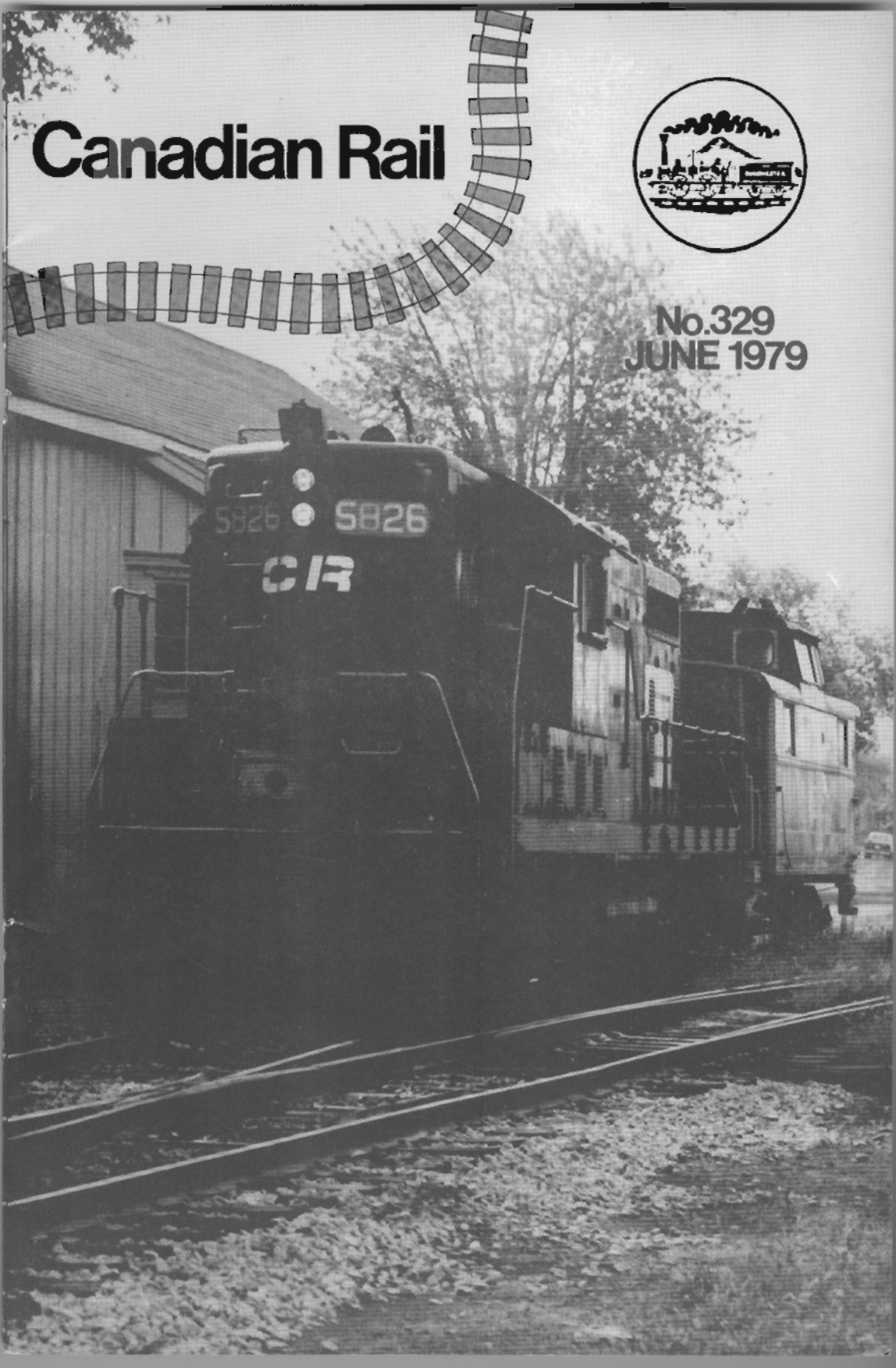
Canadian Rail

No.329
JUNE 1979




5626
CR

CANADIAN RAIL

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EDITOR: M. Peter Murphy
BUSINESS CAR: J. A. Beatty

OFFICIAL CARTOGRAPHER: William A. Germaniuk

LAYOUT: Michel Paulet

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

OTTAWA
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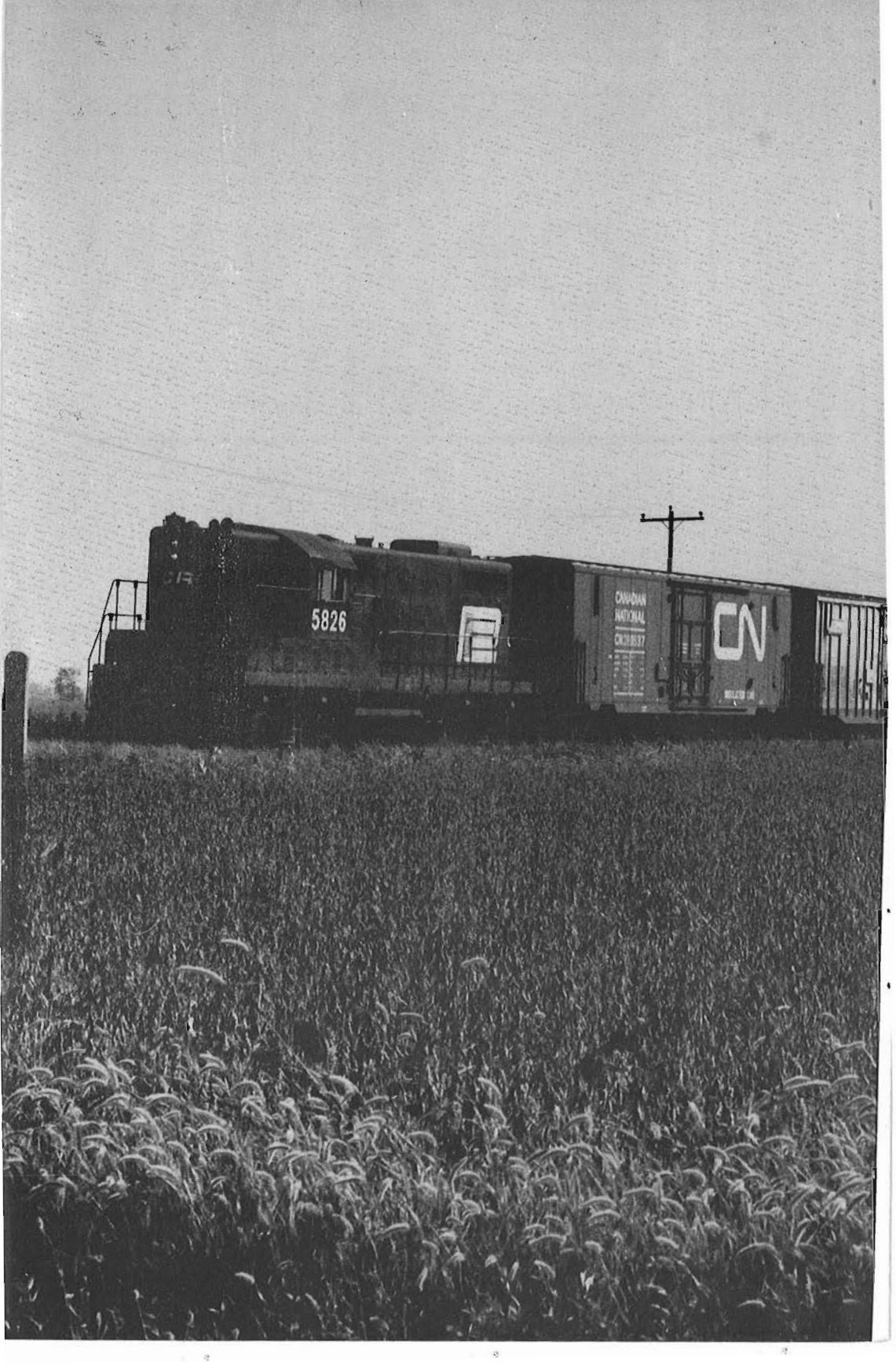
COVER:
It's 9 A.M. and yet another working day begins for the 'LEAMINGTON FLYER', as the crew prepares 5826 for her day's work. The locomotive and van tie-up at the Leamington Yard overnight. Photo courtesy of the Author.

OPPOSITE:
Step two in the day's work is to pick up the day's empty cars as required by HEINZ, these will be rattled down to the plant to be loaded, then returned via the same route. Photo courtesy of the Author.


5826
CANADIAN NATIONAL
CN

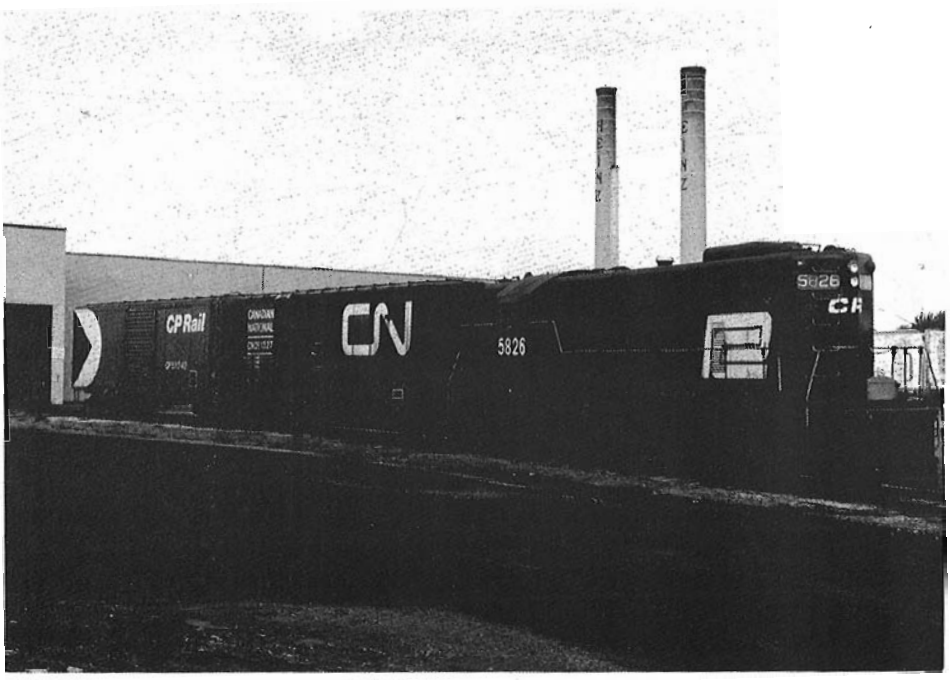
CONRAIL in CANADA

Amid a field of soybeans CONRAIL's 5826 heads North through Blytheswood, Ontario with a full load from Heinz. The date is August 1976 and Ken Gansel took the picture.

CONRAIL in CANADA PART 2

by Kenneth A.W.Gansel

All photographs by the Author
unless otherwise noted.



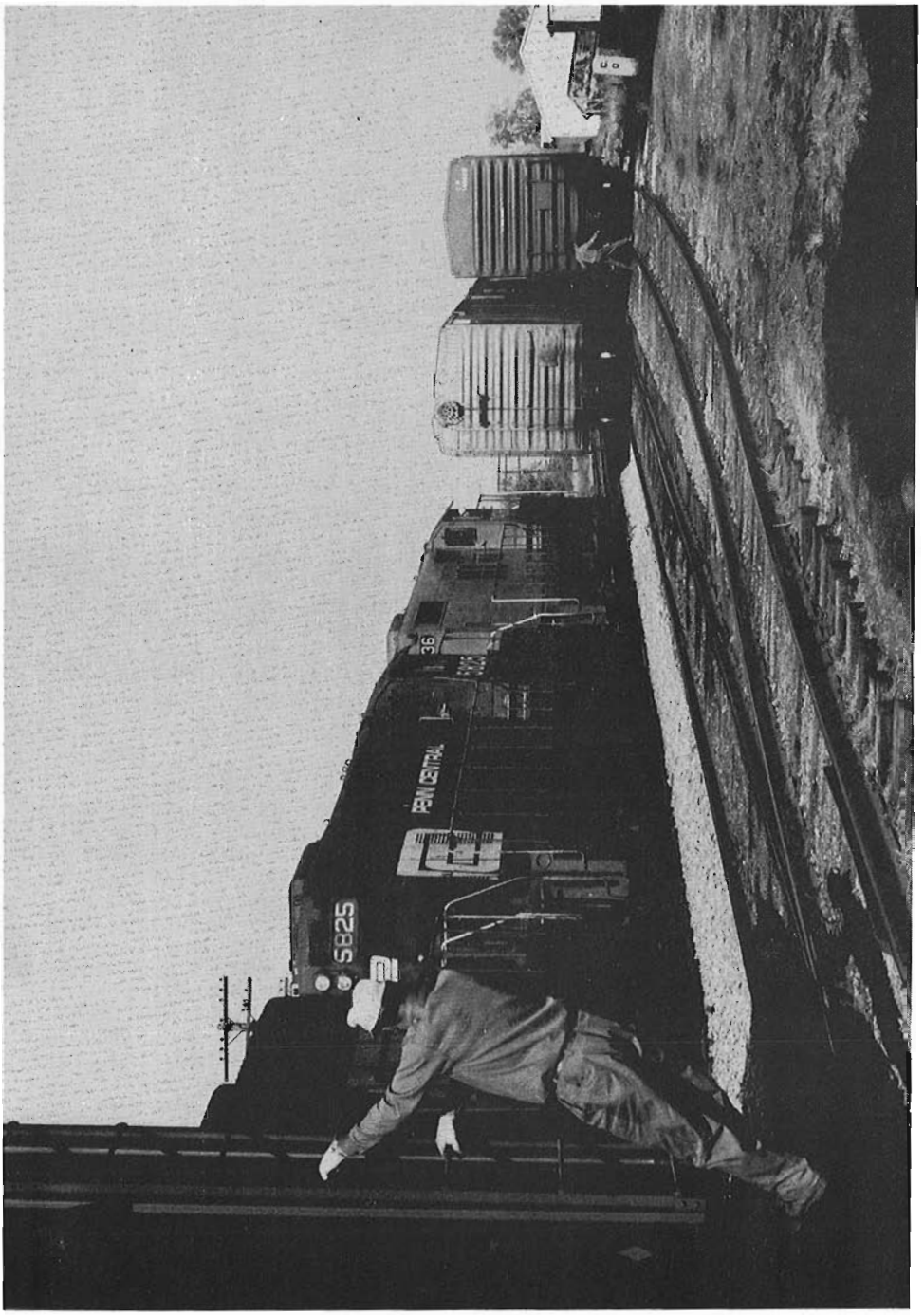
This is our old friend 5826 switching the Heinz plant in Leamington, Ontario. Photo courtesy of the Author.

BRANCH LINES

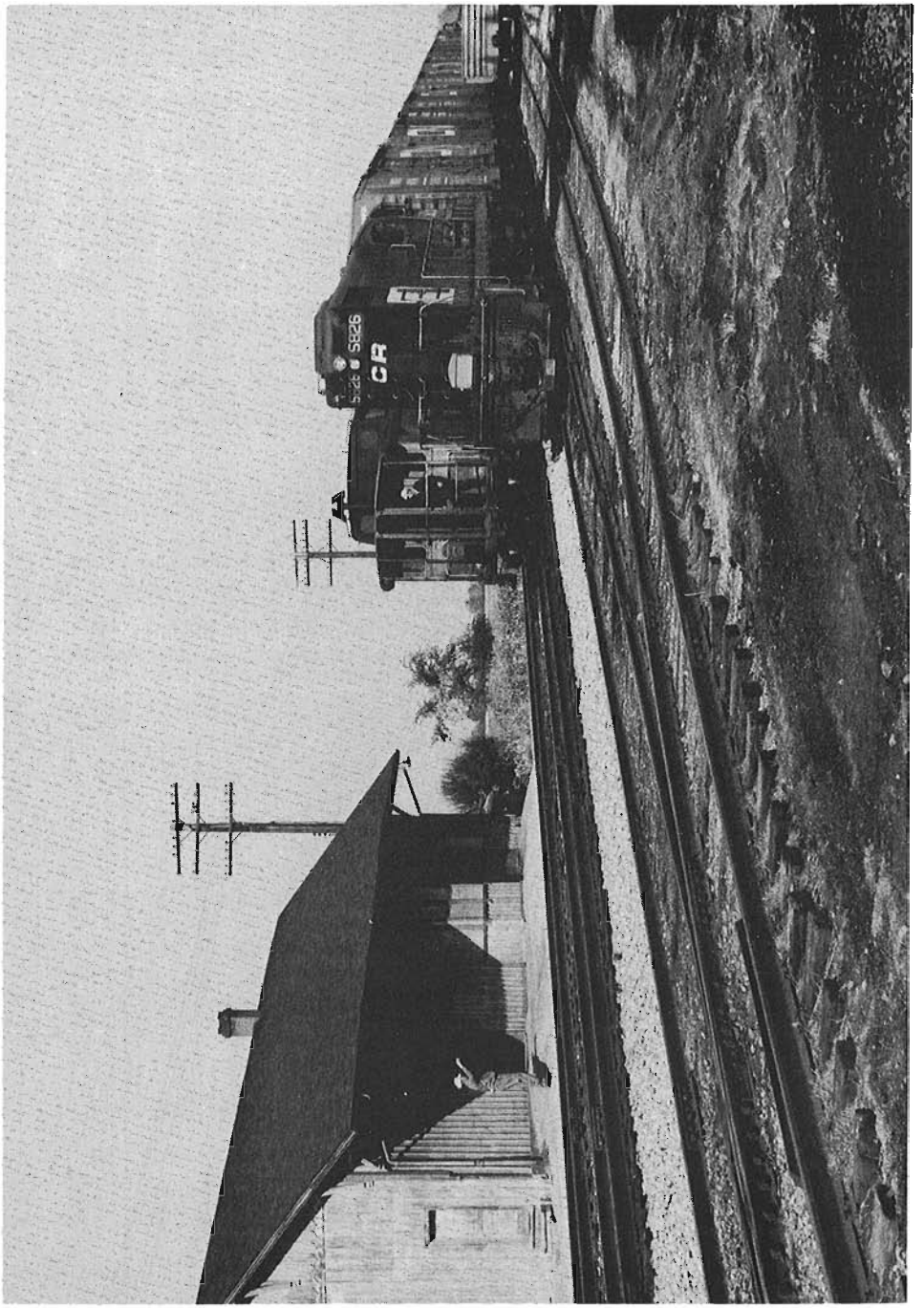
Amherstburg Branch from Essex to Amherstburg has not seen a train for a long time, the right of way is overgrown and the railway considers it out of service even though it appears in the employees timetable. The tracks into Amherstburg have been removed, but the station is still standing, now an art gallery and store. The CR can use the C & O tracks from Pelton to McGregor Jct. and CR tracks the one mile to McGregor if they have to get to the mill there. Amherstburg is also served by the Essex Terminal Railway, which runs one train in the afternoon to the quarry at Amherstburg. The ETR has an agreement to act as agent for Conrail and does carry some traffic to Amherstburg. It will not be long before the Amherstburg branch will vanish into history, although at one time it was the most important terminal of Canada Southern.

Fort Erie Branch was touched on briefly in the main line discussion, this is a single track branch of 5 miles from Welland (Brookfield CTC) to Fort Erie. The only train is the 1 TH & B passenger train mentioned before. Parts of the right of way have been overgrown including the trackage in front of the Fort Erie Station, which is located about 100 yards from the International Bridge. Inside the Fort Erie station is a relic of the past, a MCR TH & B NYC arrival and departure board which was still used to show the comings and goings of the 2 trains. The CR line ends just 50 feet from the end of the International Bridge, also known as the Victoria Railway Bridge, which links Fort Erie, Ontario with Black Rock, New York. The CNR and N&W freights use the bridge the most. Conrail freight service on the Fort Erie branch is on a required basis.

The Leamington Branch is my favorite branch of the Conrail in Canada, this is where the traffic is. It was well woth the time to spend two days covering this 14 miles of track from Leamington to Comber. The day starts around 9:30 when M. McIlwaine the Conrail agent arrives at the Leamington station. He calls up HEINZ to find out what cars are to be placed and what cars are required today. There are usually some 10 to 20 cars in the Leamington Yard and are called the'on hand'cars from which the HEINZ company can draw on. The HEINZ company is very particular as to the type of car used for each one of its products but their favorite car is a 40' or 50' temperature controlled car which has the "DF" feature. Also note that HEINZ will not use any CR cars but only CP and CN, this came about because Penn Central could not supply a car in good enough condition for HEINZ to use. Around 9:30 the first members of the crew arrive, Albert Balestrini, the engineer, gets his engine ready. One problem is the sanders which seem to have excessive amounts of moisture in them, and must be blown out every morning. By 9:30 Robert Caldwell, the conductor, and trainmen arrive and the "LEAMINGTON FLYER" is ready to go to work. Between 9:30 and 12:00 the train will spend all its time switching in the HEINZ Plant, which is off limits to railfans. However, the trackage leading down to Lake Erie which is used for car storage is accessible. Here The Runaround Track is where the crew assembles cars from the storage track and puts together the days requirements for HEINZ. Around 12:00 the train will cross Erie Blvd. in the middle of Noon day traffic and return to the station for lunch.



CONRAIL, Comber, Ontario, switching cars from WX-2 to the Leamington Local.



Switching completed WX-2's van clatters past the local headed up by 5826, this photo was taken by the Author in September 1976.

Unless there has been a delay at HEINZ the train will be ready to start for Comber, some 14 miles away to the north, by 13:30.

The train is known to the local population as the "Leamington Flyer" but not because of its speed of (10 mph) which is the maximum for the Leamington Branch. The dispatcher refers to this train as the Leamington Local when he calls it on the radio and the Conrail freight timetable calls it LC-2 going north and CL-1 going south, what class. After leaving the station at Leamington the train crosses over the C&C diamond and heads north in that typical Canada Southern tradition. The country side is flat as it passes through farm country which produces tomatoes, hot peppers, lettuce and soya beans which are of course sold to HEINZ. There are also large apple orchards, the apples being used to make apple-vinegar, the whole town of Leamington smells of vinegar and ketchup. One point to note is that just about every bottle of ketchup sold in Canada by HEINZ will travel over this 14 miles of branch line on its way to tables across the country.

Think of that, when you see one diesel engine and 20 cars moving by at 10 mph. Comber is reached by 15:10 and most of the time WX-2 is waiting for our arrival. WX-2 is the Windsor turn on its way back to St. Thomas and it can not pass Comber until it has made the connection with the Leamington Flyer. WX-2 will take the cars from Comber to St. Thomas and CL-1 (Leamington Flyer) will return to Leamington with the cars which left at Comber in the morning by XW-1. The switching at Comber between the two trains is completed in about 1 hour or so. The crew of

This is the sign that graces all the stations along the CASO line, this particular shot was taken at Hagersville, Ontario

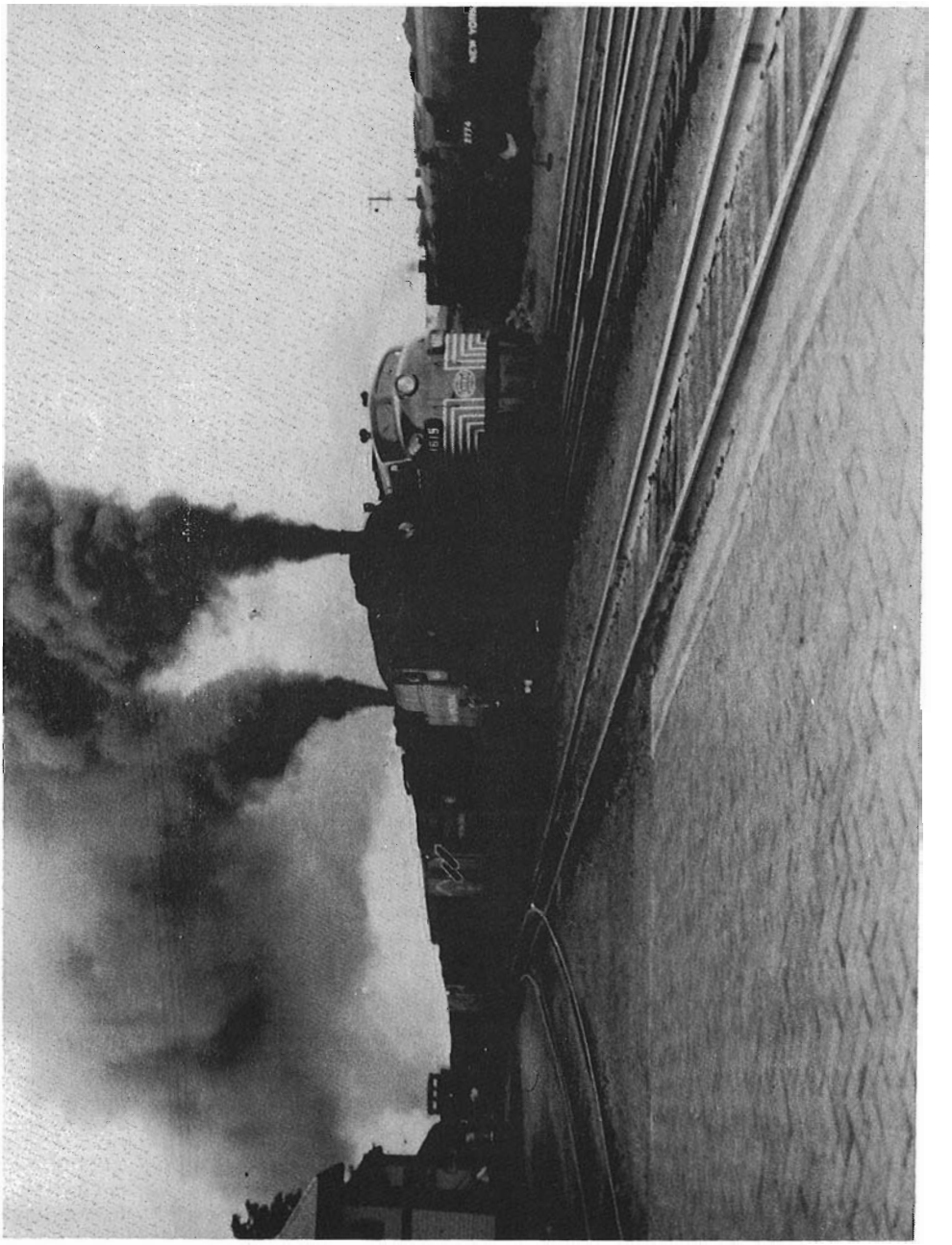
the Leamington Flyer takes a 10 minute break in the afternoon for coffee in the Comber Station before heading out to Leamington. The Comber station is one of the classic old stations still standing on the line, Jimmy Small, the carman, has an office in the station. He is responsible to see that all the HEINZ cars are in good shape. 16:30 time to return to Leamington 14 miles and 1 hour and 40 minutes later we are back at that destination. Unless HEINZ has a "night switch" that is it for the day.

There are good photo locations at every concession road which crosses the tracks, but the activities at Comber with the two trains is the highlight of the branch, in fact this is the only daylight operation on CR which is easy to chase and photograph. One could never keep up with XW-1 or WX-2 they move at 60 mph and the Montrose/Fort Erie train runs at 45 degree angles to every road. So this is it for daylight on Conrail, only on the Leamington Branch with the Flyer. I should also point out that the C&O runs through Leamington on its own tracks every evening except Sunday around 20:00 (this is a local) the through freight goes by at 04:00 and it is so long that it wakes up the whole town.

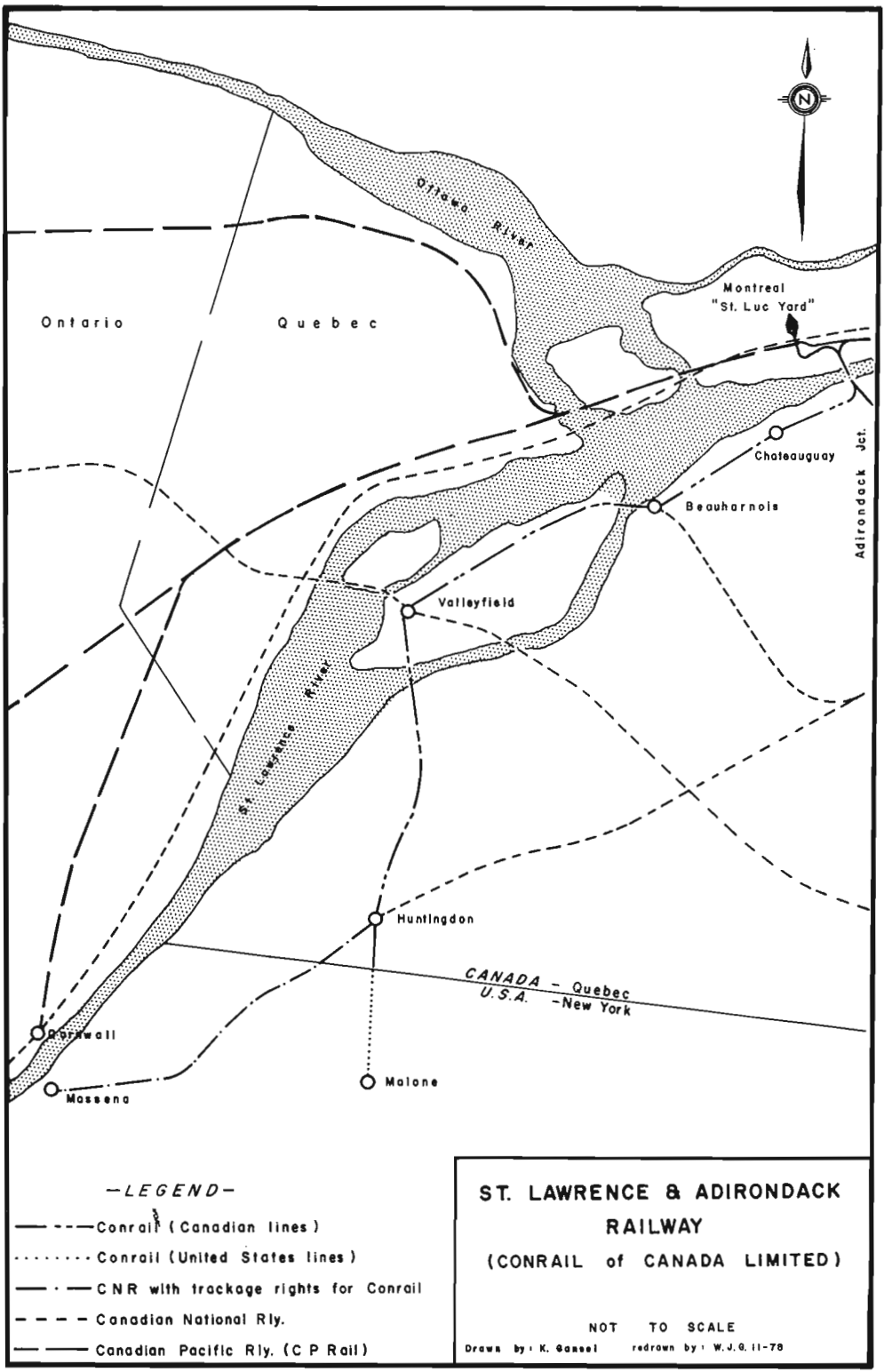
THE ST. LAWRENCE and ADIRONDAK Ry.

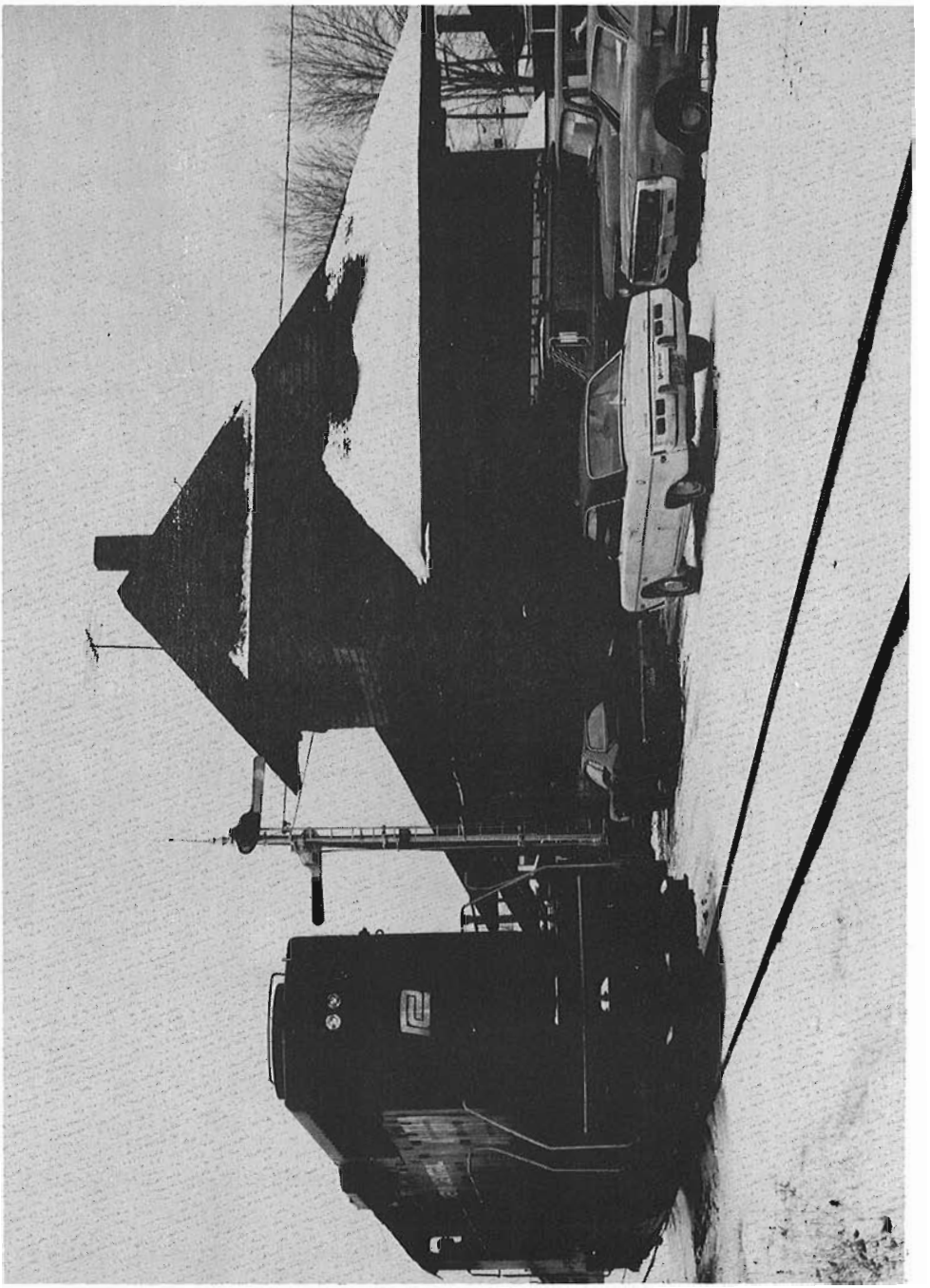
You will not find the St. Lawrence and Adirondack in the Official Guide, yet it is still a company, its property leased to Conrail through the lease which was held by the New York Central. The line which is 56 miles long is known as the Montreal Branch in the Northeastern Region timetable. The starting point being Malone, New York (on the Malone Secondary Track). At one time this line connected with the line to Lake Placid at Lake Clear Junction, it is now abandoned. At Adirondack Junction the Conrail freights use the CPR tracks to cross the St. Lawrence River and enter CP's St. Luc Yard in Montreal, which is one of the largest yards in Canada. However, since Malone is a dead end, the Conrail trains from the United States travel up from Syracuse to Watertown and on to Massena, New York on what is known as the Massena sub-division for the 38 miles from Massena to Huntington, Quebec. At Huntington regaining the rails of Conrail for the remainder of the 45 miles to Adirondack Junction.

Huntington, Quebec is an open order office between 14:00 and 22:00 daily and Beauharnois is open 07:00 to 19:00 daily except Sunday. These stations are open to cover the operation of the only through freights VM-11 Northbound and MV-12 Southbound. VM-11 departs from Massena at 13:30 and should be in Huntington by 15:00 or so and with any luck the CN Freight (#436) will be waiting at Huntington for VM-11 to clear for its run down to Massena. VM-11 will arrive in St. Luc yard around 23:30, the reason for this long time to cover the 46 miles is because there is a 10 mph slow order out from Huntington to Beauharnois, in addition there is switching of cars at Beauharnois required.



On September 6, 1948 the Late Allan Toohey photographed this doubleheaded NYC freight arriving at Malone N.Y. on its run from Montreal. Conrail today operates this route on a lease which has survived several corporate changes down through the years. Photo from the CRHA Archives, E.A.Toohey collection, No. 48-559


Ottawa River
Ontario
Quebec
Montreal
"St. Luc Yard"
Chateauguay
Beauharnois
Adirondack Jct.
Valleyfield
St. Lawrence River
Huntingdon
CANADA - Quebec
U.S.A. - New York
Cornwall
Massena
Malone
-LEGEND-
Conrail (Canadian lines)
Conrail (United States lines)
CNR with trackage rights for Conrail
Canadian National Rly.
Canadian Pacific Rly. (C P Rail)
ST. LAWRENCE & ADIRONDACK RAILWAY
(CONRAIL of CANADA LIMITED)
NOT TO SCALE
Drawn by: K. Gassel redrawn by: W.J.G. 11-78



In November, 1976 Ken Gansel photographed 7864, the local switcher at Beauharnois, Quebec.

Rev. 7-15-76 (712)

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS (J)	Distance from *	Siding Direction N – North E – East S – South W – West B – Both & Length in feet	Note
				* Distance from Detroit Third Street	↓		
				CP HUMP	189.3		
				NILES (Benton Secondary) (South Bend Secondary)	192.0		
				CP 192	192.2		
				BUCHANAN	198.5		
				GALIEN	206.0		
				CP THREE OAKS	211.8	B 9000	2
				CP 213	213.7		
				MICHIGAN - INDIANA STATE LINE	222.7		
X				CP 226 R-Drawbridge	226.2	B 11000	2
				MC YARD	227.4	B 5250	4
X	X	X✱		DRAWBRIDGE (S)	228.5		
X				MICHIGAN CITY (Monon Ry Crsg)	228.9		
X				10th ST. R-Drawbridge (CSS&SB RR Crossing)	229.8		
				DIVISION POST (Chicago Div., West. Reg.)	240.6		
X	X	XC✱		*PO*	*240.7*	*B 1650*	4
				CHICAGO	*281.0*		

The direction from Suspension Bridge to PO is Westward.

Note 1. Rule 221(A), Penn Central Rules for Conducting Transportation, in effect for westward trains.

Note 2. Controlled siding.

Note 3. The distance from mileage SB 2 to mileage 0.0 is 3,630 feet.

Note 4. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed by Rule 221(A).

Note 5. Located in Dispatcher's office, Detroit Passenger Station.
Not a block station. No Train Order Signal in service.

AMHERSTBURG BRANCH
(CANADA DIVISION)

				* Distance from Essex	↓		
				ESSEX (Main Line)	* 0.0		
				MAC (C&O conn.)	7.4		
				McGREGOR	7.9		
				QUARRIES (E. T. Ry Crossing)	14.2		
				AMHERSTBURG	16.9		

The direction from Essex to Amherstburg is Westward.

LEAMINGTON BRANCH
(CANADA DIVISION)

				* Distance from Comber	↓		
				COMBER (Main Line)	* 0.0		
				STAPLES	5.4		
				BLYTHESWOOD	8.8		
X				C&O Crossing R-C&O Train Dispatcher (C&O Ry Crossing)	13.4		
				LEAMINGTON	13.8		
				END OF TRACK	15.3		

The direction from Comber to Leamington is Southward.

Rev. 7-15-76 (712)

FORT ERIE BRANCH
(CANADA DIVISION)

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS (J)	Distance from *	Siding Direction N – North E – East S – South W – West B – Both & Length in feet	Note
				* Distance from Buffalo	↓		
				BUFFALO (Buffalo Division) (Northeastern Region)			
				BLACK ROCK	*7.0*		
				U.S.A. - CANADA BOUNDARY Via CN By International Bridge	*7.5*		
X				*BI*	*7.9*		
				DIVISION POST (Canada Div.)	7.9		
				FORT ERIE	7.9		
				* Distance from Fort Erie	↓		
X				CP PETTIT	2.7		
				STEVENSVILLE	7.2		
				KAOBLE	11.5		
				GREEN	12.6		
X				CP BROOKFIELD (Main Line) (CN Ry Conn.)	13.7		

The direction from Fort Erie to CP Brookfield is Westward.

TOLEDO BRANCH
(DETROIT DIVISION)

				* Distance from Detroit Third St.	↓		
X	X	X◆		WEST DETROIT S (Main Line) (Mackinaw Branch) (N&W Crossing)	2.9		4
XO				CP WATERMAN AVE. R-West Detroit	3.7		
X	X	◆		DELRAY (C&O, N&W, Union Belt Ry Crsgs)	5.3		
X	X	X◆		BRIDGE S	6.1		4
X				CP YD R-Bridge (Junction Yards Branch)	6.5		
				VISGER	7.5		
X				CP MILL (DT&I Ry Conn.) R-Bridge	9.3		
				WYANDOTTE	11.7	N 4800 - S 5150	
				SIBLEY	14.0		
X	X	XC✱		FN S (DT&I & D&TSL Ry Crossings)	15.5		
				TRENTON	15.8	N 4400 - S 4700	
				GIBRALTAR	19.3		2
				CALGON	22.0		2
				ROCKWOOD	22.2		1
				ROCKWOOD	23.3	N 4250 / N 2250	2
				RO	23.9		2
				NEWPORT	28.0		1
		X		SC	32.5		1,3
		X		SANDY R-FN	32.7	N 6300	2,3
				WARNER YARD	34.0	S 5150	1
				MONROE	35.2		1
				MONROE	35.4		2
				QUARRY	36.3		1
X				CP DUNBAR R-FN	36.6		2
X				CP LaSALLE R-FN	40.2	S 4000	
				VIENNA	46.4	S 4000	
				DIVISION POST (Toledo Division) (Western Region)	*47.3*		
				VIENNA JCT.	*47.9*		
				MICHIGAN - OHIO STATE LINE	*49.3*		
X	X	X◆		*ALEXIS* (Ann Arbor & C&O Crsng)	*50.4*		4

The direction from West Detroit to Alexis is Southward.

Note 1. Station on No. 1 track, only.
Note 2. Station on No. 2 track, only.
Note 3. Not a train order office.
Note 4. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed by Rule 221(A).


8030
8030
8030

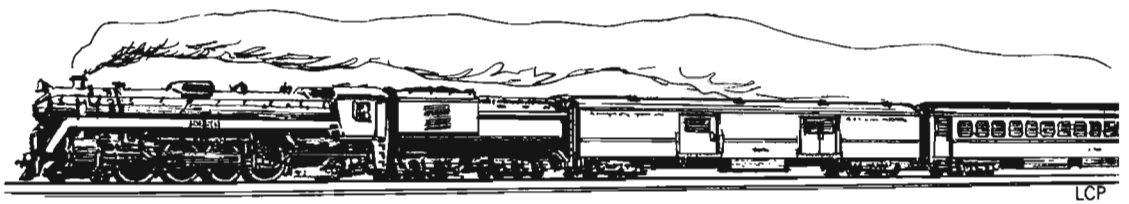
Ken Goslett snapped this Penn Central power at Kanawaki, P.Q. in 1973. The speed limit on this portion of the St. Lawrence and Adirondak Ry. is restricted and on one section between Huntingdon and Beauharnois is as low as 10 MPH.

VM-11 orginates at Selkirk, New York, same is true of MV-12 which terminates there also, MV-12, the return train to the U.S., departs St. Luc Yard around 13:00 it also stops at Beauharnois to pick up cars and will meet VM-11 either at Beauharnois, Valleyfield or Huntington depending on who is on time, check with the agents at Huntington or Beauharnois as to the progress of these trains.

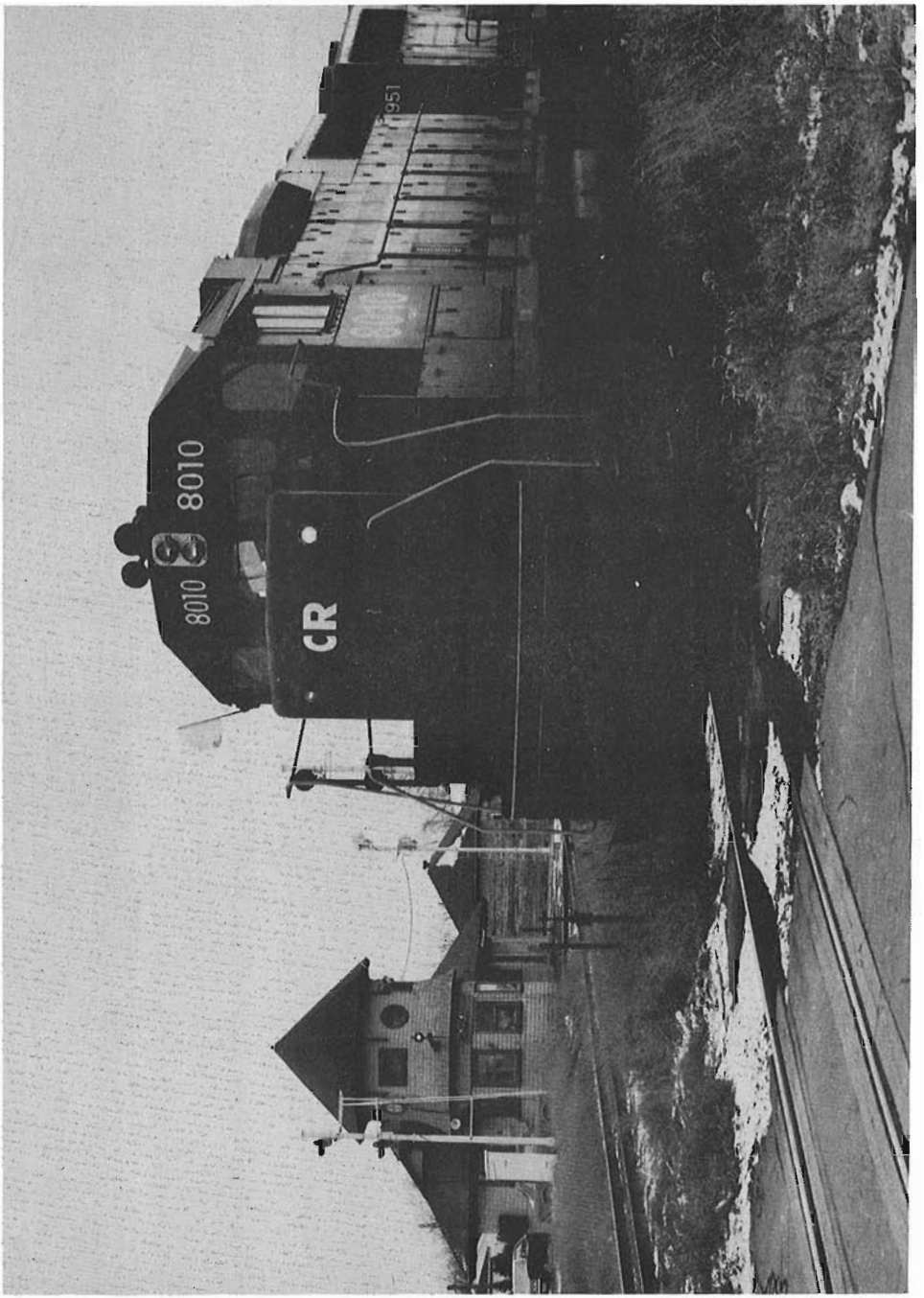
The other point of interest which only a few people know about, is the Beauharnois Switcher which is also known as Conrail train No. 163. At one time this train originated at Malone and ran to Beauharnois, but because the switcher has about 10 hours of switching in Beauharnois, its return to Malone would have been in violation of crew hours of service law in the United States. For this reason the engine stays at Beauharnois and the crew takes a taxi back the 40 miles to Malone. By now you probably wonder what goes on in Beauharnois to require a switcher for 10 hours. There are 5 companies which produce additives for steel and aluminum making and a plant which produces Chlorine and a large paper mill and these firms produce around 50 carloads a day which is the mainstay of VM-11 and MV-12. There are still signs of the original owners of this line (NYC) such as the cast iron station signs at Beauharnois, and the design of both Huntington and Beauharnois stations. The Beauharnois switcher goes to work about 11:00 just after the arrival of the CNR freight which drops of cars on the Beauharnois interchange track around 10:00. The CNR freight (#435) return from Massena at 08:00 and passes through Huntington around 10:00 or so.

That just about sums up Conrail's operations in Canada. One last item is that Beauharnois has a railway radio on frequency 160.800 mhz and 161.070 mhz the freights are on 160.800.

Now that information I promised on maps. Three maps cover the Canada Southern, they are available from Map Unit, Record Services Office, Ministry of Transport and Communications, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8. Ask for the following: "Coloured County Maps 1:250,000" Combined Counties of Essex, Kent Lambton, 60¢ - Combined Counties of Brant, Elgin, Middlesex, Norfold, Oxford, 60¢ - Combined Counties of York, Peel, Halton, Hamilton-Wentworth, Niagara, 60¢. If an Ontario resident add 7% sales tax, make cheques or money orders to the Treasurer of Ontario, payable in Canadian funds. These maps are excellent as they show all rail lines and all roads paved and dirt, easy to read too. As to maps for the St. Lawrence and Adirondack, the only ones available are Canadian Topographical maps of a scale of 1:250,000 order from Canada Map Office, 615 Booth St., Ottawa, Canada K1A 0E9. Order # 31B Ogdensburg, #31G Ottawa, #31H Montreal, they cost $1.50 each, make cheque or money order



LCP



With the CONRAIL Huntingdon Station in the background train VM-11 arrives from Selkirk, N.Y. via the CN line from Messana. The date was November 12, 1976, Ken Gansel was the photographer.

Radio Information (source: Canadian Railway Radio Guide)

CONRAIL (Canada Southern Ry)

161.070 Dispatcher and train to train. (HQ base at St. Thomas)
161.130 Yard at Welland & Montrose
160.800 Montrose Yd to contact trains in US

Repeater transmitter locations: Essex, Fargo, Fort Erie, Hagersville, Windham, Welland, Windsor, Niagara Falls

CONRAIL (Adirondack & St. Lawrence Ry)

160.080 Beauharnois station to trains, train to train
161.070 Beauharnois station

Other railways close to the Conrail line for those interested

Toronto Hamilton & Buffalow

160.845 Maint of Way, Ch. 3
161.265 Yard ch. 1
161.505 Dispatch EE, Ch. 2
160.995 Brantford, Ontario for Lake Erie and Northern Ry. (CPR)

Chesapeake and Ohio Railway

160.410 Train to Train at stations Chatham, St. Thomas, Windsor
160.575 Yard, EE also at stations Chatham, St. Thomas, Windsor

Essex Terminal Railway

160.905

Canadian National Railways

161.415 EE (all canada)
161.205 Dispch. TW1
160.935 Dispch. TW2
160.665 Car Control CC3
160.785 Maint of Way MW1 (Track line-ups broadcast at 07:20 & 12:50 for all sub-divisions in Southern Ontario)

Canadian Pacific Railway (Windsor & area)

160.410
160.845 Yard
161.265 Yard
161.355 Yard
161.475 Dispch. Train to Train.

One Van Horne Street North

The RAILWAY MUSEUM at CRANBROOK

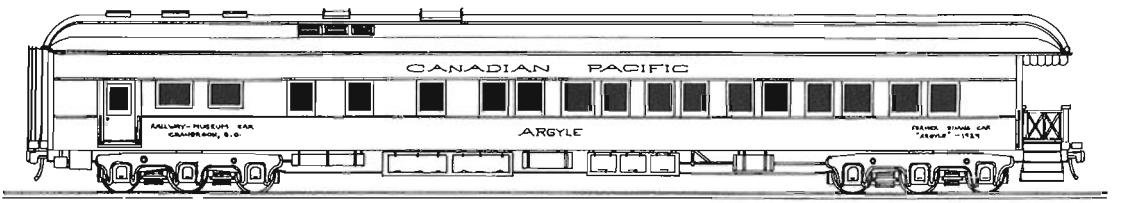
by Garry W.Anderson

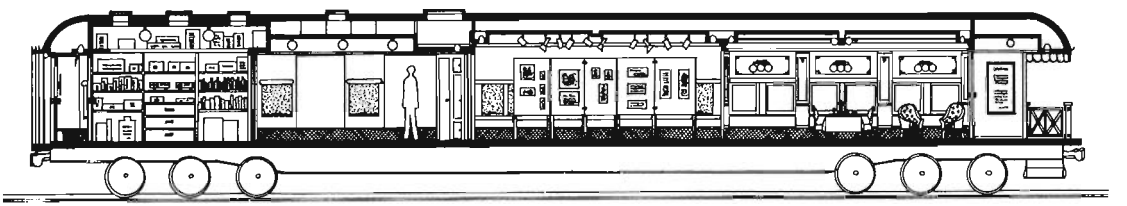
A valuable piece of Canadian Railway heritage has been rescued and preserved for posterity. The former CPR dining-car "Argyle" now rests comfortably and securely in the new Railway Museum at Cranbrook, British Columbia.

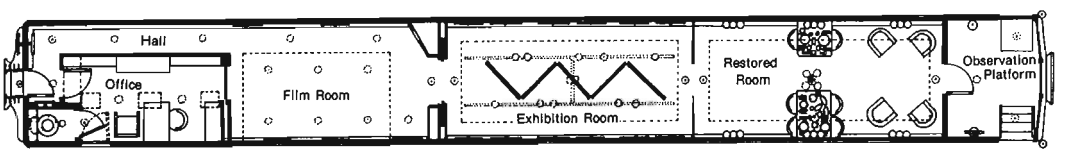
Built in 1929 by the National Steel Car Co. of Hamilton, Ontario, the "Argyle" was one of 15 "A"-class heavyweight dining cars ordered by the CPR in 1929 and named after British castles. Eight more dining cars of this type were constructed in 1931, making a total of 23 cars.

Outfitted in the CPR's "Angus Shops" in Montreal, the Argyle was ready for its inaugural run in the deluxe "Trans-Canada Limited" in May of 1929 in a consist of brand-new coaches specially built for that train.

The Trans-Canada Limited was a 'sleeping-car only' transcontinental train which typified the great luxury that people could travel in, but during the Great Depression the service was discontinued. The dining cars were then used all over the system including the Kettle Valley line. Other famous trains to have these cars in consist were the "Dominion".







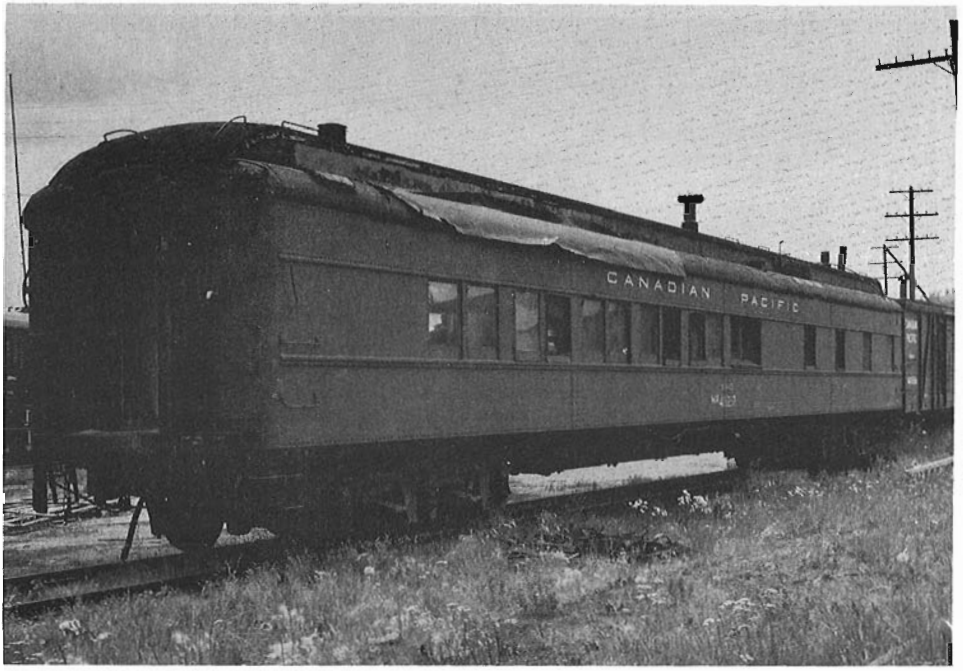
PLAN

In 1955, the all-new stainless-steel cars of the "Canadian" entered service, and spelled the beginning of the end for many heavyweights. The Argyle continued on in regular passenger service until 1959, but was then withdrawn and converted into a "cook-car" for gang-construction service. It remained in this capacity until 1976 when it was retired altogether from active service and put up for either sale or scrapping.

The 94-ton coach was purchased by the Cranbrook Archives, Museum and Landmark Foundation in May of 1977, and the next 13 months were spent in restoration and site preparation. However, a startling discovery completely changed the original design proposal to convert the car to an exhibition area. Garry Anderson, the designer and supervisor of restoration found the most lavish inlaid black-walnut panelling after conducting research into the car's history and specifications. Apparently, all the walls and trim had been painted over upon the conversion to work-train service in an attempt to brighten the interior and make it more maintenance-free. In some places there were up to 7 layers of different colours of paint which were removed to reveal the intricate marquetry and burled patterns. Needless to say, with the change in design, there were also changes in costs - the original budget of $27,000 zoomed to $91,000!

Work began on June 2/78, and while the site was being prepared and fenced, the Argyle was discreetly placed on an unused spur nearby where workers laboured for 3½ months. On the interior, all panelling and the 66 windows had to be carefully removed for restoration at a workshop. All the ceilings and lateral partitions were also removed. On the exterior, new clerestory roofing was required as the original was nearly completely rotted away; the traditional tar & canvas method was used to restore the roof. The exterior walls had to be severely brushed and then sanded to prepare for the final coat of traditional "Tuscan-Red" enamel. This required weeks of work as there was much peeling and gouging of the old layers of paint, and in some places spilled tar had embedded itself right down to the base layer. Stencils were made from the old lettering under the many layers of paint. By making rubbings over these barely distinguishable letter outlines, the stencils were obtained and gave the exact size and shape of the original "extended Roman" script for the names "Argyle" and "Canadian Pacific". The trucks were all steam-cleaned and brushed prior to being sprayed with rust-preventive paint, and then all exterior (mahogany-sashed) windows were re-installed and sealed after their restoration in order to make the coach weather-tight for interior work to proceed. Then, on September 27/78, the Argyle was moved to its final resting place inside the 10'-high fenced enclosure in downtown Cranbrook, just a few feet off the CPR main tracks. The proximity of the site spur to the main tracks made the location of the Argyle considerably easier without having to lift it into position.

As soon as the coach was on site, work began on the interior. The first thing to do was to add more insulation to the walls and ceilings and then install vapour barriers.



This is Canadian Pacific Service # 411257 as delivered to the Archives Museum in Cranbrook, B.C. in June of 1977. In addition to being in poor condition note the mullion removal to permit some windows to slide sideways.

If you think the exterior of the car requires work, this was the scene inside. The refuse on the floor is what was left after the removal of the lateral partitions that were required for service as a boarding car.

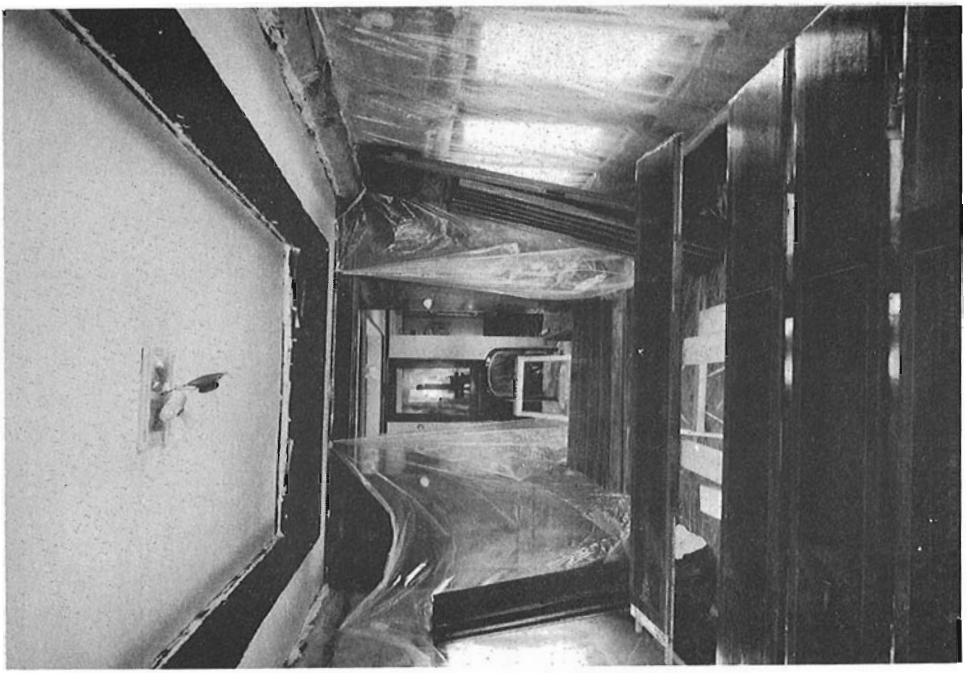
Electric service was installed at the same time so that electric baseboard heaters could maintain the temperature inside at a comfortable working level and to allow drying for the drywalling, etc. The Argyle was completely re-wired for the new lighting, heating and air-conditioning systems that were to be installed to maintain environmental (humidity) control to protect the panelling. The entire floor under the former pantry and galley areas was found to be in poor shape due to water seepage from the sinks etc., so it was completely removed right down to the girder supports. A new floor was built up to be level to the existing floor in the dining area and was insulated as was the original. The air-conditioning unit (2-ton capacity) was bolted to the undercarriage of the coach and a vent brought up through one of the centre cabinets to connect to the old air-conditioning vents in the ceiling; centre ceiling fans were then attached to assist the flow of cool air during the hot summer season. During the winter the coach is heated from banks of baseboard heaters attached behind the old heater grills. All in all, the new environmental control equipment was carefully inserted and hidden from view in the coach; it is this equipment that should maintain the panelling indefinitely.

The interior (walnut-sashed) windows, the trim, and all the panelling were transferred to a rented workshop space where they were restored between September 1977 and April 1978. The total number of pieces restored during stage I is approximately 550, with stage II having close to 200 additional pieces of panelling. Once the final varnishes had dried, all pieces were returned to the Argyle for re-mounting. The interior windows were sealed-in and then the panelling fit together like a jigsaw puzzle, each piece carefully fitting into the next in the same manner as it had been removed.

Stage I of the restoration involved the hallway panelling and one half of the dining-room panelling. The other half of the dining-room was walled-in for the summer exhibition of 1978 and became the "exhibition-room" where items could be displayed wherever on the wall and illuminated by a large track-lighting system. Stage II (now in progress) involves the restoration of the second half of this dining-room panelling in order to provide a "Tea-room" activity of a museum standard. Thus the entire dining area will be restored.

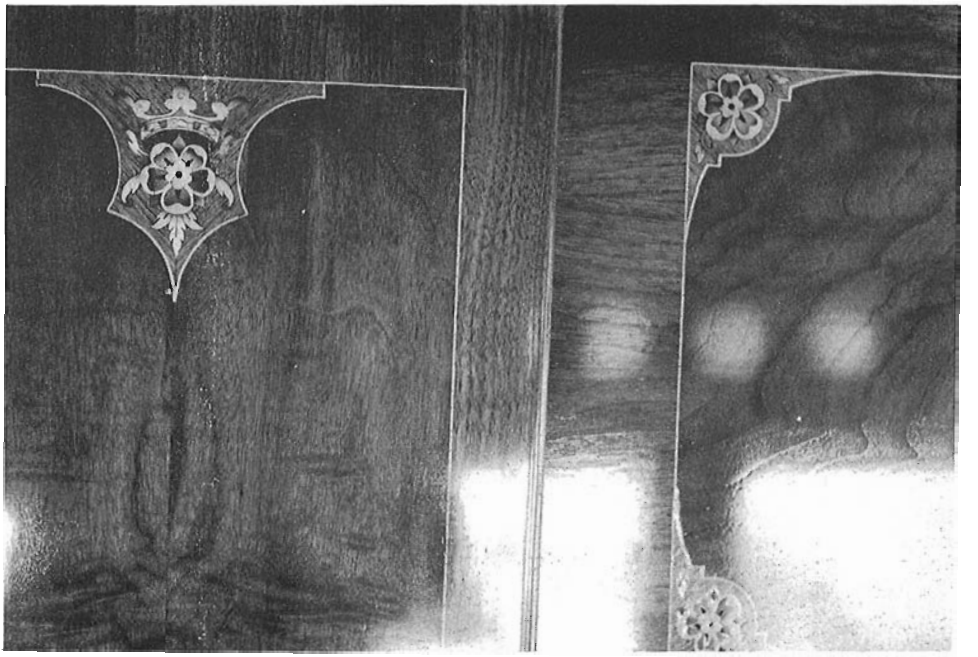
As all partitions has been cut away after 1959, there were no walls designating the galley or pantry when the coach was purchased. The galley area was walled-in to provide an office, but the pantry walls were not reconstructed so as to provide a larger room the width of the coach that could be used for meetings of the Foundation and as a small theater. Original silk-embroidered window blinds were restored for this room in order to control exterior lighting.

The outstanding feature of the restored dining area is certainly the six dining tables displaying original CPR silverware, glassware and china - now totalling 114 pieces! All pieces are badged with the CPR initials, and are most appropriately surrounded by the panelling that they were originally surrounded by in 1929. The whole room typifies the great luxury that well-to-do travellers could look forward to when on board, dining as the countryside slipped by.



The ceiling has been painted and several panels rest in the foreground after being freshly varnished.

The dining area has been completely restored and the table is set with origional CPR silverware, glassware and china. This photo was taken in December 1978 by the Author.

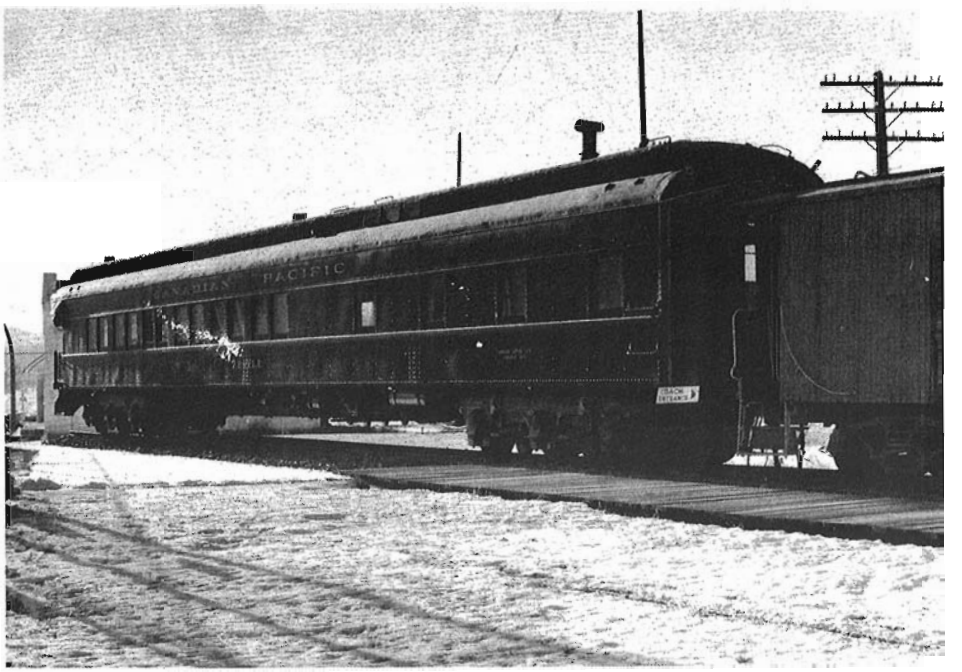


This is a close-up of the various inlaid patterns in the black walnut panelling of the origional dining area. The pattern at left is supposedly the 'English Royal Rose and Crown', while that at the right is that of a single rose.

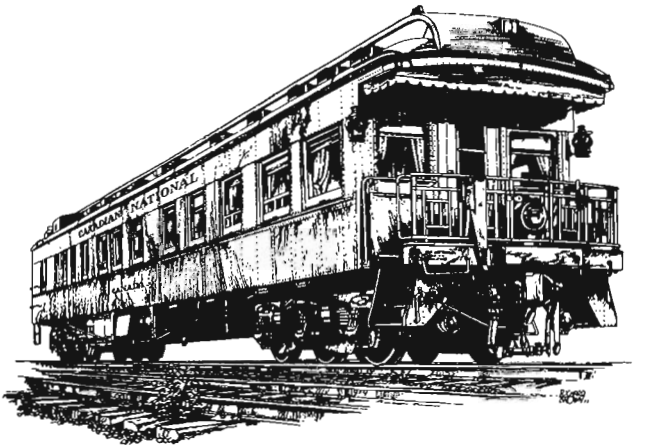
The main change to the exterior was the reconstruction of the "B" end of the coach to provide an open observation platform. This major decision was not taken lightly as it was a departure from pure restoration, and hinged on several considerations. As dining cars has no stairs (and there was no thought at first of expansion to include more coaches), access was a problem other than constructing a platform across the end(s) of the coach. Also, the question of providing a timed end for the Argyle was paramount as the coach formed an integral part of the "steetscape" of downtown Cranbrook; a single door opening directly out of the coach and onto nothing did not offer a good solution. The final consideration was the fact that there were no end panels at the "B" end of the dining-room. They had been cut away after the 1959 conversion, so a new panelled wall had to be constructed to finish the interior. This wall would be built exactly where the exterior wall would be, so the two were combined. To protect the structural stability of the walls and the roof, large metal plates were welded in under the new end-wall windows and attached to the main lateral support beams under the coach, and up through to the ceiling and onto the exterior walls as well. Then new stairwells and railings were added. New full-length glass in the end walnut door and an awning completed the picture.

The interior is resplendent in decor. The high-gloss finish of the varnished panels, and the imported axminster carpet (in shades of blues and browns close to the original) plus the table settings all combine to conjure up an image of now-unattainable luxury and craftsmanship. One has to see the coach to believe the effect.

The museum is located at a most distinguished address "Number One Van Horne Street North" in downtown Cranbrook. Van Horne Street is also the main highway through town, so finding the museum is no problem. The mailing address of the Museum is Box 400, Cranbrook, B.C., V1C 4H9, and the phone number is (604) 489-3918. It is hoped that from May 1979 onwards, the museum will be kept open at regular hours all year long. Also, if plans go ahead according to plans, the museum will be expanded considerably to more vividly portray "Canadian Railway Heritage".



This is the ARGYLE as she appears today, fully restored and on display at the Archives Museum and Landmark Foundation in Cranbrook B.C. All the prievous photos were provided by the Author.



The business car

"BURLINGTON PUTS ZIP IN COMMUTING" - SO SAYS THE CHICAGO "Tribune", pointing out that that the 5.00 pm commuter train covers the 28 miles between Chicago's Union Station and Naperville, Ill. in only 32 minutes for an average speed of 53.25 mph. Four other trains on various lines do better than 36 mph, with 11 stops. And that is a slight improvement over the same train's schedule in the summer of 1951, when it averaged 30 mph, with 10 stops. Of course, today we have diesel power and light-weight double-deck cars; then we only had Pacific's and wooden coaches.

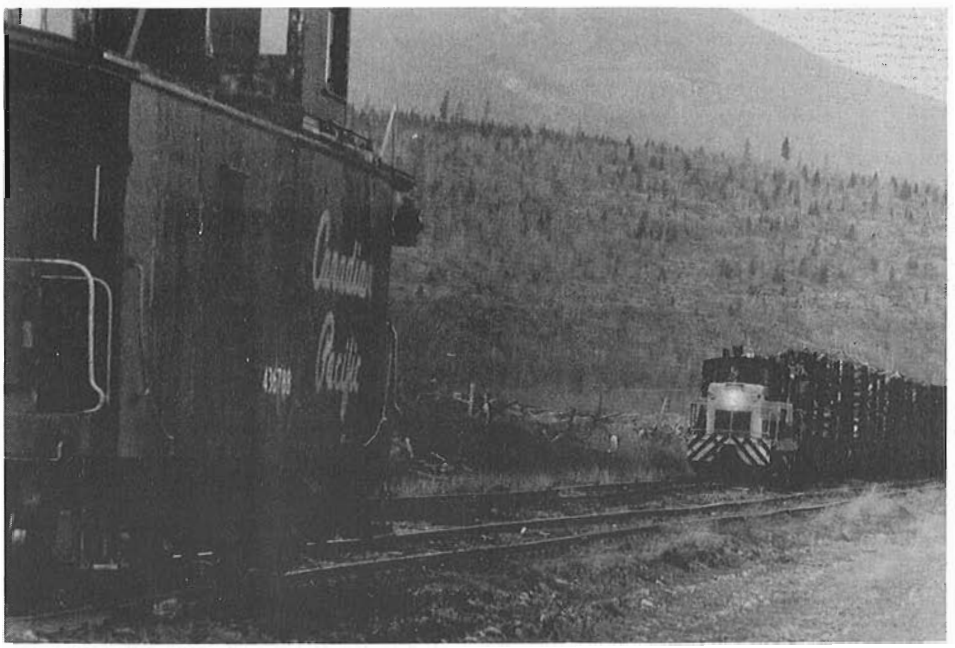
There are differences in the fare structure, too. There are no subsidies for commuter traffic in the Montreal area. Tickets for the 31-9 mile ride between Montreal and Hudson are $4.95 one-way, $75.70 for a monthly flash card, with three trains each way on week-days. For the 29.6 miles between Chicago and Modena, Rock Island/RTA fares are $1.60 one way, $41.40 monthly flash card and there are 13 trains each way on week-days. Comparing a 15-mile journey, around Montreal you pay $2.95 one-way, or $60.00 a month, Chicago commuters pay $1.10 single or $29.55 a month.

(J.D. Welsh)

AND COMMUTERS IN THE BIG APPLE RATE A MENTION, TOO. THE IRT is operating a "Diamond Jubilee Special" consisting of four subway cars built in 1917 and 1922. The line was opened in 1904. And Long Island RR passengers are happy - the line has finally retired its last steam-heated coaches - they were cold in the winter and hot in the summer.

(New York Times)

THE NORTHERN ALBERTA RAILWAYS CO. HAS A NOBLE HISTORY, AND after 50 years engaged in an industry that once was throught



Canadian Pacific Caboose No. 436788 has found a permanent home at Canal Flats, B.C. The 1922 wood classic caboose was preserved by CRHA member Mr. Adolf Hungry Wolf who obtained special permission to ride with his acquisition the final few hundred miles from Calgary's Alyth Yards to its new home just across the Kootenay River from CP's Kootenay Central Branch. The final few miles were hauled by ex CP 44 tonner No. 14 which is presently the yard mill switcher for the Crestbrook Mill. Built in 1958 the locomotive is still in CP colors. Our thanks to Mr. Hungry Wolf for this report.

MAJOR C. WARREN ANDERSON OF SUSSEX, N.B. AND A LONG-TIME MEMBER of this Association, was recently honored by the American Association for State and Local History. His Certificate of Commendation was awarded for "his achievement in preserving and illuminating the history of the steam locomotive in New Brunswick". Mr. Anderson, 82, has had a life-long interest in railways and has one of the finest collections of railway artifacts and photographs in Canada. He worked for the Canadian National Railways and is a member of local, national and international railway historical societies. He has written many papers and articles on various aspects of railway history.

(The Saint John Evening Times-Globe and R.D. Thomas)

WHEN THE PRESENT VIA TRANSCONTINENTAL SERVICE CAME INTO effect, cosists included "cross-over" cars - one on Train 3 Montreal Winnipeg, thence Train 1 via Calgary to Vancouver; likewise a car on Train 1 Toronto-Winnipeg, and on Train 3 Winnipeg-Vancouver via Edmonton. The assignments were an ex-CP Rail Manor series Montreal-Vancouver, and a Chateau series, Toronto-Vancouver. Many members living along the route have been asking what happened to the Manor car, as it hadn't been seen for a long time! Actually, so many Manor sleepers were bad-order from various causes, including freeze-ups, they had to be replaced with ex-CN "E" series 4-section, 8-roomette, 4-bedroom cars. Until these CN sleepers had their braking systems modified, they could not be run with the ex-CP stainless steel equipment. Accordingly, the CN cars from Montreal stayed on the Super-Continental through to Vancouver, and the CP Chateau remained on The Canadian Toronto Vancouver, and the passengers transferred at Winnipeg. But the Manor cars are now back in their intended service, and the CN cars are being modified so as to be compatible with CP equipment and its Rolakron braking feature.

And speaking of the transcontinental service, look for new changes in mid-June, when everything is reversed and Trains 3-4 Supercontinental operate via Toronto-Capreol-Winnipeg-Edmonton-Vancouver, and Trains 1-2 "The Canadian" use the CP Rail route between Montreal and the west coast (except use CN Stations at Montreal and Winnipeg, of course.

THE ROYAL HUDSONS ARE STILL GOING STRONG! FOLLOWING HER TRIP to Montreal and other eastern cities in 1978, ex-CP 2860 will be visiting Alberta and Washington. The B.C. Government wants to show their neighbors what "Good Times '79" is all about. And further south (or deeper south) The Southern Railway announces that ex-CP 2839 will be hauling excursion trains in Virginia, The Carolinas, Tennessee and Georgia.

(Tourism British Columbia; Southern Ry. News Releas

(Tourism British Columbia; Southern Ry. News Release)

•• The Ideal Route ••

—TO ALL—

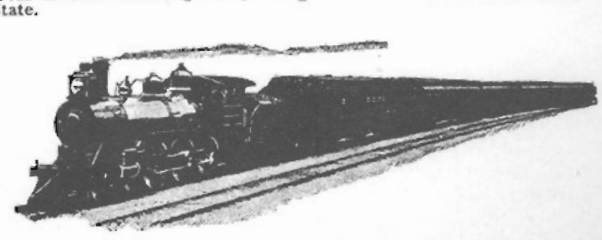
ADIRONDACK AND CANADIAN RESORTS.

In the month of October, 1892, was completed one of the grandest enterprises undertaken in modern times The building of the *Adirondack & St. Lawrence Line*, a railway of nearly 200 miles in length, traversing the Adirondack region from Southwest to Northeast, and passing through a section, the greater part of which had never been beheld by human eye, was a most stupendous undertaking, and will be an everlasting monument to the pluck and energy of its projector and builder. Since October 24th, 1892, this line has been in successful operation, the time consumed in its building having been but eighteen months. In its construction safety has been the first consideration. Steel rails weighing 75 to 80 pounds per yard, the heaviest rail in use on any line north of the New York Central & Hudson River Railroad, laid on the best ties that could be procured, 3000 of which are used to every mile of track (the usual number being from 2500 to 2800) and a road-bed that is first-class in every respect, solid floor iron bridges, safety switches, and in fact, every device conducive to safety and comfort, has been applied.

The Southern terminus is at Herkimer, N. Y. where connection is made with the great four-track NEW YORK CENTRAL. From Herkimer the line follows the West Canada Creek to Prospect, a distance of about 26 miles, passing through the villages of Middleville, Newport and Poland, and close to that great natural wonder TRENTON FALLS. From Prospect a branch extends eastward to Hinckley. Leaving the West Canada at Prospect the main line takes a northerly course, passing through Remsen (where connection is made with the Rome, Watertown & Ogdensburg R.R.) Honnedaga, Forestport, White Lake, past Otter Lake, crossing Moose River at McKeever, and following the north branch of the stream mentioned to FULTON CHAIN STATION. At this station passengers leave the train for Old Forge, the Fulton Chain of Lakes, Raquette, Blue Mountain and Long Lakes. Leaving Fulton Chain the railway still follows the north branch for several miles, passing within a short distance of Big Moose Lake, through Nehasane Park, close to Nehasane Lake, Lake Lila, Horseshoe Pond, Long Pond and Pleasant Lake, crossing Raquette River at the outlet of Raquette Pond and within a short distance of Big Tupper Lake.

At this point is located Tupper Lake Junction (where connection is made with the Northern Adirondack R.R.) Leaving Tupper Lake Junction the line follows a northeasterly course past Rollin's, Floodwood, Turtle, Hoel and Little Clear Ponds, within a short distance of Upper Saranac Lake, to Lake Clear, where a branch leaves the main line extending to *Saranac Lake*. From Lake Clear the main line takes a northerly direction, passing within a few miles of Paul Smith's Hotel and Bloomingdale Village, close to Rainbow Lake, Lake Kushaqua and Loon Lake (connecting here with Chateaugay narrow-gauge Railway) past Plumadore Pond and Indian Pond, following the Salmon River to Malone, the northern terminus. At Malone connection is made with the Central Vermont R.R. and the St. Lawrence & Adirondack Division, the latter being a continuation of the Adirondack & St. Lawrence Line, passing through the villages of Constable, Athelstan, Huntingdon and Valleyfield to Coteau Junction, where the Grand Trunk Railway is intersected, forming part of the line to *Montreal*. Connection is also made at Coteau Junction with the Canada Atlantic for *Ottawa*, the Dominion Capitol.

By this it will be seen that the course of the railway is such that it furnishes easy access to all of the principal resorts of the Adirondack region as well as an excellent route between the East, South and West and the Provinces of Ontario and Quebec, through the Northern section of New York State.



AN ADIRONDACK & ST. LAWRENCE TRAIN.

The Adirondack and St. Lawrence Railroad

1894