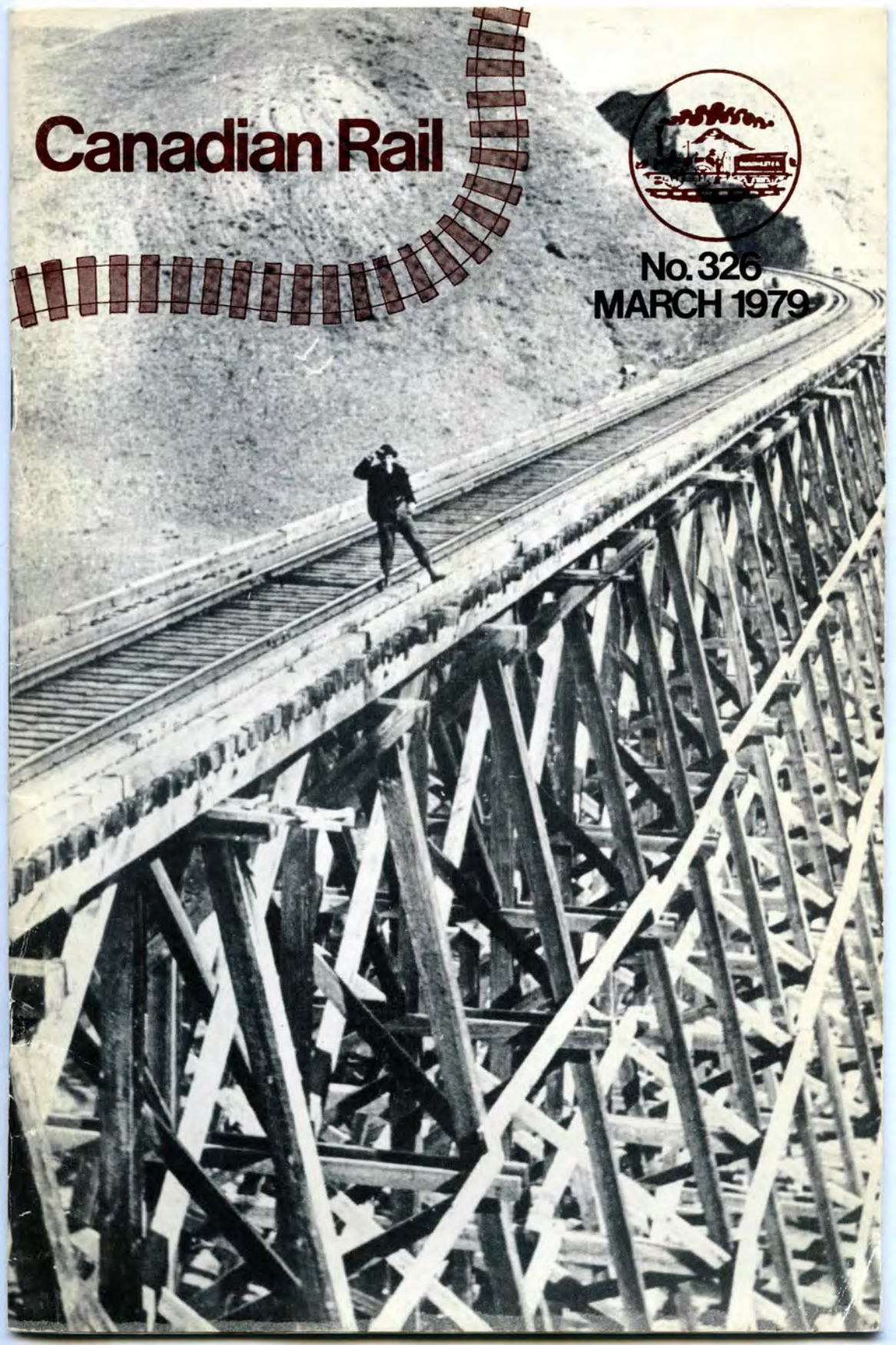


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COVER:

This is one of the twenty trestles which were constructed between Six-Mile coulee and the St. Mary River Crossing on the CPR's first line west of Lethbridge, Alberta. Photo courtesy Dr. A. Johnston.

OPPOSITE:

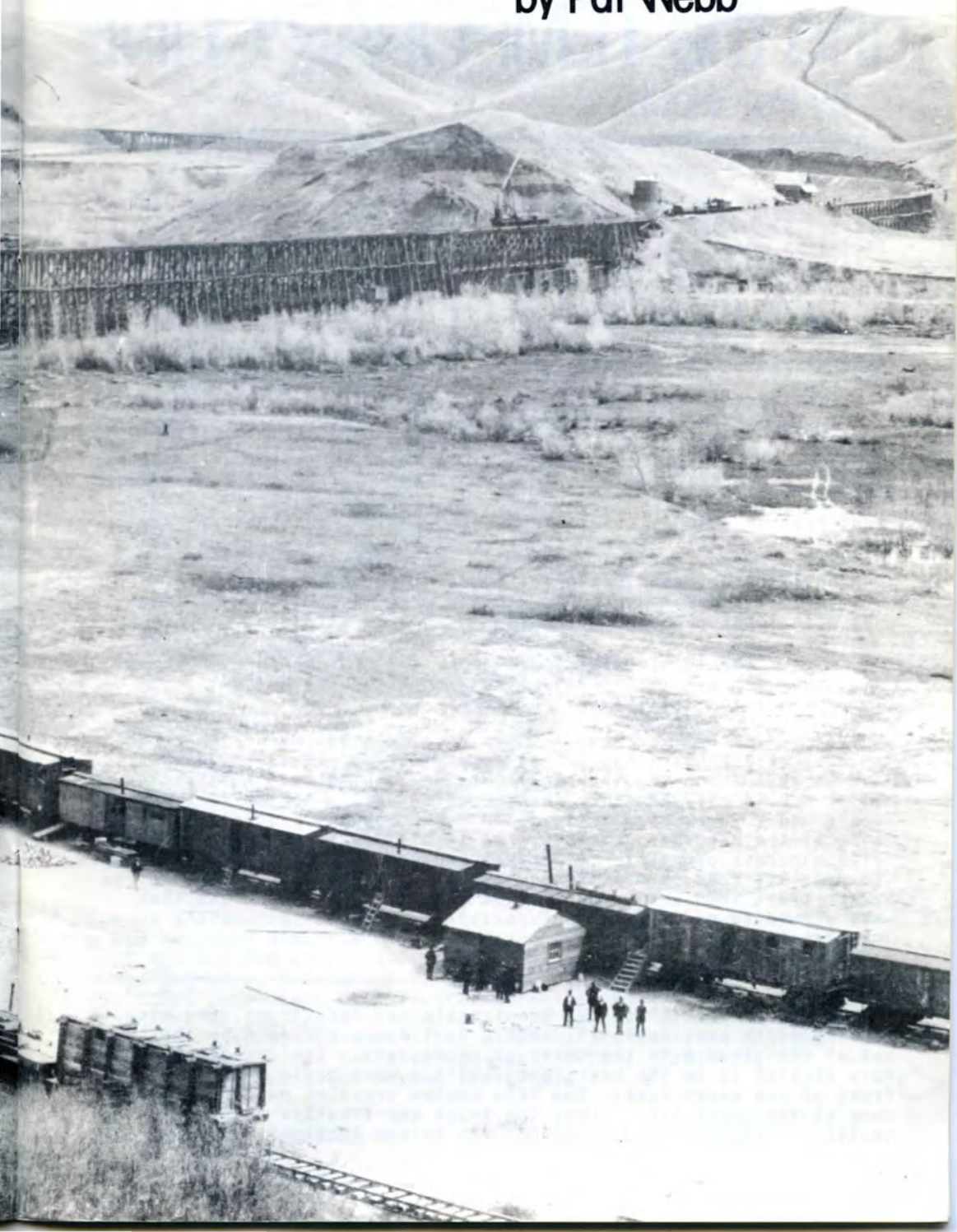
The fire hazard is dramatically evident in this photograph of the supporting structure for a truss span crossing one of the coulees between St. Mary and Whoop-Up stations. Photo courtesy Dr. A. Johnston.

WHOOP-UP, St. MARY and



and the TEMPORARY LINE

by Pat Webb



WHOOP-UP, ST. MARY and the TEMPORARY LINE

by Pat Webb

The account of the Lethbridge Viaduct has at last been documented in two excellent works. Less well known is the original line which preceeded the building of the bridge and in particular, five miles of it unparalleled between the Great Lakes and the Rockies in the trestlework required. While the location was in service for only 12 years, it was a critical if expensive link in the Crowsnest Pass line for by 1901 it was carrying out 112,000 tons of coal and 199,000 tons of coke a year to say nothing of the general freight westbound into the British Columbin interior. This is its story:

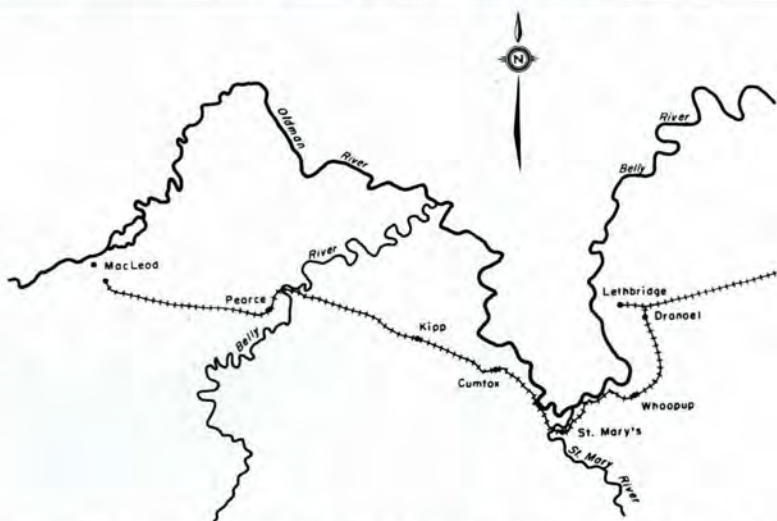
WHOOP-UP, ST. MARY and the TEMPORARY LINE

If economics - operating statistics - caused its abandonment, paradoxically ecoomic expediency created it because it was a trade-off, a temporary solution in Canadian Pacific's headlong rush to gain access to the Inland Empire, the Kootenay region of southern British Columbia. There in 1892, the enormous wealth of natural resources was being bled off to the Great Northern and the newly established center of commerce, Spokane. American capitalists had been quick to realize what historian Ted Affleck was much later to observe in his Kootenay Chronicles:

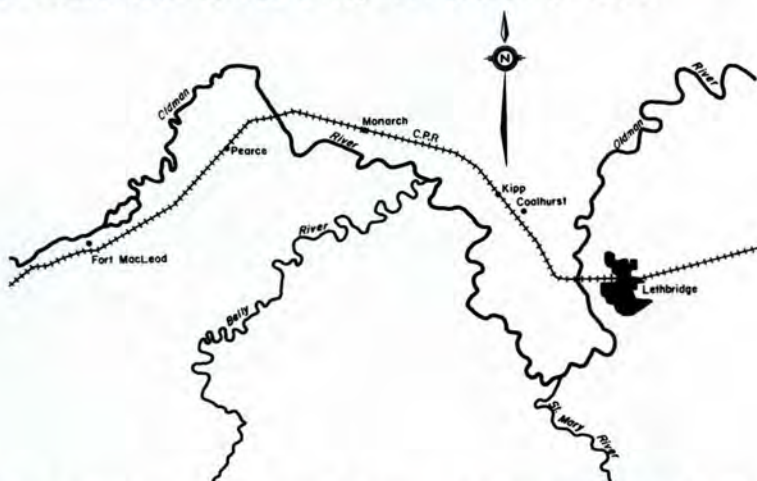
"The Inland Empire of the Columbia in Canada lay like a Sleeping Beauty awaiting the galvanizing kiss of the railways."

It remained for Canadian Pacific's Van Horne to act the role of Prince Charming; he had long since perceived the danger but in 1893 stood frustratingly outside looking in. At that point C.P.'s only presence in the region were a number of lake boats and a short branch line. In the Company's profolio were some of the necessary charters but insufficient capital and despite numerous proposals to Ottawa, the Dominion Government continued to drag its feet on assistance. The year ended with Galt's narrow guage track into Lethbridge leased and standard gauged but that was a hundred miles (and four years) from British Columbia's eastern border.

The St. Mary River flats and its trestle and deck truss, the view looking north east April 25, 1898. Fort Whoop-Up would be just out of the picture in the trees at upper left. The incomplete St. Mary station is in the background while a work train stands in front of the water tank. The Twin Coulee trestles out of the picture at the upper left. Less the track and trestles this same view is little changed today. (The Galt Museum Archives)

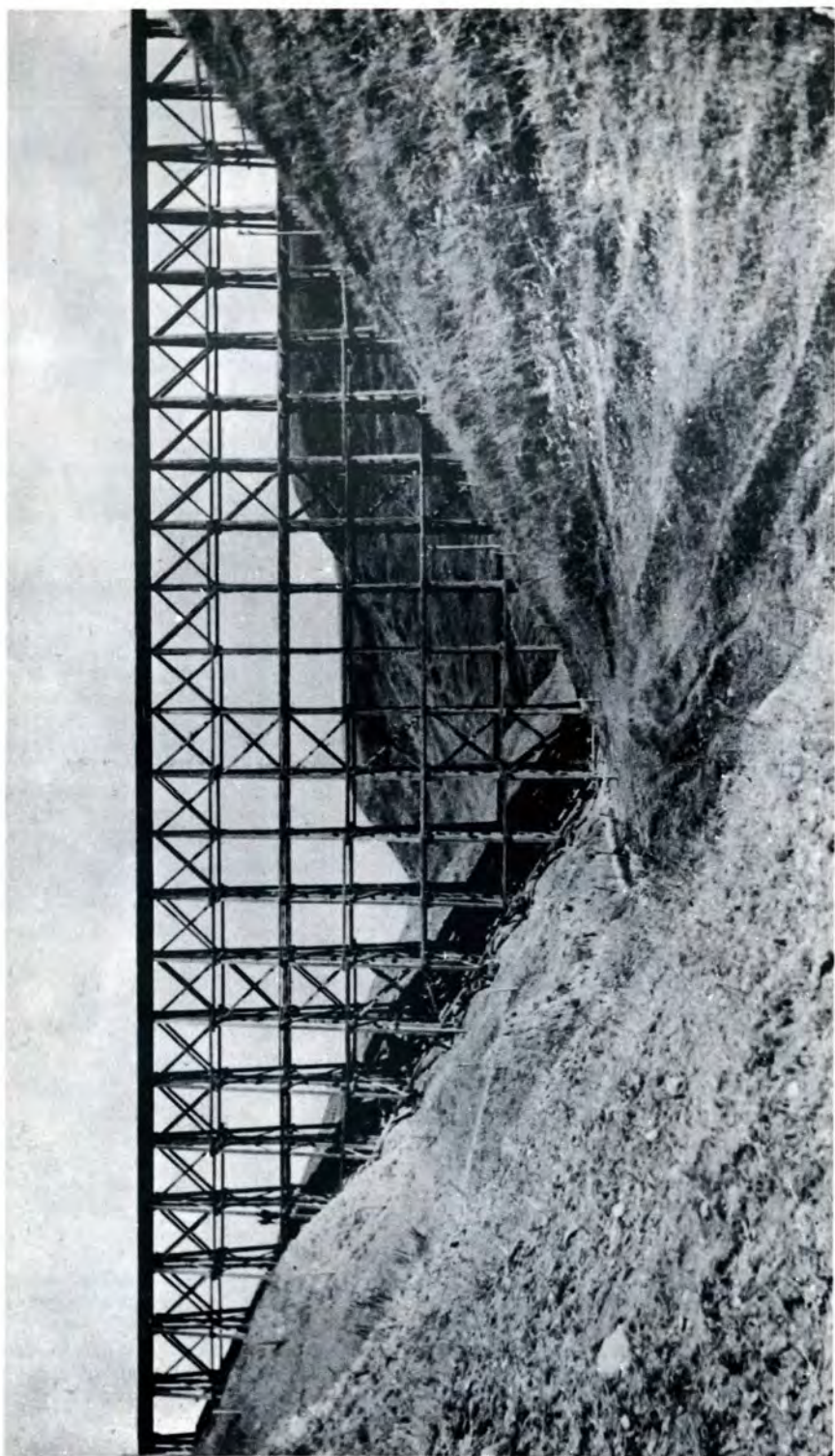


The temporary line swung south of Lethbridge to avoid the 'hook' of the Belly just west of the little town and also to avoid the west bank of the river valley which even today is far more severe than the east side. The name Belly comes from Blackfoot legend and it was with relief that the name was finally changed downriver from the confluence of the Belly and Oldman in 1915.

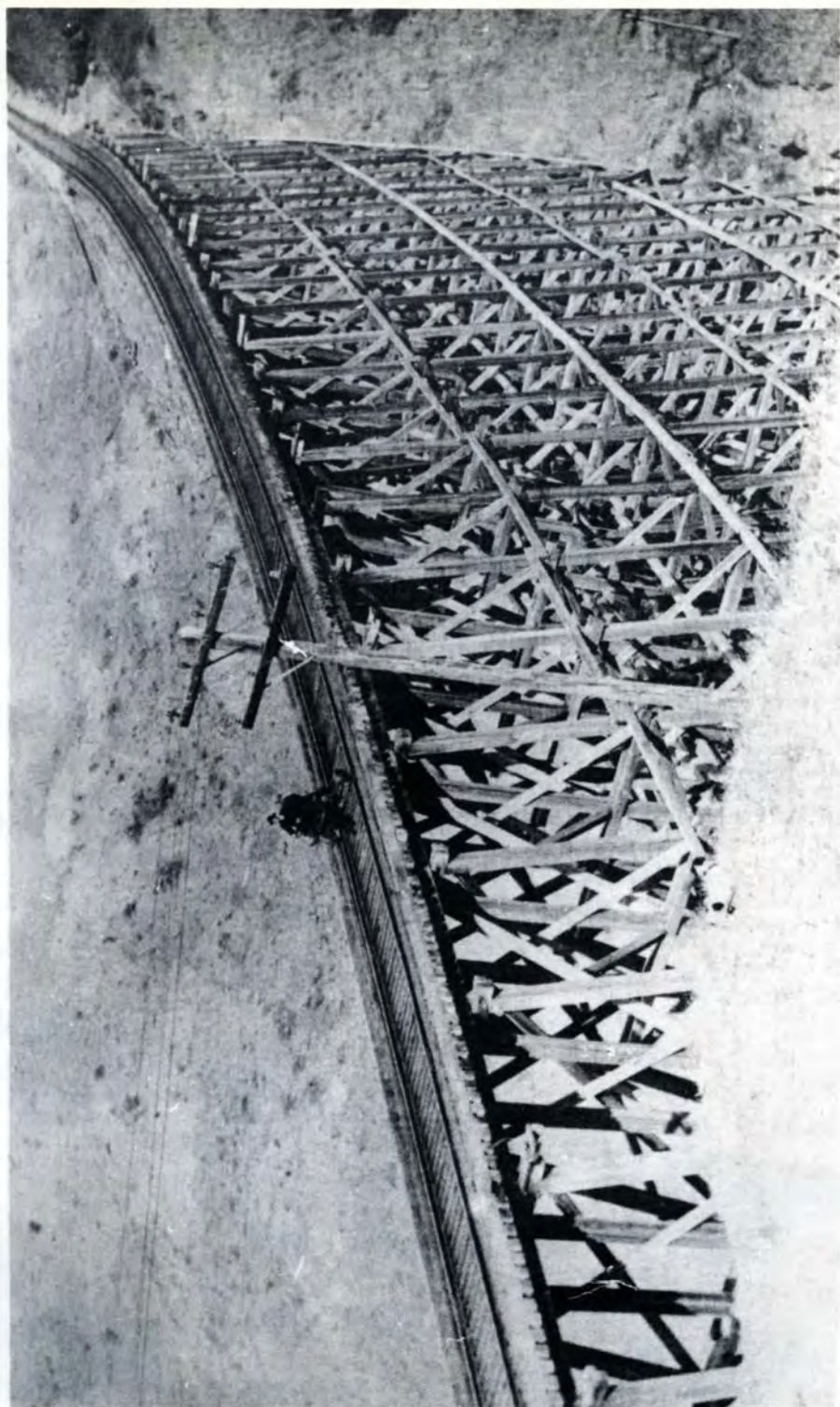


Cumtux and Kipp were stations on the old line; Kipp was to move to a new location with the opening of the Viaduct and relocation in 1909 and existed as a station until the sixties. Pearce was also moved and marks a commuter village on the Crowsnest Subdivision today. The dependence on rail transportation at the time can be illustrated by the daily movements. Upon closure of the old line at least six passenger trains a day were working east and west while twice that number of freights were called for. The temporary line quickly became strained beyond capacity.

Note both maps courtesy Dr. A. Johnston as are all trestle pictures.



Picture captions - all of the trestle pictures courtesy Dr. A Johnston. The photographer of the trestle pictures is unknown, likely it was a Mr. Heckman who was in the employ of Canadian Pacific about that time and who was photographer of the 'union station' picture.



The photographer had an eye for engineering and was obviously using excellent equipment under extremely poor light conditions at times.

End of track then was at Lethbridge's little station with a relatively easy approach and crossing of the Rockies eventually planned at the Crow's Nest Pass when economic conditions permitted. A nagging engineering problem however stared Canadian Pacific engineers squarely in the face. Almost under the last rail at the coal town yawned a massive abyss more than a mile wide and 300 feet deep. At the valley's shoulders the alluvial clays had been gouged by thousands of years of erosion into miniature imitations of the parent - gullies emptying laterally into the valley some of them meandering back into the prairies for miles. The first white men in the area, American whiskey peddlars, called them coulees and the name stuck.

Since 1885 survey parties periodically had been searching the valley for an easy crossing when Galt first looked west for reasons similar to Van Horne's. One of the first Canadian Pacific trains into Lethbridge brought another crew with the same intention and it was reported by a local resident that the railway had asked the city fathers for half the amount of \$200,000 it was estimated to bridge the valley at river level. The reply was never recorded.

In 1897 patient negotiation with Ottawa brought its reward to be known to posterity as the Crow's Nest Pass Freight Rates Agreement. Canadian Pacific, in return for a reduction on certain specified commodities, received a subsidy of \$11,000 a mile or \$3,404,720 enabling the track-laying gangs to renew the race to the East Kootenays. However, the valley crossing at Lethbridge, if built at prairie level, would consume a million dollars and two years, neither of which the railway could afford! The alternative was to cross at a lower level though that too presented problems because the Belly River, gentle in most seasons, could become a torrent in spring runoffs. Moreover flooding of the entire valley floor was the stuff of local legend, the onslaughts frequent and devastating as Galt's employees could attest to.



St. Mary River double truss. The far pier is the only one standing today, the other two having fallen over.



Wind gusts up to 80 mph and higher are common in the area. Obviously there was wind when these two Canadian Pacific employees were on the line.

Nervertheless by 1896 engineering studies proved the feasibility of a 37 mile route to Macleod and specified a low level crossing south of Lethbridge. Thus at a point a mile and a half east of the 'Union Station' the surveyors turned their transits south, three miles away calling for the first trestle to vault Six-mile coulee. Here they bent the center line southwestward swinging over the lip of the valley a mile west of where a station bearing the colorful name of 'Whop-up' would be located. Recording that a low cut would be necessary here, they eased into the valley proper alternately slicing ridges and vaulting coulees, all the time dropping toward the river. (Construction practices at the time frequently called for cut and trestle rather than cut and fill because of the speed with which trestles could be erected. At a later date and with no time pressure the track gangs could replace the trestles with fill; these trestles were never filled).

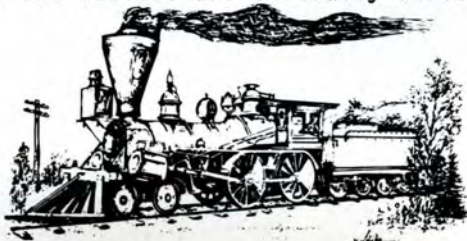
At a point to be named St. Mary Station just south of the junction of the St. Mary and Belly rivers they swung the line west across the St. Mary, then picking up the far valley wall, ran the stakes northwestward and began to climb out above the Belly, reversing the procedure with cut and fill on a far easier face. Once back at prairie level they were on the Blood Reverse and tangent could be run until almost within sight of the newly-constructed Calgary and Edmonton Railway. Here, 3 miles east of Macleod the line left the Reserve where it finally had to cross the Belly but on a far less formidable approach on a single truss bridge.



This is likely the Six-Mile Coulee. It was the first of the coulees south of Lethbridge and one of the widest. In wet years a small brackish creek trickled through the grasses and low brush on its way to the Belly.



No captions accompanied the pictures thus their specific locations are impossible to identify. Moreover, due to the river's erosion some of the hills and coulees are virtually unrecognizable today.



"Toronto" - First Locomotive built in Canada - 1853

The almost ten miles in the valley but particularly the 4.9 miles from Whoop-up to St. Mary were to become a nightmare to both the accountants and the operating men; in contrast the crossing of the spine of the Rockies called for nothing as severe as this. The trestles vaulting the coulees would require constant maintenance and patrols because of the hazard of train-caused fires while prairie fires which periodically raged across the semi-arid grasslands would be as dangerous as forest fires on a mountain wall, so quickly did they move under the fan of a chinook wind. Nor could the line earn revenue crossing the Reserve, operating costs would sky-rocket and tonnage fall on the otherwise flat line. But it would have to do until earnings improved and capital became available for a relocation.

Construction began in 1897, the entire hundred miles to the B.C. border being in operation the following year. Actual mileage was 38.5 from the Lethbridge station to Macleod, as the crow flew less than 30. The ruling grade was specified at 1.2% with a maximum seven degrees of curvature. However 20 trestles and bridges were required between Six-Mile Coulee and the St. Mary River crossing, their total length 12,063 feet or 2.8 miles. That totalled 15 million board feet of timber, all of it likely floated down the Oldman and Belly rivers from the timber reserves in the Porcupine Hills west of Macleod as had the wood for Galt's mines and railways. Several of the trestles exceeded 100 feet in height and many were longer than 400 feet. The span over the St. Mary River was a deck truss resting on three concrete piers with a trestle crossing the valley floor on its western approach. These two spans were the giant of the lot, 2,933 feet in length, 65 feet above the water. One construction in this area was sufficiently time consuming that the contractor - Michel J. Haney - built a shoe-fly and temporary yard on the St. Mary River flats where he stockpiled supplies and where timber was likely retrieved from the river and cut up. St. Mary station was located at the crossing's east end flanked by a water tank.

Once the line went into use, operations must have been slow though routine. Until Six-mile Coulee the flat prairie belied what lay ahead; once clear of Whoop-Up station and for the next five miles the route described an enormous horseshoe with the notorious whiskey-trading fort, Whoop-Up, at its center. Two rivers clawed at the roadbed and as barren as the brown-high-grass plain was at the top, the valley below provided a lush contrast of green meadows and stands of cottonwoods. Slashing under the trestles were the coulees, the home of crocuses, rattlesnakes, no-seeums, sage, cactus, and tumbleweed which defied gravity by rolling uphill driven by the howling chinooks out of the southwest.

Motive power was evidently provided by ten wheelers on passenger trains with moguls and later consolidations on the freights. Westbound from Medicine Hat and leaving the stub-ended grandiose named Lethbridge Union Station, trains backed the 1.5 miles to Lethbridge Junction over three rail track. (The narrow gauge A.R. and I. joined Canadian Pacific tracks a half mile east of Lethbridge Junction, at Montana Junction. This situation existed until 1912 when the last of Galt's narrow gauge was torn up and C.P. took over the line to Raymond and Cardston). Passenger trains such as the Spokane Flyer were timetabled at a leisurely two hours to Macleod, freights three.

Dr. Alex Johnston in his account, 'The C.P. Rail High Level Bridge at Lethbridge' recalls the memory of Mrs. Annie Peat who rode the line:

"The time that I travelled this route it was a long journey, as the train crawled slowly over all the bridges, but it was a picturesque view going through the valley, past old Fort Whoop-Up and other interesting sights. It was a most winding and twisting railroad."

While other accidents may have occurred, two stand out in the mind of retired hogger Andy Staysko of Lethbridge. He relates that a vicious snow storm struck the foothills on May 21, 1903. Two days later the snow had piled sufficiently deep in the cut a mile west of Whoop-Up station to trap a freight. In it consist were two cars of cattle. By the time the frozen train was dug out and dragged into Lethbridge, the cattle were dead.

Nor was this to be the last death on the line. Various stories surround the wreck of Engine 1413 in 1910. The little track as the Lethbridge Viaduct had been put into service three months earlier. One account suggests that the regular crew had booked-off sick on that Monday morning. The spare crew, being ignorant of the exact spot where the track was being torn out, overran the flag and collapsed the partially dismantled trestle.

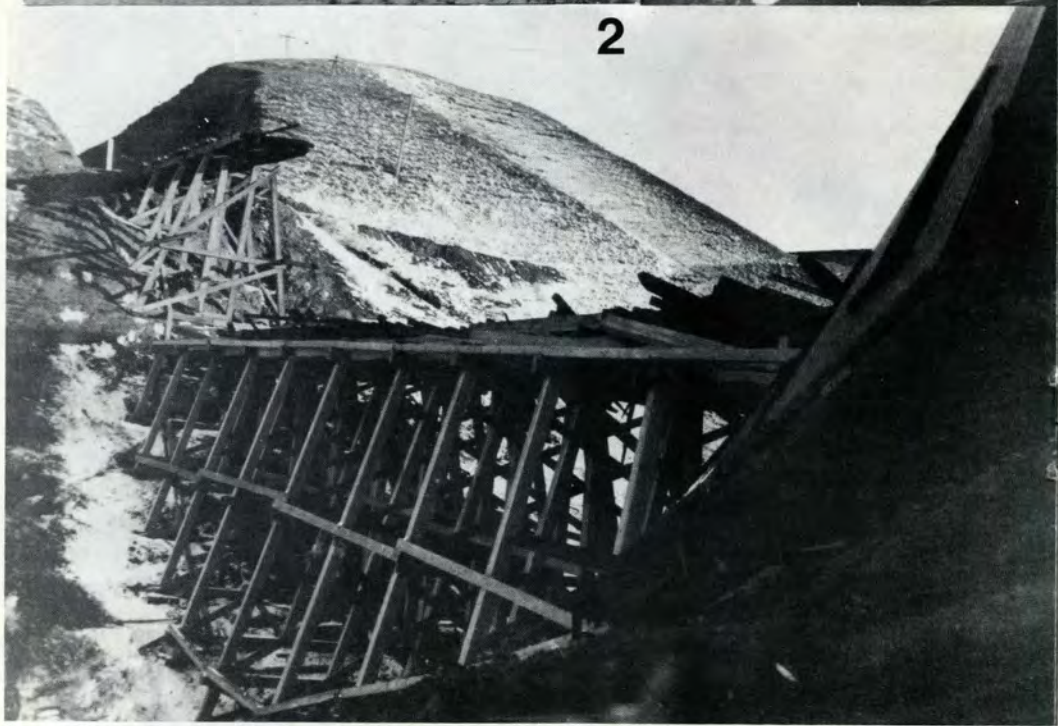
Still another account suggests that it was the salvage contractor who didn't know his job and loosened too many cross-braces near the train. Whatever the truth, four flats, the engine,

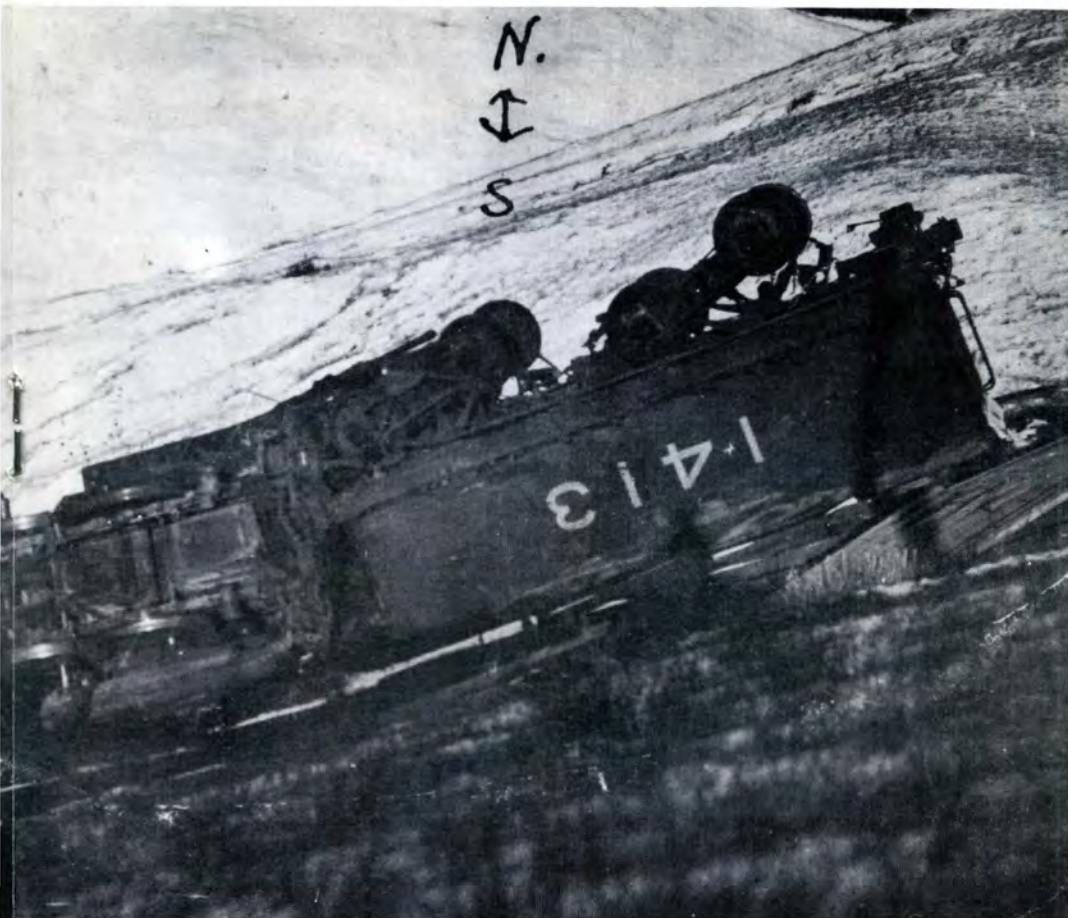


This was Alberta, Railway and Irrigation Company's engine number 1, one of the switchers working the Lethbridge three-rail yard during the period 1897 - 1912. (The Galt Museum Archives)



This was the Lethbridge, Alberta Union Station serving both the Canadian Pacific and the Alberta, Railway and Irrigation Company as it appeared on 21 July 1907. Note the dual gauge track and the large ice-house behind the station which stood until 1977. Photo courtesy CP Archives, Joseph W. Heckman Collection.





1. A distant shot of 1413, her stack pointed toward the bottom of the valley at left. The caboose and water car are out of sight in the coulee behind the tender. It appears that 1413 was pushing the flats ahead of her down the hill from left (to right) with her water car and caboose in tow when the span collapsed. (Galt Museum Archives)
2. The wreckage of the caboose is in the right foreground with the remains of the Twin Coulee trestle in the background. (Galt Museum Archives)
3. The picture was obviously taken soon after the accident as the engine is still relatively intact. The frozen Belly River lies far down the slope to the left under 'west'. (Galt Museum Archives)

tender, a water car, and caboosé fell, taking with them portions of the Twin coulee trestle. The Lethbridge Daily Herald ran a special edition on January 31, 1910, covering the accident.

"The accident took place near Whoop-Up about ten miles southwest of the city. Just before the track comes to the St. Mary's River are two small bridges on either side of a narrow ridge separating the coulees. The drop from the bridge is about fifty feet. The old line, having been abandoned, the bridges were being torn down. The train, a work train on the bridge, had a gang of men with it tearing down the bridge that was farther west. J. Robski was killed and twelve men seriously injured. The engineer, George Monroe died later. The wreck train left Lethbridge at 3 P.M. with Dr. McNally on board. Nurses and other doctors sped to the scene of the accident."

The decision to relocate the line eliminating the grade and trestles had been made by 1904 when it was found that the truss work particularly, was in need of extremely costly repair. Adding to the problem was the increased traffic from the vast coal deposits and lumber stands in British Columbia which had made the Macleod-Lethbridge section a bottleneck. In 1905 the divisional point at Macleod was moved to Lethbridge so that it became increasingly important to relocate a more direct route westward crossing the valley at prairie level. Work on the viaduct commenced in 1907 and with its opening in late 1909, the last freight drummed over the trestles followed by work crews who tore everything out. The Lethbridge paper let the closing of the old line slip by unnoticed in the vast lineage devoted to the celebrations of the world-record bridge and new, more direct line.



One of the trestles adjacent to the twin coulee where 1413 would go down.



St. Mary River trestle from its west end, the eastern edge of the Blood Reserve.

Today, Whoop-Up and St. Mary stations are history - but rusted spikes, fragments of timber, the cuts, and three piers at the St. Mary crossing still clearly mark the route of the early line. But nature has not been able to reclaim the roadbed particularly on parts of the Reserve where agriculture has never disturbed the soil dragged up the the Haney Brothers' crews eighty years ago.

NOTES:

1. In 1907 or 1908 the Government of Canada completed a hydrographic survey which determined that the Belly River flowed into the Oldman River. This change in name would suit the residents of rapidly drowing Lethbridge in particular who had always suffered some discomfiture at the name of the nearby stream -- it was made official in 1915.
2. At a later date the apostrophe and the 's' were dropped from all names in Canada designating geographic features or landmarks. Thus early references are to St. Mary's station, St. Mary's River, and so forth while contemporary reference refers to St. Mary station, St. Mary River.
3. When construction began on the Crownsnest line, it's likely that work also began both east and west out of Haneyville, a point just southwest of the town of Macleod because the Calgary and Edmonton, a C.P. branchline from Calgary, had reached the north side of the Oldman River at Macleod in 1891. Haneyville no longer exists but is marked by the Macleod airport, the remnants of one of the myriad W.W. II training stations for the Commonwealth air training plan.
4. Fort Whoop-Up was the largest of the 'forts' of the illegal whiskey trade in 1874 and the end of the Whoop-Up-Benton (Montana) trail. The Fort was captured and put out of business by the arrival of the North-West Mounted Police at the

end of their long trek in 1874 but in 1897 it stood almost intact if rundown and was still inhabited. An exact replica was reconstructed in Lethbridge in 1967 and today serves as a tourist attraction.

The name Whoop-Up comes from the unique brand of beverage distributed by the whiskey traders. The base was alcohol but beyond that, almost anything that was handy was added to give it 'body' and color. If we can believe accounts of the time, it made Newfie Screech look like a fine old liqueur by comparison.

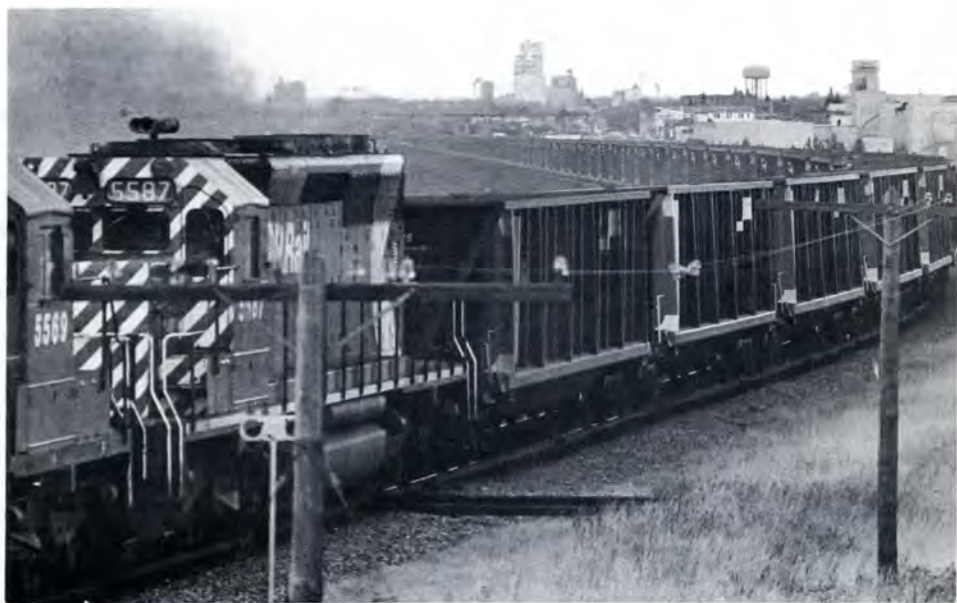
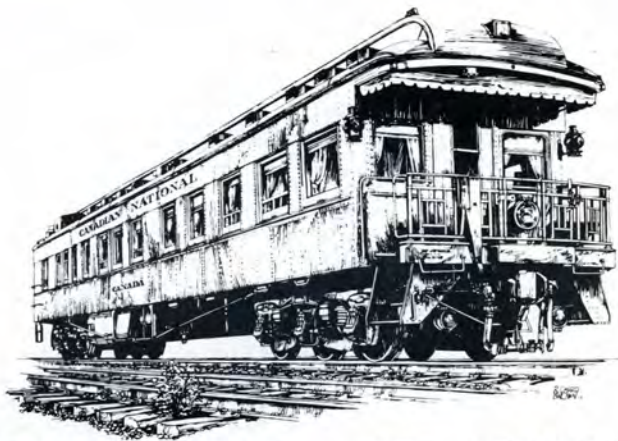
5. Mr Andrew Stayski, retired Canadian Pacific hogger, began his career on Galt's narrow gauge then joined Canadian Pacific at Lethbridge. He has vivid memories of the temporary line, the first being the deaths of two men at the St. Mary bridge when temporary scaffolding blew down, probably in 1897. He noted that a number of the salvage crew riding the flats were also severely injured in the Twin Coulee wreck and it was the badly-burned engineer who staggered back up to the prairie to get help. Mr. Staysko frequently fired the 1413 after her rebuilding and recalls that the engine was "a good steamer", nor did Lethbridge crews consider the engine unlucky despite the fact that she overturned at Shaunavon, Saskatchewan, some years later, killing the engineer.

Particular thanks for assistance in preparation of this article must go to Dr. Alex Johnston, President of the Whoop-Up Country Chapter, Historical Society of Alberta, who unearthed so much of the foregoing material in his research on the Lethbridge Viaduct. As well Mr. Ed Hay of the Lethbridge Community College, the Galt Museum and Mr. Omer Lavallee, Corporate Archivist of Canadian Pacific assisted materially. For the account of the building of the Lethbridge Viaduct see George Moore's "The Biggest Bridge", January 1977 edition of Canadian Rail. Also see Dr. Johnston's previously mentioned booklet "The C.P. Rail High Level Bridge at Lethbridge", available from the Galt Museum, Lethbridge.



The usefulness of the water barrels was questionable as they required constant replenishment.

The business car



IF NUMEROUS WOODEN TRESTLES CARRIED THE CPR WESTWARD FROM LETHBRIDGE, Alberta at the turn of the century, the Lethbridge Viaduct is alive and well in 1979 as noted in the enclosed photo. Pat Webb through the courtesy of the Lethbridge Herald sent along this shot of a 105 car train of empties on the viaduct heading west to Corbin B.C. Somewhere around mid-train is the robot and power and the rear end brakeman has just radioed that he is safely aboard. The train is returning from its once a week round trip to the McKellar Island Terminal at Thunder Bay, Ontario. CP Rail is erecting five 30 meter towers between the Crowsnest Pass and Medicine Hat for two-way communication between train crews, stations and the Calgary dispatcher.

(Pat Webb, Lethbridge)

THE HON. ELWOOD VEITCH, MINISTER OF TOURISM AND SMALL DEVELOPMENT for British Columbia has announced another season of touring for BC's 2860 and train. To be dubbed 'THE GOOD TIMES EXPRESS' the train will remain in western Canada and northern US where an extensive tour the details of which are to be found below. The consist will be: Royal Hudson 2860, auxiliary tender, tank car, 2000HP BC Rail diesel booster, Nanaimo River box car, Prince George baggage car, Discovery, Nootka Sound, Skeena River, Kootenay River, Cowichan River, Mount Hood, Endeavour, Britannia, Adventure and Peace River. Total length of the 1979 version of BC's display train will be 1189 feet. We are pleased to present the following schedule but last minute changes always seem to take place, consult your local newspaper or BC Rail if you live or are visiting the area. Our thanks to Dave Wilkie and Vrlak Robinson Advertising for providing the details to Canadian Rail.

DATE	DAY	DISPLAY DAYS	RLY.	CENTRE
Mar. 26	Mon.	1	B.C.H.	Richmond
Mar. 27	Tue.	1	"	Langley
Mar. 28	Wed.	1	"	Abbotsford
Mar. 29	Thur.	1	B.N.	Everett, Wash.
Mar. 30	Fri.	1	"	Wenatchee
Mar. 31, Apr. 01	Sat., Sun.	2	"	Spokane
Apr. 02	Mon.	1	U.P.	Sandpoint, Idaho
Apr. 03	Tue.	1	C.P.	Creston
Apr. 04	Wed.	1	"	Nelson
Apr. 05	Thur.	1	"	Castlegar
Apr. 06	Fri.	1	"	Trail
Apr. 07	Sat.	1	"	Cranbrook
Apr. 08	Sun.	1	"	Fernie
Apr. 09	Mon.	1	"	Lethbridge
Apr. 10, 11	Tue., Wed.	2	"	Calgary
Apr. 12	Thur.	1	"	Golden
Apr. 13	Fri.	1	"	Revelstoke
Apr. 14, 15	Sat., Sun.	2	"	Kelowna
Apr. 16	Mon.	1	"	Vernon
Apr. 17	Tue.	1	"	Salmon Arm
Apr. 18, 19	Wed., Thur.	2	"	Kamloops
Apr. 20	Fri.	1	C.N.	Clearwater
Apr. 21, 22	Sat., Sun.	2	"	Prince George
Apr. 23	Mon.	1	"	Smithers
Apr. 24	Tue.	1	"	Terrace
Apr. 25	Wed.	1	"	Kitimat
Apr. 26	Thur.	1	"	Prince Rupert

DATE	DAY	DISPLAY DAYS	RLY.	CENTRE
Apr. 27	Fri.	1	"	Burns Lake
Apr. 28	Sat.	Travelling	C.N.R.	
Apr. 29,30	Sun.,Mon.	2	B.C.R.	Dawson Creek
May 01	Tue.	1	"	Fort St. John
May 02	Wed.	1	"	Chetwynd
May 03	Thur.	Travelling	"	
May 04	Fri.	1	"	Quesnel
May 05	Sat.	1	"	Williams Lake
May 06	Sun.	1	"	100 Mile House
May 07	Mon.	1	"	Squamish
May 08,09	Tue.,Wed.	2	S'N'R' B.N.R. B.C.H.	Burnaby

BALANCE OF ITINERARY TO BE OPERATED WITH
STEAM LOCOMOTIVE '1077'

May 12	Sat.	1		Nanaimo
May 13	Sun.	1		Courtenay/Comox
May 14	Mon.	1		Port Alberni
May 15	Tue.	1		Parksville
May 16	Wed.	1		Ladysmith
May 17	Thur.	1		Chemainus
May 18	Fri.	1		Duncan
May 19,20,21	Sat,Sun,Mon	3		Victoria

NO TRAIN DEPARTMENT! THE CURRENT VIA TIMETABLE SHOW EXISTENCE of train service linking Clareville and Bonavista, Nfld., but the trains have not been running since December 1977, due to flood conditions. The CTC has begun an investigation of C.N.'s failure to repair the Bonavista branch line. In the meantime, the company has been using a trucking service for freight, and a taxi service for passengers affected by the line closure.

(SRS NEWS)

TWO NOTABLE HISTORICAL EVENTS OCCURED AT WINNIPEG IN OCTOBER.

On the 4th, a plaque was dedicated at Canadian National's station on Main Street. The building has been designated a historical site. Meanwhile, across town on Higgins Avenue, Canadian Pacific closed their passenger station after departure of the westward "Canadian" the night of October 28th, 1978. Henceforth, the "Canadian" will use the C.N. station at Winnipeg. This ends an era going back to 1882.

(Milepost - Midwestern Rail Assn.)

N & W IS STILL ON STRIKE - BUT WITH A DIFFERENCE! DESPITE THE fact that N & W has been handling only 50% of the merchandise traffic it carried in pre-strike days, it is doing so with only 15% of the work force. Like the FEC, it has been running trains without cabooses, and with two-man crews. In addition, supervisory personnel are operating full 8-hour days, rather than the traditional 100 miles. Analysts claim that the labor savings are so great that N & W will actually show a profit for the quarter ... while on strike!

(The 470)

"CALGARY MAY BE LATE, BUT AS THEY USUALLY DO, THEY ARE STARTING out with their project just about twice as large as the corresponding project in Edmonton." So says the APRA MARKER, referring to light rapid transit in Calgary. The initial phase is now under construction and, once leaving the downtown area, will generally follow the CP Rail Macleod Subdivision. Calgary's system will have eight miles of route, 27 cars and 12 stations - compared to Edmonton's four miles, 14 cars and five stations. And while the MARKER does add that Edmonton is expanding its system, it also drew attention that service provided by Brill trolley coaches on Edmonton Transit would end on November 19th, 1978. This in contrast to another item in that publication that August 13th marked the 30th anniversary of trolley coach operation in Vancouver, B.C., with more than 300 in service on about 20 routes.

FOR TRAVELLERS WHO WANT TO RIDE, BRIEFLY, IN A PRIVATE RAIL CAR, AutoTrain Corp. began a new service November 15th. It will cost \$1,500 for the 17 hour one-way trip from the Washington, D.C. area to Orlando, Florida. The tab would be the total for a party of six, using three bedrooms, plus two autos that would ride along on the same train. Price includes a five-course dinner on gold and blue antique plates, nibble on a late-night snack of fruit and cheese and have breakfast before leaving the train the next morning.

The car was built in 1914 by AT&SF as a parlor car, and was rebuilt by SAL in 1948. As a private car, it was used by John W. Smith, the late president of the former SAL, which was merged into several other lines that form Seaboard Coast Line Industries Inc. The car, formerly named "Southland" has "real porcelain ceilings" of a bone white colour, a dining room, living room, wall to wall carpeting, and a kitchen. Also aboard is a radio-telephone, a stereo-cassette player and colour television sets in the bedrooms.

(The Wall Street Journal)

MUCH WORK AND MANY INVESTIGATIONS BY BOARDS, COMMITTEES AND commissions preceded the formation of such conglomerates as Penn-Central, Conrail, B-N, and lately Amtrak and VIA. But the same for a 111-mile international 3-foot gauge line, with no direct connection with other railroads, half in Alaska and half in the Yukon Territory? Such is the case of the White Pass & Yukon Route!



EDMONTON TRANSIT KEPT ITS AILING FLEET OF CAN-CAR TROLLEY BUSES in service until the 1978 Commonwealth Games to help handle the peak traffic loads. The units have since been retired and replaced by Flyer type trolley-busses in the white, blue and yellow color scheme. Ted Wickson caught Can Car 197 on May 24, 1978 on 102 Ave. at Churchill Park, he then snapped Flyer E800 coach with modified rear roof section in service on route 1, Jasper Place.

OUR CORRESPONDENT, MR. WILLIAM F. GIESLER OF WHITEHORSE, YUKON has kindly sent clippings from the Whitehorse Star, Yukon News, and Northern Times.

At the outset, Arrow Transportation Systems of Vancouver applied to the Yukon Transport Public Utilities Board to grant it ten licenses to haul freight by truck to points in the Yukon from Stewart, B.C. via Cassiar. The freight would arrive by barge from Vancouver. Earlier this year, Arrow was awarded the contract to haul asbestos fibre from the mine at Cassiar, B.C. to Stewart when Cassiar-Asbestos decided to stop using the port of Skagway. The contract had been held by WP&Y. Arrow currently barges freight south from Stewart, then returns with empty containers. "We just want to put some freight in a few of those empty containers coming north" said Arrow president Jack Charles. If WP&Y has to compete with another company transporting in and out of the Yukon, it could mean the end of the Yukon's only railway and the slowing down of future mineral development in the territory. That was the gist of the opposition presented by White Pass officials at the hearing. The lawyer for White Pass suggested to the board the railway was vital to the territory's future development, and although another transportation company might bring short range relief to consumers, it would hurt the long range public interest of the Yukon and the country. While White Pass has never asked for government aid in its 80-year history, any threat to its precarious financial position might just force it to do so. In an effort to cut expenditures, their two ships plying between Skagway and Vancouver are being converted to barges to be hauled by a tug with a 7-man crew, compared with 24 men on each of the self-propelled ships. But the slower operation would reduce service to three trips a month instead of weekly. At the same time White Pass has undertaken a major staff shuffle, and is moving senior top-management personnel to Whitehorse from Vancouver, with a view to improving efficiency. White Pass president Jack Fraser of Winnipeg stated that the railroad would fold in two years unless \$6 million is invested in it.

In addition to the hearings before the Yukon Transport Board, in August the federal government in Ottawa set up a task force to study the White Pass situation. In typical fashion, the task force chairman stated that its findings might be kept secret.

WAY BACK IN 1906, THE UP AND SP ENTERED INTO A FRUITFUL PARTNERSHIP as co-owners of a refrigerator car operation that achieved both size and fame over the years as the familiar Pacific Fruit Express. Last April the partnership was dissolved, but business will continue. The cars and operations were divided up: UP will operate its half as UPFE, SP will retain the old PFE designation for its part. The split up is expected to give each company better control of services on its own lines, with resulting better service to its customers.

(NRHS Bulletin)

CN HAS TAKEN DELIVERY OF 50 NEW 70-TON AIR-DUMP CARS, ALONG WITH 480 longitudinal hoppers for use in that company's share of the federally-funded grain line rehabilitation program. All cars are being used on CN branch lines in Manitoba and Saskatchewan.

(Keeping Track)



Gord Taylor took this shot of N & W's last operating cab unit No. 3725 at the St. Thomas, Ontario tie-up because of problems created by the strike in the U.S., note the un-official lettering 'scab' under the engineers window. At last report 3725 was back in service and was seen heading up a time freight to Buffalo N.Y.

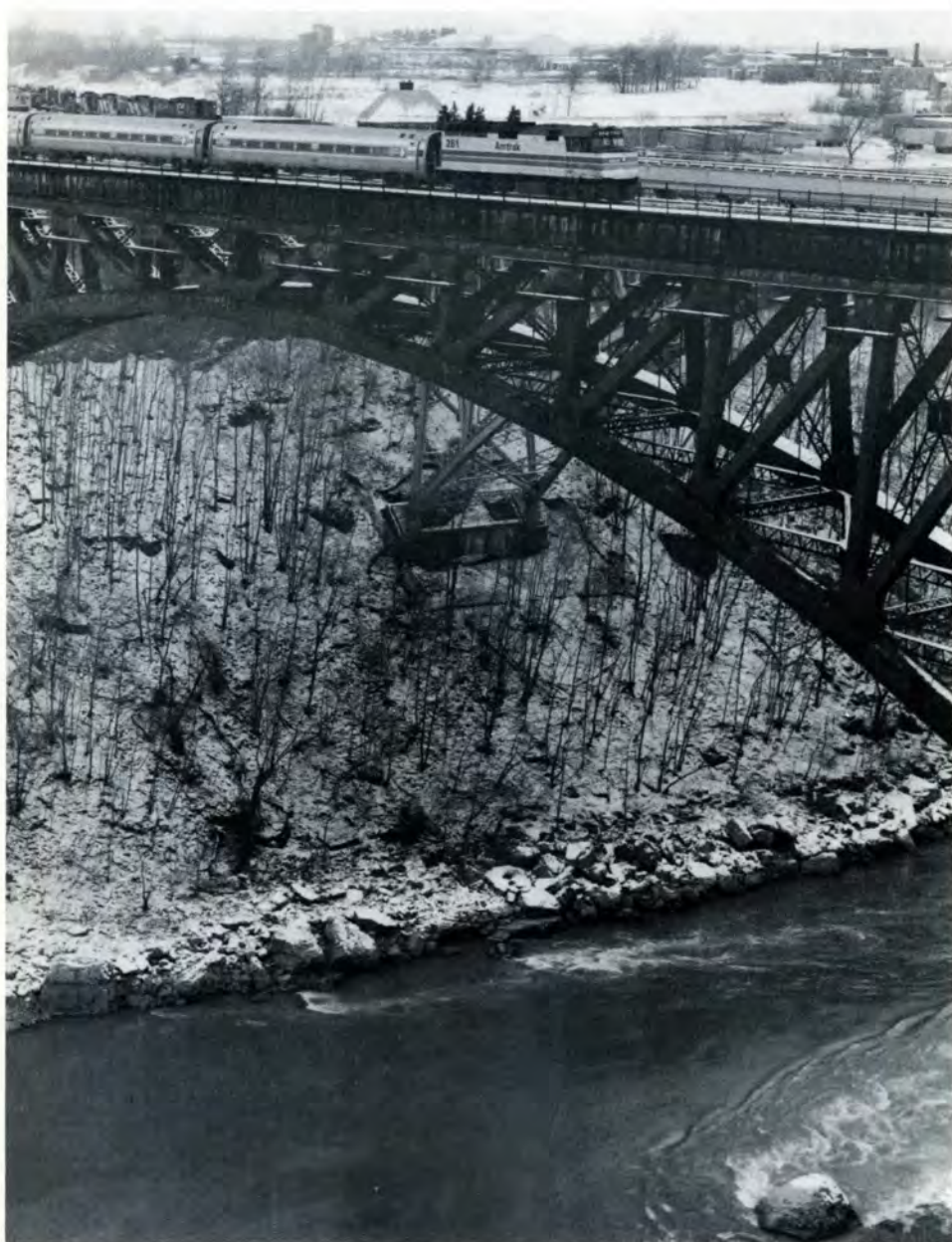
(Gord Taylor)

THE STATE OF MASSACHUSETTS IS UNDERTAKING A \$1.7 MILLION PROGRAM to rehabilitate the Cape Cod rail line, by up-grading 33.5 miles of track to permit 40 mph freight, and 60 mph passenger train operation. This will not only result in improved freight service, but is expected to result in resumption of "The Cape Codder", the excursion train between New York City and the Cape this summer.

(The 470)

CANADIAN NATIONAL WILL APPLY TO THE CANADIAN TRANSPORT COMMISSION to abandon several branch lines in Prince Edward Island. The company does not believe that traffic levels warrant the expenses of continued maintenance. It becomes one more sore point for discussion among the farmers, the PEI Potato Marketing Board, the CN and the Island and federal governments. The impasse between the railway and the PMB for rates this fall, the state of branch lines, the lack of reefers, and the farmers' perceived fears have contributed to a situation where the railway is having a difficult time being heard.

(SRS News)



No sooner had the new AM-FLEET cars been introduced into service when the train was abandoned due to high costs and poor patronage. This is the Niagara Rainbow, Amtrak train # 64 on the high bridge crossing from Canada to the USA at Niagara Falls, Ontario. The last run was made on January 31, 1979 and so the Buffalo - Windsor via Canada connection is no more.

(Kenneth A.W.Gansel)

SOUTHEASTERN MICHIGAN TRANSPORTATION AUTHORITY (SEMTA) HAS EXPANDED its Monday to Friday commuter service from three to four round-trips between Pontiac and Detroit.

(The Semaphore, CRHA Windsor/Essex Div.)

WITH THE OPENING OF CN'S NEW EXPRESS TERMINAL IN LACHINE, THE terminal on the site of the former Montreal Bonaventure Station has been converted to other uses, and the trackage removed between Bonaventure and St. Henri.

(SLVRS Bulletin)



Mr. I.C.Platt of Sydenham, Ontario caught CN 5067, 5068, 5073 wheeling a Procor 'unit train' through Kingston, Ontario on 30 March 1978. This is probably the Bi-weekly Imperial Oil to Douglas Point service, the other such unit train being operated is from Golden Eagle Ltd. in Quebec City to a destination in Ontario.

CR RAIL'S ALASKA CRUISE SHIP "PRINCESS PATRICIA" WAS TO HAVE BEEN retired at the end of the 1978 season due to two lean years. However, there was such a about-face in 1978, with practically all 18 sailings being sold out, that the vessel will again operate in 1979.

(CP Rail News)



PACIFIC COAST TERMINALS 0-6-0 No. 4012 IS SEEN TRAVELLING NORTH across the Arbutus Canyon Bridge, Mile 14.9 Victoria Sub. as part of the consist of train 51 on January 4, 1979. 4012 is enroute to Heritage Park in Calgary for a new lease on life and last saw active service on August 25, 1962 when she handled the New-Westminster-Sumas turn for the West Coast Railway Association. She has been in storage on Vancouver Island since April 3, 1965, good luck 4012.

(Photo and information courtesy Dave Wilkie)



Some 'double takes' must have been made at various level crossings across Canada when CN transferred these cablesless 'slug' units Nos. 274 - 277 to the various yards to be hooked up to their respective mates. These are basically cut down versions of the GP-38-2 and were photographed in transit at the CN enginehouse in London, Ontario on November 26, 1978.

(Gord Taylor)

BACK COVER

Canadian National 6076 was built in 1944 and was classed as a U-1-f 4-8-2 mountain type. Jim Shaughnessy of Troy, New York pictured the machine on the ready track at Niagara Falls, Ontario in the early 1950's. (S.S.Worthen collection, CRHA Archives)



