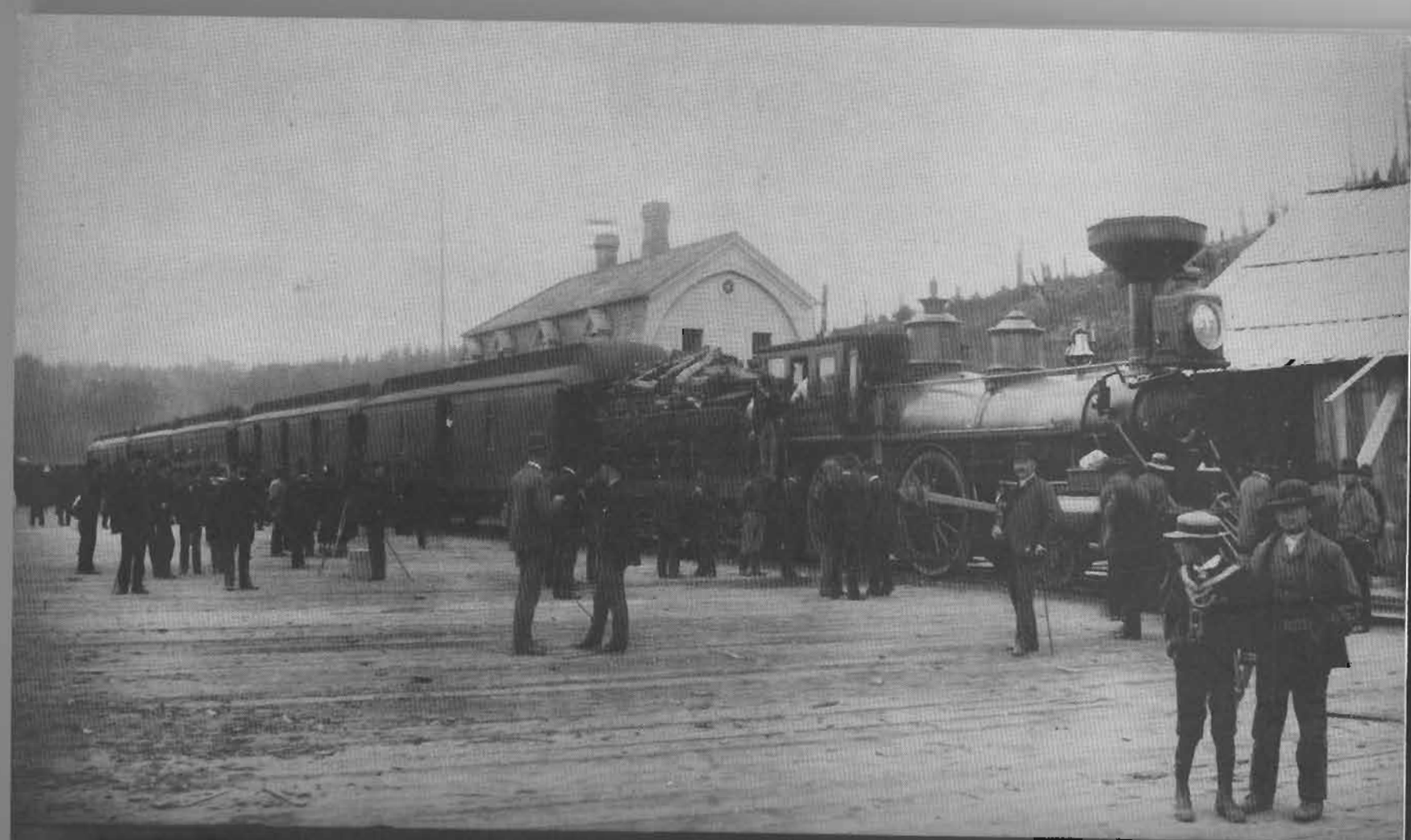


# Canadian Rail



No.327  
APRIL 1979





CANADIAN PACIFIC RAILWAY,  
ARRIVAL OF THE FIRST THROUGH TRAIN AT THE SEABOARD OF BRITISH COLUMBIA.

JULY 4th, 1886

T. B. GORE.



# 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 PHOTO:

The first regular C.P.R. passenger train posed on a trestle in Rogers Pass at about 11:30 A.M. on July 3, 1886. By then it was five days since the train left Montreal, but in another day it would be in Port Moody B.C. The passengers and crew on the rear platform of sleeping car 'HONOLULU' were well aware that this was an historic occasion. Photo courtesy of the Public Archives of Canada PA 66579.

## OPPOSITE:

At 12 noon on July 4, 1886, this historic first transcontinental train journey came to an end as engine 371 and train pulled into the station at Port Moody B.C. Fifteen years of effort and adventure had at last been successful and a passenger service had been inaugurated which would continue under Canadian Pacific Management for 93 years. Photo by T.S.Gore from the collection of the Author.

# The "Pacific"

The 'PACIFIC EXPRESS' as it appeared about 1890 at the Station in North Bend B.C. The rear car is named 'MONTREAL' and is the former 'HONOLULU' which is pictured on our cover. Note the open observation car, third from the rear. Photo courtesy Public Archives of Canada PA 25047.



# Express"



# CANADA'S TRANSCONTINENTAL PASSENGER TRAINS 1886 and 1978

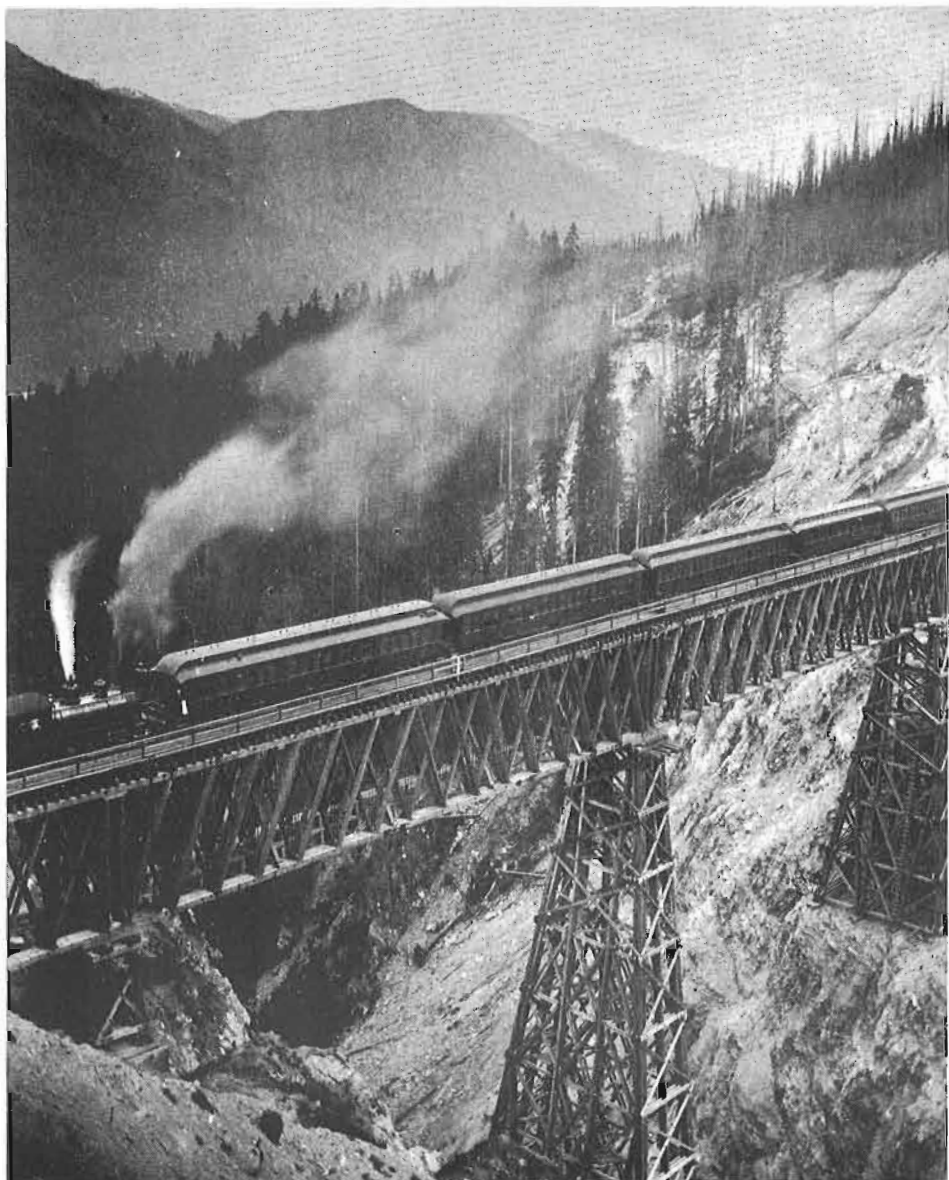
by Fred Angus

The integration of Canada's transcontinental passenger train service under VIA Rail Canada is the latest development in the history of a service which dates back to 1886 when the Canadian Pacific Railway inaugurated its first through passenger train from Montreal to the Pacific coast. At this time it is fitting to recall this pioneer service and contrast it with the VIA trains of today.

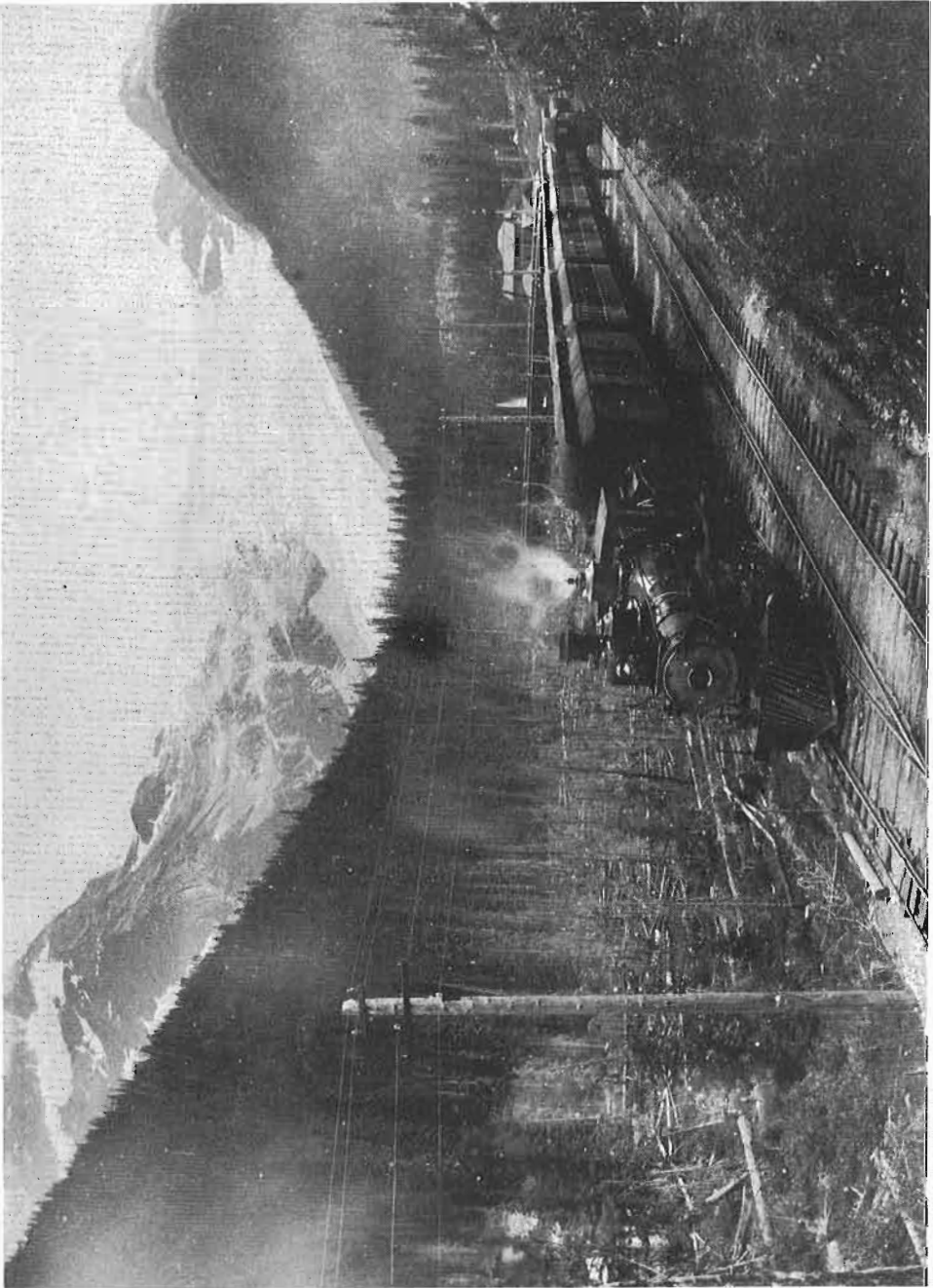
In the mid 'eighties' of the last century construction of the Canadian Pacific Railway was rapidly approaching completion and the dream of a rail line from coast to coast was about to be realised. The famous "last spike" was driven at Craigellachie, B.C. on November 7, 1885, but at that time the line was by no means yet fit for service and the coming of winter prevented extensive work on the mountain sections until the snow melted. However in the spring of 1886 the line was finally completed and new passenger equipment was delivered from the builders. Some of the passenger cars had exotic names like "Yokohama", "Honolulu", "Sydney" and "Hong Kong", vivid reminders that the C.P.R. would serve as the new route to the orient. As the finishing touches were being placed on the railway it was announced that the inaugural train would depart from Montreal at 8:00 p.m. on Monday, June 28, 1886.

"When the history of the Dominion comes to be written in the future, the 28th of June 1886 will be recorded as a memorable day in the progress of Canada." So wrote the reporter for the Montreal Gazette in describing the events of that day as the ten-car train started from the old Dalhousie Square station in downtown Montreal for its six-day trip to Port Moody, British Columbia, a continent away. Certainly the event was of great historical importance. In those days the railway was the only practical means of travel for long distances over land, and of course air travel was far in the future. Prior to the building of the railway a trip from Eastern Canada to the Pacific entirely through Canadian territory was a dangerous adventure occupying many months and few persons had ever attempted it. Suddenly this trip was reduced to only six days and the accommodation was second to none anywhere. The exterior of the first class passenger cars were finished in polished mahogany, while their interiors had every known luxury including baths, stained glass clerestory windows, heavy curtains, elaborate woodwork, thick carpets, and even

electric bells to call the porter. More important than the comforts was the fact that the cars were of strong construction and had the Miller platforms and couplers, as well as full automatic air brakes to insure safety under all conditions.



Train length increased considerably between 1886 and 1890, here we see a nine car train being assisted up the grade by a pusher engine. The location is the original Stony Creek Bridge on the climb to Rogers Pass. Photo courtesy Public Archives of Canada PA 25056



The C.P.R.'s transcontinental in Rogers Pass about 1890, notice the extra observation car in the siding. Public Archives of Canada PA 25053



CANADIAN PACIFIC RAILWAY.

BETWEEN QUEBEC, MONTREAL, OTTAWA AND PORT ARTHUR.

Table with columns: Miled, Express, Miled, July 26, 1886, Express, Miled. Lists train routes and schedules between Quebec, Montreal, Ottawa, and Port Arthur.

MAIN LINE.

Table with columns: Miled, July 3, 1886, Express, Miled. Lists train routes and schedules along the Main Line, including stations like Port Arthur, Ernfoid, and various locations in Ontario and Quebec.

\*Daily; †daily, except Saturday; ‡daily, except Monday; §daily, except Tuesday; ¶daily, except Wednesday; †Monday, Wednesday and Friday; ‡Tuesday, Thursday and Saturday; §daily, except Thursday; &daily, except Friday. †Dining Stations.

Thus the traveller setting out on what was then the longest rail journey on Earth could be sure of as safe and comfortable a trip as could be found anywhere in the nineteenth century world.

The ten cars which left Montreal on June 28 were not all destined for Port Moody. Some were only going as far as Toronto and were cut off the train at Carleton Place. Others terminated at intermediate stations while still others were added along the line. It was a six-car train, hauled by engine 371, which reached Port Moody exactly on time at noon on Sunday, July 4, 1886. Interestingly, one of these six cars still exists. Official car 78, added to the train at North Bend, later became car No. 1 and remained in service until 1960. Today it is one of the prized exhibits at the Canadian Railway Museum, the last survivor of a train that made history. Although Port Moody was the end of the line, already the new city of Vancouver was recognized as the eventual terminus, and less than a year later the first train pulled into Vancouver.



In 1902, C.P. put its first 'dome' observation cars into service. This rare view shows one on the rear end of a transcontinental train. By now newer, larger cars were replacing the cars of 1886 and most cars now had vestibuled platforms. Public Archives of Canada PA 21900



By 1910 the 'MOUNT' class observation cars were in use and some would continue until the 1950's. Although this train, shown on the new Stoney Creek Bridge is still wooden, many improvements had been made and the 'pioneer' days were definitely over. Photo courtesy Public Archives of Canada C 37479.

## "THE TRANSCONTINENTAL LINE."

OPENING OF

### NEW ROUTE BETWEEN EASTERN AND WESTERN CANADA

VIA

Grand Trunk Railway System to North Bay, Ont.

Temiskaming & Northern Ontario Railway to Cochrane, Ont.

Canadian Government Rys. (Transcontinental Railway) to Winnipeg, Man.

Commencing Tuesday, July 13th, 1915, from Toronto, and on each Tuesday, Thursday and Saturday thereafter, and Sunday, July 18th, 1915, from Winnipeg, and on each Sunday, Tuesday and Thursday thereafter, through passenger train service will be operated as follows:

WESTBOUND		TIME	DAYS		
Hallfax	J.R.C.	Lv. A.T. 8.00am	Monday	Wednesday	Friday
Quebec	G.T.Ry Sys.	" E.T. 7.00pm	"	"	"
Portland	"	" E.T. 8.00pm	"	"	"
Boston	B & M.R.R.	" E.T. 8.00pm	"	"	"
Montreal	G.T.Ry. Sys.	" E.T. 10.15am	Tuesday	Thursday	Saturday
Ottawa	"	" E.T. 8.30am	"	"	"
New York, via Buffalo	L.V.R.R.	" E.T. 2.00am	"	"	"
Washington	B. & O.R.R.	" E.T. 6.00pm	Monday	Wednesday	Friday
Philadelphia	P. & R.R.	" E.T. 2.15am	Tuesday	Thursday	Saturday
Toronto	G.T.Ry. Sys.	Lv. E.T. 10.45pm	Tuesday	Thursday	Saturday
North Bay	"	Ar. E.T. 7.00am	Wednesday	Friday	Sunday
Cochrane	T. & N.O.Ry.	Lv. E.T. 7.15am	"	"	"
Cochrane	"	Ar. E.T. 4.25pm	"	"	"
Cochrane	T.C.Ry.	Lv. E.T. 4.45pm	"	"	"
Graham	"	" E.T. 9.10am	Thursday	Saturday	Monday
Minsk	"	" C.T. 12.30pm	"	"	"
Winnipeg	"	Ar. C.T. 3.50pm	Thursday	Saturday	Monday
Winnipeg	G.T.P. Ry.	Lv. C.T. 6.00pm	Thursday	Saturday	Monday
Rivers	"	Ar. C.T. 10.45pm	"	"	"
Melville	"	" M.T. 3.45am	Friday	Sunday	Tuesday
Regina	"	" M.T. 8.05am	"	"	"
Watrous	"	" M.T. 7.35am	"	"	"
Saskatoon	"	" M.T. 9.38am	"	"	"
Biggar	"	" M.T. 11.59am	"	"	"
Wainwright	"	" M.T. 5.00pm	"	"	"
Edmonton	"	Ar. M.T. 10.00pm	"	"	"
Edmonton	"	Lv. M.T. 10.35pm	Saturday	Monday	Wednesday
Edson	"	Ar. M.T. 4.10am	Sunday	Tuesday	Thursday
Jasper	"	" M.T. 8.50am	"	"	"
Prince George	"	" P.T. 8.00pm	"	"	"
Smithers	"	" P.T. 7.50am	Monday	Wednesday	Friday
Prince Rupert	"	Ar. P.T. 6.15pm	"	"	"
Prince Rupert	G.T.P.S.S.Co.	Lv. P.T. 10.00am	Tuesday	Thursday	Saturday
Vancouver	"	Ar. P.T. 4.00pm	Wednesday	Friday	Sunday
Victoria	"	Ar. P.T. 10.30pm	"	"	"
Seattle	"	Ar. P.T. 6.00am	Thursday	Saturday	Monday
EASTBOUND		TIME	DAYS		
Seattle	G.T.P.S.S.Co.	Lv. P.T. 9.30am	Tuesday	Thursday	Saturday
Victoria	"	" P.T. 3.30pm	"	"	"
Vancouver	"	" P.T. 12.00pm	"	"	"
Prince Rupert	"	Ar. P.T. 6.30am	Thursday	Saturday	Monday
Prince Rupert	G.T.P. Ry.	Lv. P.T. 10.30am	"	"	"
Smithers	"	" P.T. 9.05pm	"	"	"
Prince George	"	" P.T. 8.45am	Friday	Sunday	Tuesday
Jasper	"	" M.T. 10.05pm	"	"	"
Edson	"	" M.T. 2.25am	Saturday	Monday	Wednesday
Edmonton	"	Ar. M.T. 8.00am	"	"	"
Edmonton	"	Lv. M.T. 8.30am	"	"	"
Wainwright	"	" M.T. 1.20pm	"	"	"
Biggar	"	" M.T. 6.15pm	"	"	"
Saskatoon	"	" M.T. 8.30pm	"	"	"
Watrous	"	" M.T. 10.45pm	"	"	"
Regina	"	" M.T. 10.30pm	"	"	"
Melville	"	" M.T. 4.45am	Sunday	Tuesday	Thursday
Rivers	"	" C.T. 9.45am	"	"	"
Winnipeg	"	Ar. C.T. 2.25pm	Sunday	Tuesday	Thursday
Winnipeg	T.C.Ry.	Lv. C.T. 5.15pm	Sunday	Tuesday	Thursday
Minsk	"	" C.T. 8.36pm	"	"	"
Graham	"	" E.T. 1.55am	Monday	Wednesday	Friday
Cochrane	"	Ar. E.T. 6.10pm	"	"	"
Cochrane	T. & N.O.Ry.	Lv. E.T. 6.35pm	"	"	"
North Bay	"	Ar. E.T. 3.45am	Tuesday	Thursday	Saturday
North Bay	G.T.Ry Sys.	Lv. E.T. 3.50am	"	"	"
Toronto	"	Ar. E.T. 12.05pm	Tuesday	Thursday	Saturday
Montreal	G.T.Ry.Sys.	Ar. E.T. 7.30am	Wednesday	Friday	Sunday
Ottawa	"	Ar. E.T. 11.45am	"	"	"
Quebec	"	" E.T. 2.40pm	"	"	"
Portland	"	" E.T. 6.50pm	"	"	"
Boston	B & M.R.R.	" E.T. 7.05pm	"	"	"
Philadelphia via Buffalo	P&RRR	" E.T. 7.35am	"	"	"
Washington	B. & O.R.R.	" E.T. 12.20pm	"	"	"
New York	L.V.R.R.	" E.T. 7.57am	"	"	"
Hallfax	I.R.C.	Ar. A.T. 2.00pm	Thursday	Saturday	Tuesday

For almost thirty years the Canadian Pacific trains were the only ones to cross Canada. During this period the "Pacific Express" of 1886 was expanded and upgraded. Later a second daily transcontinental train was added, and names like the "Imperial Limited", "Trans Canada Limited", and "Dominion" became known to all in the West. Completion of the Canadian Northern and Grand Trunk Pacific lines in 1915 saw additional fine trains inaugurated on these new routes, and the amalgamation of the latter companies into the Canadian National Railways completed the passenger network which continued until this year. By the early 1920's steel cars had replaced wooden ones and new improvements were made over the years. Even in the post-World War II era when automobile and air competition became more and more significant, the passenger trains kept up with the times. In 1955 the inauguration of the "Canadian" by Canadian Pacific, and the "Super Continental" by Canadian National was the greatest step forward since 1886. Canada's railways still maintained first quality service even as other countries downgraded or eliminated their trains. However it could not last forever! Air and road competition, inflation, and public apathy took their toll, and the once-great trains were in danger extinction. With the formation of VIA Rail Canada, the operation of the transcontinental passenger service has passed to the new corporation, and on October 28, 1978 the last runs were made of the "Canadian" as a C.P. train, and the "Super Continental" as C.N. Thus 92 years of service by Canadian Pacific and 63 years by Canadian National and its predecessors has ended. While a long, honourable era going back almost a century has come to an end, the new era of VIA has begun.



Robert F. Legget was also on hand to photograph the last 'CANADIAN' as she pulled into the new Ottawa Union Station, on October 28, 1978, three locomotives and six stainless steel cars brought C.P. transcontinental rail service to an end.

While changes have been made and some duplicate service has been dropped, the new service is one of which Canada can be proud. While the inlaid wood, carpets, and baths of 1886 have gone, the present day traveller has such convenience as air conditioning, dome cars, private rooms, reclining dayniter seats, and stainless steel cars. The time of travel is about three days, this is half of what it was in 1886. The time is no longer competitive with air travel, but for shorter runs, as well as vacation travel where time is not of as much object the train still offers the finest service, certainly far superior to the automobile or bus. Today, more than in the past, trains are economical. In 1886 the one-way coach fare from Montreal to Vancouver via Port Moody was \$92.00, while today the same fare is \$120.00, this represnets only a 30% increase in 92 years! Even though the lower-berth sleeper fare has risen from \$22.00 to \$66.00, one must remember that the dollar of 1886 was far different than that of 1978, and in terms of purchasing power transcontinental travel is the cheapest in history.

It remains to be seen whether October 29, 1978 will be recorded in history as a memorable day to compare with June 28, 1886. Given the present-day attitude towards train travel, and the presence of alternative means of transportation, this date will probably not be so recorded. Nevertheless October 29, 1978 is also the beginning of a new era in Canadian travel, an era which may see the renaissance of passenger train service as we approach the start of the second century of travel by train from sea to sea.



24 April 1955 saw the inauguration of another era in Canadian Pacific's transcontinental history with the introduction of the 'CANADIAN'. Our distinguished member from Ottawa Mr. R.F. Legget photographed the first Canadian westbound as she left the old Ottawa Union Station with the C.N's Chateau Laurier Hotel in the background. In the rear right can be seen the East Block of the Parliment Buildings, while in the center are the entrance locks to the Rideau Canal from the Ottawa River which were built between 1826-1832.

# VIA VANCOUVER

by Mark Paul

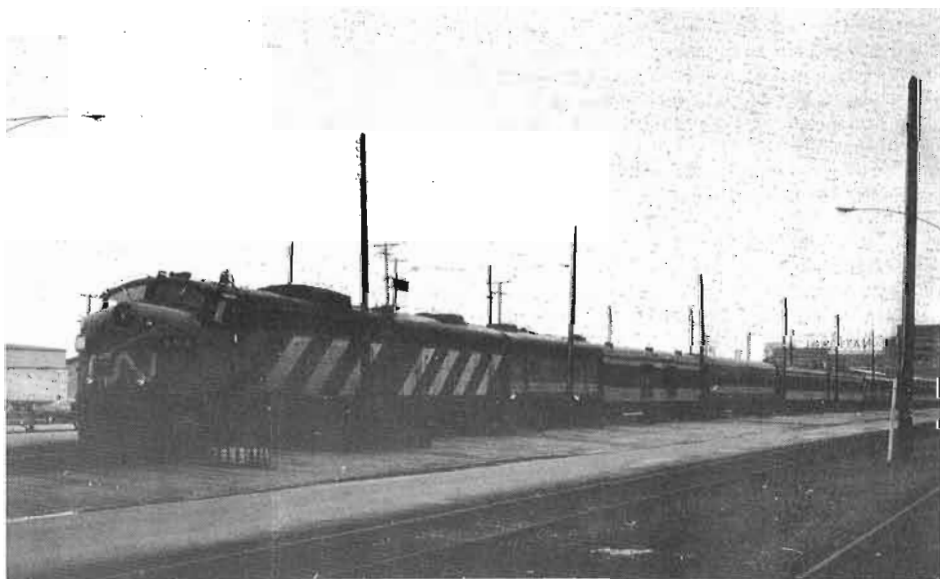
While the inauguration of VIA's integrated passenger service in Eastern Canada has already been reported in Canadian Rail, I thought our readers would be interested in the arrival of the VIA era at Vancouver, the western terminus of the 'CANADIAN' and 'SUPER CONTINENTAL'.

Sunday, October 29, 1978 marked the beginning of a new operating entity in the history of Canadian railroading. VIA RAIL CANADA began operation of its first passenger trains. Already 5 months late, the new integrated western trans-continental services were begun with a minimum of publicity and fanfare. A single newspaper interview and radio interview with Frank Roberts, president of VIA who was visiting in Vancouver, was the only indication that I had that there would indeed be changes made on Sunday, October 29. A phone call to VIA a few days previous informed me that The Canadian would leave at 4:05 p.m. instead of 4:00, and that THE Super Continental would leave at 11:30 a.m. instead of 8:55 p.m. I then knew that the long awaited integration of services was to begin.

VIA Rail Canada, in its short existence, has been both praised and damned; praised for being a forward but belated step in forming an integrated and realistic transport system, and damned for being suspect of dismantling Canada's remaining passenger trains. All of this comment came at a time when the new corporation had done nothing but paint a few CN passenger cars and put its name on diner menus and sugar packets. If one listened to VIA's officers, great things were in store. If one listened to some consumer groups, the end of passenger trains was near. I must admit, that I am optimistic. One only had to venture down to the CP station in Vancouver since June 15, when the new VIA fares were introduced, to see the crowds waiting to board the Canadian. This was more than just the summer rush, this was an expanded Canadian; and the expanded consist carried over until the last run of the CP operated train on Saturday, October 28. Yes, things were certainly better.

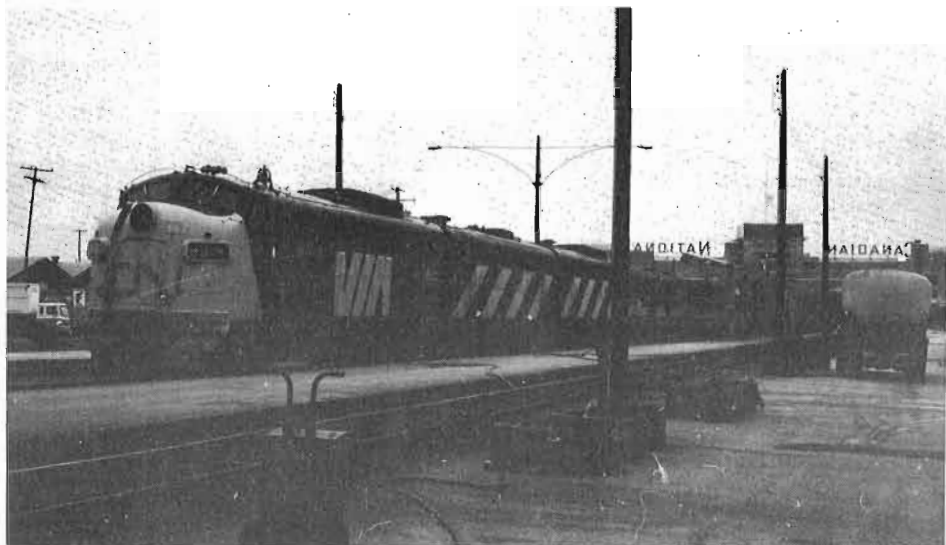
I waited with keen anticipation for October 29. However, I was also determined to observe the last runs from Vancouver of the CN and CP operated trains. A fortunate stop at the CN station on Friday, October 27 led to my discovery that there would be no Super Continental departure on Saturday because of the implementation of the new schedule. I rushed home to get my camera and then returned to the station, because Friday's departure would be the last. The train standing in the station had the following consist:

Diesel Units	6508 (CN)	
	6615 (CN)	
	6613 (VIA)	
Baggage Car	9644 (CN)	
Coaches	5495 (VIA)	
	5517 (CN)	
	5576 (CN)	
Cafe Lounge	762 (VIA)	
Dayneters	5711 (VIA)	
	5723 (CN)	
Sleepers	Entwistle (CN)	
	Ernestown (VIA)	
Dome Lounge	Yellowhead (CN)	
Diner	1360 (VIA)	
Sleepers	Emperor (VIA)	
	Elliston (VIA)	
Crew Sleeper	Ingonish (VIA)	
Sleepers	Erickson (VIA, Deadhead)	
	Ennishore (VIA, Deadhead)	



The last C.N. Super Continental waits at CN's Vancouver Station for its 8:55 PM departure, there are 3 locomotives and 16 cars.





This is the first VIA integrated Super Continental standing in the CN terminal at Vancouver on October 28 waiting for the next days departure. The train consists of 3 locomotives and 11 cars, the October 30th. departure consisted of 2 units and 10 cars.

As I noted this long train, I was wondering if 18 car consists, so common for this train, would still be common after the VIA takeover. The Super had always been, for me, the symbol of the impressive passenger train. The fact that its schedule had been embarrassingly slowed over the past few years didn't seem to matter. Just the length and variety of accommodations made it for me the outstanding North American passenger train.

Saturday, October 28 I ventured down to the CP station to see the last CP Canadian depart. The station was jammed with passengers, more than usual. I suddenly realized that this was the only train operating today, and it was carrying passengers who might have been on the Super Continental. An extra sleeper for this time of year indicated the heavy load. The last consist was:

Diesel Units	Unknown (3)
Baggage Car	613
Coaches	101
	110
Dome Coffee Shop	504
Diner	York
Sleepers	Fraser Manor
	Chateau Iberville
	Chateau Radison
	Rogers Manor
Dome Observation	Tremblant Park

As I watched this rather impressive looking Canadian, I remembered how this train came closest to being the only traditional passenger train left in North America. It was operating with the same equipment that it had when inaugurated in April, 1955. And I was also aware of how it had come close to being discontinued; and at this time last year it had operated with only seven cars! Why, it was like turning back the clock 20 years to see it now!

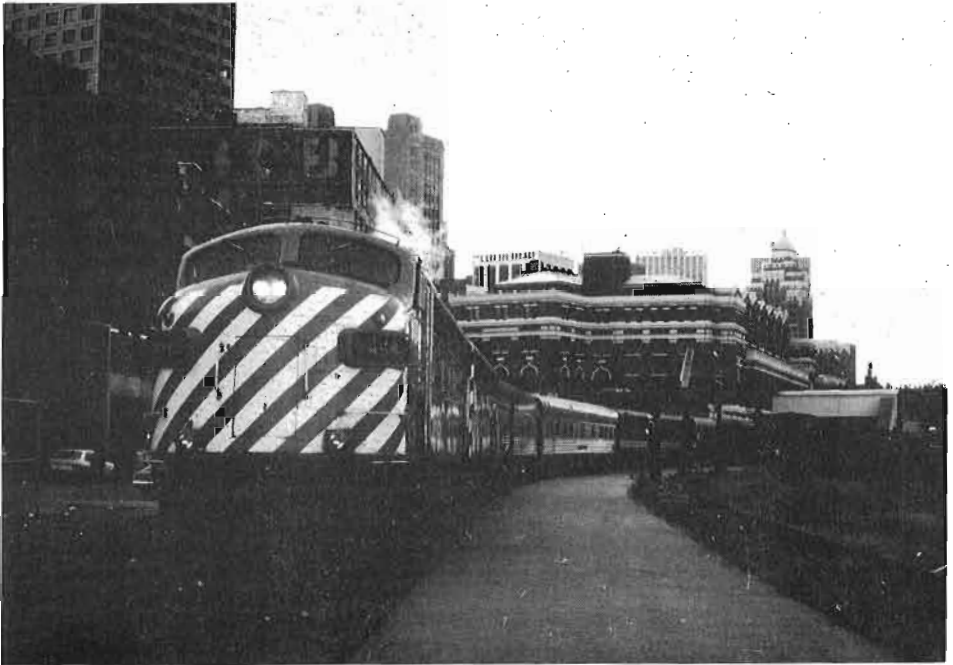
Over at the CN station, the Super Continental that was to be departing on Sunday was being made up. I knew things had changed when I saw a lineup of CP stainless steel sleepers sitting on Track 3. So, I was able to get a day preview of VIA's first Super Continental. The consist is as follows:

Diesel Units	6504	(VIA)
	6612	(CN)
	6604	(CN)
Baggage Car	9613	(VIA)
Crew Sleeper	Inwood	(VIA)
Coaches	5603	(VIA)
	5499	(VIA)
Cafe Lounge	765	(CN)
Dayniter	5703	(VIA)
Sleepers	Elgin	(VIA)
	Escuminiac	(VIA)
Dome Lounge	Fraser	(CN)
Diner	1377	(VIA)
Sleeper	Chateau Maisoneuve	(CP Rail)

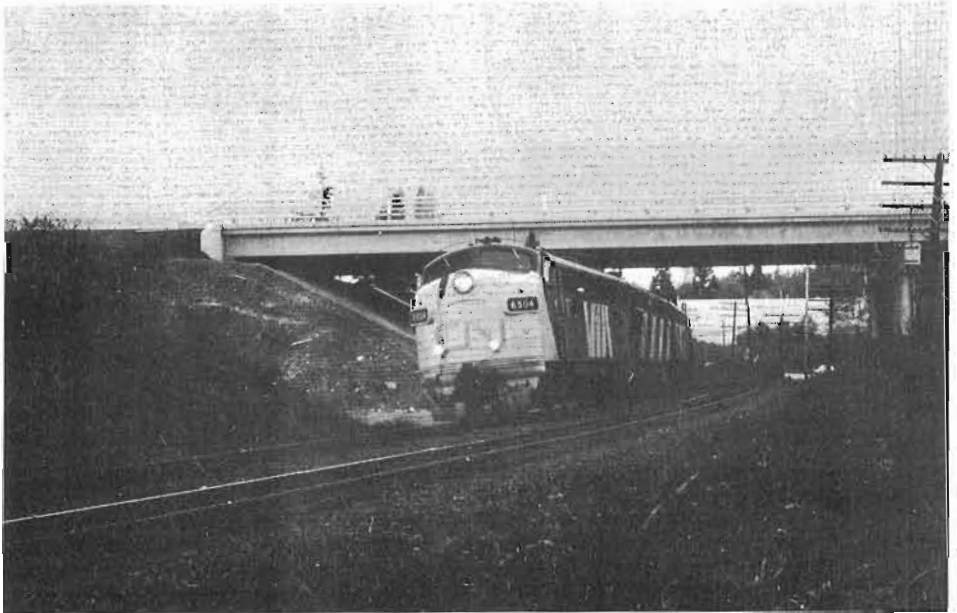
I was somewhat disappointed not to see a consist in all VIA cars and colours, but that last car gave it all away. Integration had begun, since this car would be interchanged with the Canadian at Winnipeg. Subsequent departures of the Super during the next week indicated a shorter consist; 2 diesel units instead of three, and only one through sleeper instead of two.

Sunday, October 29. After a drive out to Burnaby to photograph the first VIA Super Continental on route, I went to the CP station in Vancouver to see the first VIA Canadian. For the time being, VIA will continue using both the CN and CP stations in Vancouver until a decision is reached on which station will be the terminus. At first glance, the Canadian appeared little different than the previous days train. But, after a quick survey I saw it was a different train; the appearance of a VIA dayniter coach, and a different ordering of the consist. The first consist included:

Diesel Units	Unknown (2)
Baggage Car	606
Crew Sleeper	Hunter Manor
Dayniter	5740 (VIA)
Coaches	2292
	108
Dome Coffee Shop	509
Sleeper	Carleton Manor
Diner	Frontenac
Sleepers	Chateau Montcalm
	Cornwall Manor
Dome Observation	Kootenay Park



On October 29, 1978 the first VIA 'CANADIAN' is ready for departure from the C.P. station in Vancouver. The only hint that this is no ordinary Canadian is the VIA dayniter coach which is three cars back. All photos courtesy of the Author.



VIA's first Super Continental in integrated service is 30 minutes out of Vancouver in Burnaby B.C., the C.P.Rail sleeper on the rear end is a new sight indeed.

The inclusion of coach 2292 was interesting. This older car, predating in age the Budd consist, was in rather poor condition with peeling paint. It was a contrast to the shining VIA blue Dayniter car next to it. Subsequent departures during the week indicated no change in the above consists except the absence of the CP Rail-Canadian tail-signs from the rear of the train. This happened as consists from the east arrived in Vancouver.

The new pattern of service is pretty routine now. VIA sends two trains out of Vancouver every day for eastern Canada. The amount of revenue space in both trains is very similar, except the Canadian has one more sleeper than the Super. I imagine the next few months will see some changes, particularly more VIA identified equipment. Next summer will see the first integrated summer consists. For now, there is a "born again" Canadian and a somewhat smaller Super Continental. What's happening makes good sense. I'm going to try the new service come December. I'm looking forward to it just as much as the numerous times I've looked forward to riding CN and CP trains.



from our  
collection

## C.N.R. 15767

by M. Peter Murphy

In the closing months of 1978 the CRHA was very pleased to accept the donation of C.N.R. oil electric trailer car 15767 from the Lakeshore Model Railroaders Association, of Toronto. No. 15767 was built in 1926 by the J.G.Brill Co. of Philadelphia as a coach-baggage combination car for the Central Vermont Ry. and was numbered 151. It was first used in branch line service between the towns of Montpelier, Montpelier Jct. and Barre Vt. It was later used on other New England branch lines and made its final run in that region between New London, Conn. and East Northfield, Mass.

In 1941 it was sold to the Canadian National Railway and converted to a passenger-postal trailer in late February of that year. It was then assigned to the Atlantic Region and attached to various oil electric cars, meanwhile it was given its present number, 15767. It served on various branch lines in the region and ended up on the Cambellton - Mont Joli run.

In August 1957 she was taken to the Montreal car shops for an overhaul and then transferred to the Central Region for service on trains Nos. 603 - 604 between Lindsay and Midland, Ont. In June 1959 she was put into service on the Milton Subdivision between Hamilton, Allandale and Meaford. She was removed from active service in July 1959 then was stored at Lindsay until brought to Toronto for inspection and subsequent purchase by the Lakeshore Model Railroaders.

The Lakeshore Model Railroaders had been formed in 1954 and regular meetings were held in members homes until September 1956 at which time permission was received by the club to meet in the Mimico Beach House Recreation Centre. In 1958 persisting rumours that the beach house was to be demolished prompted the club to seek new quarters, this time in a room donated by the CN in their Rip Track Administration Building. In 1960 after a lengthy discussion the club decided to approach the C.N.R. about the possibility of obtaining a suitable car which would then become the club's permanent address.



Walter Bedbrook took this photograph of 15767 as she is being lifted off the cut-off track on which she had sat for almost 20 years in Toronto. The gentleman in the white hard hat with his hands on his hips is the Late Doug Phillips of our Toronto Division who was stricken with a heart attack weeks after this photo was taken.



Two photos of 15767 after her safe delivery to the Canadian Railway Museum in St. Constant as photographed by Stephen Wray. We wish to express our sincere gratitude to CN in their help of accomodating the move from Toronto to Montreal off its wheels, on a flatcar with trucks shipped separately.

In addition to obtaining the car, the Lakeshore Club obtained a 99 year lease from the C.N.R. for a car-length of dis-connected track at the Willowbrook railyard on which to store the car. As is usual in such cases the lease could be terminated by two weeks written notice by either party, in June 1978 CN exercised that option as the space was required for other purposes. After checking into alternate locations the Lakeshore Model Railroaders decided to donate the car to the CRHA and revert back to a more conventional albeit less atmospheric meeting room.

It was with great pleasure that the CRHA accepted this generous donation, not only did it represent a fine example of branch - line rolling stock, but it also represented probably the last chance to obtain an authentic oil-electric trailer to mate with our 15824. In past seasons 15824 has operated with a caboose but this lacked the desired passenger carrying capacity.

15767 is alive and well and living at the Canadian Railway Museum in St. Constant and we invite all members of the Lakeshore Model Railroaders Association to join our own members for a ride in 15767 during the 1979 operating season.

Our thanks to Dave Scott and Walter Bedbrooke of our Toronto and York Division, as well as Stephen Wray for photos and information regarding the above acquisition. Above all our generous thanks to the Lakeshore Model Railroaders of Toronto, Ontario for donating the car to the Canadian Railway Museum.

#### SOME VITAL STATISTICS

CNR 15767 Built by J.G.Brill 1926

Length overall 50' 10"

Width 9' 6"

Height 12' 1"

Weight 58,900 lbs.

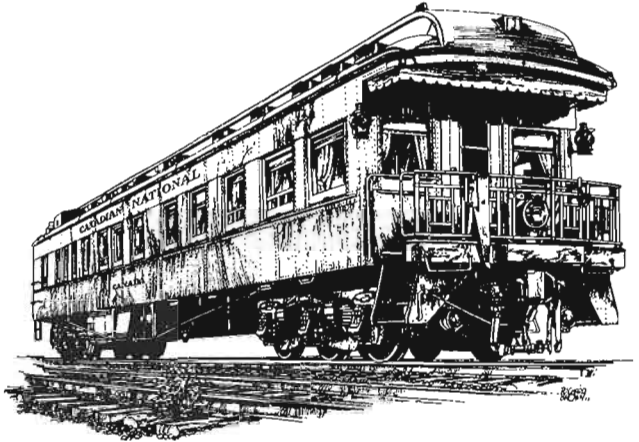
Journals 4 X  $\frac{1}{4}$  X 8 SKF

Heating hot water

Wheels 36"

Seating capacity 22





# The business car

YOU NEED A SENSE OF HUMOUR THESE DAYS! IN BRITISH COLUMBIA they have a Royal Commission looking into the B.C. Railway - local wags refer to it as the Royal Comotion on Locomotion.

(D.L. Davies and Vancouver Sun)

CP RAIL UNITS PURCHASED BY VIA HAVE BEEN RENUMBERED 1422-1425 from 4066-4069; similarly, Units 1931-1935 were formerly CP 4473-4478. In all cases, the units are being re-gearred to 89 mph from 65 mph.

(SRS News)

USERS OF MASS TRANSIT IN THE BAY STATE WILL GET 10% DISCOUNTS on their car insurance if they have transit passes for at least 11 months of 1979. The plan by the Massachusetts Insurance Commission was pushed by MBTA, the transit authority in the Boston area. The MBTA said that transit riders have been "unwittingly subsidizing" the insurance payments of automobile users.

(RTN via The 470)

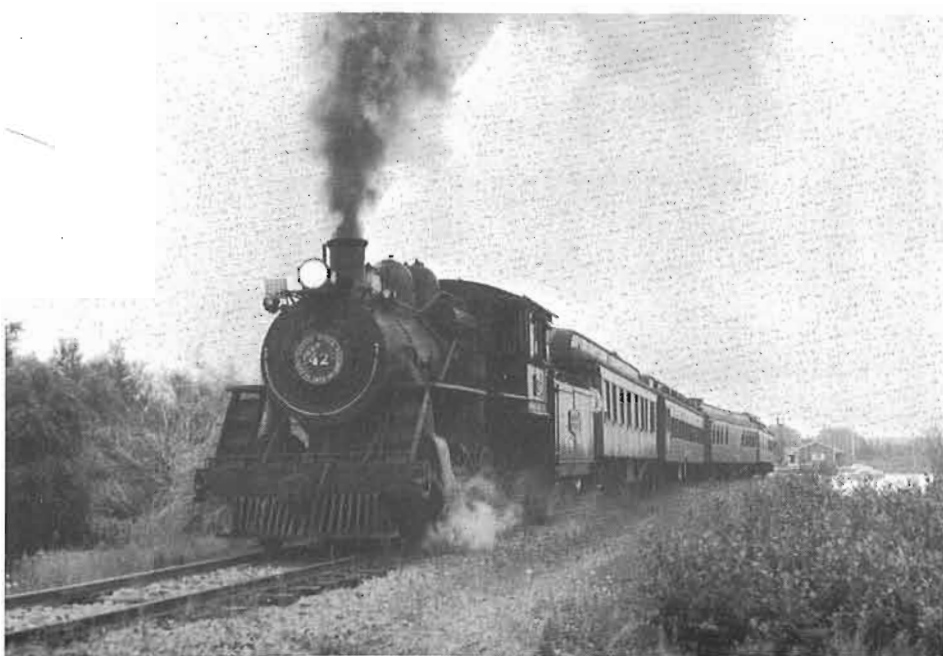
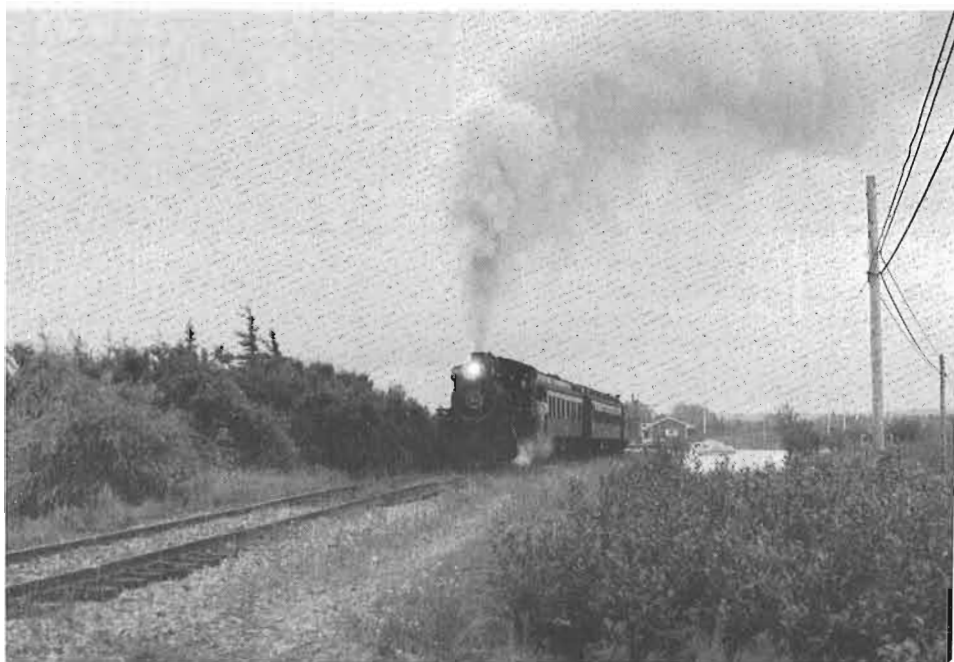
JUST HOW ACCURATE IS THE INFORMATION WE ACQUIRE? READ ON.

"The Connaught Tunnel at Rogers Pass on Canadian Pacific Railway.... is a double-track tunnel, operated electrically....". The underscoring is mine. No, it didn't appear in some pseudo-scientific journal, nor from some misinformed railfan. It is contained in the 1959 Edition (p.562 Vol. 22) of the Encyclopaedia Britannica!



OUR MEMBER, MR. BARRIE MCLEOD OF SYDNEY, N.S., BRINGS US UP to date on activities on Isle Royale. The Cape Breton Steam Ry. had the best season ever, however 1979 will see only one locomotive in operation, No. 42. The "Repton" No. 926 was to go back to Steamtown in November 1978 as her lease was up. Devco Railway purchased two MoPac cabooses, and Four new diesels have been ordered from GMD. Canadian National have received permission to close the station at Grand Narrows; Orangedale will be the only office left open between North Sydney/Sydney Mines and Port Hawkesbury on the trans-Cape Breton Island line.

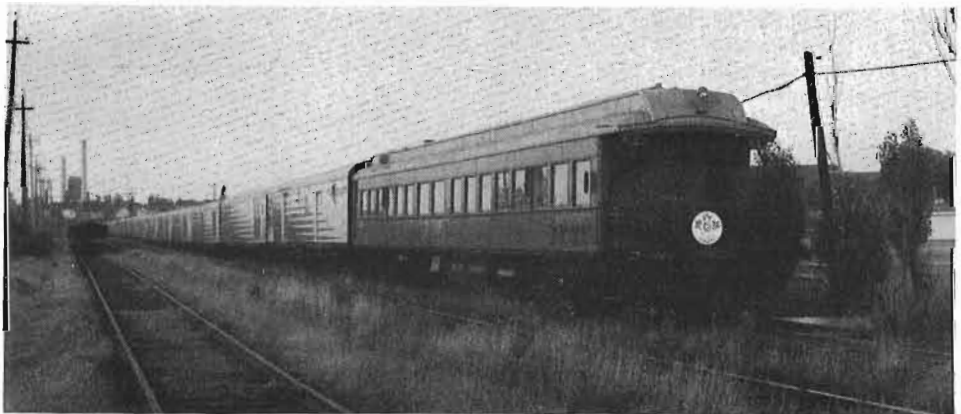




Barry MacLeod of Sydney sent along these three photos of C.B.S.Ry Locomotive # 42 at and departing from Port Morien Nova Scotia in August of 1978.



While the C.N.R. station at Iverness is still standing it serves as a Miners Museum. Photo courtesy Barry MacLeod.



Another interesting visitor to the Cape Breton region last August was the Discovery Train which is pictured here at Sidney, N.S.

THE COST OF TRANSPORTING NEWSPRINT BY RAIL FROM CANADIAN mills to U.S. publishers could increase in the future. Today's bigger presses are capable of using newsprint rolls larger than the standard 40-inch rolls. The larger sizes reduce the carrying capacity of each box car between 18% and 33%. The move in the U.S. to larger rolls would require an investment of \$18 million by CNR for an additional 500 box cars to handle present newsprint traffic.

(Editor and Publisher)

THE FEDERAL GOVERNMENT, PURSUANT TO THE RAILWAY ACT, HAS issued an Order (No. 14) prohibiting the abandonment of certain branch lines in Manitoba, Saskatchewan and Alberta until at least Jan. 1st, 2000. These amount to 412.9 miles on CP and 224.4 on CN.

(Canada Gazette)

THE U.S. FEDERAL GOVERNMENT IS TAKING A NEW LOOK AT THE subsidies it pays to keep rail lines going. Officials are convinced that some states have been wasting money on lines that will never turn a profit, and recently won congressional approval of a plan to shift the emphasis of the aid program from operating subsidies to one-shot rehabilitation grants. By rehabilitating branch lines that might ultimately be profitable, better service may be provided and additional traffic could be generated. Operating subsidies on the other hand, are never-ending and allow government to take a more active role in rail operations.

(Business Week)

YOU CAN'T PLEASE 'EM ALL DEPT. STEAM, DIESEL AND TRACTION all have their followers. Low people on the totem pole must be connected with Maintenance of Way and Structures. Regarding the Quebec Bridge article, a reader comments "that your last September 1978 issue has nothing of interest to Railroading". Perhaps he does not realize that, without the bridge, the National Transcontinental Railway would not have been completed, the Quebec Central could not operate from Sherbrooke to Quebec, nor could the present Montreal - St. Foy Rapido service exist.

No doubt bridges may be uninteresting to some, but without the Lethbridge Viaduct and the High Level Bridge in Edmonton, what would be the status of CP Rail's service in those areas? I suppose the reader has the same regard for Tunnels, but without the Connaught, Cascade, Moffatt and Raton Tunnels (to name a few) what would transcontinental service be like. Or, to come east, how would the through service between Montreal and Washington operate in and out of Penn Station.

OUR MEMBER, Mr. E.F. DOWNARD, REPORTS SEEING AN EASTWARD CP Rail freight train passing Dorval, Que. station, hauled by four GO Transit diesels. Likewise, GO Transit units have been hauling CP trains between Toronto and Windsor, as reported in the journals of our Divisions in Ontario. When you're short of power, you grab them wherever and whenever you can!

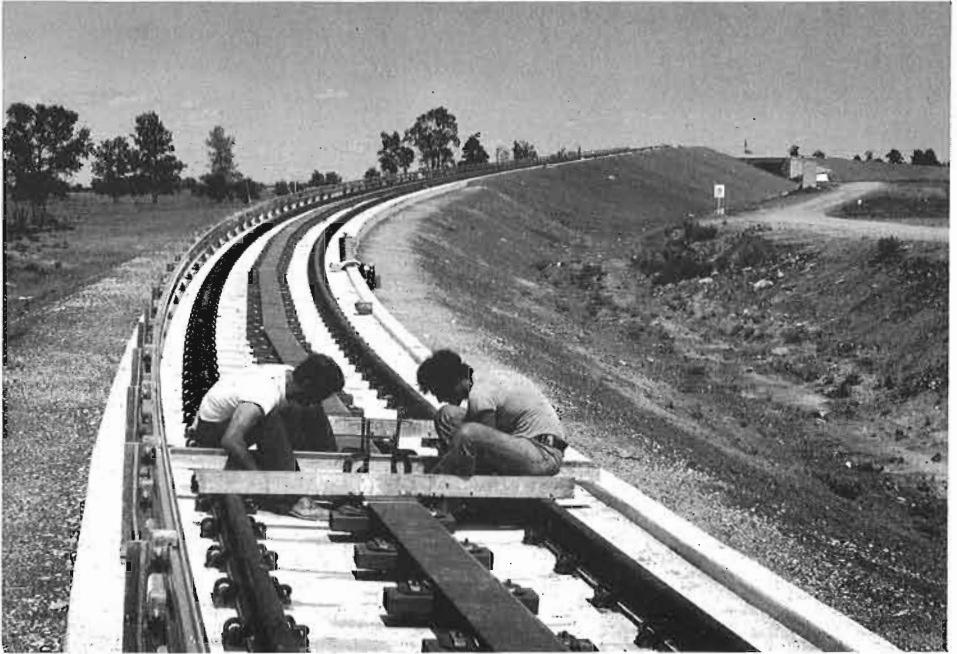


IN ITS "WAYBILLS" COLUMN OF SEPTEMBER 1974, CANADIAN RAIL carried an account of the driving of the last spike on the Grand Trunk Pacific on April 7, 1914. While there was some doubt as to the precise location of the event, Mr. V.A. Montaldi of Burns Lake, B.C., has passed on some additional information through our member Mr. R.F. Legget. Mr. Montaldi states: "You may be interested to know that the last spike on the GTP was driven about a quarter of a mile east of Fort Fraser, which is 56 miles east of here and 94 miles west of Prince George. Mr. Geoffrey Woodall, of Burns Lake, who worked for the GTP and the CN for many years, was present at the linking up of steel on the GTP and vouches for the date and place. On the 60th anniversary of the event, the CN stationed a freshly painted caboose in a siding at Fort Fraser, with several enlarged photos of the last spike ceremony displayed inside."

FOR THE THIRD YEAR IN A ROW, BANGOR AND AROOSTOOK RAN THEIR "turkey train" special over the system, giving out Christmas turkeys to employees and pensioners.

(The 470)

THE URBAN TRANSPORTATION DEVELOPMENT CORP. LTD. HAS OPENED Canada's first centre dedicated solely to the development of new urban transportation equipment and systems. The 480 acre site, 14 miles west of Kingston, Ont., included engineering, laboratory, office, maintenance and computer facilities... It also includes a 2,500 metre track on UTDC will develop and test its advanced technology intermediate capacity transit system.



UTDC's 2500 metre track for testing its advanced technology intermediate capacity transit system consists of a continuously re-inforced concrete pad on which running rails, power rail and LIM reaction rail are mounted. In this photo the LIM reaction rail is being installed. Photo courtesy Urban Transportation Development Corporation.



This is test vehicle # 1 on UTDC's test track at Millhaven, Ontario. Photo courtesy of Ted Wickson, Toronto.



A SCANT 70 MILES SOUTH OF VANCOUVER, B.C., ONE CAN JOURNEY BACK 30 years to when steam was plentiful on the Northern Pacific Railway, On Saturday, December 2, 1978 John Hoffmeister caught the Lake Whatcom Railway's annual Santa Claus excursion at Wickersham, Washington. Powered by the former Northern Pacific Railway L-9 class, 0-6-0, # 1070, (Manchester Works 1907 serial 41879), the special consisted of three NP steel coaches plus NP official car 'MADISON RIVER'. The Lake Whatcom Railway has since 1972 utilized the former Northern Pacific Bellingham branch between Park and Wickersham, a line made redundant by the BN merger of March 2, 1970. The line tastefully retains NP colors and heraldry and operates passenger service in the summer. Visitors heading across the border can reach this scenic line by taking interstate 5 south of Bellingham and then the Alger exit which takes you to Park, 9 miles further. No. 1070 was last used in 1958 when leased by the NP to the Simpson Timber Company at McCleary, Wn., after which she was purchased by owner Frank Culp.

John Hoffmeister

On May 28, 1949, Allan Toohey caught this C.N.R. oil electric No. 15840 and wooden trailer at New Glasgow N.S. ready to depart on a local run. It was in such similar service that our recent acquisition # 15767 spent the bulk of her years in various parts of the country. Photo from the CRHA Archives, E.A.Toohy Collection No. 49-294.



