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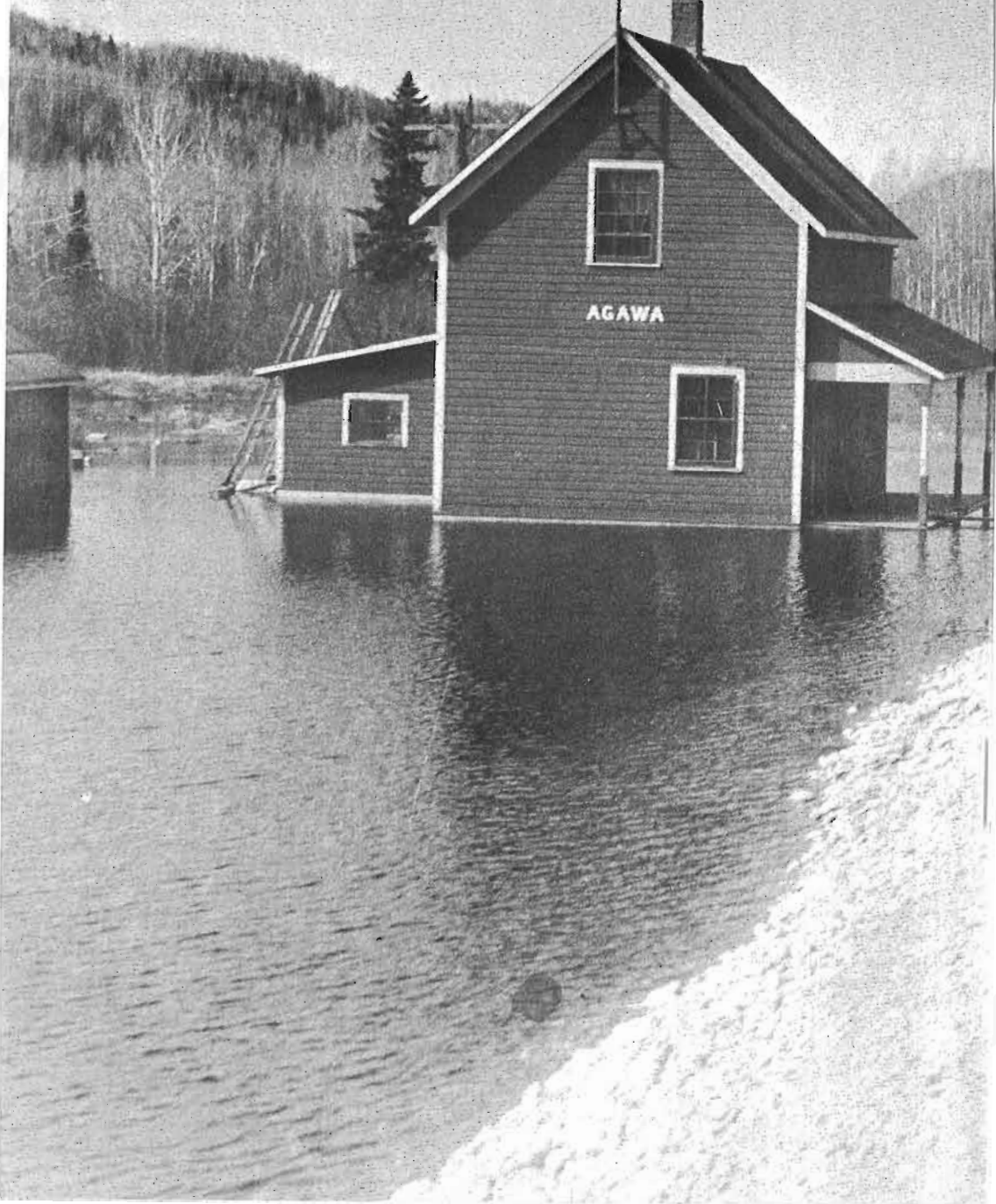
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Cover:

Eton, Mile 120 is the site for
this October 1973 meeting between
trains #1 and #2. On the rear of
train #2 is the Business Car
"AGAWA". Photo courtesy Gordon
Jonini.

Opposite:

The first of the Algoma Central
Diesels posed for the photographer
outside the facilities of GMD in
London, Ontario. Photo courtesy
AC Railway.



BEAR WATCHING- THEN AND NOW

DALE WILSON

The joy of spring! High water at Agawa (Mile 131) had made operations on the Algoma Central very tricky. Photo courtesy of the Author's Collection.

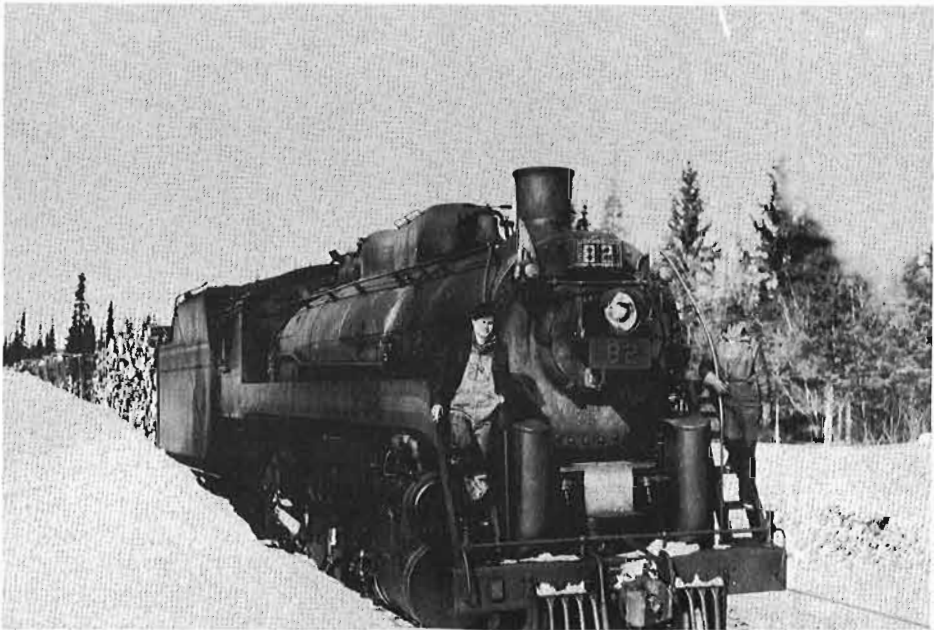




BEAR WATCHING- THEN AND NOW

DALE WILSON

PART II



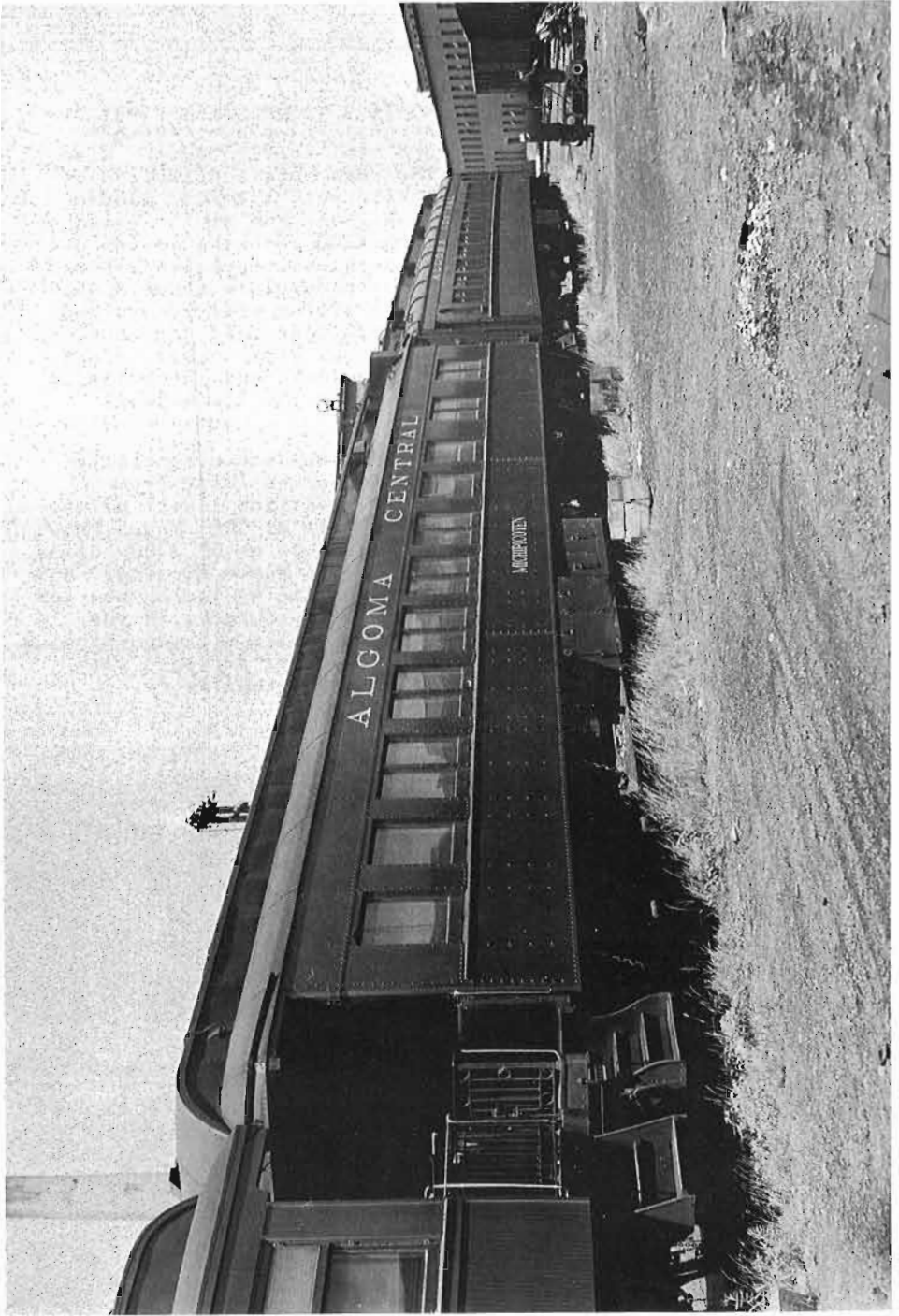
Locomotive #82 a 1915 or 1916 2-8-2 product of Alco is seen here hauling a pulp train in mid-winter. Photo courtesy of Mr. H.R.Wooton, Manager Rail Operations and Mr. Vic Hupka of the Algoma Central Railway.

The fourth era in passenger service - the current one - began in the late 1960's with the purchase of a considerable number of more up to date coaches and meal service cars. Also signalling the change of era was the unfortunate scrapping of the Car 10 and Lake Superior. Except in work service, wooden passenger cars were gone. A hard look was taken at the Agawa since the car's steel sheathing was rusting from the inside out, due to deterioration of the wood. The fateful decision was made and the Agawa was put into the shop for a complete rebuild that meant replacing the largest part of the siding plus renovation of interior panelling. Tanks, etc., were taken off the roof and slung under the car; thermopane windows were installed and air conditioning added! The icing on the cake was installation of a drumhead on the rear platform carrying the Black Bear!

The re-equiping of the passenger fleet was essentially complete by the mid-1970's with cars coming initially from Canadian Pacific, a railway frantically divesting itself of any excuse for running a passenger train. Built at CP's Angus Shops in the late 1940's, these "new-used" cars were ex-CP 2200 series coaches, some of the finest of their type in North America. Air conditioning was a standard feature and something really new for ACR passenger trains - now the tourist could rough it in the north woods in real comfort! Unfortunately, the air conditioning was the ice-activated variety and after a brief struggle with blocks of ice the ACR began conversion to powered, self-contained units for each car.



This 1966 shot of the Jodrey shows her downbound in the St. Clair River. She was sunk in the St. Lawrence in November, 1974 with a full cargo of iron ore from Sept Iles. Photo courtesy of Mr. Elmer Treloar.

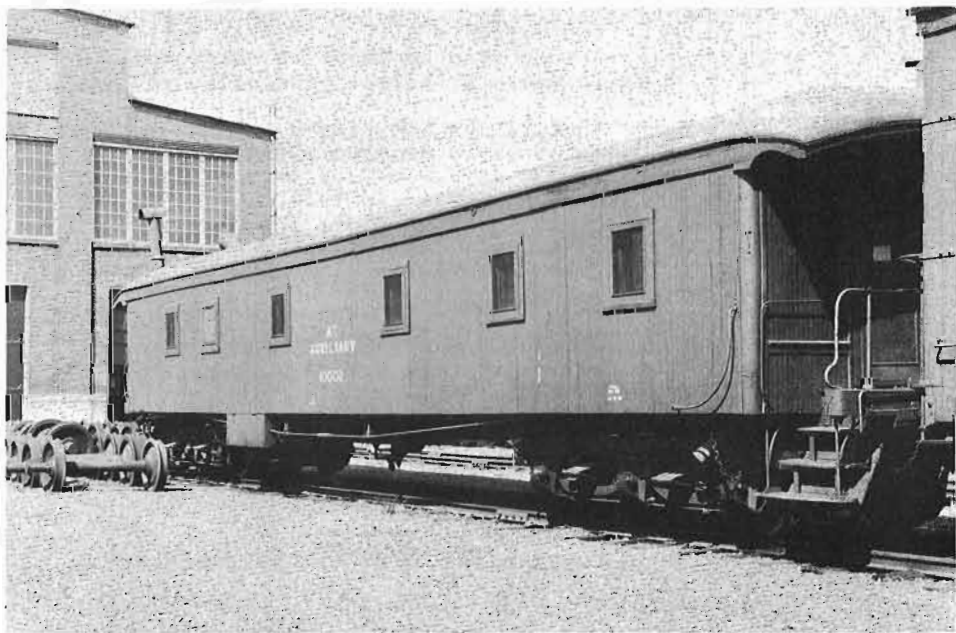


The Michipiciten, all 94 tons of her is shown here parked in the Sault yards in the early 1950's. Still in the dark green, the car was a most handsome sight. RPS Photo, Author's Collection.

Apart from, and somewhat later than, the CPR "hand-me-down" there were coaches, baggage cars and food service cars from Southern Pacific; Illinois Central; Central of Georgia; Gulf, Mobile & Ohio; Denver & Rio Grande Western and Santa Fe. By the time this is read, most of the equipment will have been painted in the Algoma Central's new silver paint scheme and be sporting a black bear, complete with paw prints. A few cars, notably several of the Southern Pacific sets (they are permanently coupled in pairs with three trucks for each pair of cars) and the GM&O coaches remain unchanged since delivery and unfit for service.

It should be stressed that all this is proving to be an excellent investment since tourists continue to come. In round figures, 100,000 per year is now considered normal.

A further Business Car, the Canyon View, was bought in 1969. This was built by Budd in 1949 for the New York Central as lounge-sleeper Singing Brook. Bought by the CPR in 1959, it was renamed Mountain View and for some years brought up the tail end of CP overnight passenger trains between Toronto and Ottawa. Being a stainless steel observation car with a rounded end and no dome, it is not surprising that AC shop crews unofficially named it The Silver Bullet!



For many years this car provided eating and sleeping accommodation for the AC wrecking train crew. Although no one knows for sure what the car's origins might be, it would be reasonable to guess that this represents the last surviving example of the railway's original passenger equipment, extensively rebuilt. The trucks are clearly marked "Pullman Palace Car". Photo courtesy Mr. George Moore.

While remaining in the tour train business, the Algoma Central wishes to be rid of its regular Sault-Hearst passenger train, claiming a loss that the Canadian Transport Commission will have to pay if it wishes the service to continue. Passenger trains on the branch have been gone since the Trans-Canada Highway was pushed through the Wawa area. Declining population (including section foremen and their families) along the main line, coupled with greater access by road will make the regular passenger service hard to support. The final word has not yet been heard. Perhaps a fifth era is in sight with only the tour trains carrying passengers on the Algoma Central.

Lake shipping has been associated with the Algoma Central since the earliest days. Today, Algoma Steamships Limited, a railway subsidiary, is the oldest, continuously operated bulk freight line on the Great Lakes. During the long period when the railway was hard-pressed to earn operating expenses, let alone the cost of construction debt, the steamship division usually made money.

Although AC ships have certainly carried many cargoes to and from Michipicoten Harbour over the years, this does not represent their only claim to fame. The fleet has always competed successfully in most aspects of Great Lakes carriage, the latest example being a long term contract to carry coal from Thunder Bay to Ontario Hydro's thermal generating plants.

It should be noted that if the ACR tended towards superstition, the month of November would be a worrying time for management. A total of five AC ships have been sunk and lost, the years being 1905, 1906, 1913, 1934 and 1974, and every one in the month of November. Some comfort could be taken from the last sinking, that of the Roy A. Jodrey, since insurance covered replacement cost and the 1974 Annual Report showed an "extraordinary gain" of over \$4,000,000.

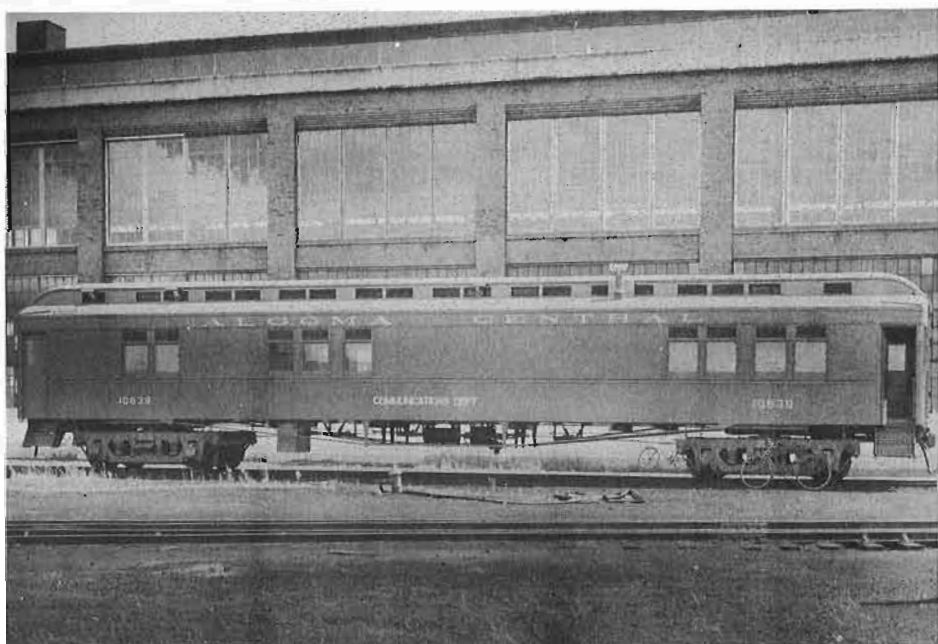
From the beginning, the Algoma Central freight car roster has listed very little else than ore cars, gondolas, flats and a few box cars. Invariably, the flat cars would be equipped with end racks for pulp-wood loading. Over time, wood gave way to steel underframe and then to all-steel construction, and car sizes and capacities have increased, but the rolling stock continues to reflect the railway's major loadings, iron ore, steel and forest products.

Until recently, ore was hauled to either the Harbour or the Sault in battered, secondhand coal hoppers purchased from American railways. After the sintering process done at Wawa to upgrade the ore, the red hot product had been dumped directly into these hopper cars, then quenched with large amounts of water. It was impossible to keep paint on the cars and the resulting appearance can be imagined. This process has now ceased and the old hoppers retired. The replacement cars represent the most modern available.

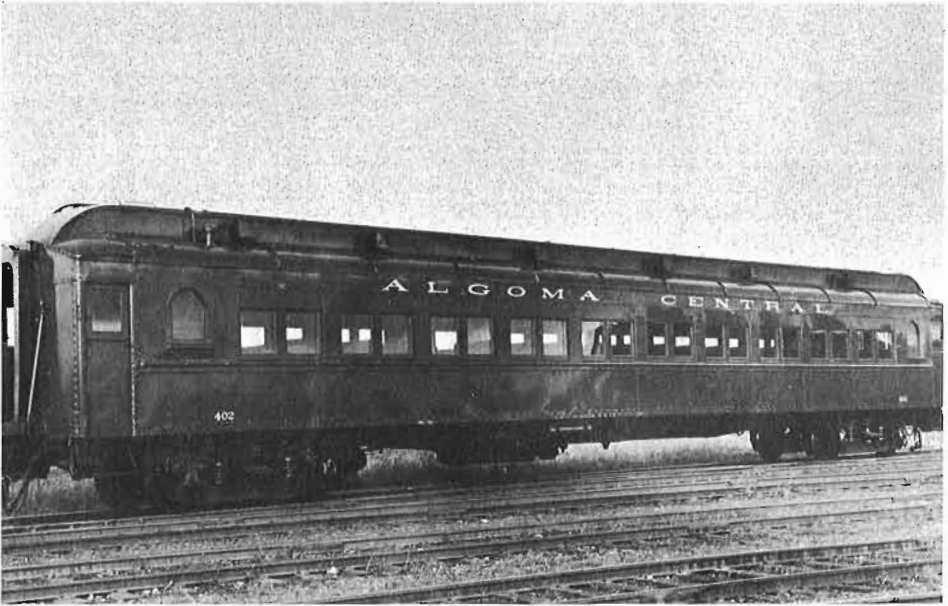
The closest the ACR came to exotic freight rolling stock was in the years 1903 to 1914 with fewer than 50 charcoal cars. Algoma Steel's furnaces used charcoal in the



One of the homebuilt steam generator cars as it looked in 1952. These were in addition to the troop sleeper conversions. RPS photo from the Author's Collection.



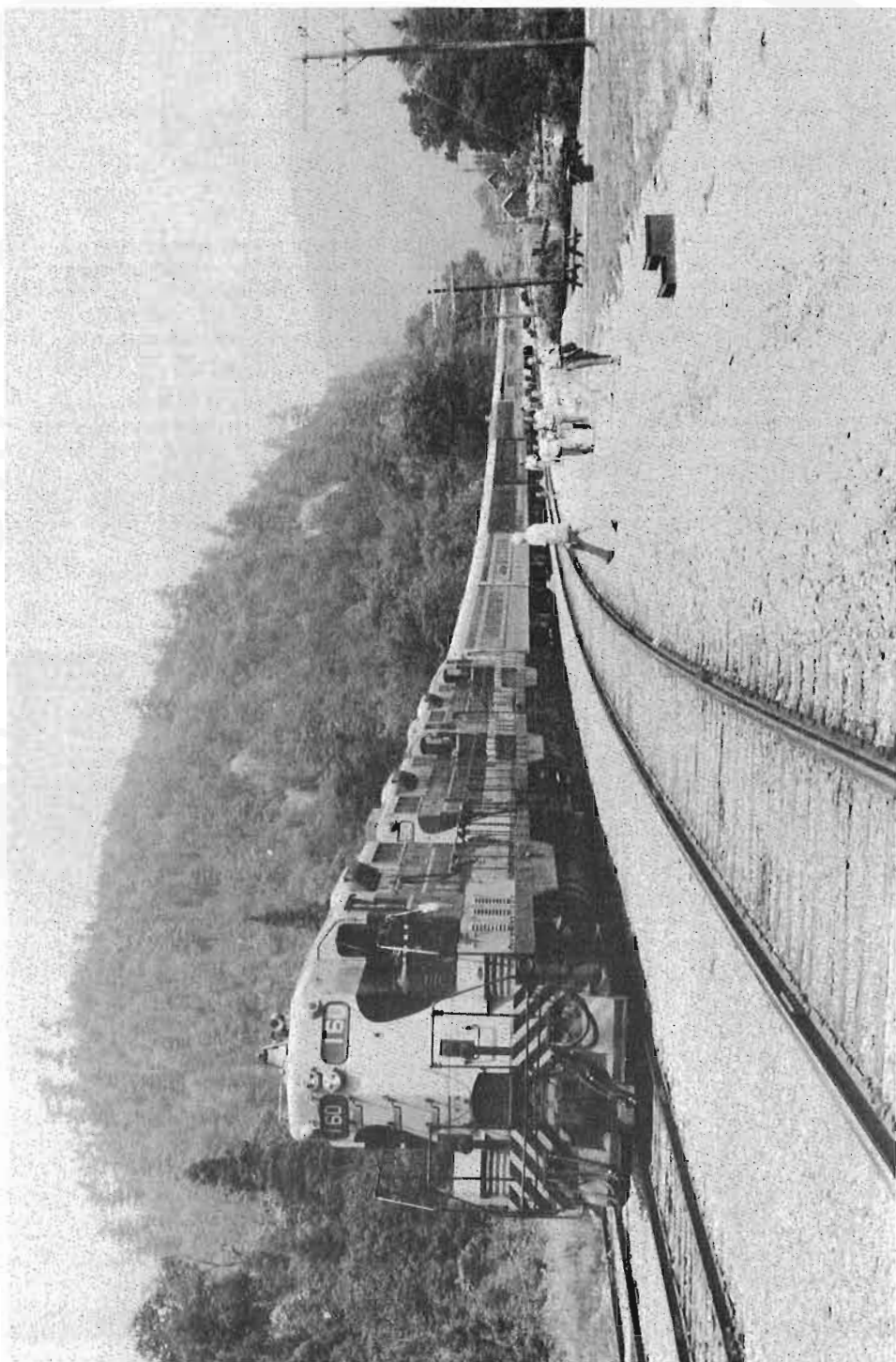
This is what one of the 1912 era coaches looked like after conversion to Communications Dept. service. The year is 1952 and the paint scheme is the passenger red and grey which was being implemented at the time. RPS Photo from the Author's Collection.



Coach 402 represents one of the two types purchased by the ACR from the D&RGW in the 1940's. Photo from AC files.



The odd looking beasts coupled to the locomotives are the ACR's newest steam generator cars and were once steam engine tenders on the Northern Pacific. Photo by the Author.

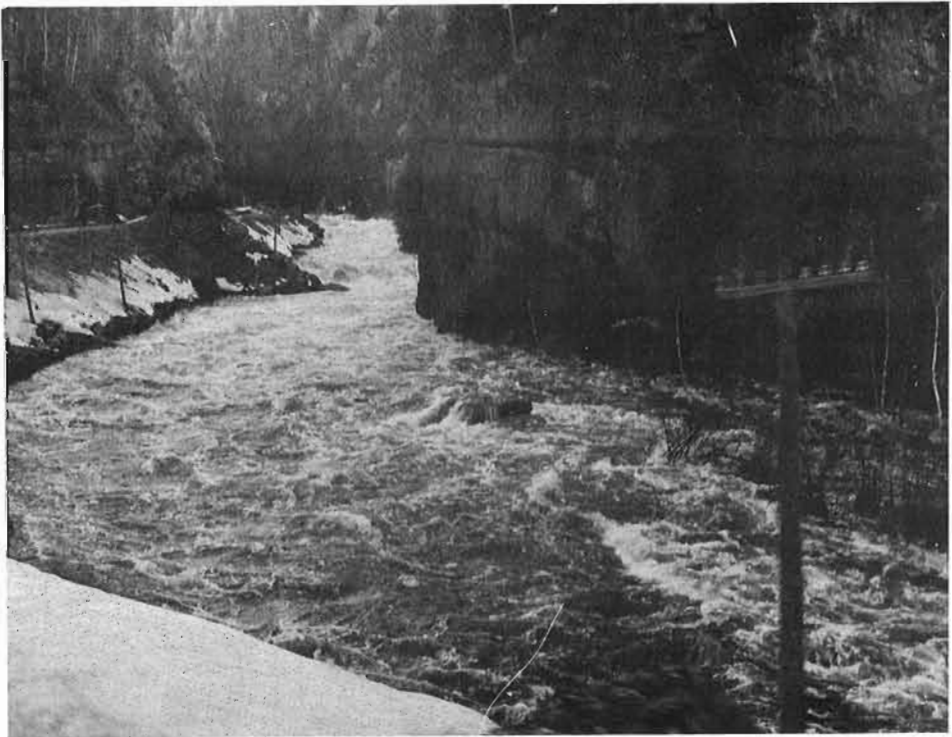


GP7 #160 leads the pack of four units powering the Canyon Tour Train in July of 1976, the location is Canyon Station, Mile 114. Photo by the author.

early years and the material was produced along the railway. The cars were forty feet long and fourteen feet high with three doors on each side, the centre one being six by eight feet and the other two five foot six by four feet.

How about the Black Bear symbol? First used about 1914 to decorate newspaper ads, it was not to appear on locomotives or rolling stock for thirty years. Although the animal is common enough in ACR country, no one knows who first thought to use it as a company symbol. Strangely, until quite recently the railway had not registered the logo as an official trademark.

What of Algoma Central's future? The present owners are quite likely to keep the railway and its subsidiaries as long as they are profitable, and that seems likely for some time to come. At Wawa and elsewhere along the railway huge resources of iron ore wait to be mined; the forests continue to supply their bounty and the Agawa Canyon will continue to attract tourists.



Just a peek at what they all come to see, the Agawa Canyon. Photo Courtesy of the Author.

THE ENGINE ON THE STAMP

The story of the New Brunswick one-cent stamp of 1860

by Fred Angus

For well over a century stamp collectors have been familiar with the one-cent stamp, bearing a picture of a locomotive, issued by the province of New Brunswick in 1860. This stamp, even today, is not rare, and so can be found in numerous collections in Canada and elsewhere. Since this was the first time a locomotive had been depicted on any of the World's postage stamps, the issue is of considerable interest both to philatelists and railway historians. Over the years, several misconceptions have arisen as to the identity of the locomotive pictured, and it is the purpose of this article to give a brief history of the stamp, as well as to attempt to identify the locomotive.

In 1860, New Brunswick was still a separate colony, and remained such for another seven years until it joined the new Dominion of Canada. As a colony, it had the right to issue postage stamps, the first of which had come into use in



September 1851, only a few months after those of the Province of Canada. These early issues were in the British currency system of shillings and pence, and are all very rare, being printed only in quantities sufficient for use, with very few being preserved by collectors. However, in 1860, New Brunswick adopted the decimal currency system of dollars and cents, and the postage rates were adjusted accordingly, so making it necessary to produce a whole new series of stamps. The earlier stamps had been printed in England, but the order for the 1860 issue was given to the American Bank Note Company of New York. This company engraved the master dies, prepared the plates, and printed the stamps in six denominations ranging from 1¢ to 17¢. These stamps, in sheets of 100, were shipped to Saint John where they arrived in time for issue in May 1860. Compared to the earlier series, the new stamps appeared neat and attractive. Credit for the designs is given to Charles Connell, the New Brunswick postmaster-general, who was no doubt responsible for the use of the locomotive on the 1¢, and the steamship on the 12½¢ denomination. However, his innovative tendencies went too far when he placed his own picture on the 5¢ stamp! The disapproval of the authorities resulted in Connell's resignation, the destruction of the 5¢ stamps, and a new printing of that denomination with a picture

of Queen Victoria substituted. As a result, the issue of the 5¢ stamps was delayed several months, but all others, including the one-cent, went on sale as planned on May 15, 1860.

The one-cent stamp was used for local letters within a town or city, so was required in fairly large quantities. The initial shipment contained 2000 sheets (200,000 stamps), and sometime later an additional 400,000 were printed, making a total of 600,000 of this stamp. The two printings can be distinguished by slight differences in colour, as the first printing is brown-violet, while the later lot is slightly less brown. New Brunswick stamps remained in use until 1868 when, following New Brunswick's entry into Confederation on July 1, 1867, a new series of Canadian stamps appeared. These went into general use in April 1868 at which time the stamps of New Brunswick were withdrawn from sale, none being officially issued after April 15, 1868. However they continued to be valid for postage and in fact are still so valid, well over a century after they became obsolete. Upon being superseded, a considerable number of New Brunswick stamps remained unissued, and were stored in the Customs House in Saint John. Fortunately, they were not destroyed, but were sold to stamp dealers, and so have survived in fairly large quantities to the present day.

Having outlined the history of the stamp, the next consideration is to the identity of the locomotive. Here there are several reported identities depending on the source consulted. The most common theory is that it was European and North American Railway No. 12 "Prince of Wales". Another story has it Grand Trunk Railway engine No. 209 "Trevithick". Some stamp catalogues refer to it as "Engine No. 9" without specifying any railway, while others simply say "wood-burning locomotive". Let us consider these possibilities, bearing in mind that the engraving, although small, is remarkably well detailed so that many small features show clearly. Both E. & N.A. No. 12 and G.T.R. No. 209 were used on Royal trains during the visit of the Prince of Wales, later King Edward VII, to North America in 1860, the same year as the stamp issue. This may explain the belief that one of these engines appeared on the one-cent stamp, especially since a portrait of the Prince of Wales himself was on the 17¢ stamp. However, photographs exist of both these engines, and they are clearly 4-4-0 type with outside cylinders, while the stamp engraving is equally clearly a 4-4-0 with INSIDE cylinders, so it is obvious that it is neither of these two locomotives.

Before going further it is necessary to consider another possibility, namely that the engraving does not represent any particular engine, but was just a stock design on hand at the bank note company. Such stock designs were often used; a good example is the scrip issued by the Champlain and St. Lawrence Railroad in 1837, where southern scenes formerly used on U.S. bank notes were employed. However, two conditions argue strongly against this possibility. First, this stamp was the first in the world to depict a locomotive, so there was no earlier design to copy. It is true that a bank note engraving

could have been used, as these were numerous at the time; however the design on the stamp was far too small to have been used on a bank note, and was clearly engraved especially for a postage stamp. The second reason for rejecting the stock design idea is that the designs for the 1860 New Brunswick stamps were almost certainly engraved to order, as is well shown by the portrait of Charles Connell on the 5¢ stamp mentioned above. In 1860, the only operating railway in New Brunswick was the European and North American Railway, and in fact this pioneer line was completed from Saint John to Moncton on August 1 of that very year. Therefore the use of a locomotive on the stamp would have been topical and up-to-date, quite in keeping with the "progressive" ideas of Charles Connell. It is also tempting to observe that the car behind the engine on the stamp appears to be wider than the standard North American car of the time which could indicate that it was broad gauge, as was the E. & N.A. However this feature is not really clear enough to be conclusive, although the car does resemble a car of the E. & N.A. of which a photo exists.

If we suppose that the picture is of a European and North American Railway engine, the choice is narrowed down to 11 possibilities, as there were only that number of engines in use early in 1860. The description "Engine No. 9" can be discounted, as can Nos. 8 and 10, since these, like No. 12, were built by Fleming and Humbert and had outside cylinders. The real clue is the square dome which shows very clearly on the stamp despite the small size of the engraving. Square domes were a distinguishing feature of the early products of the Boston Locomotive Works, established by Holmes Hinkley in 1841. Records indicate that six Hinkley locomotives came to the E. & N.A., two in 1854, and four in 1857 and 1858. While the exact appearance of these six is not known for sure, they probably all had square domes and the early ones at least had inside cylinders. The final indicator is the railing along the sides and around the front of the depicted locomotive. These railings were already going out of style by the late 1850's, so the engine was beginning to look slightly old-fashioned even for 1860! Thus the engine is unlikely to have been one of the two of 1854. These two locomotives were E. & N.A. No. 1 "Hercules", and No. 2 "Samson", both of which were built by the Boston Locomotive Works in 1854 and appear to fit the details of the engine shown on the stamp.

It would be conclusive proof if a photograph of either "Hercules" or "Samson" turned up showing them as they were when built, but this is unlikely at this late date. If a photo was taken it could easily have disappeared over the years, possibly being destroyed in the Saint John fire of 1877. It is, however, a reasonable assumption that one of these engines, the first ever to run in New Brunswick, was photographed, and that such a photo was sent to the American Bank Note Company to be the model for the stamp. Certainly such unusual details as square domes, side railings, and inside cylinders all occurring together makes too much of a coincidence not to have been based on the actual engine which, as we have seen, had all these features. While all the railway equipment of the European and North American

Railway of those days has long since been scrapped, and today a local letter costs seventeen times as much to send as in 1860, the New Brunswick one-cent stamp of 1860 remains as an historical reminder of the pioneer days of railroading in Canada.

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NEW SLEEPING CAR FLEET FOR THE EGYPTIAN RAILWAYS

With the renewed interest in world wide rail passenger travel we thought you might be interested in this new rail fleet presently being delivered to the Egyptian Railways. Photos and information are courtesy of the builder Messerschmitt-Bolkow-Blohm GmbH of Munich, Germany.

Tourism is one of the major assets in the economy of the Arab Republic of Egypt. Since the historical sights outside of Cairo accessible to tourism up to now can be reached almost exclusively via Luxor and Assuan (distance between Cairo and Assuan is approx. 1000 km) and since other means of transport are available in insufficient number only, traffic mainly concentrates upon the network of the Egyptian Railways; however, Egyptian Railways' car-stock is, at the time being, not yet capable of meeting the demands of international tourism, neither as to its transport capacity nor for its comfort.

THE RAILWAY LINE CAIRO - LUXOR - ASWAN



In order to successfully face this situation in the future, Egyptian Railways have placed an order with MBB for the construction of a modern sleeping car fleet meeting the latest standards of international tourism; the first train of this fleet is being delivered one of these days.

One (1) trainset consists of six (6) sleeping cars, incorporating each 12 double-bed compartments with current warm/cold water, one (1) club car which forms sort of lounge for social and relaxed gathering of passengers, one (1) generator car for the power supply of the whole trainset. The generator car also houses the crew compartment and the very spacious luggage room. Normally, two (2) trainsets of this kind are coupled into one operating unit.

Simultaneously with putting these cars into service a catering service similar to that in use with the airlines will be started. Dishes will be served in the passenger compartments. Prepared food is stored in cooling boxes; it is made ready for consumption

in the galley incorporated in each car. Dishes are served on folding tables directly at the passenger seats, just as on airliners. This service offers the great advantage that all passengers can take their meals simultaneously without being forced to wait for hours until they finally get a seat in the dining car. This advantage works for the dinners as well as for the breakfasts.

The luxury club car serves as a spot ideal for social gathering. In this car cold and warm drinks can be consumed, as well as cakes and cookies, sandwiches and fruit, etc. Furthermore, the tourists are offered the possibility to buy souvenirs and articles of art and handicraft.

Development and design of the three (3) different vehicle types and construction of the first trainset have been completed by the MBB Helicopter and Transport systems Division, in its Donauworth plant, within 14 months only; this achievement proves MBB's efficiency also in the field of rolling stock production.



By the end of 1980 Egyptian Railways will dispose of 60 sleeping cars, 12 club cars and 12 generator cars of the new generation, thus contributing substantially to the improvement of the tourist services in Egypt.

ABRIDGED DESCRIPTION OF CARS

1. SETUP AND ARRANGEMENT OF THE TRAIN

Since the power supply for the cars cannot be provided by the locomotive, a generator car will be coupled to the train for a max. number of one (1) club and six (6) sleeping cars. This power supply car generates 460 KVA three-phase current of 380 V, 50 HZ with its diesel-driven alternator. The diesel engine has a power output of 480 KW (652 HP). The electric power is fed into the trainline.

2. DESIGN FEATURES OF CARS

The outside dimensions correspond with those of the Y-cars per UIC 567. Owing to the approx. 1100 mm high platforms at all the railway stations, entrance steps could be omitted.

The car body shell is a welded structure in steellightweight construction.

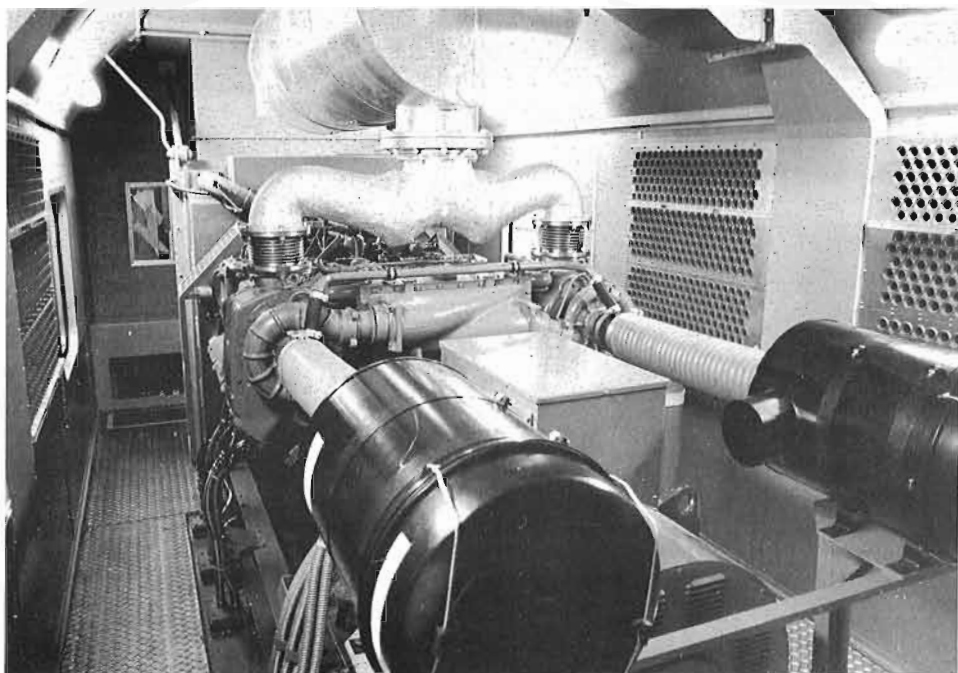
Underframe, roof and the car end walls of all three (3) cars built alike. The sidewalls have been designed in such a way - as to suit the requirements of the interior furnishings and fitments.

The cars are mounted on Schlieren-type bogies fitted with helical springs; said bogies are service-proven in regions with similar terrain conditions.

3. TECHNICAL DATA

Track gauge	1 435 mm
Min. track curvature which can be negotiated	120 m
Length over buffers	24 500 mm
Length of car body	24 200 mm
Width of car body	2 825 mm
Roof crest height above top of rail	4 260 mm
Floor height above top of rail	1 300 mm
Distance between bogie pivots	17 200 mm
Bogie wheel base	2 500 mm
Wheel diameter on tread, new	990 mm
Max. travelling speed	120 km/h
Air brake with brake blocks	Type Knorr Munich





Bogie, fitted with helical springs	Type Schlieren
Electrical equipment	Type AEG Berlin
Air-conditioning equipment	Type BBC Mannheim

Weight in running order	Sleeping car	46,5 t
	Club car	43,7 t
	Generator car	50,0 t

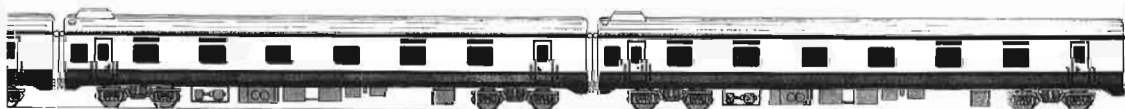
4. COMPARTMENT ARRANGEMENT

4.1 Sleeping car

- 12 2-bed sleeping compartments
- 1 Service room
- 2 Toilets
- 1 Linen cabinet

4.2 Club car

- 1 Club compartment with 20 seats
- 1 Buffet compartment with 7 seats
- 1 Kitchen
- 1 Crew compartment
- 2 Toilets
- 2 Linen cabinets





4.3 Generator cars

- 1 Generator compartment
- 1 Switch compartment
- 1 Crew compartment
- 1 Luggage compartment
- 1 Toilet
- 1 Brakeman's cabin

5. EQUIPMENT OF CARS

- Draft- and buffing-gear with draw hook and side buffers
- Knorr air brake with brake blocks, two (2) brake cylinders underframe-mounted and mechanical anti-skid device
- Handbrake in vestibule, acting onto the subjacent bogie
- Electrical heating
- Single duct air-conditioning system in sleeping- and club-cars
- Power generating in generator-room by a diesel engine-driven three-phase alternator being directly flanged onto the engine
- Trainline for three-phase current 380 V
- Emergency power supply 24 V
- Lighting with fluorescent tubes
- Loudspeaker system to be operated from all cars

6. FURNISHING OF THE CARS



6.1 Sleeping car

- Compartment for two (2) passengers with folding beds, offering three (3) seats in day-time occupancy, a wash basin with cold and hot water supply at the wall on the window side, between door and wash basin a folding table, located above it a wardrobe with curtain, provided for night-time occupancy are reading lamps which are located near the beds, push-button for calling the attendant of the sleeping car, a small luggage rack and/or net.
- Service room with refrigerator for precooked and prepacked foods/meals for dinner and breakfast, kitchen-table for food dressing with drink water cooler, electric convector, hot-plate, sink, cupboards for table-ware and foldable couchette.
- Toilets in easy-to-clean plastic finish, incorporating WC-bowl, wash stand with basin, mirror, receptacles for clean and used towels, soap powder dispenser.

6.2 Club car

- Club room with club chairs and small tables, curtains with frills, indirect lighting.
- Buffet with service-counter, bar stools, drinking water fountain, refrigerator for bottles, coffee machine, double basin-sink, souvenir sales cabinet, table-ware cupboards, indirect lighting.
- Kitchen with refrigerators for storing precooked and prepacked foods and meals, hotplates, dish-washer, sink with water heater.
- Attendants' room with couchette, folding table, wardrobe and linen cabinet.
- Toilet of the same type as for the sleeping car.

6.3 Generator car

- Generator compartment with Diesel Alternator Equipment comprising V8-cylinder diesel engine rated as 480 kw (652 H.P.) at 1500 r.p.m. coupled directly to a totally enclosed selfregulating Alternator having an output of 460 KVA at 380 V, 3 phase, 50 HZ, air intake via maintenance-free cyclone filters.
- Switch room with switch cabinet and switch boards containing all of the operating-and control-elements for the entire power generating plant, automatic fire extinguishing system, writing desk with chair, tool- and spare partlockers.
- Attendants'/crew compartment with dining-table and four (4) chairs, a couch, one (1) kitchen counter for preparing food with hot plate and refrigerator, four (4) wardrobes.
- Luggage compartment with partition walls facilitating stapling and retaining luggage.

- Toilets of the same type as for sleeping cars.
- Brakeman's cabin with additional brake valve and pressure gauge as well as handbrake wheel.



The business car

U.S. JUSTICE DEPT. IS SUING SOUTHERN PACIFIC, ACCUSING IT OF repeatedly running slow freights ahead of AMTRAK'S Sunset Limited in violation of federal law. The New Orleans to Los Angeles train did not finish a single run on time during July, August, September and October 1979 because of "this freight interference", said Amtrak President A.S. Boyd. In fiscal 1979, 42.8 per cent of Amtrak's long-distance and short-haul trains were late. During the first two weeks of December 1979, the thrice-weekly Sunset consistently arrived at least four hours behind schedule. On four trips the train pulled in more than nine (9) hours late.

FOR THE RECORD - THE LAST ATLANTIC TO LEAVE MONTREAL'S WINDSOR Station, Oct. 27/79 comprised diesel 8568, baggage-dormitory 606, sleeper Draper Manor, Skyline 506 and coach 119. The last ATLANTIC leaving Saint John the same day for Windsor Station comprised diesel 1422, baggage-dormitory 609, sleeper Cornwall Manor, Skyline 502 and coach 103.

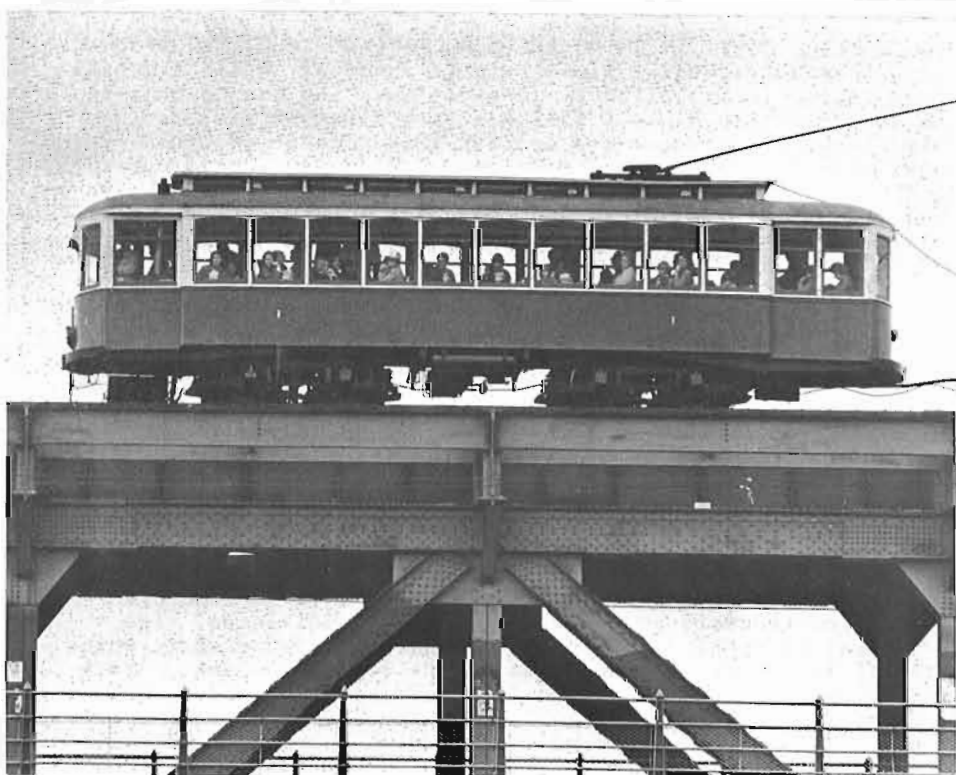
CN IS UNDERTAKING A \$1.1-MILLION RECONDITIONING OF THE CTC infrastructure on the Drummondville Subdivision. The project consists of replacing the underground wires which connect the equipment bungalows to the switch machines, track and signals, the lines which interconnect the field locations and the CTC office in Montreal, and the signal masts and bases. When the first phase is completed, signal relays will be cleaned, checked, and replaced if necessary. (CN" Keeping Track")

THE CITY OF EDMONTON CELEBRATED ITS 75th ANNIVERSARY IN OCTOBER, and to add a little flourish to the doings, arranged to restore its streetcar No. 1, and to operate it over the High Level Bridge (which was always a spectacular run) and at the original fare of 5¢ yet!

The restoration was undertaken by eight volunteers, mostly Edmonton Transit System Drivers, and was overseen by Bob Clarke, also of ETS, and a CRHA Member who helped to restore MTC equipment at Delson.

In his hometown of Glasgow, Scotland, Mr. Clarke not only drove trams, but built them and later restored many. (From the "Edmonton Journal", courtesy Lon Marsh of Edmonton a limited number of tickets were sold out within a matter of hours after going on sale at selected branches of the Toronto Dominion Bank, (5,000) tickets approx.

Hundreds of eager spectators were just content enough to watch and photograph old Streetcar #1, along its route from the site of the old C.P.R. downtown station to the south end of the High Level Bridge, Old Streetcar #1 was able to seat 40 people at a time. After each run, there were always another crowd of people waiting to board the car. You boarded the Streetcar at the rear and exited at the front. (Just like in the old days)



Streetcar #1 had began it's service on Nov. 9th, 1908 and retired on September 2nd, 1951, after 43 years of service totalling an estimated 1,500,000 miles.

After sitting outside the Cromdale car barns for 9 years forlorn, and forgotten, it was moved inside and restoration was finally started on the old car in 1960. Some E.T.S. employees volunteered their free time to lovingly restore #1 to its former glory, as we all saw on October 6, 7, and 8th, 1979 during its Thanksgiving Weekend run. It certainly was a job well done indeed!

Future plans are for the Streetcar to be operated down in Fort Edmonton Park.

Frank Hutton said in one of his columns recently.... "It was like old times riding across the High Level on the old Streetcar. At one point I even sneaked on at the back door just like we did to avoid paying the fare in the old days.... back when green student tickets were 10 for 25¢. A RIDE INTO HISTORY which you could actually touch, hear and see in the making.

This event will be covered in greater detail in an up-coming issue of CANADIAN RAIL courtesy of Lon Marsh and Edmonton Transit.

Photo courtesy of the Edmonton Journal, Edmonton, Alberta.

ALSO IN "KEEPING TRACK", UNDER THE HEADING OF "50 YEARS AGO in Canadian National Rys. Magazine" - - - The September 1929 issue related the story of "A Railway Under the Hammer" - and told of how CNR purchased the Central Vermont, which had gone into receivership following a disastrous fall flood which damaged 253 miles of track and carried away 54 bridges.... And Oil-electric locomotive No. 9000 was the star of the October 1929 issue. Able to supply all the electricity needed for a town with 14,000 inhabitants, No. 9000 had just pleted its first test, hauling the second section of the International Limited between Montreal and Toronto.

SOMETIMES IT'S HARD TO FIGURE OUT. AN ARTICLE IN THE JOURNAL OF one of our many Divisions, states "Tuesday was the big trip to the mountains. At first we were disappointed as we learned it was to be a bus trip". What was the author complaining about, as at the outset, he states "After five hours of flying in a safe Air Canada DC-9".... by the way, the article was titled "Eastern Rail Adventure".

CHICAGO, SOUTH SHORE AND SOUTH BEND WILL SOON BE IN THE MARKET for a new fleet of commuter cars to replace an aged fleet that barely survived the ravages of the past winter. (The 470).



Burt Van Rees has been busy photographing the rail action in and around his home town of Beachville, Ontario. First we see a CP freight photographed at Woodstock, Ontario on September 10, 1979 and is headed up by GP-35 # 5024. On August 7, 1979 Burt caught TH&B 72 groaning through Smithville, Ontario. Our thanks to Burt for submitting these photos to Canadian Rail.

THE TORONTO GLOBE AND MAIL REPORTS THAT, EFFECTIVE WITH THE LAST change of time, the CTC allowed the discontinuance of mixed train service on the DAR between Truro and Windsor, N.S. And the same journal reports that the Nipissing Central Ry. has been relieved of the obligation to provide a bus service between Swastika, Ont. and Rouyn-Noranda, Que.

THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY ANNOUNCED, WITH deep regret, the death of its President, Don Pollock, whilst on holidays in Melbourne. He was one of the early members to join the Society, and in his fifty years of membership; served on numerous committees and was an editory the Railway Observer at the time of his death.



