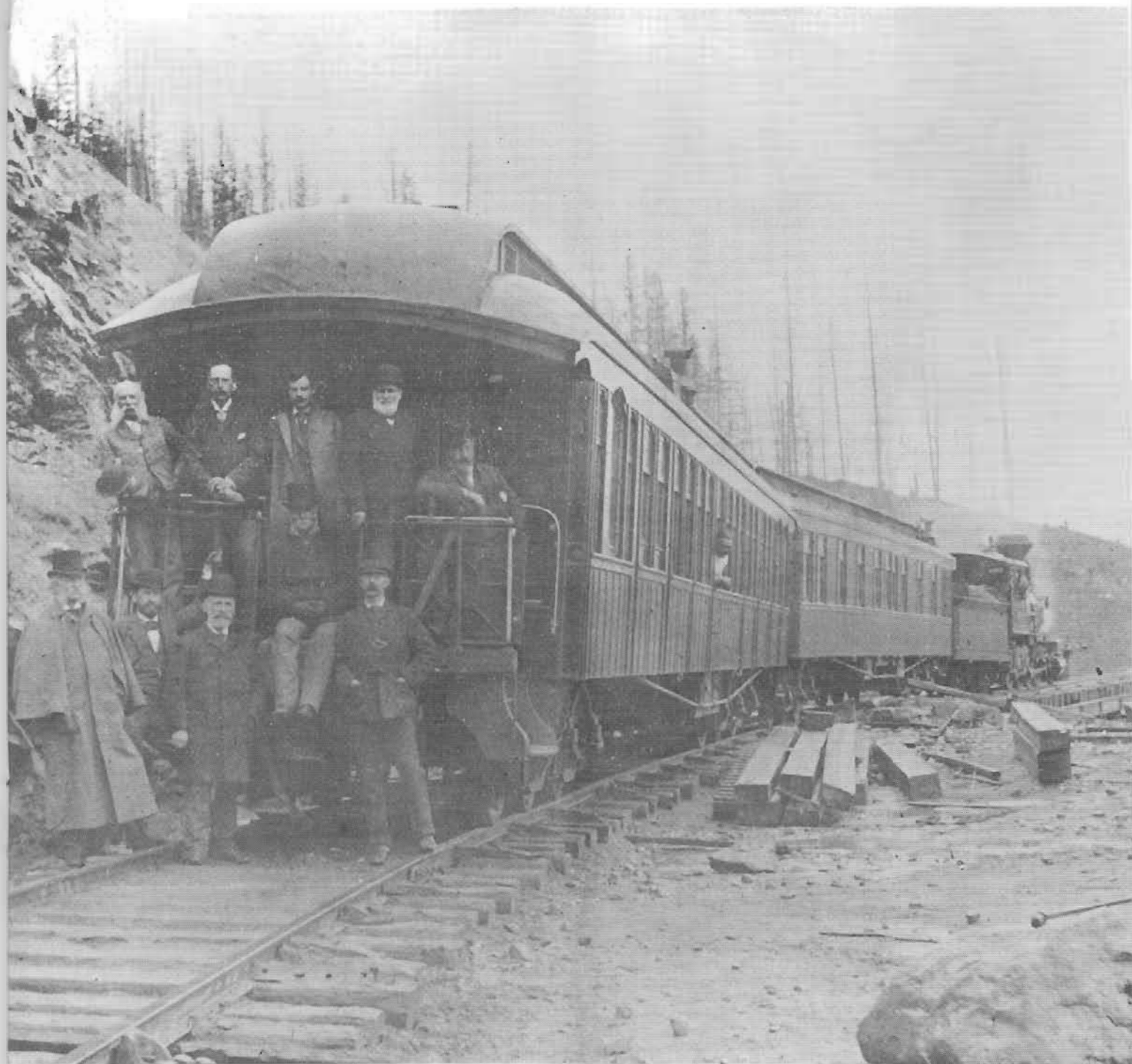
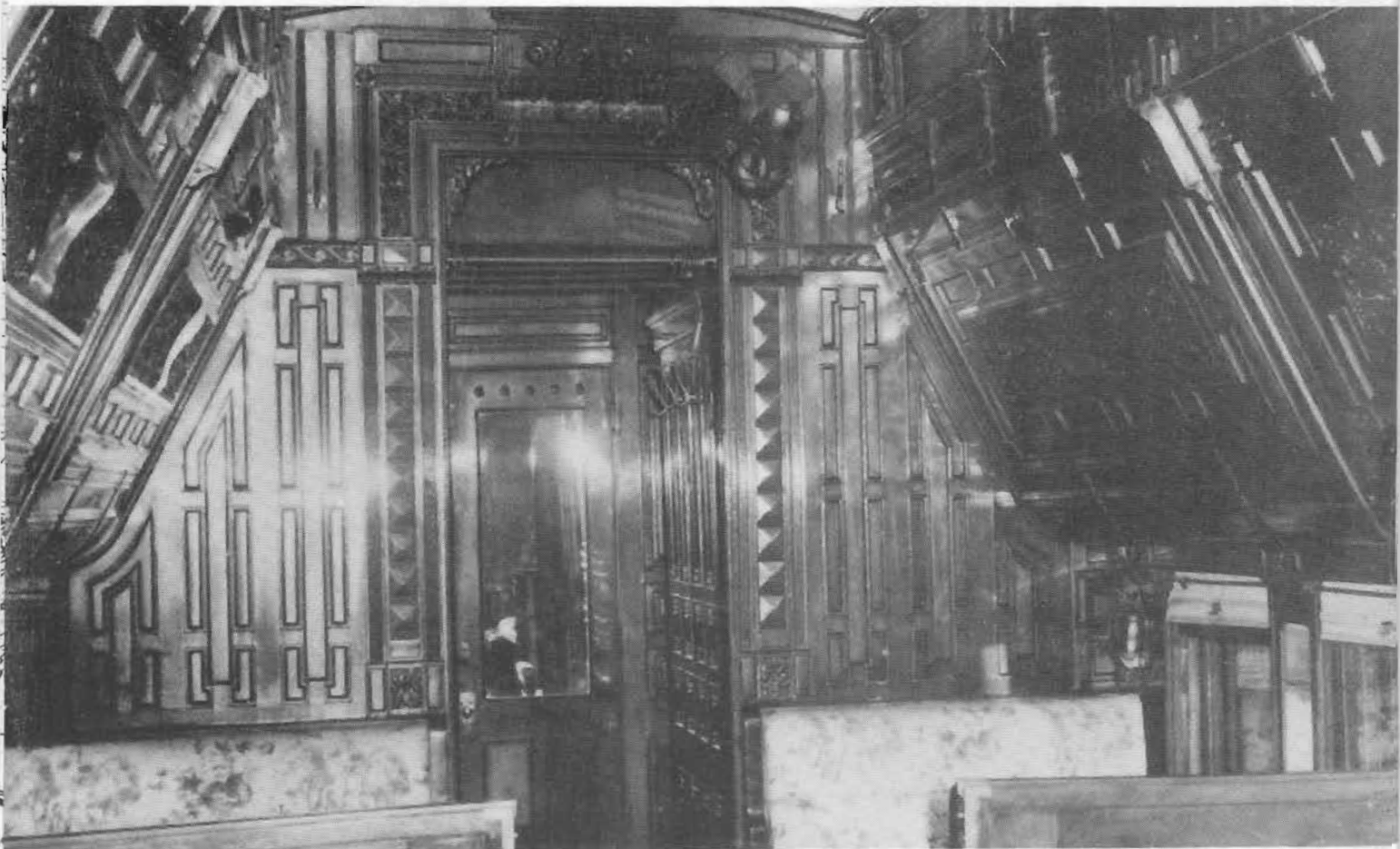
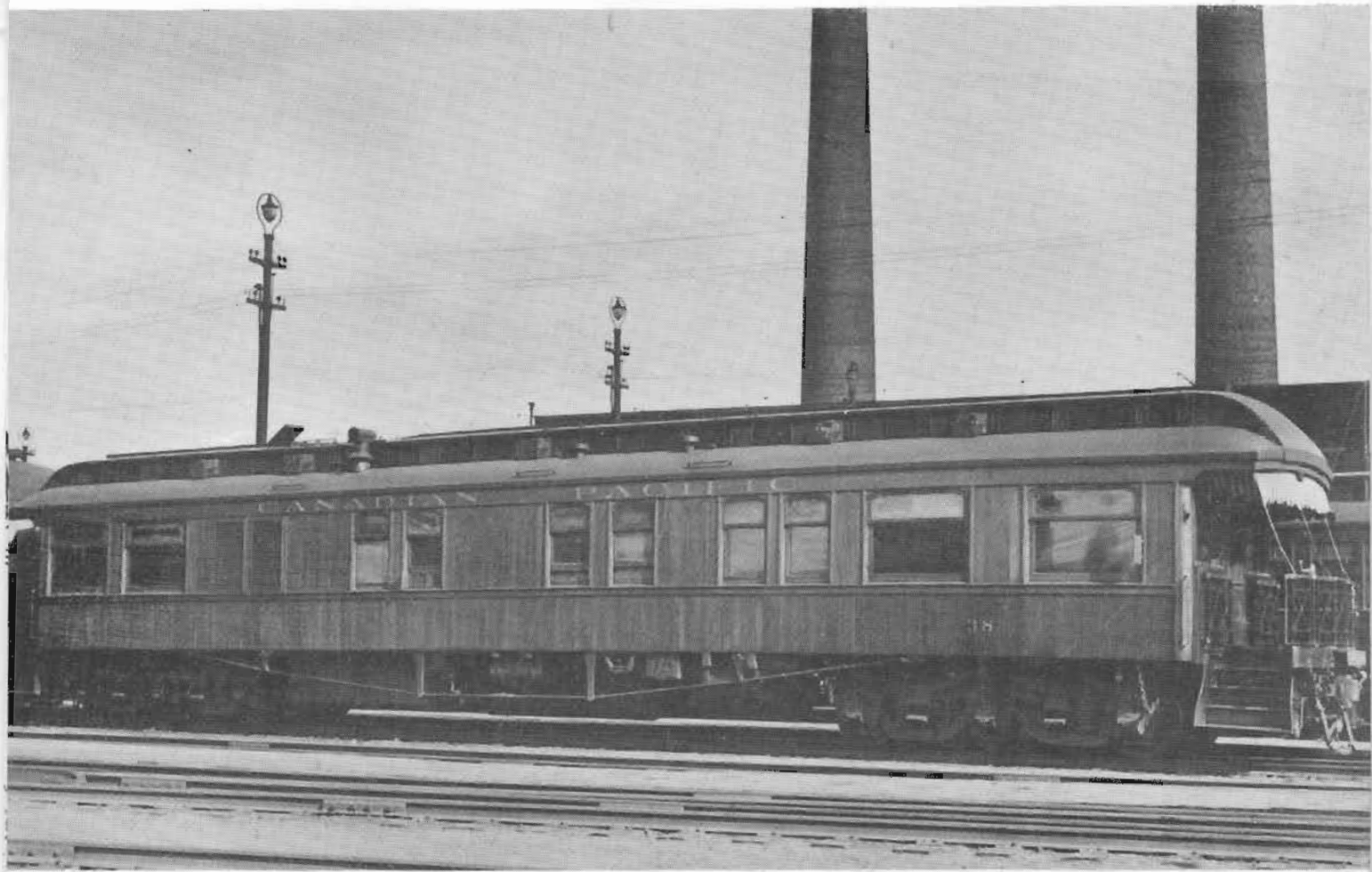


Canadian Rail



No. 375
JULY-AUGUST 1983







CANADIAN RAIL

Published bi-monthly by the Canadian Railroad Historical Association P.O. Box 148 St. Constant P.Q. J0L 1X0. Subscription rates \$21.20 (US funds if outside Canada)

ISSN 0008-4875

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cover

The only known photo of car "Saskatchewan" before its 1901 modernization, and one of the few to show Van Horne on the car. The date was May 17 1894 and the place was the new steel bridge at Stoney Creek in the Selkirk Mountains. Standing on the platform of the car are (left to right): Samuel Nordenheimer, Mr. Erskine, Mr. Macdonald, Mr. Jeffery and William C. Van Horne himself. Seated on the coupler is Sir Casmir Gzowski, while standing are: Harry Abbott, R. Marpole, P.A. Petersen and Henry Irwin. Looking out the window is the porter, most likely Jimmy French. The car in front of "Saskatchewan" is the "Earnscliffe" which, coincidentally, was to bear the name "Saskatchewan" from 1917 to 1928. One week after the photo was taken Van Horne was knighted and became Sir William.

Photo by R.R. Bruce.

Glenbow - Alberta Institute Photo NA-1459-54.

opposite

A clear view of car 38 (formerly "Saskatchewan") as it appeared when in service at Toronto in the early 1930's. It was then still finished in varnished wood, but was soon to be painted Tuscan Red.

Photo by James Adams, supplied by Harvey Elson.

A view of the interior of car "Saskatchewan" showing the ornate woodwork typical of the elegance of the 1880's. This woodwork is all original and has survived unchanged for a century.

Canadian Pacific Photo 12176.

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THE SASKATCHEWAN

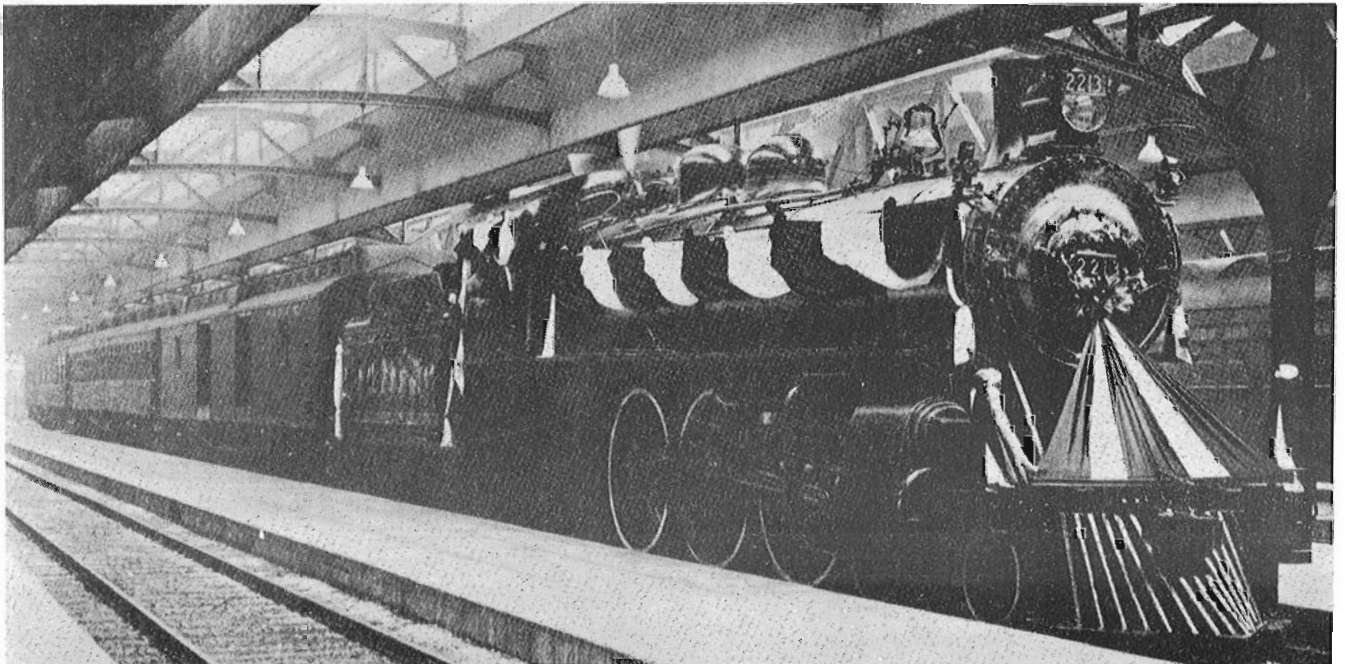
By: Fred Angus.

March 2 1983 marked the one-hundredth anniversary of the delivery of official car "Saskatchewan" to the Canadian Pacific Railway. This car, popularly known as "Van Horne's Car", is now one of the most historic and significant exhibits at the Canadian Railway Museum. Over the years many stories have been told about this car, some true, some false, and a great deal of confusion has arisen. This is partly due to the fact that C.P. had, at different times, no less than four cars named "Saskatchewan" and it is sometimes difficult, in listening to old stories, to tell which apply to the "real" "Saskatchewan". A few of the statements (all of them false) applied to this car are: "It was Van Horne's private property and was bought by the C.P.R. after his death." "It was only built in 1901 after the original car was scrapped.", "It was never used by Van Horne at all.", "It was an 1886 sleeping car and only became an official car in the 1920's.", "It was the first official car built for the C.P.R.", "It was the C.P.R. official car ever used by Van Horne". An excellent way to commemorate the centennial of this historic car would be to tell

the true story and to show once again that "truth is stranger than fiction".

One hundred years ago the construction of the Canadian Pacific main line was in full swing as the builders put every effort into the project to span the continent within five years. Since the railheads were constantly moving the headquarters of the construction superintendants had to be mobile, and so official cars were needed from the very start. In order fully to understand the reason for the construction of the "Saskatchewan" it is necessary to consider briefly the other nine official cars, of various designs, acquired by C.P. in 1881 and 1882. They were a rather varied lot, largely second-hand, but none really filled the requirements later satisfied by the "Saskatchewan".

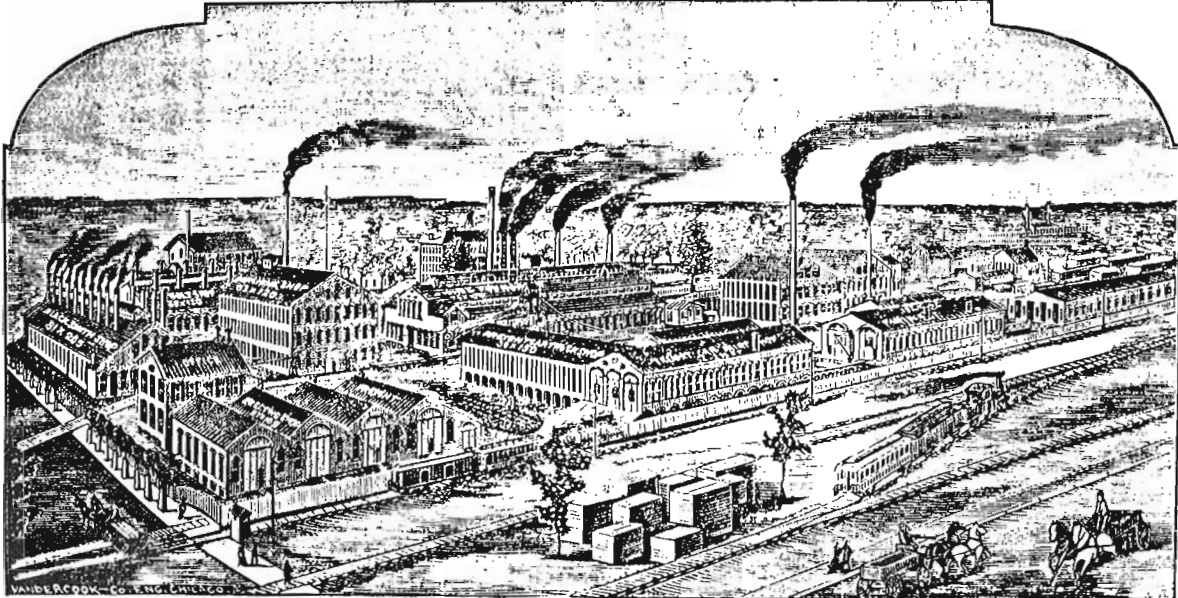
The first car specifically described as "Official" by the C.P.R. was No. 7, acquired from the Canada Central Railway in June 1881. This was most likely used as a mobile office on construction in the east and was not available for the use of the directors. Remodelled into a revenue car in the late 1880's, it remained on C.P.'s roster until 1907



The funeral train of Sir William Van Horne at Windsor Station in September 1915. Car "Saskatchewan" is on the rear of the train. The coffin was carried in the 60-foot baggage car which had been fitted up as a Chapel, however the mourners rode in the "Saskatchewan". The train travelled at a slow speed on its run to Joliet Illinois. Canadian Railway and Marine World, October 1915.

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The factory of Barney and Smith at Dayton Ohio at about the time when the "Saskatchewan" was built. Despite the first-class construction the car was ready in only about four months from when it was ordered. Poor's Manual, 1879.

when it was destroyed in a disastrous wreck at Caledon Ontario. Close on the heels of No. 7 came official car No. 1, purchased from the Grand Trunk Railway in July of 1881. Car No. 1 was assigned to the Western Division Headquarters at Winnipeg and, until the arrival of St. L. & O., No. 9 in the spring of 1882, was the only CPR official car in the West. It was rebuilt to a pay car in 1884 - still bearing the Number "1" - and was renumbered to "25" in 1886. Later re-numbered 42, this car was converted to a revenue car late 1890's and retired in 1929. These two cars were the only official cars acquired by C.P. in the year 1881, and while it may seem strange that there were so few it is probably explained by the fact that other types such as vans were no doubt used by officials during this time and, in fact, in later times as well.

During 1882, seven official cars began operating on C.P. rails including one that was not formally added to the roster until 1885. These included two from the St. Lawrence and Ottawa Railway, one from the Quebec Montreal Ottawa and Occidental,

two pay cars built new, one business car built new for the contractors Langdon and Shepard, and one directors car built new. First to come were the two from the St. L. & O., formerly numbers 9 and 10 of that road. Both had very long careers and both have been preserved. No. 9 came in April 1882, was numbered CPR 77 in October of that year and renumbered to 78 in 1886. Later it became 14, then, in 1907, received Number 1, and served until 1962. It was then retired and was preserved at the Canadian Railway Museum. No. 10 underwent some modifications so did not join the fleet until August 12 1882; still bearing the number 10, it was sent to the Western lines and became the official car of the General Manager, William C. Van Horne. In 1885 it later became No. 77 and in later years had several re-namings and re-numberings before, as No. 39, it was retired in 1956. The body was used for years as a hunting lodge but it has since been restored and is now at the Portage La Prairie - Fort La Reine Museum in Manitoba. The Q.M.O. & O. car, official car 1 acquired in June 1882, was

almost new having been built about 1880. It retained its original number (No. 1) for a few years and was used mostly by Sir John A. MacDonald the Prime Minister of Canada. After a short period when it was named "Hull", it became the "Jamaica" about 1886 in honour of Lady MacDonald's birthplace. It served the Prime Minister until February 3 1890 when it was destroyed in a fire at Ottawa station. It was then replaced by former Q.M.O. & O. parlour car, hastily converted to an official car and renamed "Earnscliffe", of which we will hear more later. The two pay cars, numbered 112 and 137, were built in June and November 1882 respectively and served C.P. for a number of years. Pay cars were numbered in the same series as conductor's vans which accounts for their widely spaced numbers. The other car sent to Western lines during was built new for the use of the contractors Langdon and Shepard who were building the line across the prairies. Although not at that time a C.P. car, it was used in building the C.P. line during an important time. When Langdon and Shepard's contract ended on reaching Calgary in August 1883 the car was used by James Ross and eventually, in 1885, was bought by C.P. and given number 76. It was present at the driving of the last spike in November 1885 and in later days was named "Rosemere". Sold to the Edmonton Dunvegan and British Columbia (now Northern Alberta Railways) in 1921, it was in use until the early 1960's and is now preserved at the Heritage Park Calgary. The one remaining official car acquired in 1882 was the first one built for the directors and was named "Metapedia". This was the first C.P. official car to be named, was the immediate predecessor of the "Saskatchewan", and the histories of both cars are quite closely related in the early days.

Even before the end of 1881 it was realized that there was no car for the President and Higher officials. President George Stephen decided that such a car should be built and some discussion was held on this matter. One piece of correspondence which survived is a letter written on December 6 1881 by R.B. Angus, one of the C.P.R. "syndicate", to William C. Van Horne who had been appointed General Manager but who was still in Milwaukee as his term of office with C.P. did not start until January 1 1882. This interesting letter reads as follows:

W.C. Van Horne Esq.

6th Dec. 1881

Milwaukee

Dear Sir,

We have no official car and the president contemplates having one built. He has been furnished with the enclosed plan by the Pullman Company but before adopting it I have suggested he should ask you to give it some consideration as I am under the impression you advocate some novelty of arrangement that would prove a benefit. If you were to communicate with the Barney Smith Co and get a plan from them embodying your ideas, forwarding it here for approval before Mr. Stephen leaves for Europe, we should be much obliged. - We think special accommodation should be set aside for the cook and porter, as if they are not thus provided for they are apt to make themselves comfortable anywhere. The other details seem rather good altho (except for servants) there does not seem any call for upper berths as it is not proposed to have a sleeping car for a large number of people - eight I suppose would be enough.

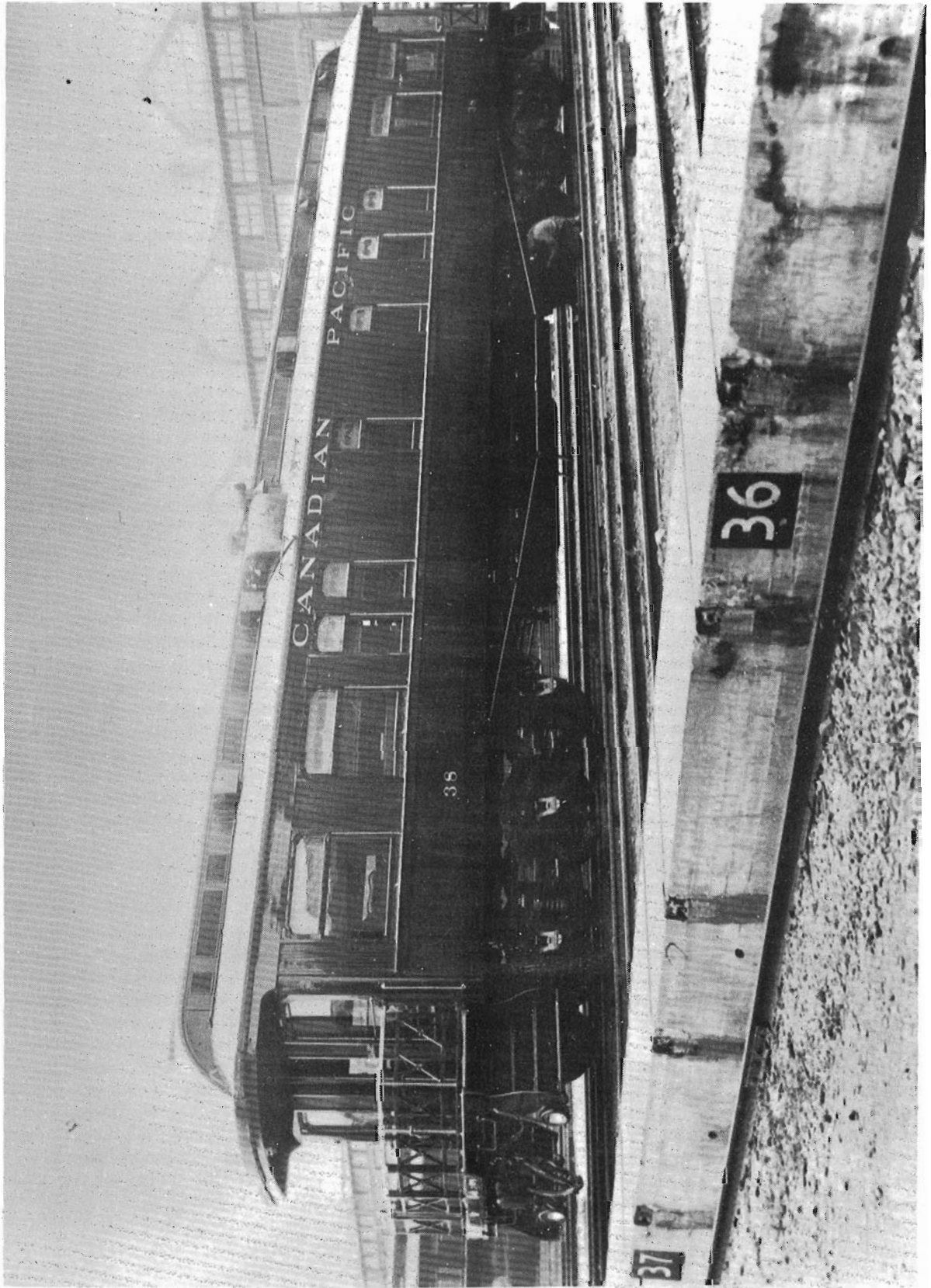
Pullman has given no estimate of price, but says the car can be delivered five months from date of order.

Yours truly

R.B. Angus

It should be noted that the car in question was not intended for use of Van Horne (who, as we have seen, was assigned car No. 10 in August 1882) but was for George Stephen, the President. However it was felt wise to obtain the advice of the soon-to-be General Manager on the proposed layout of the car. Unfortunately the plan submitted with the letter has not survived, but the eventual order was given, not to Pullman or Barney and Smith, but to the Ohio Falls Company of Jeffersonville, Indiana. The car was delivered on June 1 1882 and was named "Metapedia", after the river in the Gaspé Region where Stephen and his associates used to fish for salmon during their leisure time. So by the summer of 1882, both the President in Montreal and the General Manager in Winnipeg each had an official car.

Before long, however, it appeared that the "metapedia" was not quite large enough for its function; perhaps the limited accommodation mentioned above was a bit too limited! However the issue was forced early in the Autumn of 1882 when the "Metapedia" was heavily damaged by fire. For some time its future was in doubt as it was thought that the heavy repairs required might not be worthwhile economically. Eventually it was decided to repair it, and it was sent to Barney and Smith who rebuilt



*Car 38 by the transfer table at Angus Shops about 1929. Note that the upper sashes of the side windows were still shaped as in 1883. These were later changed to a simpler shape but are slated to be restored in the future.
Canadian Pacific Photo 4392.*

it at a cost of \$7000.00 (about half the cost of a new car) which shows that the damage must have been severe. As a point of interest, another car "Metapedia" was built in 1886 and for two years there were two cars with the same name in use, referred to as "Old Metapedia" and "New Metapedia". "Old Metapedia" was renamed "Champlain" in 1888 and served until 1925 when, as car "British Columbia", it was destroyed in a rock-slide near Princeton B.C. Since "Metapedia" was out of service in the Autumn of 1882, and was considered too small anyway, a new official car was planned. It is strange that there is no official record of an appropriation of funds or the placing of the order. However the order was placed sometime in the Autumn of 1882, with Barney and Smith the well known car builders of Dayton Ohio. The new car was to be 60 feet long over end sills (compared to 52 feet for "Metapedia"), and was of first class construction. Cost of construction was \$13,500.00, to which was added 30 percent import duty, making a total expense of more than \$17,500.00, a large sum for 1883. In due course the car was completed and on March 2 1883 joined the C.P. fleet as the "Saskatchewan", the tenth official car of the C.P.R., and the second to bear a name.

The "Saskatchewan" must have presented an impressive sight when it was delivered to C.P.'s Hochelaga shop that March day. Fresh from the builder, its exterior board-and-batten sides were resplendent in painted and varnished finish and gold leaf lettering. The large plate glass windows at the ends, extending up into the letter board, promised spectacular views of the line to the directors who would soon be riding the car. The interior was elaborately finished in carved mahogany, plush upholstery and delicately etched glass. It was a true product of the decade which is often termed the "elegant eighties", and while not as flamboyant as some private cars of the period, its decor gave the impression of a solid tasteful elegance, a car most fitting for the directors of what was soon to become the longest railway in the world. The name chosen for the car was also appropriate for the job it was to do. The C.P.R. line had just been completed through the Saskatchewan territory and the name was symbolic of the new Canada which would soon be opened to settlers. Until the coming of the railway the valley of the Saskatchewan seemed mysterious and almost as remote as the moon would be today, and few Canadians had been within a thousand miles of it. While there is no proof that the name was chosen by Van Horne it is quite likely that it was.

Few contemporary records survive of the earliest days of the career of this car. One letter that

does exist is to the company's insurance agent saying that the new directors car had just been delivered at Hochelaga and should be covered for \$10,000.00 until a full valuation could be made. This was less than 60 percent of its cost so presumably the coverage was soon increased. The car was assigned to President Stephen and it remained the President's car for several months until, in the Summer of 1883, the rebuilt "Metapedia" was returned by Barney and Smith. "Metapedia" was then once more assigned to the President, it now being considered large enough in view of the fact that "Saskatchewan" was available too; possibly also its accommodation had been altered in the rebuilding. During this time the "Saskatchewan" had its first moment of history when it was a part of the first train into Calgary in August 1883, and a number of the C.P.R. directors took part in the commemoration of this event. In mid-1883 "Saskatchewan" was assigned to the Vice-President who was then Duncan McIntyre, one of the original C.P.R. syndicate, though it was available to the other directors as well. The following year McIntyre resigned and on May 14 1884 the directors appointed Van Horne as Vice-President in addition to his duties as General Manager. Van Horne had already moved from Winnipeg to Montreal, and now he relinquished the use of car 10 and was assigned the Vice-President's car - the "Saskatchewan". So began an association between man and car that was to last for thirty-one years; the remainder of Van Horne's life. The part played by the car during that period has earned it a prominent place in the history of Canada's railways.

The next two years were ones of unprecedented activity as the railway was pushed to completion in readiness for the opening of the transcontinental line in June 1886. It is during this time that crisis after crisis occurred which several times threatened to bankrupt the whole enterprise. The "Saskatchewan" was Van Horne's home as he was constantly travelling from point to point directing operations and making decisions which might make the difference between success and failure for the C.P.R. How many of these decisions were made on board the "Saskatchewan" we do not know, but it was at this time that the legends were made as the epic story moved on to its conclusion. Across the prairies, through the mountains, at innumerable stations, the indomitable Vice President and his car seemed to be everywhere! Early in 1885 the most serious financial crisis threatened to stop the work, but that one too was surmounted and construction went ahead through the Selkirk mountains, the last barrier. Some evenings, after a good day's work, the sound of some



*A detail of a swing door in "Saskatchewan" showing the woodwork and the fancy glass. Note the photo of Van Horne on the wall.
Canadian Pacific Photo 12175.*

classical aria would be heard coming from the "Saskatchewan" and echoing through the wild mountain passes. Everyone knew what that meant; the Big Chief was satisfied with the day's work and was expressing his satisfaction in music on the violin. Then the most historic moment of all occurred on November 7 1885 when the last spike was driven, and car "Saskatchewan" was present. The following June 28 the first through transcontinental train left Montreal for Port Moody and the big push was over at last.

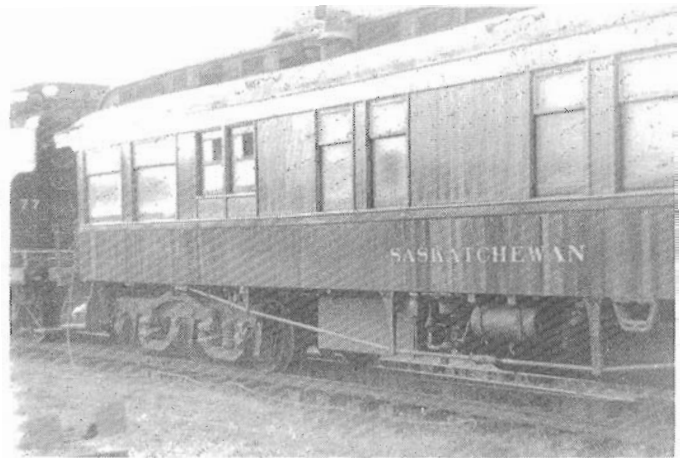
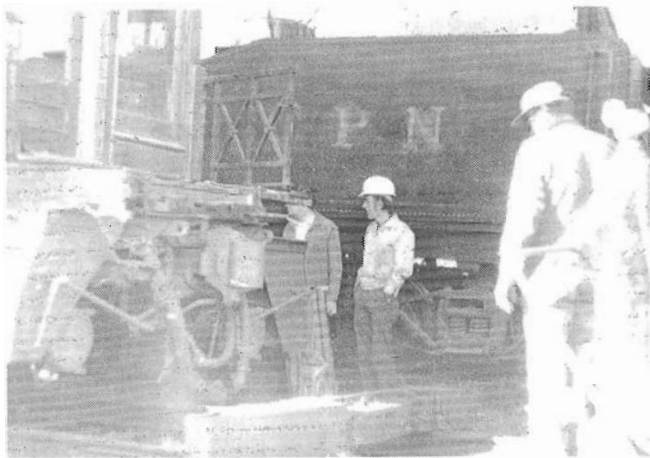
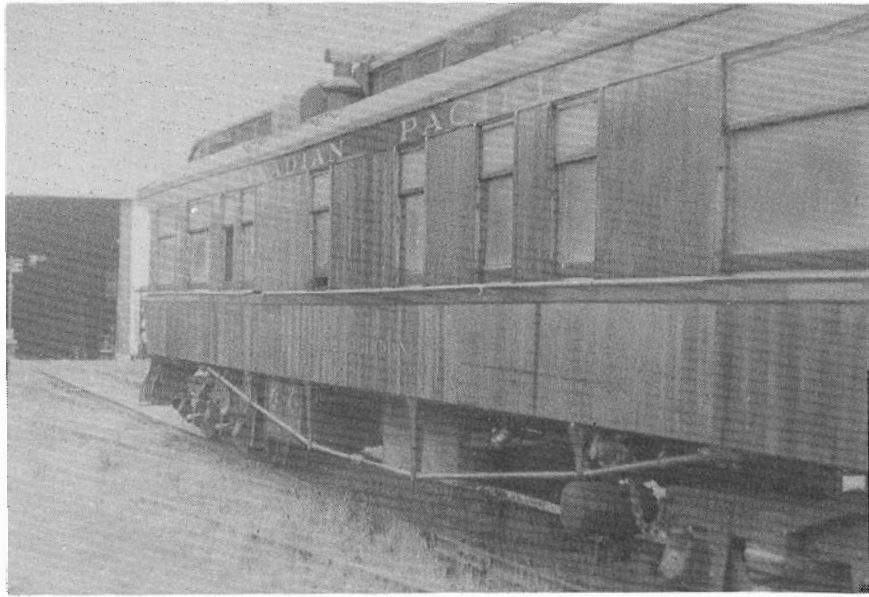
1886 saw the first of the annual inspection trips by Van Horne across the system. While there was much business to be conducted there was also time for relaxation, and stories are still told of the parties and entertainments held in the dining room of the "Saskatchewan" during these tours. In 1888 George Stephen resigned the Presidency, and on August 7 1888 William C. Van Horne became the C.P.R.'s second President. One might have thought that he would now take up the use of the President's car vacated by George Stephen. What actually happened was that "Saskatchewan" was now designated the President's car and so continued to be used by Van Horne. Despite his down-to-earth practical nature Van Horne evidently had some sentiment for the car he had used during the difficult years and he continued to use it for the rest of his career. About this time the first modernization took place. In company with most passenger cars it was lighted by oil lamps, but in the late eighties experiments were made with gasoline vapor lighting despite the potential danger of this highly explosive mixture in a wooden car. Eventually these lights were removed and the car reverted to oil light, but about 1901 the Gould electric lighting system was fitted, and electric light continued on the car from then on.

On May 24 1894 Queen Victoria conferred a knighthood on Van Horne who thus became Sir William. Interestingly the only known photograph of him on the "Saskatchewan" was taken at Stoney Creek B.C. only one week before this event. During most of the Van Horne years the "Saskatchewan" was available, on numerous occasions, to dignitaries and important persons such as Governors General. The list of those who have ridden this car would read like a "Who's Who" of important Canadians of the late Nineteenth century. One notable occasion occurred in 1888 when Governor General, the Marquess of Lorne and his wife the Princess Louise left Canada for England at the end of the Marquess's term of office. They made the journey from Ottawa to Quebec City aboard the "Saskatchewan" and their impressions of the accommodation have been recorded for posterity.

No story of the "Saskatchewan" in this period could be complete without mention of Jimmy French the porter on the car for many years. He became a close confidant of Van Horne and each had great respect for the other. In the 1890's French went to Chicago to seek his fortune there, but soon longed for the C.P.R. and he returned to Montreal. At first Van Horne pretended not to want him back, but one day the "Saskatchewan" was going out, no porter was available (probably due to intentional manoeuvring) and Jimmy French was assigned to the car. For a few hours there was a feigned coolness between Van Horne and the porter, but then the tension was broken and things were soon as they had been before. In the Summer of 1901, on a very hot day, Jimmy French was preparing the car for a run when he collapsed and died aboard the "Saskatchewan". The chief mourner at the funeral was Sir William Van Horne.

On June 12 1899 Sir William resigned the





*A very interesting group of photos showing work being done during the exterior restoration of "Saskatchewan" at the Canadian Railway Museum.
All photos by Harvey Elson.*

presidency of the C.P.R. and became Chairman of the Board. As would be expected he continued to use the "Saskatchewan" which was now assigned to the Chairman and Directors. However his activities now took him to far distant places such as Cuba and Guatemala so his C.P. official car was often used for other purposes. In 1901 the future King George V and Queen Mary (then Duke and Duchess of Cornwall and York) came to Canada and two special trains were assembled. It was decided to include the "Saskatchewan" and the car underwent a considerable modernization. The board-and-batten siding which had been so fashionable in the 1870's and early '80's was now considered obsolete so it disappeared and was replaced by varnished mahogany tongue-and-groove sheathing in keeping with the standard for C.P.R. passenger cars first adopted in the mid-1880's. Several win-

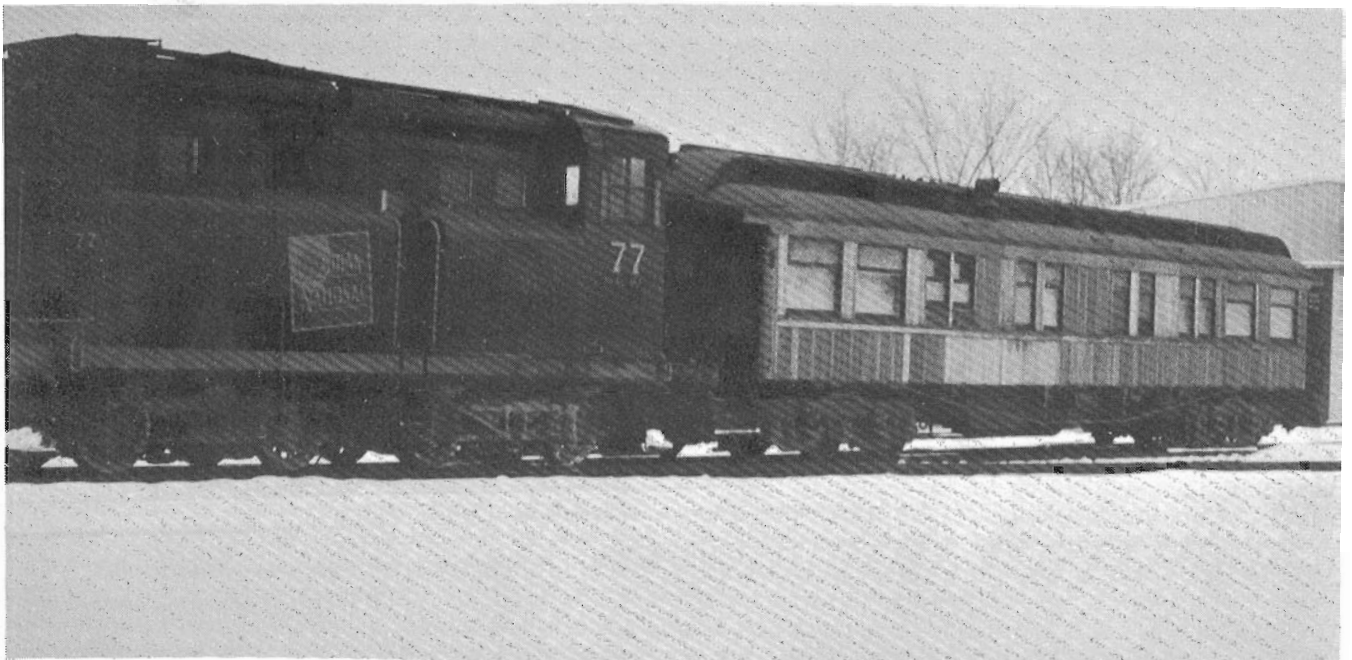
dows were closed up, some were squared off, and the end platforms were lengthened and strengthened. However the interior remained much as it had been and most of the ornate woodwork remained intact. The outside appearance, however, had considerably altered and in fact did not change much again during the remainder of the car's career except for the much-later application of tuscan red paint. In the first decade of the twentieth century it still had its moments of glory, one being in August 1906 when it was on a train that attained a speed of 79 3/4 miles an hour near Bagot Manitoba.

By now Van Horne was beginning to get old and he realized that his active days with the C.P.R. were over. Accordingly with a certain amount of sadness he retired from the position of Chairman of the Board on May 9 1910 (just three days after the start of the reign of George V), "Saskatchewan"

too was getting old and it was then declared a spare car at Montreal, but it still retained its name and was, of course, available to Van Horne whenever he wished to use it. During the next five years he did use the car on occasions, but then on September 11 1915 the news bulletin "Van Horne is dead" was flashed across the country. So ended the career of the man who was almost certainly Canada's greatest railroader. Three days later car "Saskatchewan" went on its saddest journey when it was the last car of a special funeral train, hauled by locomotive 2213, which carried Van Horne's remains to his home town of Joliet Illinois where he was buried. The coffin was carried in a baggage car which had been fitted up as a chapel, but those accompanying the move slept in the "Saskatchewan" which went with its master on his last ride.

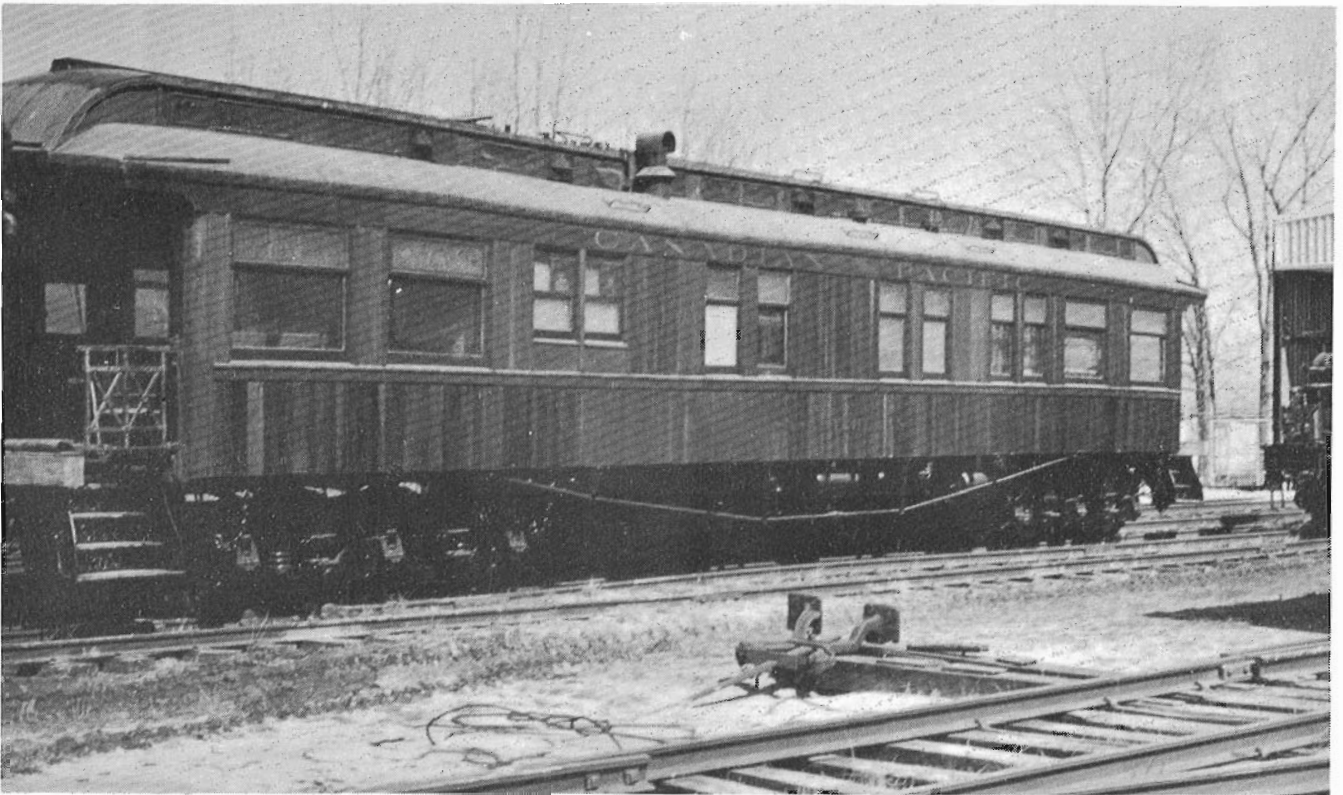
When the "Saskatchewan" returned to Montreal it was once more a spare car, but not for long. On January 18 1916 it was assigned to the General Superintendent of the Eastern Region at Montreal and was renamed "Laurentian". Thus it lost its original identity which it had had for 33 years. It remained "Laurentian" for less than a year, for later in 1916 the districts were reorganized and the Eastern Division became the Quebec District. So it was that November 27 1916 the car was renamed "Quebec" and was assigned to the General Superintendent of the Quebec District in which pos-

ition it remained for almost thirteen years. In this reorganization of districts there was also a Saskatchewan District and here the confusion starts. It would have been nice if the old "Saskatchewan" could have been assigned to its namesake district but this did not happen. Curiously, the Gen'l Supt; of the Eastern Division was A.E. Stevens, who became Gen'l Supt. of the Saskatchewan District at the time of the reorganization. Too bad he did not take the "Laurentian" with him when he went West - the name "Saskatchewan" would have been restored to its rightful place. Instead the former Q.M.O. & O. parlour car which had become the "Earnscliffe" and, as we have seen, was used by Sir John A. MacDonald from 1890 to 1891, was, on March 15 1917, renamed "Saskatchewan" and was assigned to the Saskatchewan District. In this position it remained until February 29 1928 when it became No. 25 and remained in service until the early 1960's at which time it was retired and subsequently preserved by the Puget Sound Railway Historical Society in the state of Washington. Following the renumbering of the second "Saskatchewan" a third car received that name. This was the former business car "St Andrews" which had started life in 1886 as the sleeping car "Australia". It carried the name "Saskatchewan" from early 1928 until May 20 1930 after which it became "Champlain". later No. 4 and

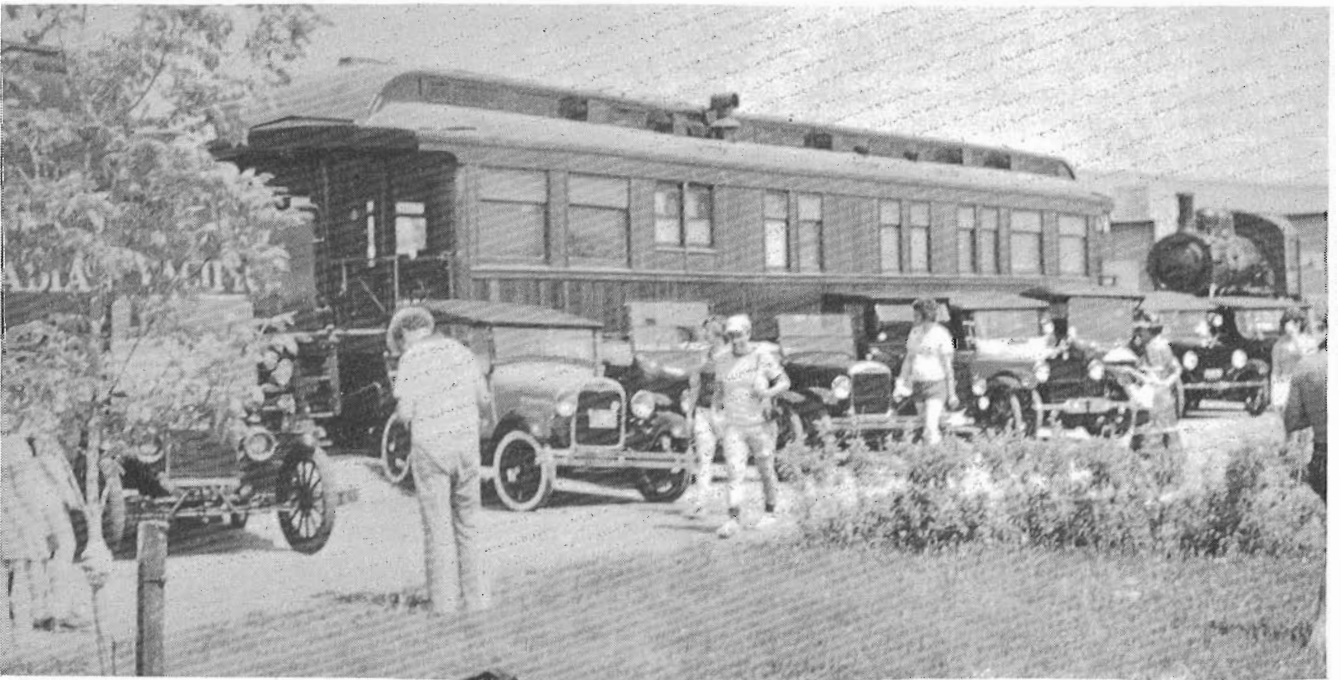


Soon after the paint was scraped off, the "Saskatchewan" is hauled out of the No. 2 building at the museum to be photographed.

Photo by Gordon Hill.



*Freshly varnished but with the railing not yet restored, the "Saskatchewan" poses for a photo at the Museum.
Photo by Gordon Hill.*



*"Saskatchewan" forms a backdrop to a group of antique automobiles on a visit to the Canadian Railway Museum. The railway car was almost forty years old when most of the autos were built!
Photo by Gordon Hill.*



was retired and scrapped in December 1959. Finally, in 1930, a brand-new steel "Saskatchewan" was built and carried the name until 1962 when it received number 12 under which identity it remains today. Thus we see that there have been four cars named "Saskatchewan", three of which were wooden cars built in the 1880's so it is quite easy to see why historians, seeing a photo of a car lettered "Saskatchewan", can become quite confused as to which is which!

Meanwhile, what was happening to the original "Saskatchewan"? It remained on the Quebec District, bearing the name "Quebec", until August 23 1929. By now it had been in service for 46 years and was considered an old car. New steel cars were being built for district superintendants and a new "Quebec" went into service in the Summer of 1929. The old one was downgraded to a division superintendant's car, was stripped of its name, and given number 38. It was assigned to the superintendant of the Trenton Division near Toronto and was destined to remain in that service for the next twenty-nine years. No. 38 was still finished in the varnished wood, one of the last cars to retain this finish, but about 1930 it was finally painted tuscan red like all the other passenger equipment, both wood and steel. In 1933 the car reached the age of fifty years but few now recognized it. Most of the people who had built C.P.R. were now gone and although stories were still told of the days of Van Horne they were fast receding into the past and not many knew, or cared, that the old "Saskatchewan" was still around. This was the time of the great depression and there was little effort

made in those days to preserve relics of Canadian history.

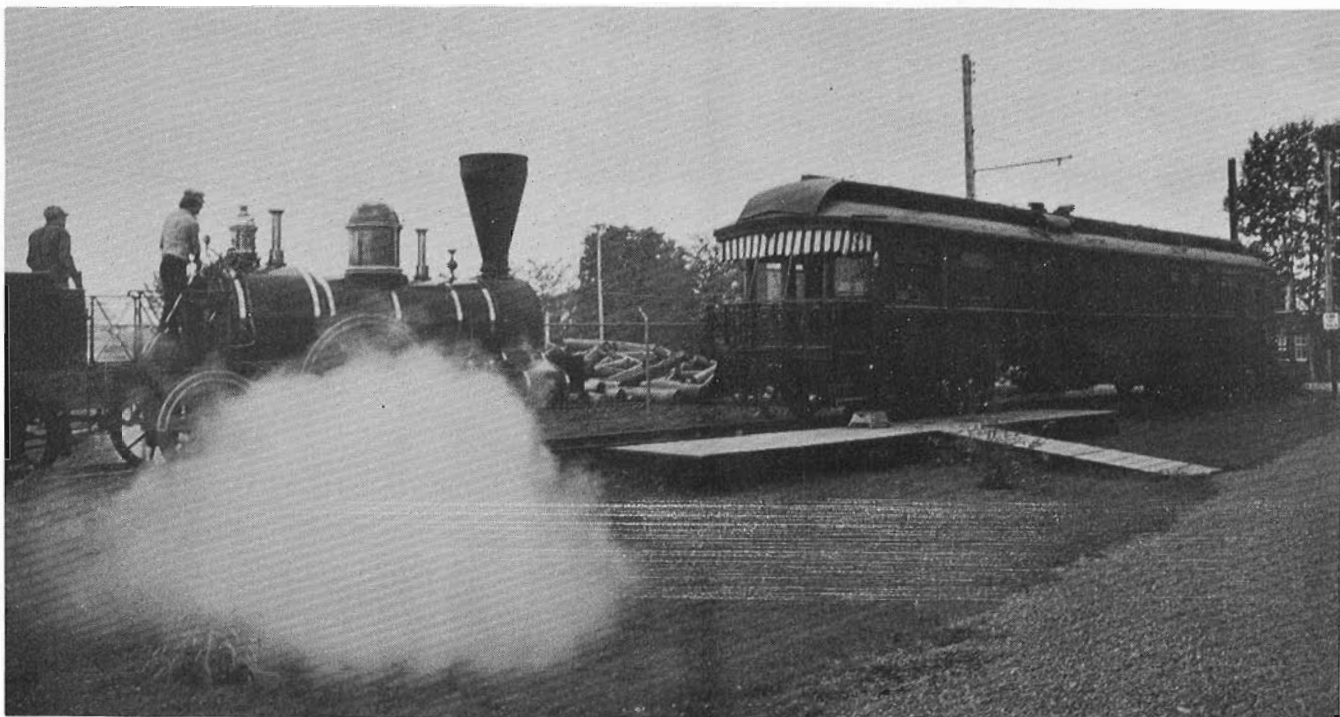
Another quarter-century went by and car No. 38 continued in its duties on the Trenton Division. Due to its good construction and equally good maintenance over the years, the car remained in good condition, and its interior was still much as it had been in the 1880's. By the late 1950's retired steel passenger cars were being converted into official cars, and the old wooden cars were rapidly being retired. At last No. 38, after 75 years of active service, came to the end of its active life and was retired in 1958. In company with other old cars it was slated to be scrapped, but at this time the C.R.H.A. learned of the retirement of the car. Despite the confusion of names, consultation of records and measurements confirmed that No. 38 was in fact "Van Horne's car" the original "Saskatchewan", built by Barney and Smith in 1883 and used by Sir William Van Horne. As it happened, the C.R.H.A. had recently acquired business car No. 37 but due to lack of storage space had relinquished it again, and it had been scrapped. This time, however, rescue was at hand. The Dominion Bridge Company in Lachine offered to house the car and accordingly the Canadian Pacific Railway Co. donated car 38 to the C.R.H.A. and it was moved to Dominion Bridge November 1958.

Five years later the new Canadian Railway Museum at Delson was sufficiently advanced to be able to house wooden equipment under cover, and No. 38 was moved to the Museum in 1963. It has remained there ever since and recently had the tuscan red paint stripped off and was finished

once again in varnished wood. At the same time the old name "Saskatchewan" was restored so today the car closely resembles its appearance in the years from 1901 to 1916.

Today the "Saskatchewan" is one of the most prized exhibits of the Canadian Railway Museum as it becomes a centenarian. As one sits in the dining room it is not difficult to imagine that one can

almost hear the sound of the conferences that took place there long ago and hear the voice of Van Horne as he made the decisions and gave the orders that resulted in the completion of the link that bound the country together a century ago. It is sincerely hoped that this car will long survive as one of the historic relics that played an important part in the history of Canada.



*The interim exterior restoration complete, "Saskatchewan" is shown with operating steam locomotive "John Molson II" near the main entrance to the Museum.
Photo by Gordon Hill.*



Van Horne's Car 'Number 38' Is Kept As A Memento Of Railroad History

AN old-fashioned railroad car bearing number 38 stands at a Montreal siding today, the only survivor of one of Canada's greatest stories.

Number 38, the private car of Sir William Van Horne, vice-president of The Canadian Pacific Railway at its completion in 1885, has been retired from service. Now it awaits its final rest in a museum.

The car is 76 years old originally but when it bore proudly the name "Saskatchewan," it carried Van Horne and his colleagues to Craigellachie, B.C., in 1885 for the driving of the last spike, completing the CPR from coast to coast.

Donald Smith, later Lord Strathcona, swung the hammer in Eagle Pass, that Nov. 7, in the presence of Van Horne, and Chief Engineer Sanford Fleming. The hoot of a steam whistle and the chime of the sledge on

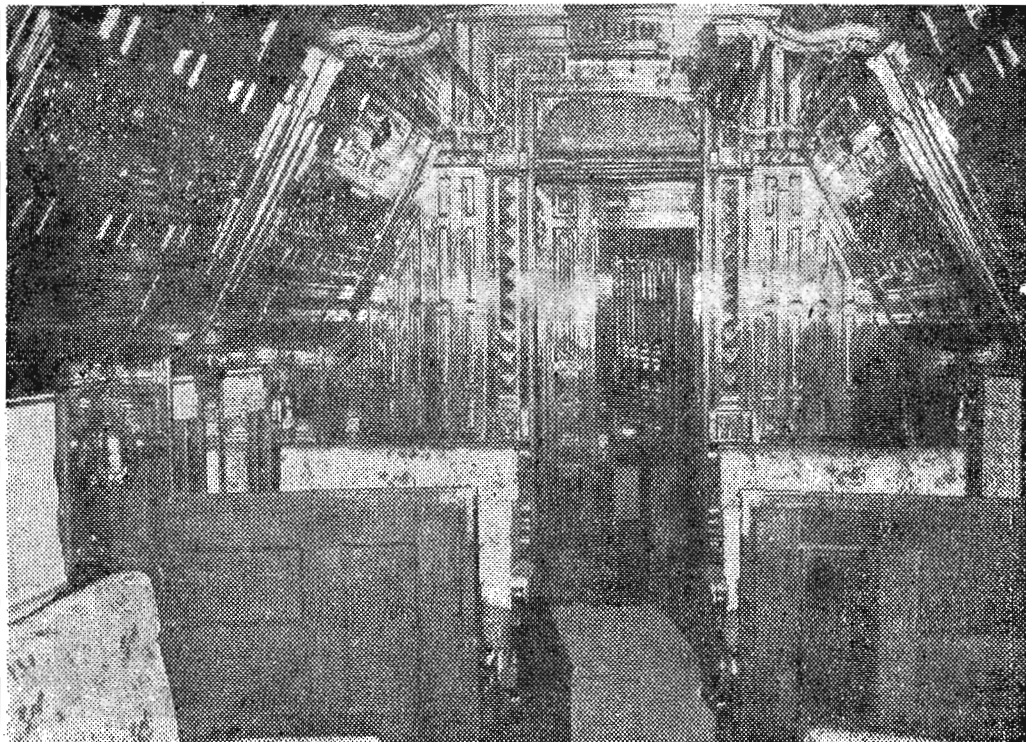
by
Patrick Nagle

the spike echoed through the Selkirk Mountains, honoring one of the promises of Confederation.

The first "Transcontinental" — tiny by modern standards — was composed of an engine, a baggage car and the two private cars of Smith and Van Horne, the Saskatchewan and the Metapedia.

The human participants in the last spike drama have all died. The engine that pulled their midget train was torn apart for scrap years ago. And the Metapedia burned to her trucks at Princeton, B.C., in 1925.

Even the last spike is gone. It was cut up into trinkets for railroaders' wives, and the maul used to drive the spike was last seen in Lord Strathcona's basement — being used



The interior of Sir William Van Horne's private car

to break coal for the furnace.

Number 38, built in 1883 by Barney and Smith, Dayton, Ohio, is still in magnificent condition.

It is constructed entirely of mahogany and the interior panelling still glows dark red in the light of its brass lamps. In the master compartment is the original brass bedstead — riveted to the floor.

The Saskatchewan's salvation is due to the fore-sightedness of its former owners, the CPR, and the enthusiasm of its custodians, the Canadian Railroad Historical Association.

The association, composed of railroad men (both buffs and experts) has gathered the finest collection of early Canadian rolling stock to be found anywhere.

Members have spent untold hours of their own time ferretting out these pieces, and then put in more hours—with the aid of public-spirited companies—restoring them.

Besides the Van Horne car, their work in the past year has involved the discovery and restoration of several old street cars—some built as early as 1895—and the negotiation for larger pieces of stock such as soon-to-be-scraped steam locomotives.

The association plans to restore the Van Horne car to all its former glory, and possibly use it for executive meetings in the future.

In carrying out the restoration work, the association has received support from such firms as the Montreal Trans-

portation Commission, the CNR and CPR and Dominion Bridge Ltd.

The association has acquired the relics to start a museum, and is currently working on its biggest problem: a place to put them.

The logical spot would be a roundhouse such as houses the famed American railway museum at Baltimore, Md. or at least something of a similar size — possibly an abandoned street car barn.

A museum committee headed by Prof. Robert Nicholls of McGill is working on a proposal that would establish a national Canadian railway museum here, preserving a great part of the country's history and heritage—the story of her railroads.

An article which appeared in the Montreal "Gazette" in 1959 when the "Saskatchewan" was acquired by the C.R.H.A.

THE FIRST TEN OFFICIAL CARS ON C.P.R. LINES

CAR 7

June 1881 Bought from Canada Central Ry. Ex C.C.R. Official Car
 Late 1880's Converted to Revenue Car
 1907 Wrecked at Caledon Ontario

CAR 1 (Assigned to Western Lines)

July 1881 Bought from Grand Trunk Railway
 1884 Converted to Pay Car 1.
 1886 Renumbered to Pay Car 25
 Late 1890's Converted to Revenue Car
 1929 Retired

CAR 9

Apr. 1882 Leased from St. Lawrence & Ottawa Ry. Ex Car 9
 Oct. 1882 Bought and renumbered 77
 1886 Renumbered 78 (to avoid confusion with Car 77 in West)
 1890's Renumbered 14
 May 1907 Renumbered 1
 1963 Retired and donated to C.R.H.A.

CONTRACTORS CAR

May 1882 Built new by Harlan & Hollingsworth for Langdon Shepard & Co.
 Feb. 1885 Purchased by C.P.R. and renamed Construction Car
 Feb. 1886 Numbered 76
 Sep. 1894 Named "Rosemere"
 Oct. 1916 Renamed "New Brunswick"
 Dec. 1919 Renamed "Rosemere"
 Nov. 1920 Sold to Edmonton Dunvegan & British Columbia Ry.
 C. 1921 Renamed "Dunvegan"
 1929 E.D. & B.C. became Northern Alberta Railways
 C. 1932 May have been renamed "Peace River"
 C. 1948 Probably renumbered 3
 1964 Retired and donated to Heritage Park in Calgary

CAR "METAPEDIA"

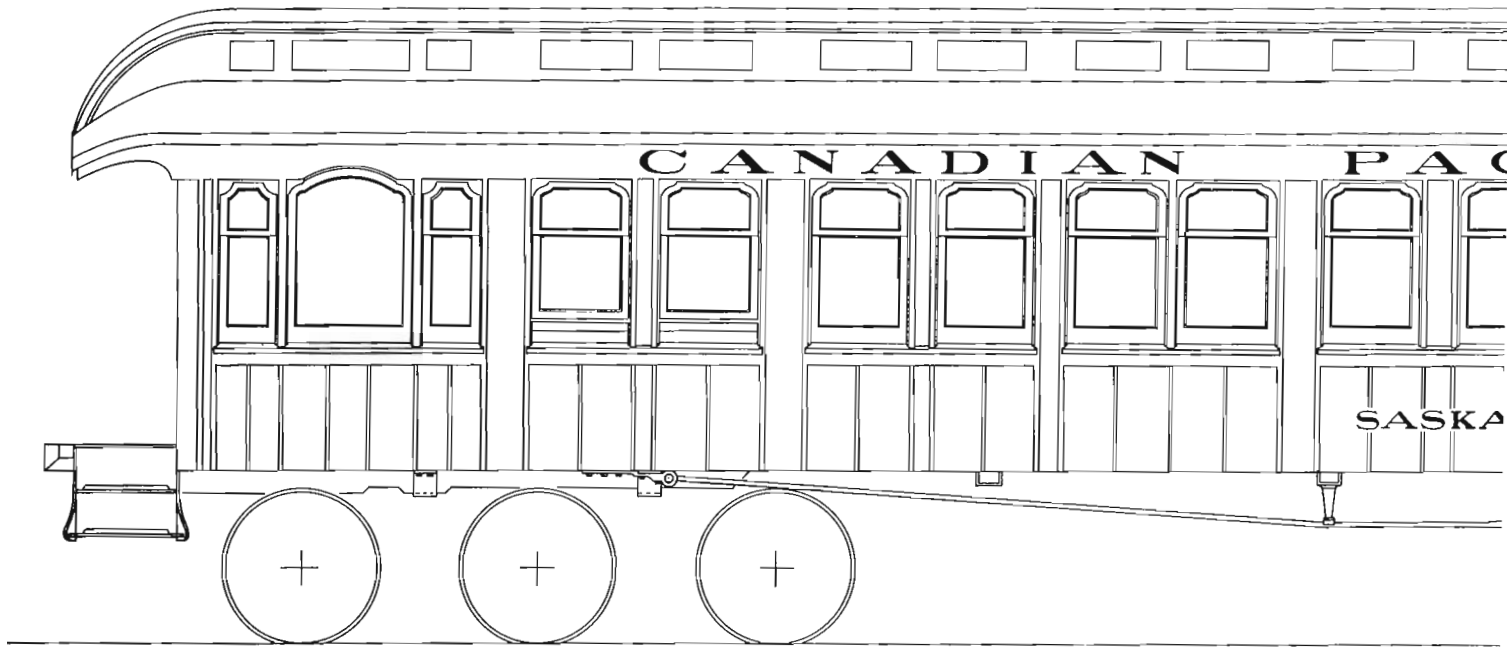
June 1882 Built new by Ohio Falls Company
 1883 Rebuilt by Barney & Smith (after fire damage)
 1888 Renamed "Champlain"
 Mar. 1910 Renamed "Nanoose"
 July 1920 Renamed "British Columbia"
 1925 Destroyed in rock slide near Princeton B.C.

CAR 1 (Assigned to Eastern Lines)

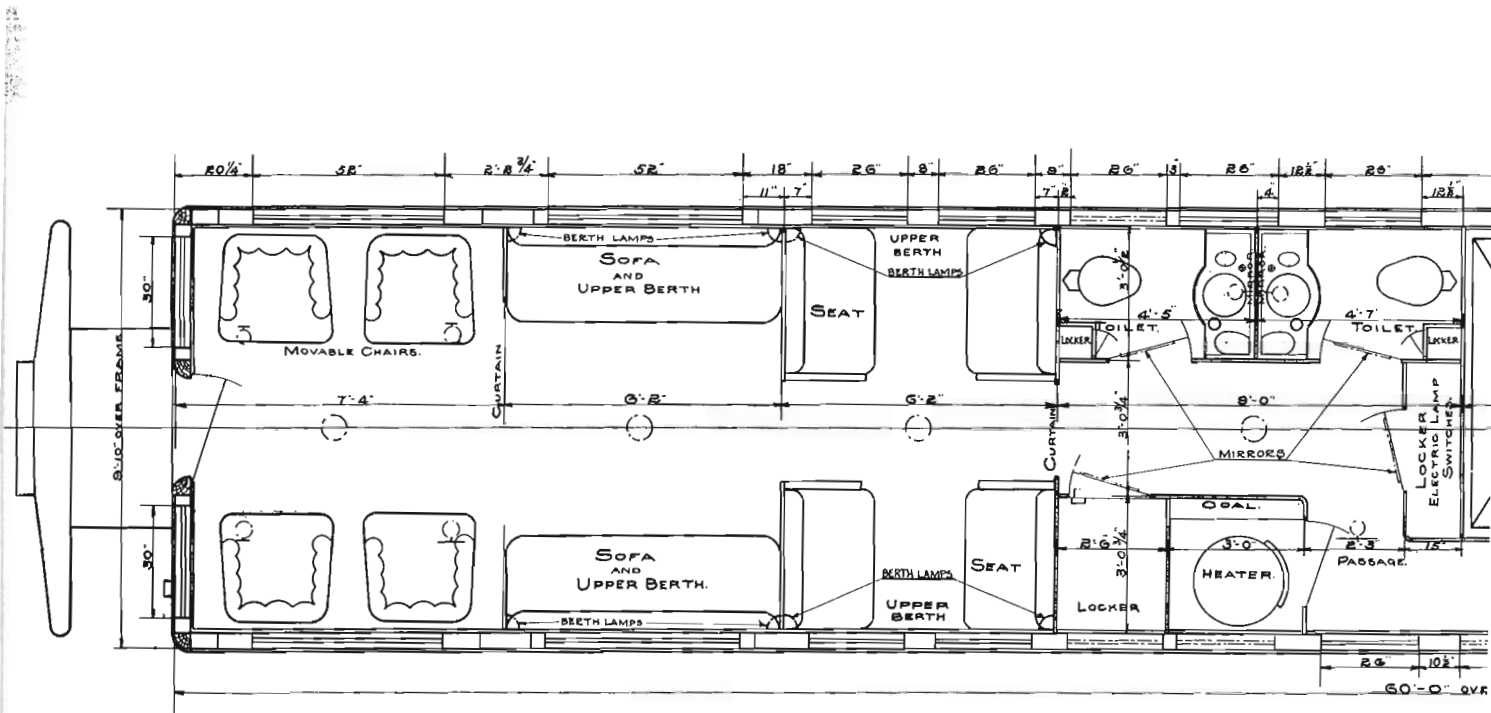
June 1882 Bought from Q.M.O. & O. Ry. Ex Official Car 1
 C. 1885 Named "Hull"
 C. 1886 Renamed "Jamaica"
 Feb. 1890 Destroyed by fire at Ottawa Station

CAR 112

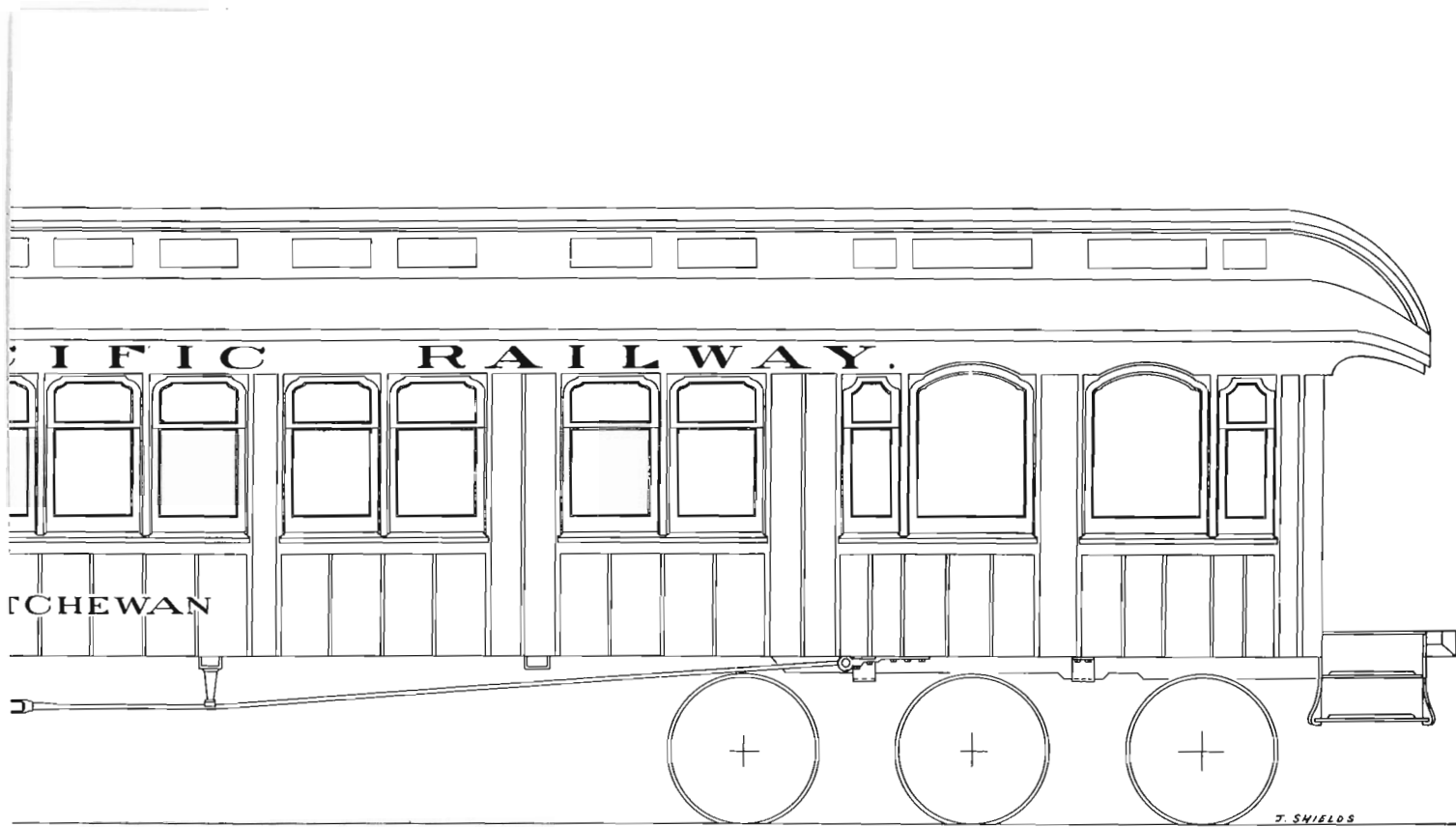
June 1882 Built new as Pay Car
 1884 Converted to Official Car 112.
 1890's Renumbered 25
 1906 Renumbered 10
 1913 Retired



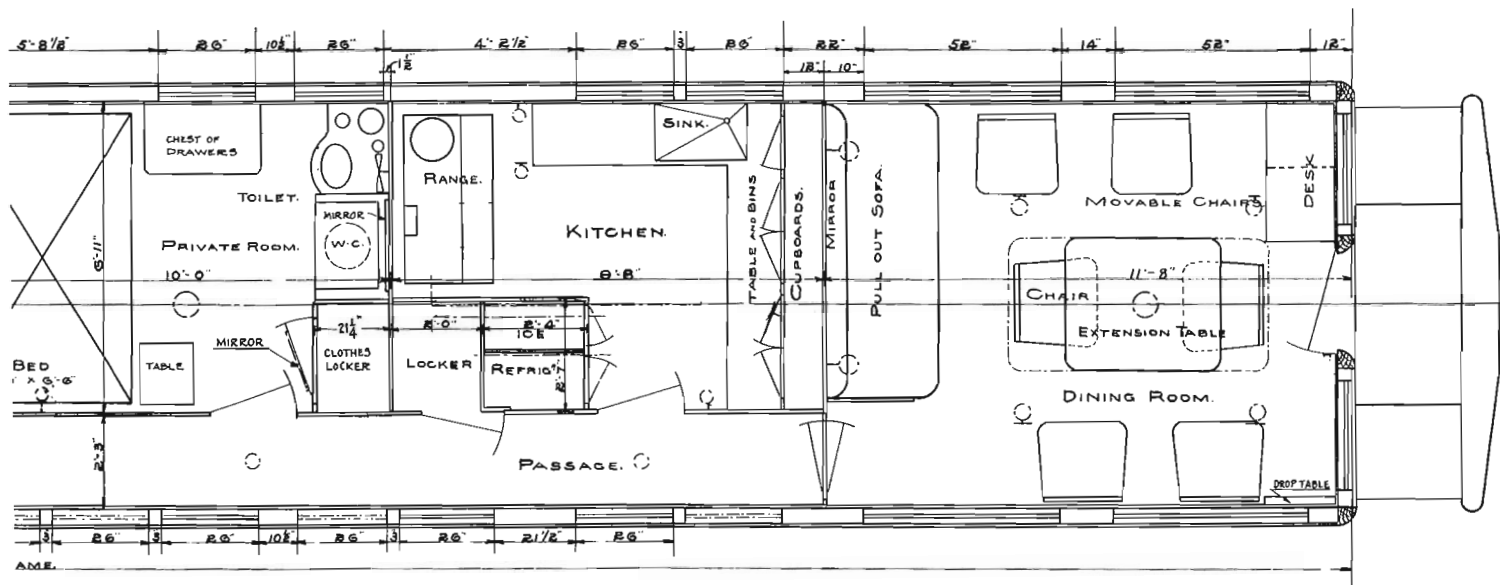
*Elevation view of "Saskatchewan" as it likely appeared the board-and-batten sides.
Drawing by James Shields.*



A plan view of "Saskatchewan" after its modernization how some of the 1883 windows were modified while at



When new in 1883. Note the large windows at the ends, and also



in 1901. This is essentially the same as it is today and shows the windows were closed up.

CAR 10

Aug.	1882	Bought from St. Lawrence & Ottawa Ry. Ex Car 10
	1885	Renumbered 77 (Inadvertantly duplicating Car 77 in East)
	1890's	Renumbered 15
	1906	Named "Lillooet"
Mar.	1917	Renamed "Alberta"
July	1919	Numbered 39
Aug.	1956	Retired and became Hunting Lodge
	1976	Preserved at Fort La Reine Museum

CAR 137

Nov.	1882	Built new as Pay Car
	1886	Converted to Van 137. Later retired

CAR "SASKATCHEWAN"

Mar.	1883	Built new by Barney & Smith
Jan.	1916	Renamed "Laurentian"
Nov.	1916	Renamed "Quebec"
Aug.	1929	Numbered 38
Oct.	1958	Retired and donated to C.R.H.A;

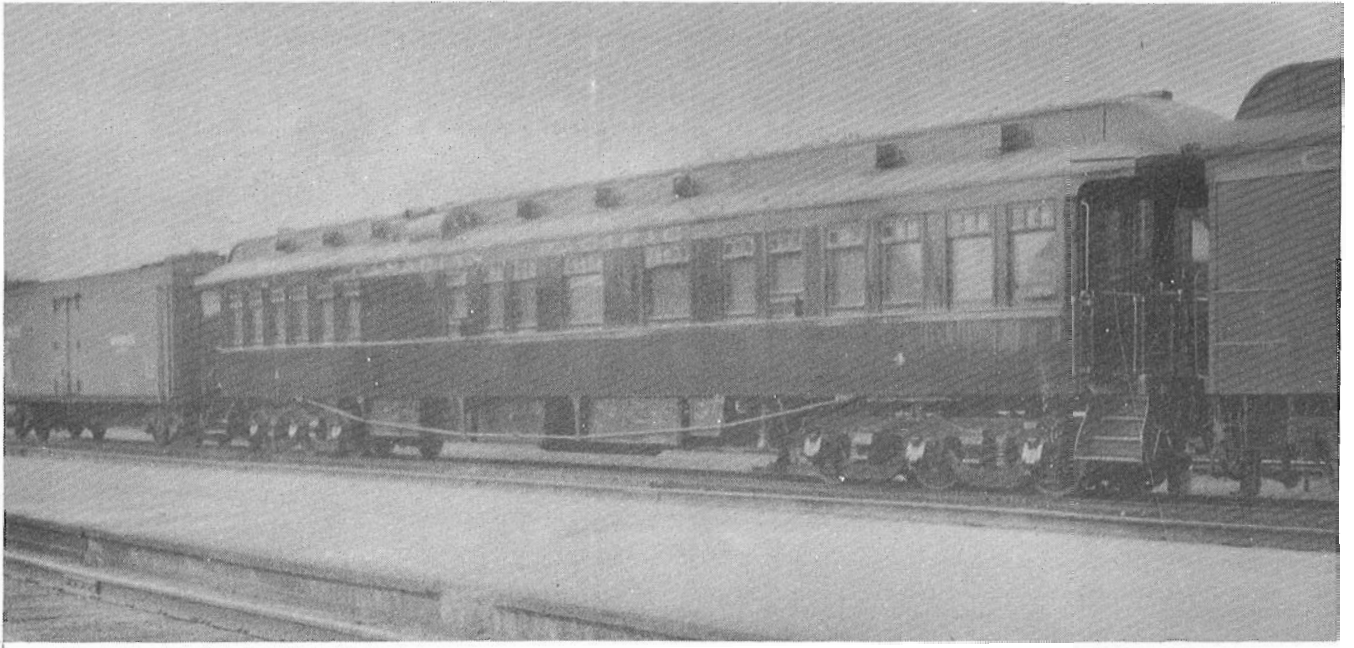
THE OTHER THREE C.P.R. "SASKATCHEWANS"



"SASKATCHEWAN" II

<i>C.</i>	<i>1881</i>	<i>Q.M.O. & O. Parlour Car "Chapleau"</i>
<i>June</i>	<i>1882</i>	<i>North Shore Railway Parlour Car "Chapleau"</i>
<i>Sep.</i>	<i>1885</i>	<i>Bought by C.P.R. as Parlour Car "Chapleau"</i>
<i>May</i>	<i>1890</i>	<i>Converted to Official Car and renamed "Earnscliffe"</i>
<i>Mar.</i>	<i>1917</i>	<i>Renamed "Saskatchewan"</i>
<i>Feb.</i>	<i>1928</i>	<i>Numbered 25</i>
	<i>1964</i>	<i>Retired and sold to Puget Sound Railway Museum</i>

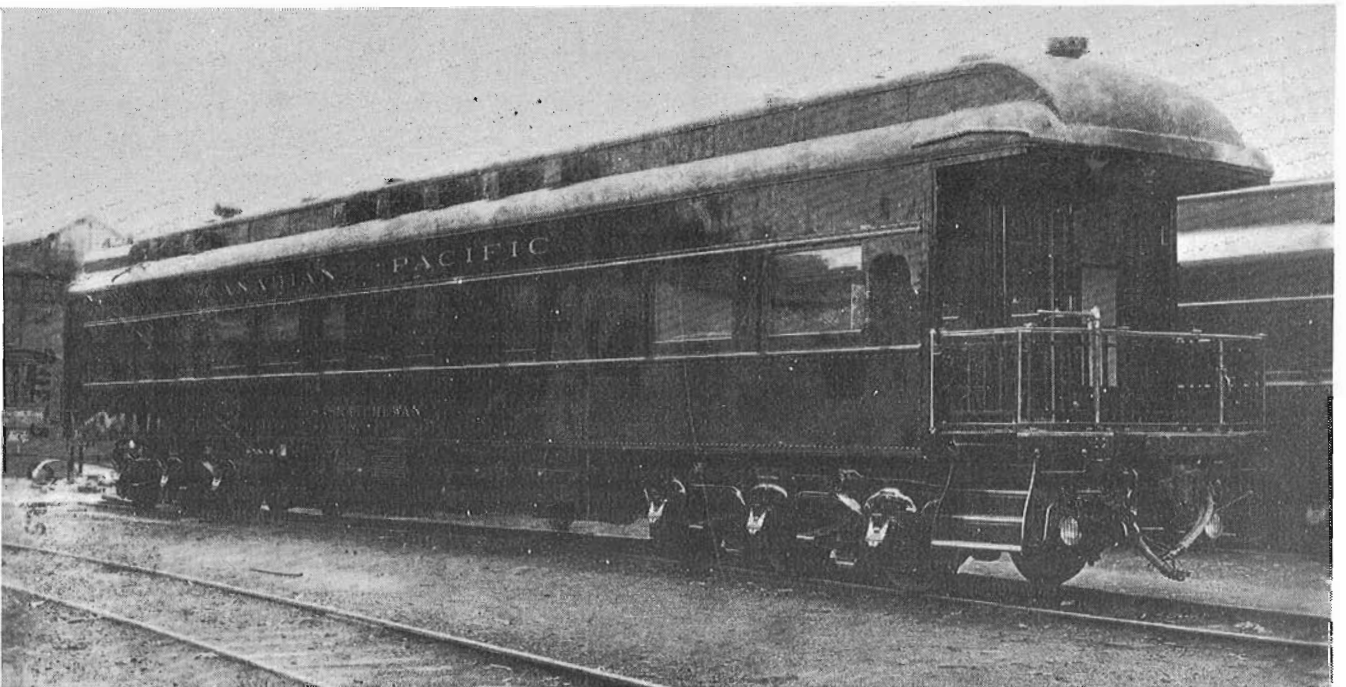
Canadian Pacific Photo 20072.



"SASKATCHEWAN" III

- Jul. 1886 Built by Crossen as Sleeping Car "Australia"*
- Nov. 1913 Converted to Official Car and renamed "St Andrews"*
- Jan. 1928 Renamed "Saskatchewan"*
- May 1930 Renamed "Champlain"*
- Jan. 1934 Numbered 4*
- Dec. 1959 Retired and scrapped*

Photo by Omer Lavallee July 1947.

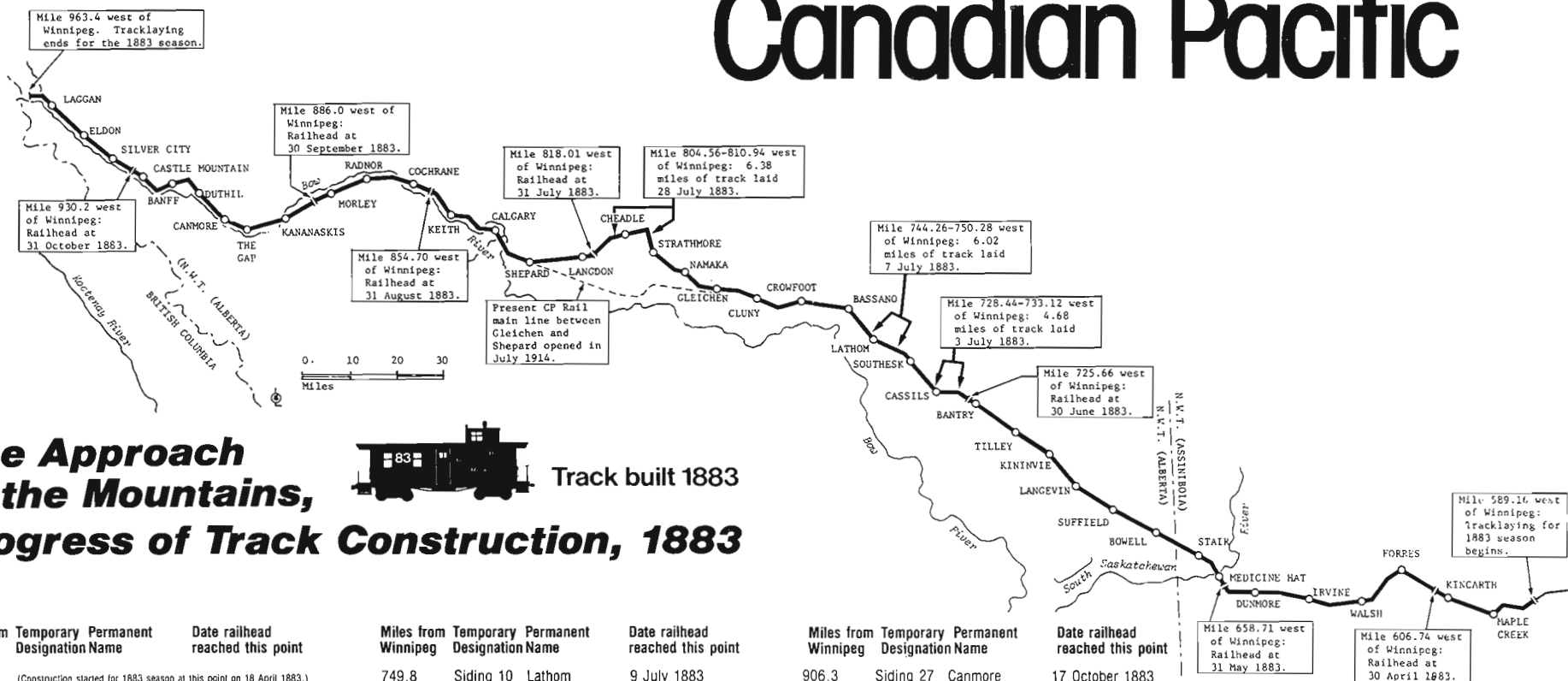


"SASKATCHEWAN" IV

- Apr. 1930 Built by C.P.R. as Official Car "Saskatchewan"*
- 1962 Numbered 12*
- 1983 Still on Cp Rail Roster*

Canadian Pacific Photo 204969.

Canadian Pacific



The Approach to the Mountains, Progress of Track Construction, 1883



Miles from Winnipeg	Temporary Designation	Permanent Name	Date railhead reached this point
589.2		(Construction started for 1883 season at this point on 18 April 1883.)	
596.5	Siding 9	Maple Creek	25 April 1883
605.6	Siding 10	Kincarth (a)	5 May 1883
615.2	Siding 11	Forres*	10 May 1883
627.7	Siding 12	Walsh	15 May 1883
638.1	Siding 13	Irvine	21 May 1883
650.9	Siding 14	Dunmore	28 May 1883
660.1		Medicine Hat	8 June 1883
668.0	Siding 1	Stair*	12 June 1883
675.0	Siding 2	Bowell	14 June 1883
686.5	Siding 3	Suffield	19 June 1883
695.1	Siding 4	Langevin (b)	21 June 1883
704.0	Siding 5	Kininvie	25 June 1883
713.2	Siding 6	Tilley	27 June 1883
723.0	Siding 7	Bantry*	2 July 1883
733.0	Siding 8	Cassils	4 July 1883
740.6	Siding 9	Southesk	6 July 1883

Miles from Winnipeg	Temporary Designation	Permanent Name	Date railhead reached this point
749.8	Siding 10	Lathom	9 July 1883
757.4	Siding 11	Bassano	11 July 1883
765.9	Siding 12	Crowfoot	14 July 1883
776.5	Siding 13	Cluny	17 July 1883
784.9	Siding 14	Gleichen	20 July 1883
793.7	Siding 15	Namaka*	25 July 1883
801.0	Siding 16	Strathmore*	27 July 1883
809.3	Siding 17	Cheadle*	30 July 1883
819.3	Siding 18	Langdon	2 August 1883
829.7	Siding 19	Shepard	6 August 1883
838.9		Calgary	15 August 1883
848.3	Siding 21	Keith	30 August 1883
861.7	Siding 22	Cochrane	11 September 1883
872.0	Siding 23	Radnor	18 September 1883
880.6	Siding 24	Morley*	24 September 1883
893.1	Siding 25	Kananaskis	8 October 1883
900.9	Siding 26	The Gap (c)	13 October 1883

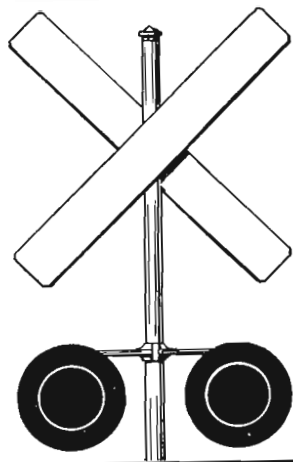
Miles from Winnipeg	Temporary Designation	Permanent Name	Date railhead reached this point
906.3	Siding 27	Canmore	17 October 1883
913.8	Siding 28	Duthil*	23 October 1883
919.2	Siding 29	Banff	27 October 1883
926.9	Siding 30	Castle Mountain*	1 November 1883
937.6	Siding 31	Silver City (d)	7 November 1883
945.3	Siding 32	Eldon	12 November 1883
955.2	Siding 33	Laggan (e)	19 November 1883
959.5		(Construction ended for 1883 season at this point on 30 November 1883.)	
960.6		(Summit of Kicking Horse Pass and boundary between North West Territories and British Columbia)	

Notes: *Indicates station no longer shown on working timetables.

- (a) Now Kincorth, Sask.
- (b) Now Alderson, Alta.
- (c) Now Gap, Alta.
- (d) Now Castle Mountain, Alta.
- (e) Now Lake Louise, Alta.

As a result of subsequent resurveys, siding and line relocation, the mileages given as between adjacent locations may not correspond with distances in current timetables.

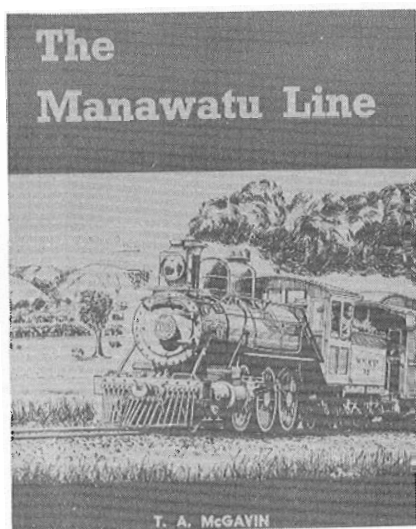
Source: Canadian Pacific Corporate Archives, RG-1 (M-92)



Book Review

THREE NEW BOOKS.

By Sandy Worthen.



The Manawatu Line

A Commemoration of the Wellington and Manawatu Railway Company.

By T.A. McGavin **First published October 1958.**
Second edition August 1982.

New Zealand Railway and Locomotive Society Inc.
P.O. Box 5134, Wellington, New Zealand.

Price: NZ \$6.00

Please add 10% for overseas postage.

Over the past two decades and before, the New Zealand Railway and Locomotive Society has established an enviable reputation for first quality publications, both hard-cover and soft-cover. Many of these books have been produced and some have been written by the Editor of the Society's "New Zealand Railway Observer", Mr. Tom A. McGavin. Most of Mr. McGavin's pieces have the true authenticity of first-hand experience; this is as it should be, for Tom is a former railwayman.

The Editor and the Society did not disappoint their adherents in 1982; two new publications were forthcoming. Well, the first soft-cover book wasn't exactly new. It was a second edition — and pudate —

to the "Manawatu Line", originally published in 1958 on the occasion of the Fiftieth Anniversary of the amalgamation of this railway company with the New Zealand Railways' system.

Mr. McGavin's book was and is intended to recall the work of the men who built the 1 067 mm-gauge Wellington and Manawatu Railway and operated it successfully for 22 years, from 1886 to 1908. This book is the successful realization of Mr. McGavin's intention.

In addition to the interesting narrative, there are pages and pages devoted to side-elevations and illustrations of the railway's motive power, including (surprise!) steam locomotives built in 1889, 1896 and 1904 by the Baldwin Locomotive Works, Eddystone, Pa., USA.

The W&M Ry., projected originally in the late 1870s, was intended to link Wellington with Longburn, 83 miles 14 chains north through the up-and-down wilderness of forest and flax-covered swamp on the west side of New Zealand's North Island. It wasn't an easy task, but, as the book tells, it was done. For most of the 22-year existence of the railway, the Baldwin 2-6-2s (four), 2-8-2 (one), 2-8-0s (four), 2-8-2s (two), 2-8-4T (one) and 4-6-0s (two) — and sundry other steam locos from Manning Wardle and Company, Leeds, England and Nasmyth Wilson and Company Limited, Manchester, England, ran mostly "to time" over the undulating, curvy line. The 1 062 mm- gauge passenger cars had a strangely familiar look to the visiting North American, resembling, not unnaturally, passenger cars on any one of the State of Colorado's several narrow-gauge railroads.

The Wellington and Manawatu Railway also passed through that town invariably associated with New Zealand's early railways: Paekakariki, today an important town on North Island's west coast.

While the W&M Ry.'s best running time from Wellington to Longburn was 210 minutes, today the 80.7 miles is covered usually in 109 minutes. Mr. McGavin's story recounts the events associated with the development of this accelerated service.

Preserved NZR Locomotives and Railcars

By Neill J. Cooper

First edition: 1982

The New Zealand Railway and Locomotive Society
Inc.

P.O. Box 5134, Wellington, New Zealand.

Price: NZ \$16.00

Please add 10% for overseas postage.

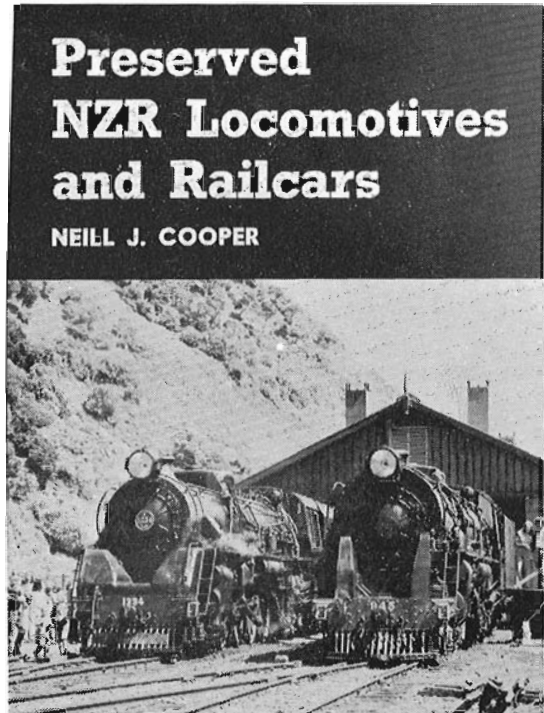
Much has been written in the United Kingdom and United States' railway enthusiast publications in recent years about New Zealand's "Kingston Flyer". This steam-powered vintage passenger train, in operation since December 1971, has been and is the envy of steam-locomotive operating organizations world-wide. The inauguration of the "Flyer" service in 1971 sparked widespread interest in the locomotives and railcars preserved in New Zealand and it is this subject that Neill Cooper's hard-cover book "Preserved NZR Locomotives and Railcars" addresses.

Why railcars, too? Because diesel railcars were used in many important services on the NZR, just as the Budd Rail Diesel Cars were in the United States and Canada. Students of New Zealand Railways remember the diesel railcars supplied by the Vulcan Foundry Limited (England) in 1940-41, which were placed in service in 1940-42.

All of the preserved steam electric and diesel locomotives and diesel railcars selected for preservation by various railway enthusiast societies and museums have been chosen for their historical significance and, frequently, their concurrent association with enthusiast societies as the motive power for sponsored excursions.

The photographs selected by Mr. Cooper for presentation are by Messrs. Cole, Mayer, McClare and Turner, amongst others, and are of uniformly excellent quality. It is quite remarkable how this degree of quality can be obtained in a publication of this modest dimension (24.5 x 18 cm).

Mr. Cooper's book presents a comprehensive description in text and pictures of all of the former NZR locomotives and railcars presently preserved in New Zealand. For each exhibit or group of exhibits, a



concise history is offered, explaining the service(s) that each provided during the time that "it" was in service. (One might say "she", as for steam engines, but the sex of electric and diesel locomotives and diesel railcars has never been promulgated.)

There are more than 80 black-and-white illustrations of excellent quality, primarily chosen to show each exhibit during its working life, although some pictures have been selected to show the items in their preserved state.

The uninformed reader will be astonished to learn of the number of exhibits preserved, their ages and their various locations on North and South Island. It is quite astonishing — and certainly reassuring — that so many locomotives and railcars of such a variety have been saved from scrapping and, in some cases, restored to operation.

World of Steam

By Collin Garratt

First edition: 1981

Working Steam Locomotives of the World.

Octopus Books Limited

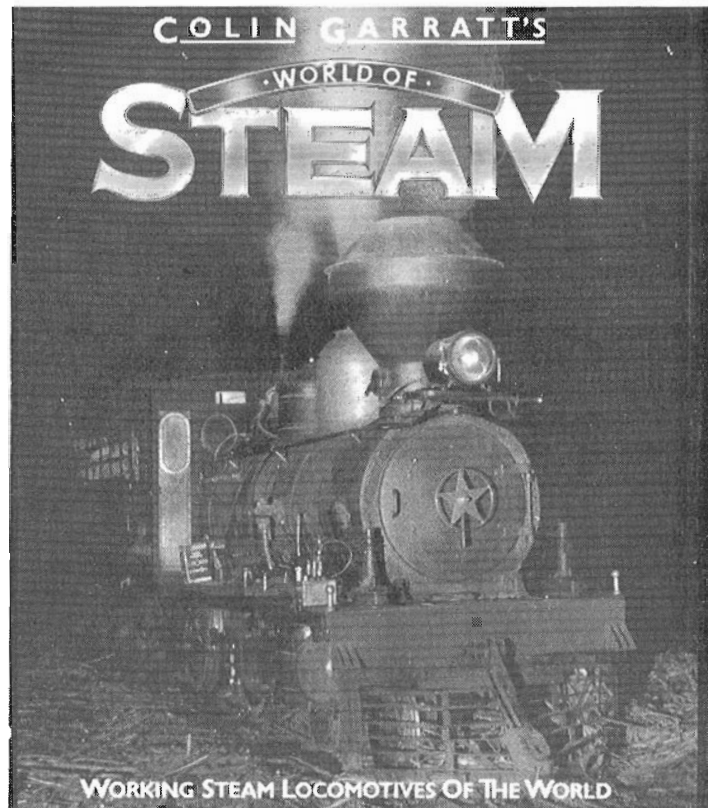
Doubleday Canada Limited

105 Bond Street, Toronto, Canada M5B 1Y3.

(416) 977-7891/977-4677

Price: \$16.95

These days you have to be on the alert constantly to intercept those magnificent publications of Octopus Books Limited (Hong Kong) as they come sailing through the intricacies of Canada Post Inc. The latest in the seemingly never-ending stream is a coffee-table creation titled "World of Steam", subtitled "Working Steam Locomotives of the



World", authored and assembled by Colin Garratt (the obvious pun is refused!), who says: "To me, the steam locomotive — like the female form — is irresistibly photogenic".

So what else is new?

The information on the fold of the book's dust-jacket explains further that Mr. Garratt is a perfectionist, sometimes taking as long as three weeks to photograph one subject. One of the number of conclusions possible from this statistic — perhaps the most important one — is that it may have taken Mr. Garratt the better part of nine years to take the more than 150 coloured pictures included in the book. A note on the title page says that the camera used was a Practica and the film was AGFA.

Indeed, it is a little difficult to digest all of the visual material in this volume. While the dark blue printing of the text on light blue background is very decorative, it is excessively hard to read. The photographs are truly astonishing: the AGFA film seems to favour red-orange-yellow lithography and so it enhances spectacular shots of coruscations of sparks from the chimneys of wood-burners (Paraguay) and scintillations of "feux d'artifice" from coal-burners in the interiors and exteriors of steel mills (India). The colouration of veldt and pampas suggest the season; the general outlines of the steam engines there observed only hint at their real age and true state of preservation.

The picture titles are extensive and poetic, reflecting the eccentricity of the photographs. For example:

"The great Victorian engineer Isambard

Kingdom Brunel stated that '... if you are going on a very short journey, you need not take your dinner with you or corn for your horse...' an adage which fits these two Fireless locomotives perfectly. The concept of a steam engine without a fire is incongruous to most people, but the Fireless is ideal for shunting in works or factories which have a ready supply of steam..."

(Ludlow Jute Mill, Calcutta, India.)

The usual rules about the use of text out of context may be applied.

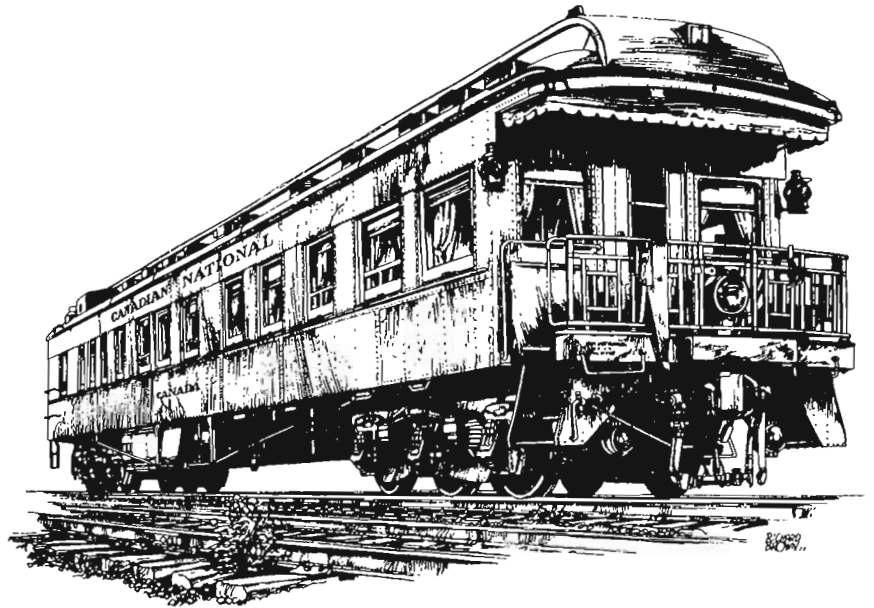
But it is all, all, very entrancing — well, nearly all, that is — the last several pages on the scrapping of steam locomotives being somewhat excessive, in this (biased) reviewer's opinion. No matter how prettily presented, there is still a faintly necrophilic aroma; no amount of prose, purple or otherwise, can justify the inclusion of various disjointed parts of a steam locomotive, and there's seldom any cacaphony in the breakers' yards other than the hiss of the cutting torch.

Whether or not you agree or disagree with Mr. Garratt's opinions, or whether or not you use or don't use AGFA or FUJI or KODACHROME/ KODACOLOR, "World of Steam" is a desirable book to have just to be able to inspect the remarkable pictures from time to time and to be reassured that, somewhere in this wide and wicked world, fires in fireboxes are boiling water in boilers to power the cylinders of a reciprocating steam locomotive.

You may also wish to read the text from time to time to determine where the steamers were in the period prior to the publication of Mr. Garratt's book.

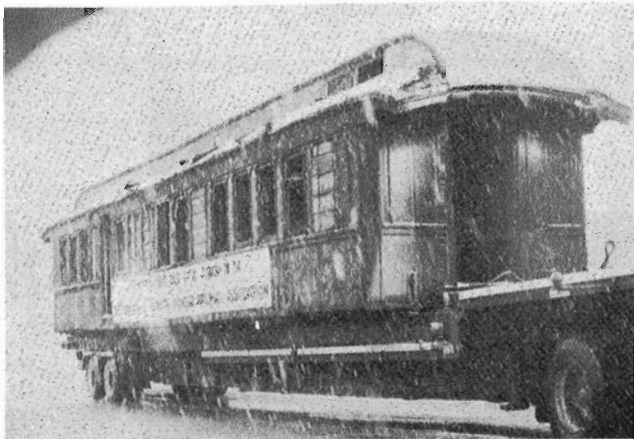
At the price, who cares about the "cons"?

The business car



ONE CANADIAN SILVER DOLLAR PAID TO Home Oil Co. Ltd. by Alberta Pioneer Railway Association has saved the life of historic CPR coach no. 52, 100 years old last survivor of the original rolling stock built for CPR.

Ironically the once elegant car was salvaged by sheer luck in timing from being splintered out of the path of a new highway being built near Blairmore for a provincial government that professes extreme concern for the preservation of historic artifacts.



One of two "first class" day coaches built by Harlan & Hollingsworth in Wilmington (before Canadian content was invented), no. 52 cost US \$5,500. It had mahogany doors and interior finish in mahogany, cherry and oak, with seven coats of varnish inside and out.

Bought by the Alberta government in 1913, no. 52 was rebuilt as a mine rescue and training car and worked in the Crowsnest Pass until 1935 or 1938 when it was sold to West Canadian Collieries and placed off its tracks on a cement base at the Greenhill mine tipple. Its interior was rebuilt for use as an assay office until 1958 when the mine closed, but the car was left on the site. It was retained by Scurry-Rainbow Oil Ltd, which bought the mine property, and by Home Oil after it bought Scurry.

Home oil acted promptly when APRA learned the car was in the path of the new highway. APRA members collected a salvage crew with active assistance from Alberta Culture and Transportation executive staff, City of Calgary officials and CP Rail. Heritage Park directors and general manager Rick Smith agreed to provide a temporary site pending restoration.

At a ceremony in Heritage Park, Calgary Mayor Ralph Klein presented the silver dollar on behalf of APRA to Ron Watkins, Home Oil's vice president of government and industry relations, who gave the mayor a bill of sale for the car. Money is being raised for restoration and negotiations are under way for a permanent site.

S. Oil Week

A RECENTLY COMPLETED FOUR-YEAR research project, aimed at reducing the amount of settling on the rail line to Churchill, in northern Manitoba, has shown some positive results.

Although further analysis is required before longterm conclusions can be drawn, the research

has indicated that track settlement and maintenance can be reduced when heat pipe technology is used to maintain the rail subgrade in a frozen condition year-round.

The project, conducted by a consulting firm in Edmonton, and funded by the federal government under the Prairie Branchline Rehabilitation Program, tested the use of heat pipes to lower the temperature of the subgrade in areas where track crosses from peat bogs to islands of permafrost. The pipes work by drawing heat from the ground and keeping the permafrost in a continuously frozen state.

The areas, on 492.4 kilometres between Wabowden and McClintock, in northern Manitoba, present CN Rail with annual track settling problems, referred to as sinkholes. These require extraordinary maintenance and seriously affect train movements on the line to Churchill. The consulting firm chose to monitor five sinkhole locations north of Gillam, out of about 245 locations in the 820.7 - kilometre rail line from The Pas to Churchill. The tests have shown that track settlement and maintenance were reduced at sites that had previously been very troublesome.

The cost of work on remaining sinkhole locations is conservatively estimated at \$15 million. This is in excess of the high cost of regular track rehabilitation work required to upgrade and maintain the rail line.

"Significant changes in the terrain conditions, soil type and climate occur on the Hudson Bay Railway south of Gillam," the report explains, and "further field work and an additional instrumented test section would probably be required to evolve an effective design for sinkholes in this region."

The report also states that "any further application of heat pipe technology to overcome thaw settlement problems will require additional planning and design."

S. Keeping Track

BRITISH COLUMBIA'S ROYAL HUDSON IS FOR lease! Three companies have presented bids to that Province's Tourism Department to lease the locomotive, which has almost become a trademark of the city of Vancouver and the west coast in general. Tourism Minister Claude Richmond has stated that "The Royal Hudson is not for sale and never will be for sale. Proposals have come forward from three companies to enter into an operating agreement with the government and to share the profits. If a company can broaden the Royal Hudson's base of operations and save money for the taxpayers, we will take a look at it."

S. The Marker

THE FEDERAL GOVERNMENT PLANS TO SPEND \$3.7 billion over four years to improve and expand Canada's western rail system.

At a news conference here Feb. 1, Transport Minister Jean-Luc Pepin said the program will result in \$16.5 billion in direct railway investment during the next decade. The initiatives will provide about 375,000 person-years of employment nationally.

The federal government plans to introduce legislation early in the next session of Parliament to replace the 86-year-old Crow Rate with a new grain transportation regime.

In the interim, to ensure that this transportation initiative brings jobs and investment as soon as possible, the federal government will make payments of \$313 million to the railways, so that additional railway construction and investment can be undertaken this spring.

The minister of finance announced that special additional capital cost allowances for new investments in track and other railway assets will be extended for five years, to the end of 1987. This will provide an important tax benefit to encourage investment, Mr. Pepin said.

Commitments

CP Rail and CN Rail have made commitments to invest \$806.6 million in 1983.

The government said its initiatives are designed to remove a long standing barrier to economic growth and diversification in Western Canada, and will help generate much needed jobs and spin-off activity to stimulate economic recovery and development throughout this decade.

These investments will alleviate capacity constraints and bottlenecks which would have clogged Canada's western rail network by 1985, Mr. Pepin said.

The added capacity will ensure that more Canadian grain, coal, potash, forest products and other goods can be moved to export markets when world demand strengthens.

The government's investment will strengthen and diversify the Canadian industrial economy, he said. The revised freight rate structure will remove disincentives to livestock and specialty crop production and food processing in Western Canada. Complementary initiatives will enhance feed grain production in Eastern Canada.

To ensure Canadians realize maximum economic benefits from these transportation incentives, the government also announced incentive and assistance measures totalling \$250 million over five years to promote industrial and agricultural development.

Of the \$250 million, \$75 million will be provided to increase the supply capability of western

manufacturing and service sectors and to expand the western food and agricultural processing base.

Agricultural assistance of \$175 million, aimed at capitalizing on new economic opportunities, will increase agricultural production and provide the necessary research and marketing infrastructure in Western and Eastern Canada.

The federal announcement came after years of debate on the need to reform the western transportation system and to change the Crow Rate. The rate was fixed in 1897, leaving the railways and the government to carry the burden of subsequent losses, Mr. Pepin said.

New Policy

The new policy will mean the rates western farmers pay for shipping grain will be brought more in line with actual costs. Grain freight rates will increase to slightly less than double the current fixed level by 1985-86, and farmers and the government will share cost increases under a new formula.

S. CP Rail News

CN HAS APPLIED TO THE CTC FOR PERMISSION to abandon its Middleton subdivision, which runs from Bridgewater to Middleton and Bridgetown. The railway has been experiencing annual losses averaging more than \$300,000 on the line. If the CTC determines that the line should be retained in the public interest then CN becomes eligible for a subsidy.

Rail traffic on the 67 mile line has declined from 309 carloads in 1977 to 111 carloads in 1981. Present service is provided by a turnaround freight from Bridgewater as required and averages about one trip a week.

The line was opened in 1905, providing the first rail link to the South Shore. It carried both passenger and freight traffic and was widely used by travellers from New England to the South Shore who came to Nova Scotia by ferry to Yarmouth, to the Valey and then across the mainland to coastal communities.

CN notes in its arguments that alternative service to Middleton and Bridgetown could be provided by the DAR, which interchanges with CN, and its own Intermodal Trucking service, as well as other trucking firms in the area.

The Caledonia subdivision which branches off at New Germany is not included in the application but would be eliminated with the abandonment of the cross-country line. An application to abandon that line was filed in 1972, and the CTC recognized it was uneconomic but ordered the line maintained and it has been under regular review.

S. SRS News

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 FREDERICK CARTER, THE CN MARINE vessel which maintains the link between North Sydney, N.S. and Port aux Basques, Nfld., is the largest railcar ferry in the world.

This information, which Lloyd's Register of Shipping passed on to publishers of The Guinness Book of Records, will appear in The Guinness Book of Facts and Feats of Ships and Shipping. The new book, to be published this year, will contain a color photograph of the Frederick Carter.

This ice-breaking ferry of 34,606 cubic metres is 148 metres long and 21 metres wide. She was constructed by Davie Shipbuilding Ltd., of Lauzon, Que. and entered service in 1969.



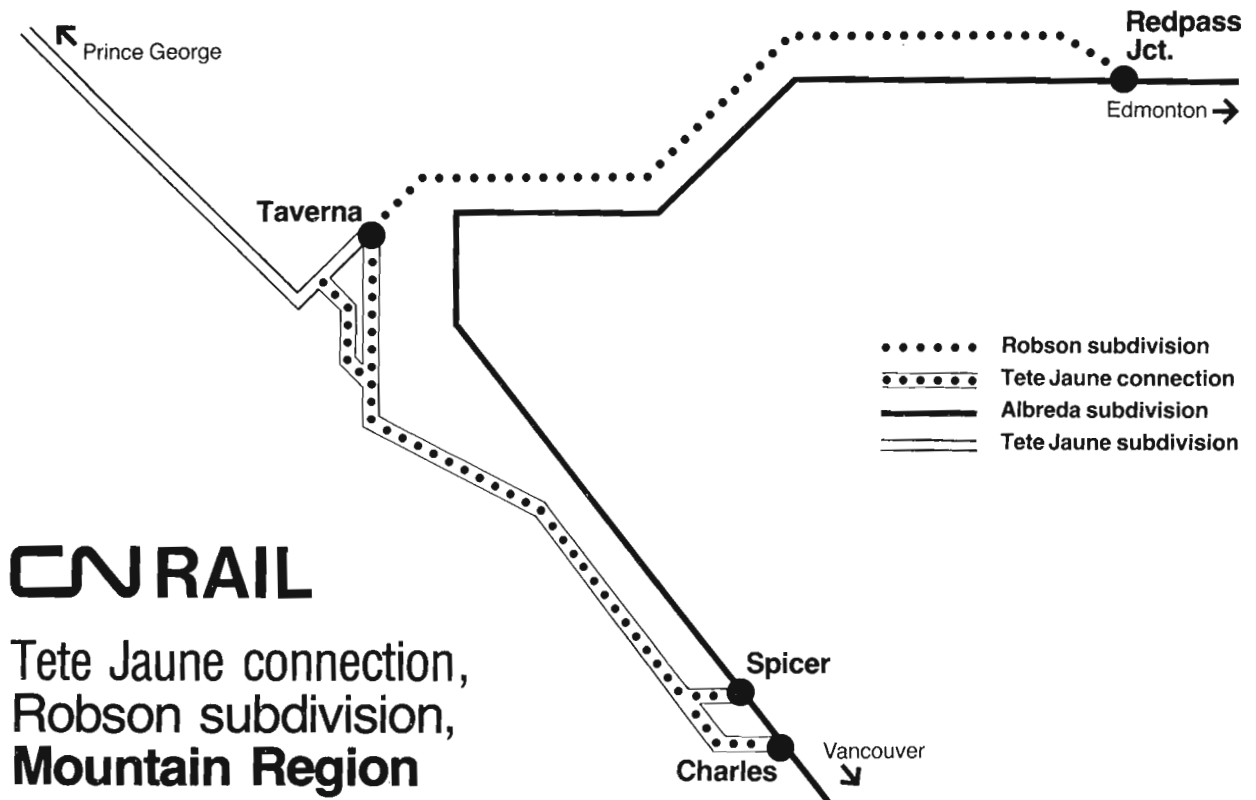
CN PHOTO

Her lower deck is capable of accommodating 39 loaded railway freight cars on five lines of track, and the upper deck aft has space for 12 transport-trailer trucks.

The ferry bears the name of Sir Frederick Carter, Newfoundland's first prime minister. He held this position between 1865 and 1870, and again from 1874 to 1878.

In 1880, Sir Frederick Carter became chief judge of the Supreme Court of Newfoundland, which joined Confederation in 1949.

S. Keeping Track



CN RAIL

Tete Jaune connection, Robson subdivision, Mountain Region

COMPLETION OF THE \$28-MILLION TETE JAUNE connection, in eastern British Columbia, has given birth to a new subdivision in CN Rail's Mountain Region.

The Tete Jaune connection, placed into operation in July, 1982, is a 15.2-kilometre rail link between CN Rail's B.C. North and South lines. This results in 46.6 kilometres of double track west of Redpass Junction.

The connection has become part of the new Robson subdivision, which stretches 47.9 kilometres to link Redpass Junction with the new station of Charles, on the Albreda subdivision. This station was named for Major J.L. Charles, a long-time chief engineer in CN's former Western Region, and marks the location of the west leg of the wye connecting the Robson subdivision with the Albreda subdivision.

Symbolic spike driver

Last October, Major Charles participated in a symbolic spike-driving ceremony officially marking the designation of the new station.

The east leg of the connection has been named Spicer, for Jack Spicer, a former CN corporate and Mountain Region vice-president.

The Robson subdivision also includes the 32.5 kilometres of track, from Redpass Junction to Taverna, that was previously part of the Tete Jaune subdivision. Taverna is another new station, named for Joe Taverna, a former master mechanic on CN's old Kamloops division.

Construction of the Tete Jaune connection lasted three years. It was part of the plant expansion program under the direction of Lloyd Hostland, engineer, plant expansion, Edmonton, Evan Scales,

construction manager, and Ed Stewart, project officer, both of Kamloops.

Expropriation not required

Mr. Hostland noted that the preparatory work and necessary approvals required before construction could begin took just as long as the actual building of the line. All the land needed for the right-of-way was acquired without having to resort to expropriation, he said, explaining that this meant convincing local property owners of the need to locate the line on their properties. It also involved delicate negotiations on the part of Warren Brown, who was senior real estate representative in Edmonton at the time.

While the parallel B.C. North and South lines are close to each other for almost 32.2 kilometres west of Redpass Junction, a 91.4-metre difference in elevation had to be overcome. This accounts for the length of the connection.

Three grade separations were constructed to carry the new trackage over the Yellowhead highway.

The clearing, grading and structures work was carried out by private contractors, but CN Rail forces were responsible for the location work, organization of public meetings, gaining environmental approvals, surveys and administering the contracts during construction.

CN Rail maintenance-of-way forces constructed the track structure and engineering signals personnel are working to install a new signal system on the Robson subdivision. This system is to be completed in the spring.

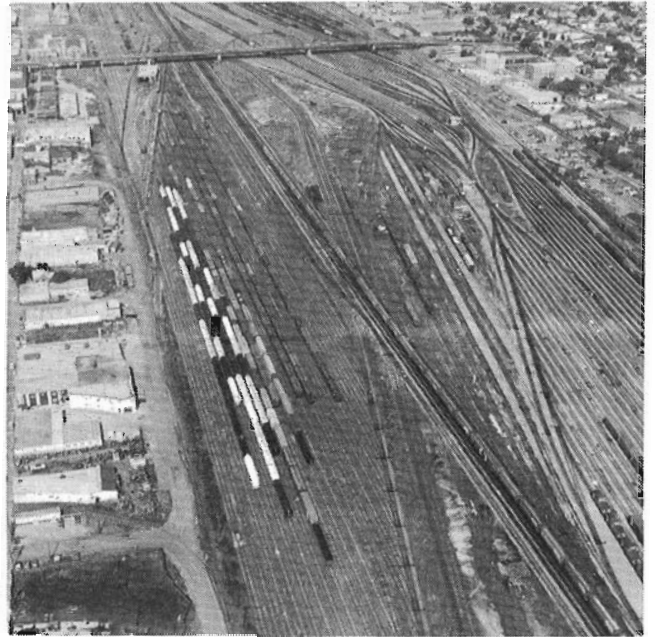
S. Keeping Track

A HUNDRED YEARS AGO WINNIPEG PRACTICALLY sold its soul to lure the Canadian Pacific Railway to pass through this city rather than through the town of Selkirk, 50 kilometres to the north. But the relationship between Winnipeg and the CPR lately has become more and more like a marriage whose best days are past. And today's generation of politicians seems to be working as hard to get the railway out of the city as their forebears did to get it in.

The most recent event in the growing estrangement was an announcement by Manitoba's Minister of Urban Affairs, Eugene Kostyra, that the provincial Government plans to bring in legislation that would end tax concessions CPR property enjoys in Winnipeg. Under the current agreement, signed in 1965, the railway pays 70 per cent of the tax bill it might otherwise be paying. Under the agreement's structure of graduated increases, it would not pay 100 per cent (estimated now at about \$1.7-million) until the year 2005. That the railway pays any taxes is counter to the deal struck by Winnipeg's city fathers in 1880. Then, as well as providing a bridge over the Red River, land for a station and \$200,000 in cash, the city offered complete tax exemptions on railway property "in perpetuity."

The railway subsequently made Winnipeg the commercial and transportation capital of Western Canada. But times change. Over the past few years both the city of Winnipeg and the provincial Government have made it clear they would like the railway — at least its massive marshalling yards that cut through central Winnipeg like a giant desert — gone. The CPR yards and right of way take up the equivalent of 40 city blocks and include 75 miles of railway track.

Internally they have caused no end of logistic and transportation problems. For as long as Winnipeg has existed, the yards have been a formidable barrier isolating Winnipeg's north end from the south. Two long bridges and two underpasses connect north and south Winnipeg over and under the tracks. But they are not enough. A few years ago the city almost built a third overpass in response to agitation from residents of the northwest corner of Winnipeg for better connections with downtown. But the plan caused so much commotion from downtown residents whose neighborhoods would have been



disrupted by the construction that the city backed down. It was at this point that many city officials were converted to a belief in rail relocation.

But relocation of the yards was estimated to cost between \$180- and \$200-million. The CPR said flatly that it alone would not pay for this. Through scrambling at three levels of government went on for a couple of years, no agreement for payment from the public purse emerged either. Now the city faces the reconstruction of one of the major existing bridges over the tracks — on Salter Street — at a cost of \$36.3-million.

Every once in a while something happens that once again ignites relocation talks. In December, when a runaway locomotive caused an accident, an explosion, and a fire in the yards, pressure to move the tracks again increased. This time it was Manitoba's Minister of Highways and Transportation, Sam Uskiw, who asked Canadian Transport Commission hearings into the accident to consider railway safety within the city of Winnipeg using the "broadest possible terms of reference." He meant that the best guarantee against an accident in the centre of the city was to remove the railyards. S. Globe and Mail



MONTREALER RIDERSHIP DOWN: AMTRAK officials say ridership on the Montrealer has dropped nearly 16 percent in the past year and are concerned about the train's ability to compete with the cut-rate airline fares now available in Burlington (VT.). In November ridership dropped 30 percent at the Essex Junction station which is the closest to Burlington. PEOPLExpress, a no-frills airline, began service between Burlington and Newark on Nov. 15, offering four flights a day at a price of \$19 and \$29. The cost of a one-way ticket between Essex Jct. and New York aboard the Montrealer is \$55. The air flight takes less than an hour, while the Montrealer takes nine hours and runs at night. Other stations near Burlington have noticed

a drop in riders also. The arrival of PEOPLExpress prompted USAir to cut its rates considerably, dropping them below the price of the Amtrak ticket, too.

S. Nashua Telegraph Via The 470

AS A RESULT OF UNION NEGOTIATIONS recently concluded in the United States, the cabooses could become extinct. The railroad operators contended the caboose was an anachronism in these days of hot box detectors and centralized traffic control, and that the tail end crew should ride up front. On several U.S. railroads phasing out of the caboose is now starting. S. FLAGSTOP, Calgary and Southwestern Division

PRELIMINARY WORK ON THE \$600 MILLION Rogers Pass tunnel project has been completed.

Other main line improvements projects at Greeley, Redgrave and Glenogle on the Calgary-Vancouver corridor were also completed last summer while work will resume this spring at Twin Butte and Sicamous Narrows.

About \$22 million worth of contracts for the preparatory work at Rogers Pass were awarded early in July. The work provided about 125 jobs during the five months that followed.

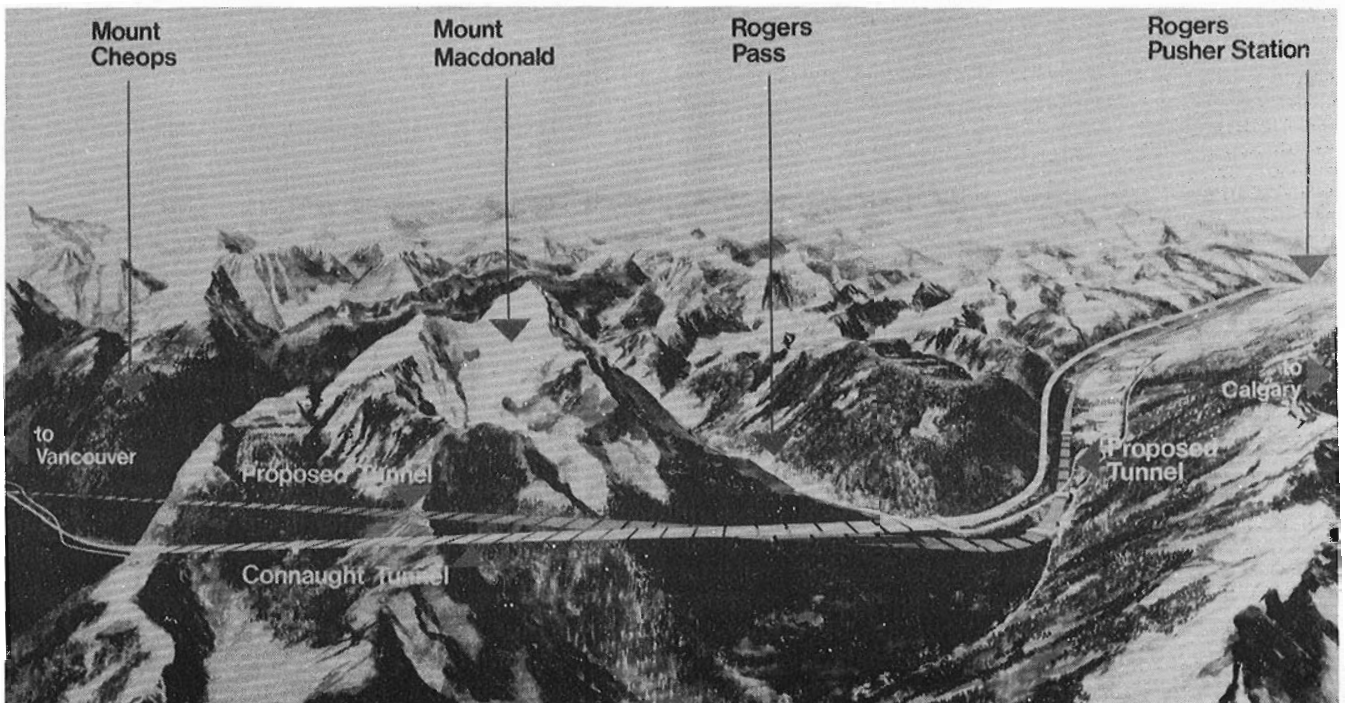
To date, overburden at the east portal of the nine-mile (14.4-kilometre) tunnel, one of two tunnels to be built, has been excavated up to the rock face of Mount Macdonald so that actual tunnel work can begin.

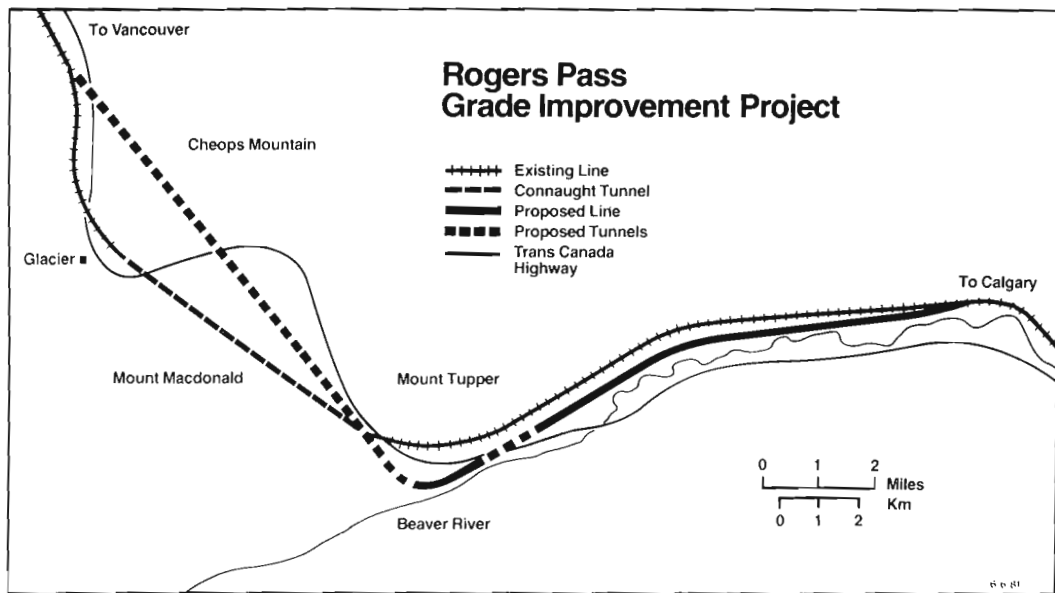
Concrete retaining walls have also been built here to retain the overburden.

At the west portal, a 1,100-foot (335-metre) reinforced concrete box has been built through which future west-bound freight trains will exit under the Trans-Canada Highway at Cheops Mountain. The highway was temporarily diverted to permit this construction.

Also completed was work on the 10-mile (16-kilometre) surface route between Rogers siding and the east portal. The work included building access roads and temporary bridges, as well as the clearing of a new right-of-way.

When the Rogers Pass project is finished, it will provide new trackage designed to eliminate the most





restrictive bottleneck on CP Rail's main line between Calgary and Vancouver.

With its reduced grades, the new section of line will allow the railway to operate more, and longer, west-bound freight trains carrying increased tonnages to the Pacific Coast.

At Sicamous, B.C., CP Rail freight trains are now rumbling over the Sicamous Narrows waterway, 44 miles (70 kilometres) west of Revelstoke, on a new double-tracked swing bridge.

SWING BRIDGE WORK

The 84-year-old manually-turned bridge it replaces is being dismantled as part of an \$11 million project which will include two miles (3.2 kilometres) of new main line, siding and storage track. Work began last year and is expected to be completed next spring.

Built higher over the water than the old structure, the new bridge doesn't have to be swung open as often to allow pleasure craft and barges by on the short waterway which connects Mara Lake with Shuswap Lake.

The bridge also operates a little differently. Rather than just pivoting open, the new span lifts and turns. An operator controls the bridge.

"This design makes for a more secure fit at the connections between the swing span and adjoining approach spans and will result in a longer life for the rail connections," said Tony Bowman, project supervisor with Special Projects, adding maintenance costs will be reduced as a result.

During construction, a "shoo-fly" or temporary diversion was built at the west end of the bridge so freight traffic was not interrupted. An average of 24 trains cross the waterway in both directions each day.

A 165-ton (150-metric-ton) capacity crane on a flat-bottomed barge was used to position the five 75-foot (23-metre) steel spans and two 157-foot (49-metre) swing-span girders of the new bridge.

LINE RE-OPENING

The Okanagan sub-division branch line between

Sicamous and Armstrong, which has been closed since Oct. 25 while construction was underway, will be re-opened soon.

Meanwhile, the \$8 million bridge construction and double-tracking work at Twin Butte, 13 miles (21 kilometres) east of Revelstoke, has halted for the winter.

A 290-foot (88-metre) steel bridge spanning Twin Butte Creek was built this summer and will be double-tracked and put into service early next spring. It will replace an aging existing structure which is unable to handle the increased tonnage forecasted for the Vancouver-Calgary main line.

'DAYLIGHTING'

A smaller bridge over Greeley Creek, seven miles (11.3 kilometres) west of Twin Butte, is also scheduled to be double-tracked this year.

The project will also include the laying of 8.5 miles (13.7 kilometres) of double-track between mileage 113.0 and 115.4 at Twin Butte and between mileage 117.4 and 112.1 at Greeley.

At Redgrave, 22 miles (35 kilometres) west of Golden, B.C., the improvements included diverting the main line to reduce the curvature of the track, adding 2,970 feet (900 metres) of new track, extending a siding to accommodate long trains and "daylighting" a tunnel.

The term "daylighting" refers to either the partial or total removal of an existing tunnel to permit trains to travel through open space at increased speeds. About 100 feet (30 metres) of the tunnel was removed here this summer.

The daylighting operation has increased train speed to a uniform 35 mph (55 km/hr) over a 12-mile (19-kilometre) distance. Previously trains had to reduce speed by 10 mph (15 km/hr) when entering the tunnel.

At Glenogle, seven miles (11 kilometres) east of Golden, a 24-foot (7.3-metre) bridge was built and the siding extended by 3,000 feet (915 metres) to also accommodate long trains which might meet there.

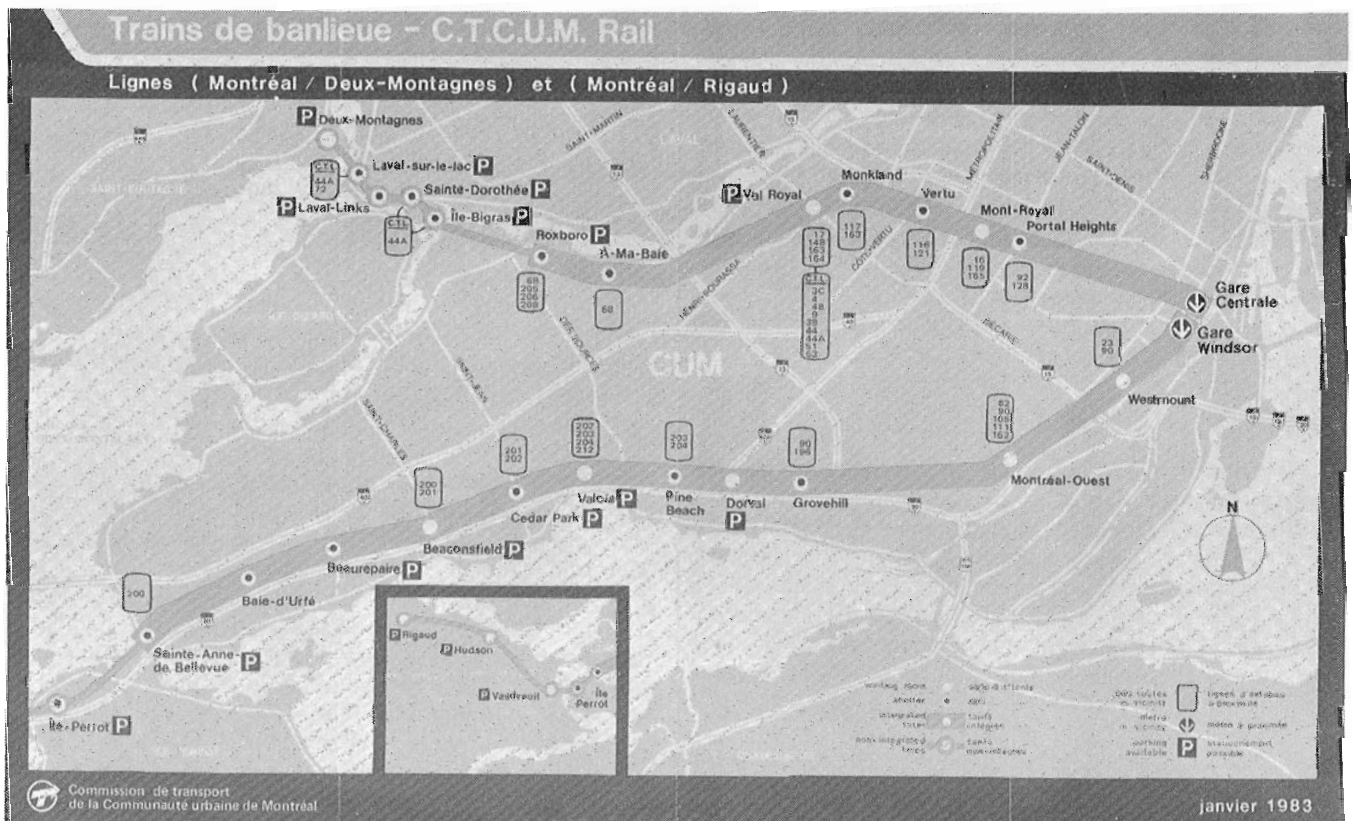
FURTHER TO OUR LEAD ARTICLE IN THE January-February issue of Canadian Rail, the Montreal Urban Community Transit Commission assumed responsibility for the operation of commuter service on CP Rail's Lakeshore line effective October 1, 1982. Billed as 'a new way of travelling by C. T. C. U. M.' fares were drastically reduced within the MUC territory but remain out of reach to those commuting from beyond the Island of Montreal. Example an adult monthly pass from St. Anne costs \$37.50 while the same from Ile Perrot (some three miles further) costs \$86.65. The same pass from Rigaud, western terminus of the line costs \$92.25. In addition the CUM territory fare permits bus and metro transfer while it is not included in passes purchased off the island. A substantial increase in parking has been observed at the St. Anne Station since introduction of the new fares.

Two diesel units Nos. 1303 and 1305 have appeared in the new blue, purple and white MUCTC colors. While the blue and white fit in with all other MUCTC color schemes on buses, metro cars, police cars, etc., no one seems to know just where the



purple came from. While colorful from a distance the locomotives look like they might have been manufactured by Lionel or American Flyer, at least that's how I see it.

Peter Murphy.



IF YOU NOTICE ANY NEWS ITEMS THAT MAY be of interest to our readers please clip them and mail along with a black and white crisp photo if available to The Business Car c/o Peter Murphy, 75 Sevigny Ave., Dorval, P.Q. H9S 3V8. Please indicate the source of the item so it may be correctly credited.

C.R.H.A. communications



NEWS FROM THE DIVISIONS PACIFIC COAST DIVISION:

At the annual meeting in March the following were elected to the executive for 1983-84

President	Ron Keillor
Vice President	Rick Shantler
Secretary	Doug Buffrum
Treasurer	Ross Thomas
Director	Norm Gidney

CALGARY AND SOUTHWESTERN DIVISION:

The April Meeting involved a trip to Cp Rail's Ogden Shops with Bert Haynes as guide. Members saw an assortment of locomotive types in various stages of major repair. The remains of Baldwin Switcher No. 7072 were there as well as F7B unit number 4445 ready to be painted after its conversion to a hump slave unit numbered 6800. As an additional treat No. 6800 was lifted by the overhead crane and transferred to the exit line.

GRAND RIVER DIVISION:

The division has acquired and is moving the CP Guelph Station to Cambridge. They have also purchased the observation car used for the 1939 Royal Tour. These items will form the nucleus of their new museum for which they also have a collection of over 1,000 artifacts and documents. The site of the museum overlooks the Grand River and the Lenr Tracks. Our thanks to Dave Tanner for this info.

CANADIAN RAILWAY MUSEUM SPRING '83 REPORT

MUSEUM REPORT — APRIL 1983.

Our Canadian Railway Museum at Delson-St. Constant, Quebec, is scheduled to open for the 1983 season on April 30th, and to open daily through Labour Day, and week-ends thereafter until the end of October. Managing - Director

Gilles Ayotte, Curator David Monaghan, and Secretary Pierrette Fyfe are busy with publicity, booking tours, interviewing staff; arranging signs; and generally fighting the April wet season to get everything ready for our first visitors.

An Employment and Immigration Canada grant, under the Canada Employment Program, has provided the funds for a publicity staff of three full time employees to promote the Canadian Railway Museum. Levis Jodoin, Renee Carpentier, and Johanne Dubois are working hard to contact schools, senior citizen groups, tourist bus tour organizers; and arranging improved highway signs; which has been one of our major problems in past years. Guides will be reporting for work late in the month to learn their jobs, get the picnic tables out of storage, put the handcars out of doors for the season, and get the winter's accumulation of everything except snow that accumulated during the winter off the exhibits, and make them presentable for the public. Dave Monaghan will have the exhibit on the ground floor of the Hay's Station ready. Vic Rizzonelli will have the store ready, with stocks of books, souvenirs, enigneman's caps, yes, even enginemans flare pots used in the days of steam engines all ready for sale.

Members, and visitors in general will be delighted with the wonderful improvement in the Model Railway, in the basement of the Hay's Station. Member Odilon Perrault, son Pierre, Bill Howell and others have invested, they figure, 365 hours of their time in re-landscaping the entire Railway, installing an oil refinery in the scenery, rock ballasting all of the track, even putting a rowboat in the lake. Odilon had the help of several young local citizens under "Programme Benado", sponsored by the South Shore communities surrounding the Museum to interest them in improving our community. These young people have taken a considerable interest in constructing the new scenery in the Model Railway, the results which you will see during your next visit to the Museum.

The "Every Saturday Volunteer Group" has been busy in cold weather and mild. Sydney & Louisburg Combine Car No. 4, built in Amherst, N.S. in 1894, has had the sag taken out of its mid section, the old canvas roofing removed, and all

of the rotted roof ribs and decking replaced. It now awaits a new canvas roof. The wood replica of the "Dorchester", Canada's first locomotive, has been placed on a raised wood track. MTC Street Car 1959 is receiving considerable attention to its ceiling, unpainted since its 1959 retirement. The preparation of stencils is under way to be applied to the freight car exhibit that was painted last year. So, come and see our Museum during 1983. You'll be very welcome.

THE BYTOWN RAILWAY SOCIETY

The society's popular book "A Trackside Guide to Canadian Railway Motive Power" has been revised and expanded. To the list of the locomotives of the larger railways has been added the units of shortlines and industrial railways.

This is probably the only comprehensive list of Canadian shortline and industrial locomotives ever published! The industrial listings are by province from West to East by location with an alphabetic cross-reference index of the companies owning the units. From Vancouver Island to St. Johns Newfoundland, it's all there.

The book has doubled in size but the price, postage paid is only \$2.95 more, at \$8.95. There's a full colour picture on the cover too.

To order your copy send cheque or money order to the Society at P.O. Box 141, Station A. Ottawa Ontario, K1N 8V1

GENERAL NEWS ABOUT THE DIVISIONS:

On April 25, 1983 a cross - Canada conference call was held among the Divisions and the national executive in Montreal. A brief outline of the activities of each division was part of the discussion and it was suggested that each provide a more detailed outline for submission to communications. So come on gang let us know about your activities and projects.

LETTERS FROM MEMBERS

By Foster, 3337 - 42 St N.W. apt 172, Calgary Alberta writes: "I enjoy receiving Canadian Rail and am looking forward to the new format. In the near future, I hope to visit the museum. From what I am told it is well worth a trip to Montreal.

SWITCH LIST

Item 83-8

The Fort Erie Historical Railroad Museum, P.O. Box 355, Fort Erie Ont. is looking for black and white negatives of CN 6218 (4-8-4) for use as fund raising projects such as calendars and photo packs. Negatives will be returned and the photographer will be acknowledged.

Item 83-9

Craig Ramsay, 402 Wardlaw Ave., Winnipeg Man. R3L 0L7. "Railway Books, in Canadian Prices. Please send for price list - let me know what you want."

Item 83-10

Gilles Paradis, 6665 - 44 Ave., Apt. 2, Rosemont, Montreal Que. H1T 2N9 would like to buy the complete 1963 set of "Canadian Rail."

Item 83-11

Peter D. Wellmott, Tasia Consulting Services P.O.Box 127, Station U. Toronto Ont. is still offering the special mentioned in March - April communications. For every photograph ordered by members, an extra print will be donated to the nearest Division. See the llast issue of Communications for details.



Canadian Rail

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