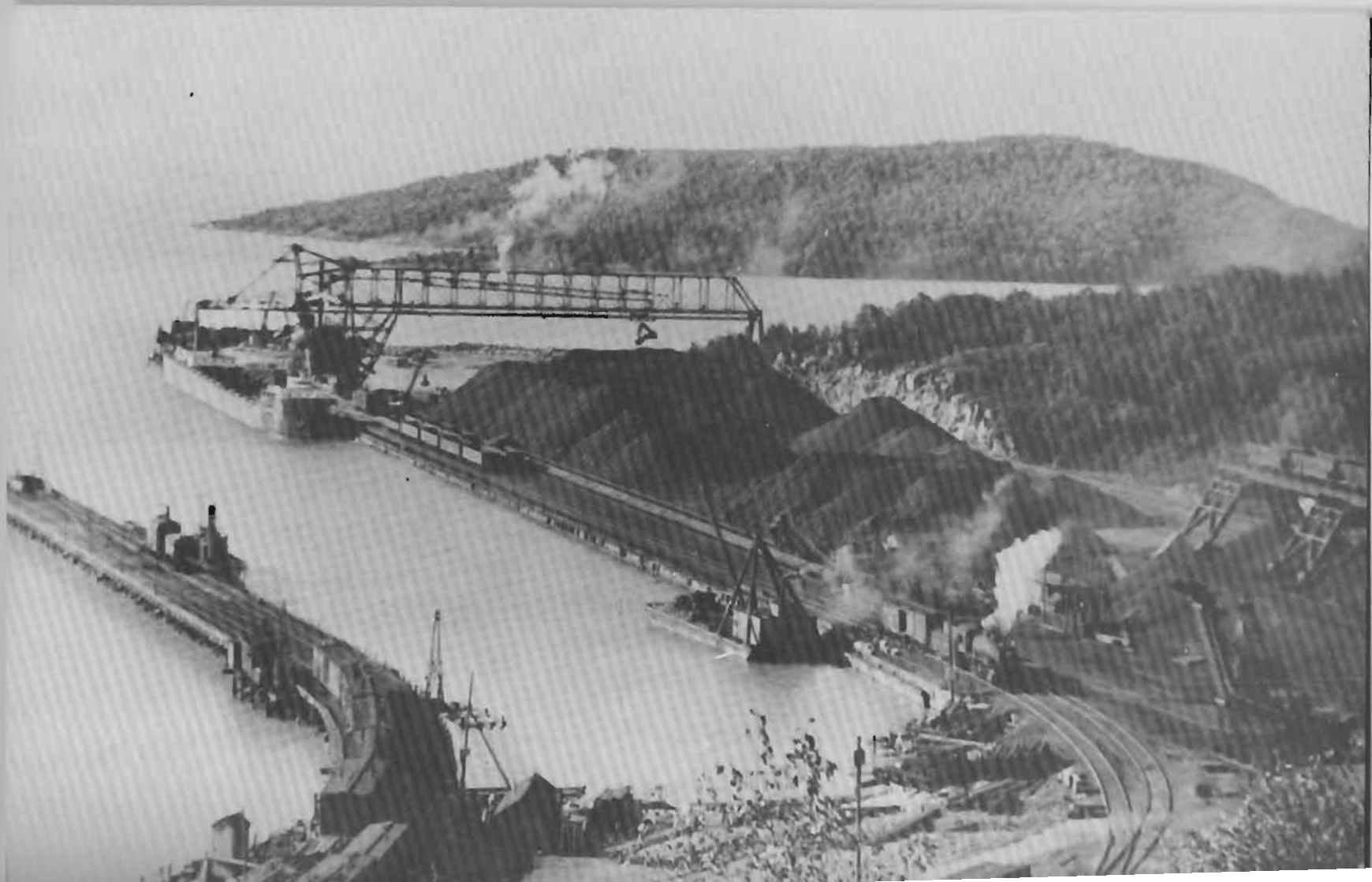


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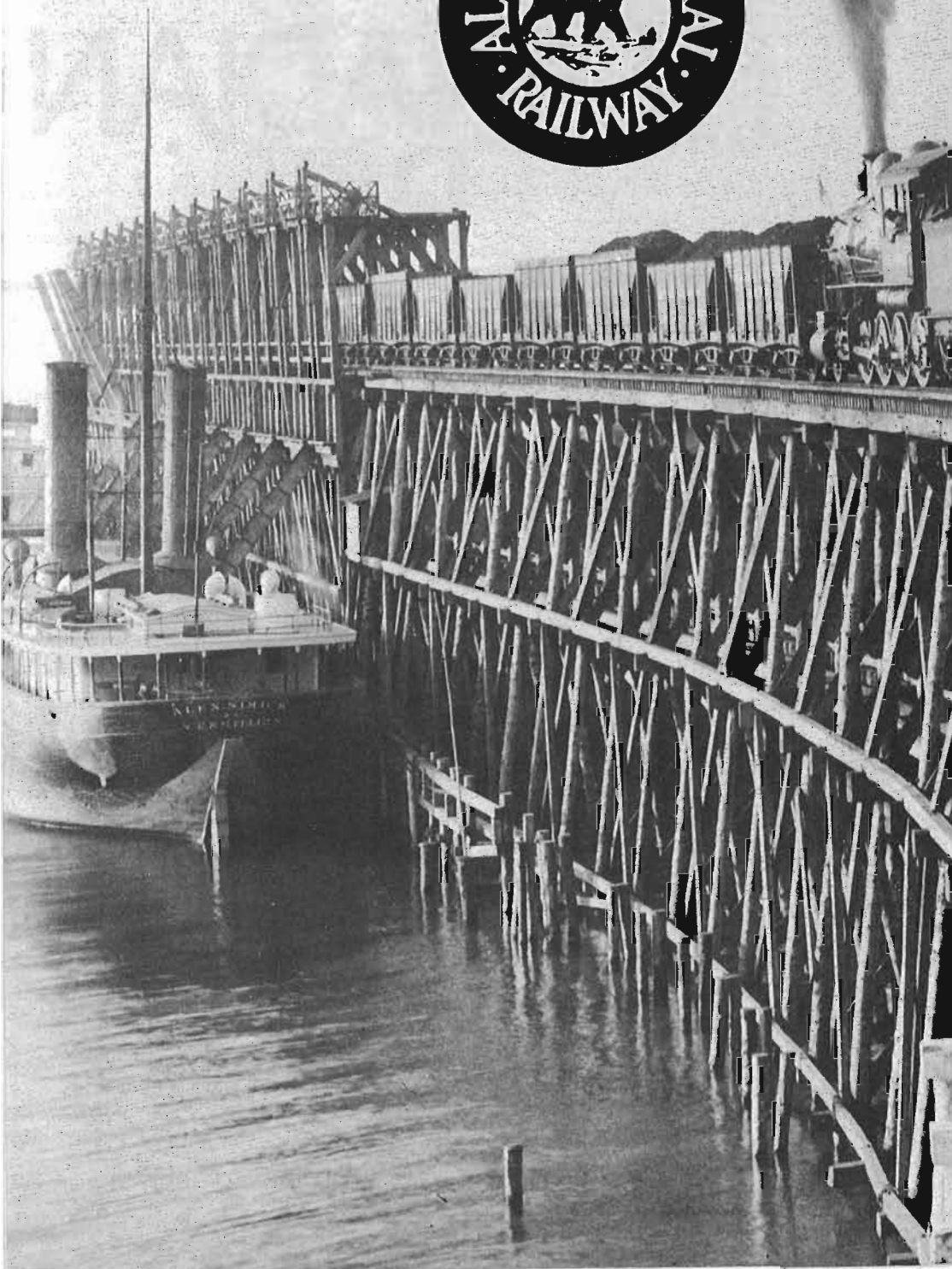
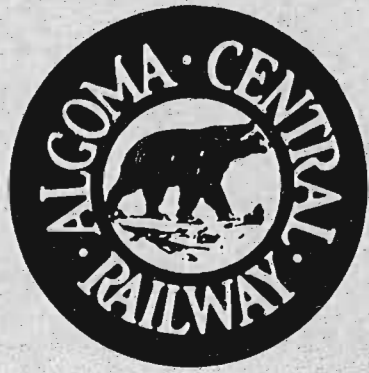
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Cover photo:

It's July 12, 1948 and AC Train #1 is almost ready to depart from Sault St. Marie for the day long trip to Hearst, Ontario. Despite her age, No. 104 looks in fine shape and quite capable of hauling the odd assortment behind her. Photo courtesy of Mr. Elmer Treloar.

Opposite:

Michipicoten Harbour in 1943, the commercial dock, used mostly for pulpwood loading, is on the left. A coal boat is being unloaded and at the right hand edge of the picture can be seen the iron ore stockpile. Its size indicates that an ore boat will soon be in for loading. Photo courtesy of the Algoma Central Railway.



A.C Locomotive No. 22 was purchased in May of 1902 for the grant total of \$ 16,878.95 and she was scrapped in May of 1924. She is seen here shunting loaded hopper cars out onto the trestle like loading facility at Michipicoten, Ontario. Photo courtesy Algoma Central Railway.





BEAR WATCHING- THEN AND NOW

DALE WILSON

Part 1

Ask most North American railfans what a black bear has to do with their hobby and the immediate answer would be "The ACR". That, of course, is short for Algoma Central Railway and the bear is the centrepiece of the company logo carried on all locomotives and most rolling stock. Fans are surprisingly aware of the railway, considering its small size and the fact that only a small portion of its rolling stock visits foreign lines. In recent years the general public, at least from the midwestern United States, has become well acquainted with the railway through the very popular Agawa Canyon Tour trains.

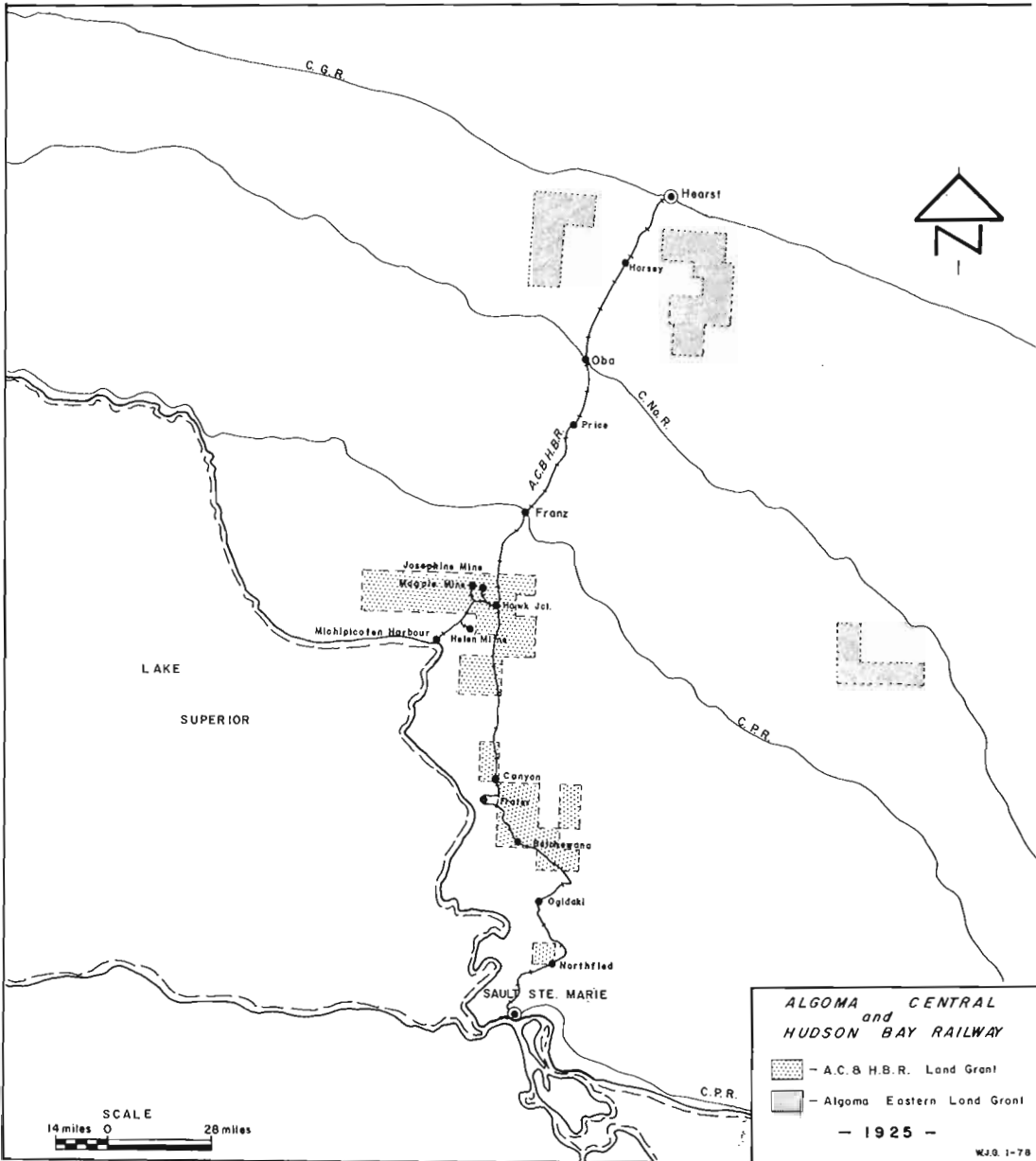
This article cannot even begin to cover the whole ACR story. Instead, highlights are presented, some in more detail than others, and the reader will find a sort of Black Bear Buffet from which all manner of odds and ends may be savoured.

The Algoma Central was built primarily to transport iron ore and forest products in and from the region north of Sault Ste. Marie. As the transportation arm of the Sault-based Lake Superior Corporation, the railway was guaranteed a certain level of traffic as long as the Corporation's steel mill, pulp mill and sawmills were prosperous. The present extent of the ACR - 295 miles of main line from the Sault to Hearst and a 26 mile branch to Michipicoten Harbour on Lake Superior - represents its maximum mileage, although there are or have been additional short spurs to iron mines in the Wawa area.

As with many North American railways, what was finally built wasn't as much as the original planners had in mind. The ACR was to have reached Hudson Bay (this aim was a part of the Company's name for many years) and provided Ontario with its first salt-water port. It was also to have run east from the Sault to meet the Manitoulin & North Shore Railway (later Algoma Eastern) and thus onwards to southern Ontario. There were even rumours of a crossing of the international border into the States.

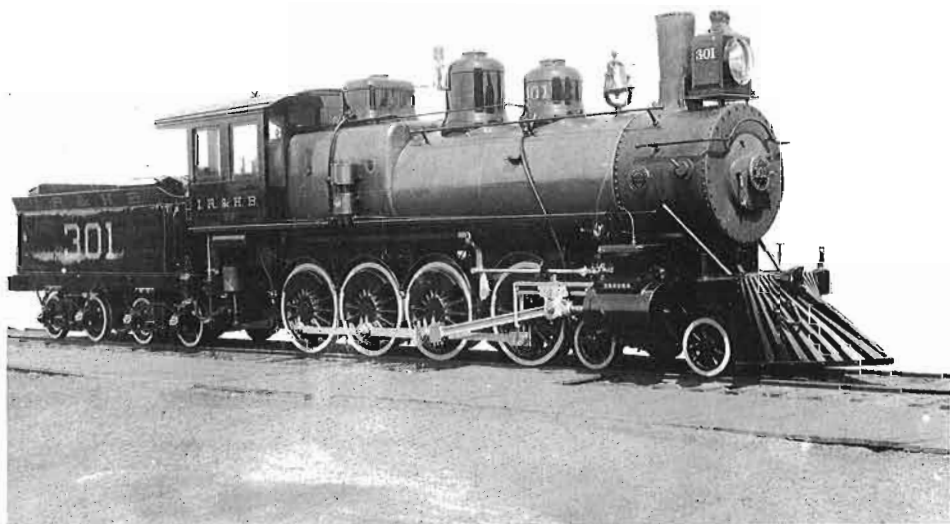
The Algoma Central can today be considered successful, although there were times, even decades, when there was doubt it would survive. This sort of history means that things were often done a little differently; sometimes because

management wanted it that way, sometimes because survival dictated. The ACR has been a pioneer in the use of advanced technology, yet there were times when operations continued only with baling wire and a lot of luck. Current success has made the company into a miniature of Canadian Pacific with rail, truck, ship and real estate divisions. While there is no such thing today as "Bear Air", it would come as no great shock to ACR watchers if management started such a venture.

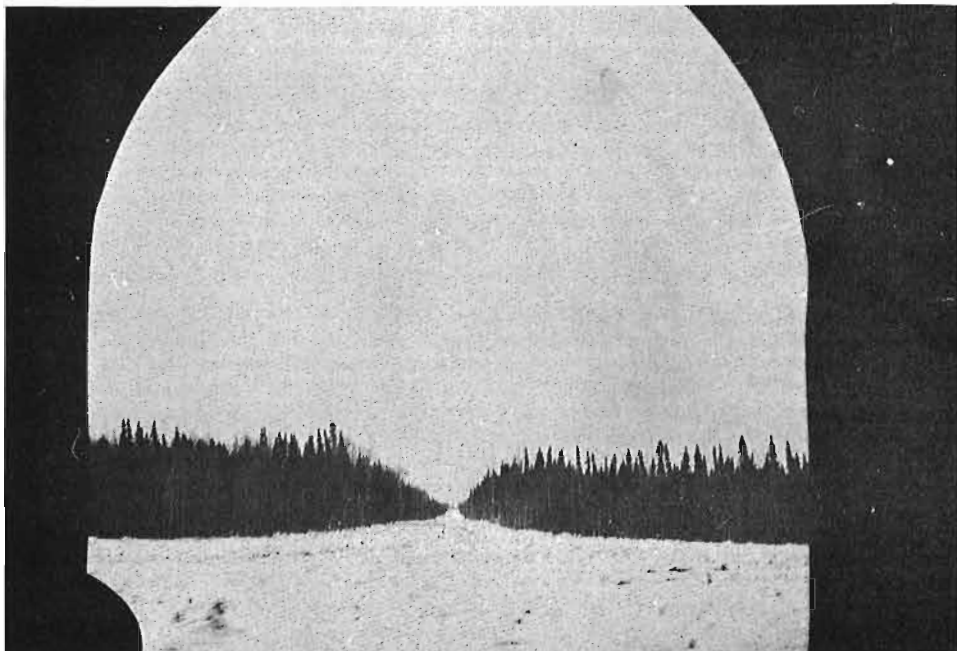


Consider Algoma Central motive power over the years. The first eleven locomotives were purchased in 1899, 4-6-0 and 0-4-0 types from the Lehigh Valley and Chicago, Burlington & Quincy, respectively. Since construction had begun at two points remote from one another, the Sault and Michipicoten Harbour, some of the locomotives had to be barged up Lake Superior to the Harbour for the ore traffic while the rest laboured on the slowly growing main line. This took care of numbers up to "11" and on all rosters of the Algoma Central published to date there is a mysterious gap from 12 to 18, inclusive, with no explanation. One theory has it that these numbers were assigned to the other Lake Superior railway, the Manitoulin & North Shore. Numbers 19 through 24 were given to new locomotives, two 0-6-0's from CLC in Kingston and four 2-8-0's from Baldwin, all bought in 1900.

A 1903 financial panic almost destroyed the Lake Superior Corporation and railway construction was halted with 70 miles of main and 10 miles of branch built. With the parent company's component parts slowed or stopped, the railway was left with little traffic. Yet in 1903 two used 4-8-0's came from the Iron Range & Huron Bay Railroad. Besides being unique in wheel arrangement (they are thought to have been the only two to operate in Canada), these locomotives had a strange history. Built by the Brooks Locomotive Company in 1892 for the IR&HB, they apparently saw no more than a few minutes service on that line, ending with a derailment. That whole railway operation folded, physically and financially, very quickly and the story was nicely summed up by one writer



Iron Range & Huron Bay #301 became Algoma Central #26 in 1903. No photo exists to show this or companion # 25 complete with tender on the ACR. Photo from Alco Historic Photos.



This unique shot shows the Algoma Central right of way cleared but with no roadbed, about 1912 or 1913. The location is thought to be a few miles south of Hearst and the pulpwood rather than farming possibilities are plainly evident. Photo courtesy of the Ontario Archives, Rev. W.L. Lawrence Collection.

as "... five years of incubation, two million dollars and twenty minutes of life.". Eight years in the lives of the two locomotives are unaccounted for up to 1903 when they arrived on the Algoma Central and, sad to say, they were never very impressive in service as AC #25 & #26.

Then there was the odd story of #27, a 2-6-0, built 1907 by the Montreal Locomotive Works for the ACR and lettered accordingly. However, the locomotive went to Sudbury for service on the M&NS and eventually became Algoma Eastern #50, never returning to the ACR except for major overhauls.

Prosperity and construction returned to the Algoma Central after 1909 and many more locomotives were required. In 1911 #28-37 (2-8-0) were delivered from MLW and 1912 saw #38-42 (2-8-0) and #100-104 (4-6-0) came from Kingston. Although the 2-8-0's cost \$18,850 each and the 4-6-0's \$18,500 each, a considerable outlay for the small railway, the locomotives were admirably suited to needs and survived until the end of steam on the ACR. It is interesting to note that the ACR, no pioneer in locomotive design, directed MLW to build #28-37 "as CPR #1740". It would be interesting to know if the railway did have an opportunity to test one of that CPR class.

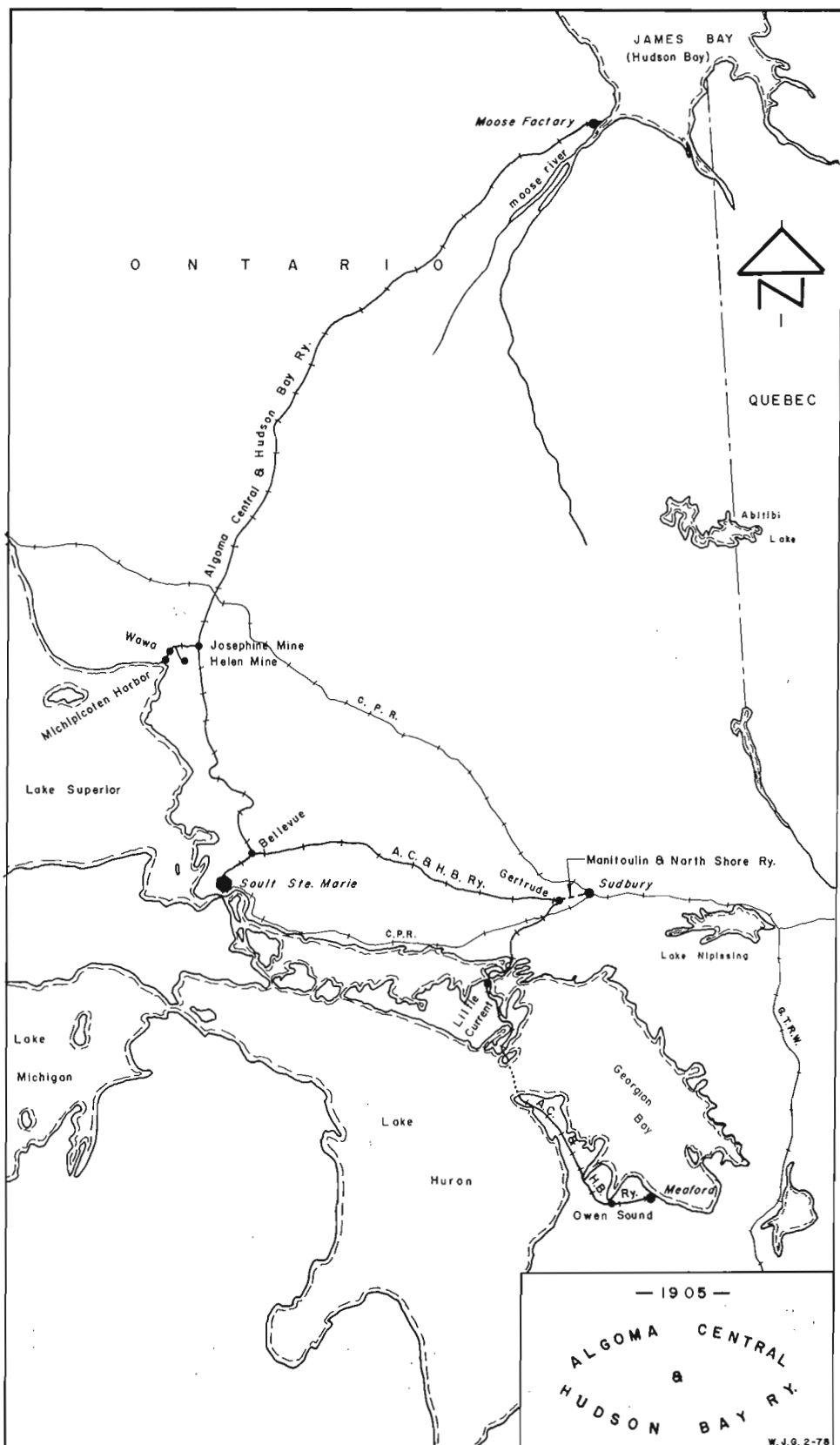
At the time the railway was started, and in complete ignorance of the area's geography, it was assumed that large numbers of colonists would settle in the Algoma District and provide considerable traffic, mostly of an agricultural nature. The south end of the railway was a complete loss in this regard unless one planned to farm rock, and the north end had small amounts of marginal lands requiring great amounts of both time and money to put in order. Since there was much better land available elsewhere in Canada and World War I was soon to stifle immigration anyway, the ACR was fated to run through an almost unpeopled wilderness.

Although iron ore traffic coming from the Wawa area was reasonable up to and during the war, it did not provide sufficient revenue to pay interest on the railway's construction bonds. When other developments along the line did not materialize, receivership resulted. Not long after the war, even ore traffic ceased when the high grade, easily smelted hematite was exhausted and peacetime demand was not sufficient to justify the processing of the lower grade siderite still abundant in the region. All that kept the railway alive during the 1920's was woods traffic.

As the decade drew to a close there were apparently excellent prospects of increased business through Michipicoten Harbour. The new money maker was to be coal, destined for paper mills and the Canadian National at Oba and Hearst. Thus, in 1929, a large coal dock with a massive travelling "bridge" for ship unloading was built and two huge Santa Fe type (2-10-2) locomotives were ordered from CLC. Patterned almost exactly after CNR 4300 class locomotives, the ACR's #50 & #51 were a mistake. Although testing had been done for a brief time with a similar CN locomotive, the full implications of such large motive power on the small railway were not understood. Derailments, unsuitability for the steep grades and sharp curves on the branch and capabilities beyond available traffic plagued the two locomotives throughout their lives. Structures and roadbed, to say nothing of light rail, were just not up to the pounding given by 50 & 51. When this is all said and done, they were still a magnificent sight with superheaters hung "over the brow" and sheer size dominating all around them. This writer was privileged to have observed them, in the summer of 1952 when they were soon to be scrapped, doubleheaded on an ore drag, thundering through the Agawa Canyon.

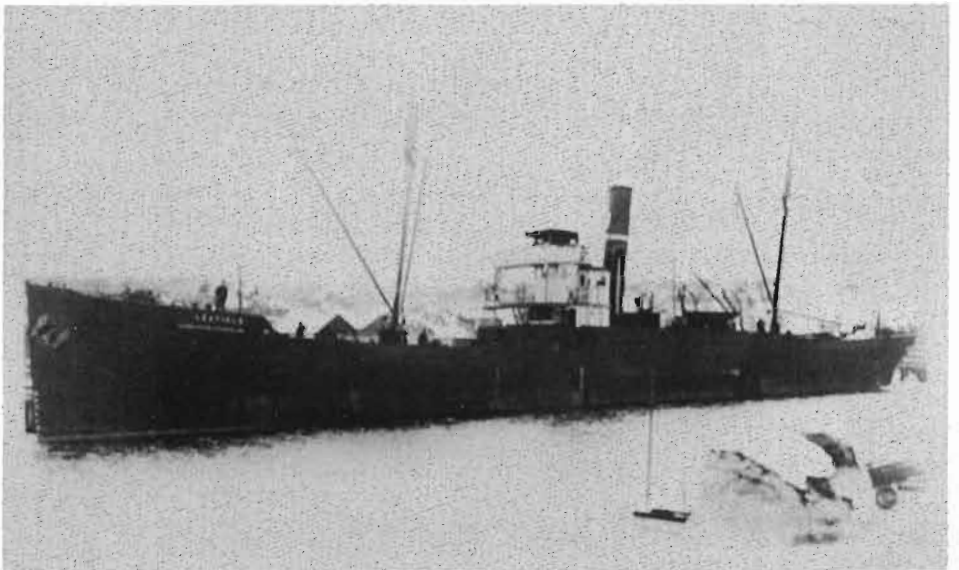
The demands of World War II meant the re-opening of the Wawa iron mines and more motive power. The secondhand market was tapped for a total of seventeen 2-8-2's from the Wabash, Virginian and Minneapolis & St. Louis. These were successful and lasted until the end of steam, except for ex-Virginian #70 & #71 whose poor mechanical condition and excessive appetite for coal doomed them to early scrapping.

In the winter of 1949-50 a new breed of cat appeared. General Motors Diesel Limited sent what appears from photographs to be an F7 A&B, with the A unit numbered 7001 and painted a startling silver and blue. The diesels toured the line with a borrowed CPR dynamometer car hooked on behind,





Algoma Central #21, a 1900 purchase from Baldwin, sits outside the original AC roundhouse at the Sault. The building was replaced in 1912 but the locomotive laboured on until the 1920's. Photo courtesy of the Ontario Archives.

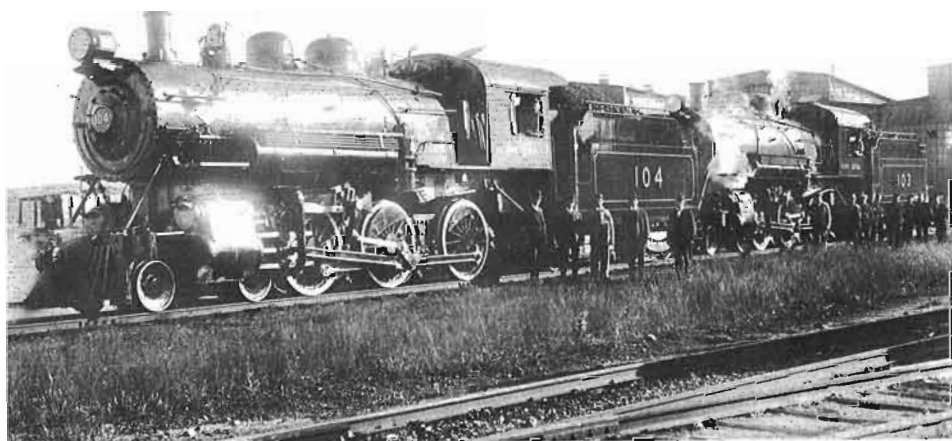


One of the originals in the Algoma Central steamship fleet, the Leaffield went down with all hands on deck, November 9, 1913. At the time she was carrying a cargo of rails and had almost reached her destination, Fort William. Photo courtesy of Elmer Treloar from a Dowling Negative.

impressing everyone including the ACR engineer who piloted them during their visit. Climbing down after several days in the cab he held out his gloves and said, "I'd get 'em this dirty just climbing into a steam engine!". There was some sort of contact with MLW and CLC concerning their diesel offerings (Alco and FM, respectively) but things never got as far as a demonstration. By 1951 the Algoma Central was receiving GM diesels and the steam engines were disappearing forever. #140 & #141 were SW8 switch engines for yard service at the Sault while #150-170 were GP7 road switchers for both passenger and freight service. 1953 saw the end of Algoma Central steam power and not a single example was preserved - the Algoma Steel furnaces were just too convenient.

In 1963 two GP9's, #171 & #172 were added to the fleet, reflecting greater prosperity. In 1971 and 1972 the first of the "second generation" diesels came to the ACR in the form of #180-182, SD40's. In 1973, SD40-2 units #183-188 were added. Although the SD units stay on the track and pull good tonnages at respectable speeds, some of the same complaints are being heard for them as for #50 and #51.

In passenger service the Algoma Central has experienced four distinct eras and may be heading for a fifth. The very early years saw a half-dozen coaches, two combines and two "emigrant" cars used in daily mixed train service. Of necessity, this equipment was divided between the branch to the iron mines and the main inching north from the Sault. As yet, there is no information as to origins of this equipment and, as with motive power, it could have been a mixture of new and used. A Business



Locomotives #104 and 103 being readied for the Prince of Wales Royal Train of 1922. Photo courtesy of the Algoma Central Rly.



Photo of locomotive 102 and train ready fo departure to Sault St. Marie just prior to dieselization. Photo courtesy AC Rly.

Car was acquired by the railway in 1900 and named the Michipicoten. Information is scanty, but it is believed the car had been built for the Illinois Central Railway in 1871 and was used by that company's President. This first era of passenger service was prolonged somewhat when the financial troubles of 1903 forced a status quo situation on the railway.

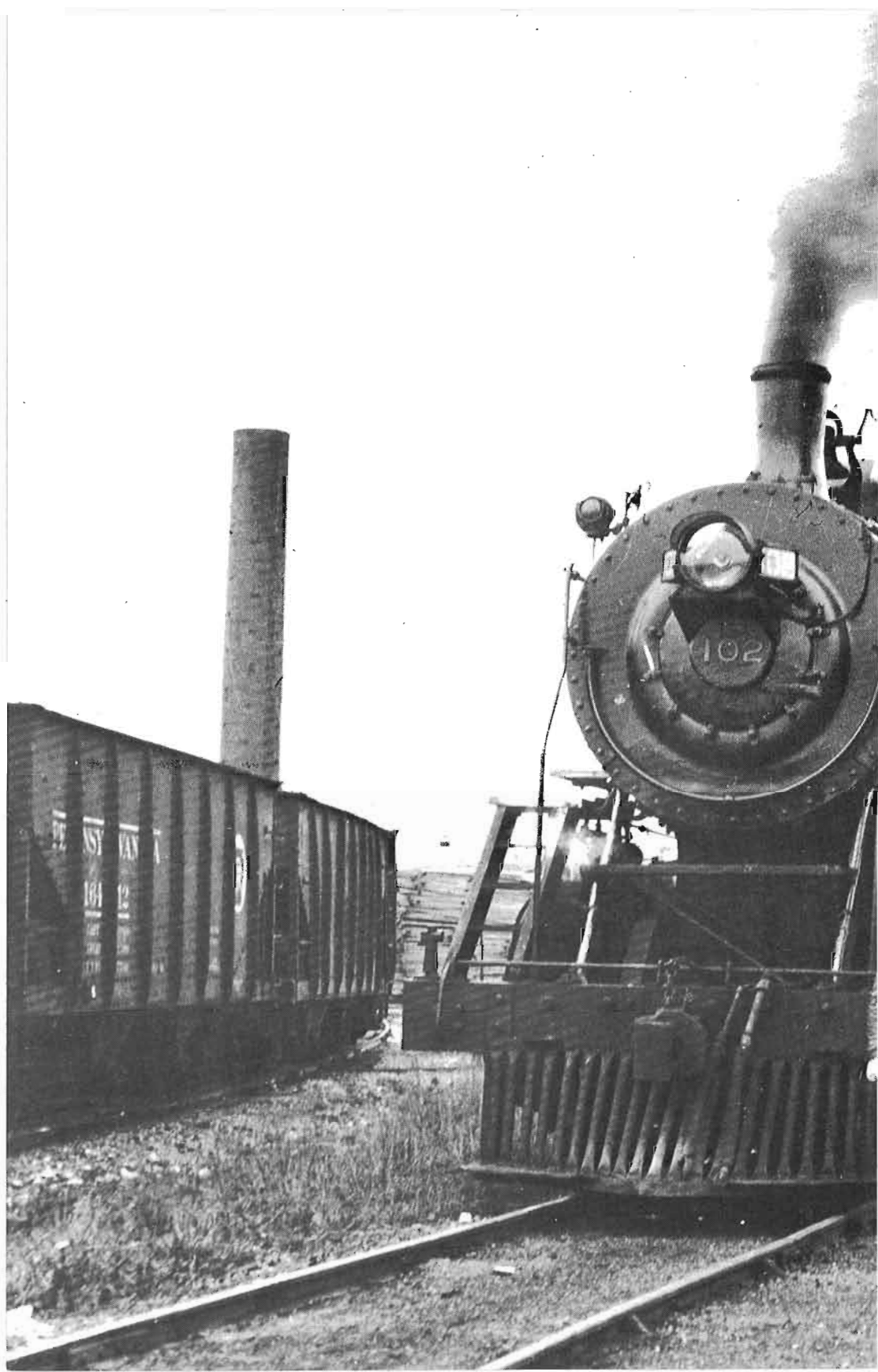
Revival of construction and the grand plans associated with that meant new life for the passenger department and in the summer of 1912, two baggage & express cars and six first class coaches costing a total of almost \$85,000 were delivered from Canadian Car & Foundry in Montreal, while \$40,000 bought four second class coaches from the Preston Car Company. News reports said that the older cars would be overhauled and maintained for standby service and it is understood that some still existed in work trains as bunk cars, etc. as late as 1937.

At some point between 1910 and 1914 the Michipicoten became the Car 10 and the railway acquired the Lake Superior, designated as the President's car and obviously named for the ACR's parent company. It is not certain, but the Lake Superior may have been a home-built car.

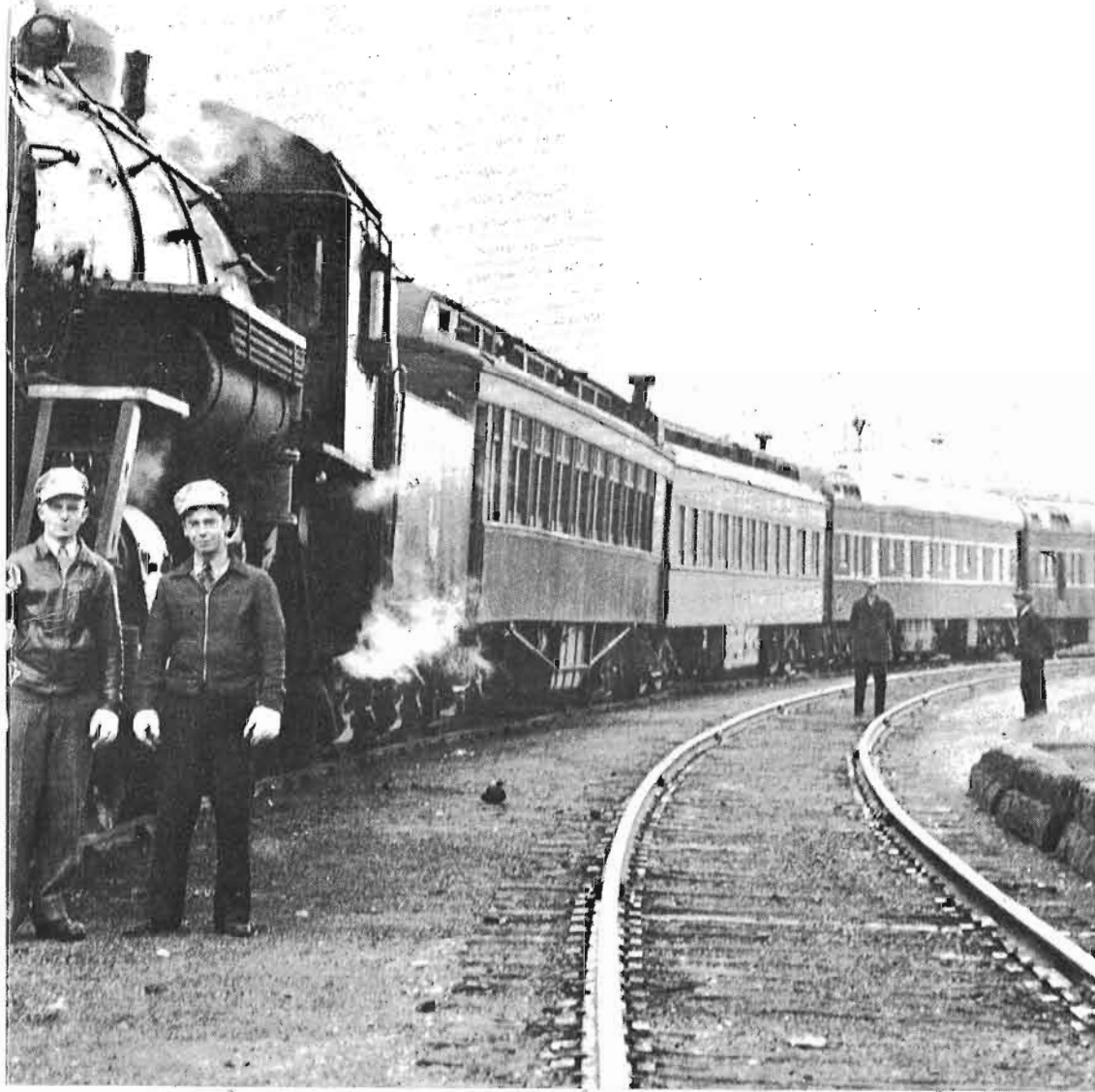
The return of hard times in 1914 saw some plans shelved. At one stage there had been rumours of sleeping cars, although in hindsight this seems a little fanciful. Instead of daily passenger trains, the railway got by for years with mixed trains several days a week and was not able to generate a twelve hour schedule from the Sault to Hearst until the 1930's. Presumably to meet passenger needs on long trips, the railway converted two second class coaches to "Buffet Cars" and served alcoholic beverages on them. Stories indicate that licencing regulations for this service were not too carefully adhered to, which may explain why it is no longer available. Fishermen and hunters were encouraged by advertising pamphlets and the cottages the railway would rent to them for their stay.

A mystery car was added to the ranks of the Business Cars by 1919 - Car 9. Apparently about 60' long and possibly converted from one of the railway's original coaches, it was mostly used by railway survey parties and similar things for which the other cars would have been too luxurious. In similar circumstances, a caboose numbered "9 $\frac{1}{2}$ " (with chalk!) was used by the railway's Engineering Department as an office at Michipicoten Harbour in 1929.

World War II brought better times for the railway and in 1945 the ranks of the Business Cars were augmented by the 94 ton, all steel Michipicoten, the second to bear the name. Formerly the Asheville, it had been owned by the Pullman Company and available for rental by individuals or groups wanting exclusive and luxurious rail service. This purchase marked the beginning of another era and by the end of the 1940's steel passenger equipment was on the property and all examples of wooden cars, except those in business service, were being turned into work equipment.



Sir. James Dunn's private train arriving at Wawa, the two rear cars are CPR private cars. Photo from the CRHA Archives, Toronto and York Division courtesy Walter Bedbrooke.



The "new" coaches were in fact veterans of many years service in Colorado with the Denver & Rio Grande Western and its predecessors, having been built by Pullman between 1910 and 1913. Ten of the cars were put into service as 80 seat coaches and three more turned into Cafe Cars. Also acquired at this time were five Pullman-built U.S. Army troop sleepers, two of which were used in Baggage-Express service while three were converted to steam generator cars.

None of the new diesels the railway bought possessed train heating capacity and the "new-used" steel equipment was steam heated, thus the need for generator cars. There was a brief period, after the steel equipment arrived and before the generator cars were ready, when the ACR had to use 2-8-2's as passenger engines since the "100" class 4-6-0's assigned previously just weren't up to hauling any number of steel cars.

Deep green with gold lettering had been passenger livery until the arrival of the diesels. Someone at the ACR, perhaps influenced by Canadian Pacific plans, decided that red and grey would be suitable for the new locomotives and they were delivered in that scheme. Naturally, this meant that passenger cars had to match. Thus the paint shop began turning out coaches in deep red with a grey roof.

By 1953 the Algoma Central was in the market for another Business Car and purchased the Agawa, a 1913 product of Barney & Smith, built of wood and later steel clad. With arched windows and interior wood inlays, the Agawa was truly a beautiful example of the car builder's art. It had been Car 101 with the Longview, Portland & Northern until 1930 when it became Wabash #7. On arrival in Sault Ste. Marie the car still sported her Wabash blue.

In the 1950's and 1960's the tourists came to Algoma Central country in ever-increasing numbers. Promotional efforts concentrated on the Canyon Tour - that is, go north in the morning to Mile 114 (Canyon Station), wait an hour or two for the south-bound train and then return to the Sault, arriving at supertime. Gradually, park facilities at Canyon were improved and tour numbers increased to the point where the railway was dropping off coaches and a Cafe Car to look after people during their brief visit. Although the steel cars obtained in the 1940's were well maintained and even modified to some extent for this service, it was clear that something more was needed.

Next month, part **II** , Bear watching and riding NOW.



The first diesel power on the Algoma Central Railway was this A&B combination from General Motors. The units are shown here at the Steelton Station (Sault Yard) after several days demonstration on the ACR. Photo from the Author's Collection.



Book Review

The Side Door to the Sandhouse by S.S.Worthen.

It's getting to the point that when you read a "nonsense" title in this publication, it generally turns out to be a book review. The present title is no different than the others, but the subjects considered are!

Cape to Coblenz:

Among the European railway enthusiasts, frequently it happens that two "eisenbahnamateurs" collaborate in the production of a book on some aspect of the international railway scene. For example, the Swiss team of Franz Marti and Walter Trub have collaborated in the production of at least four excellent books on the railways of Switzerland. A little more unusual than this is the team of Günter Haslbeck of Regensburg, Federal Republic of Germany and David Wardale of Pretoria, South Africa (and others), who have produced a book of pictures of steam locomotives and trains hauled thereby, principally in South Africa, but frequently elsewhere.

It is an extraordinary book, all 96 pages of it, in striking colours. One is transported (pun intended) from the sere yellow slopes of the Swartberg (Black Mountain) - where the Garratts thunder - to the precipitous rock walls of the river valley between Huancayo and Huancavelica in central Peru, with its nineteenth century train powered by a Henschel 2-8-2. Shades of Paul Theroux!

From time to time, one concludes that the majority of the pictures were taken using Kodak ASA 25 Kodachrome,

for oranges and yellows do predominate in view of the Austrian State Railways, for example. But it would be very difficult to surpass Herr Haslbeck's photograph of the Ferrovie dello Stato Italia's engine-shed at Fortezza, in the autumn of 1973, with no less than FIVE Class 741 Franco-Crosti boilered steam locomotives on the lead tracks.

The silhouette shots attract less. Of course, the multicoloured sunsets are striking, but they do not compensate for spidery, complicated coupling-rods and valve-motion lost in the murk. Neither do the volcanic eruptions of steam from



volcanic eruptions of steam from valves, cylinders and stacks attract, concealing as they do the drivers, air-pumps, smoke-boxes and other interesting paraphernalia.

Smoke and steam, two of the most personal attributes of steam locomotives, on high over the stack, boiler barrel and steam dome in the traditional inverted cornucopia wonderfully enhances a photograph of a steam locomotive in either black-and-white or colour, but anywhere else it hides the machinery or the accessories!

Messrs. Haslbeck and Wardale's book will take you from Bechuanaland to Brazil and from Argentina to Austria, with side-trips to Paraguay and Rumania. You can enjoy moguls and mikados on the meter-gauge, pacifics on the standard-gauge and consolidations on the broad-gauge in a variety of vintages and an assortment of colours. There are also Garretts.

And when you've relished these priceless pictures to your heart's content, you can try to imagine the real wheel-arrangement and colour-scheme of the train puffing through the starlight on the Zillertalbahnhof on the way to Mayrhofen in Christmas-card Austria.

Added, important contributions to the book were made by A. William Smith, Irene M. Wardale and Karl Reif.

Vital statistics are as follows:

SMOKE GETS IN YOUR LENS/ENDLOSE DAMPFREISE
Haslbeck, Günter & Wardale, David; Authors & Publishers; excellent lithographic reproduction by Messrs. Hirt & Carter, Cape Town, South Africa. ISBN 0-620-03192-1 1978; 85 coloured plates with three pages of explanatory notes. Price 10,50 Rand or about CAN \$13.00. Available from David Wardale, 606 Nassau Flats, 98 Plein Street, Sunnyside, Pretoria 0002, South Africa.

Picture books:

Early in 1979, there came to hand through the courtesy of a friend, the first two volumes of a series titled CANADIAN PACIFIC IN THE ROCKIES, produced by the Calgary Group, British Railway Modellers of North America and edited by Donald M. Bain. The publications are soft-cover, 11 x 8½ inch booklets, each consisting of 26 black-and-white photographs, two 23.7 x 17.9 cm and twenty-four 23.4 x 15.7 cm, with two pages of introduction, suggested further reading, station distances from Calgary and a map. Most of the photographs are good quality, well composed and of a contrast suitable for reproduction. They should be, since they were taken over the years by the Dean of railway photographers west of Calgary, Mr. Nicholas Morant, "Special Photographer to Canadian Pacific".

In a personal letter to a correspondent, this reviewer questioned the need for the collection in one or more booklets of Mr. Morant's photographs, many of which have been widely circulated since they were first used by Canadian Pacific. Mr. Bain's justification for the publication was as follows:

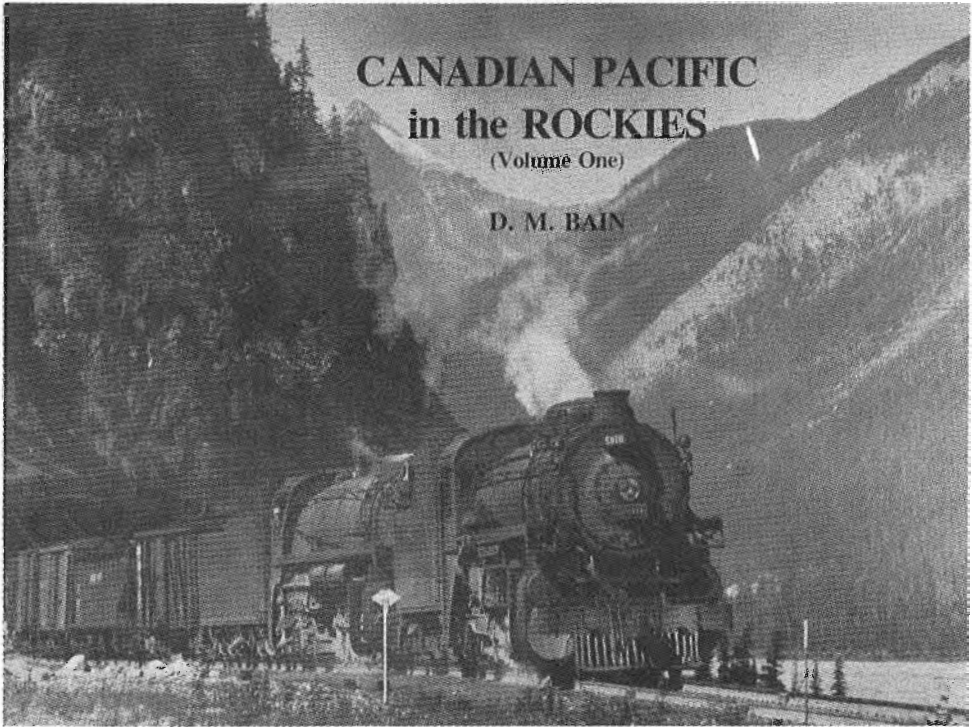
"Although I can agree with your comment that some of the photos have had wide circulation, usually they have been accompanied by a caption of the 'Train in the Rockies' type. In addition, when fuller captions are provided, they are

frequently incorrect ...

Our plan is to provide accurately-researched, well-described booklets showing Canadian Pacific in operation west of Winnipeg, and judging by the comments we have received, this seems to be appreciated."

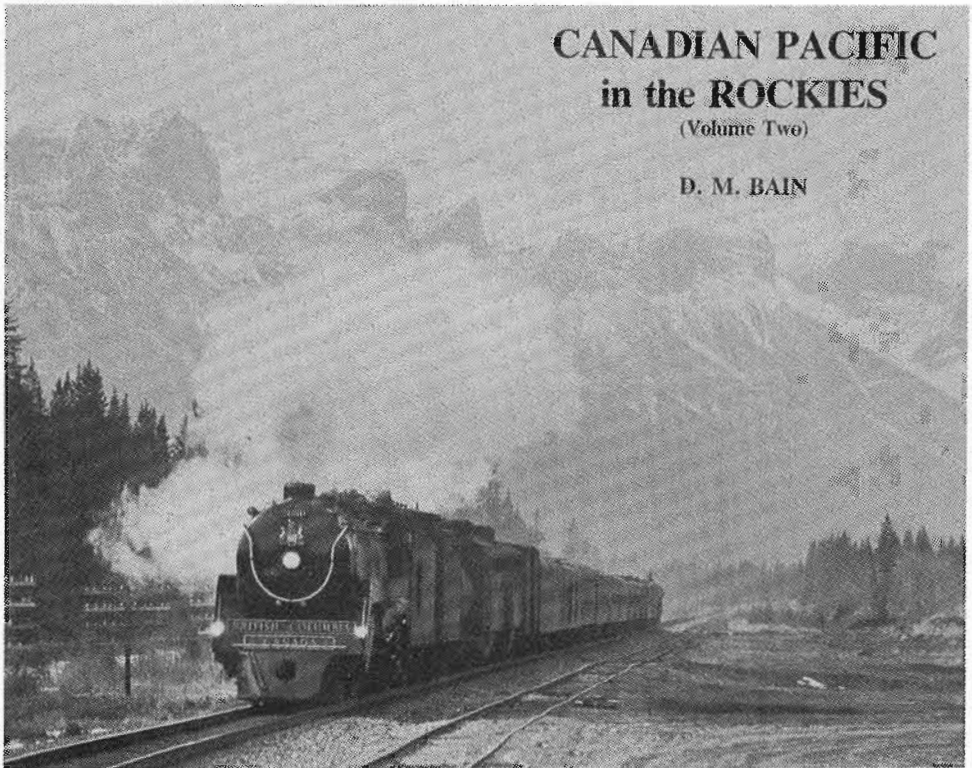
Mr. Bain also pointed out that, at the end of February 1979, 3300 copies of Volume I and 2000 copies of Volume II had been sold, which, he said, proved the Club's original concept that there is a need for booklets such as these.

It would be fruitless to dispute Mr. Bain's logic or to contest his statistics, but this reviewer cannot help but suspect that, in this era of declining nostalgia, sales of such publications are sustained mainly by the railway enthusiasts who retain fond but fuzzy memories of "Steel of Empire" and all that jazz! And then, there are those enthusiasts who were not raised on a steady diet of CPR, the railway which reigned supreme "ad mare usque ad mare", with a brief hiatus from Vanceboro to Mattawamkeag.



Mr. Bain remarked that Volume II was better than Volume I and future booklets would be produced to the new standard. Volume III was scheduled for publication in May and Volume IV in October 1979. While this reviewer has seen neither of these volumes, they were offered for sale in column 3, page 14 of December 1979 TRAINS, at CAN \$4.00 per copy.

As noted in Mr. Bain's letter, all of the photographs in Volumes I & II are accompanied by generous portions of text, in a type-size and style that is not easy to read. Every opportunity is taken to include portions of railway history not precisely relevant to the pictures. The lack of order in picture presentation is disturbing to the experienced reader and must be confusing to the novice. The action could have been followed much more easily had the photographs been organized on an "east to west" or even regional (Field Hill) basis.



And then there are some photographs presented vertically, with the text down the side of the page. If this break in sequence is intentional, then it is eminently successful.

In many of the horizontal pictures, the subject (the train or locomotive) is positioned or is moving from the spine to the edge of the booklet. Obviously, the lay-out is the Editor's prerogative, but enough picture books of trains

have been published to prove beyond any reasonable doubt that the opposite is much more desirable.

The "Introduction" in Volume II of the series contains a request from the Editor for photographs which could be considered for future volumes, such as an action shot of Canadian Pacific's high-pressure 2-10-4 Number 8000. Let us hope that such a picture will be found and can be made suitable for publication, as it would certainly be a memorable discovery.

In Volume I, the map, which could be said to represent the field of action (pun intended), covers that part of CP Rail's main line from (about) Lake Louise to Field, British Columbia. In Volume II, the arena is enlarged to Swift Current, Saskatchewan, via the main line, the Crownsnest Pass line, the Kootenay Central and the Kettle Valley, with side-trips. Somehow, Sperry Rail Car Number 129 makes the scene and the caption for British Columbia Canada Royal Hudson 4-6-4 Number 2860, requiring nearly half-a-page, recounts the restoration of the locomotive to operating condition without any mention of by whom and with which it was done.

Expanded captions are just great, but when they begin to intrude into the space available for the photograph, then this reviewer has to call a halt. Even though Chairman Mao may not have repeated his illustrious predecessor's remark what the latter said is still true, and pictures are preferable.

Here are some details; the reader is encouraged to exercise his well-earned democratic privilege.

CANADIAN PACIFIC IN THE ROCKIES Donald M. Bain,
Editor - The Calgary Group, British Railway
Modellers of North America, 5124 - 33 Street N.W.,
Calgary, Alberta T2L 1V4.
Volumes I & II: 28 pp. each; 2 cover & 24 b&w
illus.; 2 pp. test, maps, tables; each volume
CAN \$3.50 postpaid.

Illustrated History of Budd Railway Passenger Cars, Kerr, J.W.

Delta Publications Associates, Box 100R, Montreal, Quebec H2S 3K6,
8½ x 11 inches, soft cover, 84 pp, 306 partial page black and white
photos, price: \$15.00 postpaid.

This book consists mainly of pictures with a short introductory text discussing the history of the Budd Company and the shotweld process of passenger car building which made the company one of the largest passenger car producers in North America.

The photographs, supplied mainly by Budd and individual railroads, are basically standard builder's shots of the broad-side, three quarter, or end variety. Captions are very limited with only the date of construction, railroad, and type of car listed. History of individual cars or classes of cars are not given. Photos are generally crisp and show good detail although as mentioned previously, lacking in imagination.

The book is divided into sections dealing with the different types of cars Budd has built. Of particular interest to Canadian railfans is the small section on "The Canadian" and that part of the book dealing with RDC's which is heavily weighted in favour of CN and CP photographs. Unfortunately the section on "The Canadian" consists mainly of CP Rail publicity shots which have appeared in many publications and the aforementioned builder's photos.

This book would be of interest to most railfans if the price were not so high. At \$15.00 per copy the purchaser would be obtaining material that is already available in other texts. The addition of more information, such as eventual disposition or operation of the equipment would go a long way towards enhancing the value of the book.

Stephen A. Wray

Illustrated History of General Electric Locomotives, Kerr O.H.

Delta Publications Associates, Box 100-R, Montreal, Quebec H2S 3K6
8½ x 11 inches, soft cover, 96 pp, 407 partial page black and white photos, price: \$15.00 postpaid.

As with the previous book review on Budd passenger cars by the same publisher, this book relies heavily on builder type photos. The book starts with a capsule history of GE's achievements in the railroad field. The locomotives built by or associated with the company are divided into several categories electric, GE diesels, GE/ALCO (MLW) diesels, gas turbines, and industrial products. Canadian content is rather limited as the company has never been particularly active in this country apart from providing electrical components for MLW products. In light of this the reader is presented with only some photos of later day M-series products from MLW, CN electrics and 70 tonners to depict Canadian railroading.

As with the passenger car book, this publication should be considered rather pricey for the subject matter offered. As with the previously reviewed book, the main complaints would have to be the all too numerous builder's photos and the subsequent lack of action shots plus the near total lack of info in photo captions other than information on model number, date built and purchaser. Additional details on what roads own what and how many would be helpful. Featuring crisp photos, this book would be a good bet for any one interested in basic GE locomotive history, or for modellers interested in small detail. Apart from the many different units shown the same information is available in other publications available at lower cost.

Stephen A. Wray

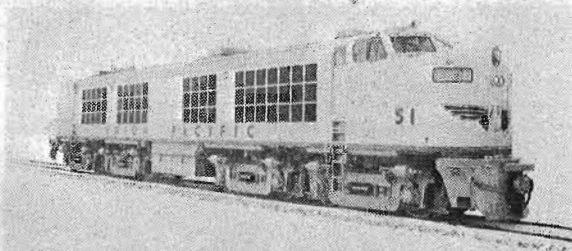
ILLUSTRATED HISTORY OF GENERAL ELECTRIC LOCOMOTIVES



DIESEL-ELECTRIC

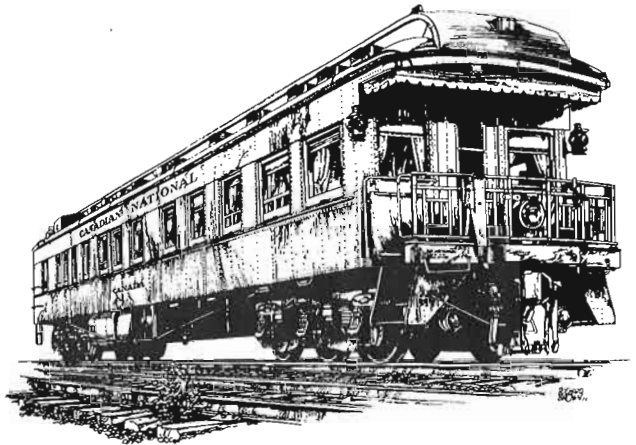


ELECTRIC



TURBINE & INDUSTRIAL

OVER 400 PHOTOGRAPHS



The business car

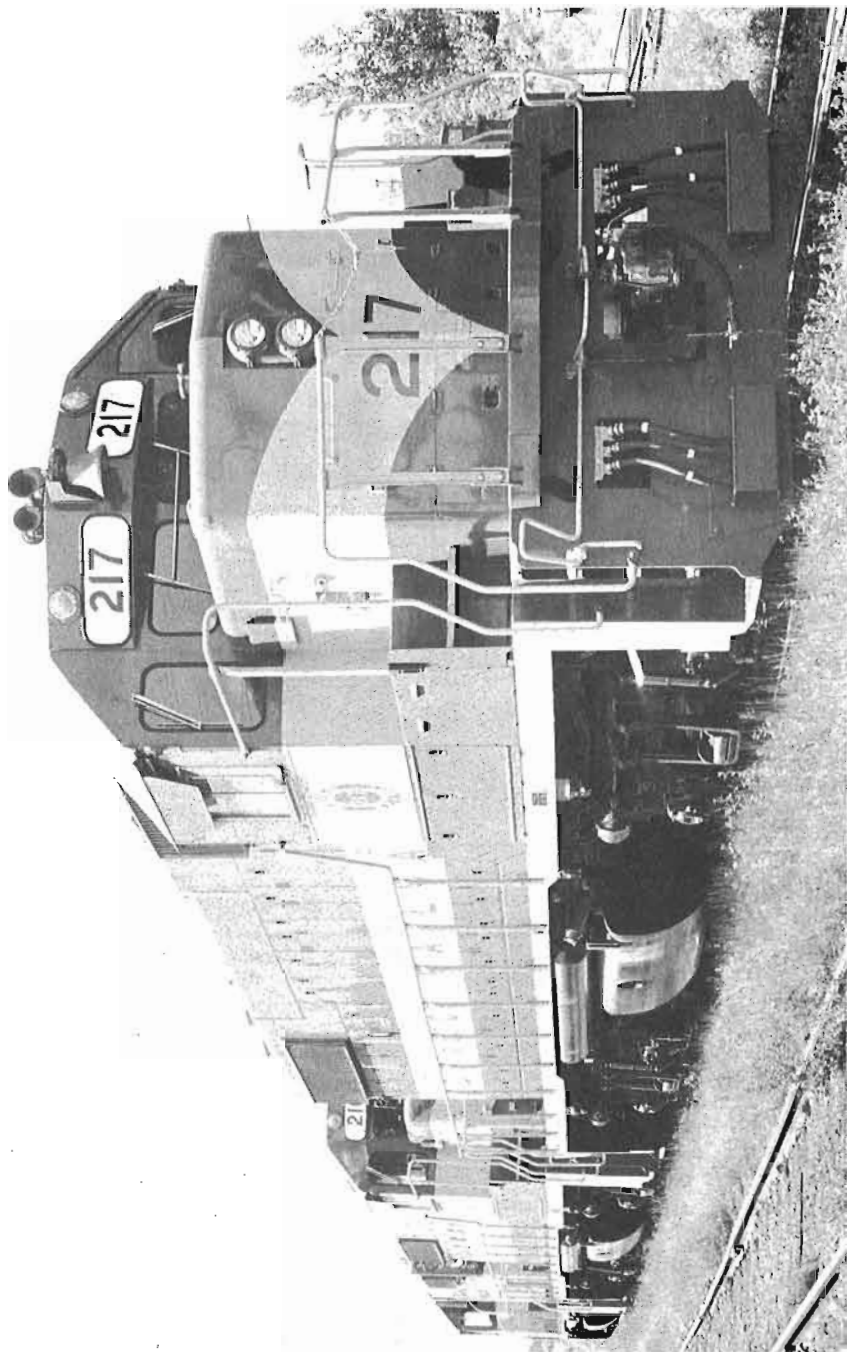
VIA TRAINS 18 AND 19, "LE SAINT-LAURENT", MONTREAL-MONT-JOLI, had schedules slowed by 35 minutes westbound and by 40 minutes eastbound, effective Dec. 2/79. These trains were introduced Oct. 28/79.

Effective Dec. 2/79, all VIA's Montreal-Quebec City trains use the suburban Ste-Foy station, previously used only by trains running over CN lines, from Montreal's Central Station. The RDC trains using Montreal's Windsor Station now each take 15 minutes longer and have been renumbered.

QUEBEC TO GET NEW TERMINAL HEADED A NEWSPAPER ITEM OF DEC. 22/79:

"Plans for a \$53-million train-and-bus terminal to be built in the heart of this city (Quebec) by 1984 have been submitted to Mayor Jean Pelletier. After two years of work, a special study group decided on a station that would serve six new railway lines running north from the city and act as the terminus for both urban and intercity buses. About 11,000 commuters are expected to make use of the centre, to be behind the former railway station. The plan calls for a \$16,8-million office building, five parking lots with space for 1,800 cars, division of an existing market into two smaller markets, and expenditure of \$6-million to reroute traffic around the site."

MUSIC & RAILWAYS IS A FEATURE IN THE SANDHOUSE (NEWSLETTER OF CRHA's Pacific Coast Division) prepared by Leslie Hoare and Ron Keillor. Part One appeared in the Oct./79 issue and is a comprehensive list of A) Orchestral and Classical music and B) music scores for radio, movie, stage and TV shows. You'll find name of composer, title, date first played and background information. Popular and Country Music will come in a subsequent issue.



BARRIE MACLEOD OF SYDNEY, N.S. SENDS THE ACCOMPANYING PHOTO OF three new DEVCO Railway GP-38-2's at Glace Bay on June 22/79. (See CANADIAN RAIL, Oct./79, page 319)

"SILENCE OF THE NORTH" IS A MOVIE-IN-THE-MAKING BY UNIVERSAL Productions, based on the true story of a homesteading family in northern Alberta in the 1920's. The Marker (Alberta Pioneer Railway Association, Edmonton) reports on the project, with emphasis on the rail aspects which involved use of combine 7379 and baggage 736, both re-lettered "Alberta & Great Waterways Railway", British Columbia Provincial Museum's 2-8-0 3716, NAR combine 300, NAR caboose 13020 and Cheekamus River (B.C. Provincial Museum's power car).

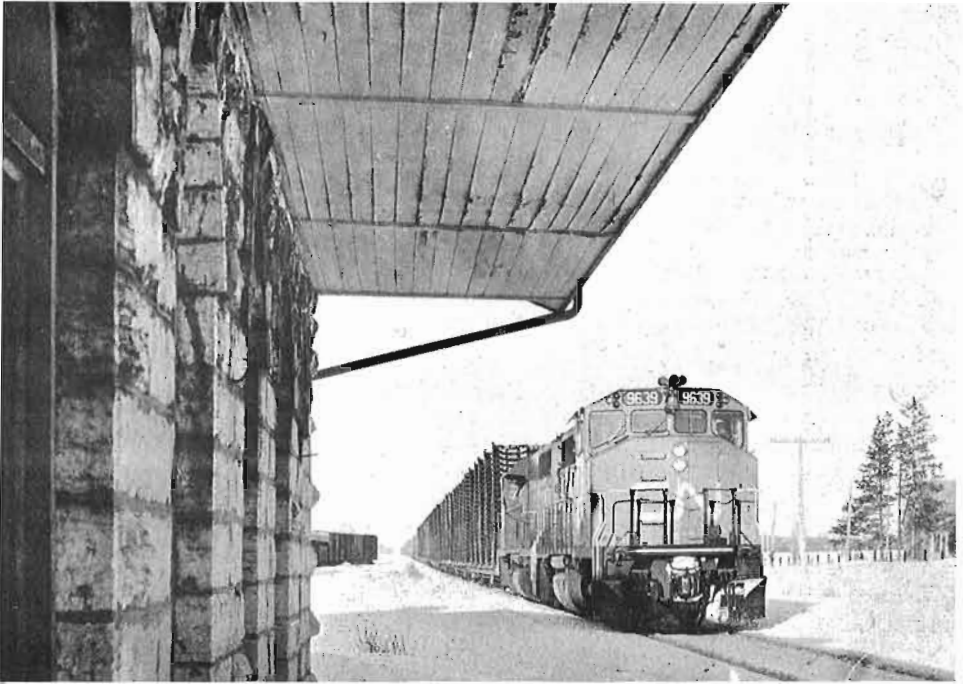
Also on the movie scene, Steamtown's ex-CPR 4-6-2 #1293 (and several ex-Long Island coaches) have been used in the making of "Train to Terror" in the Montreal area. Renumbered 1881 and given a new "styling" minus road name, the locomotive and cars steamed into Montreal for filming during December 1979.

FROM JAMES E. BOUCHARD OF MONTREAL COME SEVERAL INFORMATIVE technical article which appeared in Canadian Electronics Engineering, April/79. Detailed and illustrated, these deal with a) new onboard microprocessor system for buses of the Toronto Transit Commission and b) microcomputer based real-time train locator system of the BCR.

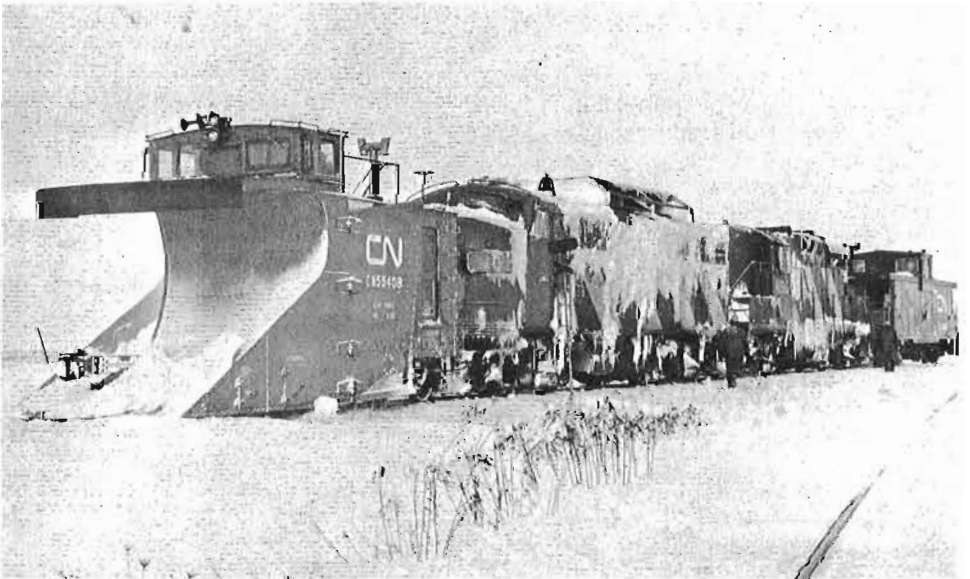
MYSTERY TOUR, AS REPORTED IN THE RAILWAY OBSERVER (ROTS): "ON August 26th a mystery tour from Stoke-on-Trent made an unbooked stop of almost three hours in Battersea. It appears that a signalman failed to turn up for duty. A local resident was tending his runner-beans when the train stopped and he noticed it was still there when he had finished gardening two hours later. After hearing cries for help from many of the passengers he rang Waterloo. A relief signalman was found and the train continued its return journey".

FROM THE BANK OF MONTREAL "BUSINESS REVIEW" (DEC/79) THIS EXCERPT from the feature article on Canadian Agricultural Policies:

"A very substantial subsidy to prairie wheat producers is provided through the Crowsnest Pass Agreement between Canadian Pacific Railways and the Canadian Government in effect since 1898. This agreement set statutory freight rates for grain shipped from the prairies to either the Pacific coast or the Great Lakes for export. These statutory rates are still in effect today and have not been revised since 1922 when they were actually reduced below the 1898 levels. However, this policy has led directly to the most serious problem in prairie agriculture today - the inability to move grain to export markets because of a shortage of railway cars. The problem is so severe that there has been a substantial loss of export sales."



JOHN RUSSELL OF ST. MARY'S, ONTARIO SENDS ALONG THESE TWO WINTER shots of CN operations in his area. First we see CN plow extra 9119 at St. Mary's after returning from clearing operations on the company's line down to Sarnia. The train reversed back to Stratford Shops for a well deserved rest and thawing out after this picture was taken. Next we see a 67 car slow moving freight rumbling past the grey limestone St. Mary's Stn. up ahead a VIA Rail passenger train has taken the hole to permit 9639 and drag to pass.



RAPID TRANSIT DESIGN - ONTARIO ANNOUNCED DEC. 3/80 THAT IT WILL put another \$3.5-million into its new rapid transit system. This will cover design costs for a demonstration line between downtown Hamilton and residential areas on Hamilton Mountain. Trains could be running in four years, according to Urban Transit Development Corp. president Kirk Foley, says an item in the Toronto Globe & Mail. Over the past four years Ontario has spent more than \$61-million to create an Intermediate Capacity Transit system, nicknamed "the subway in the sky".

FOLLOWING THE MISSISSAUGA, ONT. DERAILMENT OF A CP RAIL FREIGHT train last November 10, forcing evacuation of 250,000 residents from their homes, a public enquiry will be held by Mr. Justice Samuel Grange of the Ontario Supreme Court. He will look at: the causes of the derailment of the subsequent explosion, reasonable steps to reduce the risk of a recurrence in Canada, federal regulations on railway safety, maintenance by the railways, enforcement of railway safety including the training and number of federal inspectors, co-ordination of government and private agencies in investigating and correcting faults after an accident involving dangerous goods, the responsibility for safety of railway roadbed, tracks, equipment and signals, etc. First public hearing scheduled for Feb. 4/80.

WHAT'S AHEAD FOR 1980? LISTEN TO CN PRESIDENT R.M. BANDEEN: "The impending recession in the U.S., forecast to extend well into the year, will have a contractional effect on the Canadian economy and very little growth is expected. Although the economic slowdown is linked to increasing fuel costs, these increases give railroads a competitive advantage over trucks, particularly over long hauls. This will partially offset the negative impact of the U.S. recession on the railroad industry generally".

GOING TO PITTSBURGH? BUSINESS WEEK RECOMMENDS THE GRAND CONCOURSE restaurant in the Station Square development, a five-minute cab ride from any in-town hotel. The marble-columned Edwardian dining room is the former waiting room of the Pittsburgh & Lake Erie station.

BRITISH RAIL WANTS TO CLOSE THE LINE BETWEEN MANCHESTER AND Sheffield, one of its four trans-Pennine routes, to save money. It operates on non-standard electrification and the special engines are wearing out. It would cost up to \$24-million to convert the 41-mile Woodhead freight line, used mainly for freight trains, to standard equipment.

