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EDITOR: Fred F Angus
CO- EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A Germaniuk
LAYOUT: Michel Paulet

cover

B.C. Electric P.C.C. southbound on Kitsilano trestle 1947. After 43 years service, the line which extended from Hastings & Richards Sts., downtown to Kitsilano Beach is going out of service. Hit hard by the competitive MacDonald Bus it had long been living on borrowed time, operating only at rush hours and catering to a mere handful of trolley diehards. Last trolley pulls out of Kitsilano loop at 6.26 P.M., January 15, 1949.
Photo courtesy of Norm. Gidney, Burnaby, B.C.

opposite

Last train to cross the False Creek Kitsilano trestle. Trip arranged by B.C. Hydro Rail, for the media and retired Hydro Rail employees on Oct. 21, 1982. 2 return trips across the trestle. Hydro diesel #910 — freshly painted, and 2 Tourism B.C. cars - - The Chemainus River power car and the lounge observation car Brittania.
Photo courtesy of Norris Adams, Vancouver

Last steam train out of Steveston for Vancouver on B.C.E.R. tracks, July 3, 1905. B.C.E.R. took over with electric service the next day.
Photo courtesy of Metro Transit Photo Archives

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The Late Kitsilano Railway Trestle 1886-1982

By Norris Adams

A link across False Creek — — a mediator in a small and close knit empire.

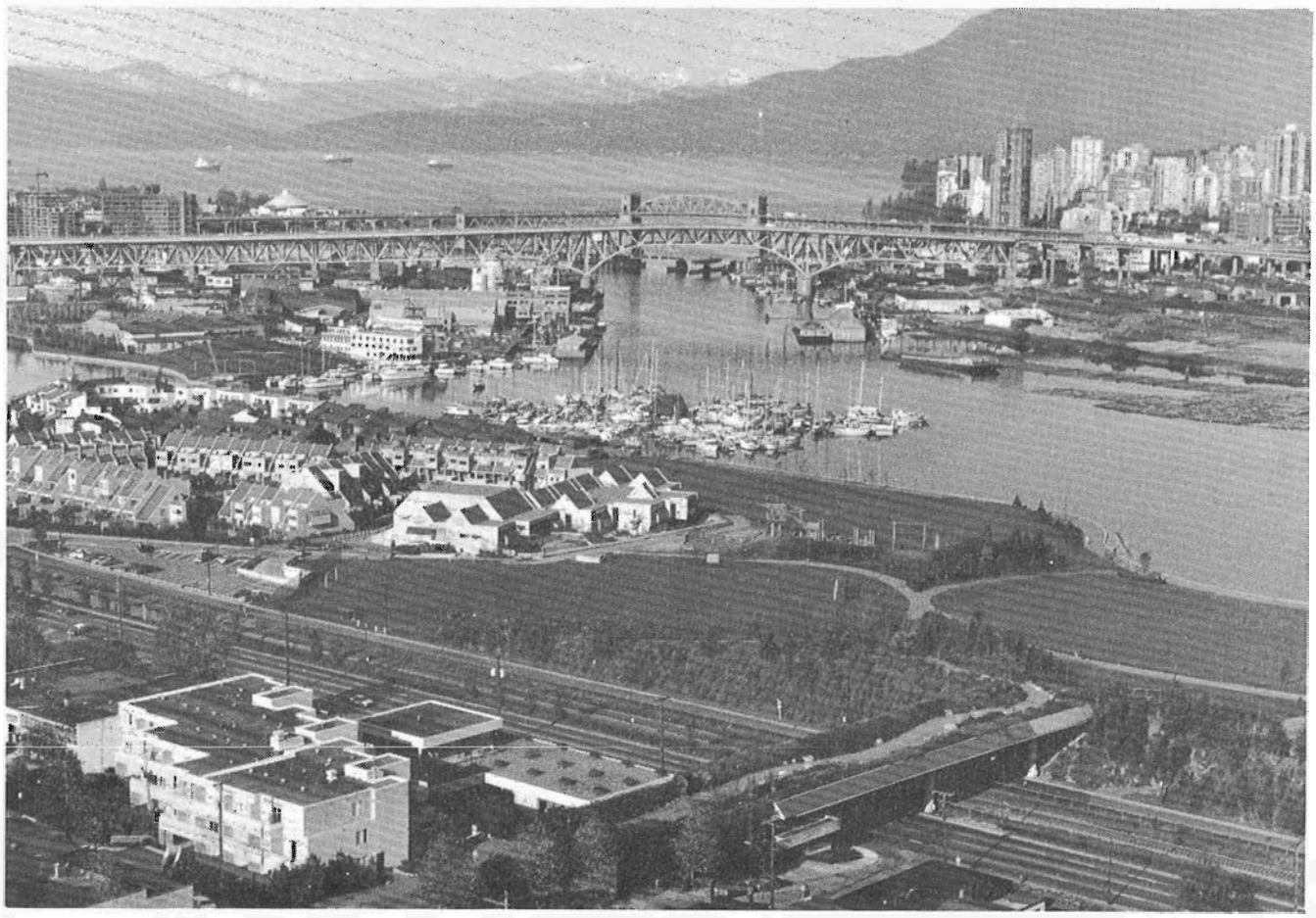
In her 96th year, she was still defensive and geared up to go on. Her epiphenomenon being that of a new comer — — "B.C. Place". The Vancouver Sun for October 21 '82, had this to say in part, quote: "Hydro laid on the trip for the retirees as a ceremonial wrapup for the trestle, which has become redundant with the conversion of the railyards on the North Shore of False Creek into B.C. Place. The trestle started out as a link in an electric passenger transit system using street cars and connecting downtown Vancouver with farms on the South Side of False Creek and beyond." The trip referred to was the two car mourner's special, principally for ex employees and for the media. The consist was from Tourism's fleet — power car, "Chemainus River" and the open rear platform, brass rail, lounge observation car "Brittania". The pulling, pushing honours were awarded to B.C. Hydro Rail's freshly painted engine #910. She saddly flaunted her white flags, in the accompanying drizzle. This farewell ambassador made two round trips across the ½ mile trestle and then the curtains came down for all time — — demolition would be the next order for this historic bridge. She was probably the first of the eight bridges to span the creek and ran in a southwesterly direction from the Drake Street yards to the Kitsilano rail shops situated in a small triangle where tracks diverge to the west or to the east, or alternately east with a twist to the south. Somehow the trestle remained endureingly snug as the "hub" of a small empire. For a few years at the turn of the century, C.P.R. steam trains crossed, initiating their Vancouver - Steveston branch line 16.90 miles. Metro Transit's photo archives catalogue relates: "July 3, 1905, C.P.R. locomotive pulls last train out of Steveston for Vancouver on B.C.E. tracks; train includes a box car and two passenger coaches. Some houses are visible in the background. B.C.E.R. took over the service the next day." There are some doubts about, "B.C.E.R. service the next day" as no electric overhead wires can be seen in the picture.

Steveston, at the mouth of the south fork of the Fraser River was a busy port and fish processing centre. Railway business centred round the canneries and the farms on Lulu Island. One could always be aware that their tram was approaching Steveston, by the impulse reflexes of their nose to the strong smell of fish. In 1909, the Marpole — New Westminster branch was wired and altogether business began to flow from these lines and those south of the Fraser River and North of False Creek. Much of the freight funnelled across the False Creek trestle, was handed to the C.P.R. at the west end of the Drake Street yards. B.C.E.R. and the C.P.R. agreed to handle the other road's cars in their designated territories. B. C.E.R. would switch cars for patrons, — often the sawmills along the south shore of False Creek. The C.P.R. for its part would switch V & L.I. (B.C.E.R.) from Granville Street to the B.C.E.R. terminal at Carrall Street. The B.C.E.R. continued for a short time to use the old C.P.R. steam passenger station at the north end of the Kitsilano trestle and just a few steps west of Granville Street. In this little empire the C.P.R. had been well endowed and also had great expectations of the golden or "Midas Touch".

February 13, 1886 was a promising "gold letter" day for Canadian Pacific, as it made the decision that Vancouver should be its western terminus, enticed in part by the prospects of its excellent harbours, either on Burrard Inlet or on English Bay.

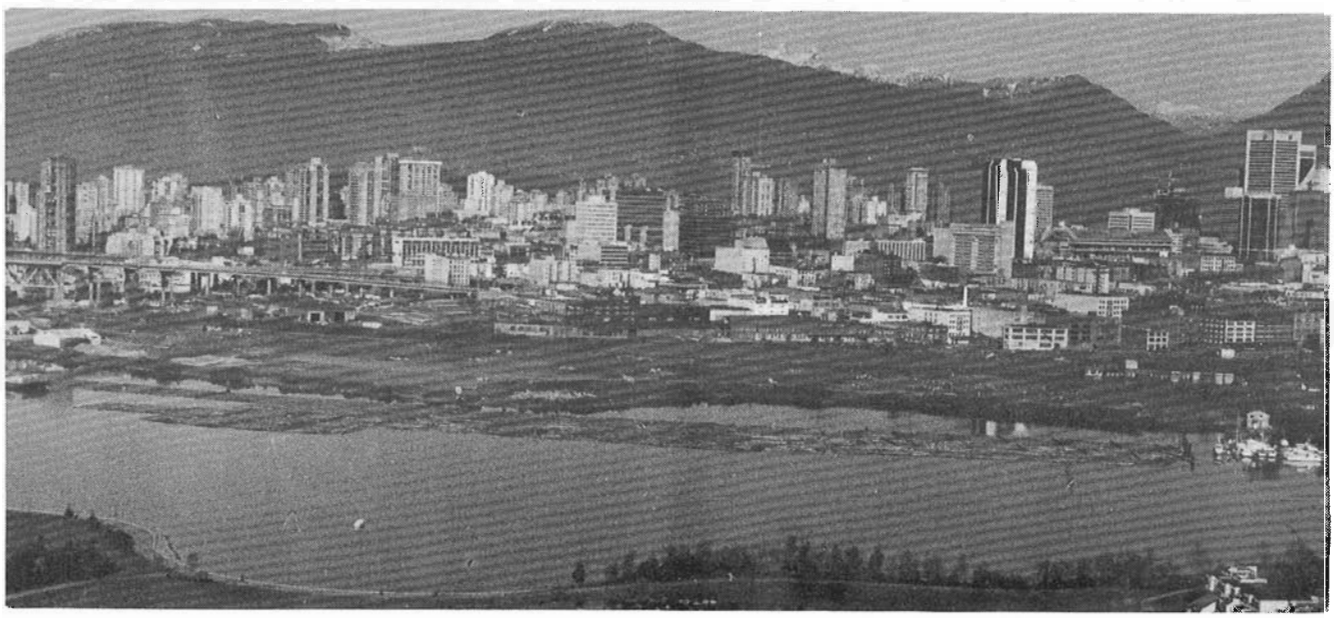
The B.C. government of 1886 approved of Vancouver, in preference to Port Moody, by giving large grants, in fact some 17,000 acres. This represented part of the present downtown and most of the area surrounding False Creek. The terminal line was completed in 1887.

The C.P.R. spokesman, Mr. Abbott, at the ceremonies marking the arrival of the first train, replying to Vancouver mayor McLean's address said, in part: "I take the greatest pleasure in congratulating you upon the completion of the Canadian Pacific Railway. We have been greatly oppressed by property owners along the line between here and Port Moody." And then further, "We have managed to overcome these obstacles. Here we are, and here we will remain." This part of Abbott's speech was intended to pass on the information that the C.P.R.



View looking northwest. Shows B.C. Hydro rails on the south shore of False Creek. Also shown the third Granville Bridge, the open swing span of the Kitsilano Rail trestle and further west - - the Burrard Street traffic bridge. False Creek has had 8 bridges crossing it.

Photo courtesy of Norris Adams, Vancouver



Looking further to the east in the cleared Drake St. yards site on the north side of False Creek.
Photo courtesy of Norris Adams, Vancouver.

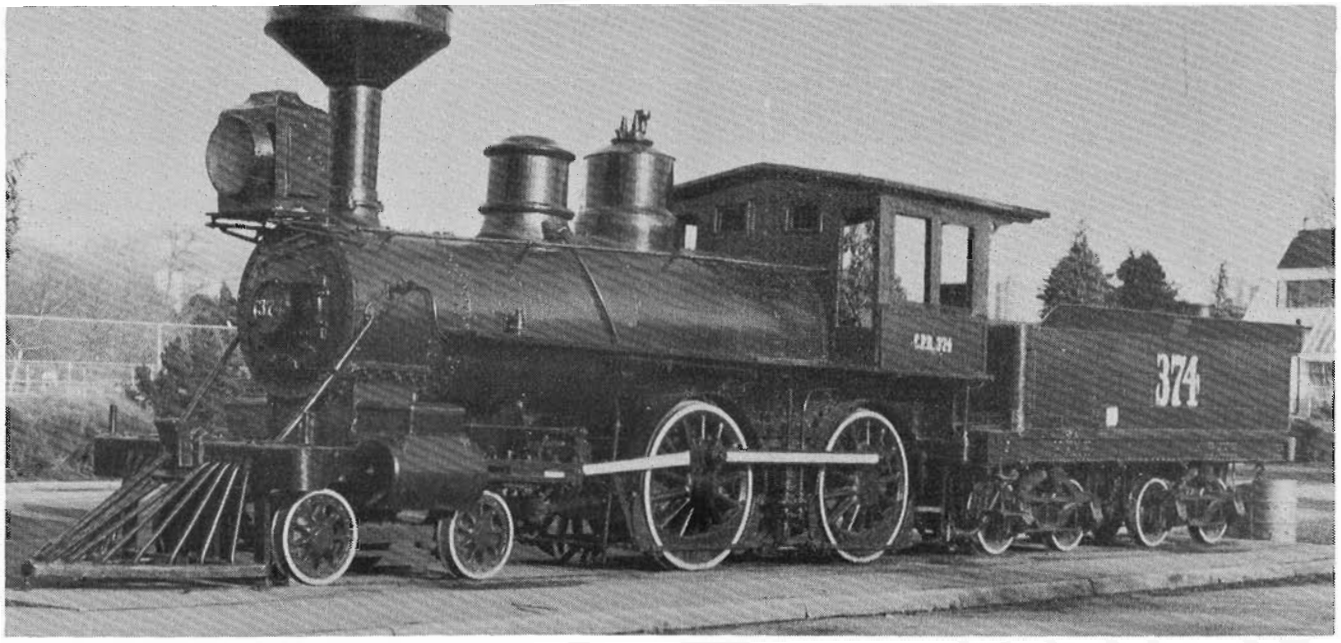
will not extend the line to English Bay until they have sold their real estate at Vancouver. Such was calculated as a gimmick to frustrate speculators of that era. There is an interesting, historic, almost prophetic wall map in the "special collections" room of the library at U.B.C. The dateline is 1886, and a line shows that the end of the English Bay branch would be at Trafalgar Street and that distance would be 2,907 7/12 miles from Montreal. As incorporated in 1886, Trafalgar Street would be the western boundary of the City of Vancouver, in this area. The proposed terminus of the English Bay branch, is shown, in a photo at the city archives, as a heavy square post set between the rails whose ends are angled upwards. The track eventually was used only once, and that was in industrial service. The shale stone quaried nearby was found to be unsuitable for the building stones needed in the new city. Major Matthews, the late city archivist, pictured with a C.P. visiting official at this point, suggested a monument be erected. But nothing ever seemed to happen. Let's cross the trestle (the hub) to the late Drake Street yard area. The yards are now gone but the roundhouse remains, firmly set up by 1898. From that time on the C.P.R. leased its lands around the creek to a succession of industries, sawmills, lumber-related industries, predominating. The C.P. panorama at Drake Street was always busy and interesting for the layman, railfan or historian. There were many facilities there, a car repair shed, various stores, blacksmith shop, woodwork, dining and sleeping car furnishings, coach wash racks, oil shed. And of course the roundhouse, which many would like to see demolished. Visionaries now see it as a part of an architectural, functional, intergraded complex — a real bonus to B.C. Place.

Such would give some needed recognition of our debt to those who brought about our lower mainland origins, through the vital necessity, dreams and hard work of railways.

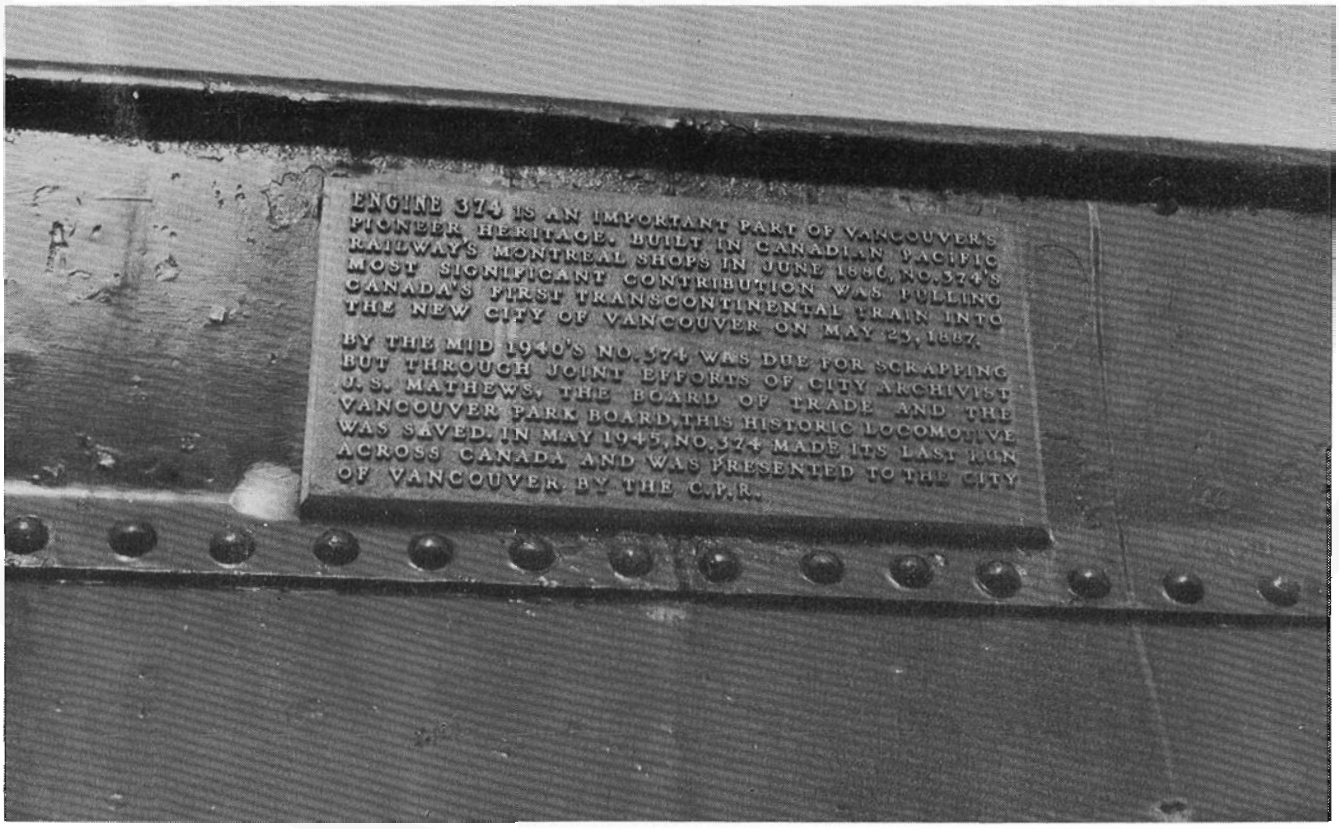
The greatest scenario in this complex seemed to me, to be the venerated cluster of classic steam locomotives and variety of service and passenger cars. Foremost for most people was 2860, The Royal Hudson namesake, — 3716 — a C.P. consolidation freight engine 2-8-0 freight engine built in 1912, and the baby — "Herb Hawkins" #1077 a 2-6-2 Prairie class, once used for logging on Vancouver Island. 3716 would power the Museum train on the mainland routes, whereas 1077 would do the honours on Vancouver Island. There were coaches handed down from C.P.'s former transcontinental train "The Dominion" and a combined business crew — diner — a legacy from the American Freedom Train. There was daily a well-ordered string of coaches from the "Canadian" going through the wash racks. Cars were being groomed for the summer Royal Hudson tourist run to Squamish, and others to readied for film sequences, superintendent's cars, and old standard sleepers in apparent limbo, that might be used as converted roadside restaurants. Always, always — — a good show! In '79 the Museum train, moving by B.C. Hydro Rail, crossed the trestle in its visits to B.C. communities, spent 4 days on exhibit at Steveston. The Vancouver Sun of July 10 '82, gave a foretaste of things to come: "C.P. Rail's tracks on the north side of False Creek, the Kitsilano Trestle and the Dunsmuir tunnel down town will be removed just in time to allow for new access roads to the city's Sports Stadium, a B.C. Place official said Friday." "The tunnel which will be used for Rapid Transit must be cleared by August 15 and the tracks and the trestle must be vacated by October 31 '82 according to a Canadian Transport decision announced Friday." The tunnel which connects C.P.'s harbourfront tracks to the former Drake Street yard, traversing under downtown Vancouver was built in 1932. It greatly facilitated the movement of trains over the years, which previously had to cross busy downtown streets at grade, causing monstrous traffic jams. The tunnel will be revamped — — to two tracks (one on top of the former) and several major stations built in, — C.P. sold its interests in the False Creek rail lines, trestle and tunnel in 1980 to B.C. Place for 27.4 million dollars. The one and a half mile South Shore line along the south side of False Creek serves as a vital freight industrial line and as of October '82 was extended along the east end of the Creek, then turning west briefly to its team tracks near Carrall Street. This revised route took the old trestle out of its role in the "hub".

Since 1905, the B.C.E.R. now the rail division of B.C. Hydro, has run trains over the trestle under an agreement with the C.P.R. The B.C.E. moved

Drake Street yard looking east.
Photo courtesy of Norris Adams, Vancouver



#374 first passenger train into Vancouver, May 1887. Now rests on Park land near the vacated site of the street car loop at Kitsilano Beach - - which was 180 feet east of the centre line and the street car loop. Photo courtesy of Norris Adams, Vancouver



Plaque on C.P.R. engine 374 at Kitsilano Beach. Photo courtesy of Norris Adams, Vancouver

A wall map in the library at U.B.C. shows that the end of the English Bay Branch of the C.P.R. would be at Trafalgar St., 2,907 7/12 miles from Montreal or very close to today's Cornwall & Trafalgar Streets.

Photo courtesy of Norris Adams, Vancouver

Early morning departure from Drake St. yard finds #2860 Royal Hudson, extra tender and extra oil car and a B.C. Railways diesel, just clear of the fixed steel span of the Kitsilano trestle. Burrard Traffic Bridge slightly west.

Photo courtesy of Norris Adams, Vancouver

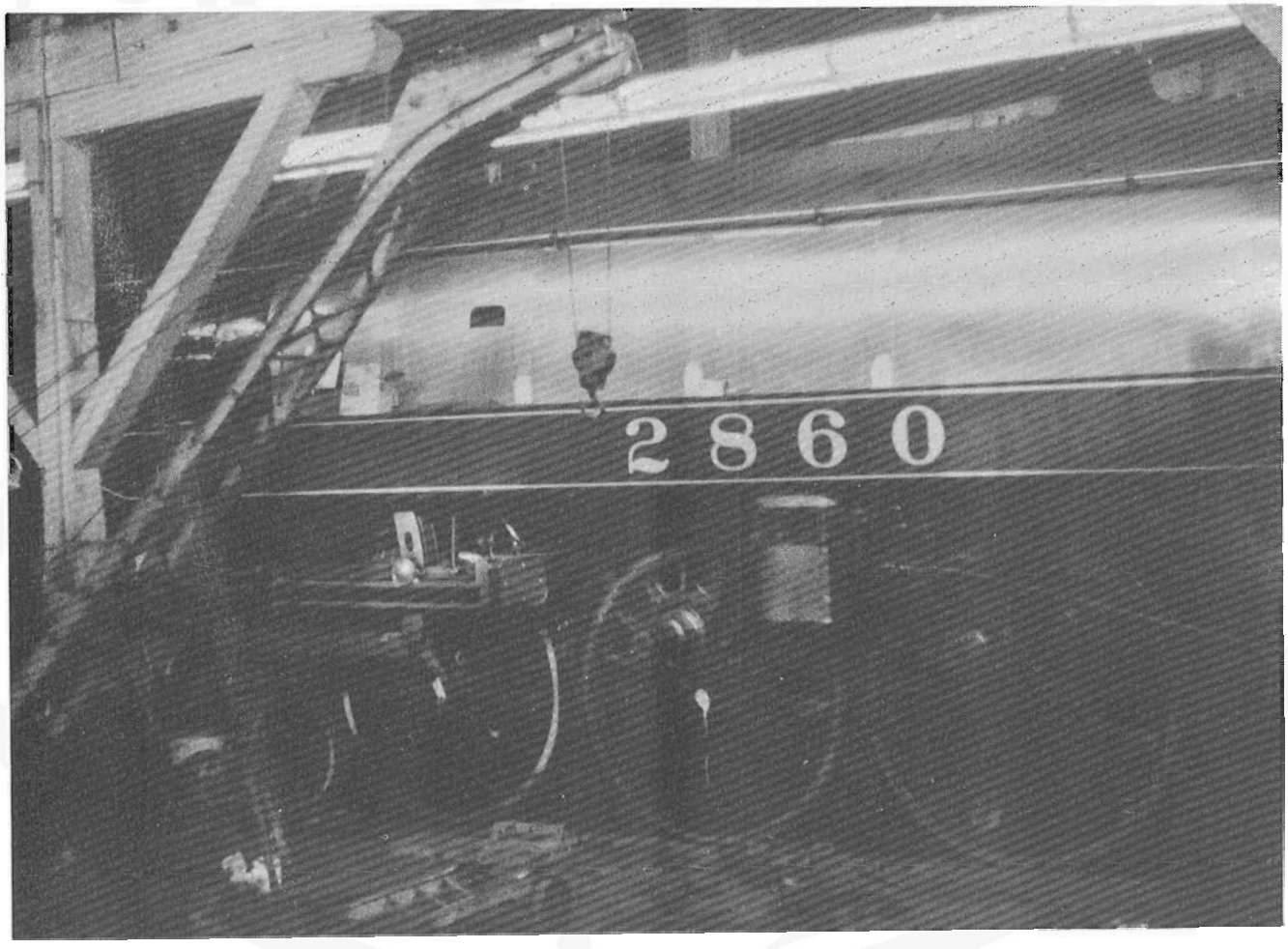
Shows how the emerging tracks from Drake St. yards join in a 1/4 circle entrance to the steel spans of the Kitsilano trestle. Note the precautions.

Photo courtesy of Norris Adams, Vancouver

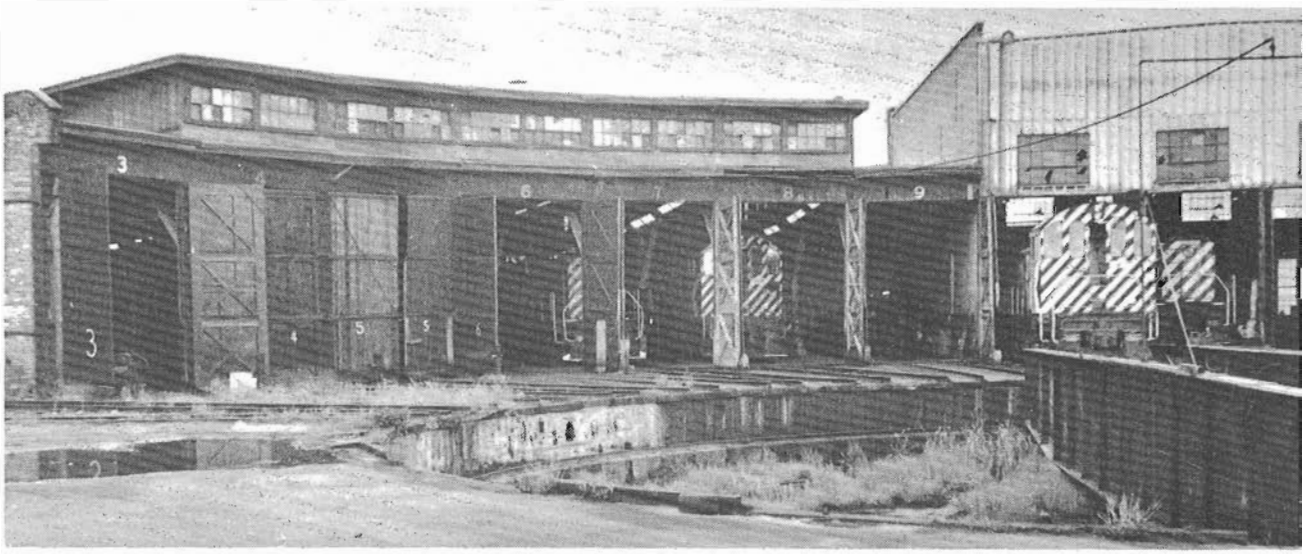
interurban passenger cars and freight over the trestle, and freight continued to move over it after street car service ended in the early 1950's. Towards the end of 1982, only one train in each direction used the trestle. The first trestle almost closed False Creek to navigation. At various times the creek in part, was either dredged or filled. There was dredging done in preparation for the planned C.P.R. terminal at Kitsilano and again when Granville Island was being built. False Creek and its future have always been controversial. Some saw it as a barrier to easy communication within the city and debated whether to build new bridges or fill it in. Some said it was destined for heavy industry and some emphasized livability. Parks Boards and City Planners proposed using False Creek for residences and for Parks. Part of the reclaimed land lies east of Main Street and now supports the C.N.-Via station, B.N. freight offices and service tracks.

During World War 2, False Creek became the building and launching spot for ships to be used in the war effort. The normally fixed steel span of the Kitsilano Trestle would be floated out on a barge to enable such ships to get on their way. The C.P.R. too, built ships in False Creek during the Gold Rush of 1897. The recent careful demolition of the trestle, while it saddened some, was a cause for rejoicing for masters of water-borne craft.

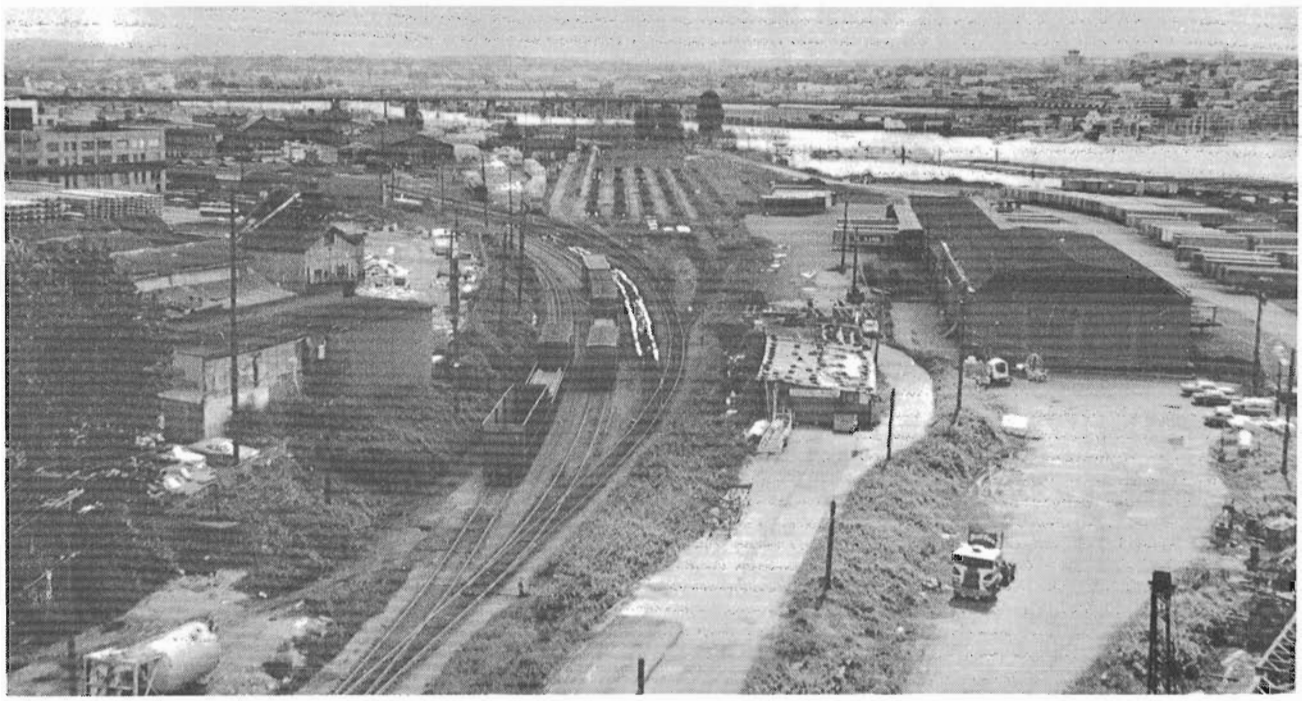
The Burrard Bridge was built in 1932 — — just slightly to the west of the Kitsilano trestle. It is a six lane highway type traffic bridge ¾ of a mile in length near the entrance to False Creek. It carries traffic high enough to avoid conflict with navigation. Huge Liberty ships from west coast shipyards could glide easily under, on their way to join the Battle of the Atlantic. The bridge piers have provision for a rapid transit vertical lift span below the highway deck. Here's how Chuck Davis recounts it in his column



Royal Hudson #2860 in the Drake St. roundhouse, rods down, in general annual Spring preparation for the summer Squamish tourist season.
Photo courtesy of Norris Adams, Vancouver



Drake Street Roundhouse Diesels mostly in evidence also turntable.
Photo courtesy of Norris Adams, Vancouver

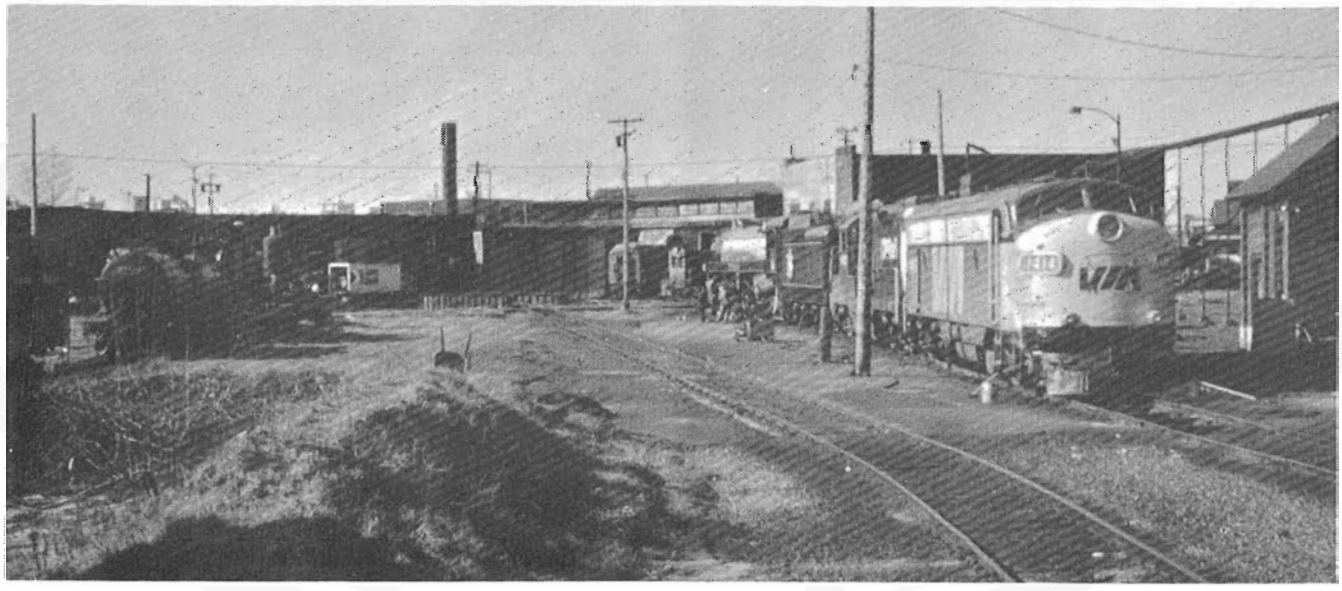


Drake St. yard looking east towards the Cambie Bridge, after 9 storage tracks have been lifted. Shown is the point where C.P. & B.C.E.R. would exchange cars.
Photo courtesy of Norris Adams, Vancouver

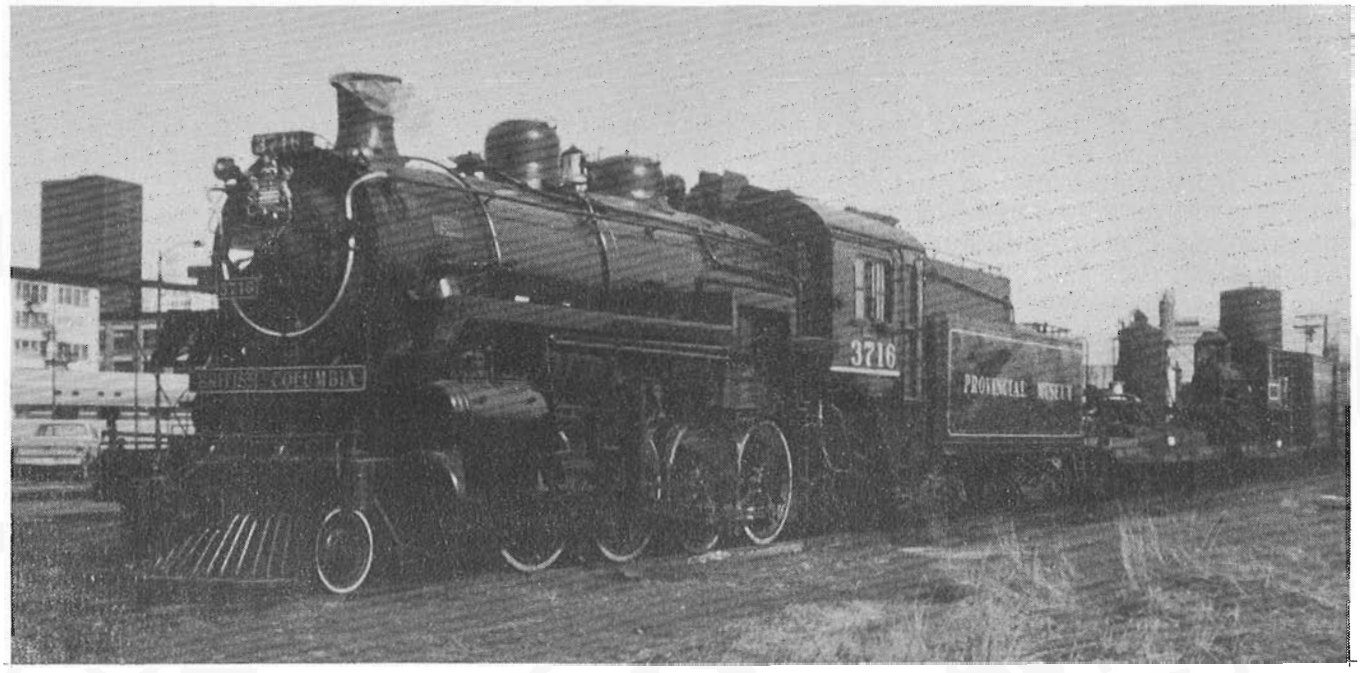
"Sunday Brunch" in the Sunday Province for Sept. 21, 1980 — — a picture is shown as under the Burrard Bridge, such as street cars, trams or trains might have found themselves in — — Let's quote: "No, you're not seeing things. That is the Burrard Bridge and it does have a lower level. That addition exists only in the artist's imagination, although back when the bridge was designed, provision was made for a second level for rail and street cars. They just never got around to it." The lower span would have raised vertically for boats by means of lifting machinery hidden in the ornate superstructure.

Once again, we are indebted to the Sunday Province of June 26, 1932 and I quote: "Then one of the most involved questions affecting the situation was introduced — — what was to be done about the old Canadian Pacific Railway trestle bridge, under lease to the B.C. Electric Railway Company? With the trestle remaining it was argued there would not be the free movement of marine traffic that would result if it were removed." Negotiations were therefore commenced with the C.P.R. and the Dominion Government toward removal of the trestle and the City proposed to construct a lower deck to the projected Burrard Bridge to carry the railroad lines contained on the trestle. Eventually, an arrangement was reached under which the C.P.R. promised to contribute $250,000 toward the lower deck cost, if the Dominion Government would pay the same." Some of the steel girder cages were erected and can be seen, to-day — — but, the project was never finished. The Kitsilano trestle came close to extinction in her 46th year instead of that of her 96th.

The former Kitsilano Railway Shops are tucked partly under the south section of the Burrard Bridge. As I write this, the shops are being torn down — — lacking a sprinkler system they represent a fire hazard. In the heyday of street car, trams and electric locomotives, often 200 men would be employed. A great variety of equipment would be on display, and finally some buses, too. One of the seemingly great indignities came when, the old wood streetcars, divested of any recoverable material, were turned on their sides and burned. In a distant spot, in the adjacent municipality of Burnaby, some 36 p.c.c.'s, lacking a buyer, succumbed to the old enemy rust. I don't remember that any of the big trams that operated in the Fraser Valley ever came to Kitsilano — that's a question for an "old pro" to answer. But it is interesting to consider the league they belonged to. Compared to city cars, they were bigger, faster and heavier and subject to standard railway regulations. Whistles were often the pet personal property of individual motormen. They would put their whistle on and take it of, before and after their runs. Also many had their own driving stools — — sometimes ornamented. They were proud members of their union associations — — the motormen belonged to the Brotherhood of Locomotive Engineers and wore the traditional hat, similarily, the conductors to the



Drake St. Yard roundhouse — last minute grooming for #2860 Royal Hudson in the company of a C.P. and a Via diesel unit. Some static Museum Train equipment & exhibits on the left.
Photo courtesy of Norris Adams, Vancouver



B.C. Museum Train, Drake St. Yard #3716 a Consolidation freight engine 2-8-0 built in 1912, shown in off-season rest.
Photo courtesy of Norris Adams, Vancouver

Order of Railway Conductors, and wore the yellow-banded stiff pill box type of hat with the word "conductor" on the front. Their blue serge uniforms were usually neatly pressed and often a red rose from their gardens formed a smart boutonniere. All of these men gave their best, in courtesy, dependability and in speedy service. Factors often envied these days by the public.

The Kitsilano shops, were set in a triangle at the south end of the trestle at a point where routes diverged. The #12 Kitsilano carline was more familiar to me — — it ran 8 city blocks to its original 1905 terminus at Vine Street. The cars were "double enders" that did not end to be turned on a wye or a loop.

This type of manoeuvre predated my arrival in Vancouver by several decades. It was likely a 2 man car operation. But in 1931, one man cars were introduced on the Kitsilano carline and a new loop was completed at Yew Street, on block of Vine Street. Norm. Gidney, gives an excellent picture of P.C.C. #431, in a beautiful, revealing setting at the Kitsilano Branch terminus in 1947. The car has circled the loop. The motorman-conductor assured that it is now his proper departure time, boards his car after punching the time-recording clock. The big X on the front dash tells that this is a one man front loading car. The route number — in this case "12" is carried along with the destination sign on the front upper face. Older cars would have carried this number separately, in a roof-box display on the right side. The outdoor location is a lounging, swimming, picnic spot & near the beach. Slightly behind is an old, but characteristic Vancouver street corner arc lamp, hung out on a steel yard arm from a wood pole. These were called "China Hat Lamps". The 4 original P.C.C. cars were given to the #12 route, as succeeding ones did later, as required. Altogether 36 were received, and more were on order in order to rephase the 4th Avenue route. Wartime shortages and deliveries and the reluctance of the union to fully accept the one man principle, spelled their doom. The conviction of the B.C.E.R. led to the "Rails to Rubber" programme. Some of the older cars were Brill pattern, semi convertibles, with clerestory roofs built by American Car in 1911. Some made by Brill themselves, with arch roofs were 1912 models. When the B.C.E.R. was in greatest need of street cars, North American builders were snowed under with orders and little wonder that B.C.E.R. hastened to build some of their own. By no means a classic — — the barrel-side type seemed their most numerous standby. Many of these cars were beautifully and comfortably rebuilt in their own shops around 1940. Street car service ended in Vancouver in 1955. They had proved a major factor in residential and retail growth and development. All these cars, a great variety of them — were a lovely sight to citizen and railfan, alike, as they strode across the Kitsilano trestle at different times and for different reasons.

Engine 374 was a woodburner now on public exhibit at Kitsilano Beach. It was presented to the City Archives by the C.P.R. August 10, 1945, after

being restored in C.P.'s Angus Shops. The Vancouver Herald, for Feb. 2, 1983 had this heartening news, quote: "The Provincial Heritage Trust will grant $40,000 to the Canadian Railroad Historical Association to put the engine, abused by weather and children's pranks over the years, in better shape." Hopefully, the engine will be moved to a more gracious spot, amongst familiar surroundings, in the roundhouse complex in B.C. Place, near the Drake Street yards. At present she languishes near the spot of the vanished street car loop at Kitsilano Park.

To the writer, it is with some regret that the trestle could not have lived to observe its 100th birthday concurrant with Expo '86 — — in fact for the duration. The old street car rails end at Chestnut Street and this is alongside Vanier Park. Park and ride patrons could have left their cars in a moderately up-dated lot there. Then they could have boarded push-pull trains for a station near the roundhouse in B.C. Place. People-mover systems are on official lips these days. First, there is the A.L.R.T. now building between New Westminster to downtown Vancouver. The Vancouver Sun, January 18 '83 reveals a new dream, quote: "Thompson said the people-mover would follow a route from Vanier Park to Granville Island, under the Granville Bridge to the north shore of False Creek, east across the site to Abbott Street and then downtown." The people-mover that B.C. Place is looking at now is a Swiss trolley car made by Habaggar.

The late Kitsilano trestle was virtually a key for passengers or rail freight, in whatever direction they moved and all that for a vigorous 96 years. One good memory remains — — she escaped a conceived execution in the '30's and added approximately another 50 years in useful, fruitful public service. A.D. 1886 through 1982. Good Show!

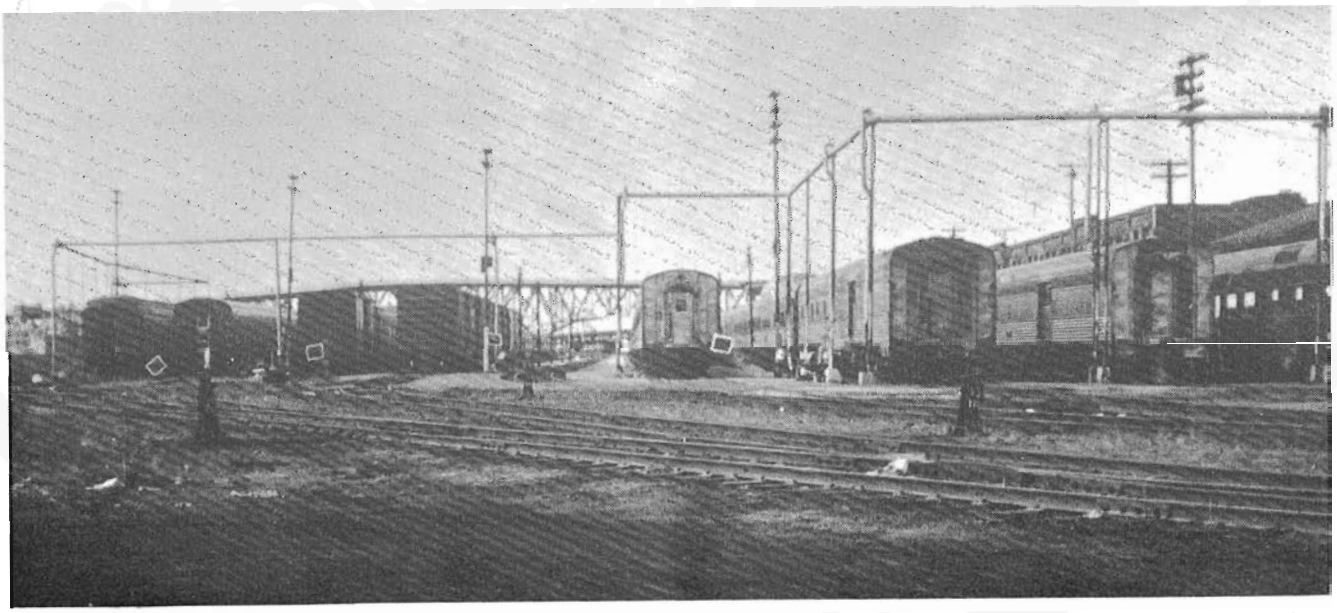
"TRAILER"

Suggested Additional Material:

ENGLISH BAY BRANCH, C.P.R. VANCOUVER, produced by David L1 Davies in 1975, 25 pages with maps, an excellent and very thoroughly researched authorative study. Available from Pacific Coast Division, Canadian Railroad Historical Association, P.O. Box 1006 Station "A" VANCOUVER, B.C. Ask for B.C. Rail Guide #8 Priced at $2.00

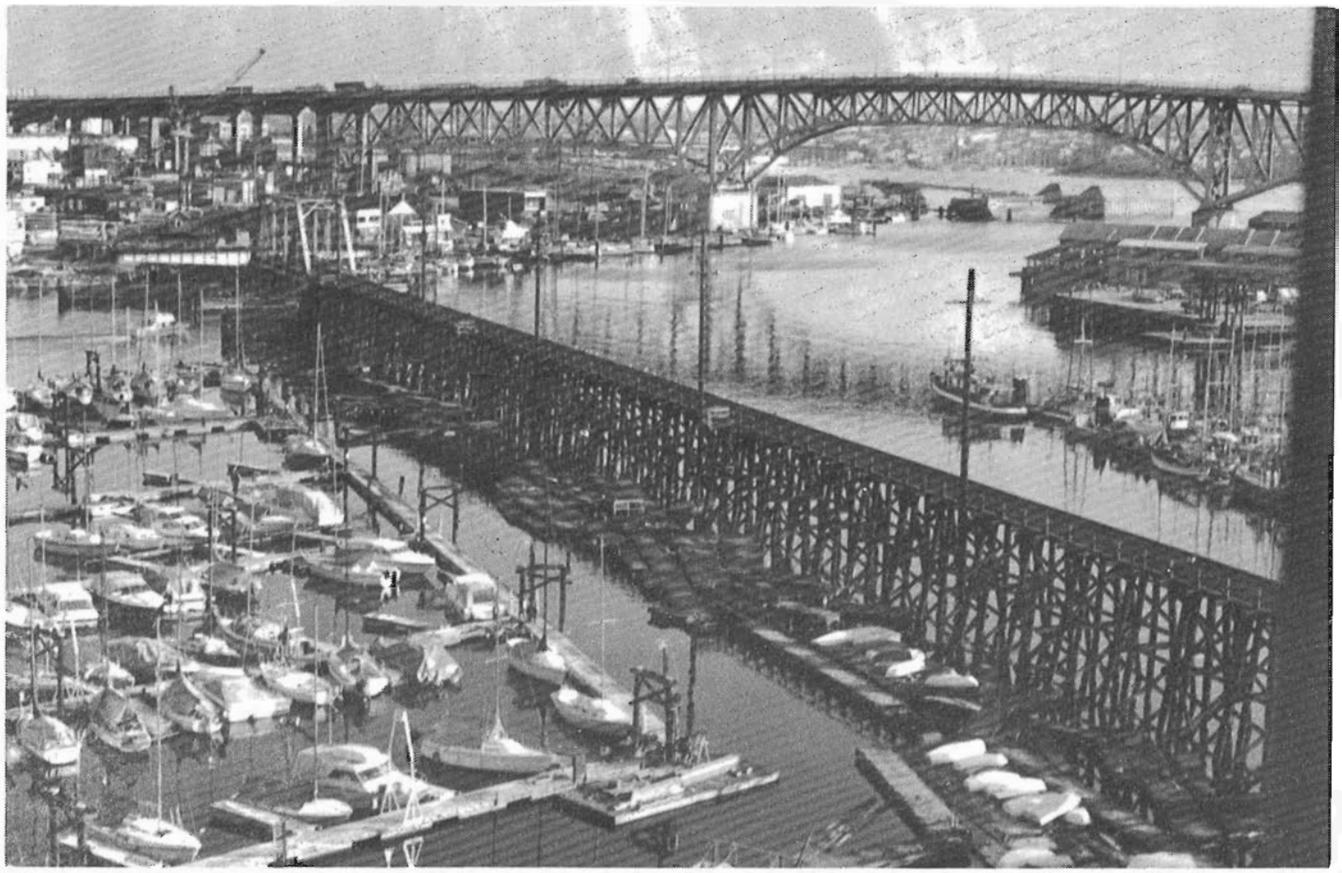
"B.C. ELECTRIC RAILWAY" book should be on sale, Spring 1984. Brian L. Kelly, Brian is one of most respected and sought after authorities on the B.C.E.R. and B.C. Hydro, as an illustrative speaker. More information? Write to: The Target Rails Group, 4036 West 36 Ave., Vancouver, B.C. V6N 2S9

METRO TRANSIT ARCHIVAL PHOTOGRAPH CATALOGUE — — several hundred photos of street cars, trams, street scenes, locomotives, sold at modest prices. Catalogue is free for the writing. Address: T.E. Magee, Metro Transit Operating Company 850 South West Marine Drive, VANCOUVER B.C. V6P 5Z1



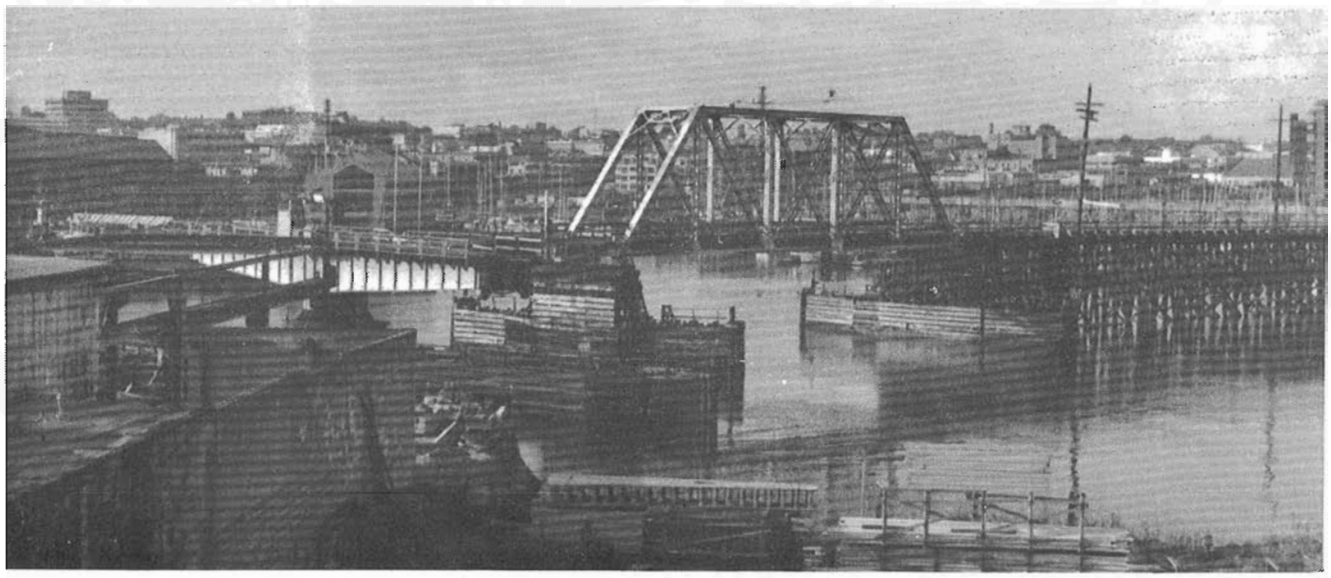
*Drake St. coachyards, looking west towards Granville Bridge, and slightly beyond is the Kitsilano trestle. Pictured are a variety of cars: official business, former **transcontinental** "The Dominion" cars, some for the summer Squamish run, and many old standard sleepers rumoured for roadside restaurants, con version and removal.*

Photo courtesy of Norris Adams, Vancouver



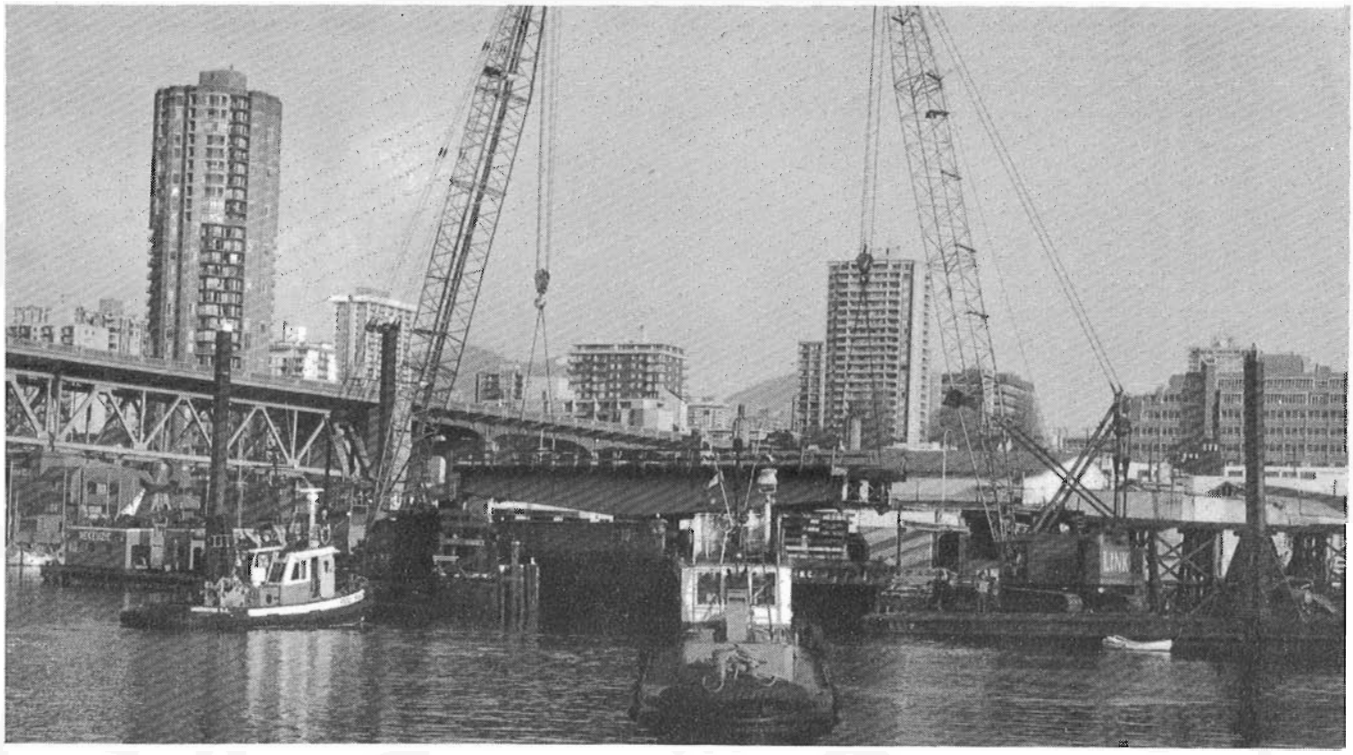
Pictured from the adjoining Burrard bridge, looking northeast toward the fixed span. The moveable span is seen open for navigation — a characteristic position. The demolition was done carefully, and stringers, ties and piles were saved. The third Granville Bridge across False Creek looms high in the background. Trolley & diesel & gas busses have used it for 35 years, but no provision was foreseen to use street cars.

Photo courtesy of Norris Adams, Vancouver



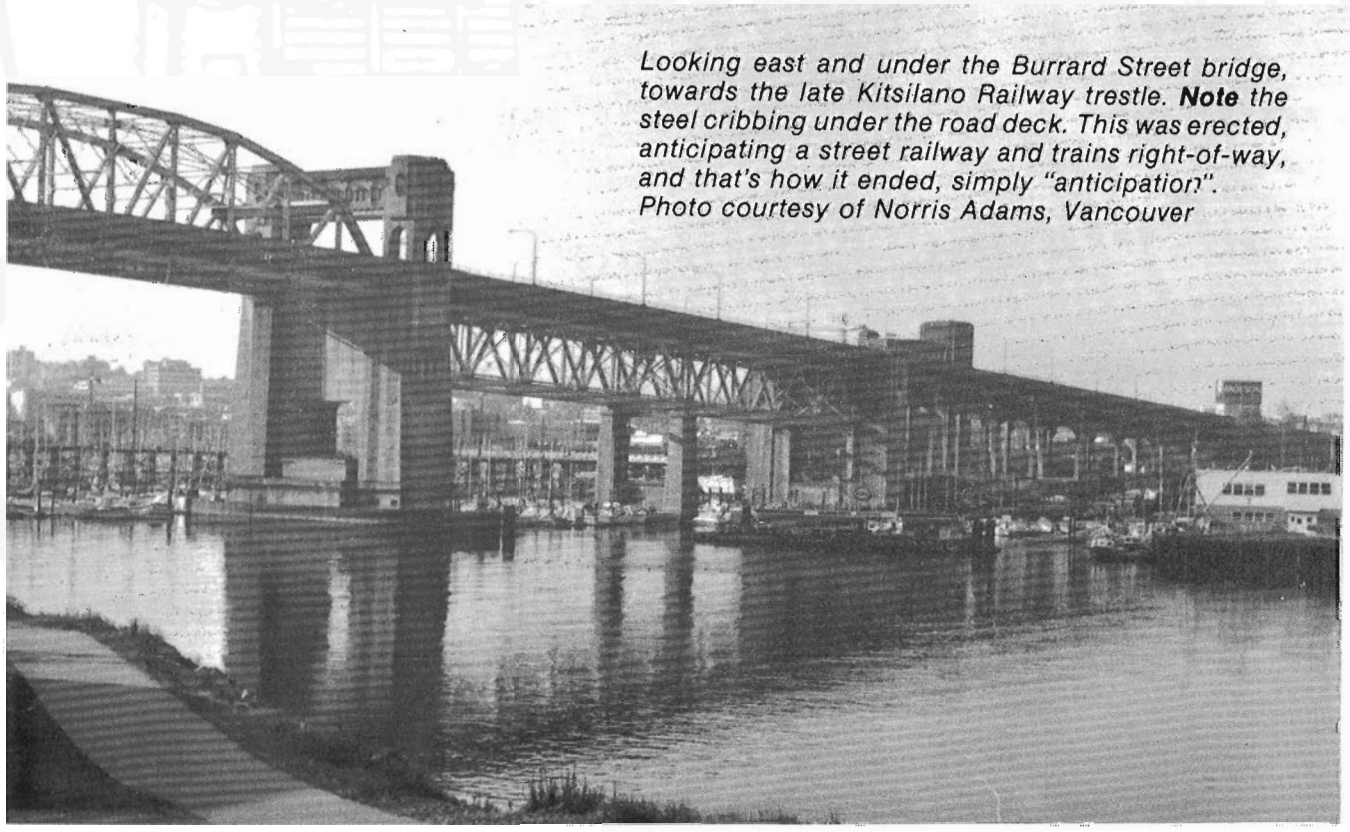
Shows how the trestle's fixed span was removed and floated away by barge, typical of occasions when large ships had to leave the Creek.
Photo courtesy of Norris Adams, Vancouver

Two barge-based high cranes lift the moveable span from its pedestal.
Photo courtesy of Norris Adams, Vancouver

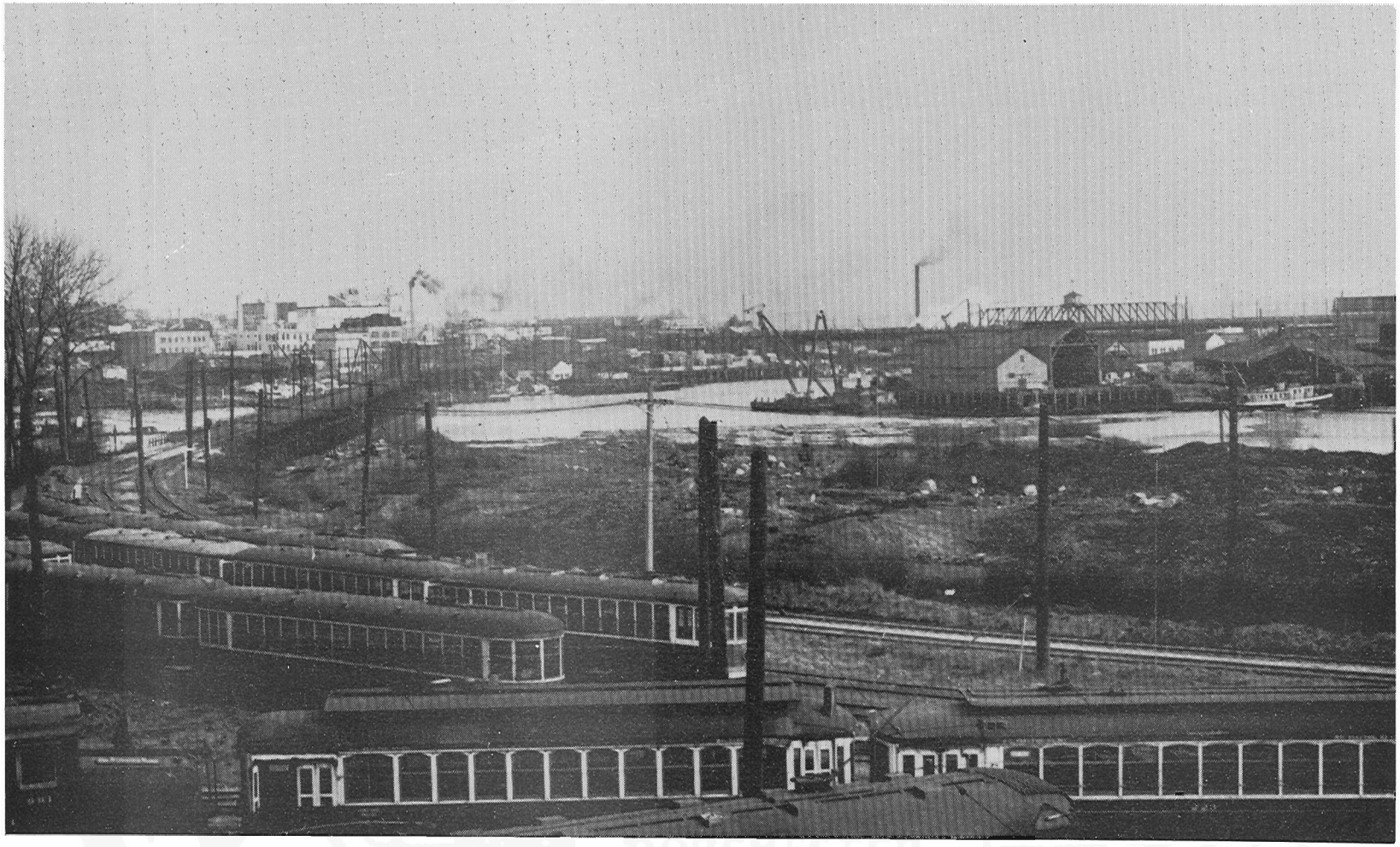


Two cranes carefully let the moveable span down on cradles on a barge for a trip up the creek. Arrow Demolitions Co. advertised a steel fixed span 140 feet and a steel swing span 120 feet. The ties were sold to landscape gardeners, the tracks for spurs. Some piles were of doubtful value due to rot.

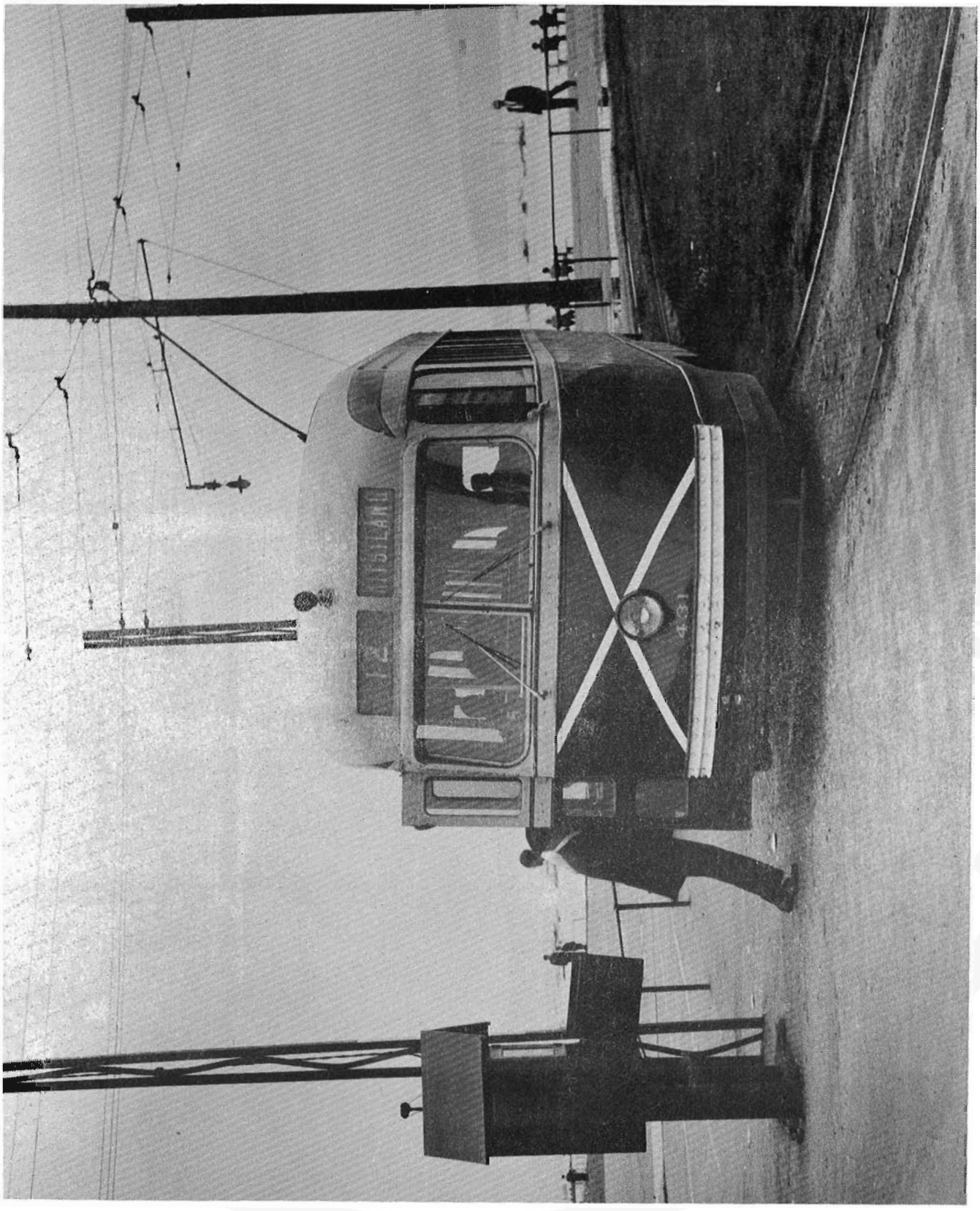
Photo courtesy of Norris Adams Collection, Vancouver Public Library.



Looking east and under the Burrard Street bridge, towards the late Kitsilano Railway trestle. ***Note*** *the steel cribbing under the road deck. This was erected, anticipating a street railway and trains right-of-way, and that's how it ended, simply "anticipation".*
Photo courtesy of Norris Adams, Vancouver

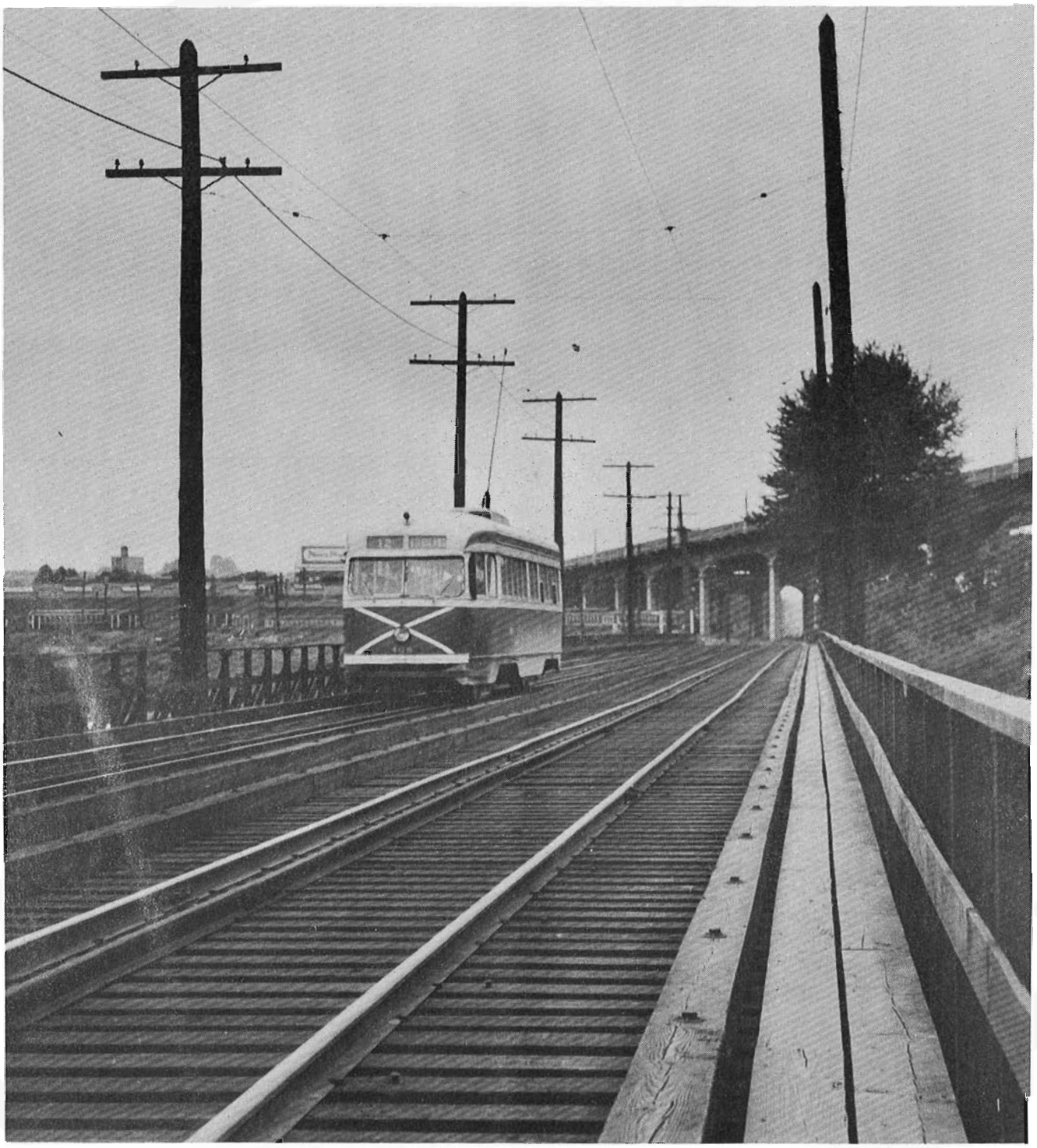


These cars on holding service tracks just outside the B.C.E.R. Kitsilano Shops built in 1913, and currently being demolished. The shops were in a triangle between diverging tracks: — to the west B.C.E.R. #12 carline, and to the east the V. & L. I. (B.C.E.R.) tracks to south shore industries, and a curve off this to the south for the Vancouver, Marpole and/or Steveston or New Westminster, and Fraser Valley traffic. A brewery formed the other side of the triangle on the other side.
Photo courtesy of Number 13178 Vancouver Public Library

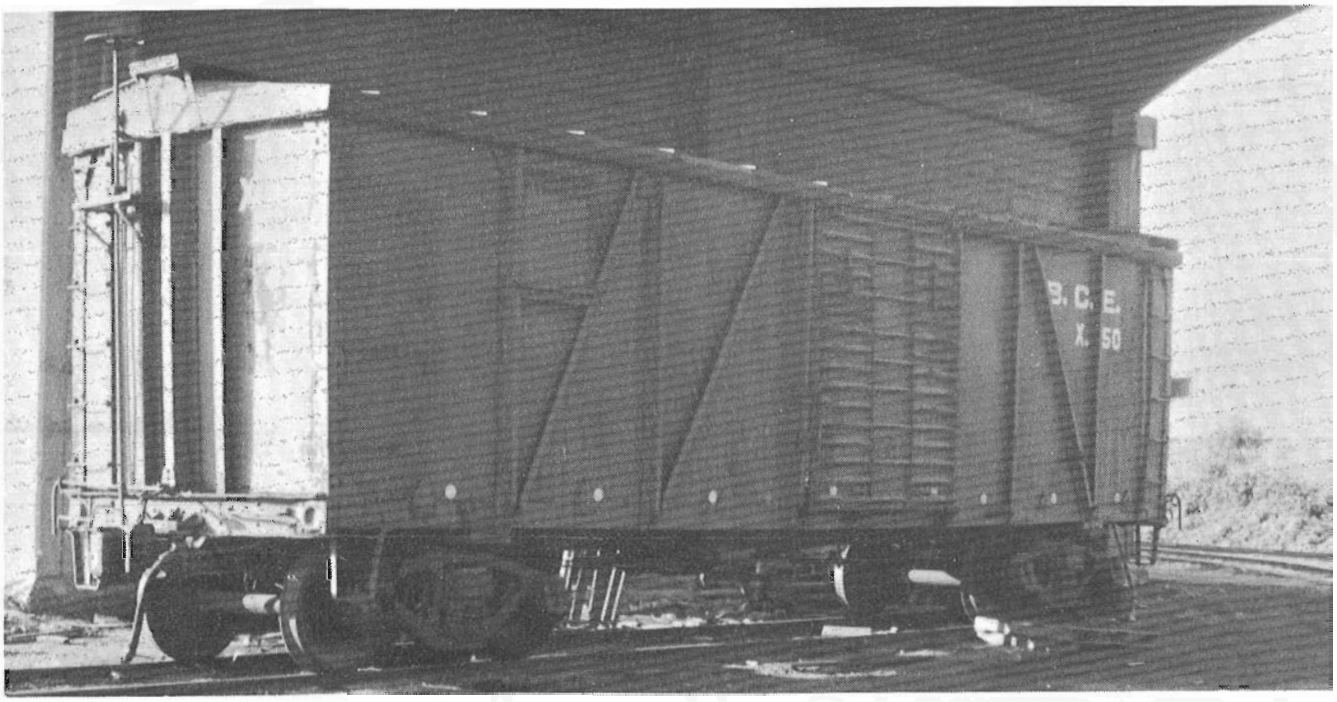


Kitsilano Loop, 1947, P.C.C. 431 about to leave the terminus for downtown Vancouver. The conductor-motorman has just "punched" his car card — a time honoured custom -- authorizing him to leave. ***Note:*** *the "China Hat" arc lamp, above and to the rear of this car.*

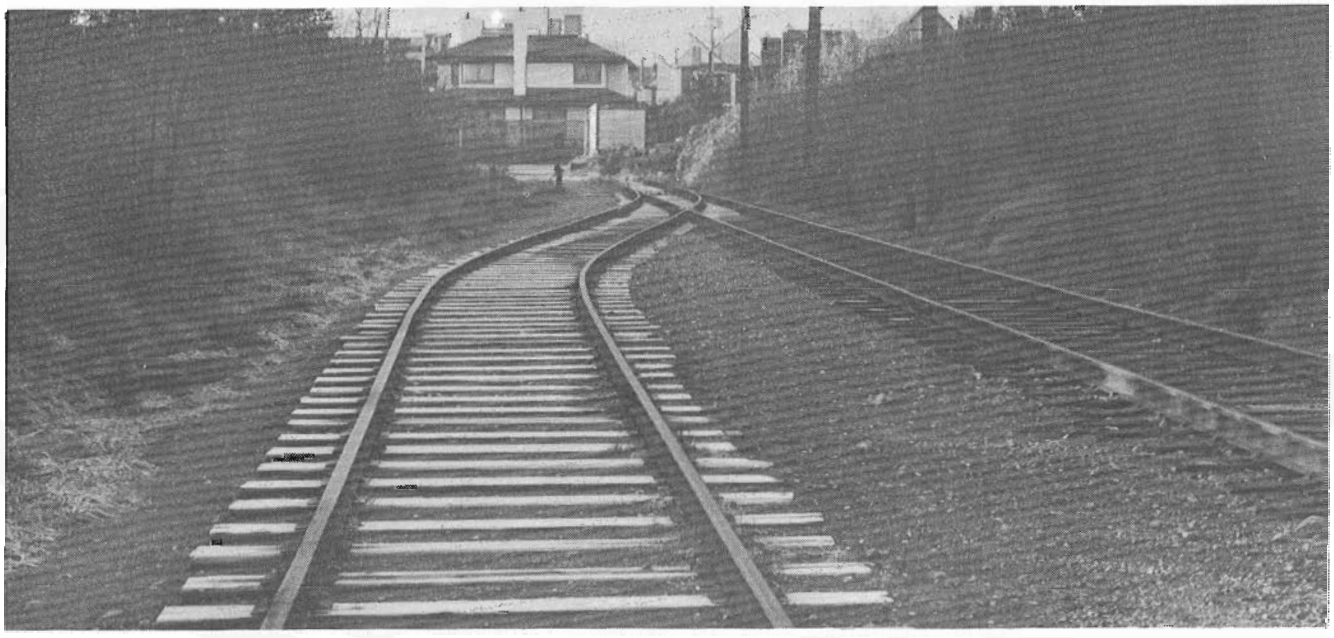
Photo courtesy of Norm. Gidney, Burnaby, B.C.



Kitsilano trestle looking south with Burrard St. Bridge in the background. Vancouver 1947. Note the array of trams and street cars in the background and outside the Kitsilano Shops, and also that the line is double-tracked. The piles under the track bed where P.C.C. 408 is shown are believed to have been of Australian long-lasting wood -- possibly gumwood. The car is about 7½ city blocks from the loop at Yew Street, double tracked and high iron.
Photo courtesy of Norm. Gidney, Burnaby, B.C.



An "oldie" B.C. Electric Box Car x 50, with top running board and brake wheel, its fate & future not known, waits under the Burrard Bridge, while Hydro shops nearby are being demolished.
Photo courtesy of Norris Adams, Vancouver

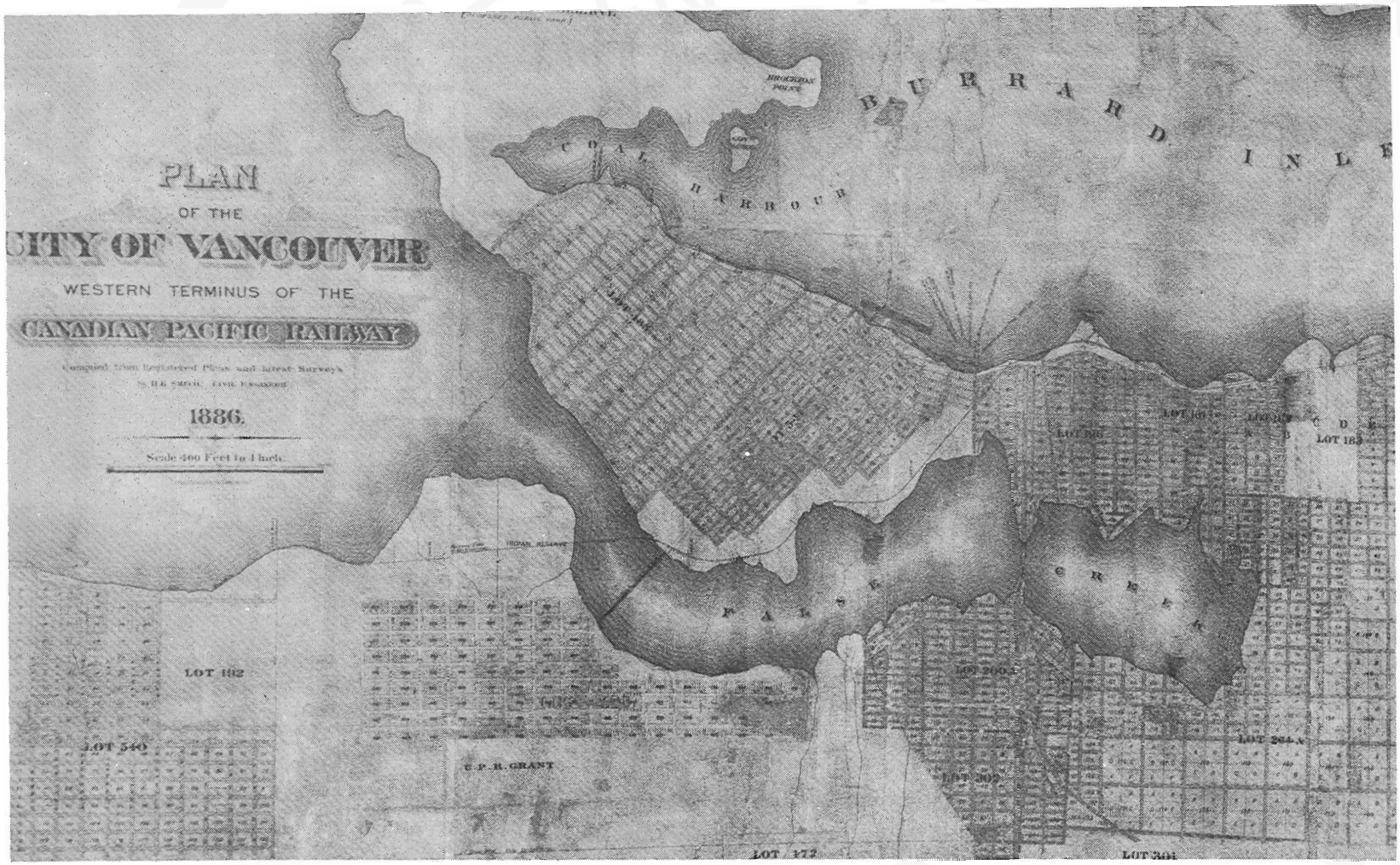


Old Kitsilano carline now shortened to end at the barrier at Chestnut Street. A house now stands astride the former right-of-way, ahead. This is just one city block from the Kitsilano car shops-now being demolished.

Photo courtesy of Norris Adams, Vancouver

Portable Fire equipment in shed, seems a bit quaint, Drake Street Yards.
Photo courtesy of Norris Adams, Vancouver

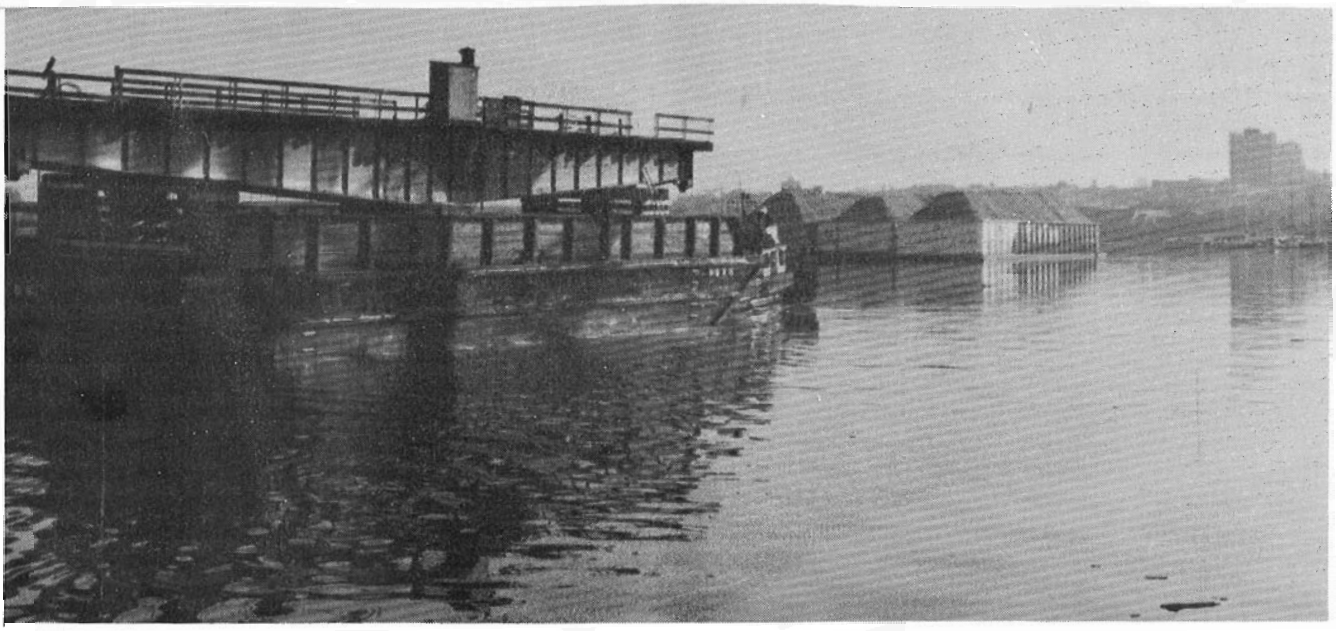
Interior of Kitsilano Barn 1925
Photo courtesy of Brian L. Kelly C/O Metro Operating Company.



Plan of the City of Vancouver, Western Terminus of the Canadian Pacific Railway 1886. Wall map in the Special Collections, U.B.C. Library, Vancouver. Photo courtesy of Norris Adams, Vancouver

B.C.'s Museum Train ready to leave Drake Street yard on a goodwill promotion trip.
Photo courtesy of Norris Adams, Vancouver

C.P. freight leaves Vancouver's waterfront via the Dunsmuir tunnel for Drake St. yard.
Photo courtesy of Norris Adams, Vancouver

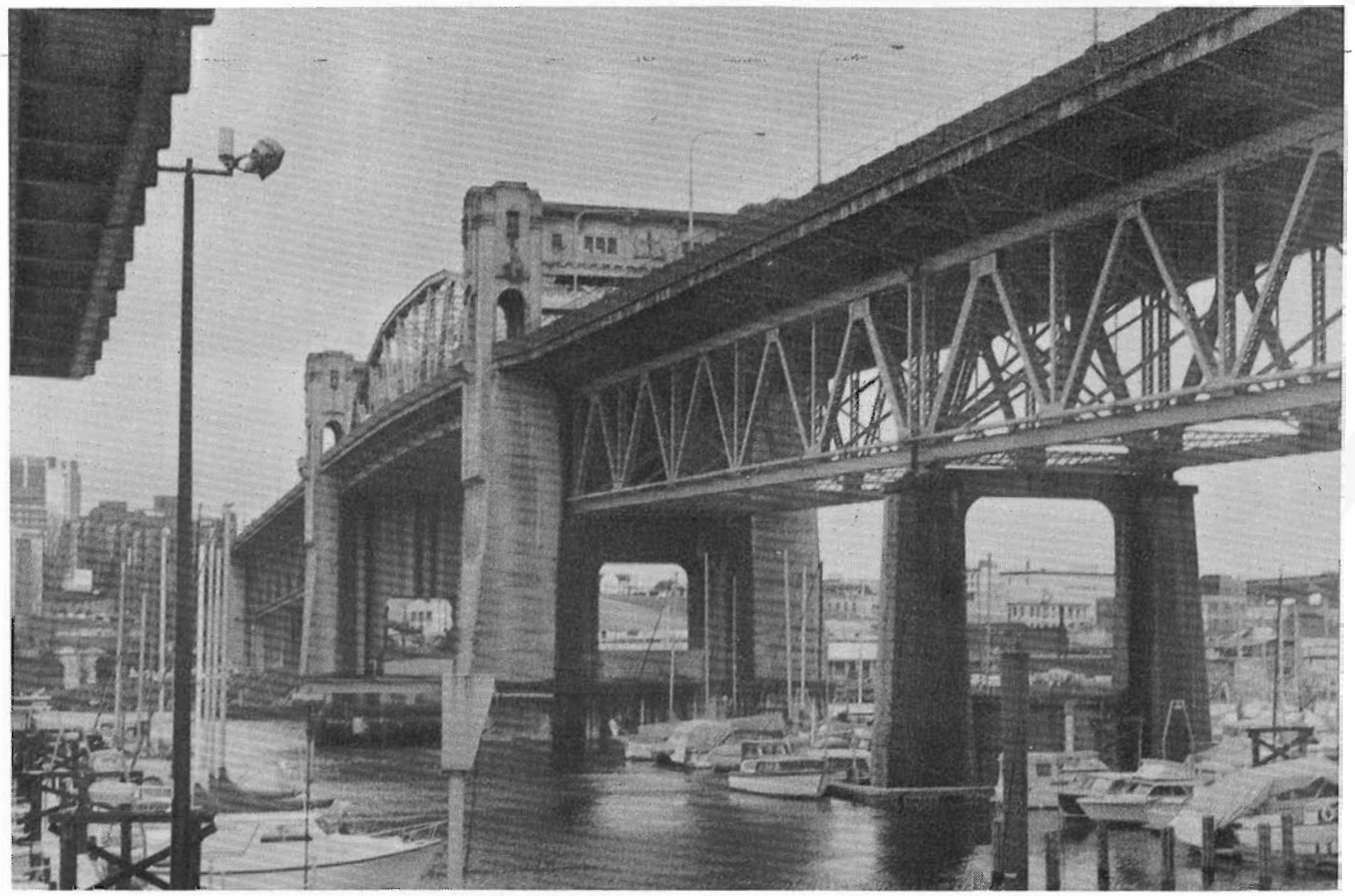


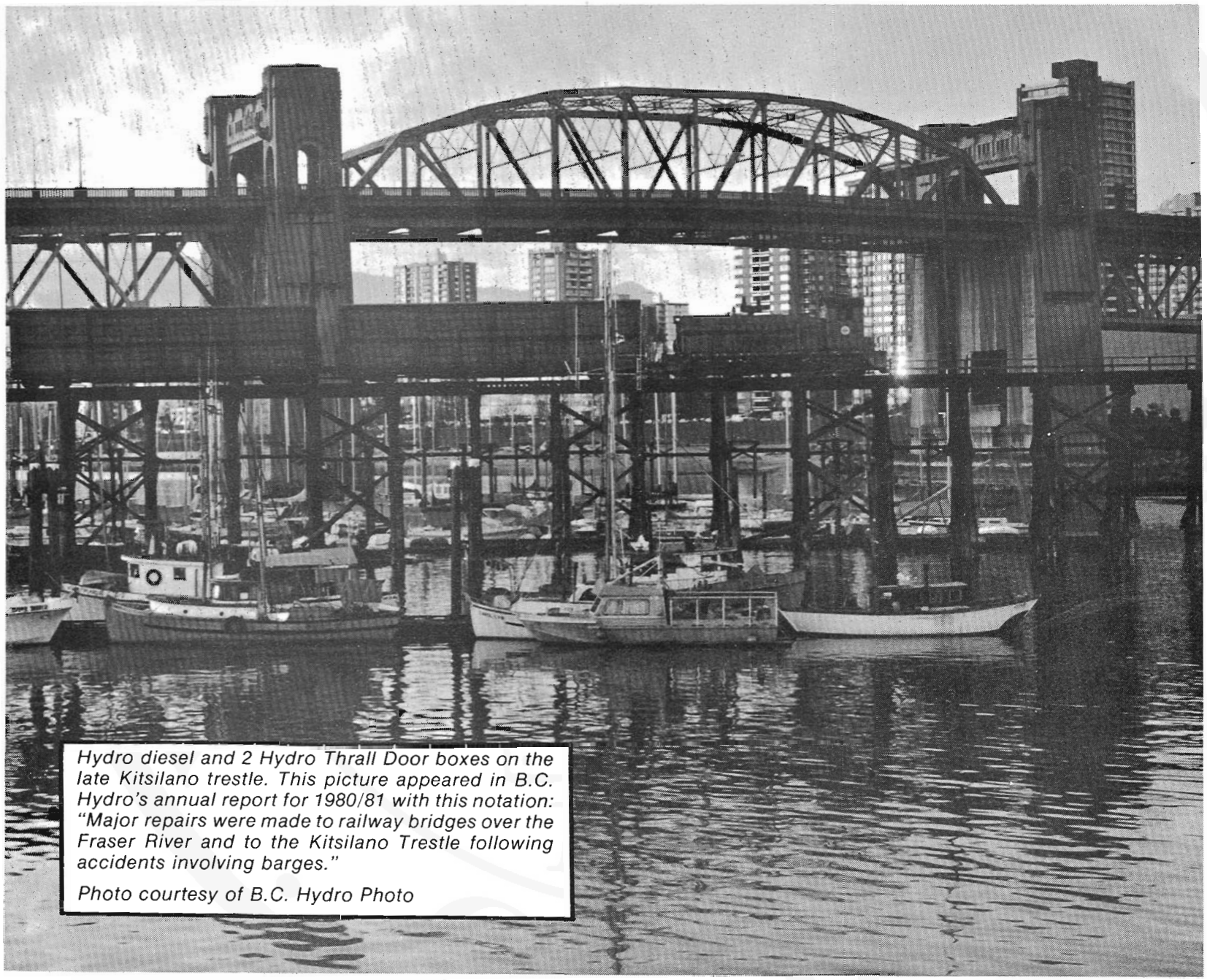
Kitsilano trestle swing span in process of demolition, is towed under the Granville St. Bridge. No streetcars were to use this -- the third Granville St. False Creek span.

Photo courtesy of Norris Adams, Vancouver

Destination signs from B.C.E.R. gas busses, found in the rubble during the demolition of the Kitsilano shops. When street cars finished in 1955, gas busses filled in till trolley bus overhead could be installed. See also picture where older buses of B.C. Rapid Transit sit beside street cars in the Kitsilano Car Shop.
Photo courtesy of Norris Adams, Vancouver

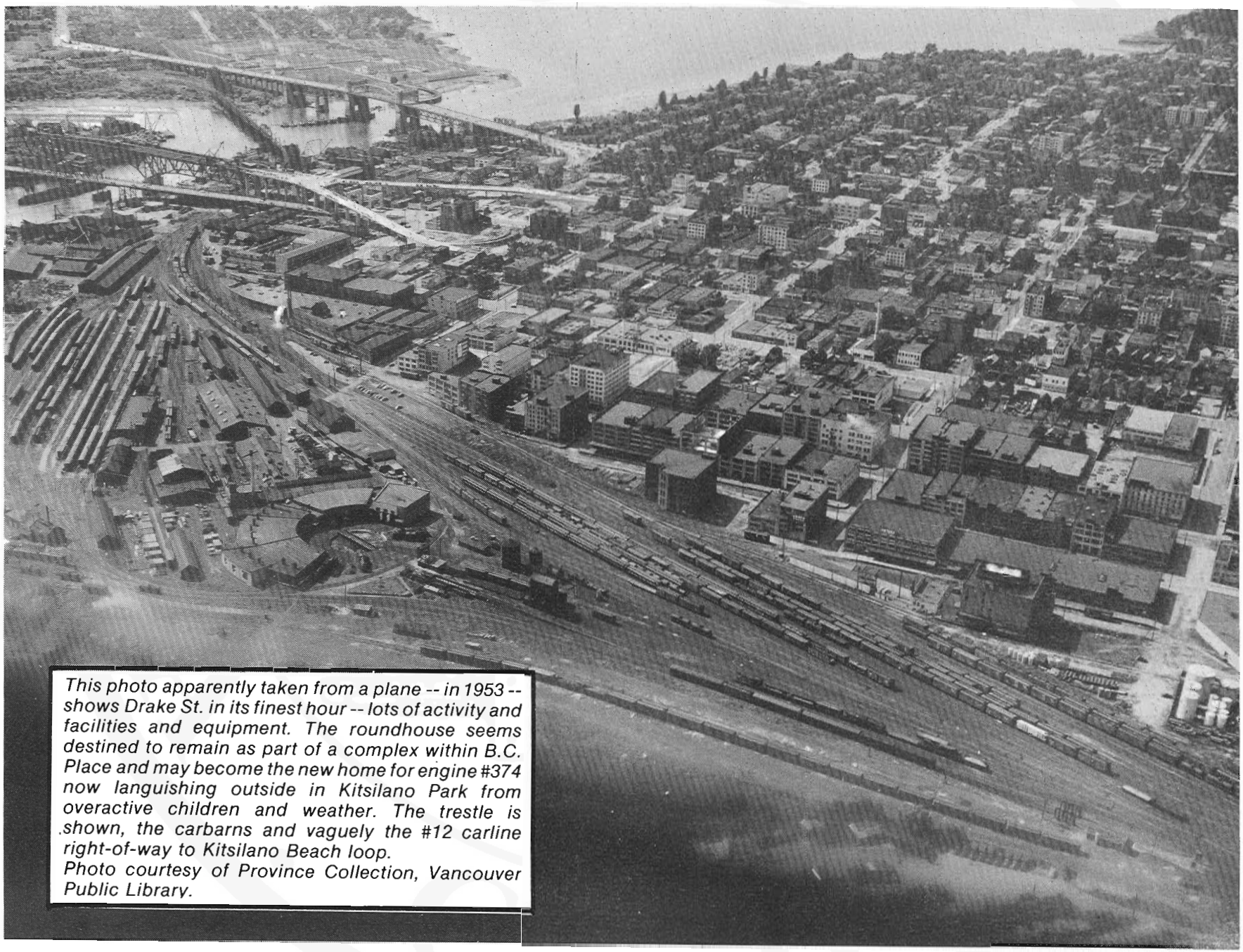
Note the girder cages under the traffic deck of the Burrard St. Bridge. Intended for street car and railway tracks -- the project was never finished.
Photo courtesy of Norris Adams, Vancouver





Hydro diesel and 2 Hydro Thrall Door boxes on the late Kitsilano trestle. This picture appeared in B.C. Hydro's annual report for 1980/81 with this notation: "Major repairs were made to railway bridges over the Fraser River and to the Kitsilano Trestle following accidents involving barges."

Photo courtesy of B.C. Hydro Photo



This photo apparently taken from a plane -- in 1953 -- shows Drake St. in its finest hour -- lots of activity and facilities and equipment. The roundhouse seems destined to remain as part of a complex within B.C. Place and may become the new home for engine #374 now languishing outside in Kitsilano Park from overactive children and weather. The trestle is shown, the carbarns and vaguely the #12 carline right-of-way to Kitsilano Beach loop.
Photo courtesy of Province Collection, Vancouver Public Library.

The business car

BOMBARDIER INC. OF MONTREAL PLANS TO combine forces with other Canadian companies interested in Singapore's multi-billion-dollar mass transit project and form a bidding group, according to Raymond Royer, president of its mass transit division.

Assembling a bidding consortium for projects such as the Singapore development would be the first step in building a turnkey capability in the international mass transit field, he said in an interview. "I do not believe that Canadians will be able to succeed, in the long term, if we go only for producing (subway) cars."

Bombardier's mass transit division has been highly successful in the export market. Since 1980, it has signed contracts for rolling stock in Mexico ($100-million), New Jersey (100-million) and Portland, Ore. ($25-million), as well as making a record-breaking $1-billion sale to New York City.

But without broader export support from other transit-related companies in Canada, Bombardier will find it increasingly difficult to win such contracts in future, Mr. Royer said.

"We believe that with the experience on the export market that we have developed and the attitude buyers have developed towards us, we can help (other companies) become involved." For Bombardier, "it is part of a total strategy."

The payback would come with the emergence of a broadly based Canadian capability in the growing international market for mass transit systems.

Contracts for the Singapore project will not be awarded for at least another year, but the first stage in bidding (the qualification round) is almost completed. Bombardier hopes to form a group from among the Canadian companies invited to bid on various aspects of the project.

The Singapore contract could yield $140-million for Bombardier. More important than the size of the contract, however, is the prospect of a first sale in Asia, a lucrative market for major projects.

Competition for the Singapore contract is intense; more than 1,500 companies from countries such as West Germany, France, the United States, Britain and Japan are expected to bid.

In case of the Singapore contract, an inability to offer a complete turnkey bid will not necessarily be a problem, Mr. Royer said, because the Government probably will not want to award the entire contract to companies from one country. But a broader Canadian expertise in the field would be desirable.

The whole project will cost up to $5-billion. He estimates that the first phase, which involves 17.1 kilometres of track (14.6 in tunnels and 2.5 on the surface) and 144 subway cars, will cost about $1.4-billion.

The second phase will extend the system above ground to a total of 70 kilometres and will mean a contract for about 400 cars.

(GLOBE & MAIL)

PREPARATIONS ARE WELL UNDERWAY TO celebrate the centenary of the Canadian Pacific Railway in Calgary this year.

It was August 11, 1883 when the first train moved up to the Elbow River - four days later the railway bridge

was completed and the train continued into the new townsite.

On August 11, 1983 the Glenbow Museum will open its doors to a new exhibition celebrating the accomplishments of the CPR 100 years ago. The exhibits will cover a whole floor of the museum and they will be on display until May 4, 1984.

From September 21 to 25, 1983 the Glenbow will sponsor The CPR West Conference, which will examine the arrival of the rail company in the west in 1880's and its impact on the region up to the 1920's.

Registration fees are $90.00 before May 31, 1983 and $100.00 after. The conference is limited to 300 delegates. For more information contact Joyce Gibson, Glenbow Museum, 130 - 9th Avenue S.E. Calgary T2G 0P3, telephone 264-8300.

As part of its own celebrations CP Rail will bring into Calgary, the Central Community Train which will feature memorabilia from the early days of the railway. The travelling exhibition is being produced by Omer Lavallée, corporate historian and archivist for CP Rail.

(FLAGSTOP, CALGARY & SOUTHWESTERN DIVISION)

MONTREAL-BASED BOMBARDIER INC. SAYS ITS $1-billion sale of 825 subway cars to New York City won't be jeopardized by the recent ruling by the U.S. Commerce Department that Canada unfairly subsidized the deal to the tune of $91.2 million U.S.

The ruling "has no impact on the contract whatsoever," a Bombardier spokesman said.

However, the buyer of the cars, the New York Metropolitan Transportation Authority (MTA), would be liable for countervailing duties equal to the amount of the subsidy should the U.S. International Trade Commission now conclude that it caused material injury to U.S. industry.

The commission is to decide by March 21 whether the subsidies harmed U.S. industry, namely the Budd Co. of Troy, Mich., which lodged a complaint after the deal was signed last year.

The Commerce Department said subsidization equal to $110,-565 U.S. on each car came mainly through financing provided to the buyer by Canada's Export Development Corp. (EDC).

The Bombardier spokesman noted that, should the trade commission order application of the duties, the MTA has the option of appealing or asking the EDC to let it seek alternate financing in the U.S., where interest rates have fallen sharply.

(MONTREAL GAZETTE)

CN RAIL'S OPERATION OF THE OVERLAND container service by Terra Transport, in Newfoundland, has become so successful that one of its competitors (Atlantic Container Express Inc.) has abandoned its weekly service between Montreal and Corner Brook, Nfld. According to a report by the President of ACE, the overland container service offered by CN's Terra Transport, using their own East Coast Ferry operation and then by land to Corner Brook from Port aux Basques, at much lower rates, had cut deeply into ACE's direct waterborne cargo. ACE fears that further expansion by Terra Transport may also jeopardise ACE's St. John's service.

(SRS NEWS)

CANADIAN NATIONAL RAILWAYS' NET LOSS FOR 1982 will be about $223 million, compared with a year-earlier profit of $193 million, the company said.

It's the biggest loss in the Crown-owned corporation's 61-year history.

Almost half the loss results from CN's decision to write down the value of two substantial investments: an 18-per-cent interest in Eurocanadian Shipholdings Ltd., which operates the Cast shipping group, and wholly-owned Central Vermont Railway.

CN said the decision to write down its Cast investment, which totals $62 million, is "based on the effects of an 18-month decline in demand for ocean shipping."

The "commercial viability" of Central Vermont Railway, which Montreal-based CN has owned since 1927, has been "seriously affected by the merger of several American railroads serving the same eastern market," the company said in a statement.

Jean-Guy Brodeur, a CN spokesman, said a breakdown of the two investments is not available yet. But, he said, "it's almost a writeoff of the values involved."

CN Rail, Grand Trunk Corp. and TerraTransport are expected to suffer total net losses of $120 million, against a year-earlier profit of $241 million.

The 1982 loss on rail operations includes a loss of $296 million from transporting grain at statutory rates, the company said. With the exception of grain, which accounts for 20 per cent of CN Rail's workload, all major commodity movements declined.

CN Enterprises, a division formed last year to manage CN's non-rail activities, is expected to have earned a profit of more than $60 million in 1982. The profit reflects the better results of CN Marine and CN Exploration. CN's trucking and hotel businesses were "particularly affected by the depressed economy," the company said.

(THE GAZETTE)

THE PERENNIAL WARM WEATHER TRAFFIC AND parking problem in the vicinity of Victoria Park in Niagara Falls, Ontario is prompting city, Niagara Parks Commission, tourist association and Provincial officials to give consideration to a system which would combine new parkinggarages, located remote from the river, and a special transit system which would connect the garages with the Falls area. Whether a fixed rail or auto train type of system would be adopted has not to date been revealed, but Mayor Wayne Thomson of Niagara Falls has stated that he would prefer to have "transit cars moving on rails". The system would also serve other tourist attractions in the area, such as Marineland and Game Farm, Pyramid Place, the Panasonic Tower, the Skylon Tower, the Lundy's Lane motel strip, Ferry Street and Clifton Hill. The system would also connect the tourist areas with downtown Niagara Falls, where a ten-block redevelopment scheme is presently proposed, including a shopping mall, office buildings, a convention centre and a hotel. The actual resident population of Niagara Falls is about 70,000, but the number of people in town on an average day during the tourist season greatly swells that number.

A prime concern is that congestion in the tourist areas causes the average visitor to stay in the city less than 2½ hours, while the average length of stay in other resort locations is two to three days. John Hoffner, President of the local tourist association and a member of the transit planning committee, says that the new transit system has to be a unique one, and not just "some standard system" which people can see in their home towns. (Until 1932 the area had the open cars of the Great Gorge Route, without any doubt one of the most spectacular and memorable trolley rides ever to have been operated on this continent). The thinking is further that daily passes would be sold for use on the new system, at a price in the region of $2 to $3, enabling the tourist to use the facility not only for sightseeing purposes but also for multi-ride hopping between the various points of interest, more conveniently and quickly than he drives his car (or walks) at the present time. Meanwhile, the Niagara Parks Commission is planning to install a people mover system of its own (technology not revealed) in the area of Victoria Park, and design work is reputedly already under way. The intention would be to incorporate the people mover into the larger citywide system when the latter is constructed.

(NIAGARA DIVISION)

CN RAIL PRESIDENT AND CHIEF OPERATING officer R.E. Lawless told an international conference on material handling that the future economic health of the railway system will depend in part on further innovations in material handling systems.

Speaking to the International Material Management Society in Toronto, Lawless said that growth in the demand for rail freight services, particularly in western Canada, will require the achievement of new levels of productivity, equal to what has been achieved over the past couple of decades.

INGENUITY

Despite the current downturn in traffic and revenues, he said, "we must be prepared to respond quickly when the economic picks up steam. We can't just shut down, and wait for things to get better." This preparation, he noted, will call for the same ingenuity and willingness to innovate which materials handling professionals have demonstrated in the recent past.

Linking the modern development of CN Rail to the growth of material management as a field of study in its own right, he said, "we hope and expect this parallel development will continue. Because, notwithstanding the current economic difficulties, we are looking ahead to extensive growth in the demand for our services."

Lawless said that the recession will somewhat affect the timing of expansion plans for the western rail system. But, he said, the developments will take place in full confidence that economic growth in western Canada will follow.

(KEEPING TRACK)

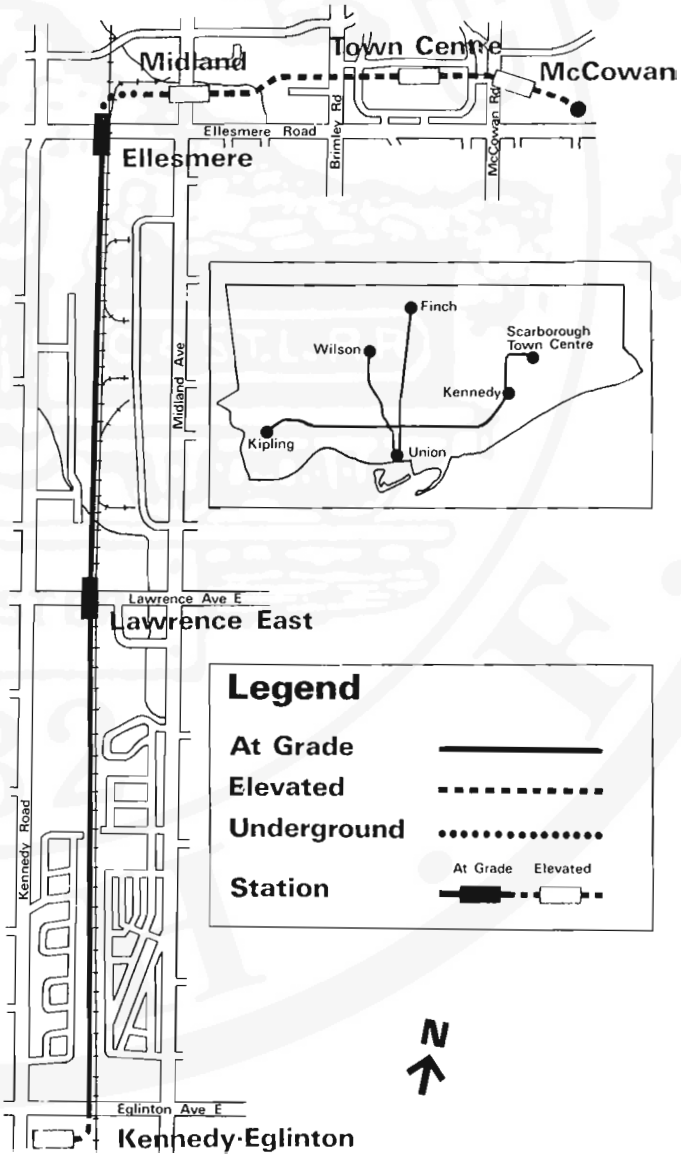
STEAMTOWN MAY BE MOVING: DON BALL, Steamtown U.S.A. Director, says they are thinking of moving to Scranton, Pa. Mr. Ball claims the State of Vermont has failed to provide an adequate level of support for the museum. The Dept. of Transportation has spent 98% of its railraod budget on the purchase of the Washington County Branch of the D & H, and other Vermont rail lines, and none for the tracks Steamtown uses. Attendance has been dropping since its peak of 75,000 in 1975. The State of Vermont refused to erect a sign on I-91 that could have diverted about 2% of the traffic to the museum. Scranton, PA is thinking of incorporating Steamtown into a three-part development project -- a $13.8 million hotel renovation, restaurant complex at an old railroad station and a recreation area with ski slopes. Steamtown would be located in an old freight yard and operate a trolley line to the recreation area a few miles away. Surveys indicate the possibility of 200,000 to 300,000 tourists in the Scranton area, near the eastern resorts of the Pocono mountains. Talks began in July, and are in the discussion stage Steamtown doesn't want to move from Vermont, but if it does, it would take at least two years.

THE 7.0KM (4.3 MI.) SCARBOROUGH RT (RAPID Transit) Line, the first application of a new transit concept for Metropolitan Toronto, will bring direct rapid transit service to the Scarborough Town Centre. It will be a tool to help shape land use and increase economic development along its route. The new line's link with the easterly terminal of the Bloor-Danforth subway at Eglinton Avenue and Kennedy Road, together with the re-routing of surface bus routes in Scarborough, will ensure that passengers obtain the maximum benefit from the speed and convenience of the new transit facility.

Approval of the Scarborough RT was granted by Metropolitan Toronto and the Ontario Municipal Board in September 1977. Original design plans called for the use of Light Rail Transit (street car-type vehicles on a private right-of-way) on the new line, but as a result of support from elected representatives of Scarborough and approval by Metropolitan Toronto Council, a change in technology to a system based on the Intermediate Capacity Transit System (ICTS) developed by the Urban Transportation Development Corporation (UTDC) was approved.

The modified ICTS design is a computer assisted rail transit system which employs steel wheel/steel rail vehicles powered by linear induction motors. It is, in effect, a "mini-subway", fully grade separated with pre-paid platforms and high-level loading. The basic passenger carrying capacity of the ICTS system ranges from less than 5,000 to over 20,000 passengers per hour in each direction. Modifications to car/train lengths, headways, running times, etc. provide for operation outside the basic range. While the system is designed for fully automated operation, the Scarborough RT will operate with manned trains at all times.

The ICTS vehicle, which does not use the wheels for traction or braking, will operate at reduced vibration levels compared to conventional steel wheel/steel rail vehicles. This is made possible by the



linear induction motor traction system. The UTDC's advanced design steerable truck allows the axles to swivel radially and follow the rails through curves, resulting in less squeal, further contributing to quieter train operation and lower vibration levels.

Completion of the Scarborough RT is scheduled for late 1984 at an estimated cost of approximately $181-million. The capital funding is being provided by the Municipality of Metropolitan Toronto and the Province of Ontario. The Province has also agreed to pay a special subsidy toward the operating cost in recognition of the lower ridership levels expected in the early years of operation and in return for commitments on the part of the Municipality to encourage public transit use through land use plans and other measures.

The ICTS vehicle has been designed to be acceptable for elevated operation. The lightweight, welded aluminum cars are small, making their visual impact on the environment low. Track, roadbed and current collection systems are similar to those of the subway system. However, the use of the linear induction motors for propulsion and steerable-axle trucks to reduce wheel wear on curves are features designed to reduce operating costs and minimize noise. The cars will be 12.7 m (40') long — about the size of a standard diesel bus — and each will accommodate 30 seated and 55 standing passengers. Normal operating speed will be 70km/hour and they will be operated in trains of two, four or six cars.

The 7.0km (4.3 mi.) Scarborough RT starts at the Kennedy subway station and proceeds north in an open right-of-way adjacent to the CN rail line to a point just north of Ellesmere Road. At this point, the line turns east in a 110-metre (360') tunnel under the CN line and then rises to an elevated structure through the Town Centre area to the terminal station at McCowan Road. The line will be completely grade separated at all roads along its route.

This alignment permits an extension to the Malvern area and accommodates opportunities for other possible line extensions.

(TTC TED WICKSON)

THE FINANCIALLY TROUBLED MUSEUM OF Transportation in Boston, MA has presented a plan to a Boston bank aimed at saving a major part of its collection from sale at a foreclosure auction. The museum shut down last May, a victim of inflation, high operating costs and reduced attendance. The museum directors decided that any future reopening of the museum will be dedicated solely to automobiles, rather than encompassing all modes of transportation. The directors will sell about $300,000 worth of pieces not needed for the new museum. The money from the sales will be used as direct loan payments to the bank. The repayment plan is also contingent upon the impending sale of the museum's portion of the wharfsite building it had occupied before its shutdown. While nothing is final yet, both the Museum's Board of Directors and the Bank representatives are optimistic of a realistic solution to the Museum's problems.

The Manchester Union Leader of December 30 reports that a group of North Country businessmen are negotiating to buy the MT. Washington Cog Railway from the Teague family. Sources close to the group, which declined to be identified by name, say that a price slightly under $1 million has been agreed to pending approval of an in-state bank loan. The deal could be closed by mid-January. Mrs. Ellen Teague was quoted as saying she is delighted and pleased that the potential buyers are from the local area.

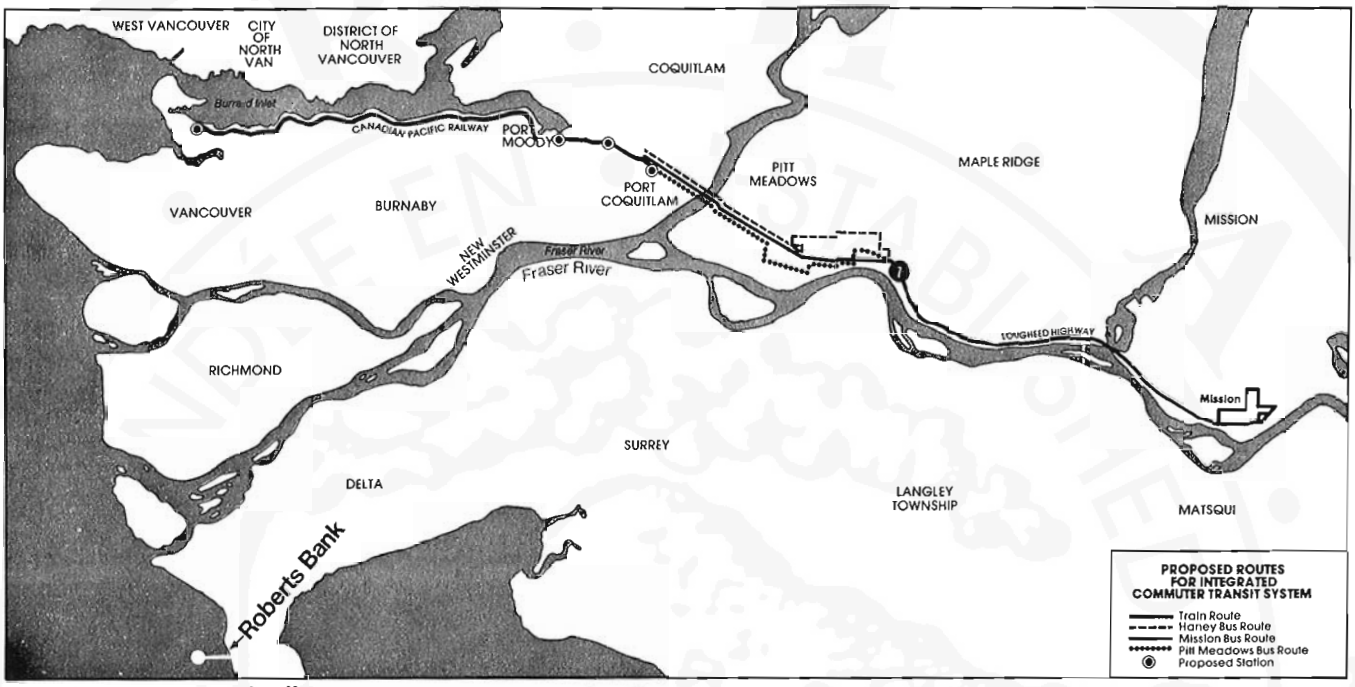
(THE 470)

CANADA'S FIRST ELECTRIC FREIGHT RAILWAY will use locomotives that are at least nominally Canadian. The British Columbia Railway has ordered seven 178 tonne 6000 HP equivalent Model GF6C electric locomotives from Diesel Division, General Motors, London, Ontario. Underneath the full-width body, however, the curious will find that the 50 kv AC electric power is converted to tractive effort by transformers, converters, and controls supplied by ASEA of Sweden. The units are of a full-width carbody design, 20.7 metres long, carried on six powered axles. Delivery is scheduled for late 1983 and early 1984. The Tumblers Ridge coal branch of the BCR, including two major tunnels has been under construction for some time, and is to haul 7.7 million tonnes of coal annually on a 15 year contract. Mines located at Quintette and Bullmoose will be served by this line to the main line at Anzac. Trains will consist of 98 118 tonne hopper cars of coal.

(THE MARKER)

SOME YEARS AGO THE IDEA OF A POOL OF boxcars seemed to be a good way to combat the chronic shortage of freight equipment. The pool would be available for all to draw upon and so Railbox was born and eventually grew to a fleet of 25,000 units. The company is a part of Trailer Train which, owned by thirty major railroads, has similarly supplied flatcars for piggypack use for thirty years. Now Railbox is hard hit not only by the economic downturn but by the major shift away from the use of boxcars in favor of intermodal trailers and containers. (Drive through any port city and note the mountains of containers testifying to the effect on that commerce as well) About 75% of Railbox's are idle and default is staring it in the face. Railbox's difficulties should not effect parent Trailer Train.

(RAILROAD ENTHUSIASTS JOURNAL)



Mapping out commuter line: *The proposed commuter service will run along the Burrard Inlet from downtown Vancouver to Port Moody and into Port Coquitlam. From Port Coquitlam, the line will link up with the communities of Pitt Meadows, Maple Ridge, Haney and Mission.*

PART OF THE DRAMATIC CHANGE OCCURRING within the Vancouver Division is the proposed modification of the existing freight line, from Vancouver to Port Coquitlam, to also accommodate commuter trains.

Don Stewart, manager, development, says the Vancouver terminal of the commuter rail service will be the former CP Rail Station on Cordova and Granville streets. CP Rail will operate the rail commuter service, part of an integrated rail/bus/sea-bus/ALRT system, for B.C. Transit.

"From Granville Station, rail commuters will be able to go north via the Seabus, or south or west to bus connections," Mr. Stewart says. "The Seabus is unique in that it is a ferry transporting people across Burrard Inlet, from Vancouver to North Vancouver. The rail commuter service is a separate venture from the mass rapid transit planned for the lower mainland. However, the rail service complements the other planned transit system."

Earlier, CP Rail turned over the Dunsmuir Tunnel for an underground light rail transit link to B.C. Place. Rail commuter users will be able to transfer to the advanced light rapid transit system.

The commuter rail line will run along the CP Rail right-of-way on the south shore of Burrard Inlet through Port Moody into Port Coquitlam, a distance of 17 miles (27 kilometres).

"In order to continue to move our own freight traffic along the lines, we are undertaking various capital improvements," says Mr. Stewart.

"Initial work at stations includes some demolition and building of platforms at the initial station, Port Coquitlam, and the final station, Vancouver Granville. Some work will be done as well at the intermediate stations at Coquitlam Centre and Port Moody. New track will have to be laid and it will be necessary to lower the existing track by six feet (two metres) in front of the Vancouver station. B.C. Transit will also install stairwells and escalators for passengers disembarking.

"The track improvements and station improvements necessary for our operating efficiency must be made in order to assure safe, comfortable movement of commuters and no disruption to our own freight traffic."

The service is estimated to cost $35.6 million over four years. There will be two trains inbound in the morning and two outbound in the afternoon, scheduled to run at peak traffic times.

"It is estimated that 65 per cent of all commuters working in the downtown area are within a five block radius of the Vancouver Station. The Vancouver Station will be the hub of Canada's most unique transportation network," says Mr. Stewart.

CP Rail will do all construction work and be responsible for safe operation of the service on behalf of B.C. Transit. All costs for construction and operations will be borne by the crown corporation.

"B.C. Transit has purchased five locomotives and will lease 22 cars for the service. The trains will move 900 people each," says Mr. Stewart.

"Over the three years following the inauguration of the service, we will do additional grading track work, ballasting, building a new bridge over the Coquitlam River and extending the bridge at Windermere Street. When this is completed, the potential will be there to expand the service as needed to four trains each way.

"Studies indicate that the populations of Coquitlam, Maple Ridge and Port Coquitlam will double in the next decade. Thus the project will fit into the changing requirements of the lower mainland transportation network."

(CP RAIL NEWS)

"THE INTRODUCTION OF LRC TRAINS ON THE Quebec-Windsor corridor brings Canada a step closer to the high-speed passenger train service of Europe and Japan" says Réjean Béchamp, vice president of planning and development for VIA Rail Canada Inc. "It may take ten more years before we see high-performance trains in Canada comparable to certain other countries, but there's no doubt we are entering a new railway age." VIA now runs 18 LRC trains a day in the Corridor, including three each way between Montreal and Toronto. According to Mr. Béchamp, "On the Montreal-Toronto corridor, a train every hour is our long-term objective. We are convinced the market is there to support that frequency. We see ourselves carrying 30 to 50 per cent of the total intercity traffic in Canada in the 300-500 mile range. It's more and more apparent the airlines are not interested in the short haul, and more and more businessmen are taking the train for reasons of cost and service."

On the Quebec-Windsor corridor, VIA's LRC trains operate at top speeds of 155 km/h. The objective is to reach top speeds of 200 km/h by 1990. The 540 km journey from Toronto to Montreal would then take three hours forty minutes instead of todays 4 hours 30 minutes. The trip between Toronto and Ottawa would be covered in 2 hrs 40 min., between Montreal and Ottawa in 60 min, and between Montreal and Quebec City in 90 min. For all this to happen means exclusive track for passenger trains, to eliminate the wear and tear of the freight trains which makes speeds in excess of 155 km/h unfeasible.

The VIA LRC fleet consists of 50 passenger cars and 21 locomotives, which will be expanded by 1985 to 100 cars and 31 locomotives.

(TRANSPORT ACTION-TRANSPORT 2000)

BCR: TUNNELLING AND BRIDGE BUILDING continue apace on the Tumbler Ridge line. (CO)

Despite the higher initial cost, authority has been given to electrify the new line thoughout. $10m. will come from federal and provincial funds to offset the extra $14.2m. cost. Elaborate ventilation systems in the 15 km. of tunnels will be avoided. 98-car coal trains will operate over the 130 km line: 7 new locomotives will be ordered to run on the 50 kv. system (the second in North America, after Black Mesa and Lake Powell in Arizona.), at $2.6m. each, about $700,000 more than a comparable diesel, but with an expected longer life and lower manitenance costs. Design work is being done by CP Consulting Services Ltd. of Montreal. Some new diesels will be needed for the Anzac-Prince George haul, where the trains will move onto CN tracks. The only NA builder currently making electric units of the size needed (6,000 hp) is General Electric, but rumour is the GMDD will build the units at its London, Ontario, plant, under a manufacturing arrangement with ASEA of Sweden. Overhead catenary at 50 kv. will feed 6-axle locos. Remote Control Cars #106, RCC 7, 8, 9 (all ex-BN) are on lease to CP.
(The Sandhouse)

MR. MICHAEL TOOLE, A 24-YEAR-OLD GRAPHIC designer arrived five minutes early for the last train, the 1.10 a.m. from Oxford to Banbury. A porter had to admit that the train had left five minutes earlier, but BR promised to get Michael home somehow.

He expected a taxi but instead BR provided a 117 tons, 100 mph diesel locomotive crewed by two amused drivers. Twenty-five minutes and 22 miles later the VIP one passenger special pulled into Banbury.

Mr. Toole, who had been visiting his girl friend, said: "I couldn't believe my eyes, I was the sole passenger.

British Rail said yesterday: "We aim to please. Regulations say that if a passenger is stranded and it's our fault we have to do something about it."

"The 1.10 did pull out early so we gave the young man the full works."

(DAILY TELEGRAM UK)

Back cover

Hydro train on the Kitsilano trestle. Taken from the opposite side
Photo courtesy of B.C. Hydro Photo

Canadian Rail

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