway) in Vermont and the Grand Trunk Railway (granduncle of Canadian National) in Vermont and New Hampshire are awarded minimal mention, and their periphrastics in Maine, together with the life and times of their contemporary, the Bangor & Aroostook, are nowhere to be found. The reason(s) for this cavalier treatment are not given and, of course, there is a limit to what you can do in less than one hundred pages!

The first twenty-odd of the five-score pages are devoted to (what once were) important junction points on the Vermont side of the Connecticut River in the valley of the same name. Sharp eyes will discover that some of the captions for the intriguing pictures are a little queer. And there is a further uneasy imprecision in some portions of the text and, indeed, in some of the pictures.

Diesel power on northern New England railroads is always of interest. In "Trains of Northern New England", the steam:diesel picture balance is bad. There are but four diesel units in a wilderness of steam engines in the first twenty-one pages. The B&M portion, twenty pages, rates about 5 units; the CV section gets one S-2 and one (borrowed) CN CLC-FM A plus B (CN 8718 and unidentified B unit) on a southbound run-through at Milton, Vermont. This situation in a 1977 publication is just plain unreal.

But if you are interested in the days of smoke and cinders on some of the railroads in northern New England, then this book is your dish.

It is good quality, but not the top, tender-burning material.

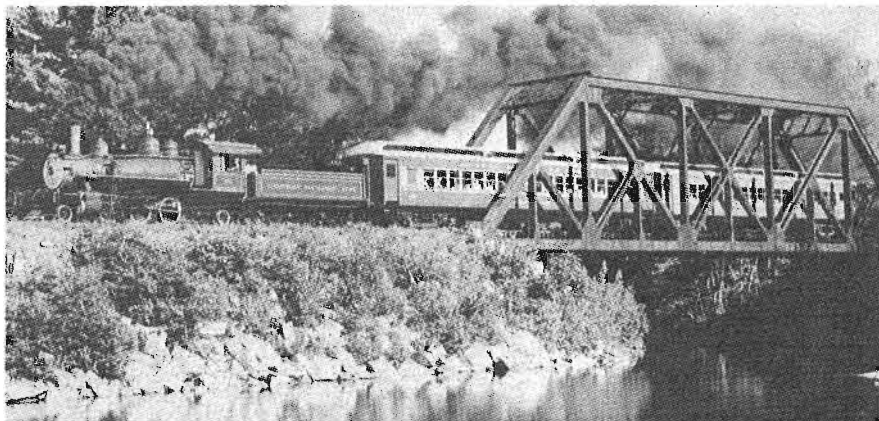
Number Three in the consist is a modest effort in black-and-white entitled "Northern Rails - 1978 edition", put together by The 470 Railroad Club of Portland, Maine, USA, under the editorship of Ron Johnson of that organization. This book was produced originally in 1967 by Dwight A. Smith, presently President and General Manager of the Conway Scenic Railroad, North Conway, New Hampshire, USA.

In the eleven-year interval since the first edition, the Canadian Pacific Railway has become CP Rail, but not in the "1978 edition". There are brief histories of the (US) Class 1 & 2 railroads in Maine, New Hampshire and Vermont, together with altogether inadequate pictures of steam and diesel-powered trains on these lines. But then, you could not reasonably expect to find detailed corporate histories and full-page pictures in such a modestly-priced volume.

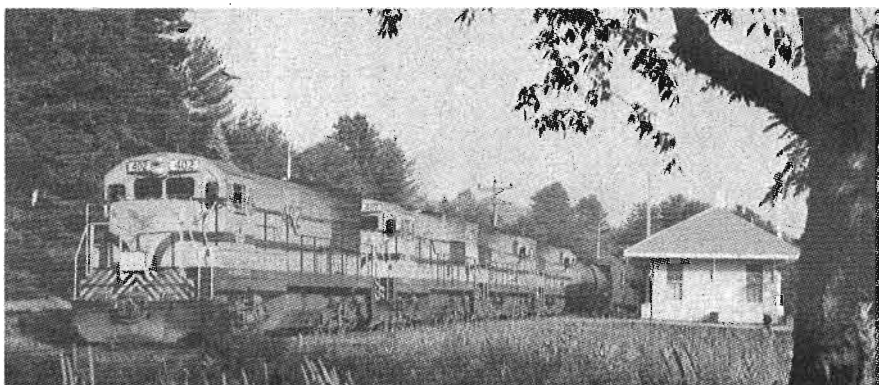
Northern Rails

1978 EDITION

A Complete Guide To The Railroads Of Maine - New Hampshire - Vermont



Conway Scenic 2-6-2 No. 108 crosses the Swift River out of Conway, New Hampshire on its maiden run. 8/13/77



Maine Central RY-2 powered by four U-18Bs rumble past the Intervale, New Hampshire depot. 7/16/76

Published by THE 470 RAILROAD CLUB

Editor: RON JOHNSON

NORTHERN RAILS - 1978 edition

470 Railroad Club,

Ron Johnson, Editor. The 470 Railroad Club, P.O. Box 2468, South Portland, ME 04106 USA. 212.5 x 275 mm, black-and-white soft cover, 32 pp., 38 small & 9 medium-sized b&w pictures, 2 maps, 27 rosters. Price US \$3.80 postpaid.

Railroads included in "Northern Rails - 1978 edition" are the Bangor & Aroostook, Boston & Maine, Canadian Pacific (Vermont) and Canadian Pacific (Maine), Central Vermont, Delaware & Hudson (how did that happen?), Grand Trunk and Maine Central. All of these lines are described in a little less than 8 pages. Also presented are one to four liners on thirteen short lines and one three-quarter page picture. That's just not enough visuals for this reviewer!

Chapter Three is titled "Short Lines" and packs thirteen of them in six pages. Rosters, as current as may be, are included. Regrettably, there are few pictures to supplement the text. Gazetteers of Maine, New Hampshire and Vermont occupy Chapters 6, 7 and 8. Other topics are the Connecticut River Line, Passenger Train Service and Photogenic Highlights. The information in these chapters seems to have escaped revision for the 1978 edition.

In the final chapters, there are some excellent one-third page illustrations of diesel-powered freight and passenger trains on New England lines.

This reviewer would gladly, yesgladly, exchange the pages devoted to railroad museums, tourist lines, fan clubs, activities, railroad slang and radio frequencies for additional pictures of diesel-powered trains and equipment in northern New England. But it looks like this innovation will have to wait for the next, revised edition.

There is a good chance that the other books received will be reviewed in a forthcoming issue of this publication.

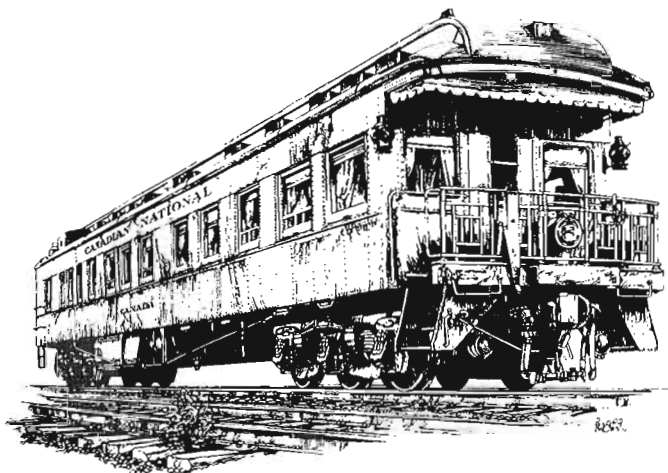
Some Important Details

VERMONT'S COVERED BRIDGE ROAD

Lewis, Edward A.

The Baggage Car, Box 223, Strasburg, PA 17579 USA.
212.5 x 275 mm, soft cover, 14 full-page, 32 half-page and 153 small b&w pictures, several maps, tickets, annual passes, public and employees' time-tables.
(I'm sorry to have to admit I have lost the invoice for this publication. That's why I cannot tell you the price.)





The business car

GO MARCHES FORWARD! THE FIRST MAJOR CONTRACT (\$3.62 MILLION) for the upgrading of GO Transit commuter facilities in Toronto Union Station has been let. Work will start immediately, with completion by March 31st, 1979. A new GO concourse, featuring greatly improved ticketing and passenger handling facilities, a new shorter and faster route to the TTC subway and a new pedestrian entrance to Bay Street will be developed in the lower level of former Postal Terminal A. The GO platform will be upgraded with eight improved stairways to the ticketing area replacing the present four. And the platform will be raised 10 inches, making the step to the coaches much lower. Work is expected to start this fall on the upgrading of the rail corridor between Union Station and Bathurst St. The most spectacular feature of this construction will be a tunnel designed to carry GO traffic under other trains, eliminating a major source of GO Train delays. (Ont. Ministry of Transportation).

TRINITY VALLEY RAILROAD CLUB REPORTS THAT THIS MAY BE THE LAST summer in which traditional Domeliners will be operating on most of Amtrak's long distance western trains. Construction has been resumed at Pullman Standard's Hammond, Ind. plant on Amtrak's new fleet of bi-level Superliner passenger cars. These 284 cars will eventually replace all of the conventional equipment now used on such domeliner equipped trains as the Empire Builder, North Coast Hiawatha, etc. The present Amtrak fleet consists of 42 dome coaches, 25 dome lounges and 13 dome sleepers, all at least 20 years old. (470 Railroad Club)

WHERE DO THE SINGLE DECK CARS GO WHEN GO TRANSIT ACQUIRES THE new bi-level equipment previously mentioned? To the MBTA, that's where! They have been leased beginning October 1978. These cars, plus 17 F-10 locomotives, will help phase out some RDC units and leased B&M power. (470 Railroad Club)

MAJOR TRANSPORTATION EXHIBIT AT 1978 CANADIAN NATIONAL EXHIBITION

As a fitting tribute to the centennial of Toronto's Canadian National Exhibition, the TTC, GO Transit and various museum groups participated in the largest transportation exhibit since the 1946 fair. The display of 10 vehicles was set up at the north side of 'Centennial Square', just east of the Dufferin Gate. The development of the electric streetcar was illustrated by 5 vehicles: The 'Van de Poele' car (a replica of the equipment in operation 1883-1892 inside the Exhibition grounds);

Car #306 (single-truck, built 1894, ex Toronto Railway, ex-TTC; on loan from the National Museum, Ottawa);

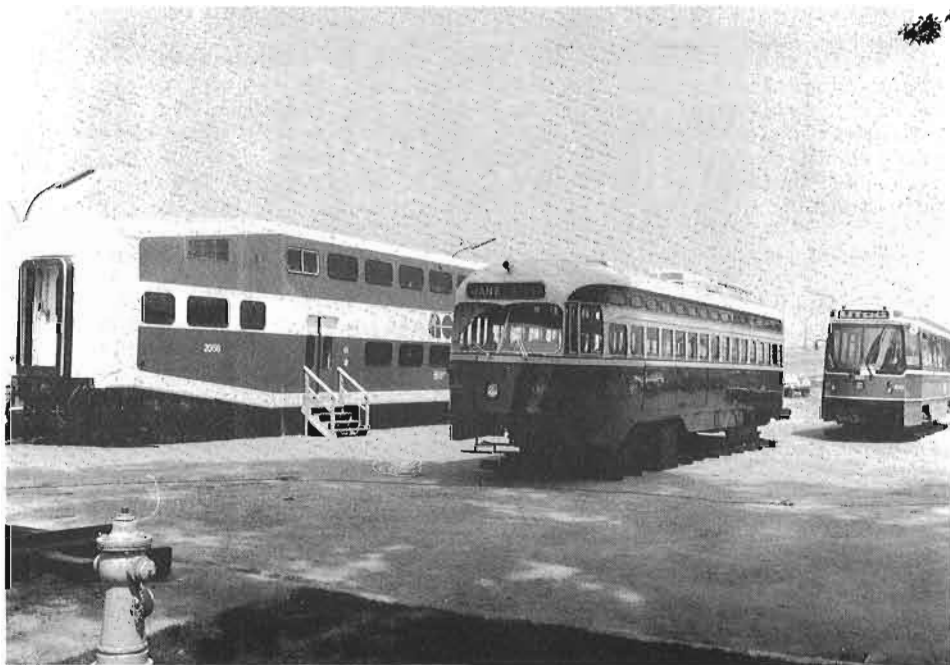
Car #1326 (double-truck, built 1911, ex Toronto Ry, ex-TTC; on loan from the Ontario Electric Ry. Historical Association's museum);

Peter Witt car #2894 (built by Ottawa Car Co. 1923, ex-TTC; on loan to TTC from Ontario Rail Association);

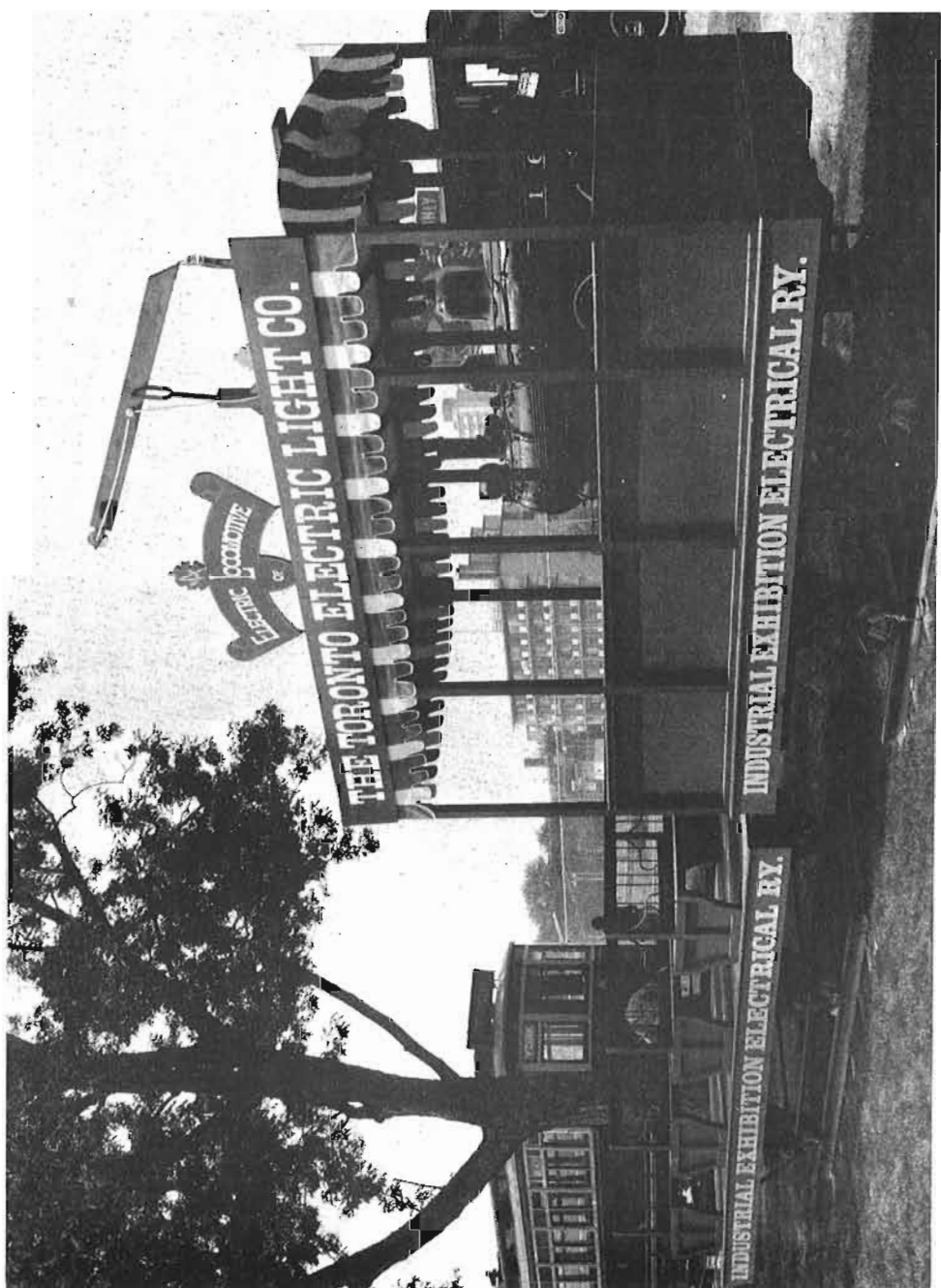
m.u. PCC #4456 (1948, typical of the post-war, all-electric PCCs - chosen because it had been scheduled for routine shopping and painting just prior to the "Ex"; courtesy TTC);

LRV #4000 (built by SIG, 1977), courtesy UTDC and TTC);

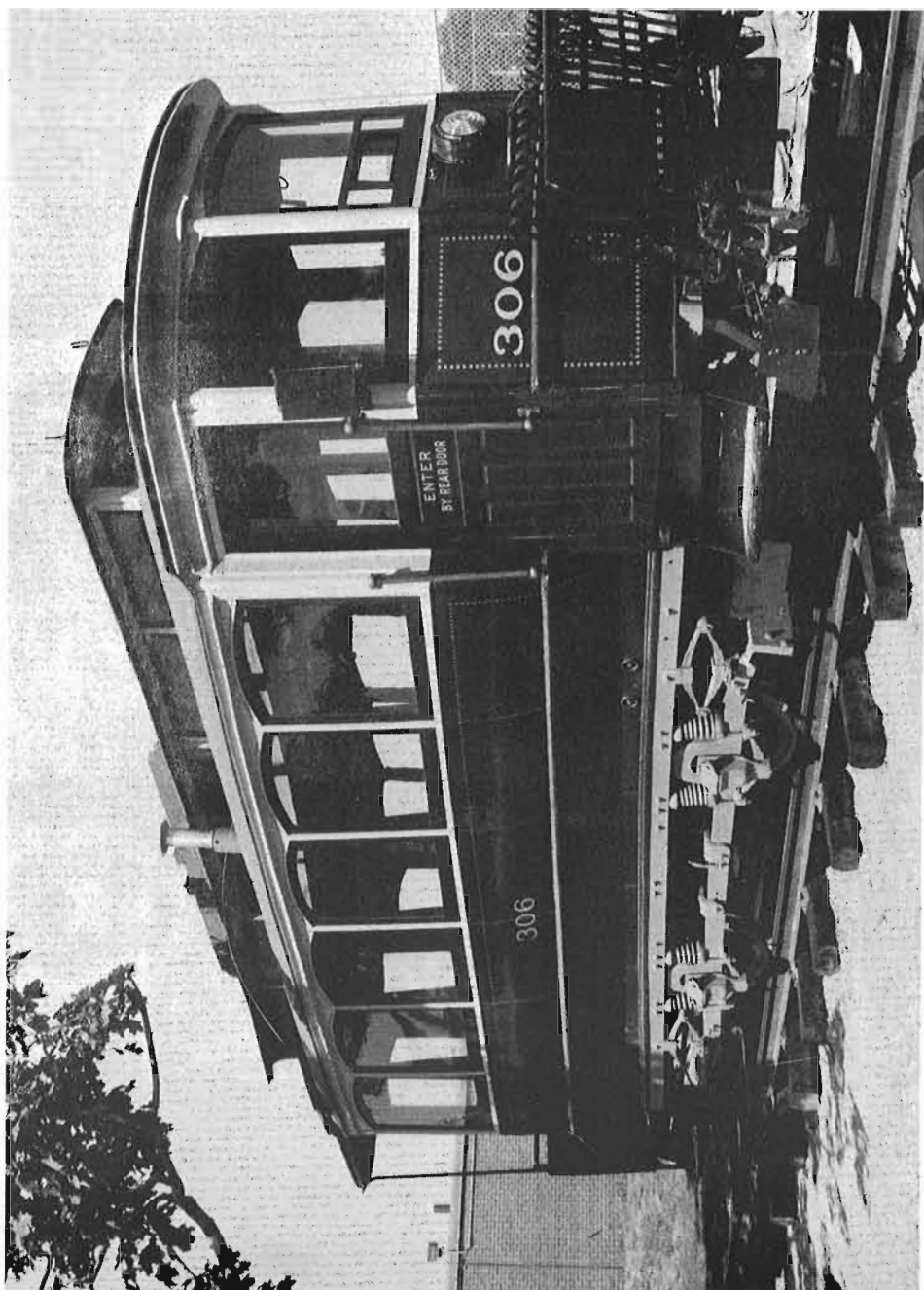
Other equipment in the display included: ex-CPR steam locomotive #136 (built 1883), ex-CNR colonist car #322 ("Esauesing"), GO Transit bi-level coach #2056, ex-TTC Fifth Avenue double-deck bus #1 (built 1921), a GO Transit MC-8 bus and Mississauga Transit Orion transit bus. (Elsewhere on the C.N.E. grounds at the 'Metroshow' exhibit was a TTC mini-bus).



Part of the CNE display consisting of GO bi-level 2056, TTC, PCC car 4456, and new LRV 4000.



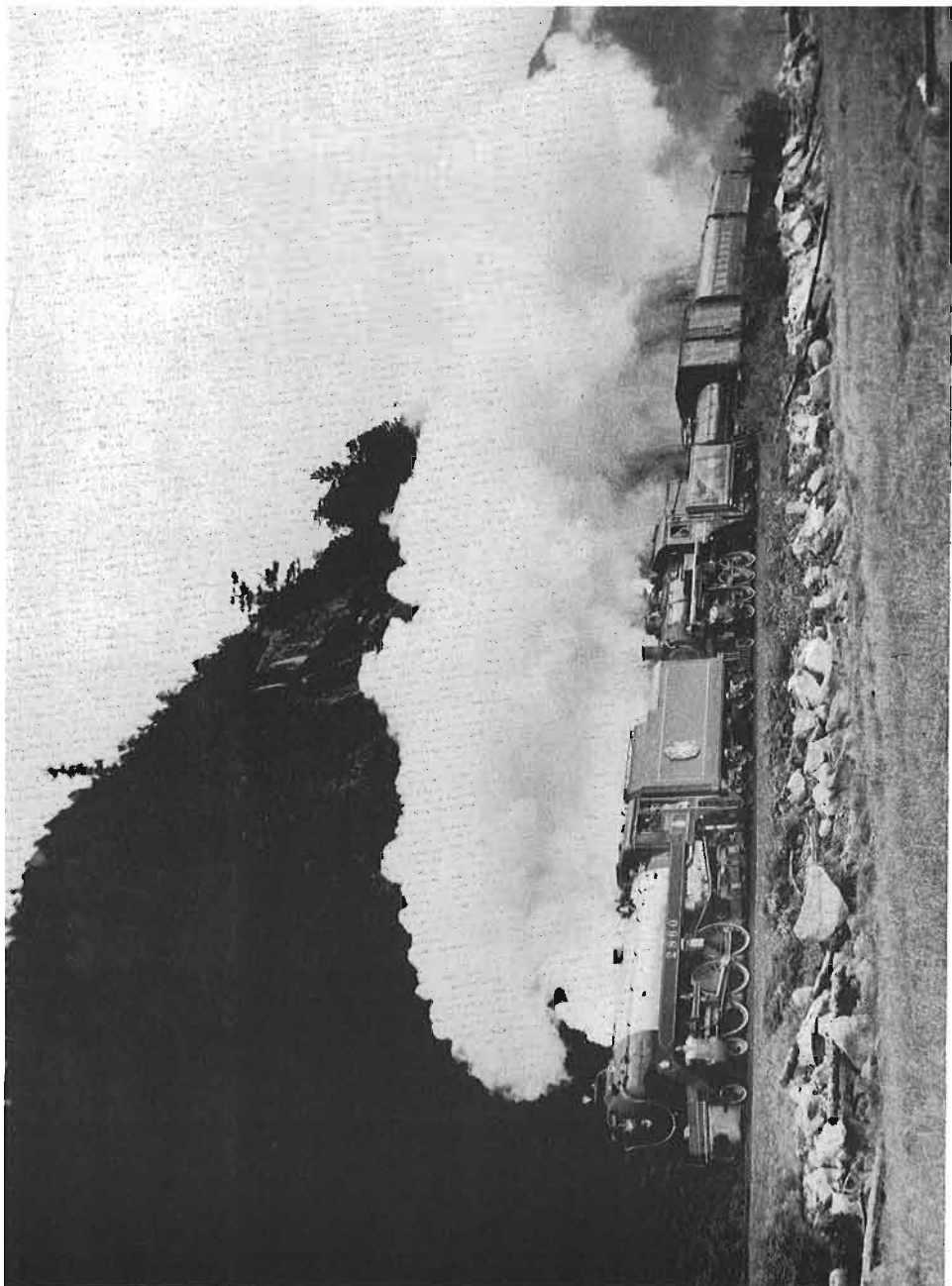
Replica of the 'Von de Poele' experiment locomotive (1883-1892), this was the first commercially successful electric railway in North America. All 3 preceding photos and information courtesy of Ted Wickson.



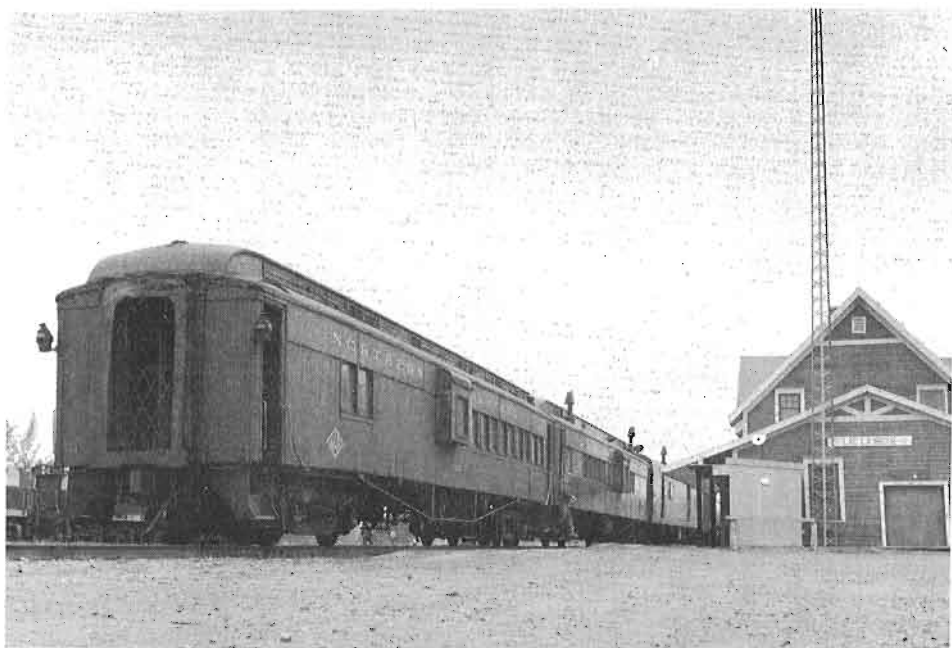
Toronto Railway Car 306 which was built in 1894 and is here shown in the special Transportation Exhibition at the 1978 CNE. The car was on loan from the National Museum of Science and Technology in Ottawa where it is permanently housed.



Our Lakeside, Ontario correspondent Gord Taylor reports that with the retiring of the N&W cab units they are using some US built power into St. Thomas, Ontario. 2703, 2709, 2707 are GP-18, EMD built and were photographed on July 23, 1978 at the joint CN & NW yard in St. Thomas, Ontario. Meanwhile over at the C&O yards we find B&O 4244 mu'ed to C&O 3788. You just don't seem to know what to expect these days on the high iron. Our thanks to Gord Taylor for thinking of Canadian Rail.



Dave Wilkie of Victoria B.C. reports that the September 4, 1978 doubleheaded BCR excursion for the N.R.H.S. came off without a hitch except for the weather, camera settings were forced to f/4. The train consisted of 2860 & 3716, water tank car, box/baggage, four coaches and a semi open observation car. Michael Wilkie snapped the action along Howe Sound at mileage 37.5, Squamish Subdivision.



LOOKING FOR SOMETHING DIFFERENT TO RIDE..... TRY THE NORTHERN

Alberta's twice weekly mixed from Ft.McMurray to Edmonton.

If you do you will stop at Lac la Biche for supper as there is no dinner in the diner.....in fact there's no diner at all. Power for the May 26, 1978 run consisted of NAR 301 and 305. Both photos taken in lieu of supper at yes Lac la Biche by Ted Wickson.

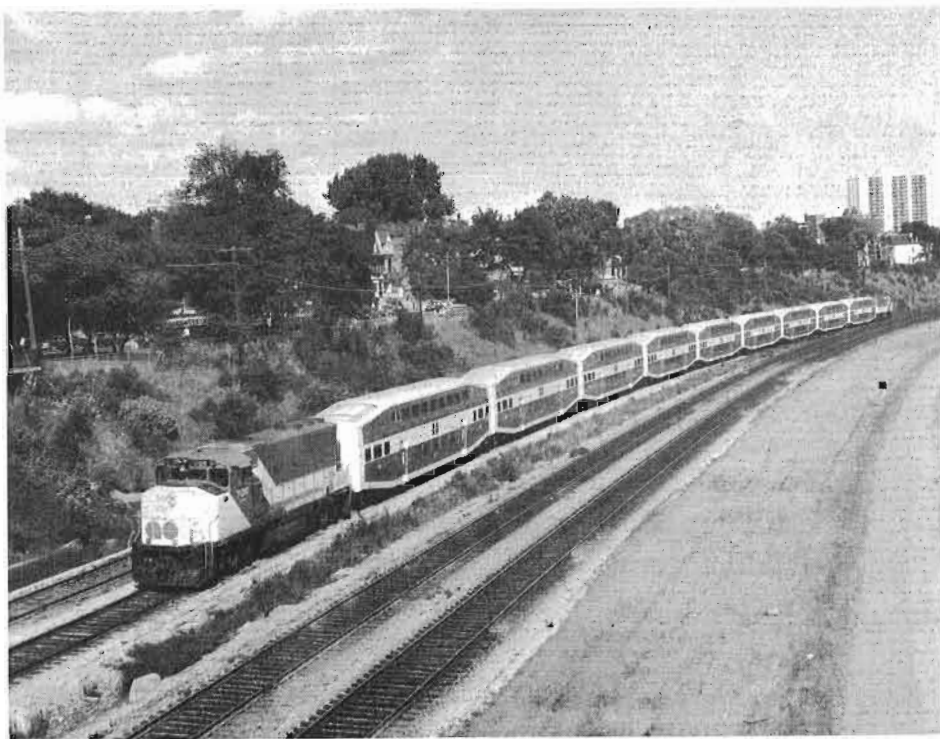
1978 MARKED BELLEVILLE ONTARIO'S CENTENARY YEAR AND PART OF THE CELEBRATIONS consisted of a railway week which was held in late May. Special displays including the ONR's Northlander and of course 6060 excursions were offered to make the week complete. Mr. I. C. Platt of Sydenham, Ontario was fortunate to capture CN 6783 pulling away with train 44 alongise 6060. Our thanks to Mr. Platt for submitting the picture to Canadian Rail.



AN AGREEMENT THAT TOOK NEGOTIATORS MORE THAN A YEAR TO COMPLETE, and one which is likely to have far-reaching effects for the railway industry in Canada, has been signed by CN Rail and the United Transportation Union. It provides for "reduced crew" operation on most through freight trains on the Prairie and Mountain Regions of CN. In return the union has been guaranteed a share of the resultant savings, protection against lay-offs as a direct result of the agreement, and significant other benefits. Although effective immediately, the plan will not be implemented until detailed discussions have been held with the union representatives concerned - a task that has already begun. The agreement allows for the operation of freight trains with one conductor and one trainman, different from the previous one conductor - two trainmen operation, on territories where manual flagging to the rear is not required. The plan applies to approximately 80 percent of all freight trains operating in the west. (CN Keeping Track)

RESIDENTS OF METRO TORONTO ARE UNDOUBTEDLY WELL AWARE OF THE following. But when a News Release dated March 8th, 1978 (for immediate release) only reaches you the following October, your choices are limited: fire the mail-boy, or try to disseminate the intelligence to those in the boondocks.

GO Transit has done it again! Last March, they put into regular service the first seven-car trainset of bi-level rail coaches on the heavily travelled Lakeshore line between Oakville and Pickering. The cars are 85 feet long, weigh 54 tons, have newly designed wheel assemblies and suspension system to provide increased ride comfort and lower noise levels. They have been equipped with two double-width doors on each side to improve passenger flow to and from the cars. They seat 162 per car, an increase from the 94 in a single-level GO car. Electric heating and air-conditioning is designed to provide comfortable interior temperatures through outside ranges from -20C to 35C. But in extreme temperatures it is not possible to do this when car doors must be left open for several minutes during layovers at terminals. So, another new feature has been added. Beside one set of doors on each side of a bi-level coach will be found a square aluminum panel surrounding a square plastic button. Doors can be left closed while standing in a station, and the passenger can open them himself by pushing the button.



On July 19, 1978 Ted Wickson caught this impressive display of new bi-levels clattering westbound through Sunnyside in suburban Toronto. Note the locomotive on either end of the train.



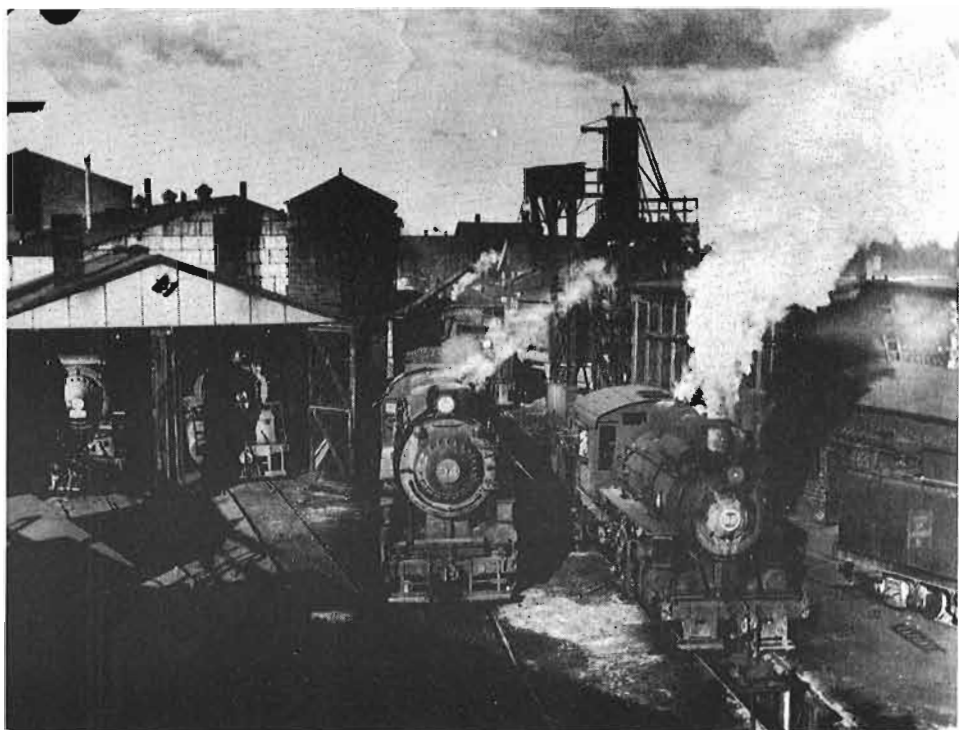
The inaugural Richmond Hill GO Train southbound in the Don Valley was pictured by Ted Wickson on April 30, 1978. That's the Bloor St. Prince Edward Viaduct in the background.

IN A WAY, IT WAS SIMILAR TO THE "GOOD OLD DAYS" THIS PAST JUNE when the Santa Fe assigned helper engines to the "Hill" over Cajon Pass during a shortage of motive power. But this time they were modern diesels, not the 2-8-2 and 2-10-2 types that helped trains up the hill each June until 1952. ("Wheel Clicks" Pac. RR Soc.)

TTC STREETCAR ROUTES TO BE GIVEN NUMBERS. THE TORONTO TRANSIT Commission has decided to introduce route numbers to its tram routes in the spring of 1979 when the new LRVs enter service. It is planned to have the conversion of route and destination blinds on PCC cars done overnight. The new route numbers are as follows:

- 501 - QUEEN
- 502 - DOWNTOWNER
- 503 - KINGSTON RD.
- 504 - KING
- 505 - DUNDAS
- 506 - CARLTON
- 507 - LONG BRANCH
- 508 - BATHURST
- 512 - ST. CLAIR (EARLSCOURT to be branch of ST. CLAIR)
- 521 - Special Exhibition Services
- 522 - Special Exhibition Services

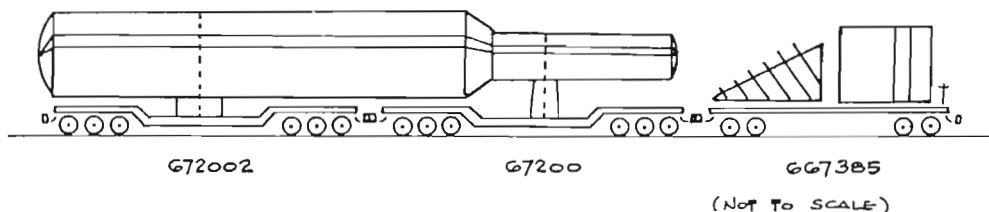
It is worth noting that the route name will no longer be displayed - only the route destination will appear with the number. TTC passengers (and staff) traditionally have never been number oriented. Although bus routes have assigned numbers, they are seldom referred to.

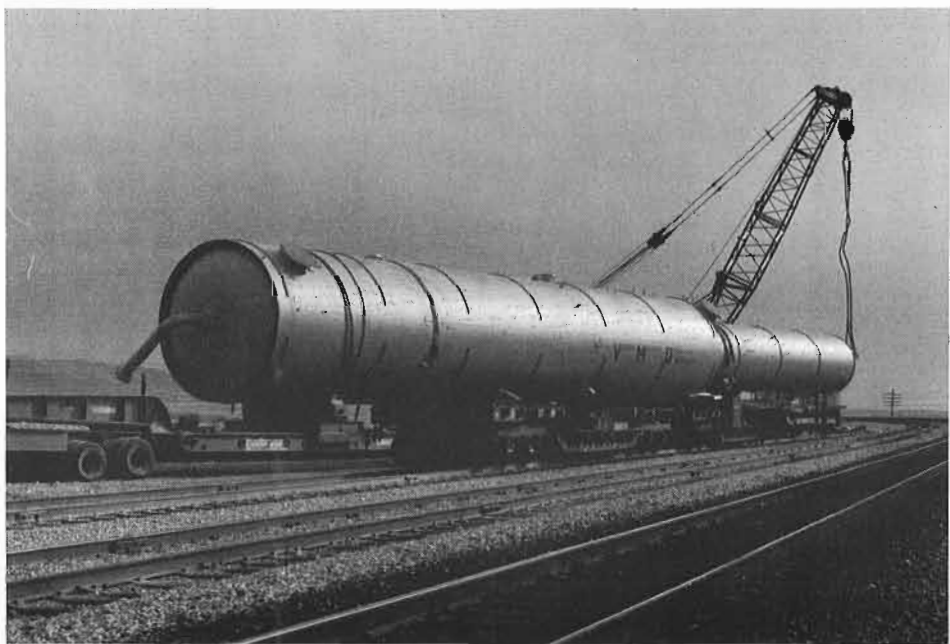
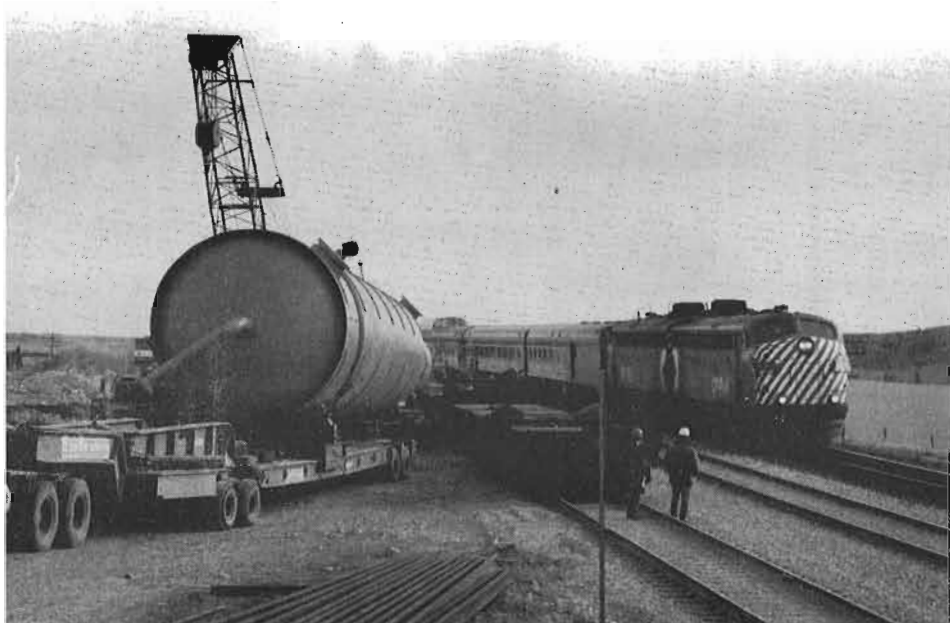


Mr. S.M.DONALDSON OF 'PEMBROKE' ONTARIO SENDS ALONG THIS UNIQUE photo of the Sydney and Louisburg roundhouse, probably taken sometime in the late forties. This is an excellent example of the mixed bag of steam power as accumulated by small roads in their hey-day. Anyone with more information on the photo may contact Mr. Donaldson through the CRHA's Box 22, Address.

FALL 1977 SAW A COUPLE OF UNUSUAL LOADS MAKE THEIR WAY BY RAIL from Victoria, B.C. to Cochrane, Alberta. These were a pair of deethanizer towers, each 133 feet long by 13 feet diameter, weighing 185 tons, plus a 9 foot skirt piece shipped loose, destined for the Alberta Natural Gas ethane extraction facility being designed and built by Fish International Canada Limited at Cochrane.

Each column was loaded on a pair of high capacity drop-centre flatcars, base and accessories were shipped on a separate flat car. As CN had only the one pair of suitable cars available in Western Canada, the towers had to be shipped one at a time. The high capacity cars bore numbers 672000 and 672002, the flat car carried number 667385.





The journey from the Victoria Machinery Depot on Vancouver Island commenced by Seaspan rail equipped barge to mainland B.C. The more direct CP mainline could not be used due to clearance restrictions through obstacles such as the Connaught and Kicking Horse Spiral Tunnels, so the longer CN route via the Fraser and Thompson Canyons, Yellowhead and Edmonton was employed. The towers left Vancouver in the consist of the bi-weekly special 'dimensional freight', the cars being hot-shotted back over the direct CP line between loads. At Calgary they were transferred to CP Rail for the last few miles to the Cochrane Spur just west of Calgary.

These were not the only unusual loads to have been moved by rail in the west recently, several other large vessels for the oil, gas and petrochemical industries have been observed. This project also saw an industrial gas turbine shipped from the Mar-itimes by CN and parts of a large waste heat recovery unit arrived in Cochrane on 'Katy Line' cushion cars.



Our thanks to Mr. M. Westren and Fish International for the above news item and photos.

Flanger raised, horns blairing, CP Rail plow extra swoops through Ingersoll, Ontario on January 11, 1978. Photo courtesy of Burt Van Rees, Beachville, Ontario. →



8598

CANADIAN
PACIFIC

SERVICE

400780