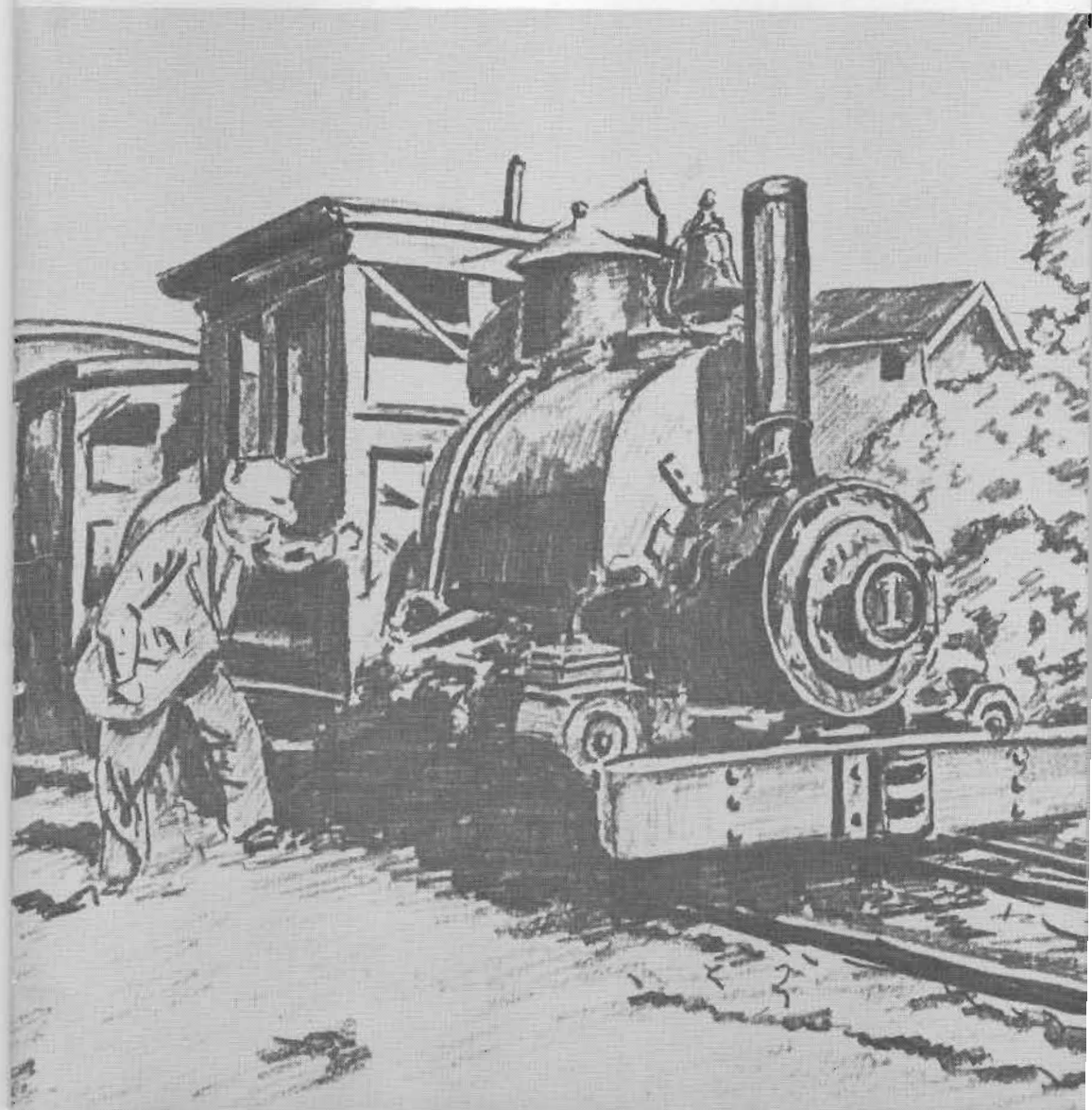


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FRONT COVER:

Huntville and Lake of Bays
locomotive No. 1, originally
built in 1888, as running
about 1930.

OPPOSITE:

INTERIOR OF FORMER CANADIAN
PACIFIC RAILWAY DINING CAR
"ARGYLE" now at the museum at
Cranbrook B.C. This car was
one of four cars built in 1929
for service on the C.P.R.'s
premier train the "Trans
Canada Limited". Highlights
include inlaid black walnut
panelling, axminster carpet
and five tables set with
original C.P.R. silver, china
and glass.

Photo: Cranbrook Museum.

THE HUNTSVILLE AND LAKE OF BAYS RAILWAY

by Eric Lloyd

INTRODUCTION

From the beginning of history the many water-ways of Canada were the only lines of communication and transport available.

Unfortunately rapids and water-falls were encountered in these water-ways when sudden changes of level occurred, and these could only be overcome by portages. Portage was really doing it the hard way,

and it meant carrying the canoe around the rapid or waterfall, and embarking again once slack water was reached. Most of the Canadian Railways came into being simply to replace the many portages experienced by the weary traveller. Another type of portage occurred when the level of one lake was higher than its next door neighbour, in which case the canoe was carried uphill from one lake to the other.

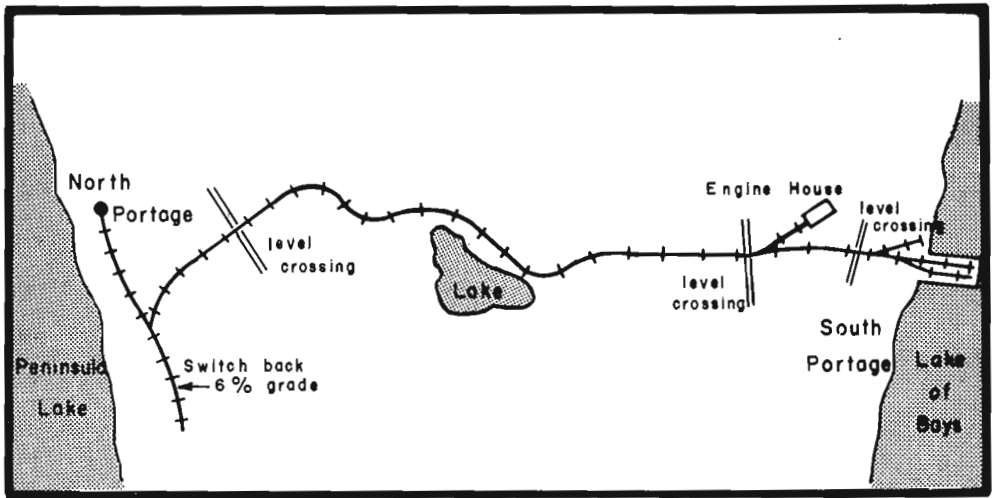
Just such a portage occurred between the south-east corner of Peninsula Lake and the north-west corner of the Lake of Bays. Just over a mile in length and none of it level, and to make matters even worse the intervening ground was exceptionally rocky.

Steam ships and trains were in existence when settlers began to replace the Indians, the white hunters and trappers in the MUSKOKA district of Canada. Steam paddle wheelers were already sailing on some of the MUSKOKA lakes, though the routes they plied were not long, and would meander over the lakes to various ports of call, rarely more than three miles apart.

The settlers, assisted by the local lumber interests, built locks and dredged out canals so that gradually one lake was connected with another. The railways that pushed their way into the MUSKOKA district, and the numerous tugs and steamers on the lakes enjoyed a great freight in cordwood, lumber, and other forest products.

Towards the end of the 19th. Century a new industry sprang up in the area, that of tourism. Seeking relief from the humid summer air prevalent around the Great Lakes, more and more urbanites were prepared to put up with 12 hours travelling to reach the fresh air of the MUSKOKA. So there developed bit by bit a steamer traffic following well designated routes and meeting all the north bound trains. As would be expected, these pioneers did not push into the hinterland, but contented themselves by building their summer cottages on the shores of well traversed lakes.

Steam navigation was already established in the upper MUSKOKA Lakes, Veron, Mary, Fairy, Peninsula and Lake of Bays, when a comparative newcomer the late C.D. Shaw took over the combined interests in the 1890s.



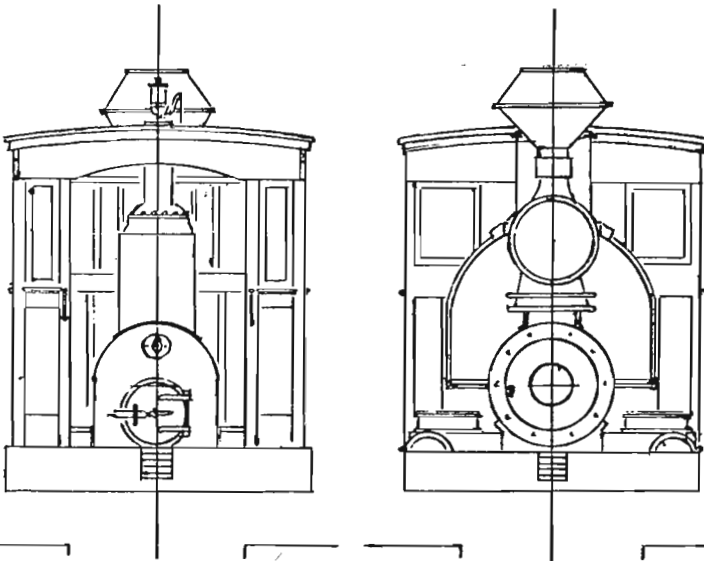
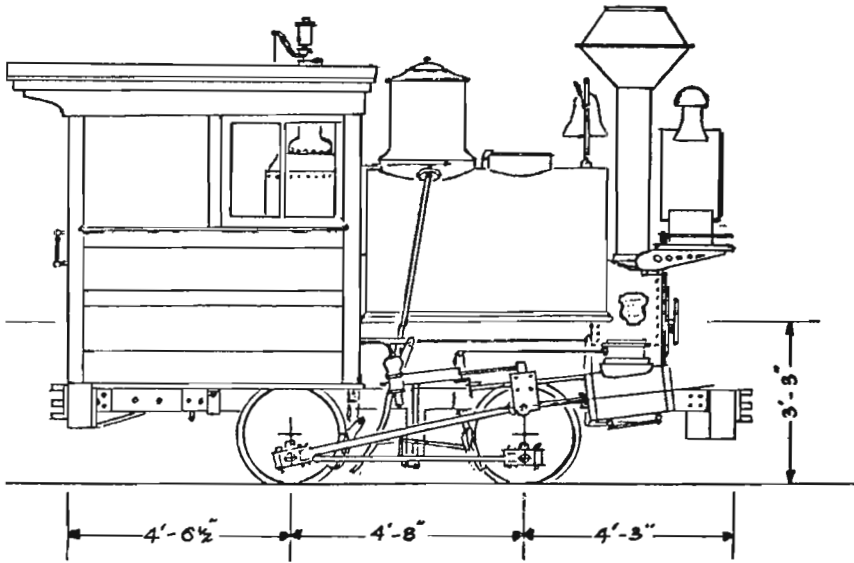
The same C.D. Shaw saw glorious prospects in the neck of the woods, and his ANGLO-CANADIAN LEATHER CO. at HUNTSVILLE went a long way towards making this town what it is today. The possibilities of this area as a summer paradise caused him to acquire the Marsh and Denton Steamship interests, and the purchase of BIGWIN island in the lake of Bays on which he built the BIGWIN INN. A little dredging was all that was required to link Huntsville with Fairy Lake, and a canal was cut through the cat-tail marsh to link Fairy Lake with Peninsula Lake. This work was carried out around 1900, and thus a water-way was established from Peninsula Lake right through to HUNTSVILLE. In order to get the vacationers from Peninsula Lake to the mushrooming resorts on the Lake of Bays a stage was set up to cover the intervening 1 1/8 miles. It was soon evident that to carry the volume of traffic a railway was required, and to this end a charter was granted for the construction in 1901. So was born "The World's Shortest Complete Railway System", known as the "HUNTSVILLE, LAKE OF BAYS & LAKE SIMCOE RAILWAY AND NAVIGATION COMPANY" or "HUNTSVILLE AND LAKE OF BAYS RAILWAY", or the "PORTAGE RAILWAY" or simply "THE TRAIN".

There appears to be some confusion about the actual date when operations commenced, but I favour the 1903/4 date for track laying, because 1905 is given as the date of purchase of the first locomotives.

ROUTE

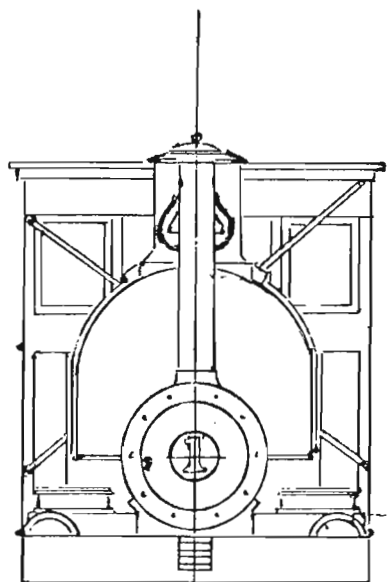
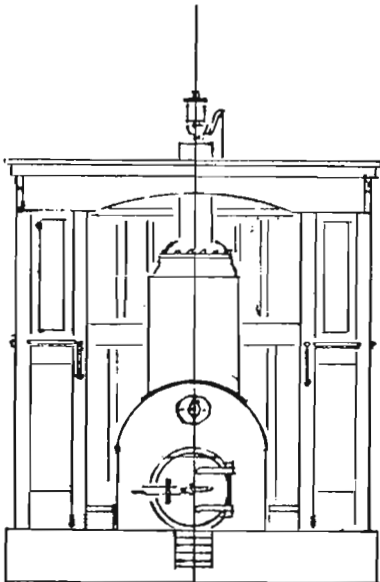
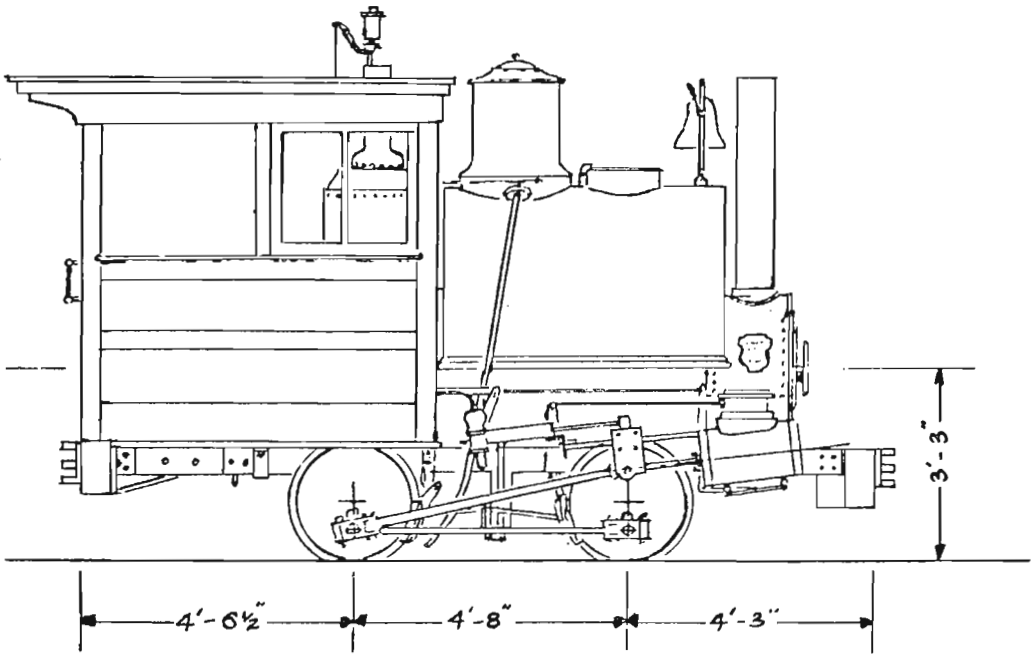
The height of Peninsula Lake is 931 feet, and the height of the Lake of Bays is 1034 feet. In order to get over the lump between the two lakes the railway had to rise to 1050 feet. Since the rise from Peninsula Lake was greater than the rise at the south end of the line, a switchback was used to gain the necessary elevation at the north end of the line.

The wharf at North Portage on Peninsula Lake consisted of a long open sided shed with an office building built into the east end, and it was here that the steamers which navigated the lake tied up, in order that the passengers, mail, etc. could be off-loaded onto the Portage Railway. Two tracks ran parallel to the rear of the shed, one being the main line, which was joined to the other siding by a stub

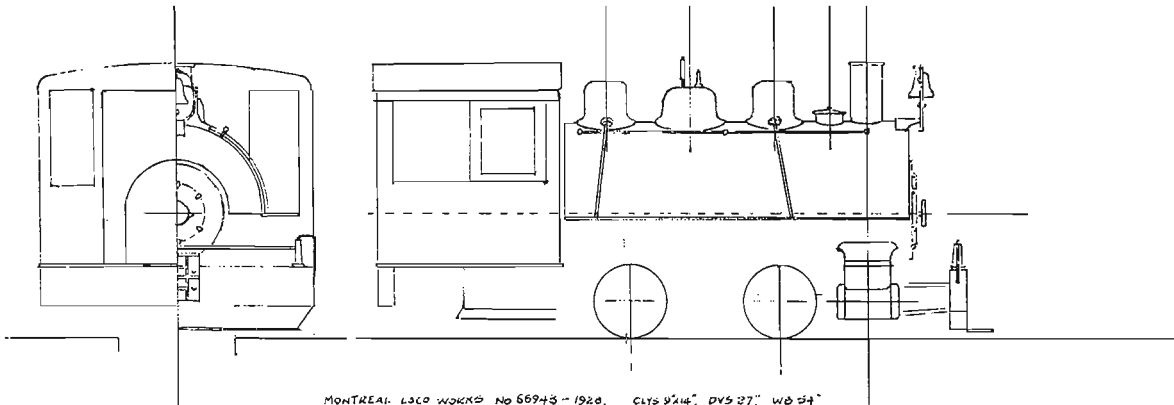


HUNTSVILLE, & LAKE of BAYS RLY.
Nos 1.&2.

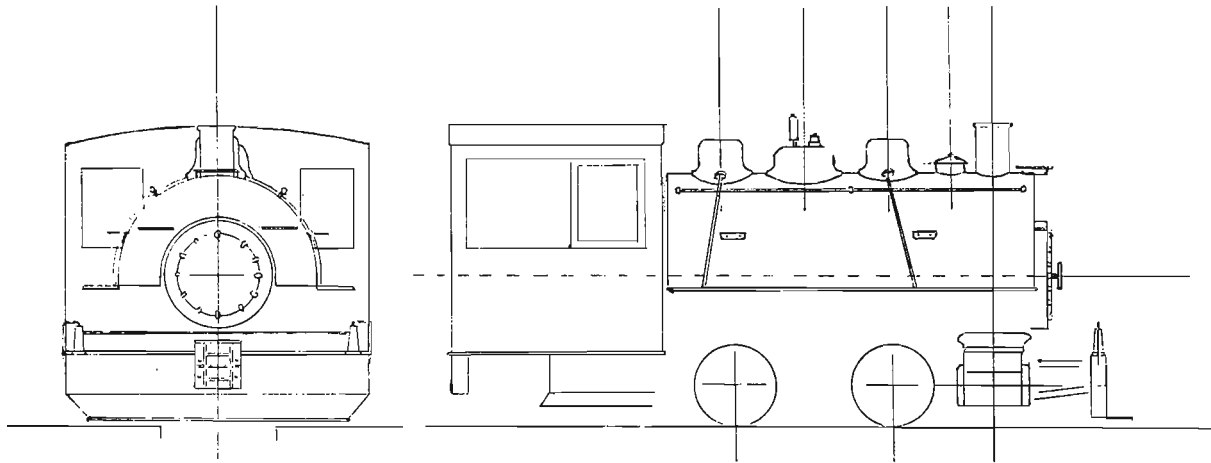
Porter Loco Works Nos 911 & 912
of 1888.



HUNTSVILLE, & LAKE of BAYS No I.
 As running circa 1930.



MONTREAL LOCO WORKS No 66943 - 1920. Cyls 9'14" DVS 27" WB 54"



MONTREAL LOCO WORKS No 67107. Cyls 10'16" DVS 30" WB 57"

switch. The main line started on a gentle grade up to an embankment raised about 4 feet higher than the surrounding ground, and continued to climb up a 6% grade into the stub switch which led to the switch back. It eased out of the switch back, still climbing, and ran on a terrace cut in the hillside which at this point was fairly steep, reaching to some 30 feet above track level. The hillside levelled off, and the main line, still climbing, made its first crossing of the road. Continuing to climb, it soon reached its maximum height and traversed a cutting which then led to a very gentle downgrade. The line then skirted the edge of a small lake, and gently drifted down grade to the next road crossing, and on to the stub switch which led off the spur to the engine house. A little further on it again crossed the road, and then split up into three sidings by means of stub switches and ran to the wharf at South Portage on the Lake of Bays.

The wharf at South Portage again consisted of a long open sided shed, which projected into the lake. One track ran under the shed, the right hand track passed the water tower and ran on to the open side of the wharf, and the left hand track ended in a dead end spur just to the side of the wharf.

Most of the line passed through densely wooded country mainly silver birch and maples, and it must have been a real wonderland of colour in the fall.

HISTORY

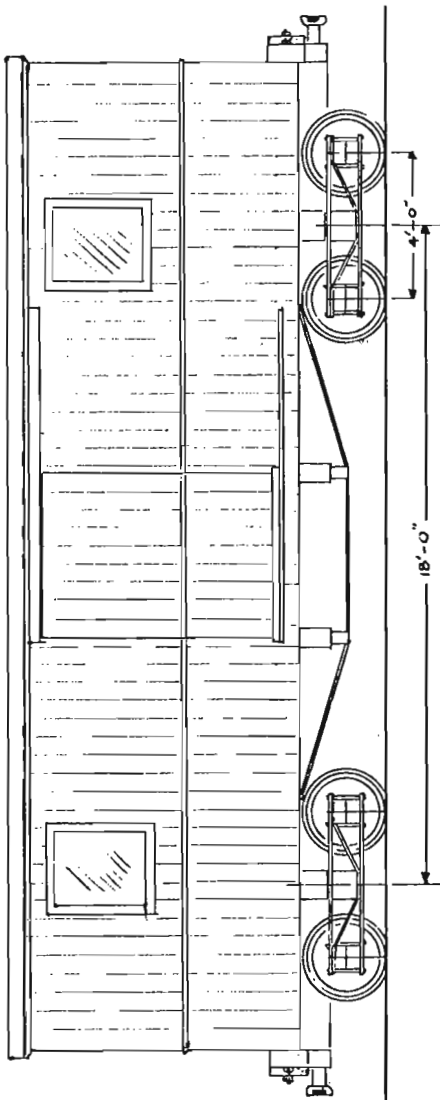
This line was built to haul tanbark from what is now the forests of Algonquin Park, to the tannery at Huntsville, and tourists to the resorts on the Lake of Bays, together with local mail, and freight, steamed its merry way for just over fifty years. The rails were originally laid to a gauge of 3 feet 8½ inches, probably because the two Porter locomotives which first operated the line were built to that gauge. The track laid with light flat bottom section rails, was laid on rough sawn ties about 9 inches wide and spaced at approximately 2 feet to 2 feet 6 inch centres.

The trains always appear to have a box car at the head end of the consist, no doubt it acted as a safety measure to prevent cinders from blowing into the passengers' eyes, especially when working the locos hard on the up grades. In most photographs the two original Porter locomotives appear to have been double headed, probably out of sheer necessity to cope with the climb out of North Portage. By 1948 the two original locos were put out to grass, and two heavier locomotives built by the 'Montreal' locomotive works were purchased second-hand from the Canadian Gypsum Co. These two locos were built to a gauge of 3 feet 6 inches, so the Portage Railway was regauged to this gauge to accomodate them, and the rolling stock regauged to suit. The smaller of the two locomotives, No. 5, then worked the Portage Railway for the rest of its life, until it closed down in 1959; the second locomotive, No. 7, was found to be too heavy for the light track, and reposed in the engine house.

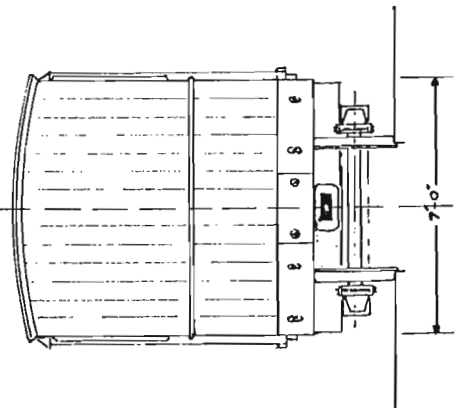
In later years the steamer IROQUOIS II used to leave Huntsville twice a day to connect with the railway, so that passengers could make the round trip to South Portage and back again. In this way it carried several thousands of passengers, and about 500 tons of local mail and freight every year.

Only two accidents are recorded, one in 1942 when the train became derailed by running into an adventurous cow, which strayed onto the right of way, and one in 1954, when it just became derailed while speeding along at the maximum of 14 miles per hour.

So at the end of the summer season in 1959 "The World's Shortest Complete Railway System" crept into oblivion, one would have thought to rust away in peace. But not so, the complete railway, lock, stock and barrel was bought up in 1963 by Mr. Percy Broadbear, moved to St. Thomas, Ontario, and built as a line for tourist purposes at PINAFORE PARK.

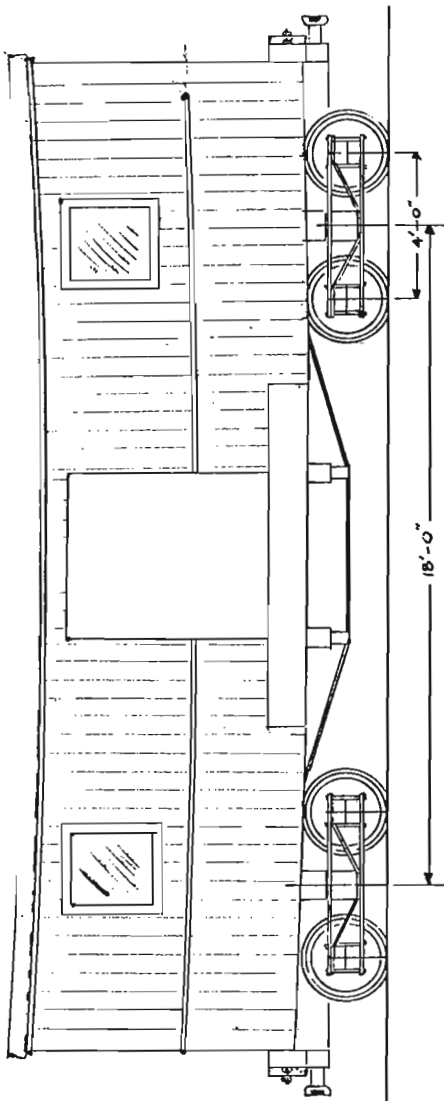


HUNTSVILLE, & LAKE of BAYS RLY.
Box cars as originally running.



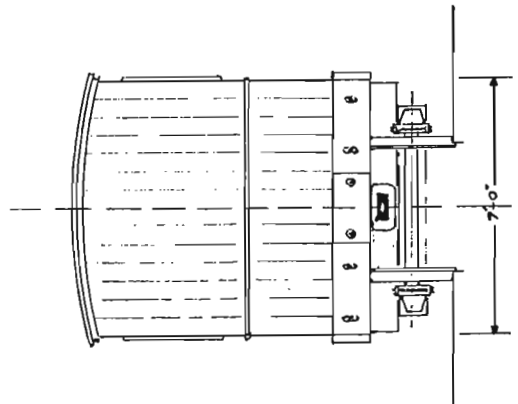
LOCOMOTIVES

The first two locomotives to operate the line were purchased second hand from E.B. EDDY CO. of HULL, Quebec in 1905. These appear to be standard locos for industrial or light railway use as built by the PORTER Works in 1888, and were numbered with builder's numbers 911 and 912 respectively. When first running they were fitted with diamond stacks, acetylene head lights, and cross-head driven boiler feed pumps on the right hand side. There were no lower panels fitted to the cab fronts, the reason for this is at present unknown. When running later the diamond stacks were replaced by shot-gun stacks, the head-lights removed, and the cab fronts adorned with metal cross braces to prevent them listing either to port or starboard. These locos carried the nos. 1 and 2 respectively on cast metal discs fitted to the front of the



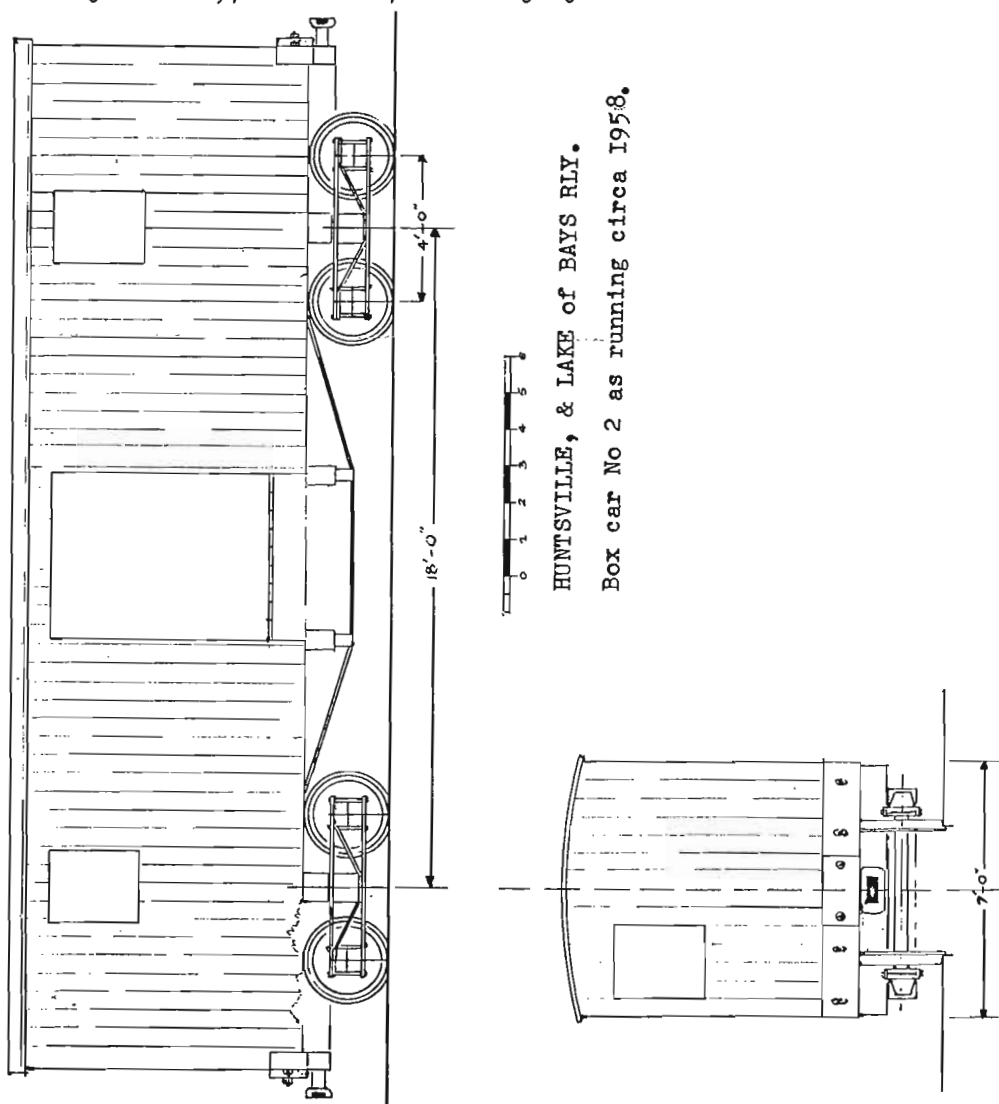
HUNTSVILLE, & LAKE OF BAYS.

Box car No I as running circa 1930.



smokebox. They were sold in 1948 and it is believed that they are now at the Pioneer Village Museum, in Minden, Nebraska, from which I hope to be able to get more details, in order to make reasonably accurate drawings of them as running on the Portage Railway.

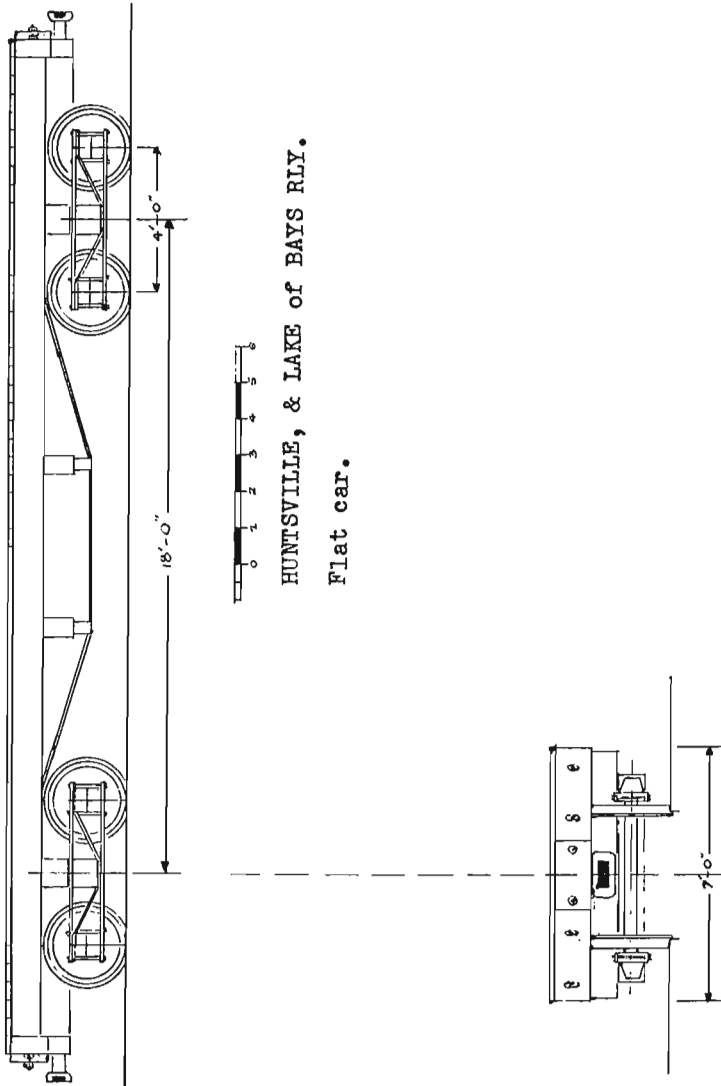
In order to replace the two Porter built locomotives, a further two locomotives were purchased from the Canadian Gypsum Co. in 1948. These locos were also known as locos 1 and 2, but were in fact never given these numbers, the smaller of the two carrying its original No. 5 plate, and there is no pictorial evidence that the larger, No. 7, ever had a number plate. These two locomotives were built by the MONTREAL Locomotive Works in 1926, and carried the builder's numbers of 66948 and 67167 respectively. Both these locomotives were built for 3 feet 6 inch gauge, so it was to enable these to run that the entire Portage Railway, and stock, were regauged.



The smaller of the two locomotives, No. 5, builder's No. 66948, had 9 x 14 inch cylinders, 27 inch diameter drivers on a wheelbase of 54 inches. The overall length was 18 feet 6 inches, and the overall width 8 feet 2 inches, the weight in working order was approximately 20 short tons.

The larger of the two locomotives, No. 7, builder's No. 67167 had 10 x 16 inch cylinders, 30 inch diameter drivers on a wheelbase of 57 inches. The overall length was 20 feet 6 inches and the overall width 9 feet 1 inch, the weight in working order was approximately 30 short tons.

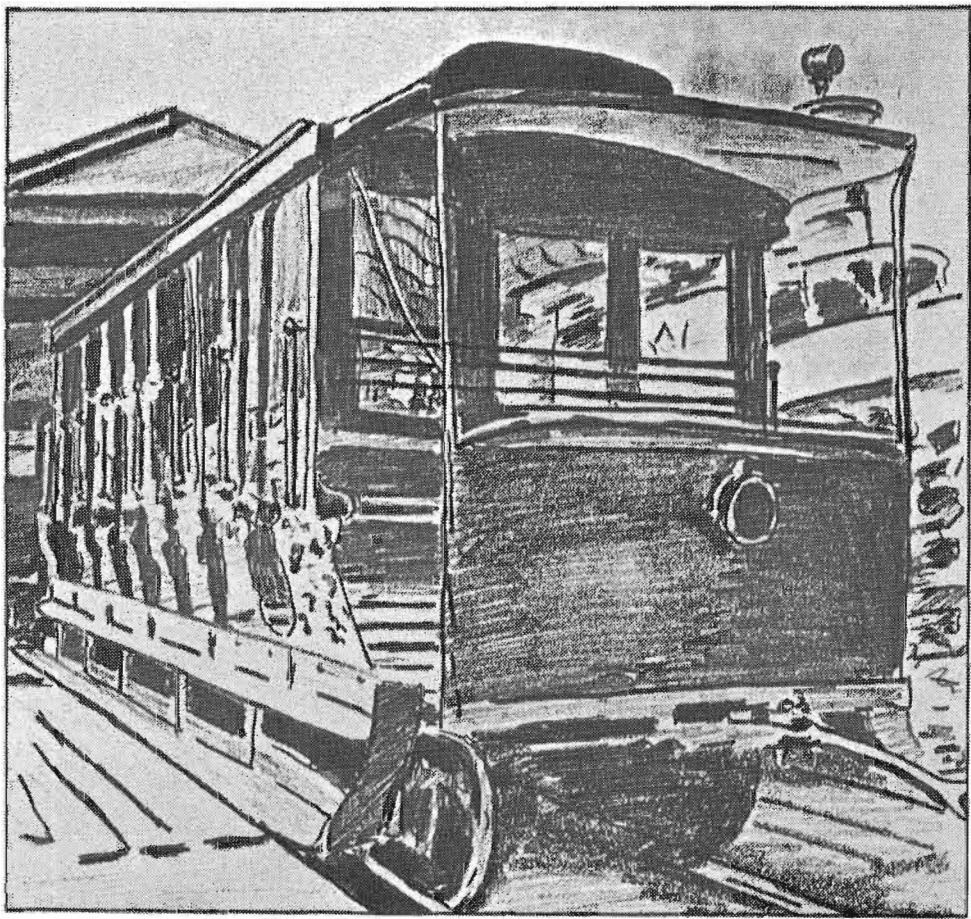
Both these locomotives have now been beautifully restored, and run on the PINAFORE PARK RAILWAY at St. Thomas, 66948 sporting No. 1, and 67167 sporting No. 2, the latter loco having been converted to oil firing.



ROLLING STOCK

The longest possible train that could have been made up would have consisted of two locos, two box cars, (used for baggage and mail), two flats, and two coaches (formerly street cars) one of which was usually open. It has been suggested that four bobtailed horsecars were acquired (some from Sea Girt NJ, and some from Toronto), and that these four were converted into two bogie passenger cars. This could quite possibly be true looking at the cars at the tail end of the train in two early photographs.

There were possibly three flat cars, and two box cars, the latter being fitted with side and end windows, and the usual sliding doors in the early days. Two open ex-street cars served as passenger cars in later days and they were, a double truck car from Atlantic City built by Jackson and Sharp of Wilmington, Delaware, this car being 42 feet long and 7 feet 2 inches wide. The other was originally a single truck car from the Toronto Suburban Railway, built by the Toronto Railway Co., and was 29 feet 6 inches long and 6 feet 8 inches wide,



this car being mounted on arch-bar trucks when running on the Portage Railway. All the stock had link and pin couplers, and the ex-street cars were fitted with long radial mounted links.

These last two cars are now preserved at Pinafore Park, and the larger one has been refurbished, and once again is carrying tourists, and posing for photographs as it did on the Portage Railway.

HUNTSVILLE, LAKE OF BAYS & LAKE SIMCOE RAILWAY & NAVIGATION CO.

The railway was built in 1902 to haul tanbark by an otherwise all water route to the tannery at Huntsville, Ontario, Canada. The 1 1/8 mile railway was built because of the difference in levels of Peninsular Lake and the Lake of Bays would have made a canal completely impractical.

The railway, originally 3'8½" gauge, was changed to 3'6" gauge sometime between 1948 and 1951, and remained at this gauge until its closure in 1959. Another change occurred during the railway's history, a change of operational interest from industrial usage to passenger hauling.

Situated in the heart of a tourist area that contained several resort lodges, three of which were "Bigwin Hotel", "Tally Ho Inn" and "Lumina Cottage Resort", the passenger hauling became a profitable summer enterprise.

The President was Mr. C. R. Lennan of Huntsville.

The Stock is listed below:

No. 1 Porter 1888 0-4-OT 1905 - 1948

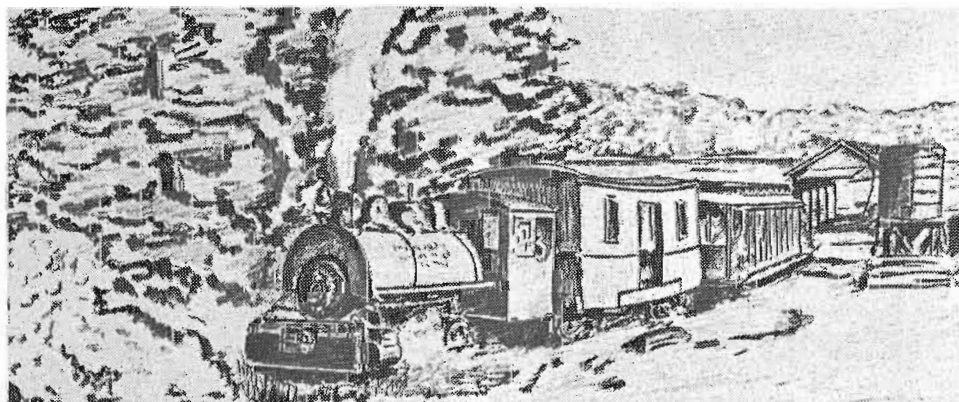
No. 2 Porter 1888 0-4-OT 1905 - 1948

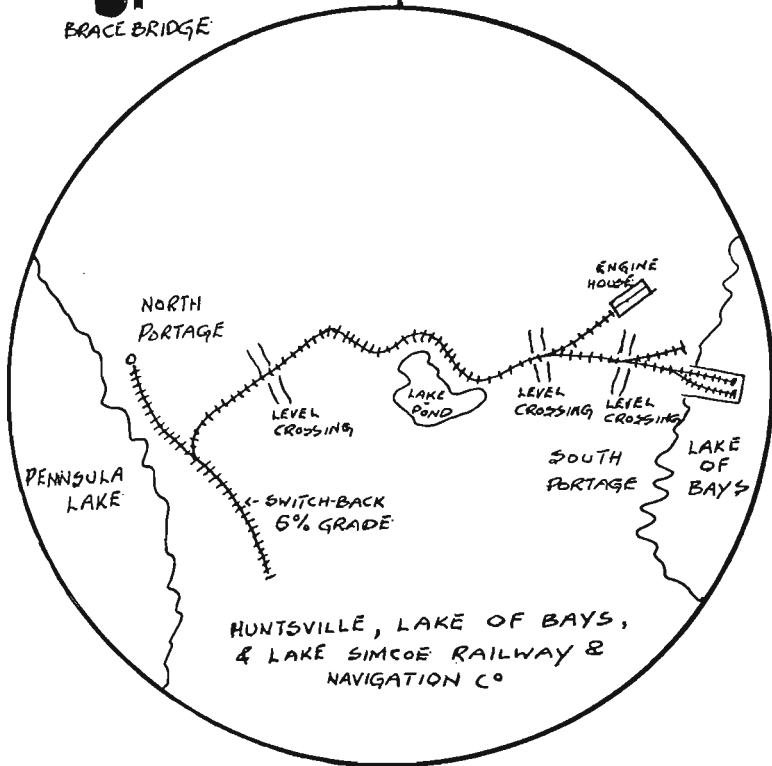
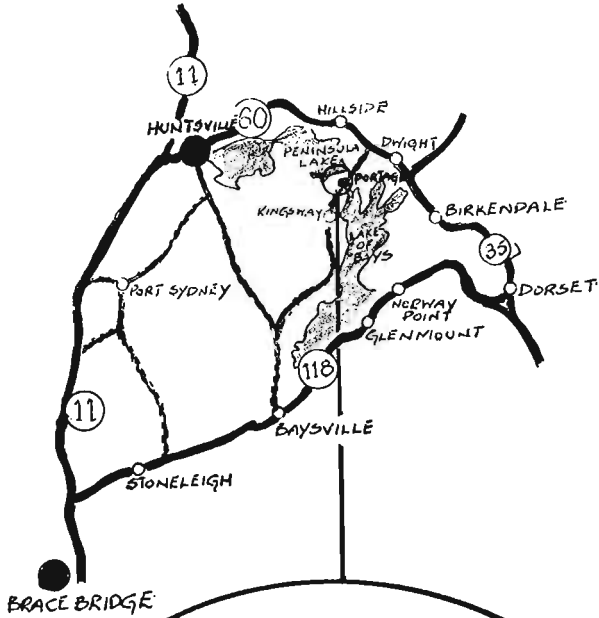
No. 1 Montreal Loco Works of 1926 0-4-OT 1948 - 1963)
No. 2 Montreal Loco Works of 1926 0-4-OT 1948 - 1963) *

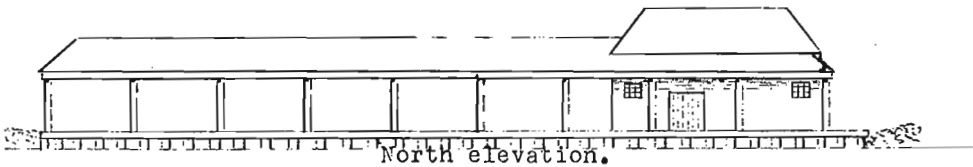
* The Montreal locos were originally Canadian Gypsum Co. Nos. 5 & 7 and were moved to an amusement line at St. Thomas, Ontario, in 1963.

1 Open Bench Electric Streetcar from Toronto 1 Box Car
1 Open Bench Electric Streetcar from Delaware 2 Flat Cars

Possible sources of information are Omer Lavallee's "Narrow Gauge Railways of Canada", and "Model Trains" for June 1955.







North elevation.

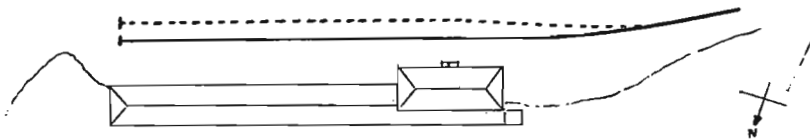


East elevation.



South elevation.

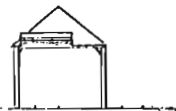
Office building, constructed of board and batten siding. Roof covered with tar paper. Train shed roof covered with tar paper shingles.



NORTH PORTAGE.

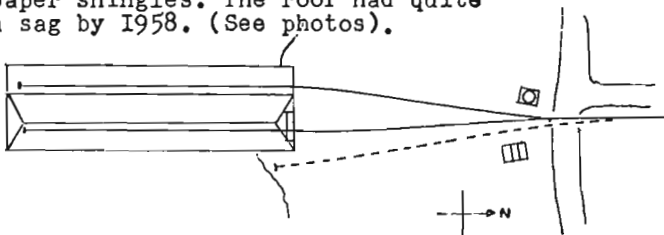


West elevation.



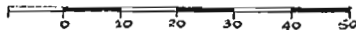
North elevation.

Train shed roof covered with tar paper shingles. The roof had quite a sag by 1958. (See photos).



SOUTH PORTAGE.

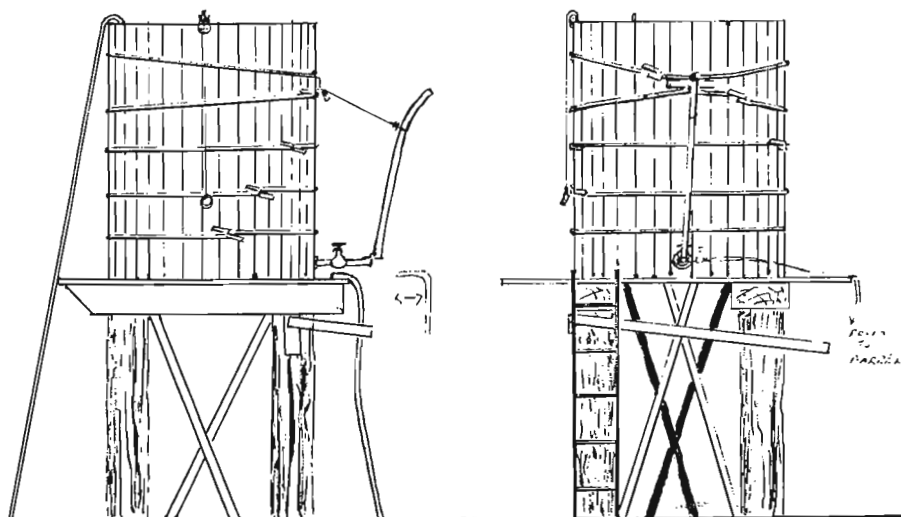
Scale of elevations.



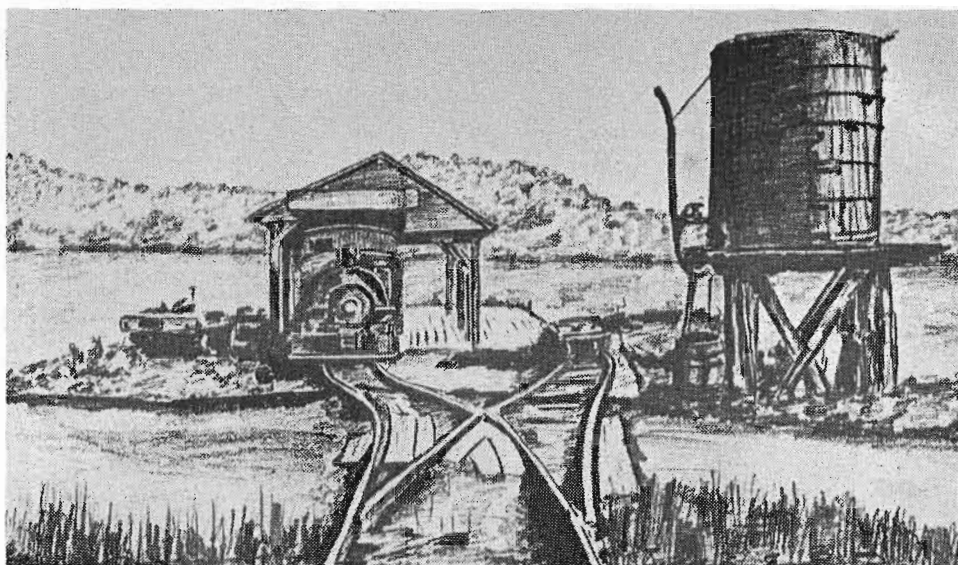
Scale of plans.



These spurs lifted in later years probably when the line was regauged.

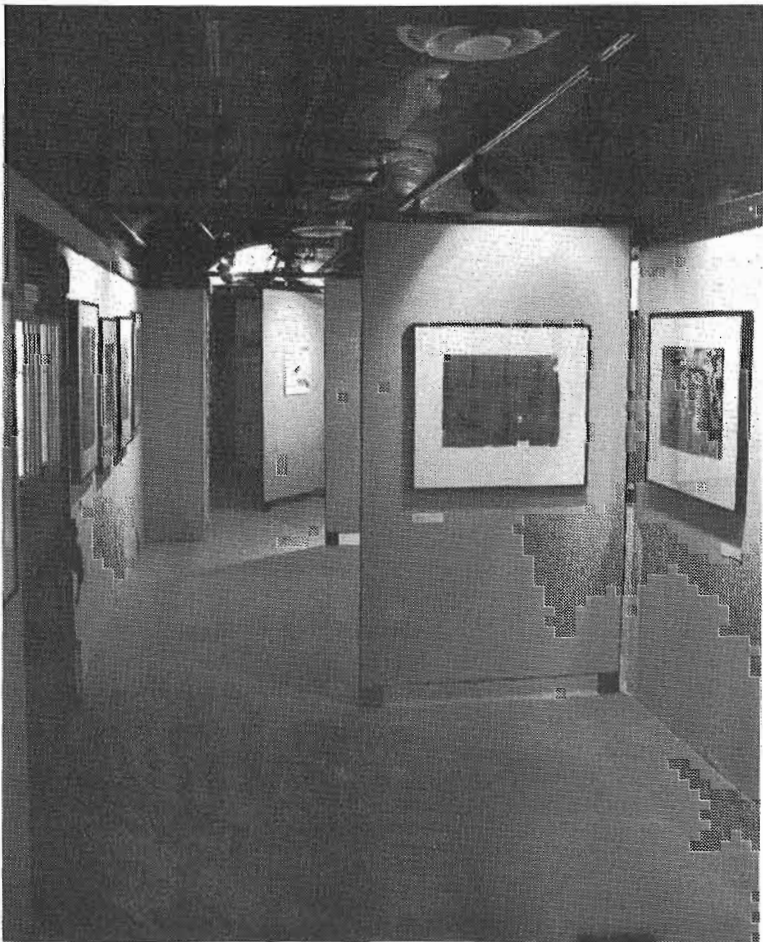


SOUTH ELEV RAIL LEVEL ADD $3\frac{1}{4}$ " TO GROUND LEVEL WEST ELEV
SKETCH SOUTH PORTAGE WATER TANK



Cranbrook continues work on its unique railway museum

By: Garry W. Anderson.



THE EXHIBITION GALLERY at the museum at Cranbrook is housed in former C.P.R. baggage car 4555 built in 1929. It contains moveable exhibition wall panelling and a full track lighting system. Many local and touring exhibitions in art and history are presented every few weeks. The open interior space of the baggage car and the absence of windows make it ideal for such displays.

Photo: Cranbrook Museum.

Work continues at an even pace on the restoration of the Railway Museum's set of classic passenger cars. The set is the only one in existence of the "Trans Canada Limited", a beautifully appointed first class transcontinental train built by the Canadian Pacific Railway in 1929. In that year 15 complete sets were built; all sets other than the one now in Cranbrook were demolished.

The identity of the first of the cars at the Museum, the walnut-panelled dining car "Argyle", was accidentally discovered upon its arrival. The panelling was found hidden under layers and layers of paint, and was restored in 1979. Since then a methodical search across Canada uncovered the other cars of the original set - a baggage car, a sleeper, and a parlour "Solarium-lounge".

The baggage car was donated by C.P. Rail and brought to Cranbrook free of charge from Quebec City. The sleeper was donated by C.P. Hotels and brought out free of charge from Toronto. The solarium was purchased with help from the B.C. Heritage Trust and brought to Cranbrook with help from C.P. Rail. In the late spring of 1981 a B.C. Lotteries grant made it possible to purchase the land, fence and other services to expand the site to include all the cars.

The dining car "Argyle" has been restored to its original splendour complete with inlaid black walnut panelling, Axminster carpet and displays of railway china silver and glassware. As well, it houses a gift shop and it is a treat to have refreshments in the refurbished splendour of the "Argyle".

The baggage car, which has been converted to a gallery, has heat, air-conditioning, and relative humidity controls which allow it to attract a wide variety of the more unusual touring shows, as well as hosting a range of local shows in both art and history. As it was a baggage car, it has relatively few windows, again ideal for gallery display.

The dining car and the gallery have been visited by approximately 23,000 persons last year, and they are very popular with schools.

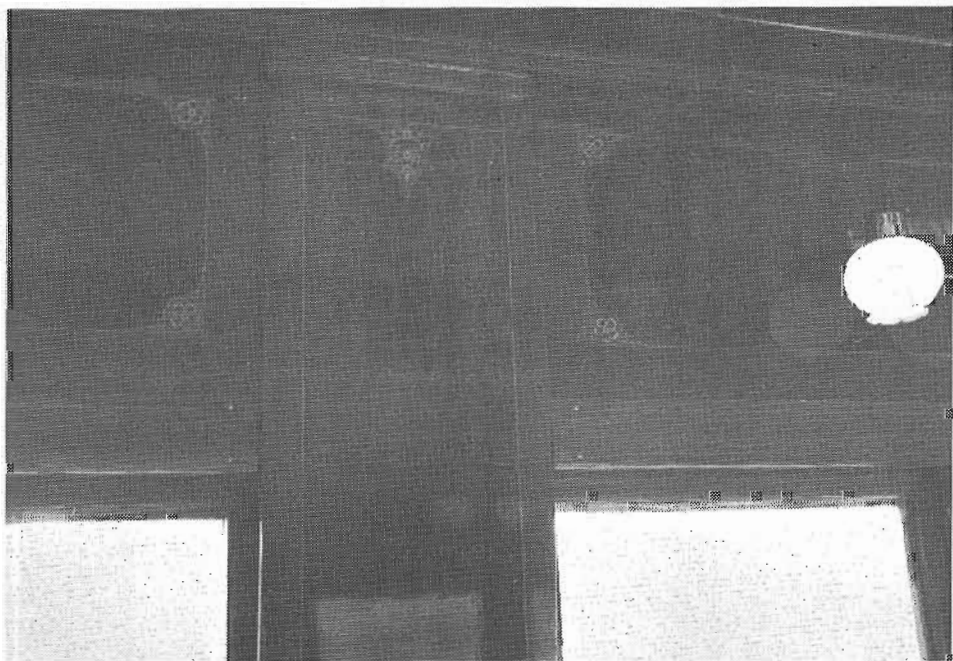
In December 1981 the Museum, with aid from the Federal employment program "Community Development Project", hired six people for seven months to complete most of the restoration of the solarium car. The restoration of the sleeper will follow. The job-creation grants are most suitable to this labour-intensive restoration, where a great deal of hand-crafting is necessary.

The solarium-lounge car (so named for its unique high-windowed "sun room" at one end) is a beautiful car with inlaid walnut panelling similar to the "Argyle" except the inlay patterns are different. Chairs, sofas and a cafe will present quite a different car for the public to enjoy. The sun room, finished in walnut, originally contained eight large leather chairs, and featured exceptionally tall windows to let in the health-giving rays of the sun. The next room forward was the observation lounge where large stuffed-plush sofas and chairs allowed patrons to relax in supreme comfort for the long transcontinental journey. This room contained exquisite inlaid patterns on the black walnut panelling and had wide plate-glass observation windows topped by gracefully arching trim.

There is also a complete cafe and kitchen area with the kitchen floor still covered with copper sheeting. The Museum hopes to re-outfit the kitchen so that refreshments and light meals can be served by a corps of volunteers to help raise funds for museum operations.

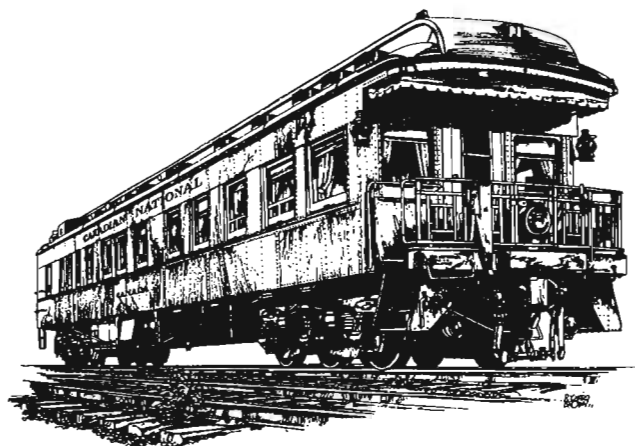
Although the Museum has received money for the restoration project, the federal funds are almost exclusively for wages, and little of it can be used to purchase such necessary items as carpeting, upholstery or expensive heating and air-conditioning systems that are crucial in controlling humidity to preserve the panelling. The Museum also must raise substantial sums just to stay open, so special fund raising is necessary. To date nearly all capital restorations have been done without using any municipally-raised funds, but instead have been assisted by provincial and federal governments and private foundations and corporations.

The concept of this unusual gallery is due to the foresight of the Cranbrook Archives, Museum and Landmark Foundation which was formed in 1976. The Cranbrook and District Arts Council aids in financing and programming the exhibits. The Museum-gallery is located at 1 Van Horne Street in Cranbrook B.C. on the main thoroughfare. For further information and exhibit schedules write P.O. Box 400, Cranbrook B.C. V1C 4H9 or phone (604)-489-3918.



A CLOSE UP OF THE BLACK WALNUT PANELLING in the restored dining car "Argyle". Note the pinstripping and floral inlaid pattern in the highly varnished wood.

Photo: Cranbrook Museum,



The business car

BOMBARDIER INC. WILL REBUILD AND UPGRADE 42 DIESEL LOCOMOTIVES FOR Pakistan. The work will be done in Pakistan by local workers using components supplied by Bombardier and Bombardier technical specifications and support. The project will begin within a year and last for 18 months. The new project follows completion of a similar job involving 51 locomotives.

Ontario has become alarmed at the number of branch lines in that Province which have either been abandoned, approved for abandonment, or are likely to be abandoned. Transportation and Communication Minister James Snow wants a systematic and comprehensive review of the network before further decisions are made. Over the last 20 years more than 680 miles of branch lines in Ontario were abandoned. A further 250 miles is the subject of future applications to abandon.

THE MARKER

JASPER MERCHANTS AND OPERATORS OF TOURIST FACILITIES PREDICTED DRASTIC drops in business when VIA announced the end of rail service from Vancouver and the pathetic three day a week service from Edmonton. Now that this has happened for two months, the merchants have announced that their predictions were far too optimistic. The drop off in business has vastly exceeded expectations.

THE MARKER

JOINING THE EFFORT TO RAISE FUNDS TO REBUILD SAN FRANCISCO'S CABLE CAR system, Pacific Telephone Company has mounted an employee campaign, "Save The Cable Cars." It is voluntary and open to all Bell System employees in California. Cable car mementos are given to each contributor, varying according to the amount of the donation. State and federal funds will provide all but \$10 million of \$58.6 million needed to assure continued operation of the cable railway.

August 1, 1873, was the date the first cable car rolled in San Francisco. The number of cable car lines continued to increase toward the turn of the century. In 1906 all but eight lines were destroyed by the great earthquake. Five more routes were abandoned a few years later. The three remaining lines today are as popular with out-of-town visitors.

PRS NEWS

"YOU WANT STATISTICS? YOU GOT THEM," SAID JOHN LITTLE, CHIEF TICKET officer for VIA Rail in Saint John, in one of the liveliest presentations Thursday night at the Progressive Conservative Task Force on Rail Passenger Service."

Mr. Little then proceeded to unfold a long, cumbersome computer print-out which spilled out over his desk at the hearings in the council chambers of Saint John City Hall.

"Pick a date," he challenged Chairman Don Mazankowski and the live other PCs conducting the hearings. "You give me a date from August 2nd and I can almost guarantee you that the coach will be filled in excess of 85 per cent."

When the smiling PCs declined the other offer, Mr. Little said, "Okay, I will," and picked Aug. 13. The print-out, listing the number of passengers travelling more than 250 miles at each stop on the Atlantic Ltd. route from Halifax through Saint John to Montreal, showed that coach 1110 was full from Brownsville Junction in Maine to Sherbrooke, Que., and when the train arrived in Montreal 73 of the 76 seats were occupied.

Mr. Little then pointed to coach 1111 of the same date and said that 71 of the seats were filled when the train arrived in Montreal.

The capacity of Atlantic Ltd. varies depending on how many cars are used but averages about 450. Mr. Little said on Aug. 4, there were 409 passengers when the train reached Montreal.

"Do you believe me now?" he asked. "That doesn't sound like 188, does it?"

Mr. Little also cited revenues for the Saint John office from July 1980 to July 1981. The increase was \$124,652 to a total of \$672,652 for this year.

"That's a 22 per cent increase. What more does he (Transport Minister Jean-Luc Pepin) want?"

TRANSPORT 2000

IN TODAY'S INDUSTRIALLY DEPENDENT SOCIETY, COMMODITIES CLASSED AS flammable liquids, flammable gases and corrosive substances are indispensable to Canada's economy. Everything from fibres to antifreeze, cosmetics to resins, plastics to pharmaceuticals rely on the safe and economic transport of these commodities.

CN Rail's commitment to the safe handling of dangerous commodities was underlined in a speech by R.A. Walker to the Propane Gas Association of Canada in Calgary October 22. Mr. Walker, who is vice-president - Mountain Region, CN Rail, pointed out that although the public undoubtedly may feel endangered because of a specific rail accident in their vicinity, "we are affected by every rail accident; our people are at the greatest risk; our operations are hampered and our business jeopardized by every derailment. Cleanups are expensive. Equipment and roadways are damaged, freight is damaged, and the flow of traffic is disrupted. On a western mainline, the blockage from a derailment may stand in the way of six million dollars per day of our revenue traffic."

Mr. Walker agreed that the potential is there for danger in handling these commodities, but emphasized that "there is no record of any deaths resulting from railway transportation of dangerous goods in Canada." However, the railways continue to search out new ways to prevent accidents, and to protect people and the environment.

As one example, through the Association of American Railways a careful study of tank car explosions was made leading to a proposal for three innovations. These were:

- A head shield to protect the head of tank cars from penetration by couplers during derailment;
- A top and bottom shelf coupler designed to keep cars coupled, not allowing, the couplers to slide by one another to puncture a car;
- Thermal insulation to protect the contents of a pressurized tank car from the heat of any fires that may occur.

Such positive action on the part of industry to reduce public risk often leads to the governmental authorities accepting these innovations and making them mandatory regulations. As a result on June 30, 1981, all 112 and 114 size tank cars on Canadian rails had these devices in place.

Not all government regulations are concerned with equipment innovation. As an example, the Canadian Transport Commission recently passed a new amendment to the Regulations for the Transportation of Dangerous Commodities by Rail. It will have far reaching effects on documentation, placarding and marshalling. To gather background on these new regulations (referred to as the 11th amendment), Movin talked with CN Rail's Gerry Rath, system special commodities officer, Transportation.

Although revisions to Canadian regulations for the transportation of dangerous commodities have been underway for some time, Mr. Rath explained that the recent passage of similar legislation in the United States accelerated adoption of the new amendment in Canada - simply because of the considerable volume of dangerous commodities moving between the two countries.

“SWITCHING THE SWITCHER”

by Wayne Mc.Kell

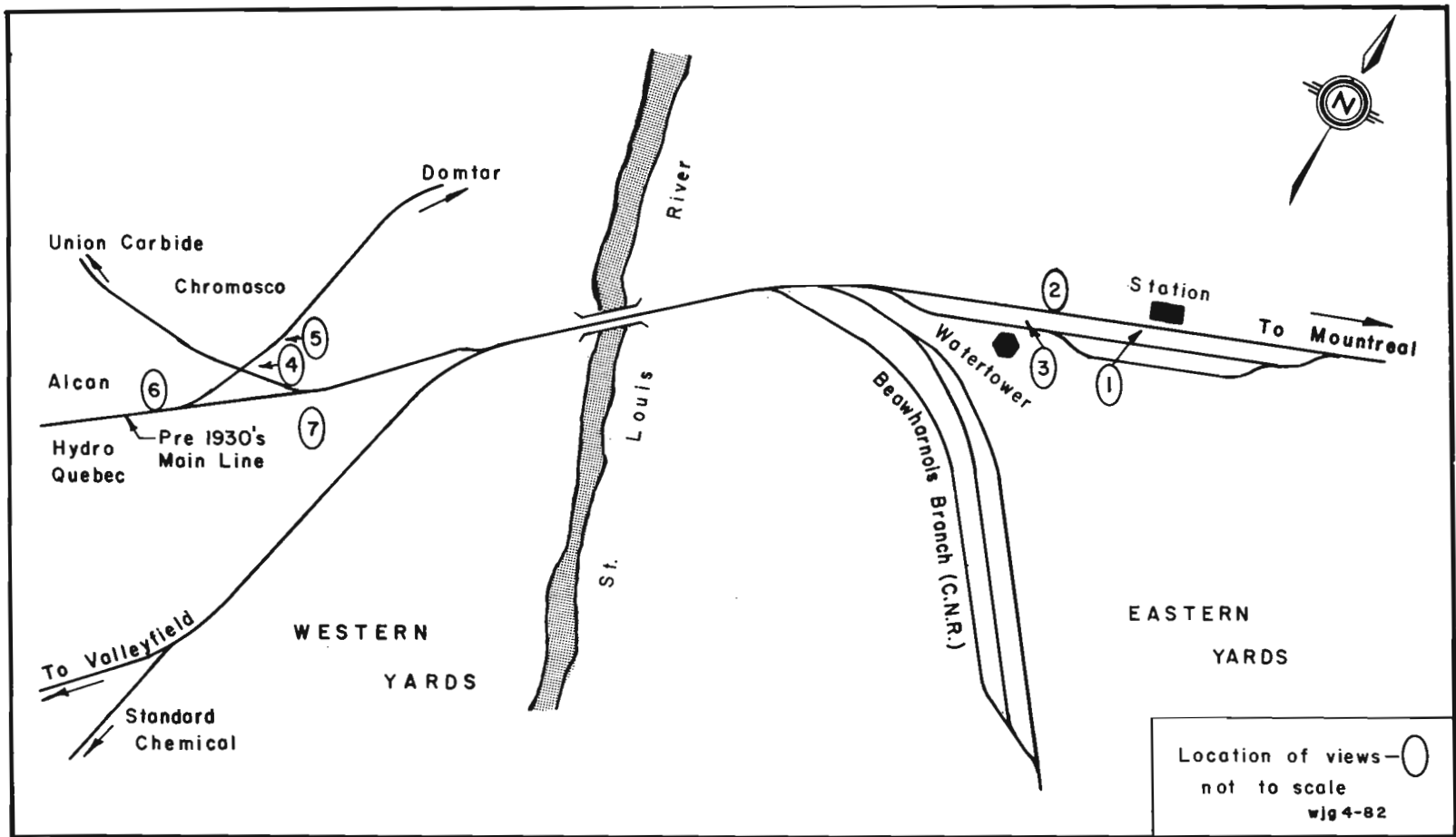


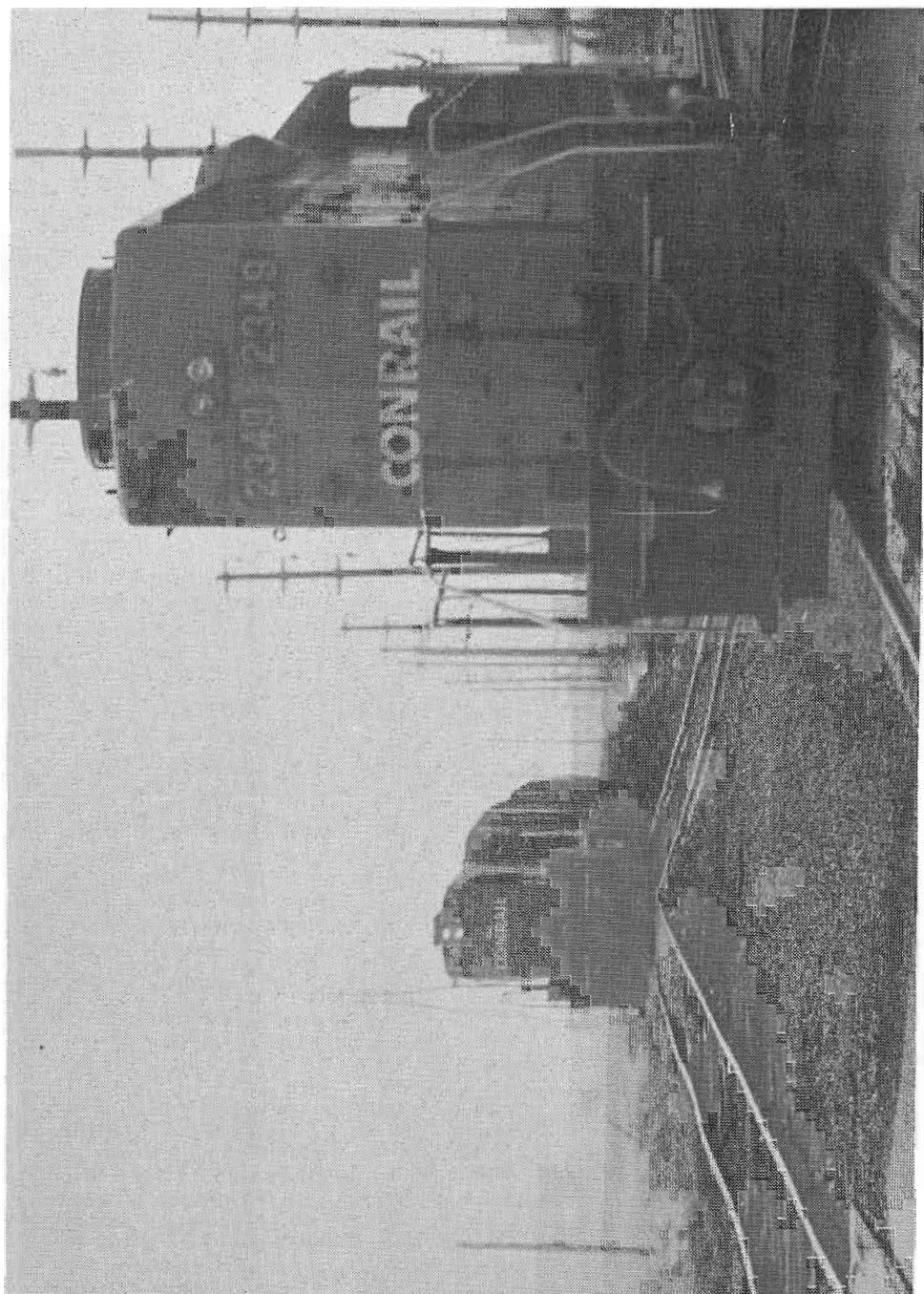
If photo #1 doesn't give away the location of this little story, photo #2 definitely tells you. Conrails unusual platform caboose #18360 is a permanent Canadian resident, and is used by Conrails' Beauharnois switching crew. The concrete whistle post (complete with splints) betrays the lines St.Lawrence and Adirondack heritage..





In photo #3, the Southbound Conrail train (designated MCSY) headed by 2349 and 2594 picks up a string of cars from the siding at the Station.





After hooking them onto the train, the engines ran across the St. Louis River to the western part of their yards where #2349 was detached, and run ahead onto the Union Carbide Chromasco Siding. In photos #4 and/or #5* she sits there as the engineer does checks on #2591, which has been doing the switching duties at Beauharnois for the previous month or so. She is a U-23 (sister to 2594), and is going back to servicing at Massena N.Y., to be replaced by #2349.

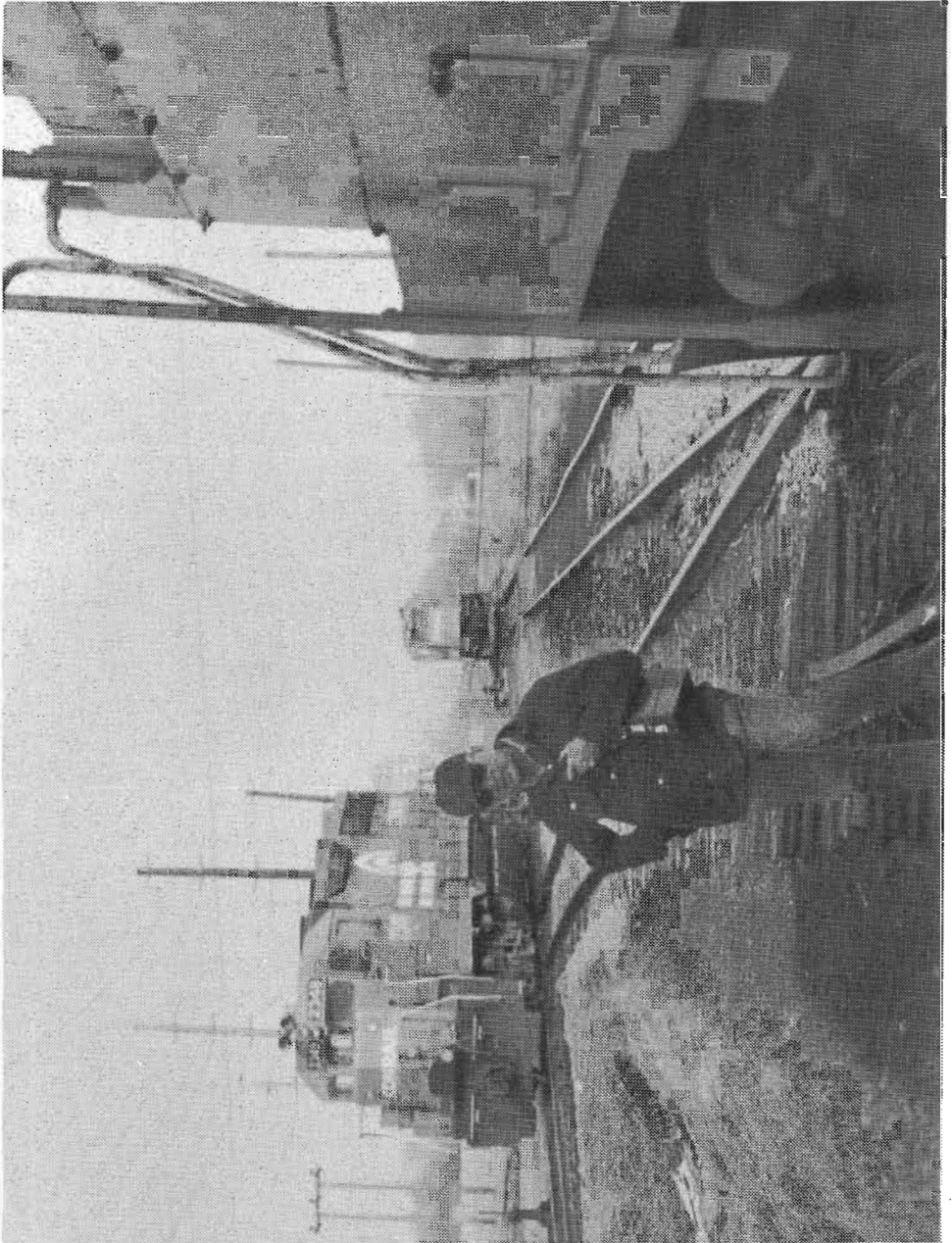
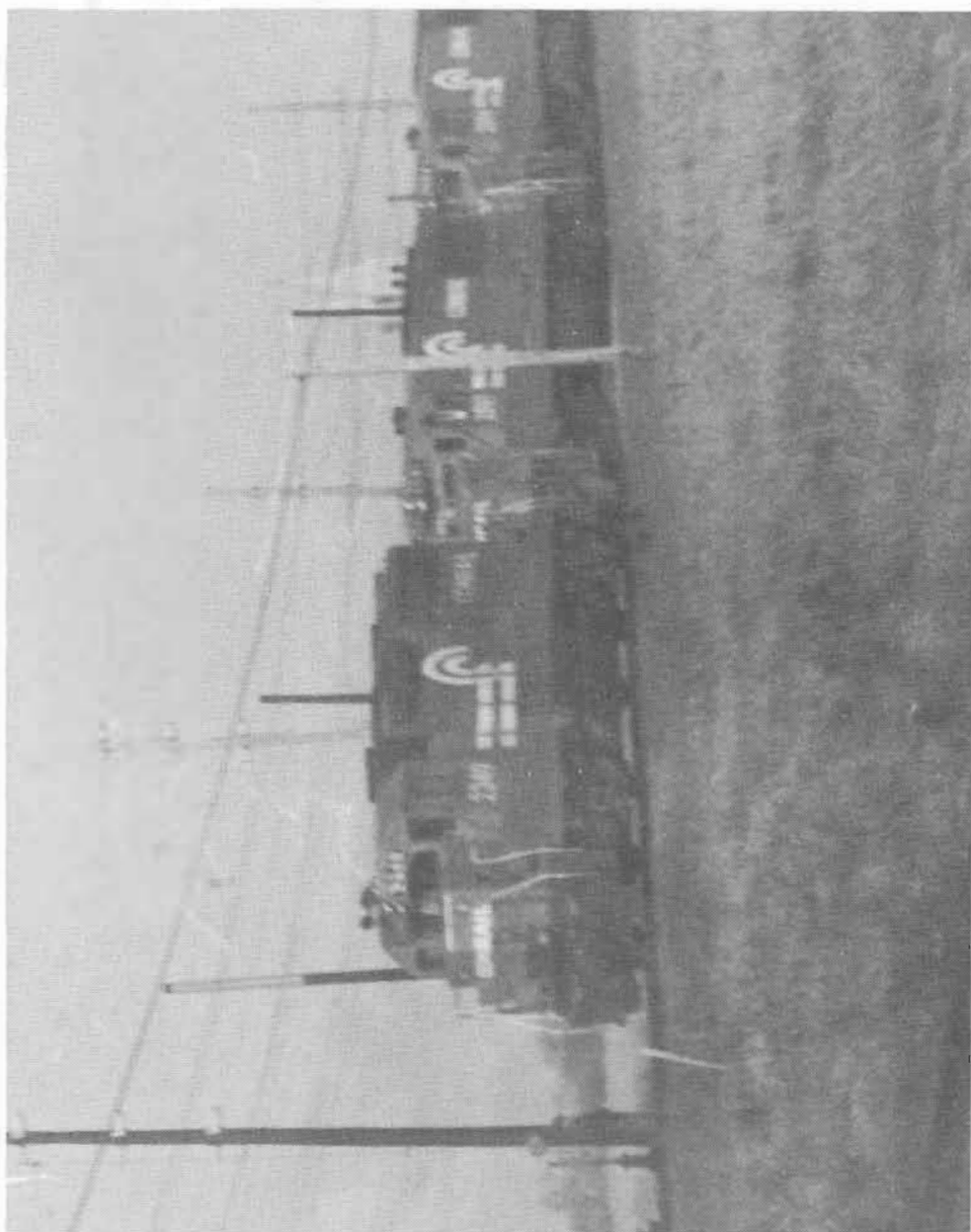


Photo #6 was taken beside #2591 as the engineer ran brake tests on the locomotive while his front end trainman waited. After he ran her back to #2594 in the background, #2349 was reversed back in front of the two General Electrics, and placed on the string of cars.

Ordinarily the 2 engines (#2591 & 2594) would back up to the station and pick up the train and he on their way. However on this, April 24, 1981, no jumper cables could be found to connect the 2 engines and the G.M. unit had permanently attached jumpers.



So in photo #7 all 3 are coupled together, and the train left with #2349 in the lead connected to #2591, with 2594 idling.

I assume that the replacement switcher arrived in Beauharnois with the Montreal bound train on Monday the 26th.

***Note: Photo no.5 is on the back cover**

