

# Canadian Rail



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# CANADIAN RAIL

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## FRONT COVER:

C.P.R. STEAM LOCOMOTIVE 2378  
hauling train No. 11, nine cars,  
near Cranbrook B.C. on September 17  
1951.

Photo: W.R. McGee.

## INSIDE FRONT COVER:

LOCAL EXTRA 3677 NORTH seen at  
High River Alberta on September 19  
1953.

Photo: W.R. McGee.

C.P.R. EXTRA 5242 South with 35  
cars of wheat travelling over  
Alberta's vast prairie land  
abounding with grain. Penhold  
Alberta, September 11 1951.

Photo: W.R. McGee.

# *“The New Railway”*

## **The Second Turkey Track**

### **By Patrick Webb**

The depression of the late 1880's struck the Galt family's Lethbridge based coal company almost as soon as it went into production necessitating new markets immediately if it were to survive. Simultaneously the economic downturn shattered investor confidence forcing Sir Alexander through two years of tenacious negotiations in order to underwrite the new railway to Helena, Montana. Patience, a temperamental outburst in London, and friends in Ottawa, enabled the first train to head south on

October 22, 1880. The reorganized Alberta Railway and Coal company constructed the Canadian portion, while the U.S. chartered Great Falls and Canada Railway built the Montana section terminating instead at Great Falls. But like earlier expectations, these too failed to materialize and the profits evaporated in red ink. Both segments were soon to be swallowed by expansion-minded corporate giants, the Alberta trackage in 1912, the Montana line in 1903. However despite the railway failures Sir



*The international station at Coutts seen from the U.S. side, with the Sweet Grass station board propped up on the platform. A narrow gauge engine takes on coal from a bucket loader, the water tank is in the immediate right foreground as evidenced by the ladder.*

*Photo courtesy of Galt Archives*

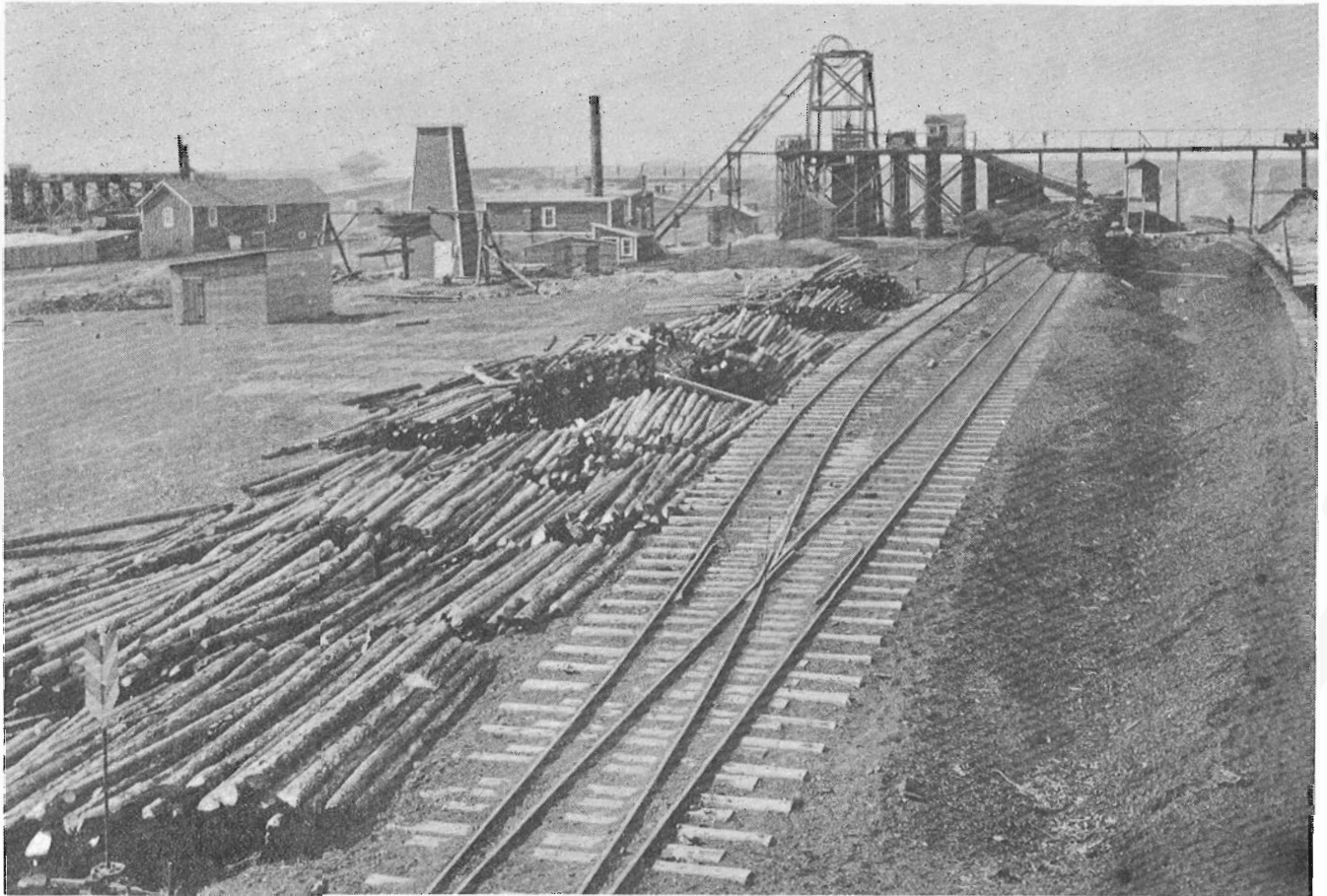
Alexander would be gratified to see his efforts 90 years later as the ghost of the little road today carries tonnage undreamed of then with coal once again promising a bright future. For a more complete corporate picture see Canadian Rail, June 1974, October 1974, July 1980 editions.

It is called the Coutts Turn by its crews and gets out of Lethbridge quietly each morning before the city has really come to life. Within minutes of departure it's cleared the city and rumbles south-eastward toward the distant Milk River ridge and a rendezvous with a Burlington Northern-Shelby-based-crew who with less distance to go haven't yet been called. The roadbed under the units could be any other branch line in western Canada-however, in September of 1980, it passed its 90th anniversary, the same birthday as the only surviving hogger who ran Baldwins over it when it was only three feet wide.

As unremarkable as the line appears, so are the communities it serves, many of which are named after

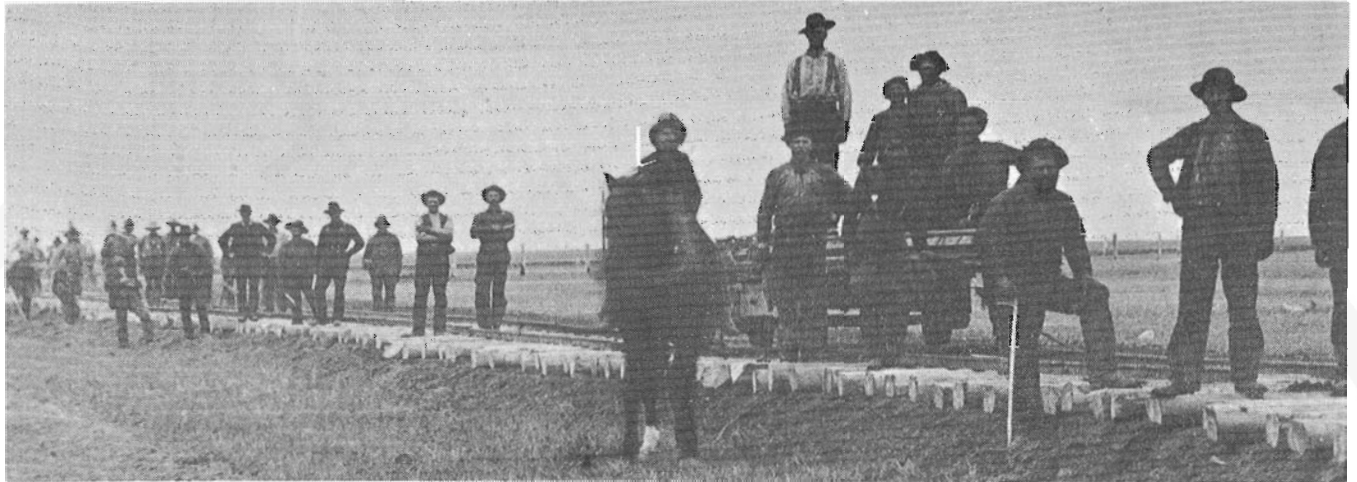
employees of the company that laid the track. The 66 miles on the Employees Timetable lists Stirling, Warner and Coutts on the Canadian side. Immediately across the border and reflecting some imagination at least is Sweetgrass, Sunburst, Shelby, (Fort) Conrad, and Great Falls, on the Missouri, 126.5 miles of track. This is the Burlington Northern's Montana. 4th Sub., in Alberta, CP Rail's Stirling and Coutts Subdivisions. On both roads G.P.9's do the grain gathering but here the branchline similarity ends because Action Red CP Rail three unit SD40 lashups daily drag an Irish stew of jumbo tankers, C.P., B.N., U.P., private owner, hundred-car consists to the rendezvous at Coutts. Cascade Green B.N. counters with up to five GP 30's which, on better roadbed, will storm southward with the exchange to Shelby.

This line is in fact the second Turkey Track, or Turkey Trail — it was called both — the wandering three footer that gave a second "outside connection" to the fledgling cities of Great Falls and Lethbridge. If



*Number 1 Shaft. These workings displaced the original horizontal shaft at the foot of the valley wall. The valley itself can be seen immediately beyond end of track. The new shaft was opened in anticipation of the Great Falls tonnage moving south, the new roundhouse being under construction at the left.*

*Photo courtesy of Glenbow Foundation*



*The ties - posts - were laid almost casually and the light rail spiked directly without tie plates. The crew shown here was tidying up roadbed southeast of Lethbridge in 1890. Note the undulating track which was described by a Shelby settler as "like being at sea."*

*Photo courtesy of Galt Archives*



*The Lethbridge roundhouse not yet finished, probably in 1890 about the time trains began running over the new tracks. The last three stalls at the right are still incomplete.*

*Photo courtesy of Galt Archives*

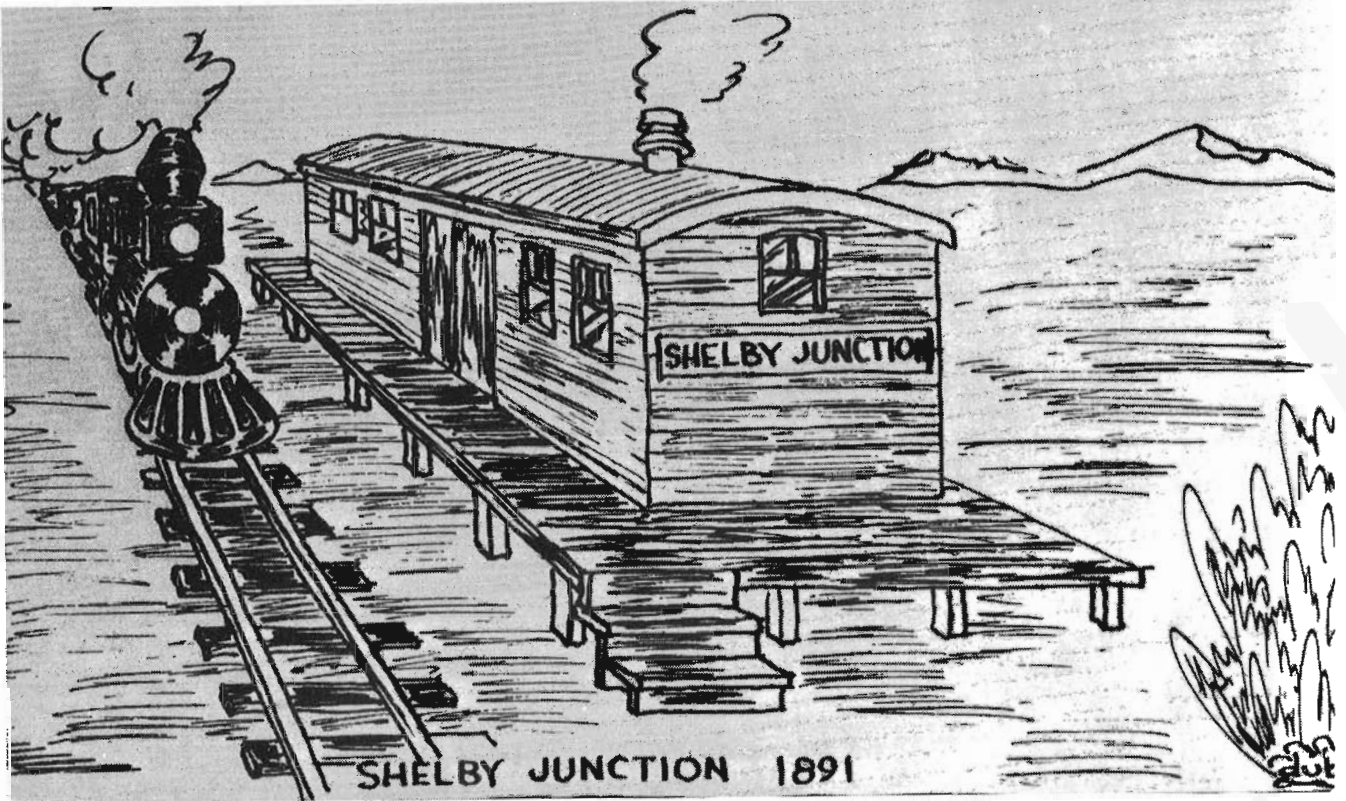
the birthdate passes unremarked today it didn't then. In October, 1890, both communities held tumultuous celebrations sending goodwill delegations to each other soon after operations began. The Lethbridge News ran a special edition predicting the new railway would bring "a glowing future" to both towns while the citizens of Great Falls attempted to recapture the Fourth of July in October. Coal — black gold — immediately began to move south, the rolling stock gradually mirroring the changing economy as the former all-coal trains were punctuated by box and stock cars. The varnish of course, held down its traditional position before the caboose as the 29th or 30th car.

Almost from its inception excursions were popular on the Turkey Trail. The first was to run almost before

the new roadbed had settled on May 25, 1891, carrying Colonel Searles, editor of the Great Falls Tribune and 59 others northward to Lethbridge. His account of the journey was written from the ample comforts of Roadmaster H. L. Laughlin's private car suggesting that the official served something stronger than Missouri River water.

*"The train was under the immediate supervision of that prince of conductors, Harry O'Brien, while cool-headed watchful Joe Carroll occupied the seat of honor and responsibility at the lever and throttle valve.*

*It is not claimed that the Great Falls and Canada narrow gauge is the great "scenic route" to British Columbia. The road does not run through deep cavernous canyons, where the*



The sketch depicts the narrow gauge station at Shelby Junction in 1891 and is taken from the front cover of "Shelby Backgrounds."

**SHELBY**  
(FEB - 1904)

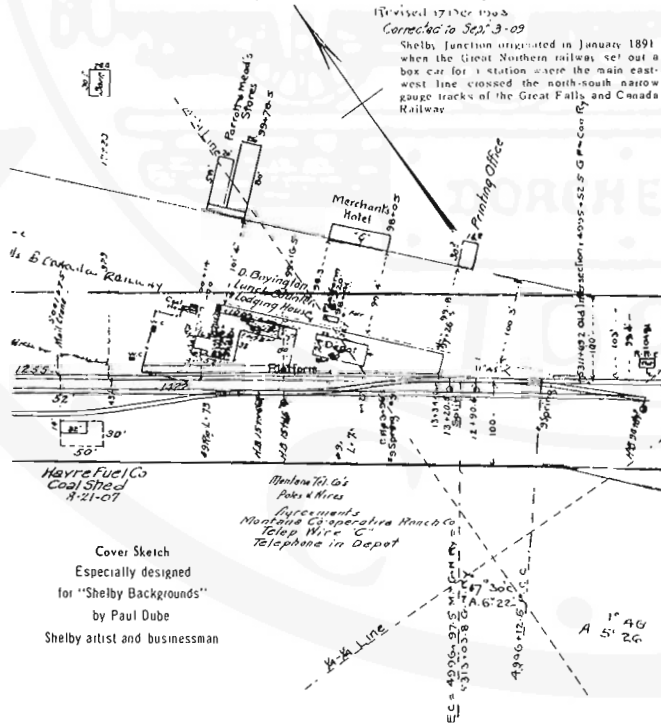
**TETON CO., MONT.**

Section 27, Township 32 N., Range 2 West  
Scale 1" = 100' June 26 03

Note: Murle from print in correspondence sent in by E. R. McNeill

Revised 17 Dec 1903  
Corrected to Feb 13 09

Shelby Junction originated in January 1891 when the Great Northern railway set out a box car for a station where the main east-west line crossed the north-south narrow gauge tracks of the Great Falls and Canada Railway.



A map of Shelby in 1904. The Great Falls and Canada right of way is indicated by a broken line running diagonally to the Great Northern tracks. Photo courtesy of Shelby Backgrounds

possibility of a land or snow slide under which a train might be crushed to pieces, adds just enough of the spice of danger to the tourist to make the passage through it intensely interesting, nor does it run over the brow of precipices from whose dizzy heights the trembling passenger may be dashed to eternity. Upon every hand broad plains extend as far as the eye can reach, broken only here and there by streams of pure mountain water, or--on clear days--by the grand old Rockies in the far distance and the Sweet Grass Hills in the near. Not a tree is to be seen between Great Falls and Lethbridge, and indeed, as far as the question of fuel is concerned, none are needed."

Since the fifty miles into Shelby was almost entirely by the way of two hundred foot deep coulees and river valleys one has to assume that the car had drawn blinds! His description of the trip consumed one quarter of the four page News of that week indicating

Cover Sketch  
Especially designed  
for "Shelby Backgrounds"  
by Paul Dube  
Shelby artist and businessman

not only an affinity for cigars and Gilbert and Sullivan's Mikado but obviously for verbose Victorian prose.

In a case of classic understatement newspapers called the startup of operation "routine". They weren't to stay that way long if indeed they ever were. While the equipment itself was for the most part new, in an effort at economy, the roadbed was nearly nonexistent. It was even then described as more like a "wagon road", the ties being laid almost directly on the turf, cuts and fills being constructed only when there was no alternative. Like its predecessor to Dunmore it skirted what it could but used every hollow, coulee, and sidebank despite the lessons of the North West Coal and Navigation Company operations. Unlike the Dunmore line it traversed rougher country straggling up and over the Milk River Ridge into Coultts, across the dry alkali lake beds and down into the bowl by way of Shelby Coulee to Virden and Shelby Junction. Medicine Rock Coulee gave it an outlet thence by coulees and creeks it made its way to the Marias River Valley, and by the Teton and Sun Rivers to Great Falls, the engineer's plan of the right of way looking more like a crossing of the Rockies. His economies quickly showed themselves with washouts, sun kinks, and heaving track. To compound the problems rattlesnakes warming on the roadbed were a hazard to crews as were the antelope and cattle driven onto the right of way by winter storms. Empty trains were occasionally stopped by the dangerous high winds roaring out of the southwest, which fanned engine sparks into conflagrations that more than once set fire to company and adjacent property.

As did most newspapers of that time, the Lethbridge News slavishly reported every railway accident that came to its attention and while none of the narrow gauge line's approached the disaster of 1891 at Aspen, Colorado, the News dutifully reported each and every misfortune, including those of the little road. For example, in the first six months of 1891, the Teton River Bridge was twice reported burned out as well as the Stirling Bridge — actually a small trestle. A plough was reported derailed at a curve 40 miles from Great Falls, a six car derailment shortly after when 'the rails split!' Even the paper's notices reflected the 'routine' operations — an organ was to be raffled to aid an employee whose legs had been badly frozen while working on a snow blockade and if trouble wasn't making life difficult on the line to Great Falls, it seemed to be on the Lethbridge-Dunmore track. At times it even appeared that the few people along the line were as adverse as the weather because in May '91 a rancher charged that a train had set fire to his field killing a cow! And it was all news to the News.

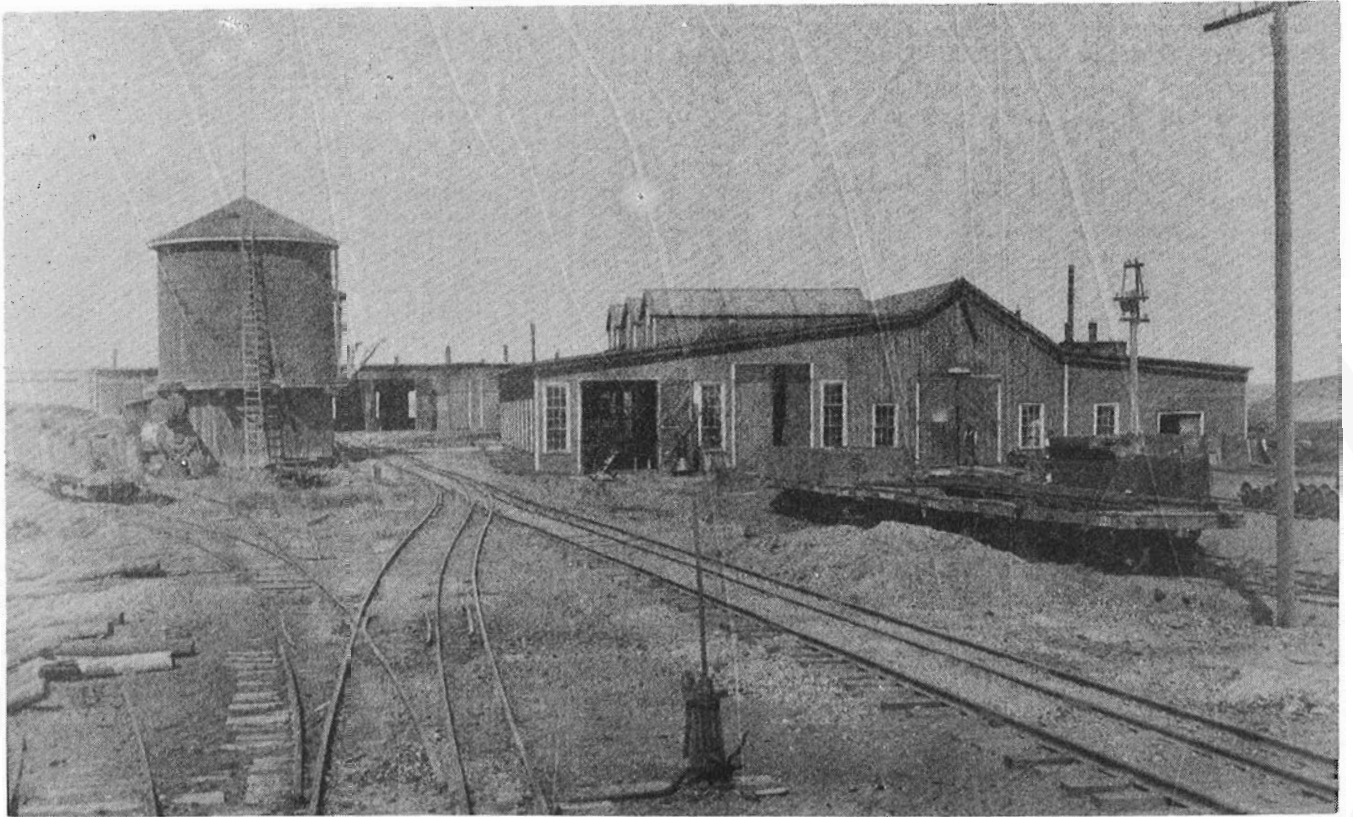
Teton County, Montana, taxed the crews even further. Cattle drives following the track north and "smoking it up" — riding beside the train and firing their Colts into the air — was a favorite pastime of the cowboys. In the treeless country coal was necessary for survival. Frequently shadowy figures assaulted a stopped train and at least one thief in Great Falls was



*In 1892 The Sun River washout occurred nine miles west of Willard, the Great Falls terminal. The crew, engineer Joe Carol and fireman Thomas Nolan, jumped and were unhurt. However, engine No. 12 was extensively damaged but was rebuilt.*

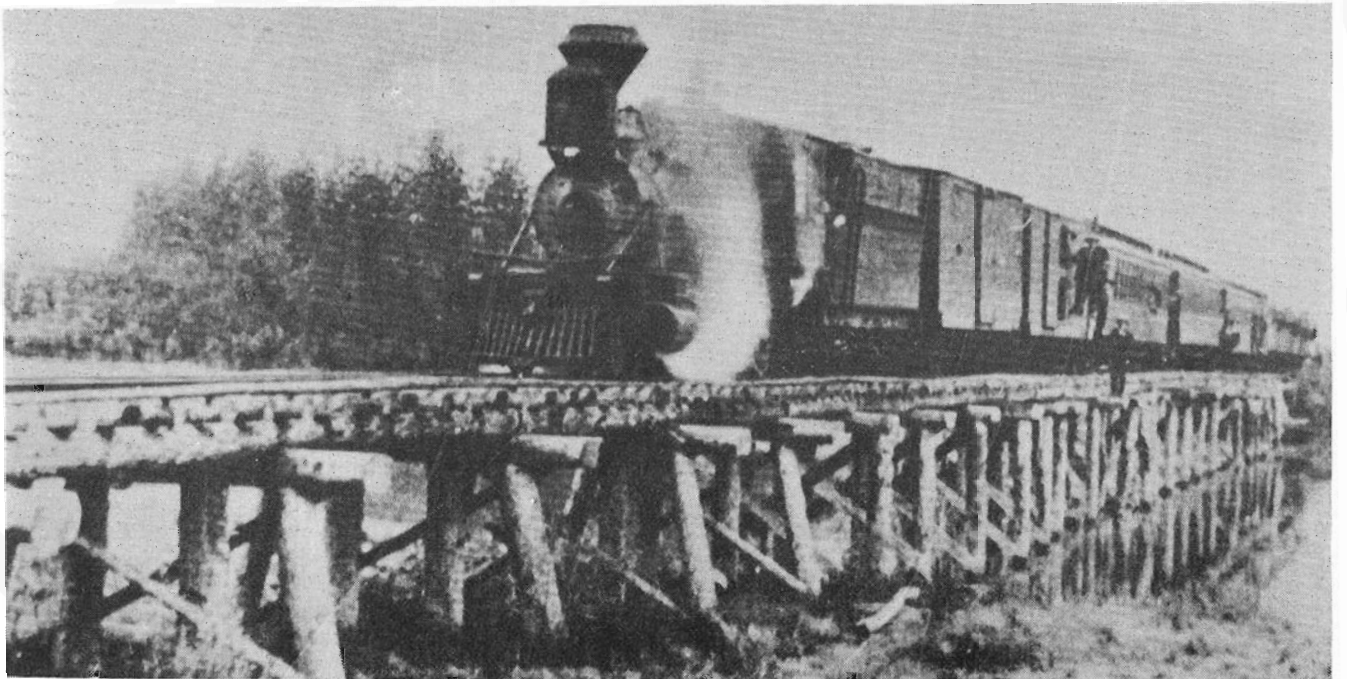
*Photo courtesy of Galt Archives*





*The Lethbridge water tank and machine shed sometime after 1892 as three rail tracks in place, indicate that the Canadian Pacific takeover had already occurred.*

*Photo courtesy of Galt Archives*



*In 1902 a number of engines became surplus with the Canadian Pacific takeover of the original line, Lethbridge to Dunmore. These were consequently sold to various companies as maintenance costs had started to climb on the little teakettles, some approaching their 17th birthdays. Here, one of the original N. W. C. and N. Co. engines is seen in Alaska after its sale.*

*Photo courtesy of Galt Archives*

brought to trial and severely fined. And then there were the blizzards! All of which were routine to the crews. Amazingly, though fingers fell prey to the link and pin couplings, there were few fatalities in the 12 years under coal company management.

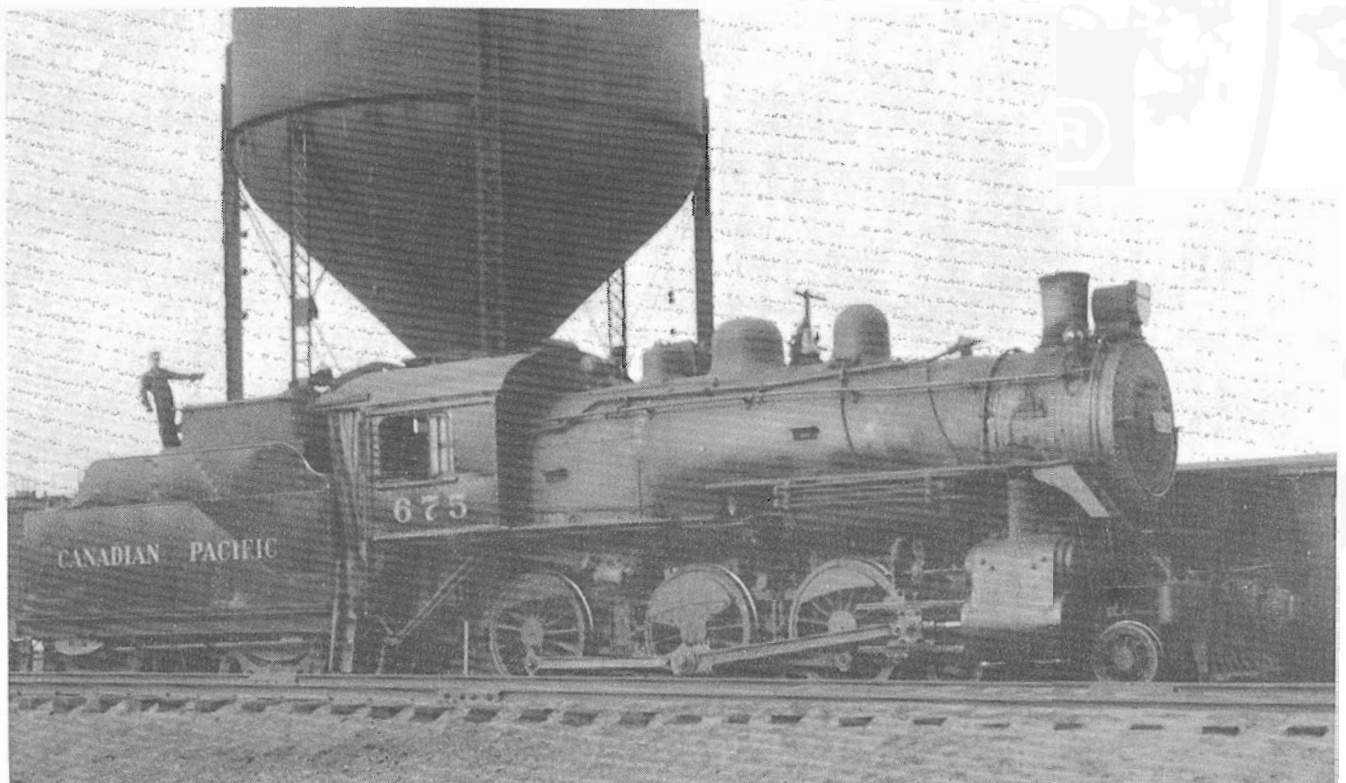
Today a crew can do Coutts and return in eight hours, however, in 1890 the Canadian worked their new C. L. C. engines to Virden, Montana, the last 34 miles over G. F. & C. track. Virden was about half way to Great Falls, had water, and was sited in the general vicinity of where Jim Hill's SP., M. & M. line was to pass through. Oldtimers recall a small roundhouse, servicing facilities and a wye with a small yard and, of course, Mrs. Pardee's boarding house. After paying a quarter for the room and 50 cents for breakfast, the crews exchanged trains and headed back to their respective terminals with the same engines. Traffic, of course, was imbalanced with the coal going to Great Falls, a statistic which changed only slightly when the Great Northern went through.

In Rattlesnake coulee at the point where the two tracks crossed, a tent town immediately blossomed, Shelby Junction (named after Peter Shelby, Montana Superintendent of the G.N. He didn't appreciate the honor). The press at Fort Benton — not the most gentle of towns itself — called Shelby "the toughest station" in the state. It took one to recognize one! The story was told that young station agents were sent out from the East but didn't last because cowboys loved

to circle the station on their horses "firing in every direction". One agent quietly laid his rifle across the counter facing the window. At that, the cowboys feeling a little uncertain with a green horn tenderfoot handling a gun, decided to see what was over in the next coulee.

It wasn't until 1900 that it began to tame down a bit, meanwhile, it did everything to live up to the Benton press' expectations. Growth came quickly to the fledgling town with bars, a hotel, a store, the first homes, and the box car known as the union station to some, dropped on the ground at the angular crossing. Seven years later that location would stage an event that would rate even more press attention than the World's Heavyweight Championship Prize-fight between Dempsey and Gibbons in 1923. Narrow gauge crews, lying over at Mrs. Pardee's would on occasion run an engine the three miles over to Shelby where two whiskeys could be had for a quarter and fifty cents was the price for a night's entertainment. Rarely was anyone disappointed.

All the wildest and romantic notions of the West were confirmed to readers of the Police Gazette, Time Magazine's equivalent, when in 1897 the publication carried a headline article on Shelby Junction, "THE WILD OUTLAW TOWN". The story grew with the telling, but the consequent investigation if nothing else illuminated life along the Turkey Track, the following account being taken from the



*Engine 675, class D10C was one of the ten whelers assigned to Lethbridge which frequently worked the Coutts Mixed. The engine is seen at Lethbridge on October 24, 1945.*

*Photo courtesy of Warren McGee Collection*

prosecuting attorney's report consequent to his investigation. The Columbia Opera Company had just arrived from Lethbridge and awaited the Great Northern passenger train at the joint station.

*"A dance was given at the Sullivan House at Shelby Junction the evening of February 5th, which was attended by a lot of cowboys, who drank more Shelby whiskey than was at all good for their health. The train came in about 11 o'clock that evening, being somewhat late and the Columbia Opera Company, comprising quite a number of ladies and gentlemen, who were waiting for the delayed train, occupied the waiting room. Some of the cowboys who had been at the dance, went into the waiting room, and were strutting around with revolvers in their belts probably to show the wild and woolly style of the cowboy in Montana for the benefit of the lady members of the community."*

*"No insult was offered anyone until a couple of men got into an argument when some hard words were exchanged, accompanied by some talk about shooting."*

The report goes on to say that because of the language one of the ladies complained, whereupon the station agent threw the offenders out. After more refreshment the cowboys returned and kicked down the station door, brandishing their weapons. The waiting room light was shot out and the cowboys paraded up and down the platform firing their revolvers into the starless night. The reaction of the Opera Company can be imagined! When the dust settled, each of the offenders was fined \$100.00 with the threat that a further offence would bring a \$500.00 fine, however, the exaggerated tales made for more interesting reading suggesting an incident in the best Hollywood tradition. Nevertheless, Shelby was not without its problem. A murder did occur in the Sullivan House about the same period. A shocked A. R. & C. Co. conductor witnessed the body, still where it fell, the following morning.

Thirty-eight bleak miles separate Shelby from SweetGrass-Coutts. Then as now the location overlooked a desolate alkali lake bed but in 1902, a solitary construction delineated the border. The landmark offered a depot, U.S. Customs, restaurant and the Canadian Customs and Immigration office, the only evidence of the boundary marked by a painted line on the platform. Sitting Bull was not the only fugitive to seek the northward sanctity of that mythical line as the whiskey traders had often fled for safety south across it. That white line beside the track was to provide still another sanctuary. Apparently U.S. law officers chased a fugitive northward who beat them across the line at the depot. Since there was nowhere else to go, the officials decided to hang around and starve him out. Taunting the lawmen, he

had food carried to him over from the U.S. side and ate it sitting on the depot bench on the Canadian side with the lawmen a few feet away, fuming!

When a correspondent for the Winnipeg Free Press made the lunch stop at Coutts in March, 1891, his impressions described anything but the Harvey Girls, as a riot nearly occurred.

*"The table (in the restaurant) bore a strong resemblance to Mother Hubbard's cupboard and the waiter did not appear to be in any great hurry. The bill of fare consisted of ham and eggs, and when the waiter made his appearance with the first consignment it was plain to be seen that he was sad and lonesome there by himself and had been drowning his grief in montana forty rod. He brought in one piece of ham and two eggs to satisfy twenty hungry individuals."*

Apparently the passengers devoured the only nourishment available, a portion of a barrel of pickles and its brine, since the only other food available in the kitchen was a small blackened piece of ham presided over by a brooding cook and "a boy whose shirt had been used to supply dish cloths when its owner was short taken." The cook let the 'howling mob' board the train without paying but insisted the correspondent pay four bits since he was the only one to dine. Four months later following a change of management, a Great Falls bound excursion train was treated to as royal a repast as the writer's meal had been frugal.

Ex A. R. & C. Co. fireman, Andy Staysko, an Alberta legend in the summer of 1980, still vividly recalled the fun at Shelby, a colorful character named Steamboat Bill, and the Sunburst sun kink near-accident. Steamboat Bill used to work the Missouri paddle-wheelers to Fort Benton until bullwhacking the Whoop-Up-Trail seemed more profitable. At the time of Andy's encounter with him, he and his dog were drifters and one day turned up penniless on the Coutts platform during the 30 minute stop. Shouting up to the cab where Andy was alone, Bill inquired after Bob Hagan, the engineer, wanting to borrow \$2.00 for the fare south. Andy paid no further attention and with Hagan's return, they were preparing to pull out until they noticed the platform loiterers giving humorous attention to the locomotive's pilot. Hagan unloaded and much to his chagrin found Steamboat and the dog comfortably ensconced there nor would he move until he 'borrowed' the fare from Hagan. As the right of way was unfunced, the engineer dared not move the train for fear of collision with sheep and cattle. With no choice, Hagan reluctantly handed over the fare only to be turned on by Steamboat much to the enjoyment of the loiterers.

*"Why the hell didn't you give me the \$2.00 when there wasn't no passengers around?"* Hagan had

been had publicly and knew it and climbed back into the cab muttering all the way to Sunburst.

The Sunburst sun kind must have been one of the few times equipment stayed on the light rails. Any related it as follows:

*"One dark night when the train was in the vicinity of Sunburst, the train began reeling from side to side so violently the crew were forced to hang on not knowing at what moment the train might tip over. The headlight was not strong enough to show up the tracks very far. When the train was brought to a stop, it was discovered an S curve had formed in the rails. The steel used in the rails was not as heavy as that of modern rails and would expand from sun heat, causing creeping track."*

Passenger equipment was spartan, predating 1980's commuter-economy-style seating, benches being in a two-one arrangement, with a stove, box of coal, and water tank "for the comfort of passengers." Coal oil lamps of course provided illumination. If a train was without a passenger car, locals could with permission ride the equally austere caboose. On at least one occasion, it was inauspiciously left behind

with its passengers for the night just north of Sunburst where they spent the long hours accompanied by howling coyotes!

With its completion the three footer opened up a large region of Whoop-Up country to settlement. It breathed life into the two little towns of Lethbridge and Great Falls but at a stroke killed Fort Benton on the Missouri's headwaters and wiped out the commercial artery, the Whoop-Up Trail, its oxen and mule trains, forever passing into dusty history. And had there been a celebration at the 49th Parallel in 1980, no doubt the only surviving hogger would have presided over it all, bringing the three footer back to life with his recollections as if it were yesterday.

#### ACKNOWLEDGEMENTS

In addition to previously mentioned sources I am indebted to Mr. Bas Webb, retired Superintendent of Canadian National's Fort Rouge (Winnipeg) Shops, to Mr. A. A. den Otter of Memorial University for his paper to the Canadian Historical Association at Kingston in 1973, to Mr. J. F. Hilton of Brookfield, Wisconsin, and particularly to the Shelby History Group, Montana Institute of the Arts for their publication, Shelby Backgrounds.



*B. N.'s Sweetgrass turn from Shelby uses units based at Havre, Montana. Crews prefer to lie over at Coutts, Alberta rather than Sweetgrass, Montana. Consequently with a random selection from the Havre pool either U-boots or as many as five GP 30's may be found idling at the little border town in southern Alberta as seen here on a miserable, overcast evening in August 1980.*

# COAL AND RAILROADS...

By Lon Marsh



*An Atlas Coal Mine Train heads a full load down towards the tipple in this 1956 photo. Notice the "Plymouth" lettering on the second diesel engine. The Atlas Coal Mine is located 10 miles east of Drumheller along highway 10 in east Coulee. PA 1980/3 Century Coals Dec. 1956 Drumheller Coal Train.*

This is the story of coal in the Drumheller Valley. It would have been interesting to have seen the fireman shovelling his coal into the firebox; without thinking of its origins and where it came from.

We will be looking at one of the largest coal fields in Alberta, that of the Drumheller Valley; we will then look at what it was like to work out of the Drumheller railyards . . . in the days of steam power as told by an early pioneer.

First a little family history. My Great Great Grandfather John Marsh owned the White Ash mine near Taber, Alberta, in 1906. He and his family moved later to the Drumheller region where they settled down for many years. The writer's Great Grandfather, Mr. John Henry Marsh, was

employed as a pit boss at the Midland mine at Midland near Drumheller from December 1925 to September 3rd, 1941. He also was mine overman during the mine managers frequent out of town trips. During the mid thirties, my Grandfather, Mr. Cyril Marsh, who now resides in Edmonton, was chief engineer of the A.B.C. (Alberta Block Coal Co.) mine's power house and related machinery.

The Newcastle Coal Miners Museum is located on the original site where the A.B.C. mine once stood, and is well worth a visit on your next trip through the region.

The earliest recorded discovery of coal in the Drumheller area was related by Peter Fidler in



*In this 1948 view, an employee of the Atlas Coal Mine prepares to load the waiting cars in the background with this mechanical boxcar loader.  
P915 Atlas Coal Mine East Coulee, Alta 1948.*

1793, when he reported coal near the junction of Rosebud and the Red Deer River. Some 118 years later in 1911-1912, the first mine (Newcastle Coal Co.) was started in the Valley and the Drumheller coal industry was born. The early settler prior to this, had scratched their coal requirements from the outcroppings of the seams along the Valley walls.

The C.N. Railway from Strettler had reached Munson in 1910, and railway construction was being rushed to the Valley. The Newcastle mine had a spur track ready for use just as soon as the Midland bridge over the Red Deer River was completed. The first carload containing approx. 4068 tons, were sent by the C.N.R. in 1912. It should be noted that Drumheller coal is classed as Sub-Bituminous B. With the different sized coals being clean, shiny, low in ash, soot, and smoke plus high heat value, it made the ideal coals for stoves in the stations, passenger cars, and household use. As recent as 1971, some farms still had coal fired furnaces. As the advertising slogan for the Newcastle Coal Co. read "Always Suits, Never Soots."

Mr. Sam Drumheller, whom the city of Drumheller was named after, opened his coal mine in 1912, south of the railway and east of the station. The mine was able to operate at only two thirds of its capacity as labor was scarce but it did produce approx. 200 - 300 tons a day.

In 1914, the C.N. Railway was pushing its line via Rockyford and along the Rosebud Creek, past Rosebud, Beynon, Wayne, to Rosedale. Timbers which floated down the Red Deer River, were used to build the numerous wooden bridges across the Rosebud Creek. The estimate was as many as 67. However, most of these were replaced as the railway curves were straightened out later on.

From 1912 - 1959, it is interesting to know that approx. 124 miles were operating in the Drumheller vicinity; some employing hundreds of men, and the smaller ones, perhaps a handful. To this day, only the Atlas mine in East Coulee, operated by Century Coals Ltd., remains active. The Atlas mine has underground tours during the summer months. It is a "must" visit especially for school children, and of course adults. For further information one could write the Century Coals Ltd., c/o. Atlas mine, East Coulee, Alberta, TOJ IBO, or phone 1-822-3844.

Government statistics give a good idea of the activity of the mines from 1912-1966. The total tonnage was between 56,964,808 to over 59,000,000 tons, and the approx value was \$237,860,777.00. There were 50 car trains leaving the Valley in the mid thirties with each car having a capacity

of 60,000 lbs. Drumheller obtained the status of "the fastest growing town in Canada." It was incorporated as a City by 1930. Coal from Drumheller has been shipped to Ontario and Quebec in the East, to Vancouver Island on the West coast.

Next, we will read the story of Mr. W.J. Patterson who knew what it was like working out of the Drumheller railway yards from 1919-1954. Here is the story!

..... "The fall of 1913, I arrived at Rainy River, Ontario, from Sherbrooke, Quebec, to work on the C.N.R. as a trainman. There was a lot of wheat being shipped through this part of the country from Winnipeg to Port Arthur.

Large locomotives were used from from Winnipeg to Rainy River, hauling about sixty cars of wheat, but smaller engines were used east of Rainy River, hauling about fifteen cars of wheat. This was on account of the railway crossing over the Rainy Lakes. The railway had to build trestles from one island to another, which meant we had to travel at reduced speed of about five miles per hour over these trestles of piling.

A watchman was on duty to check on this movement, which for a mile or more. In 1914, the C.N.R. constructed a new road by filling it in with the large rocks, a part of the lakes. After the wheat shipments decreased, reduction in crews was necessary. In the fall of 1917, I moved up on the homestead and decided to resume work on the railroad at Rainy River, Ont. until the fall of 1919, when I was sent to Drumheller. The trainmen that came with me were L. Whistler, F. Beauchamp, J. Anderson, E. Sletten and C. Dunn. We arrived at nine o'clock October 29, 1919. There was about a foot of snow on the ground. We proceeded to the yard office (which was a converted box car) to book on, or register for work. The yardmaster at that time was George Thomas, and the trainmaster was Mr. Donlevy. There were about forty five men on the list then.

The railway yard consisted of a scale track for weighing cars, also six tracks for marshalling cars, and eleven other tracks under construction, which were soon completed and put into service--making a total of seventeen tracks!

A five stall roundhouse was built on the south side of the tracks; also a turntable for turning locomotives, and a water tank nearby for supplying water for all the engines. A machine shop and boiler room were on the east side of the roundhouse.

A coal dock was located on the north side of the main line; coal from Brazeau and Luscar (steam coal) was used for the locomotives. At this time, there were four passenger trains going through



*In 1944 the Commander Mine at Nacmine had just opened, we had placed a large demand for Canadian Coal. On Nov. 29/44 a CPR locomotive, hustles a train of boxcars west towards Carbon and Alta. wheatfields. He's got a good head of steam up as he races towards the climb out of the steep valley. The town of Nacmine can be seen just ahead of the train. P887 Commander Mine Nov. 29/44 Drumheller arca.*



*There were even compressed air locomotives used in some of the mines. I ran on the same principal as that of the fireless steam loco. The compressed air was kept in the large tank on the center of the engine. This view was taken at the Bankhead Mine near Banff in the Rockies. An excellent example of one of these locos can be seen in the Fort Steele National Historic Museum near Cranbrook, B.C.*



Drumheller daily, to and from Edmonton and to and from Saskatoon.

In the spring of 1920 as the work in Drumheller slackened off due to lack of coal orders, there was a reduction in staff. (During the spring and summer months, the mines would close down for routine maintenance and overhaul of equipment, and reopen in the fall for the busy winter business which lay ahead.)

In the fall of 1920, I returned to Drumheller to resume work on the railway. During the summer while I was away, the C.N.R. double tracked the main line from Drumheller to Wayne, thereby facilitating the movement of trains, also creating a working limit for yard engines of twelve miles. At peak of coal output, there were two hundred and fifty cars loaded in a 24 hour period! This required fourteen yard crews to do this work. Occasionally, loaded cars got away at the mine due to steep grades, resulting in derailment; this required heavy equipment to restore traffic again.

Some of the mines closed down in Drumheller and located at East Coulee, (Murray mine and Atlas mine.) After some years, these two mines moved to the south side of the river. The C.P.R. built a bridge across the river in order to service these mines . . . . . (the C.P.R. reached Drumheller from the west on the Langdon subdivision--The Marker, Jan./83.)

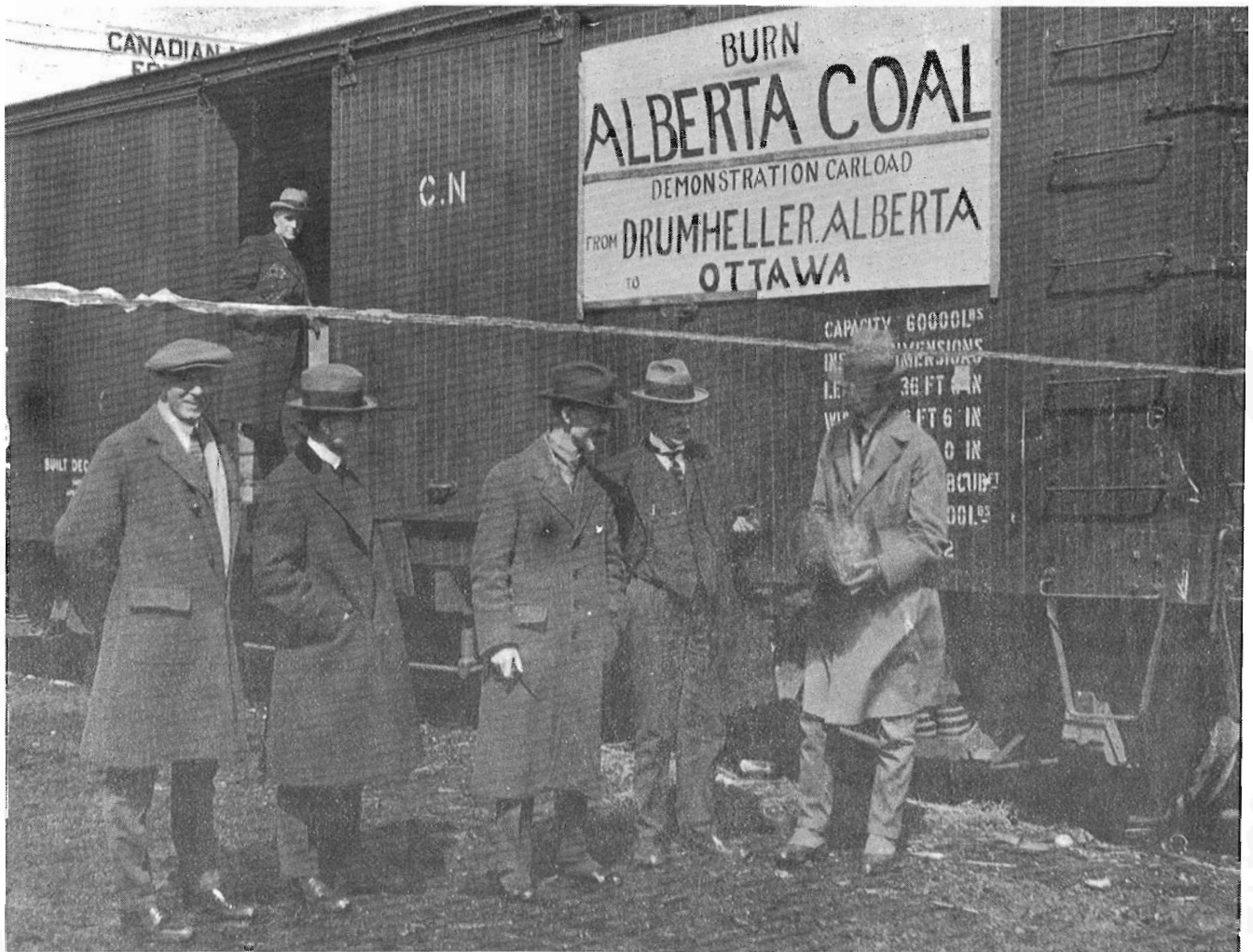
In 1928, a joint track (C.P. & C.N.) was built between East Coulee and Rosedale, creating more work for C.N. employees. In 1929, the C.P.R., built a spur track from Eladesor (Rosedale spelled backwards, and was the name of the junction on the northside of the Red Deer River) to the Rosedale mine.

During these times, thousands of tons of coal were moved daily by rail to nearly all parts of Canada; keeping the home fires burning during the long cold winters. The winter of 1947/48, was one of much snow, which resulted in may floods that spring throughout the Drumheller Valley. The

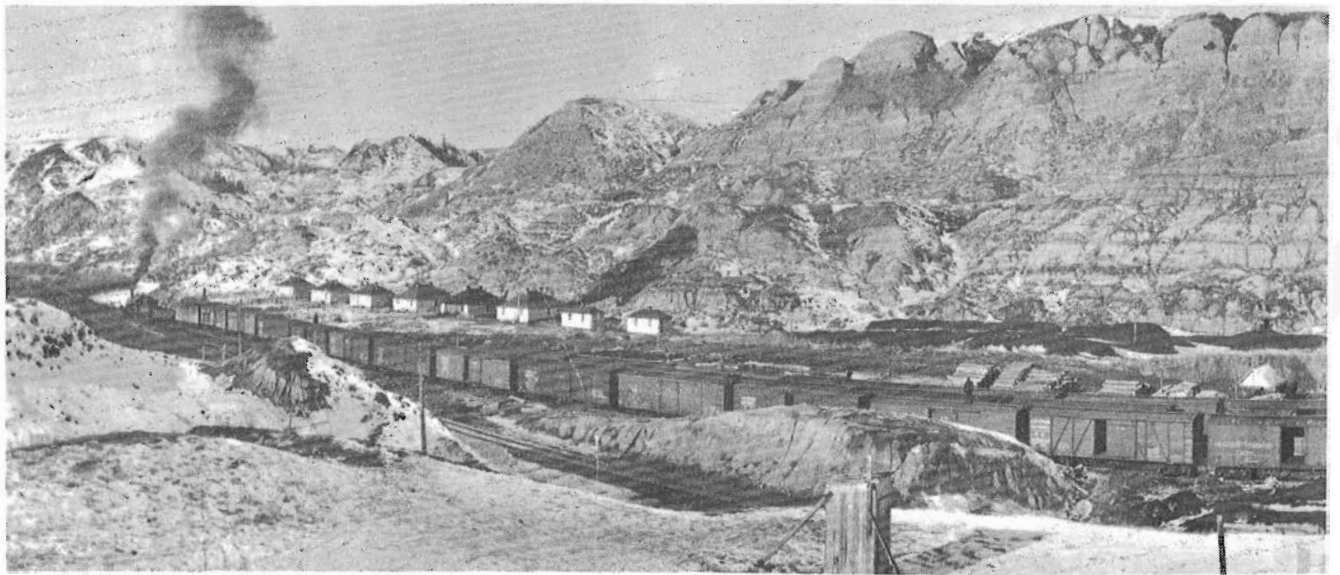


*There were many underground battery locomotives such as this one in use throughout the mines in the Drumheller Valley. This one is being used in the Commander Coal Mine at Nacmine on Nov. 29/44. Nacmine is approx. 5 miles west of Drumheller.*

*P889 Commander Mine Drumheller area Nov. 29, 1944.*



*A demonstration carload of Alberta coal moves through Edmonton on its way to Ottawa during the mid thirties (?) Notice the capacity limit of the car just below the sign.  
A3972 Drumheller - Ottawa Train Burn Alberta Coal.*



*A train of coal moves through the Ideal Coal Co. yard at Wayne on its way toward Drumheller, hauled by a vintage steam loco. Wayne was approx. 8 miles east of Drumheller. A modern washroom of the day can be seen in the foreground.  
A1341 Drumheller Railway Yards N.D.*

Rosebud creek rose to record levels, and washed out parts of the tracks between Wayne and Rosedale. This made a lot of extra work for the railroad to repair.

The following are a few experiences connected with railroad work during the busy season in the Drumheller Valley. When double heading into the yard at Drumheller, one of the loaded box cars jumped the track at No. 3 switch, and stripped all the switch stands off, up to No. 8. We were soon stopped, and found out the reason. Fortunately the big hook (crane) which was near the end of the train, was left on the track when the train became uncoupled. These accidents caused alot of work to repair and to get things rolling again. Like that fatal one, just at the west of the yard, when an engine left the rails and rolled into a deep gully.

Our work was to spot the mines with empty box cars in the evening, (it was not uncommon to see Canadian Gov't Railway or Duluth, Winnipeg, and Pacific lettered box cars on the mine trackage during the early years) after we had pulled the loads out and weighed them.

Sometimes on account of miscount or weather conditions, we shoved a car over the end of the track, and then it had to be rerailed, if not too difficult.

Once we were putting empties up to the Rosedale mine, which was a very heavy grade, and after going through the bridge, it was necessary to take a run up the hill. But, while going over a switch at a good speed, one truck on the car we were riding went off the track, and two of us had a very rough ride for a few car lengths before getting stopped.

While spotting the Jewel mine at Wayne one night, we left some cars on the main line while we took some in for a short spot first. Unfortunately when coming out, our locomotive went off the track, thereby having to flag the passenger train from Calgary, and have the passenger train shove our cars down the main line to the Wayne yard about a mile. That was some ride! We had already sent a helper to Wayne to line up for us, we cut off the cars, and rode them into the side track, without too much delay to the passenger train. (Ready for some more . . . OK here it comes!)

Then there was the time the old wooden water tank (there were two of them, identical to the one at Gibbons) required some badly needed repairs. This was done by the B&B department. When the work was finished, the steel bands around the tank were tightened up, and soon the tank was back in working order. When the water was turned on, the dry wood expanded until the steel bands broke, causing quite an explosion, and away went the water; what a mess! A new steel tank was built

nearby and remained there until it was taken down, after the railroad converted to diesel locomotives. (Harry just loves that last sentence.)

After the destruction by flood to the Westward track, between Rosedale and Wayne, the C.N.R. took up the West track, making it a single track again west of Rosedale.

Steam engines were converted from coal burning to oil burners as coal mines diminished. Oil and gas wells were drilled throughout the country. This was the end of the busy railroading era in the Drumheller Valley. (The last steam locomotive to work in the Drumheller yard was C.N.R. engine No. 7413, a o-6-o six wheel switch engine.) Most of the employees have been transferred to other terminals, leaving a small number in Drumheller.

In 1962-3 passenger service between Calgary and Saskatoon was discontinued, and Rail-liner service between Drumheller and Edmonton was established, making daily service. (Later to be discontinued completely by VIA in the early 1980's.)

In 1971, the original C.N. station was demolished in order to make a place for a new shopping center. Times and things have changed, but old timers can still recall the noise and thunder of those old steam engines." . . . . . This is the end of Mr. Patterson's reminiscence -- he had alot of memories and nostalgia that will be remembered for a long time!

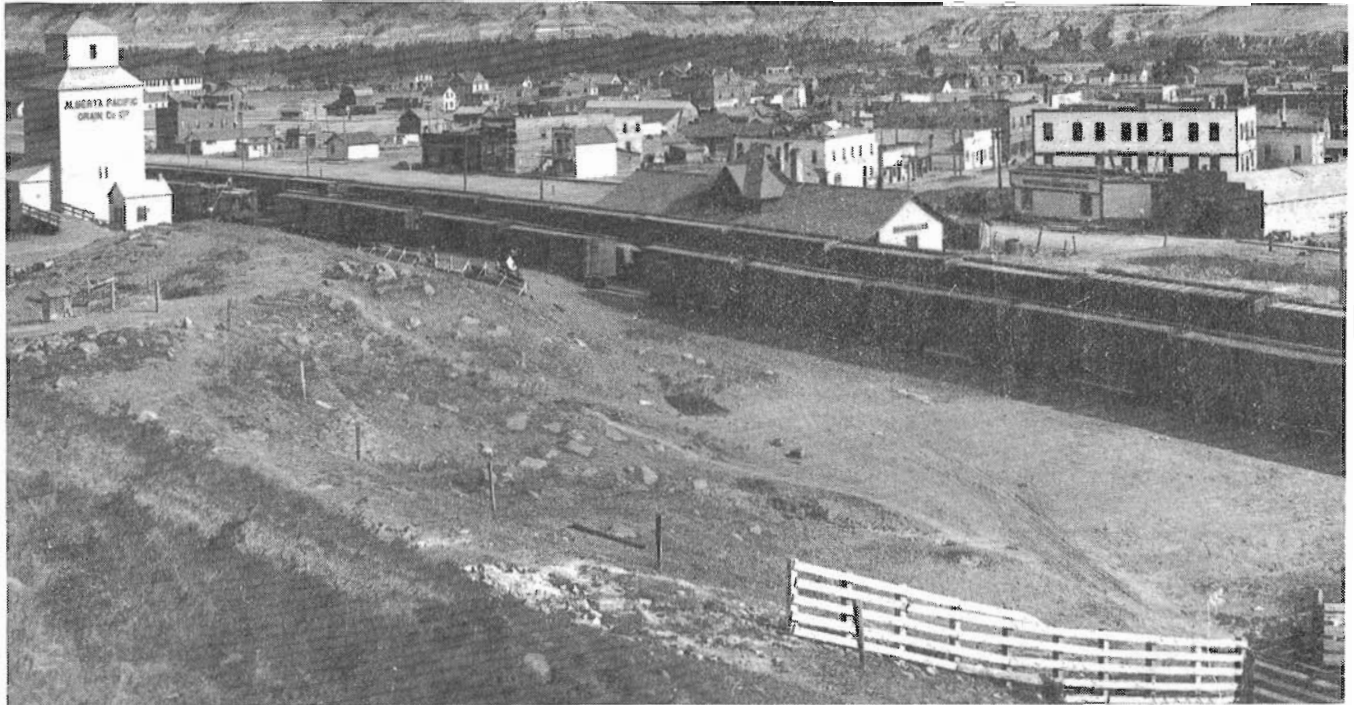
A.P.R.A. members may recall that retired ex C.N.R. steam locomotive 6060 made a brief visit to the Drumheller region in the fall of 1980 with the Jubilee Express to celebrate the 75th Anniversary of Alberta becoming a province.

And so we come to a close; the interesting and true story of coal mines and railroads in the Drumheller Valley. I hope you have found it interesting and enjoyable!

#### ACKNOWLEDGEMENTS

1. A very grateful thanks to my Grandparents, Mr. and Mrs. Cyril Marsh of Edmonton, for their interesting stories and experiences while living in the Drumheller Valley.
2. "The Hills of Home", a history of the Drumheller Valley, published in 1973 by the Drumheller Valley History Association.
3. "The Midland Messenger", an employee newsletter from the Midland Coal Co., , , 1912-1959.
4. The "Drumheller Mail", their weekly Newspaper, for many interesting and informative articles.

Lon R. Marsh.



*A partial view of the Drumheller Railway Yards can be seen in this June, 1918 photo. The Drumheller train station can just be seen behind the string of boxcars. This original station was torn down in 1971 to make way for a shopping center. The view is looking North.*

*P833 Drumheller Town June 1918*



*The Canadian Northern Railway's Midland Bridge is seen looking northwards in this view. It provided a vital link to the mines located on the south bank of the Red Deer River. The old Midland Mine No. 1 can be seen in the background. Taken in 1912.*

*P855 Midland Mine West of Drumheller Alta. 1912.*



# Book Review

## THREE TO GET READY... By Sandy Worthen,

### THE WITTS: An Affectionate Look at Toronto's Original Red Rockets.

By Larry Partridge

Boston Mills Press

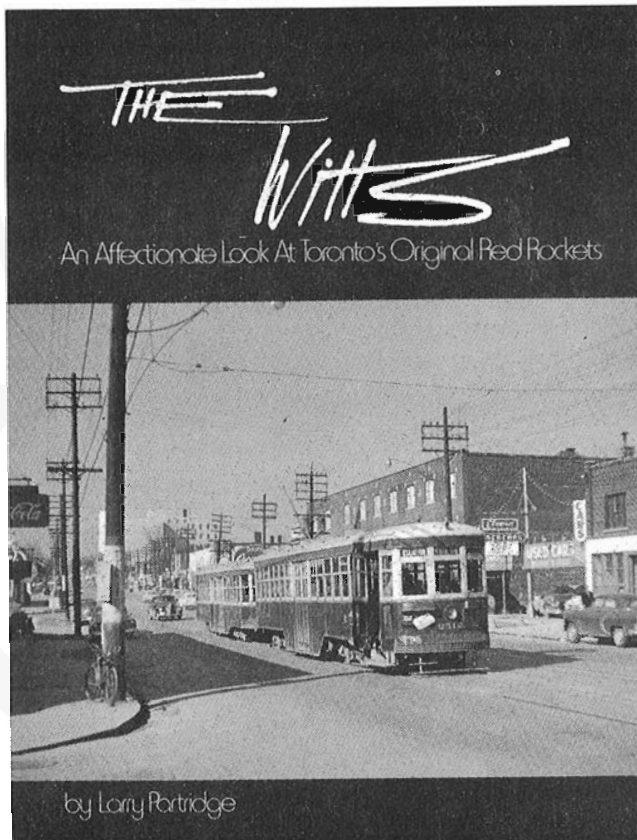
98 Main Street

Erin, Ontario N0B 1T0

ISBN 0-919822-74-6

1982

\$19.95



Altogether too much time has been wasted before telling the street railway enthusiasts that 1982 was a good year for publications about their favourite subject.

There were three accounts, in particular, which were of interest. The first was the history of the design, construction, operation and development of the streetcar type known as the "Peter Witt" in Cleveland, Ohio and Toronto, Ontario, by Mr. Larry Partridge, Editor of the Canadian Railroad Historical Association Toronto and York Division's TURNOUT, appropriately titled "THE WITTS: An Affectionate Look at Toronto's Original Red Rockets".

Mr. Partridge has compiled a most entertaining history of these famous cars, famous in both of their principal locations, as well as in other North American cities. The uninformed reader (read "reviewer") undoubtedly will be fascinated by the origin of this species, the product of the genius of Thomas L. Johnson, once of New York City, in part, and Peter Witt of Cleveland, once a worker in a steel mill. Together, these two men reinvigorated Cleveland's Cleveland Railway (1912) / Cleveland Transit System (1942), providing in the process a streetcar of a new design, destined to have a profound effect in other cities such as Toronto, Rochester, New York and Detroit, Michigan. In time, Toronto's "Peter Witts", large and small, were superceded (net replaced) by streetcars designed by the Presidents' Conference Committee (PCC) in the United States.

The story of Toronto's "Peter Witts" is embellished by many fascinating accounts of employee experiences and personal recollections. There are many **good** illustrations which help to explain the period and location of introduction and withdrawal of the "Large" and "Small" Witts and the reason for this classification.

And last, but by no means least, Mr. Partridge has been scrupulous to identify and locate the Peter Witt cars that have been preserved for restoration and operation. Noteworthy among these are the two "Large" and two "Small" Witts at the Halton County Radial Railway of the Ontario Electric Railway Historical Association (OERHA) at Rockwood,

Ontario; two Witts retained by the Toronto Transit Commission for its summer "Tour Tram" service and Number 2300, the original car of this impressive series, ordered by the Toronto Transportation Commission in 1921. And there are others.

Mr. Partridge, being a man of stern conviction, not only has immortalized Toronto's Peter Witt cars in text and pictures, but is also profoundly involved in "Project 2300", which is the restoration of this unique car Number 2300, today owned by the Canadian Railroad Historical Association and exhibited at the Canadian Railway Museum at Harbourfront - Toronto, to its original condition, for exhibition, if not for operation.

It may be a disappointment to some that there is no index included in Mr. Partridge's book. But any necessary searches for items of information will be of added benefit to the reader, inasmuch as he is offered thereby sequential opportunities to peruse the text and re-examine the remarkable and interesting pictures which embellish the work.

### **WINNIPEG'S ELECTRIC TRANSIT: The Story of Winnipeg's Streetcars and Trolley Busses.**

**By John E. Baker** ISBN 0-919130-31-3  
Railfare Enterprises Limited 1982  
Box 33  
West Hill, Ontario M1E 4R4 \$24.95

The second of last year's books about street railways is John Baker's WINNIPEG ELECTRIC TRANSIT: The Story of Winnipeg's Streetcars and Trolley Busses. It is apparent at once from the title that there is a variation on the streetcar theme. What is not so readily apparent is that Winnipeg's streetcar system once included "interurban" lines to (then) neighbouring Stonewall and Selkirk, distant 12 miles and 21 miles respectively from the metropolis.

While other accounts of transportation in Winnipeg have been published through the years, a great deal of additional material has been included in Mr. Baker's book. The author acknowledges the continuing contributions of researchers like Mr. Brian West and Mr. Herbert Blake, making particular mention of the latter's three volumes on Winnipeg's transit history, published at his own expense in 1971/1974 and now long out of print.

Mr. Baker has arranged his material to tell the story of transit systems in Winnipeg first, followed by the "suburban" and trolley coach operations. There are extensive and interesting portions on system rosters, maps and two delightful sections of "IF day..." and "How to Build a Streetcar", the latter just in case you ever want to do so!

The jacket "blurb" says that Mr. Baker has spent some 20 years in researching and writing the Winnipeg transit story; the large number and judicious selection of illustrating photographs certainly attest to this statement.

It is an altogether readable work. Those readers not interested particularly in rosters and work equipment and so on, can stop reading at page 171 and resume perusal at page 180 — if they can constrain themselves. But everyone will be interested in inspecting the maps, tickets, transfers and annual passes disseminated throughout the book.

### **NO HORSECARS IN PARADISE: A History of the Street Railways and Public Utilities in Victoria, British Columbia, before 1897.**

**By Douglas V. Parker** ISBN 0-920620-29-9  
Railfare Enterprises Limited and  
Box 33  
West Hill Ontario  
M1E 4R4  
Whitecap Books Limited  
1615 Venables Street  
Vancouver, British Columbia  
V5L 2H1  
1981 \$14.95

There must be a good reason why Professor Douglas Parker titled his new book "No Horsecars in Paradise". Perhaps it is because Victoria, British Columbia, could be said to be one city which never enjoyed this type of urban passenger service, although this is not strictly true. Ideally, the title or the subtitle should have made some reference to lack of capital ("No Cash in the Till") or municipal intervention ("A Capital Regulation"), for these were the strongest influences in the organization and development of the gas, lighting and urban transportation, systems in the early years of British Columbia's capital city.

The individual histories which make up Professor Parker's story are easy enough to handle, since they are every bit as discrete and individual as the locale in which they occurred. It is most unlikely that the sequence of events described could have occurred anywhere else on the Island, nay, anywhere else in the Province.

The time-frame considered by the author — 1859 to 1897 — seems strange, but one must realize that in the latter year, control of the electric railway portion of the trinity become duality (the gas company disappeared at the "bitter end" of 1893) emigrated to the mainland, when the British Columbia Railway Company Limited (BCER) of Vancouver purchased

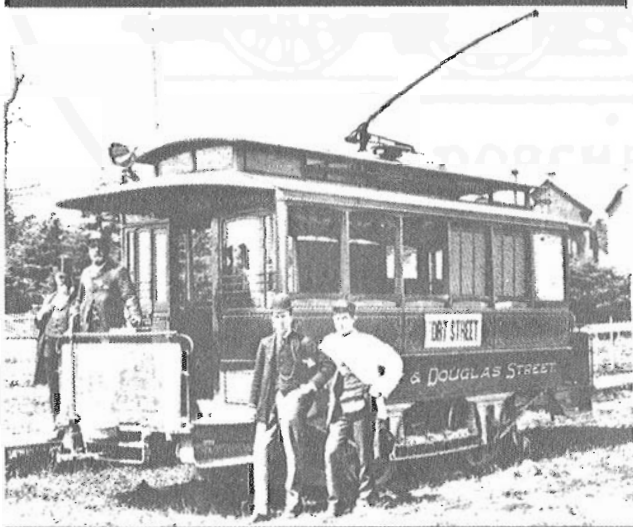
the various Victoria properties. Control thus passed from the hands of the Island capitalists who couldn't hack it any longer. They tried their best. They were defeated by the intricacies of a "relatively new and little understood technology". At the time, no help could be found to sustain their enterprise. Professor Parker, quoting Patricia Roy's unpublished University of British Columbia PhD thesis (1970) "The British Columbia Electric Railway Company — 1897-1928: A British Company in British Columbia", says that the Victoria property was sold on 03 December 1896 for \$139,000 to the Colonial Railway and Investment Company (this price being questionable), and subsequently resold to the British Columbia Electric Railway Company for 462,000 pounds sterling.

Ending the story of the Victoria operation at this point makes one think that the further history of the company, 1897 to the cessation of streetcar service on 05 July 1948, ideally would form part of the larger history of the British Columbia Electric Railway Company.

Professor Parker, who has published histories of the streetcar systems in Nelson, British Columbia, and Brandon, Manitoba, the latter for CRHA's

## No Horsecars in Paradise

A History of the Street Railways and  
Public Utilities in Victoria, British Columbia before 1897



by Douglas V. Parker

"Canadian Rail", has chosen to base his account of the National Electric Tramway and Lighting Company / Victoria Electric Railway and Lighting Company / Consolidated Railways: Victoria Branch on various copy books of these companies, newspaper reports from the **Daily British Colonist / Victoria Colonist** and Dr. Patricia Roy's unpublished thesis, referred to above, among other sources. Material from the copy books of the companies may be accepted without reserve, but newspaper reports require more profound consideration. Colonel G.R. Stevens in his history of the Canadian National Railway Company (**Canadian National Railways**; Clarke, Irwin and Company Limited 1962) had some strong reservations about newspaper accounts and inferred that it was prudent to find confirming reports elsewhere before accepting single-source items as whole truth.

While it is just barely possible that the Consolidated Electric Railway Company of April 1896 might have survived to successful operation, the Point Ellice bridge disaster of 26 May 1896 terminated any such possibility. Fifty-five people were killed and the claims arising from the accident, the additional governmental regulations imposed and the public outcry combined to demolish the company and to force it into bankruptcy and sale to off-Island interests.

While it could be argued that Professor Parker's book is not for street railway enthusiasts — it provides little detail of technical and operational features — the illustrations presented are remarkable as much for their age as for their excellent quality. There are 31 black-and-white pictures, two maps and three interesting appendices. If further supporting evidence is required, it is said that traces of Victoria's urban and suburban streetcar system survive to the present day and may be discovered by enterprising railway archeologists visiting British Columbia's capital city.

### POSTSCRIPTUM

Each year, the City of Toronto disburses the City of Toronto Book Awards, amounting to \$5,000, to authors of books of literary excellence that are evocative of Canada's "Queen City". When candidates for the 1983 Toronto Book Awards were announced early in the year, Larry Partridge's book, "The Witts" was on the list. To the best of this reviewer's knowledge, this is the first time that a book of this nature has been proposed for this award.

The finalists, announced at the end of February, included "The Witts" by Larry Partridge, "William Arthur Deacon: A Canadian Literary Life" by Clara Thomas and John Lennox and "The Knot" by Tim Wynne-Jones. The winners were "The Discovery of Insulin" by Michael Bliss and "The Face of Early Toronto" by Lucy Booth Martyn.

The first printing of "The Witts" is nearly sold out and a reprinting is anticipated.



# The business car

AT A TIME WHEN OTHER CANADIAN RAILWAYS were struggling to make a living, British Columbia Railway made a healthy profit in 1982 and should match the result again this year, says Gordon Ritchie, vice-president of the provincially owned system.

Official figures for the year have yet to be released, but the 1982 profit is understood to be four times the \$3-million of the previous year.

Movements of forest products — by far the most important commodity handled by the railway, accounting for 80 per cent of revenue — were up in the first six months of last year, dropped off in the third quarter and then picked up again in the final months, Mr. Ritchie said in Vancouver.

The upward trend increased in momentum early this year, largely as a result of shipper fears — mostly laid to rest last week — that the U.S. Government would impose a duty on softwood lumber imported from Canada.

The drive to build up inventories south of the border increased utilization of the 6,800-car B.C. Rail forest products fleet to levels not seen since 1980 and early 1981, Mr. Ritchie said.

"For the first time in some years, we had to short some customers as far as car supply was concerned, though we were meeting 80 to 90 per cent of car orders."

The threat of U.S. countervailing duties, prompted by charges that Canadian producers were being subsidized, caused some anxious moments at the new \$15-million B.C. Rail headquarters in Vancouver. About one-third of the lumber handled by the railway moves into the United States.

A preliminary ruling by the U.S. Commerce Department in favor of the Canadian lumber industry

was greeted with elation by B.C. Rail officials, even though the immediate result was likely to be a slowdown in lumber exports.

"It's hard to predict, but people (lumber producers) contacted in Prince George say they do not have too many orders ahead of them."

With 1983 U.S. housing starts expected to be up about 30 per cent from last year, any marked dip in lumber exports resulting from high inventories could be overcome within a month, Mr. Ritchie said.

While lumber performed well, 1982 was not uniformly rosy for the railway. Sulphur movements held the line, but copper concentrates were down. A vigorous cost-cutting program has reduced the work force to 2,300 from about 3,000 before layoffs started in the summer of 1981.

As part of a strategy to reduce its dependence on forest products, the railway is currently building a \$450-million branch line, linking its main line at Anzac to coal mines in north-eastern British Columbia.

The 130-kilometre track, financed by the provincial Government, is now about 80 per cent complete. The first coal train is expected to roll over the line on schedule, in December.

The proposed revision of the Crow's Nest Pass freight rates for grain is also expected to open some doors for B.C. Rail.

"We would have the opportunity to bridge grain from northern Alberta through our system to (new) grain elevators in Prince Rupert. From Alberta, Canadian National (Railways) could take it to Dawson Creek. We would take it from there to Prince George where we would hand it back to CN."

S. Globe and Mail



CN RAIL CREWS RECENTLY BEGAN OPERATING VIA Rail Canada's International passenger train service between Toronto and Chicago.

This service restores a link that started between the two cities on June 24, 1900. CN's original prestige train, known as the International Limited, lasted until it was replaced by the Rapido concept on October 30, 1965. The International was to have passed into history when through service ended in 1971.

However, the new train which extends the existing Toronto-Sarnia link was launched into service last fall. Its inaugural run from Toronto's Union Station coincided with the application of the Great Lakes Region's timetable 46.

The International represents the second co-operative venture of its kind between VIA and Amtrak, the American national passenger agency, and provincial and state governments on both sides

of the border. The first such venture was the Maple Leaf service which started between Toronto and New York City on April 26, 1981.

The new train is operated by CN crews in Canada and by Amtrak in the United States. VIA's on-board personnel work through to either destination.

The Canadian passenger rail company is using Tempo cars pulled by LRC locomotives while Amtrak utilizes its modern Amfleet. The equipment travels through to destination points and rotates on alternate days.

CN passholders can use their travel cards for the Toronto-Sarnia portion only. Fares from Sarnia to Chicago are \$57 (Canadian) one way and \$85 (Canadian) for the round trip excursion rate.

S. Keeping Track





Westbound Train No. 85  
near Woodstock Ontario  
Feb. 13 1983.  
Gordon Taylor.

## TORONTO — CHICAGO

km	Mi				① INTERNATIONAL 83 Daily Quot.	① INTERNATIONAL 85 Daily Quot.
0	0	Toronto, Ont.	⑥⑩	ET/HE	Dp	08 10
34	21	Oakville	⑥⑩			08 38
0	0	Hamilton				12 45
11	7	Burlington West				13 15
51	32	Burlington West			Ar	08 49
63	39	Hamilton				
66	41	Dundas	①			⑨09 03
97	60	Brantford				09 26
140	87	Woodstock				09 56
154	96	Ingersoll	①			10 08
185	115	London, Ont.			{ Ar	10 35
235	146	Glencoe			{ Dp	10 40
290	180	Chatham				
359	223	Windsor, Ont.			Ar	
217	135	Strathroy	①			11 03
238	148	Watford	①			
257	160	Wyoming	①			
280	174	Samia, Ont.			{ Ar	11 45
285	177	Port Huron, Mich.			{ Dp	11 50
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796	495	Chicago, Ill.		CT/HC	Ar	18 02
						Ex. Sun. 11 45
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						Sun. only 12 45
						Sun. only 16 30
						Sun. only 16 35
						Sun. only 17 30
						Sun. only 22 47



WESTBOUND VIA No. 85 at Woodstock Ontario May 1 1983.  
Note the Tempo car at the end of the train which is  
otherwise all Amtrak equipment.  
Photo by Gordon Taylor.

WHETHER YOU TRAVEL EDMONTON'S Jasper Avenue by car or on foot, you've no doubt noticed the above ground construction necessary to build the Jasper Avenue extension of the S.L.R.T. line. The new south extension travels westward under Jasper Avenue, from Central Station (101 and Jasper) to Corona Station (109 and Jasper). The \$109.63 million extension is almost 90 percent funded by Alberta Transportation, Personnel from Alberta Transportation's Urban Transportation Branch recently gained a different perspective on the progress of the operation, when they toured the underground construction from Corona (107 Street) to Bay Stations and the Cromdale shops. Their tour guides were Dave Thurston, Manager of the L.R.T. Division and Dave Geake, Director of Technical Administration for the L.R.T. project.

Major traffic disruptions are over, but small lane closures are still part of life on Jasper. Some dates to keep in mind during the next six months of progress: by the end of April 1983 both Bay Station, the First Edmonton place entrance at 107 Street south and the 107 Street north entrance will be complete. Also in April, the Safeco entrance and 108 Street south entrance to Corona station will be complete. The station will be ready in June 1983.

Tunneling operations are complete and the signal system will be installed by May 1983. The traction power system will be ready in April 1983 and all of the 20 cars will be in service by the end of August. System testing and commissioning will be carried out in May and June 1983 and by the end of June, the SLRT extension will then be open for service. Alberta Transportation.



Above: More LRT cars in final assembly in Edmonton Transit's shop.  
Photo courtesy Edmonton Transit.

DESPITE A SURGE OF CAPITAL SPENDING this year, Canadian Pacific Ltd. won't start the bulk of its massive expansion program in western Canada until the Crowsnest Pass grain-hauling rate is replaced, president William Stinson says.

The transcontinental railway is spending \$315 million on capital projects this year in exchange for federal payments of almost \$160 million made in lieu of a higher rate for the current grain crop year.

However, these are one-shot subsidies and Stinson says CP Rail won't commit itself to another \$3.1 billion in planned capital spending without a revised rate being in place, because the financial risk of doing otherwise would be too great.

Legislation establishing a new grain-hauling tariff is to be tabled in the House of Commons shortly. Some observers wonder, however, whether it will receive speedy passage or be put on the back burner while Ottawa tries to win over opponents of a higher rate.

The Crowsnest rate of 1897 froze the grain-hauling charge at a level that now prevents the railways from recovering their costs.

Toronto Star.

CANADIAN NATIONAL RAILWAYS HAS JUST doubled its capacity to serve Alaska.

Through its northern line terminating at Prince Rupert, B.C., CN is the intermediary connecting the 525-mile Alaska Railroad with the North American rail system.

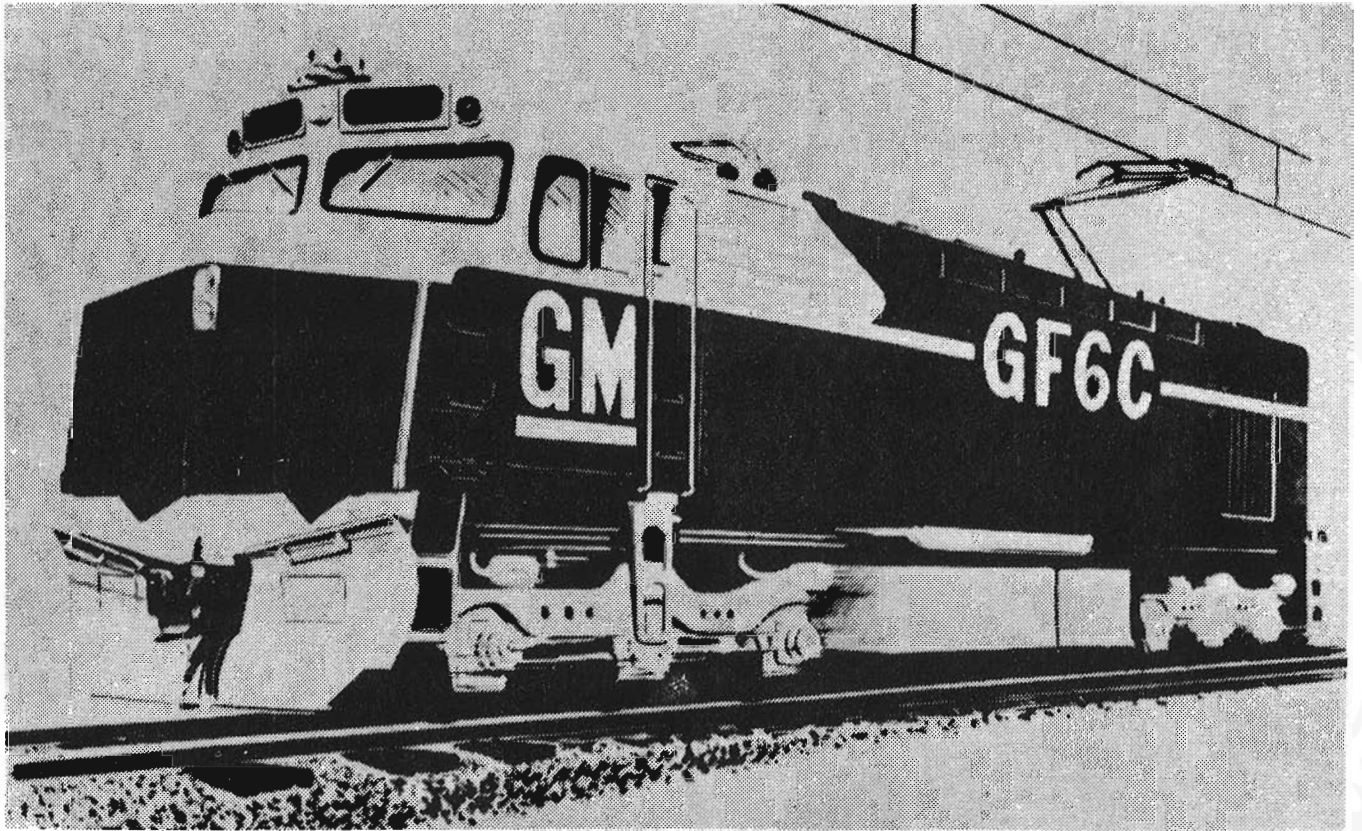
It has had a rail car barge service between Prince Rupert and the southern end of the Alaska railway, at the coastal community of Whittier, Alaska, since the early 1960's.

Now it has introduced a new barge capable of carrying 32 rail cars in the leased service operated by Knappton Corp. of Portland, Ore. The frequency is every 10 days.

The freight is predominantly northbound — construction materials, appliances, chemicals, lumber and some military cargo.

The railway, which connects Whittier, Anchorage and Fairbanks, is also used to move resources such as coal and gravel within Alaska. The system, which the U.S. Government wants the state to run, has 65 locomotives and 1,800 freight cars.

S. Globe And Mail



M.J.W. JARELL, DIRECTEUR GENERAL DES ventes de General Motors du Canada, fait savoir que la compagnie British Columbia Railway s'est portée acquéreur de sept locomotives électriques, fabriquées à London, Ontario. La livraison de l'équipement débutera vers la fin de 1983, et les locomotives de 178 tonnes seront affectées au gigantesque projet de mines de charbon dans le nord-est de la Colombie-Britannique. Il s'agit du plus important projet industriel de l'histoire du Canada.

La division des produits diésels, à London, fabrique des locomotives diésels depuis 1950. Toutefois, les locomotives destinées à B.C. Rail, modèles GF6C seront électriques. Elles produiront une puissance uniforme de 6000 chevaux répartis sur les six essieux. D'une longueur de 20,7 mètres, elles fonctionneront grâce à une tension de 50 000 volts (50 kV), courant alternatif, haute tension. Ce courant sera transformé et redressé afin de pouvoir actionner les moteurs de traction à courant continu et faire fonctionner l'équipement auxiliaire. Un moteur sera installé sur chaque essieu.

Les locomotives fabriquées à l'usine de London seront munies de transformateurs, de convertisseurs et de dispositifs de commande et de régulation, lesquels seront fournis par la société suédoise ASEA, important fabricant d'équipement électrique de renommée mondiale. Les sociétés General Motors et ASEA entretiennent des relations d'affaires depuis 10 ans, et, au cours de cette période, elles ont élaboré un système de traction pour l'industrie ferroviaire.

Les locomotives seront affectées à des trains de transport comprenant des wagons-trémies de 98-118 tonnes qui circuleront sur une nouvelle voie de service reliant les mines de Quintette et de Bullmoose à la voie principale de B.C. Rail à Anzac. Cette ligne, en voie de construction comprendra deux tunnels. Il s'agit du premier projet du genre au Canada, d'électrification de véhicules ferroviaires selon une conception moderne. Northern B.C. Mines a conclu une entente avec le Japon, pays auquel elle fournira 7,6 millions de tonnes de charbon par année au cours des 15 prochaines années.

S. Le Monde de L'électricité

THE CROW RATE WAS A GOOD IDEA AT THE time - and for a long time after.

In 1897, the Canadian Pacific Railway agreed to build a 300-mile line through the Crow's Nest Pass in the Rocky Mountains, if the federal government would help pay for it. In return, the company agreed to a fixed rate for moving grain from the Prairies to Thunder Bay. That rate, half a cent per ton-mile, was legislated for both Canadian National and Canadian Pacific railways in 1925, and extended to all Prairie delivery points and to West Coast ports.

The Crow rate served the West and the railways well for many years, helping make Canada an important grain producer and exporter.

But times have changed.

To meet the realities of today and the challenges of tomorrow, the Crow rate needs to be reformed.

Here are four reasons. They all relate to the need for a healthier national economy.

FIRST, the losses suffered by the railways have to be stopped. In 1897, the Crow rate paid full cost of transporting grain. Today, as a result of inflation, it covers only 18 percent of the real cost. By 1990, it will cover less than 10 percent.

Railway losses mean that new rail cars are not purchased, that the Prairie branch line network is not properly maintained and that there is no incentive for the railways to move more grain, since higher volumes only bring higher losses. Grain now represents 20 percent of the railway's workload, but only 3 1/2 percent of their revenues.

In the 1970s, the federal government stepped in to help bridge the gap. Close to \$2 billion has been spent on various measures, including upgrading Prairie branch lines and buying grain hopper cars.

But that was piecemeal and not a very effective way of maintaining the grain handling system. The new federal initiative will ensure its long-run health, and that of grain farmers.

SECOND, the railways must increase their capacity, so that, with recovery, more goods can be moved to markets. With the present losses of over \$350 million, estimated to go to a billion by the end of the decade, railway earnings are not enough to finance that added capacity.

Under the Crow, grain farmers also lose out. The Canadian Wheat Board estimated that close to \$1 billion was lost in deferred grain sales in 1978 and 1979 because of the railways' inability to deliver. Record grain movements last year were possible only because traffic in other goods like forest products, sulphur, potash and coal declined due to the recession.

But as the economy recovers, foreign orders of these goods will resume and increase. Without a reliable transportation system, Canada will be

forced to turn down buyers again, damaging its marketing position.

THIRD, change is needed to help diversify and add value to Canada's agricultural economy. The fixed rate favours the export of grain and discourages its local use. Reform will encourage the growing of more specialty crops and more local processing.

FOURTH, the western rail initiative will help reinforce economic recovery across the country. The railway work alone, generating 375,000 person years of employment over the decade, is one of the best job-creation programs the government can support. Railway spending will trigger other economic activity, bringing more jobs and spin-off benefits throughout Canada.

S. The Crow Rate

TRANSPORT MINISTER JEAN-LUC PEPIN announced three major changes to a plan he outlined just three months ago to eliminate the special Crowsnest Pass rate for Prairie grain shipments.

Pepin told a news conference the government will pay all of its \$651 million annual transportation subsidy to the railways, link freight rates to the price of grain and add extra crops to those eligible for shipment at below commercial rates.

Legislation covering the changes will be introduced in the Commons, but there will be no reduction in the \$3.7 billion Ottawa is prepared to spend during the next four years on western rail transportation.

Meanwhile, a \$175-million agriculture development program has been withdrawn, Pepin said. But Agriculture Minister Eugene Whelan will try to have it restored, Pepin added.

Pepin said he "doesn't feel ashamed or embarrassed (by the changes)".

"Politics is the art of the possible. The previous program was better but we couldn't see it. Maybe some future minister of transport will be able to."

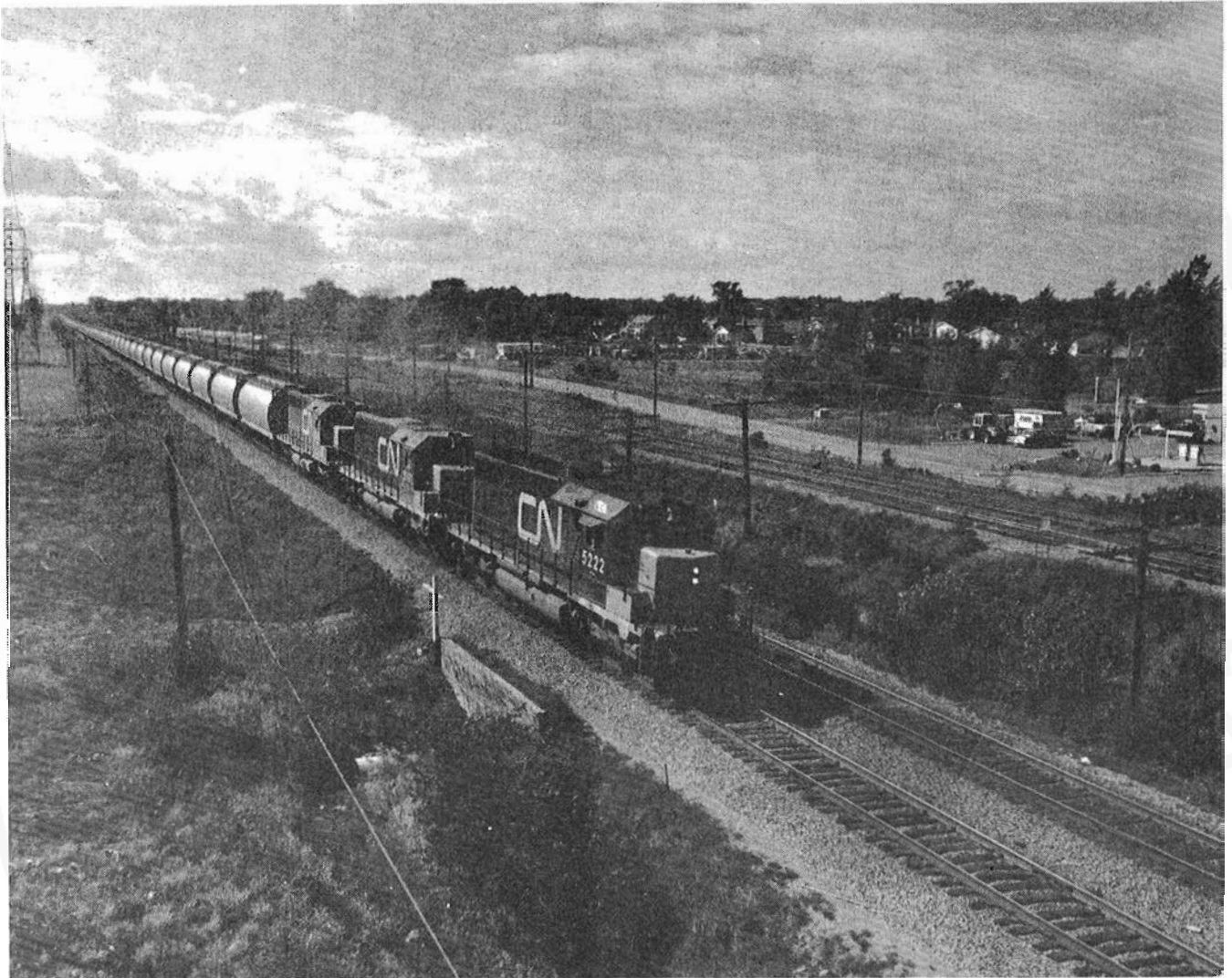
Pepin said the changes reflect the deeply held views of farm groups in the Prairies as well as in Central and Eastern Canada.

Details of the linking of grain prices to freight rates and what other products will be eligible for shipment at lower rates will be in the legislation.

The addition of extra products is to help encourage agricultural diversification in the West.

In February, Pepin unveiled a \$3.7-billion plan to end the Crow rate, set in 1897 and passed into law in 1926. Ending the Crow rate, which amounted to about one-fifth of the actual cost of moving the grain, is the start of a \$16.5-billion railway expansion in the next decade.

Mtl. Gazette



ONCE THE PROPOSED CROW'S NEST PASS freight rate solution is enacted, it will break a logjam preventing improvements in the grain transportation system, says Ross Walker, vice-president of Canadian National Railways' mountain region.

Not only will it allow the two major railways to increase their planned capital spending on improvements and expansion, he said, it will also promote a change in the attitude of grain shippers who have balked at rationalizing the country grain delivery system.

Under the plan announced by federal Transport Minister Jean-Luc Pepin, farmers, who currently pay 20 per cent of the cost of transporting grain for export, will be called on to gradually pay more — 30 per cent of the total by July 31, 1986, the end of the 1985-86 crop year, and 60 per cent by the end of the decade.

In return, they will receive a gradually increasing amount of the federal subsidy — 50 per cent of it by 1985-86 when a review of the whole plan is to be held.

When farmers start paying more for transporting grain, their priorities will change, Mr. Walker believes. They will actively press for improvements in the efficiency of the system.

The controversial Crow rate kept the railways and the shippers apart; after it is killed, they will start talking and dealing in a more normal commercial way, he said.

Mr Walker feels the switch to a commercial approach will bring demands for so many improvements that a call will go out for a review of the new plan much sooner than the proposed year of 1986.

Some large-scale and efficient farmers, or other shippers, may demand lower rates if they are willing to truck grain longer distances to big, main line

loading terminals rather than to the nearest branch line elevator.

The Crow solution proposal says the railways will be judged on their efficiency by the new Grain Transportation Agency, which supersedes the Office of the Grain Transportation Co-ordinator in Winnipeg. Efficiency means turnaround time for the grain cars.

CN is making changes to its computerized car-monitoring system that will help it judge how it is doing; CN will make these readouts available to the new agency. But the information will also help isolate bottlenecks, and Mr. Walker seems confident that, for the most part, these will not be found in the rail operations segment.

The federal Government says it will pay 80 per cent of the cost of moving grain for the next four years. It will spend \$5.7-billion on grain transportation in the next six crop years.

Ottawa says the Crow relief will enable the railways to spend \$16.5-billion on system expansion and improvements in the next decade.

But the railways say the actual amounts will depend on traffic and need. However, with interim payments of \$313-million already authorized for the two railways for the 1982-83 crop year, they are able to make preliminary plans. CN is slated to spend \$491.6-million in 1983 system-wide.

Before Mr. Pepin's announcement, CN planned to spend nothing at all on the Alberta-British Columbia section of its main line this year, Mr. Walker said.

Now it plans to spend \$87-million, including \$84-million on the Edmonton to Vancouver section, which is its main capacity bottleneck. CN will bring into service 125 more miles of double track in this section this year.

The railway is upgrading its northern line from Red Pass Junction in the Rockies to Prince Rupert, B.C., to handle major increases expected in coal and grain tonnage.

CN had planned to spend \$65-million this year, but now it will raise that to \$105-million. So the Crow announcement has added a total of \$125-million to its mountain region spending plans.

Following the passage of the legislation, CN estimates that it could increase its total capital spending for the five years 1983-87 by \$1.6-billion, or 73 per cent, to \$3.7-billion. About 60 per cent of the total would be spent in the West.

Almost \$1.1-billion would be spent on the south route to Vancouver, including \$700-million for double-tracking and \$75-million for signal systems.

Close to \$500-million would be spent on the north line to Prince Rupert.

By 1990, 50 to 60 per cent of the Edmonton to Vancouver route could be double-tracked, Mr. Walker said. That could increase capacity by as much as 100 per cent, since double tracks for the whole distance would quadruple capacity.

CP Rail of Montreal plans capital spending of \$315-million this year, \$135-million more than before the Crow announcement, said J.D. Bromley, vice-president of the Pacific region.

In the fall, after the legislation is passed, CP Rail could call tenders for its major \$600-million grade improvement plan in the Rockies near Revelstoke, B.C.

But the effect of the recession on revenue and the lack of the expected pressure from traffic growth will defer a start on the main tunnelling contracts by at least a year.

Meanwhile, work will continue on minor extension and support projects connected with the main project. For example, about \$20-million will be spent to lay double track.

The railway's main five-year program calls for spending \$3-billion by the end of 1987.

Completion of the Rogers Pass grade improvement would remove the leading bottleneck and increase capacity by 40 per cent. After that, it would be a matter of chipping away at other bottlenecks to increase capacity further, Mr. Bromley said.

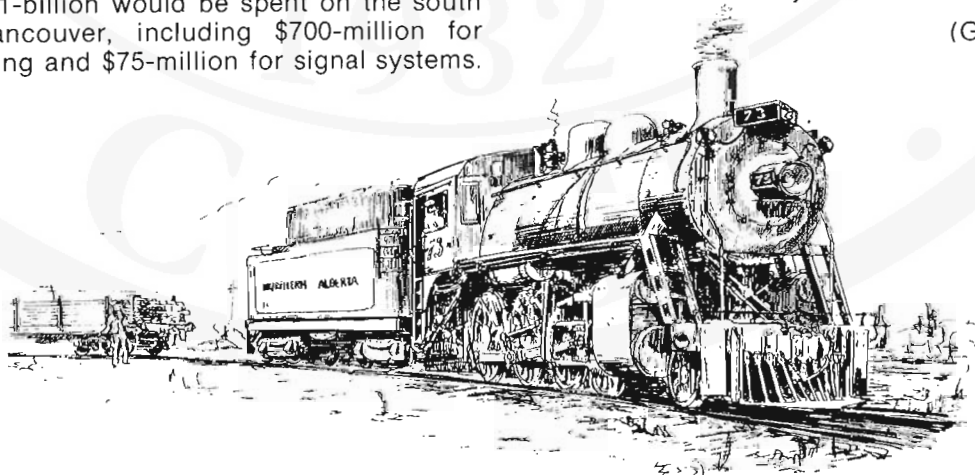
The next major project is a section of track in the Fraser Canyon, between China Bar and Spuzzum, he said.

The enabling legislation must be in place by Aug. 1 for the plan to take effect at the start of the 1983-84 crop year. Mr. Pepin said the bill will be introduced in the House of Commons right after the throne speech, which is expected some time after mid-February.

Parliament must prorogue by June 30 for the summer recess, according to the new rules of the House, but that leaves four months to get the measure enacted.

Mr. Pepin thinks a special committee will be formed to ride herd on it. He said its content has been so broadly discussed and embodies so many compromises and phase-ins, plus provision for review, that the opposition parties will be hard pressed to find solid reasons for delay.

(GLOBE & MAIL)



FOUR OF THE 15 STATIONS PLANNED FOR Phase One of Vancouver Rapid Transit are in downtown Vancouver — two of them underground, at Burrard and at Granville under Dunsmuir, as part of the Dunsmuir Tunnel upgrading that will enable movement of 100,000 people daily through the city's core in '86.

Construction of underground stations will begin early in the new year — a key stage of a system that will see trains of two, four and six cars arrive as often as every 75 seconds, cruising at an average 72 km/h and covering the 22 kilometres from Waterfront Station in Vancouver to downtown New Westminster in just over 28 minutes. And that includes stops.

What will Rapid Transit mean to commuters — office workers and store owners, consumers and symphony buffs? Let's start at Waterfront Station, gateway to the sights and sounds of Gastown.

Waterfront Station, near the heart of the city's financial district, is also stepping off point for Canada Place, Pier B.C., Harbor Centre, and the SeaBus connecting to North Vancouver. It will also join with Commuter Rail service planned for the south shore of Burrard Inlet to Port Coquitlam.

Technically, Waterfront Station remains at grade with a single centre platform — raised slightly for better interconnection with Commuter Rail. Access to the platform is provided from the secondary concourse of the SeaBus Terminal and includes two interconnections with the Commuter Rail platform and flexibility for a future Rapid Transit extension East to Gastown.

At Burrard Station, a stacked side platform configuration with an upper level concourse is added to allow flexibility for linkage to adjacent development. You will surface at Discovery Park in the midst of major shopping and office complexes — Bentall Centre, Park Place, Royal Centre. Here, you have the world at your doorstep — airline and consular offices, international banking, convention-class hotels. The YMCA is a short hop across Burrard and if you travel through reading, you can "book" your trip at the Main Branch of the Vancouver Public Library less than two blocks west.

Next, Granville Station — hub of downtown's shopping, dining and cultural action. Theatre Row on Granville Mall — including the Orpheum Theatre, home of the Vancouver Symphony Orchestra. Pacific Centre and a constellation of shops and fine restaurants are immediately nearby — as is Robson Square and the new home of the Vancouver Art Gallery.

Graville Station, similar to Burrard with its stacked side platform, sits slightly east of Granville. An upper level concourse again provides flexibility for connection to adjacent development, although

#### VANCOUVER RAPID TRANSIT SPECIFICATIONS

##### Schedule

Start of project:	May, 1981
Start of construction:	March, 1982
Completion of line:	Mid 1985. Pre-Build complete and in operation mid 1983.
Start of revenue service:	Early 1986
Delivery of last vehicle:	Mid 1986

##### Length of system phase one: 21.4 km

At grade 6 km; elevated 13 km; underground 2 km.

##### Total cost: Estimated at \$718 million in 1986

##### Guideway

At grade:	Continuous reinforced concrete slab 20 cm (8 in.) thick
Elevated:	Trapezoidal beam cross-section, pre-cast and pre-stressed concrete. Double-track guideway beam 6.5 metres (21.3 feet)
Width:	Single guideway beam 1.9 metres (6.2 feet)
Depth:	Single guideway beam 1.9 metres (6.2 feet)
Nominal span length:	Approximately 30 metres (100 feet).

##### Track

Continuous-welded standard gauge (1,435 metres/4 feet, 8 1/2 inches) 115 lb. steel track. Standard railway switches and switch machines with moveable frog points on the main line.

##### Vehicles: 114 initially

Length:	12.7 metres (41.7 feet)
Width:	2.4 metres (8.0 feet)
Height:	3.13 metres (10.3 feet)
Weight:	13,900 kg (29,500 lbs.)
Capacity:	Normal maximum - 75 (40 seated, 35 standing)
Cruise speed:	70-75 kmh (43-47 mph)
Construction:	Welded aluminum frame and skin, fibreglass end caps. Honeycomb aluminum roof and honeycomb bimetal floor.
Power:	600 volts direct current collected from two aluminum rails with stainless steel caps. Power is converted on each car to variable voltage and variable frequency three-phase AC for the linear motors.
Trucks:	Two 4 wheel trucks with steerable axles.
Brakes:	Dynamic and regenerative electric brake via the linear motor plus magnetic track brakes (4) and hydraulic disc brakes, which also serve as parking brake.

##### Train Control

Based on the SELTRAC moving block concept of SEL Canada, an ITT Company, as developed and used in West Germany by Standard Elektrik Lorenz AG, the system consists of three computer systems.

The system management centre is a single computer which, under the direction of a human operator, carries out supervisory functions such as scheduling, rerouting, system startup and shutdown, emergency procedures, and so on.

The vehicle control centre consists of three linked computers with responsibility for safe train movement. It communicates with each train and receives instructions from the system management computer.

The third element is the vehicle on-board computer, which receives and verifies commands from the vehicle control computer and issues safe instructions for propulsion and braking, door operation and coupling. The computer also monitors on-board equipment to detect problems before they create delays.

The SELTRAC train control system is in operation on parts of the German Federal Railways and on line 4 of the Berlin subway. It meets the very conservative safety standards mandated by the German railway and transit authorities.

principal point of entry remains on the southeast corner of Graville and Dunsmuir. Provision will be made for a second entrance in future at the eastern end of the station at about Richards Street.

As a result of negotiations with B.C. Place, Stadium Station will be built to the north of the Dunsmuir Street Viaduct. Access to the station is

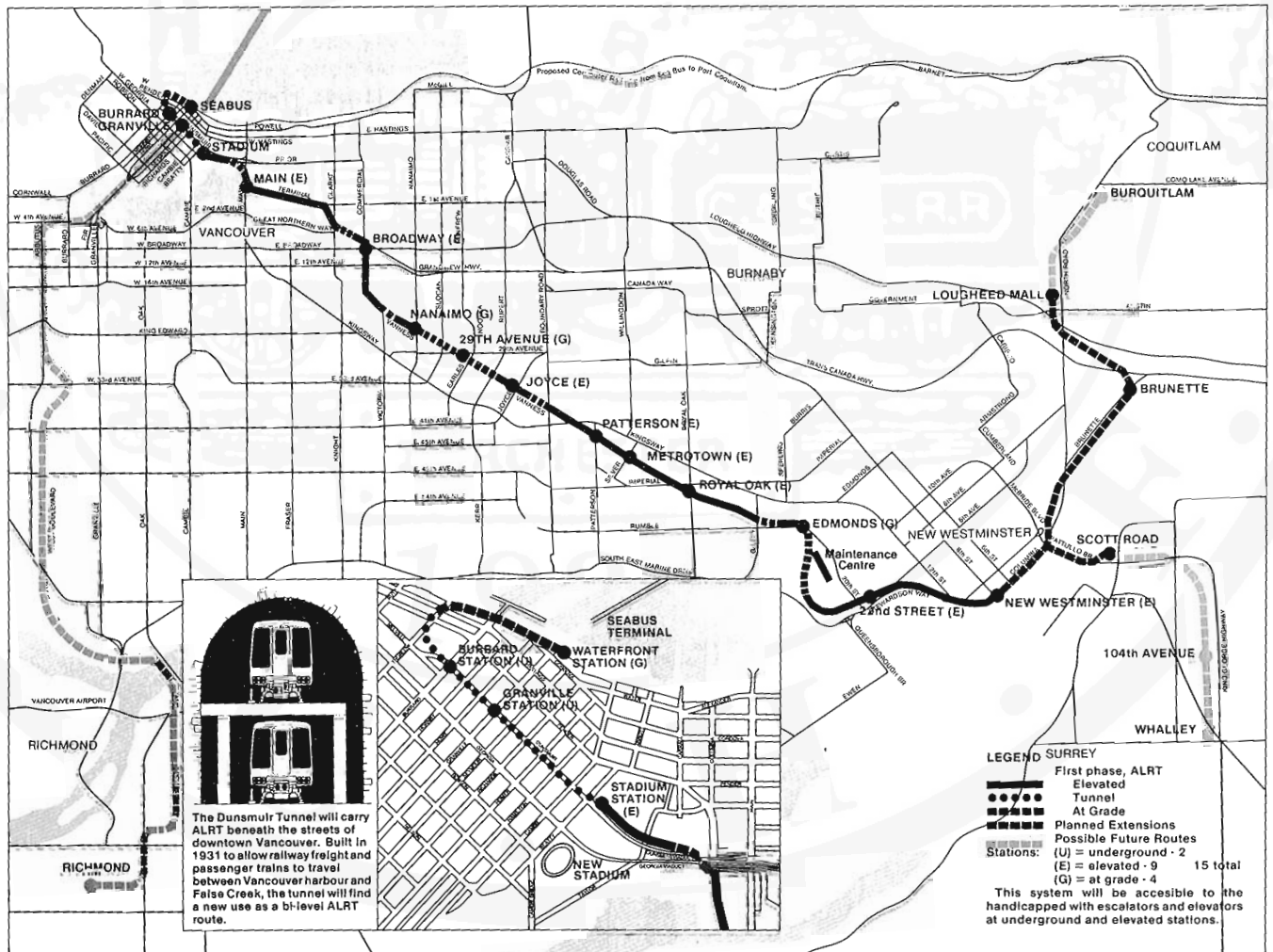


from a concourse level at its western end, with a connection to the main entry on the northeast corner of Beatty Street. There will be a pedestrian walkway to the Stadium under the viaduct and under Beatty.

Stadium Station will feature three platforms to handle special trains for sports and other events at the stadium. The station will serve the site of Expo '86 and provide access to scores of offices, stores and hotels as well as the surrounding light industrial area. From the station it is also only a short walk to the Queen Elizabeth Theatre complex, the Greyhound and Pacific Coach Lines bus depot and the Vancouver Vocational Institute.

All Rapid Transit facilities will be fully-equipped to transport the handicapped. Information and security personnel will circulate on trains and through stations at all times.

S. UTDC Kingston Ont.



The Dunsmuir Tunnel will carry ALRT beneath the streets of downtown Vancouver. Built in 1931 to allow railway freight and passenger trains to travel between Vancouver harbour and False Creek, the tunnel will find a new use as a bi-level ALRT route.

**LEGEND SURREY**  
 First phase, ALRT  
 Elevated  
 Tunnel  
 At Grade  
 Planned Extensions  
 Possible Future Routes  
 Stations: (U) = underground - 2  
 (E) = elevated - 15 total  
 (G) = at grade - 4  
 This system will be accessible to the handicapped with escalators and elevators at underground and elevated stations.

IN RESPONSE TO THE INTERIM RULING BY the C.T.C. more than a year ago, Consolidated Rail Corporation has been pondering its continued operation of and controlling interest in the Canada Southern Railway and related or associated railways. The C.T.C. decision was an ultimatum to Conrail either to operate its Canadian properties properly or sell them to someone who would.

For sometime it has been rumoured that Conrail has been holding negotiations with Canadian National and Canadian Pacific, a point I'll return shortly. It is known that in 1979 discussions were held with VIA Rail Canada, and it was thought that the St. Thomas Shops would have potential for VIA locomotive and/or car repairing and servicing. Discussions have more recently been held with Grand Trunk. Although it is not certain that there have been discussions with the Chesapeake & Ohio Railway, that railway has maintained an interest in CSR affairs, and was an intervenor at the public hearings. There certainly would be logic in Chessie's acquisition of certain CSR property. It has been rumoured that Guilford Transportation Industries could be interested, since acquisition of the Canada Southern and Detroit River Tunnel would be a logical extension of D&H running rights (over Conrail) to Buffalo. There is also at least the theoretical possibility that minority CSR stockholders and/or Canadian Conrail employees may yet make a bid to purchase the CSR.

In a letter dated 24 August 1982 and sent to shareholder with mid-year report of the Canada Southern, the company's president Mr. Robert V. Wadden, indicated that discussions concerning the disposition of the company's railway properties were continuing, but they had not yet reached a point where it could be predicted whether an agreement would be reached. The mid-year report was postmarked in Philadelphia on 27th August and it was received on 9 September. The Toronto Star for 15 September reported that a deal had been

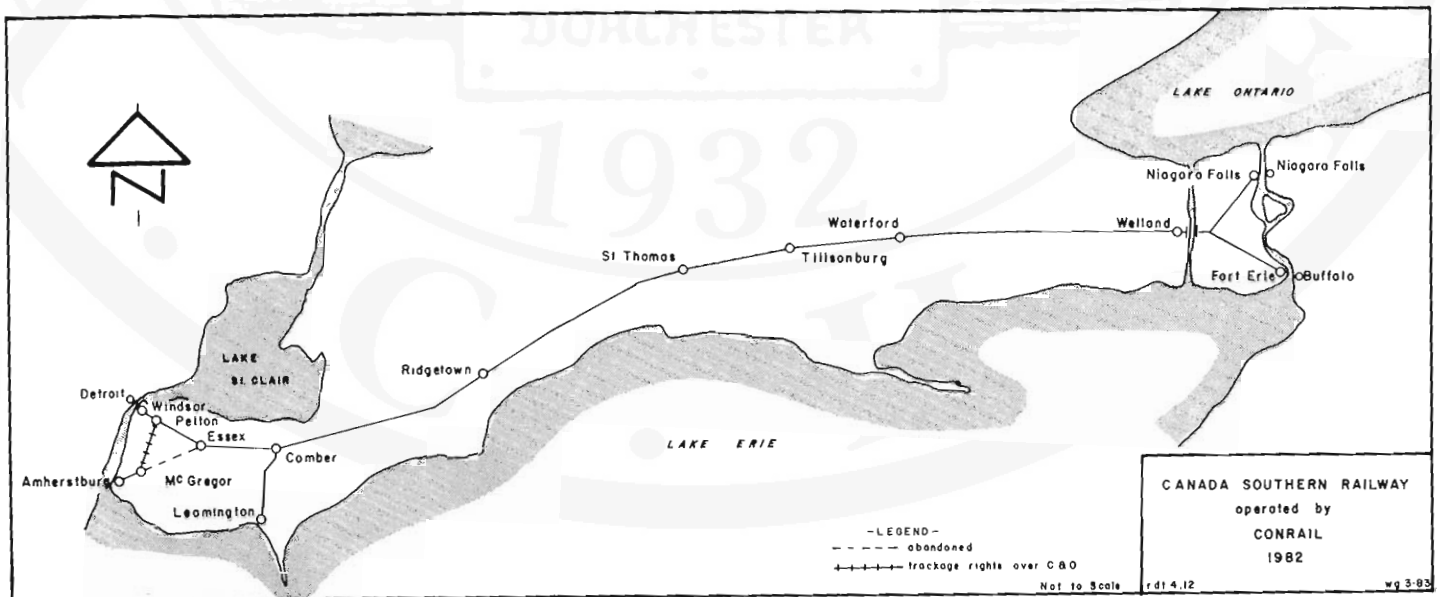
reached the previous day whereby Conrail would sell both the Canada Southern and the Detroit River Tunnel jointly to Canadian National and Canadian Pacific. Included in the deal was the Niagara River Bridge Company. The transaction is subject, the Star report says, to a mutually satisfactory agreement between Conrail and Canada Southern for the acquisition of the rail line. In its issue for 6 October CP Rail News carries much the same report but notes that Conrail and Canada Southern had not yet reached an agreement in principle. It noted further that the sale would be subject to CSR and DRT shareholder approval (DRTCo has only one stockholder, Conrail), and is conditional upon the approval of American and Canadian regulatory authorities.

In order for CN, CP and Conrail to announce the sale at the time they did, negotiations would have had to have been considerably more advanced than Wadden's letter to shareholders would have one believe.

Canada Southern in its mid-year report stated that a non-Conrail directors' committee had been established and that the firm McLeod, Young & Weir Limited had been engaged to assist. Through other channels it has been reported that CSR has retained A. E. LePage Limited to conduct an appraisal of Canada Southern property, preparatory to a sale. CSR property ajoins certain real estate and the former could be quite valuable when viewed in these terms. What is not clear is whether the announced conditional sale is for the CSR's railway proper or whether it includes the CSR company with all assets intact.

In mid-November Conrail announced the laying off of 120 employees, roughly one-third of its Canada Division labour force. It is not clear whether this is another unfortunate layoff in Canada's railway industry or whether it foreshadows something even worse.

S. Bob Tennant and SRS News.



**EDMONTON COMMUTERS COULD SWOOSH** across the river valley in an Aerobus hanging from a cable, if city council buys a system that might be cheaper than LRT.

The Mueller Aerobus, built in Switzerland by the world's oldest ski-lift manufacturer, is being studied as a vehicle to move people downtown from Mill Woods, Southgate and the university area.

Each car would carry 100 to 125 passengers.

Rubber-tired wheels, mounted on the roof, would roll on overhead tracks laid on a cable stretched between towers and supported by a heavier suspension cable.

The suspension cable would be held by steel towers every 200 or 300 metres. Jim Shipka, the Edmonton engineer who recently proposed the Aerobus to city council, envisions one tower on the north bank of the river valley, another rising from Kinsmen Park and one more on the south bank.

Then a string of towers would carry the tracks through the university, past Southgate to Kaskitayo. The cars would ride about six metres above ground, avoiding traffic tie-ups and collisions with street traffic.

People would travel at speeds up to 70 kmh, with far more comfort than a ski-lift, Shipka said, because the cable never moves.

"It eliminates that bump, when you go by a pylon, so you maintain a relatively high speed without slowing down at every support."

But the Aerobus may be too small for mainline service, said Ken Dmytryshyn, director of LRT design. "The capacity of the Aerobus, we feel, is lower than the LRT because the Aerobus cannot be joined up into trains."

Shipka, however, said capacity could be increased and service improved, by running a second line across the valley from near the convention centre to the top of Connors Hill, then south to Mill Woods. "People in Mill Woods do not want to take a route through the southwest to get downtown."

He thinks a southeast route could take passengers downtown from Mill Woods in 15 minutes while the LRT, passing through the university, might take 25 to 30 minutes.

Shipka said both Aerobus routes could be built for about one-fourth to one-third the capital cost of a single LRT line, expected to cost \$500 million.

The Aerobus ran as part of an exhibition in Mannheim, West Germany, for six months in 1979. It has never been used in a permanent, mass transit system — a factor which may work against its adoption here.

Dmytryshyn thinks its more likely use is "as a feeder into the university or as a separate line requiring lower capacities."

But he wonders about its performance in high winds or icy rain. "Passenger safety is of great concern. We have to evaluate that carefully. Anyone who has been caught on a ski-lift during a power failure can attest to the anxiety."

Dmytryshyn said his staff will complete a preliminary assessment of Aerobus by the end of June.

S. Edmonton Journal

— **A SUPERTRAIN BETWEEN EDMONTON AND** Calgary is in the works to speed passengers between the cities at up to 300 kmh.

VIA Rail and Alberta government experts are to come up with proposals for the superlink in a year, determine the cost and suggest a starting date.

And Calgary's dream monorail could end up being used as the Calgary-Edmonton supertrain with a monorail line built spanning the 480 km between the cities, VIA and provincial officials said yesterday.

The alternative is to have a normal track designed for high speed — without level crossings — thereby eliminating the danger of train-road traffic collisions at crossings.

VIA and the province's economic development department have had their feasibility study of a highspeed rail passenger line under way for a year.

The railway company now runs a Dayliner car which makes the Calgary-Edmonton trip in just over 3 1/4 hours.

Harold Murray, vice-president in charge of VIA's Western Canada division, said that exactly when the supertrain link is to be built depends on economic conditions, the recovery of Alberta's energy industry, population growth in Calgary and Edmonton and future plans for the city-owned downtown airport in Edmonton, where the airbus now lands.

S. Edmonton Journal

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.

# Canadian Rail

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