

Canadian Rail



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COVER PHOTO:

Train #2, the eastbound C.P. Rail "Canadian", pauses at Banff Alberta on August 5, 1978. With a train of 14 cars and a full load, the streamliner has brought its passengers through one of the biggest tourist attractions Canada has to offer, our Canadian Rockies. No. 1416, an FP7A, leads the train with two helpers behind.
(John A. Russell)

OPPOSITE:

THREE CARS (Nos. 5, 18, 20) of the Edmonton Radial Railway appear in this remarkably clear photo taken at Jasper Ave. and 101 Street in Edmonton in September 1911.
(Glenbow-Alberta Institute, McDermid Collection NC-6-62206)

EDMONTON STREET CARS 1908 to 1979

On February 22, 1904, contractor W.G.T. Tretheway approached Edmonton City Council and proposed a thirty-year franchise to operate a street-railway system, using standard gauge railway track and electric power. The contract failed, and it took two votes by rate-payers and a change in civic administration before the City started building the line in 1908. Tracks were laid from Norwood Boulevard (now 111 Avenue) south on Kirkness Street (95 Street) to Sutherland Street (106 Avenue), west to Namayo Avenue (97 street), and south to Jasper Avenue. The western terminus was Wright Street (116 Street).

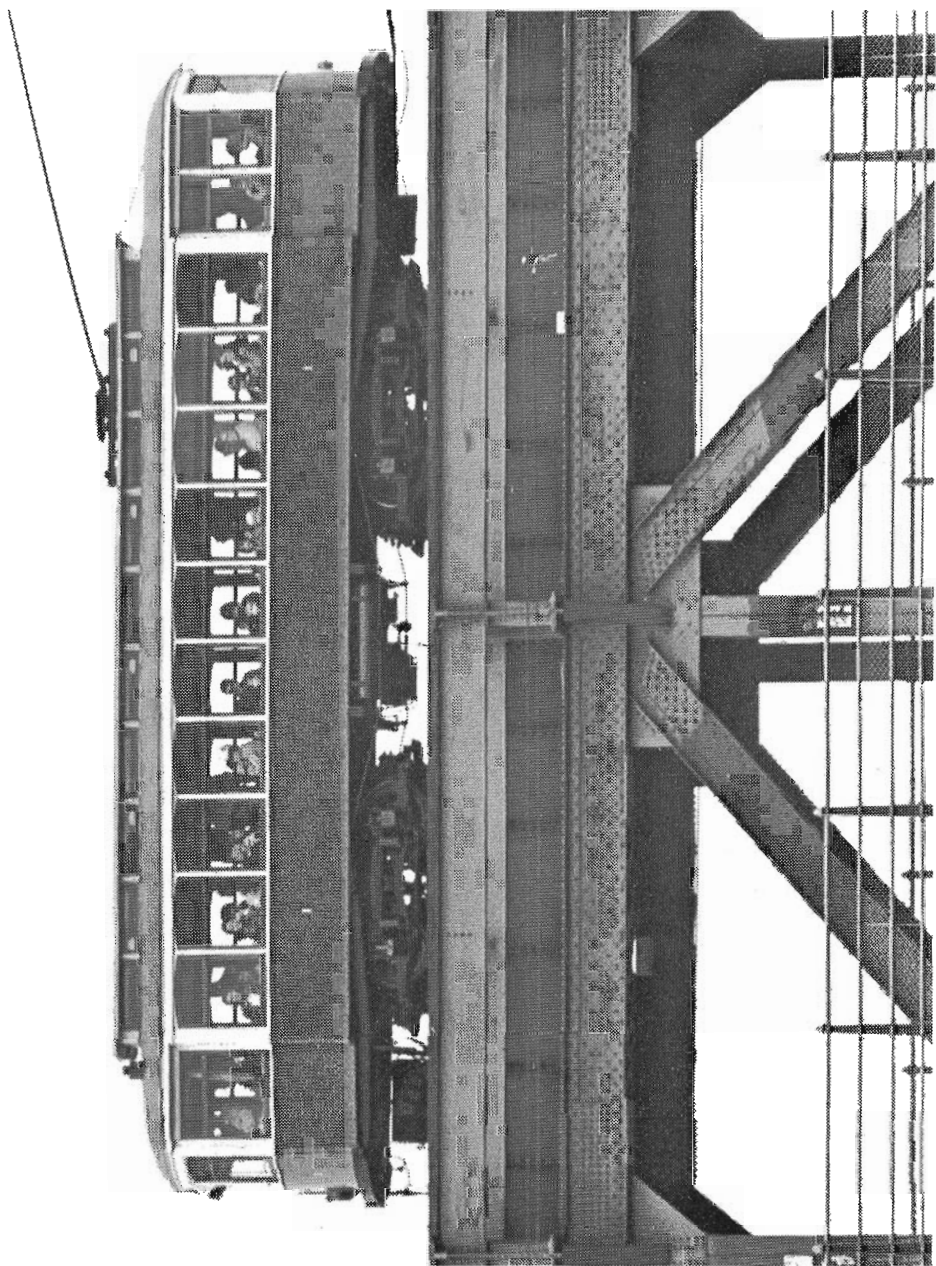
Trial runs of the streetcar system took place October 29, 1908, using Car No. 2, the first streetcar to arrive in Edmonton. The Edmonton Radial Railway began revenue service on November 9, 1908 with six wooden double-ended streetcars, built by the Ottawa Car Company. Each had a motorman, who operated the streetcar, and a conductor, who collected the five-cent fares and insured safe boarding and alighting of passengers. The street railway and a light and power plant, as well as a new telephone system by the end of 1908 served Edmonton's population of 18,500.

An agreement with Strathcona, the city of 4,500 persons on the south side of the North Saskatchewan River, sent tracks across the Low Level Bridge and up Scona Hill to Whyte Avenue. Ridership numbered 142,409 in March 1909. One year later 11 streetcars recorded 257,607 rides.

Construction began in 1910 for two major structures, the Legislative Building, and the High Level Bridge, both of which were completed in 1913. With the bridge, streetcars were able to serve the west portion of Strathcona, and the Edmonton Radial Railway continued its expansion. Specially built streetcars were used to haul freight, and some routes led into industrial sites. Edmonton and Strathcona amalgamated on February 1, 1912 and fifty-eight streetcars served a population of 67,243.

When streetcars started crossing the High Level Bridge on August 11, 1913 the CPR train tracks went down the centre of the bridge and the car lines travelled the outside. At first the car doors opened on the outer edges of the tracks, but in 1917 the streetcars began to switch from two-man to one-man operation and the tracks were crossed so the doors would open onto the bridge in case of emergency.

There was no heat in the early streetcars, nor were there storm windows; however, individual electric heaters and later coal-fired forced-air heaters were installed for passenger comfort.



A NOSTALGIC LINK WITH THE PAST, Edmonton street car No. 1 is an impressive sight as it crosses the High-level bridge with a load of happy passengers during the 1979 celebrations. The beautifully-restored condition of "Old Faithful" makes it seem incredible that the car is 71 years old and has travelled a distance equal to three round trips to the moon.

(Photo by the Edmonton Journal).

By 1913 the Cromdale Car Barns were completed. They included a maintenance shop where the 58 streetcars could be fully serviced within Edmonton. Two sprinkler cars, two sweepers and one sand car were also in use. Special cars equipped with rotating brooms kept all streetcar tracks clear of snow. Cars No. 1 to 7 were two-tone brown, after that the lower portions were green with dark red around the windows. In 1925 the Edmonton Radial Railway colour scheme became crimson and cream, retained until the last streetcars stopped running in 1951. Streetcars in earlier colours were repainted when in the barns for body repairs.

Early streetcars sat 40 passengers who paid a cash fare of five cents, or bought five tickets for twenty-five cents or 26 tickets for a dollar. During the winter of 1919, a sight-seeing car was built, an open streetcar in white and gold, to offer scenic tours of Edmonton. Carrying 42 passengers on hourly tours for a fare of 25 cents for adults, and 15 cents for children, it operated during the summers until 1925.

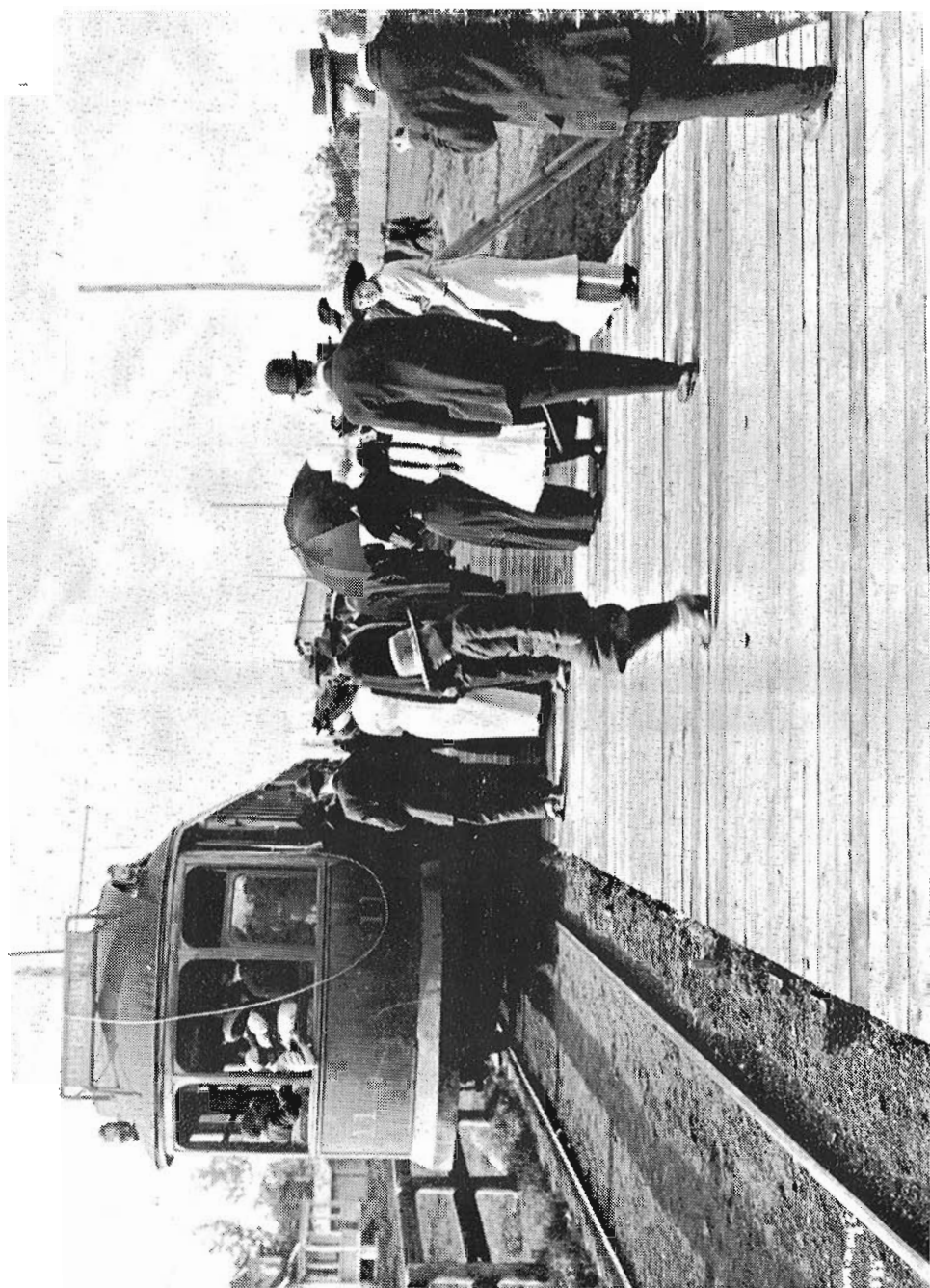
Another unique vehicle came into service in 1941. A Library streetcar became the first mobile library in the world. It operated in outlying districts as part of the Edmonton Public Library's service.

Five light-weight steel streetcars were purchased from Ottawa Car Company in 1930. These front-entrance, centre-exit vehicles



THE FIRST STREET CAR TO RUN IN EDMONTON. No. 2 is pictured here on October 29 1908. This is a sister car to No. 1 which took part in the recent celebrations.

(Provincial Archives of Alberta. Earnest Brown Collection, B5785a).



PASSENGERS A-PLENTY for Edmonton street car No. 11 at City Park.
The year was about 1913.

(Glenbow-Alberta Institute, Byron-May Collection NA-1328-64585).

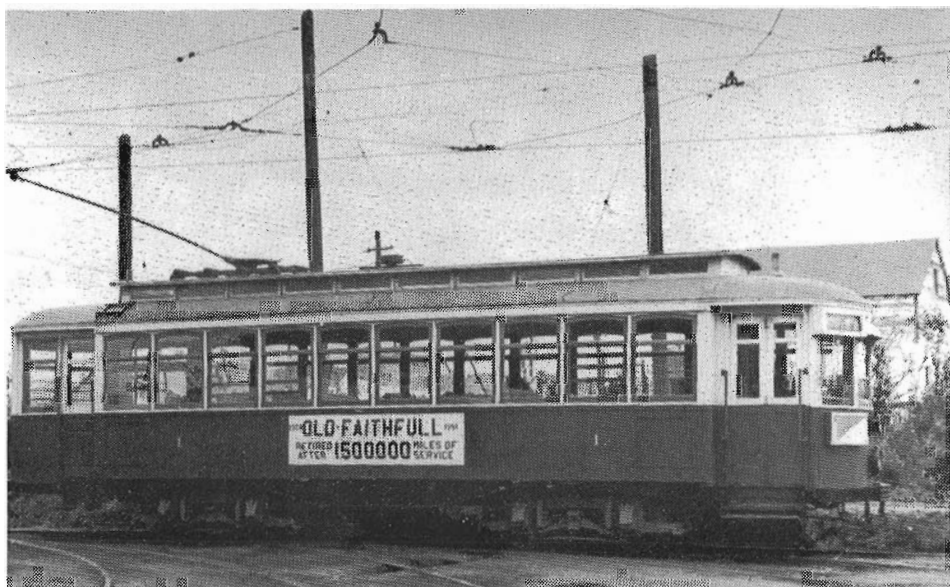
were the last world in comfort, with deep-upholstered leather seats and automated jerk-free acceleration.

Changing times were catching up with the streetcar system: tracks were worn down by increased vehicular traffic. Most streetcar vehicles were obsolete in design, but because of the Depression, there was insufficient capital for required repairs. As they wore out after a million miles each, trolley buses and motorbuses replaced them.

One last fling for the streetcar in Edmonton was the unprecedented passenger traffic carried during World War II. The newspaper said "the war has been an unparalleled boom to Edmonton's street railway system. Its problem is no longer how to draw patronage, but how to handle the business that swamps it during rush hours".

Trackless electric trolley buses were purchased, and increasing numbers of motorbuses doomed the streetcar. Edmonton's streetcar era ended September 2, 1951 with the final run of Car No. 1.

The modern equivalent of the electric streetcar is the Light Rail Transit (LRT) vehicle. In October, 1979 riders in Edmonton have the opportunity to ride both OLD FAITHFUL, Car No. 1, and the LRT trains.



THE LAST RUN (Well, the last for 28 years that is). Old No. 1 making its farewell trip in September 1951 after a million-and-a-half miles of service. Few people present dreamed that in 1979 this car would run again!!

(Edmonton Transit, Eric M. Smith Collection).

RESTORATION OF "OLD FAITHFUL" CAR NO. 1

Streetcar No. 1 started operating November 9, 1908. After 43 years of service, running an estimated 1.5 million miles on Edmonton streets, it retired September 2, 1951. On that day, decorated with flowers and ridden by civic and provincial dignitaries, Car No. 1 made the last streetcar trip across the High Level Bridge.

Car No. 1 had already been rebuilt during World War II. Its wooden chassis and motor parts eventually wore out. Following its last trip, Car No. 1 lay behind the Cromdale Car Barns, damaged by vandals and ravaged by weather.

In the early 1960's a group of transit enthusiasts lovingly repaired the woodwork and made new windows. Partially restored, Car No. 1 became a commemorative float in the Centennial Day Parade in 1967. Afterwards, it again languished in the Cromdale Car Barns until Edmonton's 75th Anniversary.

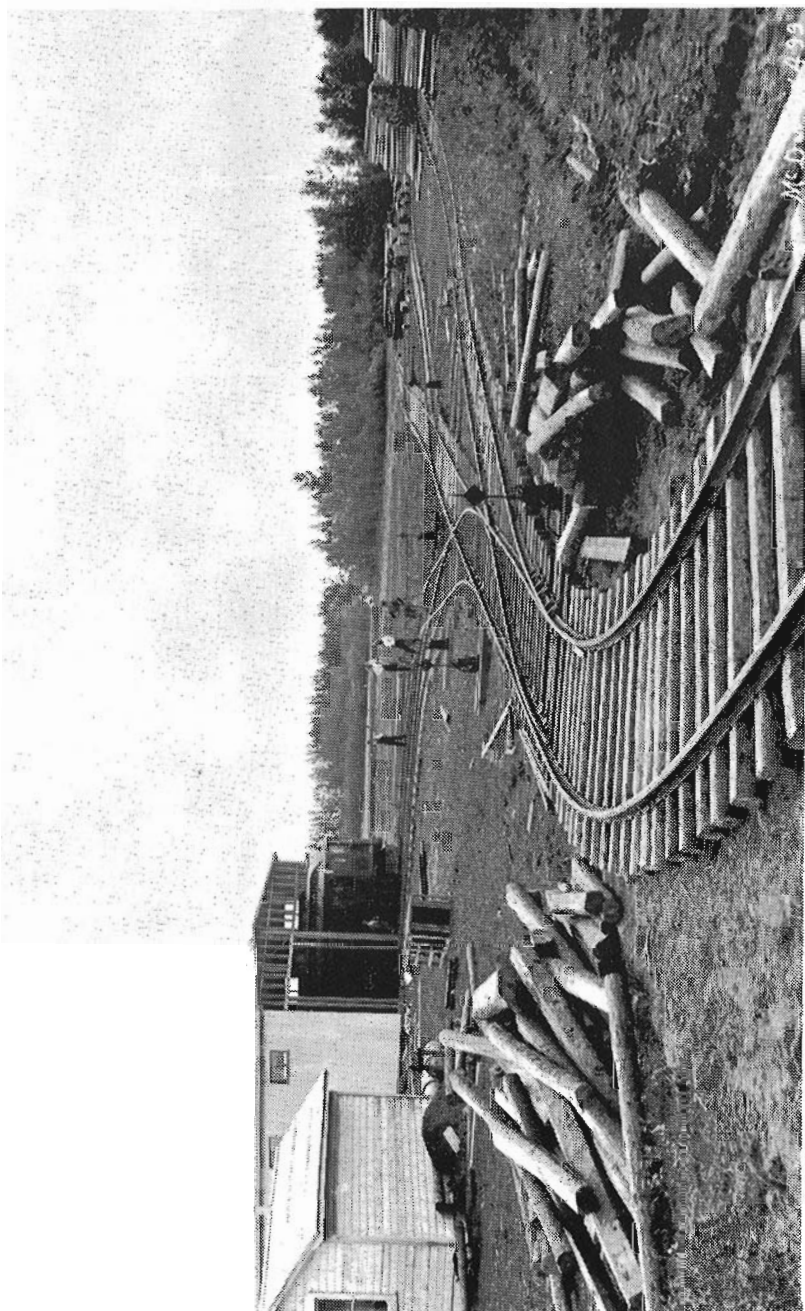
Restored to full operating condition by volunteers from Edmonton Transit, Car No. 1 returns for three brief days in October, 1979 to carry passengers across the High Level Bridge as it did for 38 years.

Edmonton Transit is grateful to all those transit enthusiasts involved for assistance in finding parts and materials for the streetcar.

THE INTERURBAN RAILWAY FROM EDMONTON TO ST. ALBERT

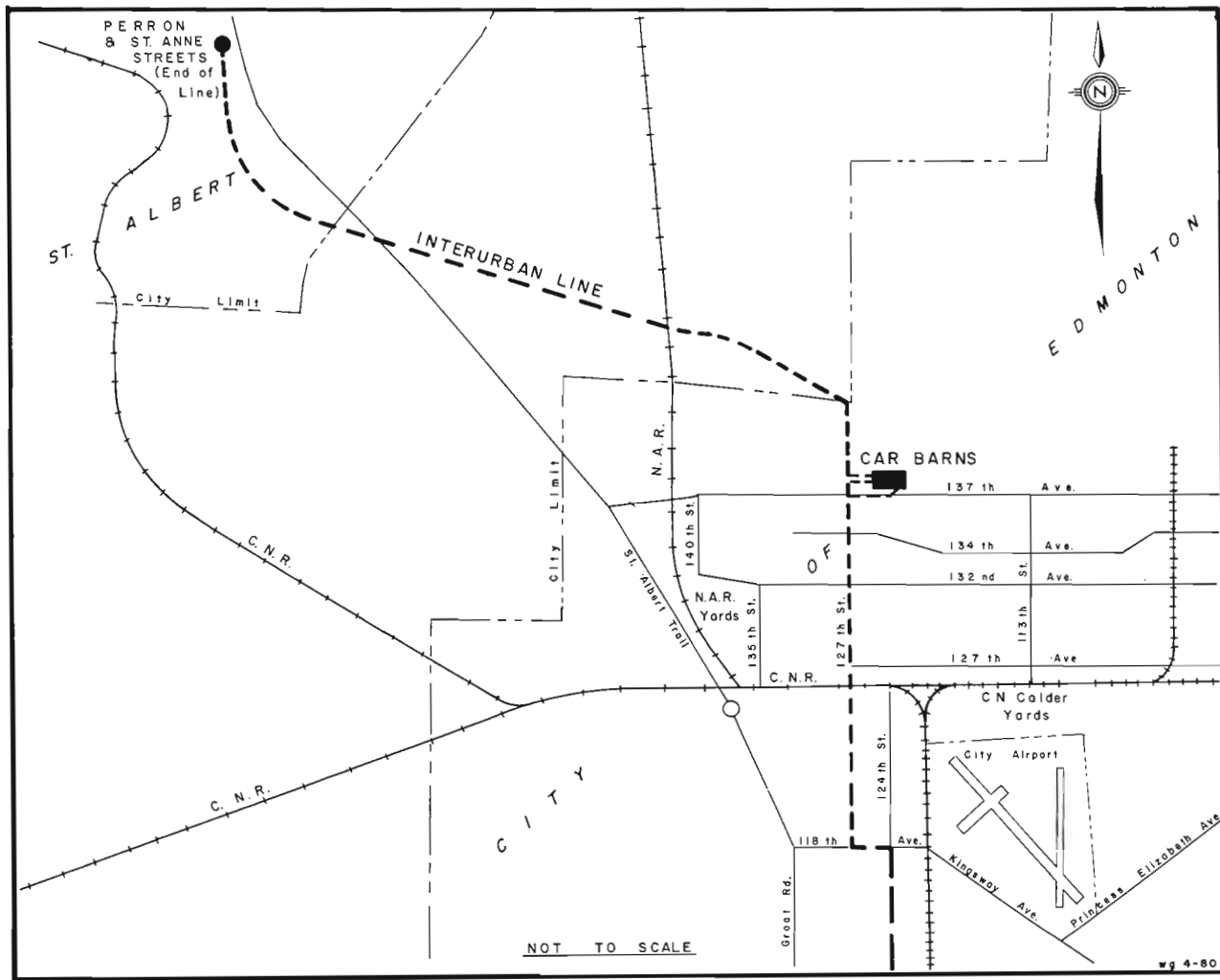
By Lon Marsh

Years ago as the traveler went along the road from Edmonton to St. Albert, we would have seen what appeared to be stretches of abandoned railway grade. These forlorn mounds of earth were a ghostly reminder when 60 years ago, it was a highly important enterprising venture -- the Interurban railway from Edmonton to St. Albert. This lay in the fields near the Dunvegan Railway Yards.



THE EDMONTON INTERURBAN CAR HOUSE and lead tracks with a group of workers outside, photographed in October 1913. Car No. 1, complete with headlight and white flags, appears as if ready to go into service. There is no trolley wire since the car is gas-electric.

(Glenbow-Alberta Institute NC6-499).



NOT TO SCALE

wg 4-80

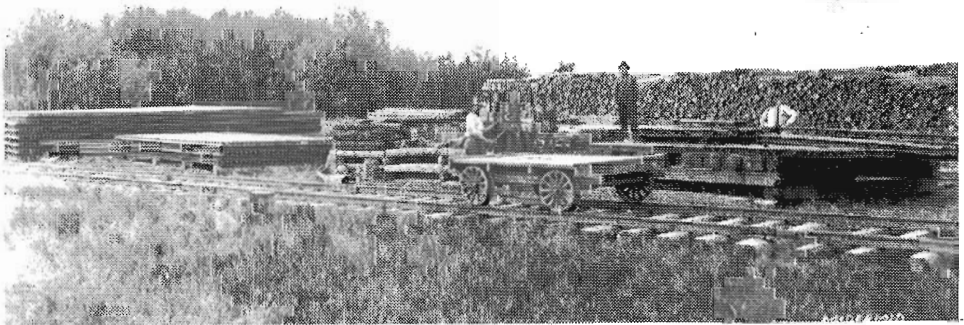
The citizens were very optimistic in those days when the Interurban was first thought of. The land boom was at an all time high as were real estate values, etc. The city had a population of 70,000 or more and everybody was "stepping out". Words like depression were virtually unknown altogether.

The linking of Edmonton with St. Albert by the Interurban railway was originally to transform the little town situated on the Sturgeon River into a charming suburb of the city. There, businessmen could have their modest chalets, or those more fortunate, a white marble palace on the scenic banks of the winding stream. An actual commencement with this project was made in 1912, when a right of way was secured from the town of St. Albert to the city.

As this railway was to be associated with real estate development along the route, the interest of those who owned adjacent property was fully secured and agreements were concluded in their co-operating to financing the project.

This venture almost never made it. The city was trying very hard to prevent the railway from using the streetcar tracks to enter the city. The Interurban Co. wanted to operate an electric line into Edmonton, and along different streets, but this was met with very strong opposition from city council. The City did not want any competition with the municipal street car line within the city itself.

The Corporation had a charter to build lines radiating from the city to an extent of more than 80 miles. This charter covered lines to St. Albert, Morinville, Athabasca Landing, Fort Assiniboine, Fort Saskatchewan, and other points which were tributary to Edmonton. The Incorporators were Messrs. Brutinel de Sieves and Scott



A HANDCAR ON ONE OF THE YARD tracks of the Edmonton Interurban in 1913.
(Glenbow-Alberta Institute NC6-501).



PILES OF NEW TIES IN THE YARD of the Edmonton Interurban during the construction of the line in October, 1913.

(Glenbow-Alberta Institute NC6-500).



MEN DIGGING THE DRAINAGE DITCH beside the cleared right-of-way. October 1913.

(Glenbow-Alberta Institute NC6-498).

of Edmonton. It was believed that a syndicate of Montreal capitalists were also behind the Co. They had already secured exclusive running rights over all the streets in St. Albert. However, an agreement was finally reached whereby the Interurban Co. were allowed to construct tracks in the city. These had stretched from the end of the city lines at 124 St. to Alberta Ave. (118th) to 127th street and on to the city limits. The railway went the 7 miles cross country to St. Albert. From there it had run from Piron and St. Anne St. back to Edmonton. The city street car fares were not more than 5¢ a ticket; the Interurban set their own rates.

By September of 1913, the tracks were near completion; the car barns were erected at Queen Mary Park (137th Ave. and 124St.) on Sept. 30th, 1913, the first green colored gas electric car to be run by the railway arrived from the Drake Co. of Chicago. There were 2 more on order from them plus 2 more from the McEwan Pratt Co. of London, Eng. Initially four cars were to be operated. Two capable of hauling freight at \$25,000 each and the other two at \$28,000 each. By Dec. 1913, there was a full schedule of 5 round trips a day.

This huge venture had invested approximately \$180,000. In those days, the local papers carried large ads for real estate development, e.g. along the railway route. The town of "Summerland" on 127th Street was described as having the most brilliantly lit street in the district: as many as 20 houses in construction.

But what happened! The bottom dropped out of the real estate boom and with it came the first pre war depression, followed by World War I. People began leaving the district and those that remained had very little work or money left.



VIEW OF THE TRACKS GOING INTO THE CAR HOUSE. Photo taken from the car house. October, 1913.

(Glenbow-Alberta Institute NC6-502).



PART OF THE LINE OF THE EDMONTON INTERURBAN is shown in this view taken late in 1913. The town of St. Albert appears in the background just above the automobile.

(Glenbow-Alberta Institute NC6-441).

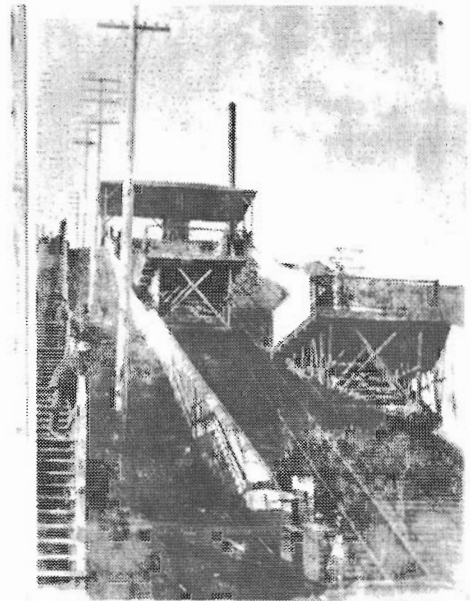
For two years, operations were carried on but no new cars were added as the full quota of new equipment never materialized. In 1915, tragedy struck when fire destroyed the barns at the Queen Mary Park, including the railways entire stock. The total loss was estimated at \$25,000, partially covered by insurance. The fire was said to have started when an employee was pouring gasoline into the tank.

As the operation had proved to be a failure, the city in 1916 obtained running rights over the Company's tracks from 118th Ave., to 127 Ave. In 1920, the Company's tracks were completely bought out by the city. All the other steel was taken up by the railway, and some of it was disposed of during the war period when steel was at a very high premium.

This was the end of an interesting project which if fate had been kinder, it might have been a greater factor in building a delightful and prosperous town and district. As one passes by these sights today, one would never know such a project was ever started so many decades ago.

EDMONTON'S INCLINE RAILWAY

By Lon Marsh



THE EDMONTON INCLINE RAILWAY is pictured here in two views; one taken during construction in 1907, and the other soon after it was opened in 1908.

(City of Edmonton Archives, Photos EA-10-1828 and EA-10-2378).

The Incline Railway was a very interesting feature of its day. Opened in 1908, its franchise covered operations from the foot of 101st St. to a point halfway down the hillside (where the Chateau Lacombe stands today) toward the community of Rossdale. It was a cross between an outdoor elevator and a San Francisco cable car. The 101st St. steam hoist, as it was also called, was erected at a cost of over \$30,000.00. Extensive studies were made by a man named Jos. Dostyn, who had visited Hamilton and New York to obtain the latest ideas along the lines of lifts which were quite similar to the one built in Edmonton.

The Incline Railway was built by a company of prominent citizens who were: Mr. Donald Ross, Joseph Kostyn, H. J. Dawson, Richard Secord, F. B. Hobson, P. Anderson and G. P. Blythe.

A well known citizen who ran the best commercial horses in town was W.H. Sheppard of the Edmonton Brewery. The Brewery was in the red brick building by the north end of the low level bridge which still stands today. The Brewery had the reddest, brightest wagons in the city; with the biggest Percherons to pull them. The lift was the greatest boom to the horses who could enjoy the two minute ride to the top, and the customers would enjoy faster delivery of their goods and products. The lift also saved around 15-20 minutes of strenuous toil for the horses pulling heavy loads up the steep grade of McDougall hill.

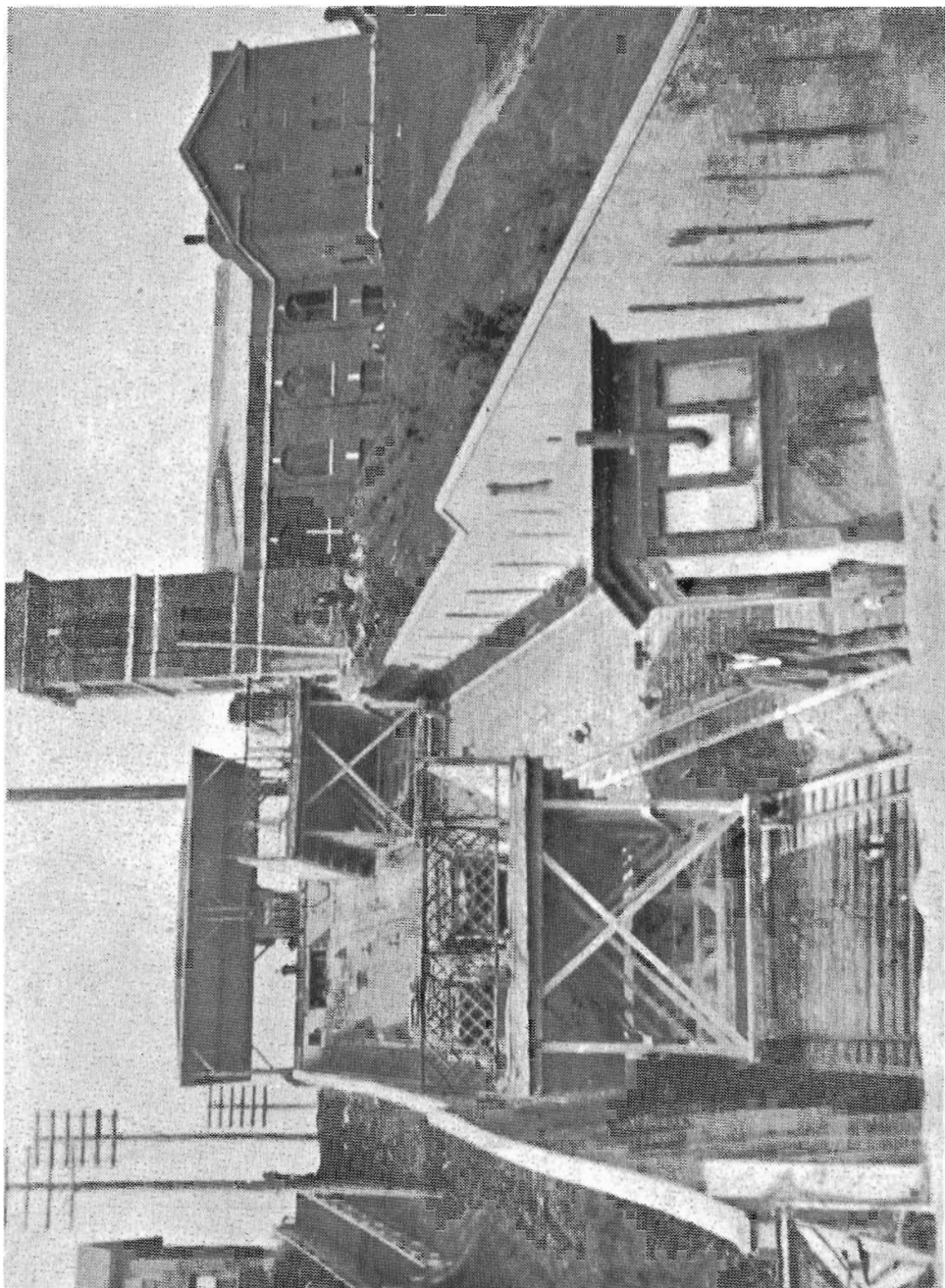
The Incline Railway was 290 feet long and 44 feet wide. The sides were enclosed by brick walls which ranged from ten to fifteen feet high. The rails for the cars ran up the hill at a 45 degree angle. The two cars running on the lift were perched on stilts, one set short enough so that the floors were horizontal. They ran into pits at the bottom where the platforms had come to rest level quite even with the road. Due to counter-motion, when one car was at the top of the incline, its partner was at the bottom. The cars were hoisted or lowered by heavy cables.

Besides the bed for the double tracks up the hillside, there was also a landing stage at the bottom and the draw-works, toll gate and shelter were at the top of the hill what was then called College Ave. The cars were each 30 feet by 20 feet with a passenger section 4 feet by 20 feet on each side. The gates on either end worked automatically. This meant the exit on the lower end would only open when the car reached the bottom, and the exit on the upper end when the car had reached the top. This also prevented any possibility of the car's end being opened while in transit. The pit at the top of the hoist was 32 feet deep and 32 feet sq. In this was the massive machinery used in the operation of the hoist.

Safety Appliances

The cables which held the cars were $1\frac{1}{4}$ " thick and were attached to drums each of which had weighed 8 tons. The main gear wheel in the centre weighed 4 tons and the 3 were on a pulley 32 feet long and 10 feet in diameter. The operating engine was 80 horse power with the boiler at 100 horse power. The lift was originally to have run on electric power, but the city had refused to supply the current as their system was already overloaded at that time. It had meant a change of plans and an increase of the cost which was estimated \$5000.00.

In addition to the two operating cables, there were also 2 safety cables that were attached to each car and which were $1\frac{1}{2}$ " thick. Under ordinary conditions, these ran lose. Should the other cable have slipped for any reason, the safety immediately stopped the car by means of an automatic mechanism. There were also 2 emergency brakes and a working brake on the engine which allowed for additional safety. The hoist was operated by Frank Morris who was an old C.N.R. engineer. The hours of operation were from 7 a.m. to 7 p.m. with extra runs for sporting events down on the Rosedale Flats.



THIS RARE PHOTO shows the Edmonton Incline in service in 1912, a year before it was abandoned. Notice the two waggons on the lower car. The McDougall church is in the background.

(City of Edmonton Archives. Photo No. EA-10-1392).

The fare for horse teams was 15¢ a trip and 5¢ for foot passengers. The fares were reasonable but the thrifty pedestrian had a free stairway for use only a few feet from the railway. Also the drayman, who was halfway up the hill by the time he'd have reached the lower loading platform, would prefer to go the rest of the way by road and save the toll. In rain or snow, the horse-drawn traffic which used the railway, would be heavy. Many contractors used the lift because it saved time and effort for their horse teams which were hauling gravel and sand from the river bed to various projects up the hill.

The lift did a good business, but it was such a large operation that it had worn out before the builders ever recovered their \$30,000.00 investment. When the high level bridge was completed in 1913, it had put Edmonton's Incline Railway into the history books. There was no longer any need for the lift, when horse teams could cross the river valley over the High level bridge and never had to go down to the valley at all.

The Incline Railway had made its very last run in 1913, after which it was dismantled and hauled away. An interesting note is that the large engine is still buried inside the hill where it was put back in 1908. For many years afterwards, the concrete anchor blocks could still be seen at the top of the hill. These soon disappeared though when the Bellamy hill project had begun a few years later. The brow of the hill had been altered to accommodate the new artery connecting with the 105 st bridge.

How 65 years later, there is only the rare photograph to remind people of Edmonton's Incline Railway--as many people preferred to call it JOE HOSTYN's HOIST.

Mr. Moyer and a Five Million Mile

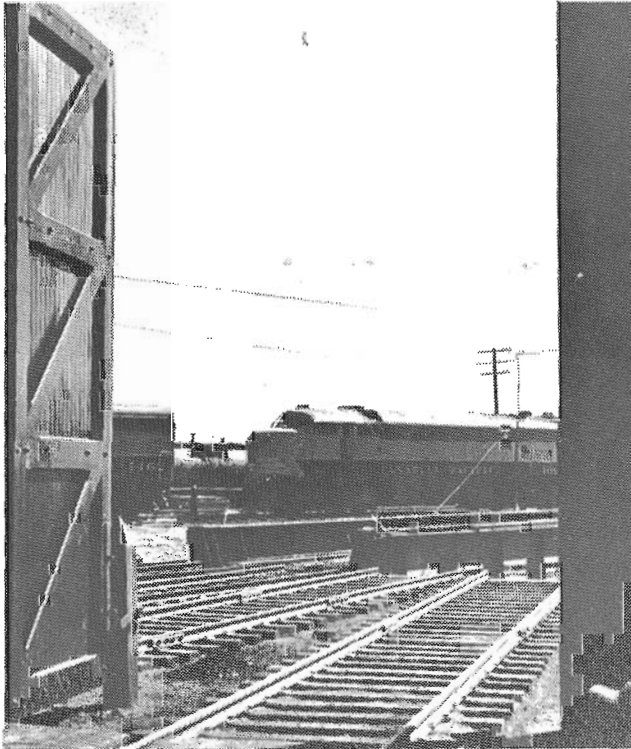
DATE: Lethbridge, September 27, 1979

TO: CONDUCTOR, The Canadian, #2, Medicine Hat, Alberta. May 12, 1979
ENGINEER, The Canadian, #2, Medicine Hat, Alberta. May 12, 1979

Dear Sir:

This letter will introduce Mr. Patrick Webb who has asked permission to ride the head end of your train from Medicine Hat to Swift Current on Saturday, -----

The dull rumble of the arriving Canadian undulated under the disco beat jolting me into the realization that I was in danger of missing a train for the second time in my life. After a leisurely hundred mile drive on a warm overcast May afternoon the hospitality of a friend had momentarily erased time and the need to be on the platform early. Mumbling apologies I staggered the half block to the station, my son's overstuffed fat albert bag hobbling me at every step. It occurred to me that I wasn't exactly the picture of cool, rather the stoics in the dome saw a hayseed lugging his collection of 78's as two cameras swung over the Colombo coat draped over a shoulder while I police-fleeced my pockets for my ticket, release, courtesy letter, and simultaneously searched for the Chateau Iberville and the conductor. At least I knew where the front end was!



CAPTIONS

All photos by the author except as noted.

(4064)

Two years old

The 4064 idles away an afternoon at Medicine Hat in August, 1953 two years before the inauguration of the Canadian. Formerly demonstrator 7005, the other City of Kingston awaits assignment to the connecting train to Lethbridge and the B.C. interior.

(Collection of D. Forster)



(Jack Moyer)

Jack Moyer at the throttle of FP7A 1400 near Walsh, Alberta. On the platform he could have been mistaken for an academic on vacation.

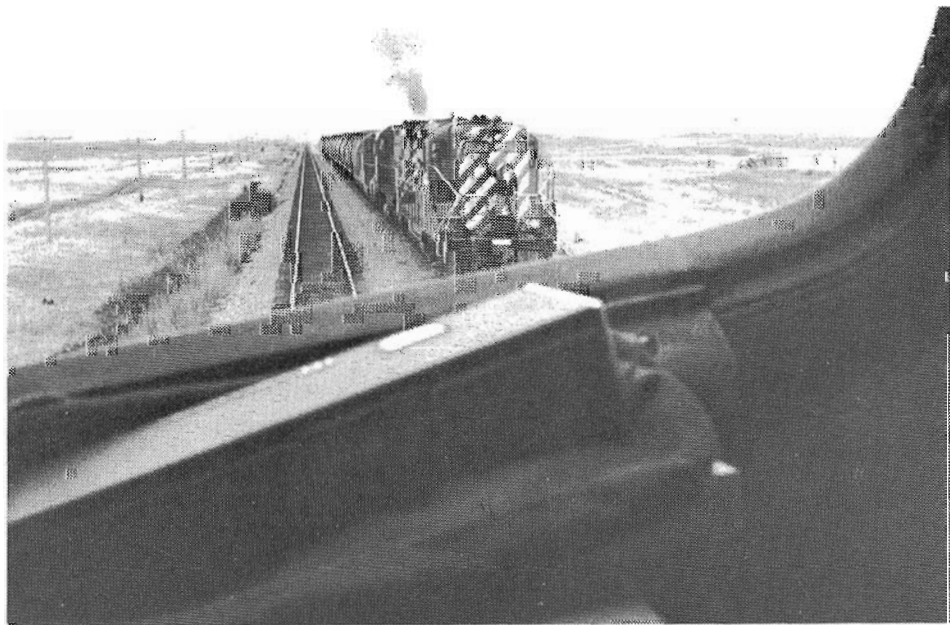


Near Medicine Hat, the entire consist of No. 2 is visible as the train rounds a curve.

Business was to take me to Winnipeg for the third time in 14 months and with some advance planning I decided to forego the delights of the dome, at least for three hours, and ride the cab. The conductor welcomed me and moments later I was comfortably settled in the middle seat of No. 1400 flanked by veterans engineer Jack Moyer and Fireman Pat Hanna. Their assistance and patience over the next three hours was to be as warm as the letter of introduction.

We were due out on time at 17:15; punctually the conductor cleared Jack and our mix of stainless steel yellow and blue obediently trailed the FP7A - FP9B combination toward the east yard limit where the 250 foot vertical climb out of the South Saskatchewan Valley would begin. For the moment at least, the growling of the 567's precluded any conversation. The hill is sufficiently steep to require a helper on the occasional drag as far as Dunmore but the F's took it in stride, climbing at a steady 25 mph through the curves where early in the century crews had twice swept by ghost trains days before a fatal head-on collision occurred.

Seven miles east the Dunmore op was out and waiting for us underneath the twin semaphores - Pat cranked down his window and took the orders on the fly. Five meets lay ahead over the 144 mile Maple Creek Sun all single track ABS territory and though we were the superior train we could expect



(GP9 on the point)

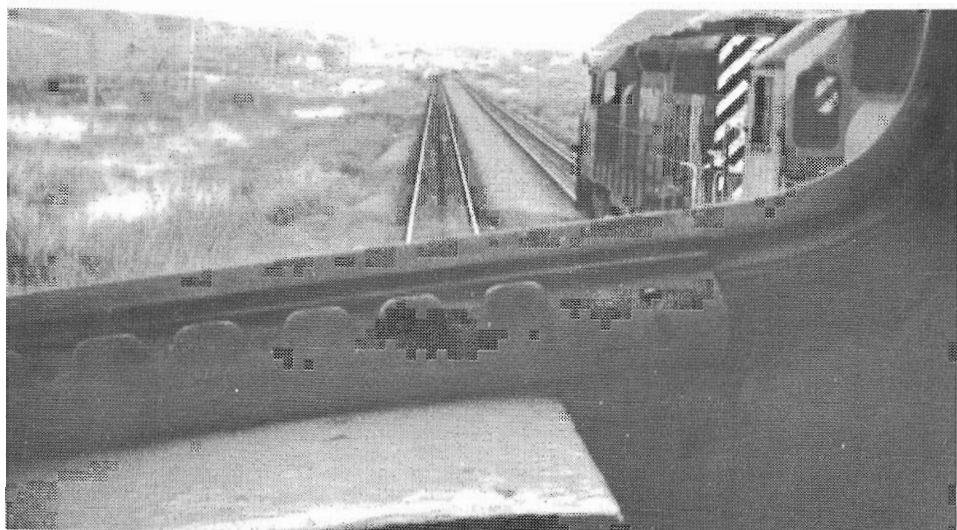
GP9 8684 on the point of a grain extra. The MLW century, the second unit back betrays her presence with a feather of black exhaust. Out train was scanned by both front end and rear end crew.

delays. The timetable called for a deceptively, leisurely two hours and fifteen minutes with a maximum 75 permissable however Pat was quick to point out that 18 slow order locations faced us and our B Unit, 1965, was geared for only a maximum 65. Despite the reasonably flat country the line snaked its way eastward bending between the low undulating Middle Sand Hills but at least twice the dynamic would cut in. While it wasn't a race track, it would require some sprints to stay on time and an experienced hand on the train brake as the dining car crew attempted to serve a meal through first, second and last calls. I was about to observe what appears so disarmingly simple from back in the dome and Jack was a master at it.

The miles began to slide by punctuated by a series of green searchlights and passing tracks marked only by name boards and the crews who remember them by an accident, a particular engine, or a character and event that occurred there. New, two consecutive yellows told us that we were running up the rear end of First 78 East. Jack stretched out the train and dropped our speed to a fast walk until the third signal winked green. Minutes later we were by a pair of SD-40's sulking in the hold, held by a restrictive red.

The long tangents west of Walsh allowed us to sprint with the traffic on the adjacent TransCanada who paced us curiously as I had so often - the F's at speed are impressive. But how much longer can they last? Built in 1953, 1400 was pushing five million miles. The cab interior still befitting her assignment, denied her 26 years. The seats were comfortable and clean, the pale green interior paint, peeling in places, was the aging of a dowager and an ashtray gave an otherwise missing touch of elan. With 12 cars tied on behind the 3250 H.P., the units didn't show the acceleration of an Amtrak E9 with 6 cars on the Seattle-Portland run but nor could they be compared with the lugging SD's I had recently ridden. At 263,000 lb., 4 axle trucks on ribbon rail, clocking 65 mph was one helluva experience! Later, Pat and I were to work our way to the rear of 1965 to check an asthmatic generator. The B unit's V16 had recently been rebuilt, and was still an immaculate grey. It was hot, noisy, and the floor slippery but the similarity to cutaway drawings was uncanny. Ahead, the visibility from the cab of an F is superb, better than that of the low nose hoods - trying to film the train behind us was another story. Pat vacated his seat while I leaned as far out as I could with knees braced, first insuring that there were no track side obstacles ahead. The units weren't built for switching service!

We braked to 45 for the Walsh Sink, a permanent soft spot in the track with the invisible Saskatchewan border ahead. Paralleling us were miles of the original roadbed, long since relocated, but still naked and fully visible in the arid country. Halton, Maple Creek, Piapot, slid by each of its skyscrapers neatly bisecting a universe of prairie and sky. Western Saskatchewan is an empty land of disarmingly distant horizons known for its antelope, sage, tumbleweed, outsized jack rabbits, vicious winters, occasional chinooks and always the wind, relentlessly searching a way across its unmarked expanse. Loneliness is its particular disease. A weed-grown siding and a lone straggling maple marked the foundation of a station long since gone where



(5526)

Slow to get out of the way of number 2, first 78 sulks facing a red searchlight near Irvine in south eastern Alberta. Freights on the Maple Creek Sub are restricted to a maximum of 55 mph and with the heavy traffic over the 144 miles, movements can become complex.



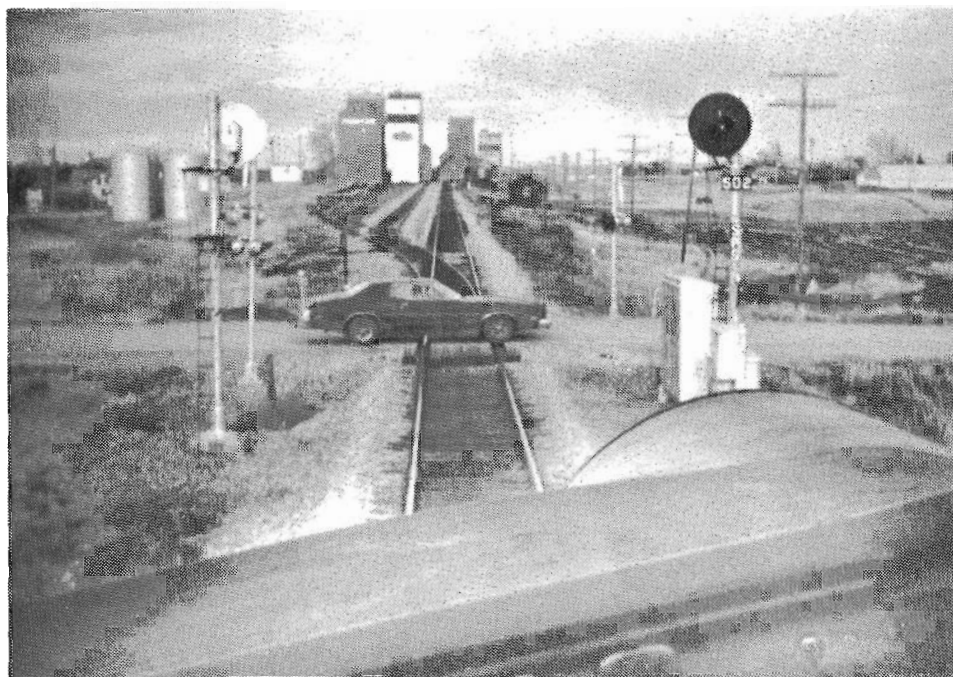
(1400)

Built in 1953, FP7A. 1400 poses at Maple Creek, Saskatchewan, May 12, 1979. The unit was built for passenger service and geared for a maximum speed of 89 mph. Though in her old paint scheme, this could soon change.

depression and suicide overtook the wife of a station agent. For the entire 144 miles the prehistoric Cypress Hills skulk along the southern horizon brooding over their tales of the Wolfers' massacre and Sitting Bull a century ago and yet the scattered people who live in the area wouldn't live anywhere else.

Jack gave the F's a prod after a meet with a pair of GP9's on the point of a grain extra. His casual academic-like appearance belied his profession and 38 years of service a day before his 64th birthday. In that time he had ridden the cab of just about every class of engine used in Alberta and British Columbia but his most vivid and warmest memories were of helper service in B.C. Sitting in the right hand seat was the only thing he had ever wanted to do and when he reminisced over some of those years I couldn't help but notice his enthusiasm, a prescription which obviously kept him looking a youthful 50. Between Pat and himself there was better than 60 years experience.

The horn had alerted a dog and on cue out came the mutt for a race he inevitably loses, a trick he does only with the twice-daily passing of the Canadian, never with a drag. Antelope scattered across the track, splashed through the ditch, did a standing high jump over the fence, and easily outdistanced us.



(Car at Crossing)

A full red brought us to a stop at the west end of Tompkins, at the same moment a car hurtled across in front of us, the first of two who would race us.

Gull Lake - the site of the last great snowfight which Canadian Pacific lost so ignominiously in the winter of 1978. The company had obviously had enough and vindictively had sheared the shoulders from every major cut on the Sub.

To my chagrin and the crew's humor, the Medicine Hat hospitality finally caught up with me as I commented on the absence of a disposal bag on the metal frame which serves a dual purpose under such circumstances. Needless to say improvisation became the mother of invention as I prayed in the small nose area that at sixty we didn't play tag with a farm truck.

We were now scanning the low hills for Tompkins, 49.5 miles from Swift Current where we were to meet Number One but wait for her if she were further delayed. This proved of some concern to the crew as seven slow orders and another meet still lay ahead - any delay now would put us in late. As if on cue the next searchlight threw yellow in our face



(Close-up of 1410)

The fireman on number one cranks down his window and waves as the two Canadians have a rare meet at Tompkins, Saskatchewan. Her front end livery was the exact reverse of ours, 1410 in VIA colors on the point, trailed by a B unit still in CP Rail livery with a mixture trailing.

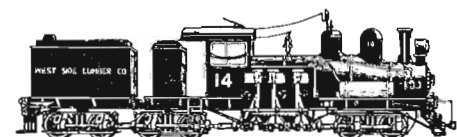
followed by a full red a mile later. With relief Pat commented that she was there at least, pride underscoring the comment as he looked at his watch because we were on time to the second. Apparently a washout at White River, Ontario, had delayed the westbound varnish more than eight hours.

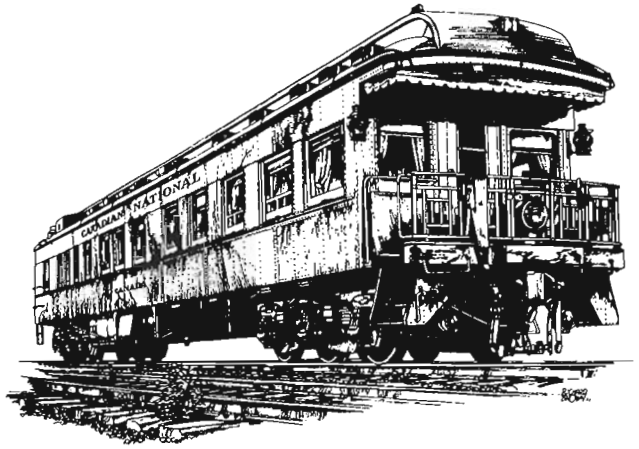
Jack notched her out the instant the block cleared while simultaneously Number One's conductor came on the air to let us know he was clear. We could now see her headlight winking through the still bare trees separating the tracks from the town's one and only main street. The lead unit was in VIA colors her consist being even more varied than ours (leading to a discussion about VIA's choice of colors as opposed to AMTRAK'S).

The elevators of Webb, still hull-down on the horizon, were the only indication of our next meet but the green approach and then the headlight confirmed that extra 4501 West was stuffed into the 112 car passing track. Though we were still battling the time card, we again slowed, drifting by while the three of us scanned the freight. Fifteen cars from the rear a piece of timber protruded like a battering ram, sliding by a foot under our number board. Jack immediately went on the radio, their crew acknowledging within seconds then again minutes later to report they were securing it. Despite CTC, ABS, and all the other innovations, radio probably remains the most versatile tool in railroading's arsenal of equipment. (A month later we monitored a train crew's communications after their spotting the beginning of a forest fire above one of Burlington Northern's snowsheds in Montana's Glacier Park - critical time would have been lost otherwise).

A trace of black exhaust rolled over the F's as Jack notched out the throttle leaving Seward, 20.9 miles out. Almost immediately we began the gentle descent to Java, the spring switch there aligning us for a left hand approach on the station track. With some concern on my part but with a casualness born of experience on theirs, we watched for a second time as a van slalomed around the lowered crossing gates almost under our headlight, a race the crews commonly experience but don't mind losing. Nine years earlier I had witnessed the effect on the crew when in a dead heat a GP9 at 45 cut a Chev. to pieces.

Exactly on time we eased to a stop as Jack glanced at his watch with obvious satisfaction. As I was returning the following Thursday I had been invited to rejoin the crew, however a Master Mechanic was to pull rank relegating me to my usual rear dome seat. The 144 miles this time had just a little more significance.





The business car

THE DEVCO RAILWAY HAS SOLD TWO (2) OF THEIR LOCOMOTIVES. THEY are both RS-1's road numbers 204 and 211. No. 204 was in the old black and yellow paint scheme while no. 211 is in the newer green and yellow scheme. Both have been sold to the New Jersey shortline Black River and Western. S-1 no. 61 is also up for sale. Representatives from a large western Canadian potash company were looking her over this week.

The Devco Railway has ordered four (4) more GP-38-2's from Diesel Division General Motors of Canada. They are scheduled for delivery in March or April 1981. I am told that these units will not have the built in generators (for the coal mines).

The railway is also modernizing their maintenance of way equipment. Equipment such as Perribone 4 wheel highway-railway vehicle, and purchased last year a CANRON Rail Group electromatic tamper Mark 2 with torsion beam. This equipment will come in handy this summer as Devco replaces all their main tracks with new 115 lb. rail, also when they build the new line to the new Donkin mine when work starts on this enterprise.

BARRY MACLEOD

THE CAPE BRETON STEAM RAILWAY IS CEASING OPERATION. THE PRESIDENT of the Cape Breton Development Corporation, Steve Rankin, made this announcement yesterday.

He said that the Devco Board had reluctantly decided that the train is not attracting enough passengers to justify its cost.

The locomotive "Old Number 42," as it has been affectionately known to Cape Bretoners, will be returned to Mr. Bob Tibbetts, who loaned it to Devco.

Mr. Rankin thanked the crews who have manned the railway. "They have been magnificent ambassadors for the coal mining towns," he said.

Six years ago the introduction of the steam train played a crucial part in increasing and diversifying interest in Tourism on Cape Breton. Until that time the island offered few known tourist attractions except the Cabot Trail. Now other resources, notably the Fortress of Louisbourg, have been greatly developed; and many new attractions of various kinds have been created.

The Corporation has done its best to make the railway operation sustainable, Mr. Rankin said; but the Board had to note that, while steam railways are being continued as major tourist attractions in some parts of the world, they are financially feasible only because much of the work is done by volunteer enthusiasts for little or no pay.

The Devco President said that it simply is not possible to cover full operating costs of the railway. The number of passengers for the train has not grown in the way that was at first indicated; and the difficulties of operation are bound to get greater as the locomotive and other equipment age and as fewer people with experience of steam operation and maintenance survive.

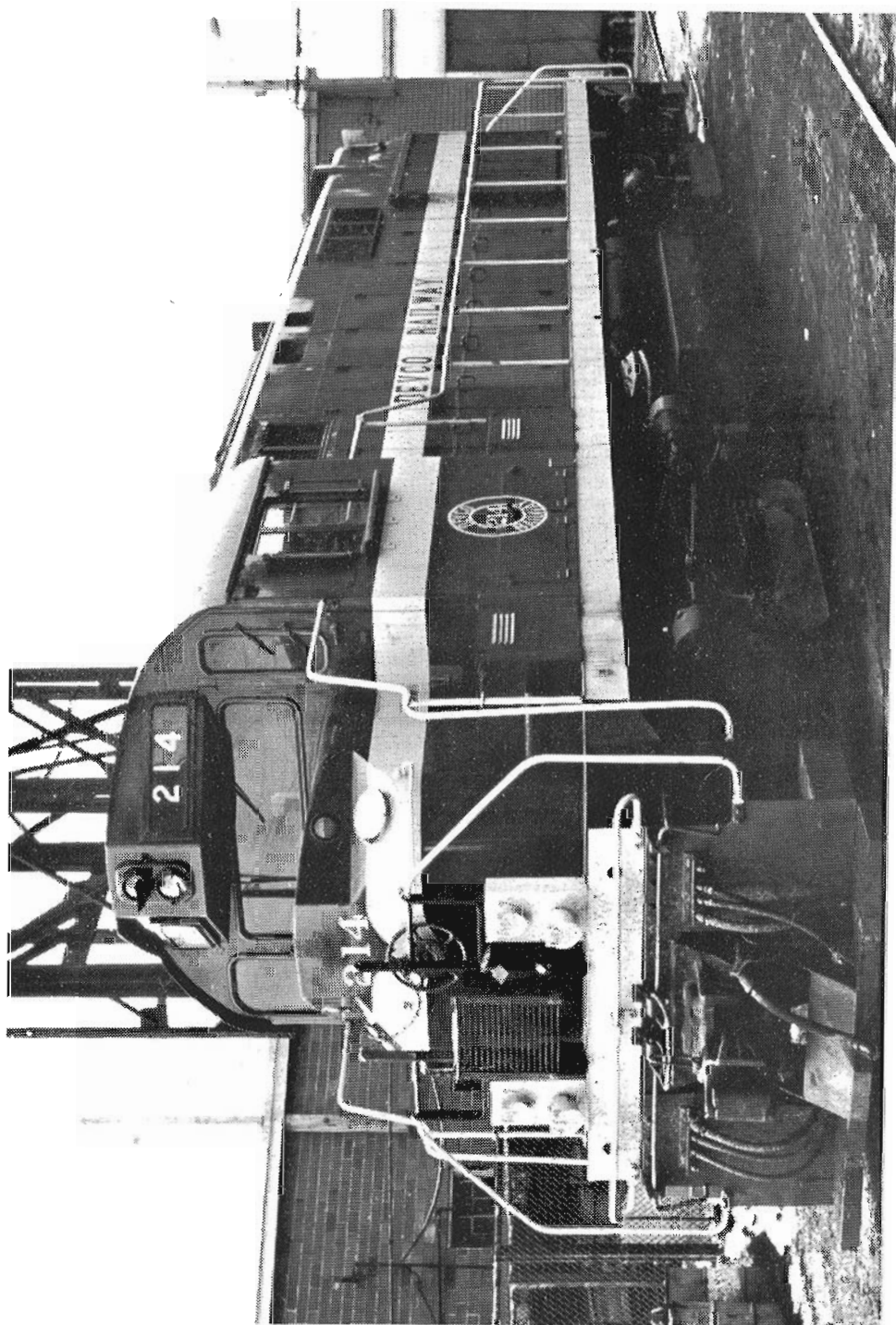
In these circumstances Devco has had to decide that, in competition with other development requirements, the economic benefits of the railway cannot continue to match its financial costs.

CAPE BRETON POST VIA BARRIE MACLEOD

AFTER THE FAILURE OF THE AUTOMATIC CAR IDENTIFICATION SYSTEMS

(those coloured polka-dot plaques which for a few years adorned, by decree, all freight cars, many passenger cars, and even some locomotives) a replacement system was needed. CP Rail have developed a TV system, but one with a substantial difference. The Closed Circuit Television Corporation of Montreal, a subsidiary of ADT Security Systems, worked to CP specifications in developing the system which features trains which always appear to the clerk to be moving at 6 to 8 miles per hour. This is accomplished by the use of a special videotape technique which records a series of frames, rather than a continuous image. When the tape is played back, an apparent speed of 6 to 8 miles per hour is used, and the clerk has the ability to stop completely on any car which is indistinct. The system is claimed to be 95% effective at any speed. This rate is better than previous TV systems, and even superior to that of a clerk standing at track side. In one test, a 100 car train leaving Agincourt Yard in Toronto, a track-side checker missed four car numbers, the old TV system and clerk missed four, and the new system and clerk missed only one - a number which was acknowledged to be badly worn away.

In addition to improving accuracy, the system is expected to reduce delays since there is no need to delay a freight departure or arrival until a yard clerk is available. The system will record all arrivals or departures and the tape can be reviewed at a convenient time.



DEVCO RAILWAY RS-27 No. 214 when new, outside roundhouse at Glace Bay N.S. in March 1975. Engine is ex-Alco demonstrator, later Union Pacific R.R. No. 675 derated from 2400 to 2000 H.P. by MLW.
(Photographed by Barrie MacLeod).

EDMONTON TRANSIT HAS CALLED TENDERS FOR 100 TROLLEY BUSES TO START being delivered in 1981. Aside from Flyer Industries, several other Canadian and several overseas manufacturers have been invited to bid. Tenders are due to be opened this month (April). When the 100 arrive, the fleet will stand at 137 units, the largest ever. The implications of this are interesting - this will give Transit sufficient capacity to operate all existing electrified routes fully with trolleys, as well as being able to extend some routes and add entirely new ones. Plans call for extending the number 3 along 118 Avenue to 156 Street and then south to the Jasper Place Terminal. The number 2 would be easily converted since most of the wire work already exists. Would the number 7, originally proposed as trolley but operated by diesel, see the existing wire on 107th Avenue for the number 3 extended west? These are all possibilities. With the extension of the number 3 through Groat Road to 142nd Avenue and the reworking of the 102nd Avenue and Stony Plain Road intersection area with its interesting curves using K&M overhead, Transit is finding the trolleys run very well on maintained modern overhead. K&M has the ability to make most curves into a soft curve while Ohio Brass makes all curves hard - that is a combination of 30° and 45° angles, with straight stretches in between. K&M overhead also gives a faster run on the straightaways. Transit is leaning towards K&M on all except hard (right or left turn) curves.

Some of the options to be considered on the new buses are two-and-one seating, and double front doors - could the T-48 be alive again? Power steering is another possibility.

More wire work proposed is an emergency loop into the new Mitchell Garage at 156 Street and 118 Avenue. This garage is now under construction. The Oliver Loop, formed by Jasper Avenue, 124 Street, and 102nd Avenue, may be reworked to allow it to be used from either direction. At the same location a right turn from southbound 124 Street to 102nd Avenue westbound will permit buses entering service from Westwood Garage to get to Jasper Place without the somewhat unconventional and interesting gyrations practised on one occasion by the APRA! A right turn at 124 Street northbound onto 107 Avenue eastbound is also planned to permit return to Westwood. The Garneau loop at 109 Street and 83 Avenue will be removed in May and moved to an as yet unspecified nearby site. A rework if the 101 Street - 103 Avenue intersection will accommodate right and left turns at Edmonton Centre. Also in the future is a vague plan to extend the number 1 to Abbotsfield.

New doesn't all that start a trolley-buff's pulse running?

APRA MARKER

Back Cover.

Sister engine to 1400, 1437 and FP7A built three years earlier, awaits a call at Medicine Hat in the summer of 1953, however unlike the newer engine, she was geared for a maximum speed of 65 mph.

(Collection of D. Forster)

