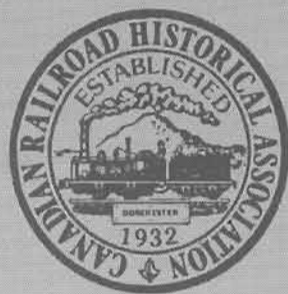


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FRONT COVER:

C.P.R. 374 just after its first restoration in 1945. It had been given back its original number after having been numbered, at various times, 374, 92, 245, 158. Now this veteran is undergoing a second restoration in Vancouver after 38 years of deterioration. Canadian Pacific photo.

INSIDE FRONT COVER:

Another preserved C.P. locomotive is diesel No. 4038 seen here (top) at Brandon Manitoba on Dec. 26 1974 on its first trip after being repainted in the C.P. Rail paint scheme. In the bottom view we see 4038 in the park at Minnedosa Manitoba where it was moved in October 1983 along with van "431970", actually No. 436781.

Both photos by L.A. Stuckey.

SNOW PLOW TRIP IN THE '30'S

By Mary C. Wood

All that February in the early 1930's, the north wind drifted snow across the frigid prairies. In the railroad shops of the C.P.R. in Sutherland, work as usual carried on. The noise from the boilermaker's air hammer in the firebox competed with the bang! bang! of the fitters, busy on running repairs.

In the office the Chief Dispatcher watched as the snow pelted the windowpane.

"Reports say the trains are having a rough time getting through," he said to the Master Mechanic. "Track conditions are getting worse, especially on the Sutherland subdivision." He took a couple of puffs on his pipe, "Maybe we should run the snowplow tonight," he continued, "I'll phone and order an engine for the job."

In the roundhouse the Locomotive Foreman picked up the ringing phone, heard the request and



A C.P.R. snow plow train similar
to the one in the story.
Canadian Pacific photo.

hollered back over the din, "There's nothing available for two, maybe three hours.

In the roundhouse the Locomotive Foreman picked up the ringing phone, heard the request and hollered back over the din, "There's nothing available for two, maybe three hours. All engines are cold and running repairs will take some time."

In the office, the Master Mechanic grabbed the phone and bellowed, "What about 974?"

It took just an instant for the Locomotive Foreman to answer, "I've got orders to strip 974 and send her dead to Winnipeg for number one repairs. She'd exceeded her mileage. Anyhow, the siderods have been removed. But," he added, "if it's absolutely necessary, we can replace them."

The Master Mechanic said, "All right, get your men busy on 974, ready for the snowplow run."

He ended the message with those famous words known in every roundhouse, "She'll go one more trip."

It took time to put water into her boilers, for a fire to be started, the steam raised while the fitters were busy on the side-rods.

Because few people in the town had telephones, the call-boy had to trudge through the blizzard to alert the men 'first out' on the board.

When Bill Wood was roused from his warm bed, he realized the order, Plow S.A.P. (soon as possible), did not have the urgency it usually had for a train wreck, so he figured there was time for a hot meal. Starting on the snowplow trip, eating was always an uncertainty. Bill thought he'd better be sure, fill up at home and have a lunch pail well packed to take along.

When Bill and his Fireman arrived at the shops, 974 was still inside. The two men followed the usual routine of 'Booking Out', checking watches and recording differences in seconds with the daily corrected Standard clock. They then signed the latest operation bulletins.

Bill gave a good oiling to the motion and driving wedges in the warmth of the building, for the temperature outside was still falling.

His Fireman made sure the engine was properly supplied with oil, cotton, waste scoop shovel, pokers, shaker bar, drinking water, spare headlight bulb, spare cab-light bulbs, water gauge glasses and gaskets, oil torch and flagging kit with flags, fusees and track 'torpedoes.'

To help stop the snow from coming into the cab where they worked, he stuffed waste into holes where the various pipes and grate-shakers came through. Bill got a piece of old canvas and wrapped it around the dynamo to keep it dry and working.

By this time the fitters had completed their task and 974 had steam enough for the hostler and his

helpers to back her onto the turntable and head east.

They filled the tender with 5,000 gallons of water, eleven tons of coal, which as usual was not of the highest steam-raising quality. After filling the big sandbox atop the boiler, a tarpaulin was secured over the tender and part of the cab.

The Fireman then took over and tested the tri-cock, water gauge glass, air brake pressure and inspirators. All were okay. He made sure the frost-cock was adjusted to the right discharge pipe to permit steam to circulate through and prevent freezing. It was vital to have the right-side gun working in case the left-side one quit for any reason.

By this time the Brakeman was waiting to escort 974 and they proceeded warily to the snow plow-turn track and coupled onto the plow. There the Roadmaster, and the Section Foreman with three men were waiting. While the Fireman was steadily building up his fire and steam pressure to 200 pounds, a yard engine coupled a caboose behind the tender.

The brakes were tested, wires from the plow were connected and the headlights connected to supply illumination, all tested okay to roll.

Communications between engine and plow crews was simple and effective. A cord fastened to 974's whistle was used by the plow's crew to sound one whistle for Stop, two for Go and three for Back Up.

Before starting, tests were made to see that plow wings and flangers responded to the controls by the Roadmaster. All being okay to go, the brakeman signalled, the fireman responded and the plow train was backed up to the main line and over to the station. Here the Conductor was ready with train orders.

The men checked their watches again. Bill read aloud the orders and signed the Conductor's copy. The Roadmaster, in his capacity as plowmaster, also received a copy. The train orders were for Snowplow Extra from Sutherland to Lanigan. Terminal clearance showed all trains due to arrive or leave Sutherland had done so. The operator at Lanigan was to hold all trains until arrival of Extra 974.

All being checked and ready to go, Bill pulled the whistle twice and was answered by the plow crew, for, after stopping any length of time, the signal to 'go' had to be repeated. Just one more safety precaution.

The Roadmaster, riding in the cupola, his seat atop the snowplow, saw to it that the wings were extended to throw the snow well clear of the tracks. His vigilance was necessary to collapse the wings to avoid hitting switch stands and station platforms. He could lower the toe of the plow between the rail and raise it when going over switches and frogs.

Even though the headlights cut through the darkness, the flying snow obstructed most vision.

Snow fences were virtually useless against the howling snow, so fine that it could find a half-inch knothole and continue on its way until it came to a railway cut.

As they came to Floral Hill, speed dropped as they hit solid drifts. Qld 974 bit into 10 feet of snow as she battled the hills. Snow and cold entering the cab wasn't too bad as long as the train kept moving. No one complained.

At times Bill had to use full throttle and the 'Johnson Bar' in the corner. That done, 974 grumbled to regain her stride in readiness for the next wall of snow. On she staggered, groaning and wheezing until they stopped at the first telegraph station. There they registered and reported. There were no further train orders so the brakeman helped the engine crew take on water, fill the tender while 974 impressed her admirers with plumes of the whitest exhaust.

When all was ready, Bill gave the whistle two blasts and on haring the 'all clear', the big wheels agonized ahead.

More hills and cuts made the going tough. They would hit a drift with a good speed. If 974 stalled, they'd back up some distance and make a second, or even a third charge at the frigid wall of snow.

The plow hit. Back in the caboose, crews tumbled, chairs skidded, and food and mugs went flying across the floor. After many tries, 974 cleared yet another drift.

In the cab of the engine, water formed by condensation on the hot boilers, created a fine spray of icicles. The chilled atmosphere accented every drop of vapour which spewed from valves, pumps and exhaust and instantly turned to ice.

Snow piled on the runningboards and rods as she panted, waiting for the men to clear the frozen switches.

It was supposed that the Fireman's endurance and his back was such that he could keep going to the next divisional point.

Push! Lift! Throw! Push! Lift! Throw!, over and over - throw the indifferent coal into the insatiable mouth of the firebox. One hundred miles - it was just that distance between divisional points.

Over the mountain of snow, a spiral of smoke was seen, Lanigan Station at last.

But getting out of the engine was something else. The windows were frozen solid, the door blocked by the hard packed snow. Even the small front door took muscle power to pry open. Ice and snow covered the runningboard. Cautiously, Bill made his way around to check discharge pipe and frost cock. They were okay. He made a quick check for he was eager to get to the protection and warmth of the station. The pot-bellied stove's heat drew him like a magnet. While

banging his arms around his body to restore circulation, he glanced around the room and saw many people waiting for the local which was now, very late.

The Roadmaster who is in charge of the plow asked, "How come there's so little power?"

Bill then had to explain about the snow spilling into the cab and getting mixed into the coal. On examination they found the tarp had split all along the seam so the section men were told to tie this canvas barrier together. But in the 30 degree below zero weather and the utter darkness, the men did less than a perfect job.



WILLIAM (BILL) WOOD, C.P.R. engineer oiling up a D-10 locomotive at Sutherland Saskatchewan in 1940. Mr. Wood worked for the C.P.R. from 1912 until 1949 when he took early retirement. He and his wife are still living in Victoria B.C. at the age of 91.

The Lanigan operator had train orders for them to return ahead of the local. No other train was on the road and the Sutherland operator was told to hold all trains until the snowplow arrived back there.

Around the wye they went to reverse direction. The Fireman wanted to clean the fire by shaking the grates, but Bill stopped him, "I just looked in the pans," he said, "and they are full." The grates couldn't be shaken or the overfull pans would cause the grates to burn out and that would totally disable 974.

Together the men climbed down from the cab, pounded the ashpans, loosened the ice and prised with the shaker bar. Nothing moved.

Bill hollered over the wind, "The one thing I forgot to tell you - always keep the ashpans open on a snowplow trip!" He shook his fist to emphasize the point. "Avoid shaking the grates when on a switch or near a building or bridge."

After much struggling, pushing and shoving, the grates were clear and the men climbed back into the cab. Bill pulled the whistle twice for the Go signal and the breakman waved the Highball.

There had been no time for a hot cup of coffee in the station nor for a much needed snack. They had been on duty seven hours. It didn't seem right when you thought about it - there were three men back in the caboose who could have eats almost any time they wanted. The men in the plow could spell one another off to grab a bite, but the engine crew were assumed, apparently to be mechanical - like their engine - didn't need sustance until the end of the trip.

By now the wind dropped. The snow stopped drifting so Bill and his Fireman changed places for a break. 'A change is as good as a rest, they say'.

Bill saw that the fire was not in the best of condition and he hoped the mixture of coal and snow would lessen as they proceeded. Even so, the snow still filtered its way through the rip in the tarpaulin and inched its way down their necks. They couldn't do much to remedy the problem so they'd have to endure and carry on.

Suddenly the Stop whistle cut the air. Then just as

suddenly came the Go ahead. They inched on, then Stop! This Go and Stop went on until they came to a road crossing. There was the reason for the erratic procedure! A man driving a horse and cutter was just turning onto the road. He had been taking a short-cut along the railroad tracks. He was one of the lucky ones. But for the vigilance of the snowplow crew, there could have been a tragic accident.

Steam pressure was lagging as they arrived at the telegraph station where the Conductor registered their arrival.

Bill had some difficulty spotting the tender at the water tank because the windows were frozen stiff. He had to be guided by shouts from the Brakeman who helped out by filling the tender. The Fireman worked to raise steam pressure. The Operator had no train orders so they were soon on their way.

The going was tough and to help ease the strain of 974's engine, the Roadmaster was content to run the plow with collapsed wings.

With the combination of poor coal mixed with snow and a clinkered fire, progress was slow, but at last 974 panted into Sutherland yard.

A snow drift stalled them, so a yard engine had to come and pull them off the main line. The caboose went to its usual track and 974 wheezed to the backshops. The trip was over.

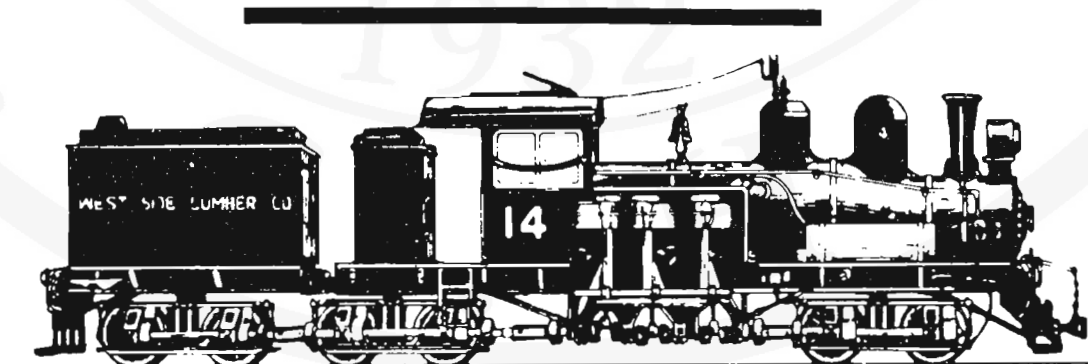
It took time for Bill and his Fireman to walk to the office over glazed ice. While they were drying their outer-wear on the shops radiators after booking in, the Fireman said, "I hope we don't have another trip like that one."

Bill gave a knowing smile, "So do I. We took longer than expected, but old 974 got us back okay."

As they were talking the Night Foreman called from his office, "the Dispatcher wants to send a drag east in four hours. Can you two take the call?"

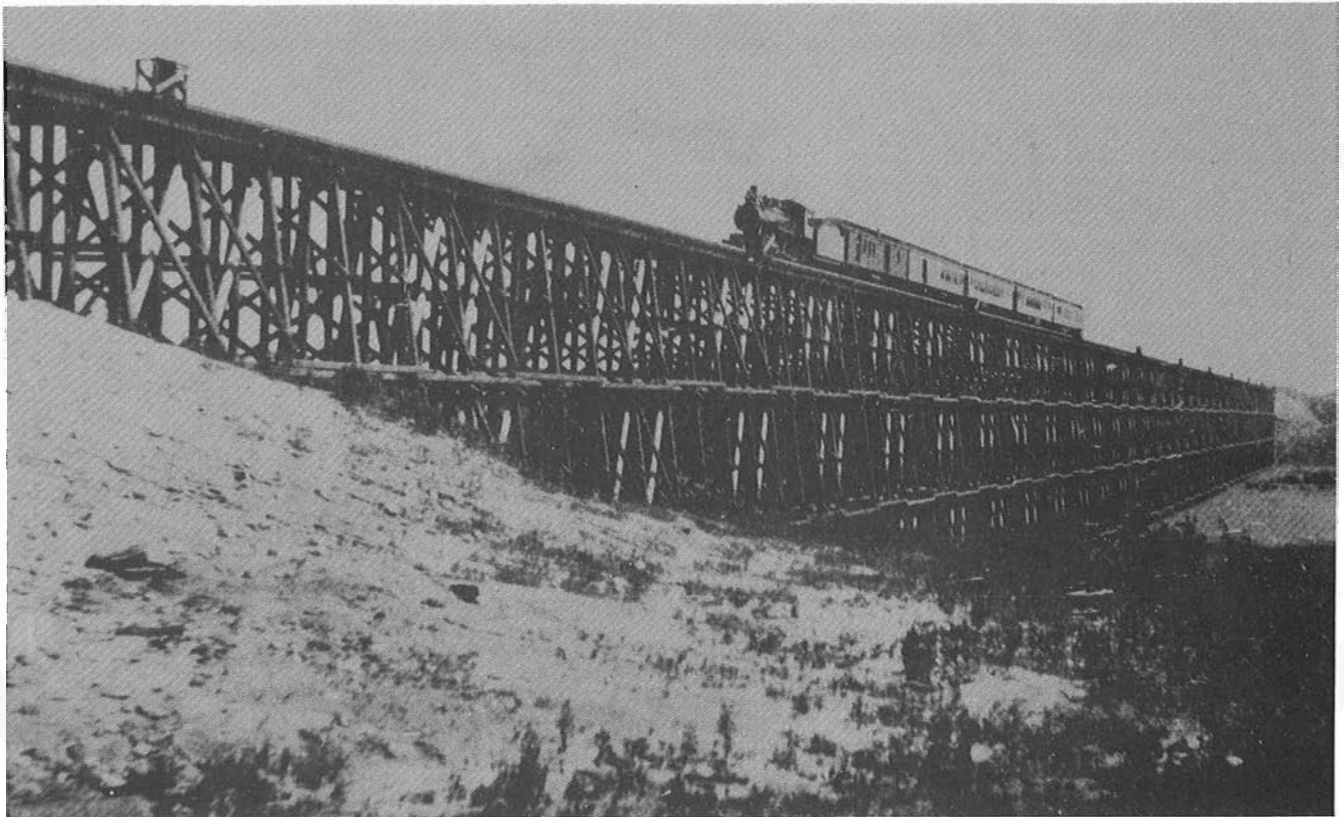
The two weary men looked at one another, "Nothing doing!" Bill answered for both of them, "We're cold and hungry. We've not eaten since we left home." He wiped the coal dust from his face, "We had a tough trip and we're booking rest for twelve hours."

Out of curiosity he called, "What engine are you sending out?" The Foreman looked up, "old 974, of course. She's good for one more trip."



GRAND TRUNK PACIFIC BRIDGES CNR RIVERS SUBDIVISION

By Lawrence A. Stucky
Research assistance from CN Rail.



About a mile west of Firdale Siding and 92.9 miles west of Winnipeg, well into its ascent from the first to the second prairie levels, the line encounters the beautiful Pine Creek valley. To maintain their easy grade the GTP built this timber trestle 2,200 ft. long with maximum height of 91 ft.. About 1915 a 600 class 4-6-0 is seen wheeling a five car express with one mail and express car, a baggage and coach combine, and three coaches. This engine built in 1910 would serve Canadian National as a 1400, class H-10a well into the 1940's. Photo by Phillpotts/George Crighton coll'n.

When we think of great railroad bridges our minds naturally turn to Rocky Mountain canyons or the great rivers of eastern Canada. It may surprise some that my nomination for the division with impressive bridges is on the prairie region, presently the 280 mile Rivers Subdivision of the CNR mainline, formerly Grand Trunk Pacific, from Winnipeg, Man. to Melville, Sask.. This is a combination of the former Harte and St. Lazare subdivisions, with Rivers retained as a crew change-off point.

While the prairie region is generally fairly level it contains a network of rivers and creeks, most of which you can now wade across by late summer but which in post-glacial times were raging torrents that carved huge valleys. Getting their lines into and out of these valleys was a serious problem to early railroad engineers. Because of them, in its final form, after absorbing the Manitoba & Northwestern and other lines in the area, the CPR would have more grades requiring helper engines on the prairie region than in the western mountains.

The Grand Trunk Pacific constructing their line westward from Winnipeg, after incorporation in 1903, had several advantages over earlier builders. Their plans for the shortest, straightest and most level track across the west, were backed by more detailed surveys and adequate capital. With extensive cutting, filling and trestling, they built a heavy tonnage line with no helper grades. No doubt the charge that overbuilding contributed to the bankruptcy of the GTP was valid. Our legacy is a national railroad with one of the most efficient

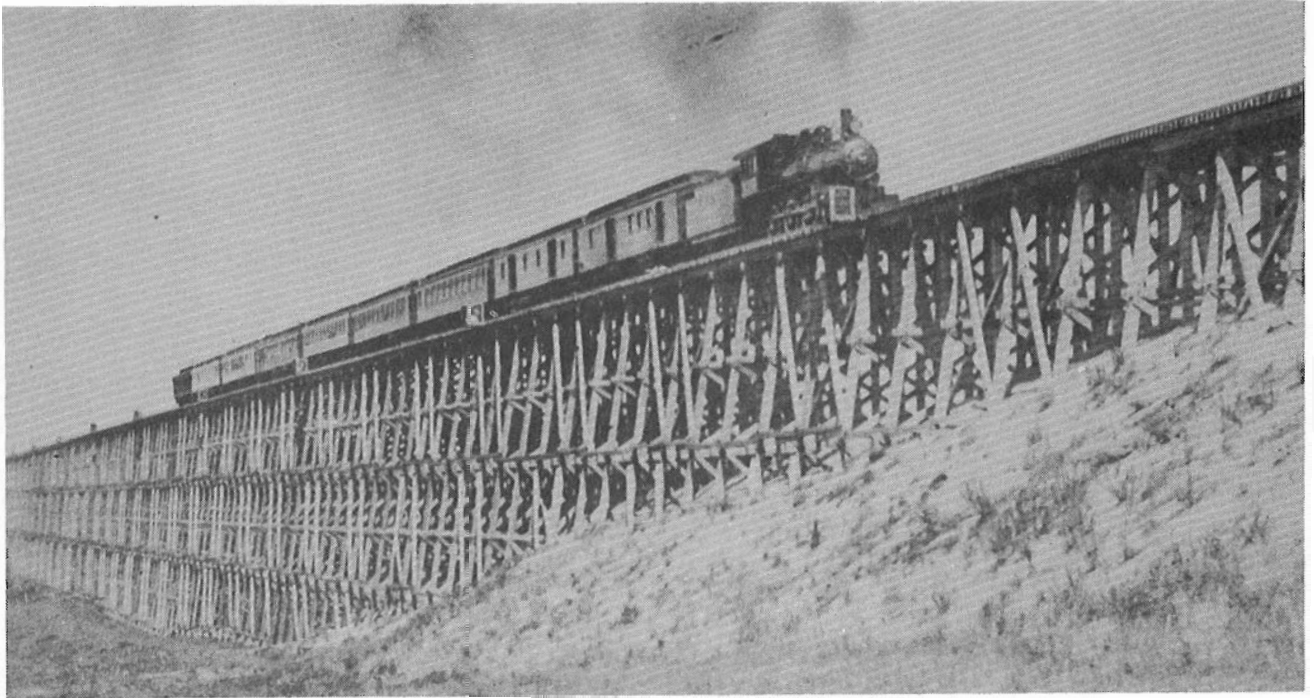
mainlines on the continent.

Over the years I have taken many pictures, and had the good fortune to find some of earlier times, of the big trestles on the Rivers Subdivision, which I am pleased to share with you.

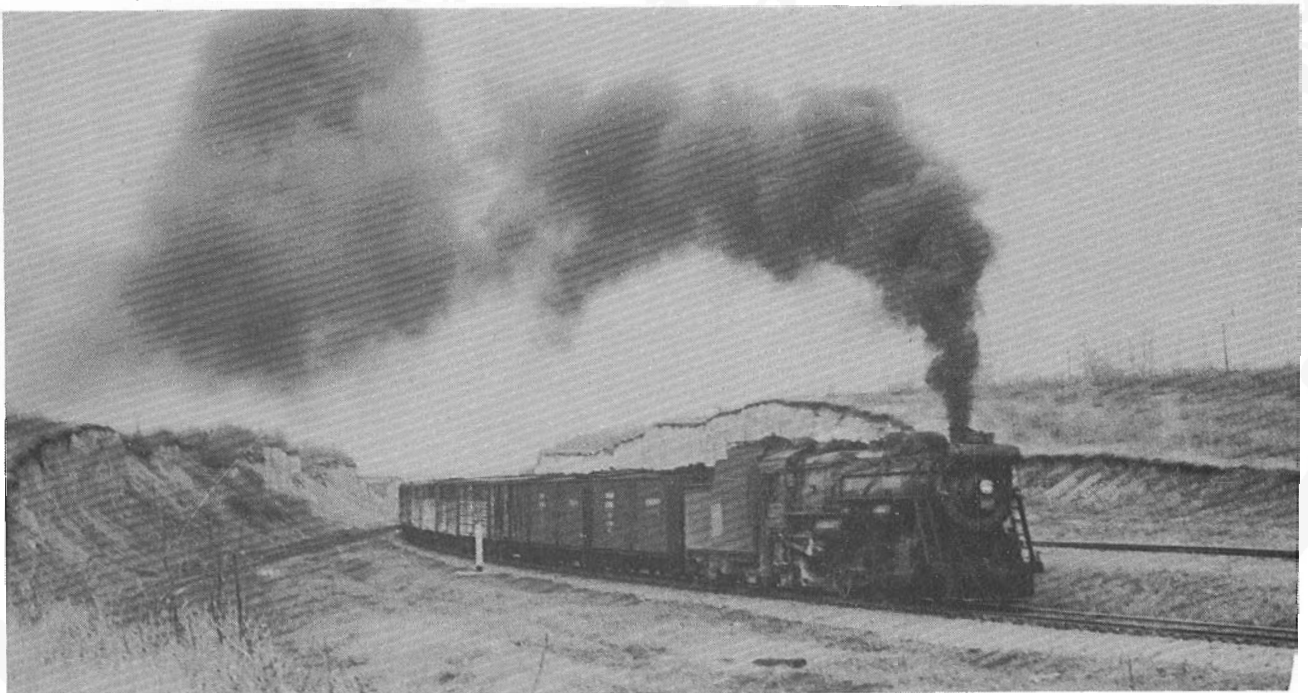
The reason these bridges are largely unknown to railfans and rarely photographed is their isolation in sparsely settled country, all but Rivers being some distance from paved highways. All are surrounded by beautiful unspoiled landscapes. I hope to make more visits to photograph the traffic over them. While I sit under an oak tree with my camera and lunch bag my mind will wander back to an earlier era. My first views of the big Uno and Cut-arm trestles were from boxcars. Moving from one harvesting job to another during the depression of the 1930's, to "catch a freight" was the accepted way to go. Travelling the line years later, while employed in engine service by the completion, I was occasionally accorded the privilege of a "post-man's holiday" to ride the cab of one of the magnificent CNR 6000's. I particularly remember one night on the 6048 on No. 11, crossing Uno bridge about midnight. From the head-end brakeman's seat all I could see was stars above and a few ranch lights twinkling far below. The big engine seemed to be airborne. For obvious reasons the track on these bridges has always been maintained in immaculate condition, so no slow orders are normally required. I know from experience that long before the days of continuous welded rail they were as smooth as glass.



In 1922, faced with heavy maintenance on the Pine Creek trestle, Canadian National opted for a fill. In most such cases trains of earth are unloaded from the bridge, gradually burying it. Here a new line was built a few feet to the south, over two eight feet in diameter concrete culverts, with trains continuing to rumble over the trestle until the new grade was ready. While advantages of the culvert and fill method are obvious there is one hazard. During spring runoff and summer storms the culverts can become plugged with debris, causing the grade to become a dam, holding back water pressures it was not designed for. Such is a subject of roadmasters' nightmares. On June 24, 1979 we see CN 5177-5057 wheeling a mixed eastbound drag over the "Firdale Fill". Two SD-40's is not an impressive power consist but on this line with its easy grades and gentle curves they can make symbol train shedule with over 10,000 tons. L.A. Stuckey



Just east of Rivers, Man, near mile 143, the line crosses the broad valley of the Little Saskatchewan River. The original GTP trestle over it was almost a mile long. About 1915 we see a 600 series 4-6-0 wheeling a nine car eastbound express. On the tail end there seems to be a shorter coach of different colour, probably a private or business car. Picture shows only the main part of the bridge which extends far ahead of the engine. As can be seen at the right filling in had already begun. Photo by Philpotts/George Crighton coll'n.



To maintain the gradient on the east approach to Rivers bridge it was necessary to cut through a hill on the edge of the valley. This hill provided a nearly inexhaustible supply of a sand and yellow clay mixture, ideal for fill. As the trestle was gradually filled in "Grant's Cut" became wider. On the left of this April 27, 1941 picture a steam-shovel spur and grade of a former one are visible. A passing track, showing at right, was installed to reduce congestion in Rivers yard. The cabooses of Second 754 has just cleared Rivers yard and class S-2c heavy 2-8-2 3577 is getting under way for Transcona. (The new Symington yard would replace Transcona as Winnipeg's terminal yard some twenty years later).

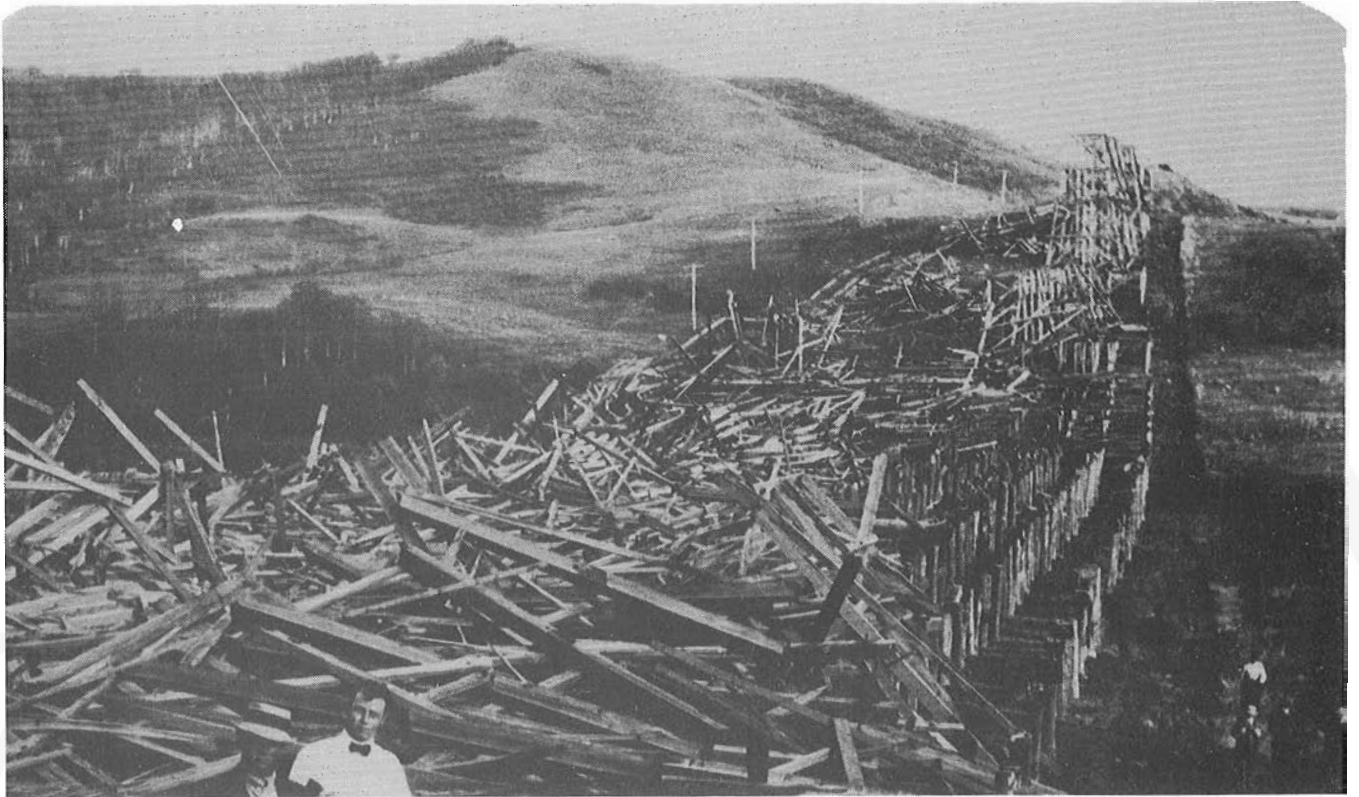
L.A. Stuckey photo



By 1924 the original Rivers trestle had been filled in all but 640 feet. That year CNR built a new steel center section, 250 feet long with 91 feet maximum height. With strengthening of timber approaches the bridge would remain in this form until 1970. Engine 6057, a class U-1e 4-8-2 is getting under way with 11 coaches on No. 4, second section of the Continental Limited on Nov. 1, 1953. L.A. Stuckey photo



In 1970 Rivers bridge became an all steel structure, the former timber approaches being replaced by two new sections, the one on the east end 195 ft. with maximum height of 78 ft., and the one to the west 195 ft., maximum height 82 ft.. With their caboose at Rivers station, units 5134-5148-5175 are poised on the bridge waiting for a signal to highball with fast freight No. 220 east on April 11, 1982. L.A. Stuckey photo

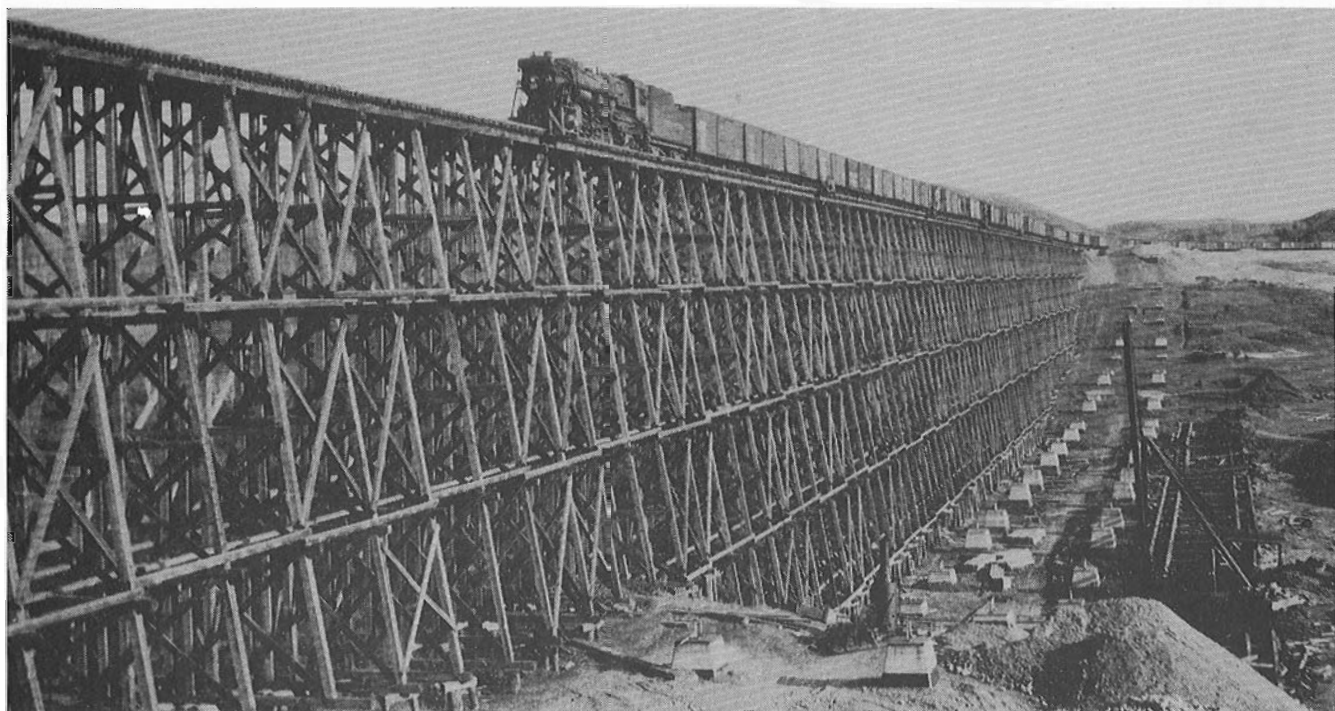


The first GTP trestle over Minnewasta Creek near mile 186, just east of Uno, Man., was taken out by a tornado on the night of Sept. 1, 1915. This is a tribute to the awesome forces of nature and not an implication of matchstick construction, as other trestles of the same period served until replaced with steel. Unfortunately there was a train coming.

Phot by Phillipotts/George Harris coll'n.



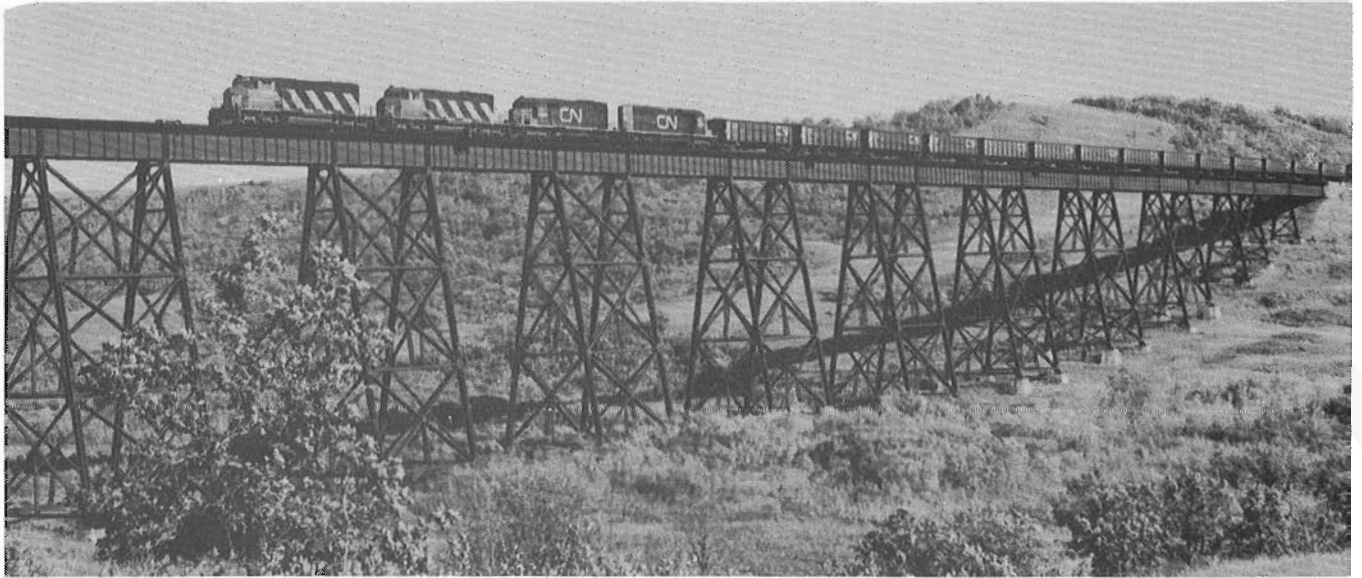
Long before the age when block signals would have protected him, and driving into heavy rain, the engineer of the 851, a heavy 2-8-0 on an eastbound freight train, had no warning of impending disaster until the track disappeared under his headlight beam. The resulting wreck was fatal for the three man crew on the engine. Some area residents will tell you the engine was buried in the fill but in fact she was rebuilt, became CNR 2728, and was in service until scrapped in July, 1957. Photo by Phillipotts/George Crighton coll'n.



In October 1928 class S-2c 2-8-2 3576 rumbles over the second GTP Uno trestle with Second 403. Construction is well under way on the third bridge over Minnewasta Creek. (The late George H. Harris was a longtime member of CRHA and contributed several articles to Canadian Rail). George H. Harris photo



The longest bridge on the division is the present Uno trestle, opened by the CNR in 1929. It is 1,583 ft. long with a maximum height of 116 ft.. On May 6, 1954 class U-2g 4-8-4 6210 is wheeling 15 coaches of No. 3, first section of the Continental Limited. In 1954 the 6207, 6210 & 6211, replaced by deisels on eastern lines, made occassional trips in place of 6000's on this division. The next year all passenger service had diesel power. There have been no passenger trains since withdrawl of the Super-Continental on Nov. 15, 1981. L.A. Stuckey photo



In the modern age the bridges are all steel, the line is freight only and the power all diesel. On Sept. 16, 1979 four SD-40's 5290-5285-5098-5165 are heading west over Uno bridge with the 105 empty hoppers of No. 745, the Ontario Hydro unit coal train. L.A. Stuckey photo



The highest, though not longest, bridge on the Rivers sub. is over Cutarm Creek, near mile 234, just west of Gerald, Sask.. Opened to traffic by CNR in 1925 it is 1,152 ft. long with maximum height of 135 ft.. Under a low fog on Oct. 17, 1982 a GP-40 and two SD-40's 9625-5102-5279 are making fast time with symbol freight No. 301. A large colony of beavers, shunning a man-made dam a little upstream, have built one of their own a little downstream. Apparently the rumble of the trains doesn't bother them as one of their lodges can be seen between the bridge footings at bottom center of the picture. I regret I have never been able to find a picture of the earlier bridge at this location. L.A. Stuckey photo

JUST IN THE NICK OF TIME

By: Eric A. Sprenger

Before dealing with the main purpose of this article - construction of the railway line from Three Rivers to Grand'mere - a short historical outline of the area is given.

Trois Rivieres, Quebec, Canada is the second oldest city on the North American Continent having been founded on July 4th, 1634 by Sieur de La-Violette. Situated at the confluence of the St. Maurice River and the the St. Lawrence River, it derives its name from the fact that at this point the St. Maurice is divided by a series of islands, the two largest of which are named St. Quentin and St. Christoph. The result gives a traveller sailing along the St. Lawrence the impression of three distinct rivers entering it at this point - hence the name Trois Rivieres. After General Wolfe's conquest of Quebec in 1759 the name Trois Rivieres was changed to Three Rivers which it retained until 1925 when officially changed back to Trois Rivieres. Since the period with which this article deals is prior to 1925, the name Three Rivers will be used.

The St. Maurice River is some 300 miles long and drops some 1100 ft. from its source which is now the Gouin Dam. This dam was completed in 1917 by the Quebec Streams Commission. It is one of the largest manmade reservoirs in the World, impounding some one hundred and seventy-five billion cubic feet of water. Its purpose is to store the excess water from the large runoff in the spring from the melting ice and snow. This water is then released as required in order to maintain a constant flow of water necessary for the turbines of the numerous hydroelectric plants now located on this river.

In its early days, Three Rivers was a noted centre for fur trading. Later on its became a great lumber centre and, still later, the greatest pulp and paper manufacturing centre in the World.

In 1900 a farseeing group of American financiers and engineers installed the first electric turbine generators at Shawinigan Falls some 20 miles up the St. Maurice River from Three Rivers. At Grand'mere some 6 miles up river from Shawinigan another group of Americans had founded the Laurentide Paper Company and also installed electric generators to derive power to run their paper mill. At that time there was no direct rail route from Three Rivers to Shawinigan so, accordingly, a company known as the St. Maurice Valley

Railroad was formed to construct a railway line leading to Shawinigan and Grand'mere.

The Author's Mother was a Ritchie from Three Rivers and her Father, William Ritchie, was a pioneer industrialist who had sawmills at Grand Piles on the St. Maurice River above Grand'mere and at Three Rivers. He also ran a steamboat service on the St. Maurice River from Grand Piles to La-Tuque before there were any railroads. His eldest son, Frank Ritchie, who was at first engaged in the lumber business, around 1909 conceived the idea of founding a mill in Three Rivers to make an inexpensive board from the refuse of the numerous sawmills then located in Three Rivers. He had no money so he approached Mr. C.R. Whitehead who had founded the Wabasso Cotton Company in Three Rivers in 1908 to become the largest cotton mill under one roof in Canada. Mr. Whitehead, always very particular about quality, decided against manufacturing any cheap board product. Instead they founded the Wayagamack Pulp and Paper Company to manufacture Kraft pulp and Kraft paper. It went into production in 1911 and is now part of the Consolidated Paper complex.

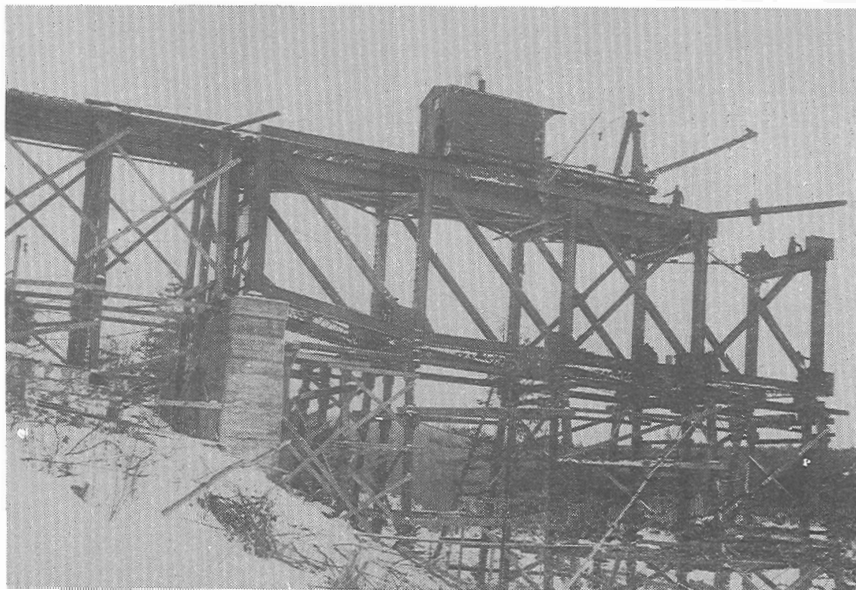
The Writer's Father migrated to Canada from England in 1906 as a civil engineer and his first job was as the engineer of the St. Maurice Valley Railway Company. One of the directors of this company was the Hon. Jacques Bureau of Three Rivers who was a cabinet minister in the Government of Sir Wilfred Laurier. One of the stipulations in the charter of the St. Maurice Valley Railway Company was that a train had to be run into Shawinigan before midnight December 31st, 1906 or it would forfeit its charter. The last gap in this railway was to bridge the gorge just below the Shawinigan Falls on the St. Maurice River. Accordingly, every effort was made to achieve this and it was done just in the nick of time. (The pictures are a good photographic record of this achievement).

The St. Maurice Valley railway was subsequently taken over by the C.P.R. This railroad played a vital part in helping to save Three Rivers from its great conflagration in June 1908 when Grand'mere and Shawinigan despatched by special train their steam driven fire engines. These two engines, plus the one sent by special C.P.R. train from Montreal, played a vital role in stemming this great fire.

THE GORGE
SHAWINIGAN FALLS.



DECEMBER 17 1906.
So much to do in only two weeks!



DECEMBER 17 1906.
Detail showing how steel was erected.



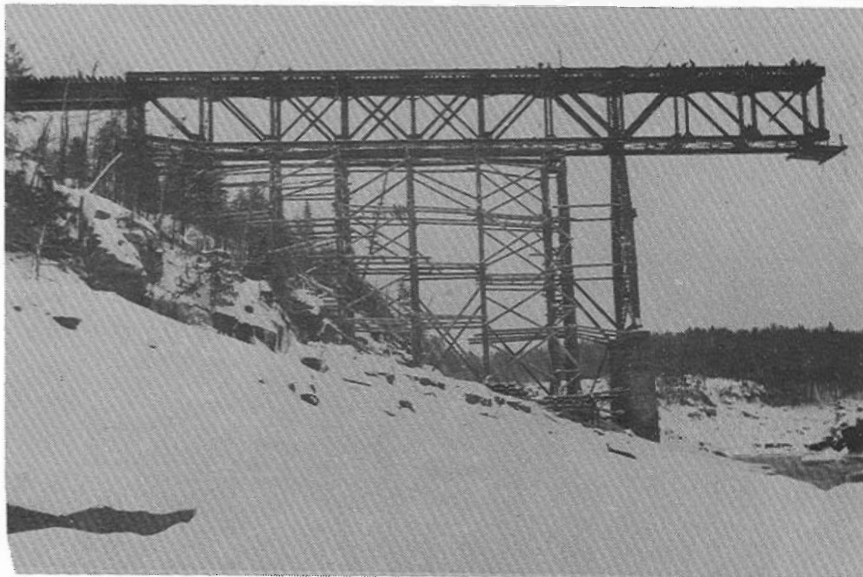
DECEMBER 27 1906, NOON.
Looking across the gorge.



DECEMBER 27 1906, 2:00 P.M.



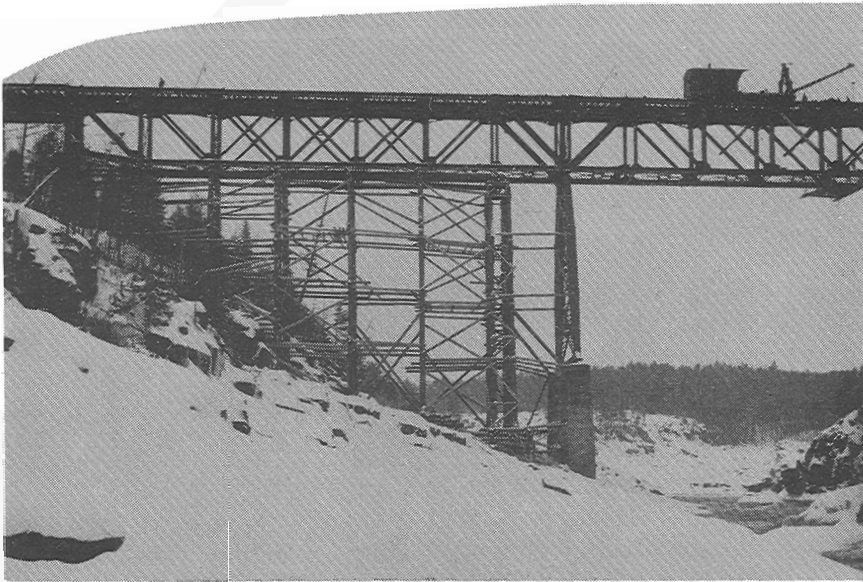
DECEMBER 28 1906, NOON.
The race with time heats up.



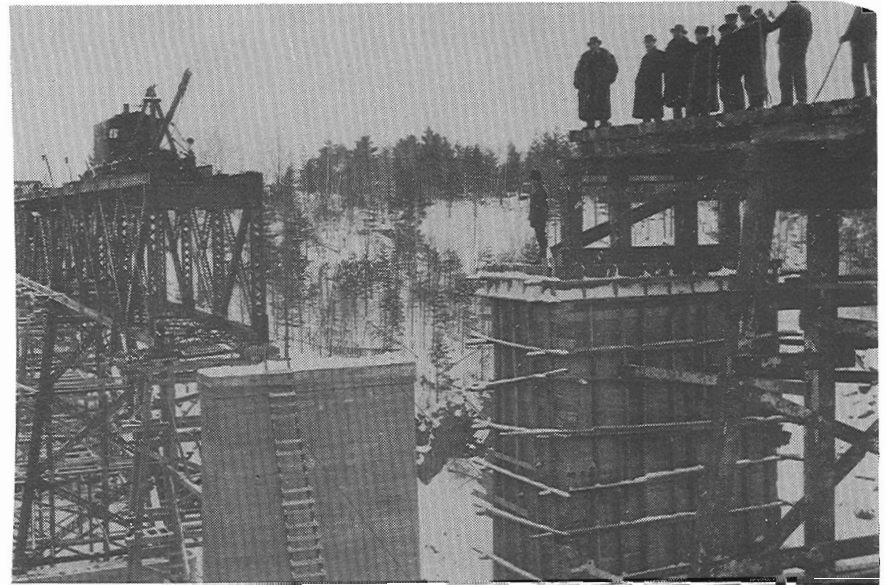
DECEMBER 28 1906, NOON.
Still a big gap yet.



DECEMBER 29 1906, NOON.
The end is in sight.



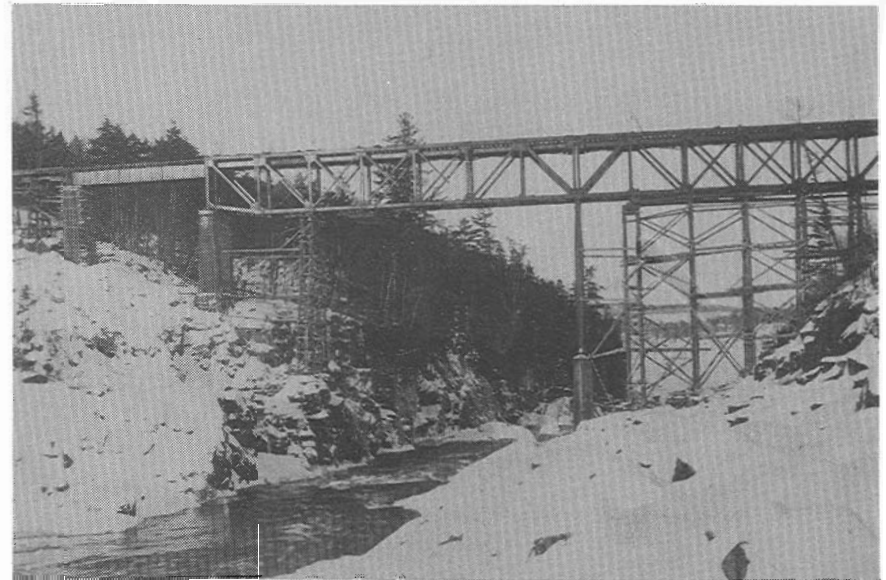
DECEMBER 29 1906, NOON.
So much progress in the last 24 hours.



DECEMBER 29 1906, 2:00 P.M.
Still quite a gap and only two days left.



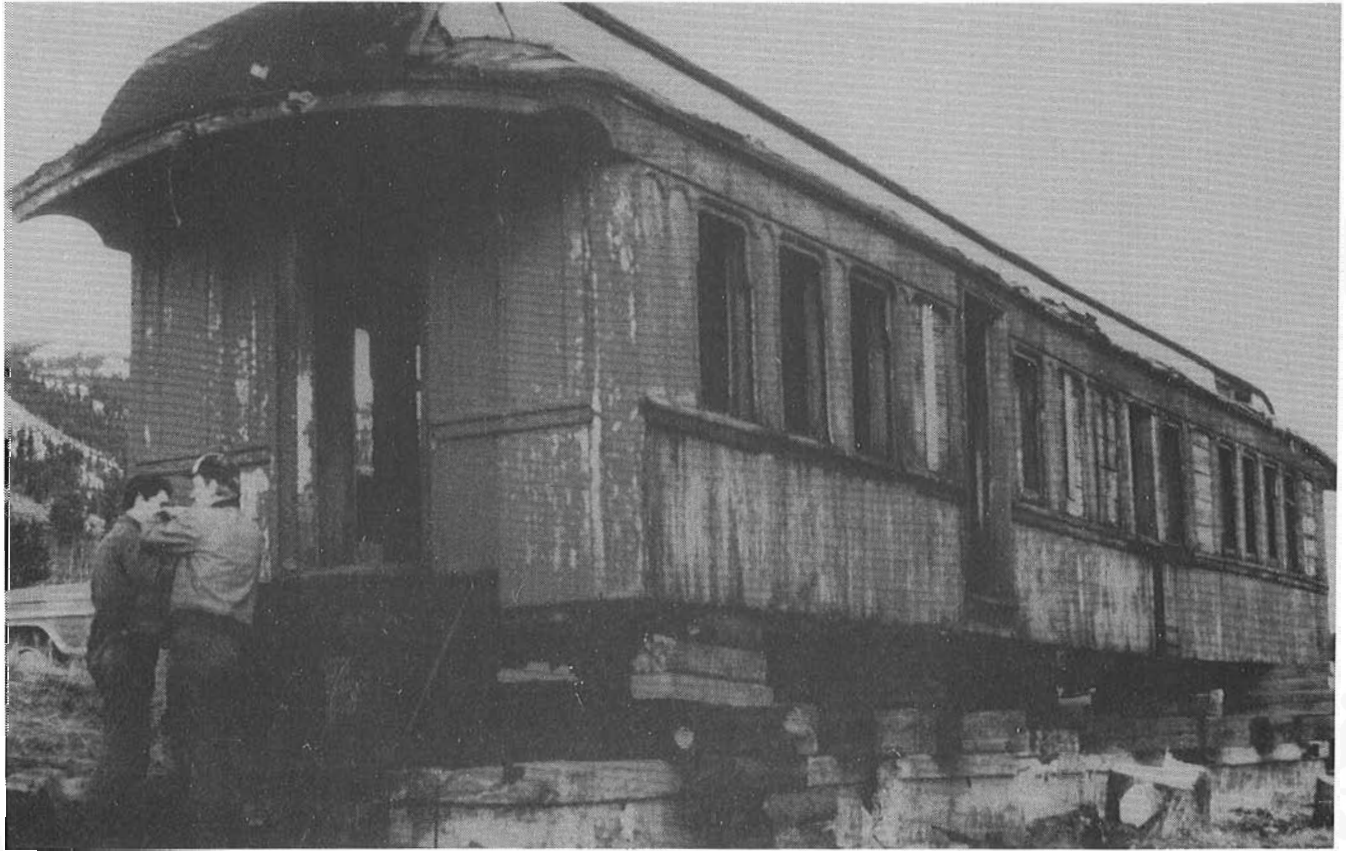
DECEMBER 30 1906, 3:00 P.M.
Into the home stretch, but will they make it?



DECEMBER 31 1906, 9:00 A.M.
Success at last, the gap is closed
Just in the nick of time!

The rescue of Car 54

by Pat Webb



The rain turned to sleet, then snow, as we accelerated away from a breakfast stop at Pincher Creek. It was Saturday December 2, 1982 and I privately felt that if there were still any wild geese around, we were chasing one. Sunshine suddenly flooded the Crowsnest Pass as we turned off the highway in Blairmore and up what appeared to be a man-made mountain of coal. The ground was black, the snow was dirty, and the melt ran in rivulets as black as everything else.

The car lay just below us enveloped in a cocoon of coal-blackened stucco, hardly recognizable for what it was. A wooden vestibule at one end, the stucco, and the foundation conspired to camouflage and all but obliterate a piece of history. The vandalized windows gaped through broken frames, the vestibule door hanging uselessly. Inside was an even more discouraging mess. Paper and pieces of wood (these would be patiently sorted) mixed indiscriminately with coal dust, snow, and nature's accumulation of years. The clerestory area was filled with circa 1930's duct work and the east end of the car had a counter built along both sides that could have lasted to eternity. The foundation prevented us from knowing what might be attached

underneath if anything, however, a quick examination of the interior paint proved that under it--at least in places--was the original wood and the hand-applied motifs of the early carbuilder's art. The first job was to break through the concrete foundation to determine if the car could be freed from the precarious location. If so simultaneously it would be raised and cleaned out--ultimately we were to strip over a ton of stucco, coal, ducting, pipes, assorted built-in partions and counters from the car and by degrees the shell would emerge in excellent condition considering its age. Our enthusiasm rose in direct proportion to the progress over the next few weeks. Outside, the red-flagged survey stakes mutely reminded us of the fate that awaited the old car if we didn't achieve the spring deadline for its removal.

Curiously Alberta Culture had deemed the nearby tipple an historical artifact to be saved, but they had overlooked or written off the 'assay office'. The car had been spotted by Garry Anderson of Cranbrook's Railway Museum who researched it and believed it to be Car 54, and most assuredly therefore, worth saving. But now some very practical questions needed answering. Where was it

to go and who would pay the enormous transportation cost getting it off site and to wherever? Who would restore it? Where were all the needed construction materials to come from in the meantime?

Ultimately it was Don Heron, Assistant Superintendent of CP RAIL at Lethbridge, an ardent rail historian, and the Drain Brothers, Charlie and Jim, the highway contractors, who were central to the project. Don is a member of the Alberta Pioneer Railway Association and alerted the Calgary executive to the problem--they went to work with a vengeance. The Drain Brothers heavy equipment yard was almost within sight of the old car and over the three months they provided not only the engineering advice but just about everything else we needed for a fourteen-ton lift that included everything from a jack hammer and compressor to the special low boy trailer and tractor for the ultimate move to Calgary. In fact we estimated that their assistance was worth between five and ten thousand dollars, their advice invaluable.

Over the ten weeks, crews went to work on Saturdays and Sunday whenever enough people could make the three hour drive from Calgary or two hour trip from Lethbridge. Our first job was to break through the foundation so that we could use the bolsters as jacking points until the car was

sufficiently raised when we could locate the jacks on the foundation. Every half inch upward required shims, the raise having to be done carefully as two of the six longitudinal members in the car floor had been cut through to admit a concrete pilaster from below, why, we were never sure. We measured the vertical progress in inches, three in six hours was considered a good day's work. Ultimately, we were to raise the 55 foot day coach over two feet so that we could clear the pilaster and the car's transverse tie rods allowing a crib of bridge timbers to span the foundation while providing for eventual installation of the steel beams under the length of the car, preparatory for its final move. At a distance we must have looked like Onderdonk's oriental track gang as tie butts were moved and removed again and again.

Meanwhile in Calgary APRA members Jim Scott and Mike South quickly mounted a massive publicity blitz with the intention of finding the car a permanent restoration location. Almost every Lethbridge, Blairmore and Calgary radio station picked up Mike's news releases as did television stations and the newspapers. Then Mike called Calgary Mayor Ralph Klein and through his office Heritage Park was contacted.

The same warm weather which had made the job





so easy for us had also allowed the highway construction to race ahead, consequently their spring deadline had now been moved ahead to early March, earlier if possible. Now the volunteer crews worked amidst the din of blasting and scrapers working twenty feet away. Mike worked it to his advantage while the newspapers picked it up and ran the race against the clock with melodramatic headlines!

The project had its lighter moments. After working under the old car for a couple of hours three of us emerged totally covered with coal dust with only the whites of our eyes clean. We ate at a local hotel, a landmark in the Pass; the following day it burned to the ground fortunately with no loss of life. The joke made the rounds of the crew that a couple of more meals in town and we would really have cleaned the place out of hotels! In the stygian gloom along the CP track one Saturday morning three of us, including Don Heron, had just finished loading our truck with tie butts which were to be burned. By coincidence the track foreman spotted us in the gloom as he drove by and came over to insure that we hadn't messed up his neat piles. In midsentence he realized he was lecturing his boss! His expression was worth ten thousand words. On still another Saturday, the rear seam went out from fly belt on my work pants exposing the white trap door on a pair of long johns for the entire day much to the enjoyment of the crew. At noon a ring was formed and the entire group shuffled in and out the restaurant,

protecting the pride of a crew member and the sight of the by-now dirty rear trap door.

The countdown had begun and on Thursday night, February 25, it was determined that the car was ready to receive the steel beams already beside it. The next day they were dragged into place, cross-welded, and spot welded to the car. The approach for the trailer was bulldozed and late Friday the semi backed into place, then winched the entire cradle and load onto the trailer. Immediately the rig headed east and north for an overnight stay in High River while Mike and Jim orchestrated the cameras, press, and officials for its 11 AM Saturday arrival. Promptly, on time, the semi and its load arrived in south Calgary where banners were fastened to it and surrounded by police escort, it triumphantly entered Heritage Park.

The one thing Mike forgot to control was the weather and so with the cameras whirring in a snow-storm the Mayor paid a Calgary Silver Dollar on behalf of the APRA to Ron Watkins, Vice President of Home Oil Limited. Now the massive job of restoration begins for the APRA members. It is estimated to cost upwards of \$65,000 but knowing Mike South and Jim Scott as I do, double the sum would not daunt them.

POSTSCRIPT

The predicament of Car 54 was first brought to the attention of Don Heron by Gary Anderson of

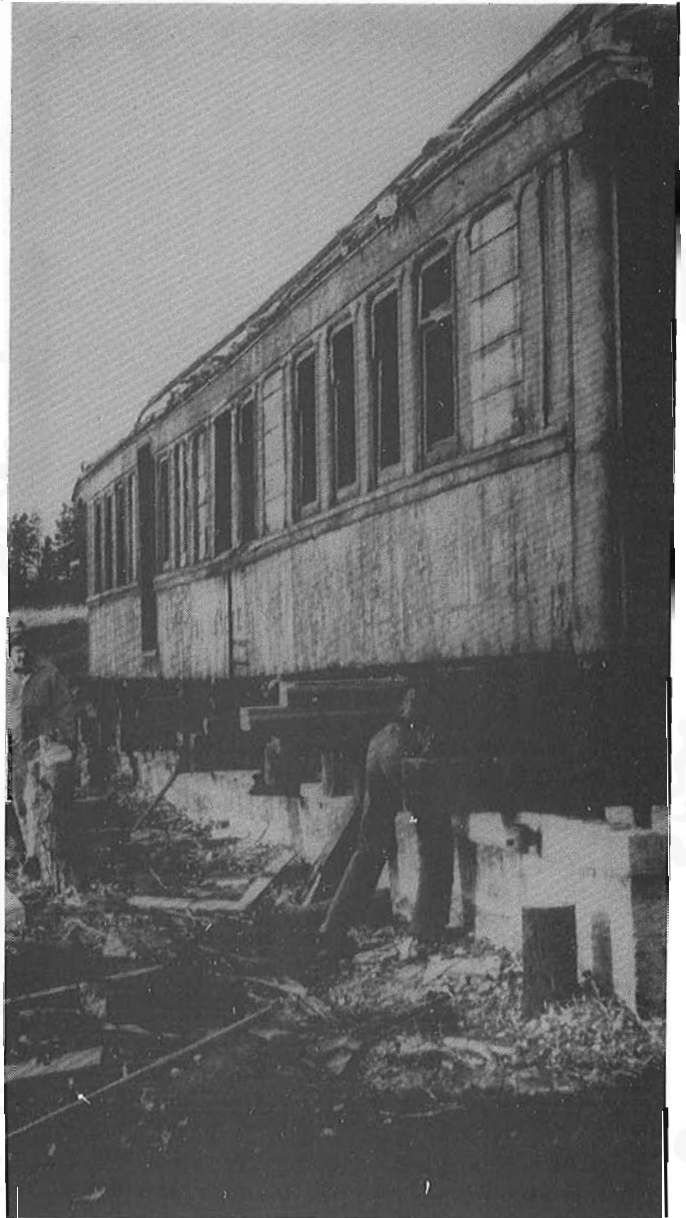
the Cranbrook Railway Museum. Garry had done the early investigation work through Jim Shields in CP RAIL's Corporated Archives office in Montreal. It remained for Doug Phillips of Calgary to confirm this was indeed Car 54: in the clerestory windows he found the original window screens still in place and on each one was inscribed clearly '54'.

First class coach No. 54 was built in September 1882 by Harlan and Hollingsworth of Wilmington Delaware, one of two coaches at a cost of about 5,500 each. She went into general service immediately until in 1913 she was renumbered 1817 then sold to Alberta Government and outfitted as a mine rescue car. Now renumbered '1' the car worked its way back and forth through the Crownsnest Pass being used to train rescue crews. Hillcrest Mine Disaster in which 189 miners died in June of 1914 saw Mine Rescue Car No. 1 on the scene twenty minutes after it left Blairmore, a record.

In either 1935 or 1938 the car again became surplus and was sold to West Canadian Collieries. The trucks were removed and the car placed on a foundation where it was used as an assay office until time again ran out in 1957 and the mine was permanently closed. With a renewed interest in coal, Scurry-Rainbow's Home Oil subsidiary subsequently bought the property before Alberta Transportation decided to run the new highway across it and the stage was set for the rescue of Car 54.

Lying out there somewhere may be something older of Canadian Pacific's but to date Car 54 is believed to be the oldest existing coach built for Canadian Pacific. Other rolling stock is older but it was built either for a contractor or constituent railway, not Canadian Pacific. And who knows where she has been? Carrying the military to choke off the Riel Rebellion? At Craigellachie on November 7, 1885? Does she appear in Omer Lavallée's Van Horne's Road, once, twice? Research will continue but perhaps this really is only "the end of the beginning" for Car 54.

Some of the people who assisted in the saving of the car have been previously mentioned but so many were involved directly or indirectly that Mike South in the APRA's monthly publication of March 1983, *The Marker*, covered a full page acknowledging all of them. In itself that page says more than the history of the car can. Without their effort, it just wouldn't have been possible.



Car 54 on its Blairmore site as work began in December 1982.

Chemainus Station 1886~1983

By: Ian Baird

Until recently the oldest railway station still standing on Vancouver Island was at Chemainus, built in 1886. The removal of this station severed one of the last architectural links with the Dunsmuirs who then owned the Esquimalt and Nanaimo Railway. Control of the railway passed to the Canadian Pacific Railway Company in 1905. The station's down-at-heel appearance in the accompanying photograph makes it difficult to imagine that for many years, it aided in serving one of the busiest lumber ports on the West Coast.

Sawmills have been an integral part of the Chemainus economy since 1862. The first mill in Chemainus was owned by local resident, Thomas Askew, who operated it until his death in 1880. Control then passed to his widow who, after managing it for five years sold in 1885 to Messrs Croft and Severne of Chemainus.

It is at this point that an interesting relationship with the E & N began. In 1885 construction of the railway commenced, starting simultaneously from Esquimalt in the south and from Nanaimo in the north. Almost immediately there was a heavy demand for lumber used in the construction of bridges, stations, ties, etc. The Chemainus mill got a portion of the lucrative contract to supply the railway and in order to increase its capacity the sawmill underwent an expansion.

Two years later, however, for reasons best known to himself, Mr. Severne decided to sell his share in the mill. His interest was purchased by one Mr. Angus and the mill became known as "Croft and Angus". The contract with the E & N continued in force. Later owners were the Victoria Lumber and Manufacturing Company and most recently MacMillan Bloedel.

This connection between the railway and the sawmill was further cemented by the appointment of Messrs Croft and Angus as the first railway station agents at Chemainus. It was an unusual station in some respects in that it did not provide for living quarters, presumably due to the fact that the agents lived in relative proximity. As the photograph shows, the station hugged the embarkment, being supported by a series of pilings. In other respects however construction followed the usual pattern for the time with the all-too-familiar "operator's bay" wooden platform and tuscan red paint.

Such was the demand for passenger service in those early days that the E & N scheduled daily north and southbound trains; even providing extra service on Wednesdays, Saturdays and Sundays. Thus prior to the modern system of highway communications, the train provided an essential economic and social link between the communities along the line.



When the C.P.R. acquired the railway in 1905 they replaced or altered many of the stations. Chemainus was no exception. While some minor modifications were done to the station under Dunsmuir's stewardship, the C.P.R. lengthened the station circa 1909 to provide additional freight and express area as well as the now-removed expansive platform. However gradually with the advent of the car, rail passenger revenue and services were reduced. Further caused for decline were the switch from rail to truck for mail and further improvements in the Island Highway. Station conditions at one point deteriorated to such a level that the Chemainus Chamber of Commerce in 1954 complained to the E & N. It seems that the railway refused to install sanitation facilities because "it would cost \$1,500 and that daily traffic averaged two passengers." A.E. Beasley, chamber president, reiterated by saying that "the E and N yearly revenue here, plus the inconvenience caused local station employees in having to seek such facilities from other places of business should be sufficient for them to hasten installation of sanitation facilities without question." The question did not appear to be resolved and the agent was removed shortly thereafter. Soon the operator's bay window was boarded up and the signals removed. A long period of neglect followed. For a period of time the station was used for storage with the waiting room kept open for the diminished passenger traffic. A final indignity was thrust upon the station when the wooden platform was removed in 1980. The siding was taken up in 1982 and finally the station was demolished early this year. It is a sad footnote to history that 1983 was the same year MacMillan Bloedel permanently closed the Chemainus mill. The railway station at Chemainus is now a humble flag-stop similar to many on the line.

The business car



CANADA'S TRANSCONTINENTAL PASSENGER rail service has ridden the downgrade to what is probably the lowest point in its 97-year history, a Transport 2000 Canada report concludes.

And the non-profit transportation lobby group suggests use of double-decker rail cars could be the only way to prevent the service's eventual demise.

The report, to be made public later this week, says the 30-year-old equipment used by Via Rail Canada Inc. of Montreal, the Crown corporation in charge of passenger rail service, is "obsolete and grossly inefficient."

In November, 1981, the federal cabinet discontinued Via Rail's Atlantic and Super Continental routes — effectively reducing the country's transcontinental passenger service by half and causing further schedule delays.

Nevertheless, the report says there is a strong market for transcontinental rail service.

It strongly favors the purchase of bi-level passenger cars such as those used on the Ontario government's GO Transit commuter system.

The double-decker cars can carry as many as 106 passengers, compared with 76 on conventional cars.

"The Americans have been running bi-level cars on all their long-distance Amtrak routes west of Chicago," said Nicholas Vincent, executive director of Transport 2000.

"Passenger complaints have dropped dramatically. Ridership and reliability went up."

Double-decker cars were also recommended in a 1979 report by the Canadian Transport Commission and in Science Council of Canada study published last September.

There are at least three potential builders of

bi-level passenger cars in Canada — Versatile Vikers Inc. of Montreal, in conjunction with Budd Co., of Troy, Mich.; Bombardier Inc. of Montreal; and Hawker Siddely Canada Inc. of Toronto, in conjunction with Urban Transportation Development Corp. Ltd., also Toronto.

A Via Rail official said he had not seen the report and so could not comment on it. But he confirmed Via Rail has been seriously studying the purchase of bi-level equipment.

S. The Gazette.

IN 1886 IT RUMBLED PROUDLY INTO THE fledgling port city of Vancouver, towing in its train the first passengers to make the grueling rail voyage across Canada.

From 1946 until June of this year it sat in Kitsilano Park, where it was driven by swarms of childhood Casy Joneses.

Since June it has sat in what used to be Morrison Wire warehouse on the east end of Granville Island.

And a team of volunteers from the Pacific Coast Division of the Canadian Railroad Historical Association and from the West Coast Railroad Association has undertaken task of refurbishing Engine 374.

They were almost too late to save her. "It probably would have lasted another three or four years and it would have had to be scrapped," Steven Stark, co-chairman of Project 374 said Nov. 12.

Workers realized how much the locomotive had deteriorated during its 37 years in the wind and rain when one of the volunteers fell through

the tender floor during an inspection of Engine 374.

With a \$40,000 grant from the B.C. Heritage Trust Fund, plus \$2,000 from the Vancouver Parks Board and \$1,000 in private donations collected so far, Project 374 hopes to restore the steam engine to its original appearance.

Hopes of getting it back in working order were abandoned, however, as work progressed and the real condition of Engine 374 was assessed.

"The object is to restore the engine as close as we can to its 1886 condition," Stark explained. "The rods will turn and everything will go if it's oiled."

But Engine 374 will never move under its own steam again.

To accomplish that, Project 374 would have to make the job of building a replica instead of restoring an original, Stark commented.

You would not recognize the locomotive right now if you went down to Granville Island to have a look at it. The stack and cab have been removed, along with the cladding around its boilers.

Most of the material taken off will not be reused. Instead, new parts will have to be fabricated to original specifications.

It's not the first time 374 has undergone cosmetic surgery.

During its working life the boiler on 374 was extended. In 1945, prior to turning it over to the city, CP Rail sawed the engine in two, removed the modified section and patched 374 back together with some sheet metal.

"What we may end up doing is a better restoration job than CP Rail did," Stark predicted.

The finished work will sit at the restored roundhouse during Expo '86. Completion of Project 374 is projected for 1985, which gives the society a year's cushion.

Contributions towards Project 374 are still needed, however, and would be gratefully accepted c/o 400 - 1177 West Broadway, Vancouver, B.C. V6H 1G3

S. The Vancouver Courier

IMPROVEMENTS TO THE RAIL PASSENGER service in Canada have moved to the top of the federal Department of Transport's action list, now that the House of Commons debate on the Crow's Nest Pass freight rate is over, says Transport Minister Lloyd Axworthy.

The minister was scheduled to make an announcement in Toronto concerning Via Rail Canada Inc. of Montreal, but the media event was cancelled for undisclosed reasons. Railway sources said the minister was to have unveiled federal plans for the construction of maintenance and repair shops in

Montreal and Toronto and proposals for future installations in Winnipeg and the Atlantic provinces. The two-shop project is understood to be worth about \$250-million, with the Montreal share estimated at about \$150-million.

In a telephone interview from Ottawa, Mr. Axworthy confirmed that there are plans to establish new shops, "but we are trying to get all the pieces together." The proposals are still awaiting Cabinet approval, he said.

He denied that a decision to equip Via with its own repair installations was linked with dissatisfaction over current service arrangements with Canadian National Railways and Montreal-based Canadian Pacific Ltd. Pierre Franche, president of the passenger corporation, and his predecessor, Frank Roberts, had both complained about the unwillingness of the railways to part with information about bills for operating and maintaining Via equipment.

Mr. Axworthy said efforts were still being made to resolve the contract difficulties. But the first step in the rehabilitation of the passenger service should be to "re-establish the legitimacy and credibility" of Via with the public.

"The shake-down period is over . . . it's time to start investing in its modernization." So far, most of the money spent on improving the Via service, such as the introduction of LRC (light, rapid, comfortable) trains, has been committed to the heavily travelled Windsor-Quebec corridor. "Now we want to see what can be done in other areas of Canada."

This might include "revising some of the strategies" of former transport minister Jean-Luc Pepin, who two years ago cut passenger service by 20 percent. Mr. Axworthy has already asked Via to look at the restoration of services between Winnipeg and Edmonton and between Moncton and Edmundston.

VIA RAIL'S RECORD
(\$ million)

	1982	1981	1980
Passenger revenue	157.3	159.8	136.7
Total revenue	623.4	585.2	457.2
Profit (loss)	2.0	(0.4)	0.7
Federal advances	103.2	108.6	—

Relying on outdated equipment and, according to its critics, an unattractive schedule, Via has been a consistent money-loser.

Mr. Axworthy said that in 1982, ridership dipped between 4 and 5 percent -- not the 10 percent previously reported - but this year the situation appears to have stabilized. "There's a chance for substantial reduction in operating costs."

It was previously estimated that Via would consume about \$755-million in government subsidies in the fiscal year ending March 31, 1984.

The federal infusion will now be less, although it is too early to tell by how much, he said.

In the meantime, federal and Via officials are examining ways of upgrading the system. A study is under way on the cost of developing prototype twin-deck passenger cars, of a type recommended earlier this year by Transport 2000 Canada, a non-profit, public transportation advocacy body.

Double-deck rail cars, which are being used in commuter service in Ontario, could be the only way of preventing the eventual disappearance of Via, says a Transport 2000 report.

A multi-modal passenger transportation study, which will look at railways, airlines and buses, is being prepared by the Transport Department and should be completed by spring, 1984.

S. Globe And Mail

IN 1980 THE FUTURE OF MINAKI TRAIN Station was in jeopardy. The station was to be destroyed. But its unique historical and cultural features were recognized. Extensive researching, inspecting, negotiating, and planning on behalf of the station was carried out. Fortunately its future is now secure because the railroad has been a significant part of Minaki's history.

Railway access to Minaki was predated only by the "Canoe Express" route and early bush trails. Since 1910 the fourteen room, classic design, shingled building has seen the likes of the Queen of Romania and string quarters for gala events at the lodge. Possibly visitors lingered on the 10 foot wide platform to appreciate the spacious beauty, or were enticed into the east and waiting room by smells from the family kitchen on the first floor.

The station agent and his family lived in four rooms on the second floor. The first station agent at Winnipeg Crossing (Minaki's name prior to 1914) sold tickets and handled baggage for passengers on the National Transcontinental Railway. The Canadian assumed management for these lines, their property and the Minaki Inn in 1923.

The history of the station is tied to the "Minaki Inn" and "Minaki Lodge". For years accessibility to the Lodge was highly dependent on the railway. (It wasn't until 1959 that a road linked Minaki to the Trans Canada Highway.) Passengers disembarked at the station and ferried for ten minutes

on a motor launch to the resort. Old CN brochures advertised Minaki Lodge as a world-class railway resort. As a promotional effort they issued stop-over privileges on all first class tickets for people interested in breaking their cross-country journey.



In 1927 one passenger en route from Winnipeg to Minaki described his experience as "three hours of viewing the most enticing scenery, a panorama of nature... a profusion of primeval wilderness that seemed untouched by the hand of man since the dawn of time."

Fifty-seven years after claiming the Minaki Train Station the CNR applied to the Canada Transport Committee to have the building closed and the agent's position terminated. On December 31, 1980 Phil Mosher serviced the last train from the Minaki Station. Only an unsupervised waiting room remained to greet passengers - the rest was boarded up. The station's historical, cultural and functional roles were diminished.

CN was pressured by concerned groups to review their decision. A professional engineer examined the building on December 15, 1980 and determined "the building is structurally in good condition and therefore worth renovating."

Elizabeth A. Willmot used her expertise to examine the station; (She has photographed and written about many railway stations throughout the United Kingdom and Canada.) She also searched CN archives and made recommendations for the station's restoration. She found the station to be the "only remaining one of this design on the line." The 20 x 30 foot canopy on the east side is unique to Ontario.

With Minaki Lodge about to reopen its doors as a Resort and Conference Centre it was felt that a restoration to the station's original 1910 condition would complement the historical attractiveness of the Lodge. Mr. and Mrs. Johansen were selected to operate a commercial enterprise in the facility.

They operate a high quality gift and antique shop in Kenora called The Blue Heron. The new shop on the first floor - Blue Heron at the Station - will reflect a railway station theme and carry Canadian and imported goods.

Whether driving, flying, or riding on the train to Minaki the cream color building with boxcar red trim will be part of your scenery. It remains as a passenger waiting area - trains stop tri-weekly from both directions; an example of some unique Canadian architecture as well as a link to the history of the area. And now a gift shop will maintain its profile as an important community facility. As a result many more eyes will be a witness to the continuing history of the Minaki Train Station.

S. Minaki News

ON OCTOBER 12, 1983 A SPECIAL GENERAL meeting of Canadian Pacific Limited Shareholders was held to ratify the acquisition of the Canada Southern Railway. The following expert from the minutes of the meeting outline the property to be acquired, agreed terms and benefits to C.P. It is interesting to note that the motion was carried by a vote of 47, 773, 584 to 1.

Assets to be acquired

Under the purchase agreement, Canadian Pacific and Canadian National would acquire Conrail's rail operation in southwestern Ontario through the Detroit River Tunnel, and over the Canada Southern Railway and the Niagara River Bridge.

The Detroit River Tunnel runs under the Detroit River between Windsor and Detroit. The Canada Southern Railway runs between Niagara Falls and Windsor, with branch lines to Fort Erie, Leamington and Amherstberg, Ontario. The Niagara River Bridge links Niagara Falls, Ontario and Niagara Falls, New York.

The specific assets to be acquired would include a lease of the Tunnel, together with shares and debt of The Detroit River Tunnel Company. Also included would be a lease of the Canada Southern Railway and the Niagara River Bridge, together with shares and debt of the Canada Southern Railway Company.

The purchase price payable to Conrail would be \$25.2 million (U.S.), of which Canadian Pacific's share would be one-half, or \$12.6 million (U.S.). Closing is contemplated as soon as practicable before the end of 1984, after the satisfaction of various conditions.

Benefits to Canadian Pacific

Strategically, access to the Tunnel and the Bridge is crucial for our system for international traffic. The Tunnel and the Bridge are the only available

non-barging connections between southern Ontario and the United States.

Viewed as a stand alone investment in additional assets, the acquisition is not projected to generate any significant rate of return. Viewed defensively, however, competitive imbalance could result if Canadian Pacific does not join with Canadian National in making the acquisition. Conrail has indicated that the assets will be sold, as a package. If another company gained control over the Tunnel and the Bridge, we could experience traffic delays and operating difficulties in the future impairing our national railway system and resulting in loss of revenues.

The acquisition would allow us to participate in long term control over the two essential gateways, permitting us to maintain our competitive position and have access to future traffic developments.

S. Report to Shareholders C.P. Ltd.

- THE COMMONS WASHED ITS HANDS Monday of the bill to end the historic Crownsnest Pass freight rates, with little of the bitterness that has marred the months-long controversy on the issue.

The Liberals outvoted the combined opposition 141 to 114 to pass the legislation to increase farmers' costs for hauling grain and upgrade the Western railway system.

And while disappointed opposition spokesman warned that the Crow will come back to haunt the Commons in years to come, Transport Minister Lloyd Axworthy said westerners will realize that the bill "represents the future for Western Canada."

The bill now needs Senate approval and royal assent before becoming law and ending the rate which has been a staple of Prairie agriculture since it was set in 1897.

Senators began debating the measure Monday night and approval is expected by Thursday.

The final vote brought to an end the stormy Commons debate that was repeatedly delayed by procedural wrangles and marred by the temporary expulsion of two New Democratic Party members for challenging decisions of the Speakers.

Tension grew when Axworthy moved to limit debate on the bill, prompting increased opposition-sparked delays and backroom wheeling and dealing.

To end the tangle, Axworthy agreed to insert a so-called safety net tied to grain prices to protect farmers from the ups and downs of world prices and to allow a Conservative amendment defining export shipments.

Finally, the resigned opposition parties agreed to allow the final day of debate without fireworks Nov. 4 while the government allowed the vote to

be postponed until Monday, allowing MPs to take their week-long fall break without interruptions.

But Conservative transport critic Don Mazankowski warned that the issue will reverberate in the Commons for years.

"The Crow debate isn't over," he said after the vote.

"Clearly there has been only one winner in this exercise and that's the railway . . . New Crow is going to be more controversial than old Crow."

And NDP transport critic Les Benjamin, clutching a stuffed crow that he carried for the final vote, echoed that warning: "This is a tough old bird and it isn't over yet.

"Even two years from now, they'll be a review period under the legislation and after we've lost another 1,200 miles of railway lines, after 10,000 to 30,000 more grain producers have lost their farms, we'll raise it again."

AN EXTENSIVE ENGINEERING STUDY INTO track sharing by CN Rail and CP Rail is expected to get under way early next year.

The feasibility of track sharing through the mountains has been bandied about by federal and provincial governments for a number of years with officials now prepared to back the idea with funding.

No official cost estimates are available, although some industry figures place the minimum total cost at more than \$500,000. However, precise numbers will not be available until after a contract has been let, probably within the next two to three weeks.

A.E. Pokotylo, chairman of the study group, said contract proposals are now under consideration for the first phase of the extensive study.

Pokotylo, who is also the director of the railway freight development branch of Transport Canada, said the review will focus on the possibility of CN Rail and CP Rail sharing track along a 320-km stretch of the Fraser Canyon between Kamloops and Mission City, B.C., about 48 km east of Vancouver.

Both rail lines come together at Kamloops and run parallel on opposite sides of the Fraser River. At various points, each track criss-crosses the river as the railways switch positions.

Officials from CNR and CP Rail maintain that the joint track usage proposal is unfeasible and are participating in the study only in a resource capacity.

Alex Renie, CNR public affairs officer in Edmonton said: "What we have indicated to Trans-

port Canada (one of the sponsors of the research) is that we are prepared to co-operate fully with them in providing any requested information. But that doesn't include any funding."

The first phase of the study is to provide detailed information on engineering problems, capital costs and environmental issues.

Depending on the results of phase 1 research, which is expected to take a year, officials could proceed with a second and third phase.

S. Edmonton Journal

A REFINEMENT OF THE ORIGINAL BI-LEVEL rail coach introduced in March 1978, the new, second-generation GO bi-level went into revenue service recently.

Four of the new coaches began operating on the morning of March 21 on the Lakeshore, and the balance of the 71-vehicle order will be phased into service on delivery from the manufacturer during the rest of the year, eventually replacing the original single-level fleet.

Like the original 80 coaches, the 71 Bi-Level IIs are built in Thunder Bay by Hawker Siddeley Canada Inc. expressly to GO's specifications. The new coach is the same size as the original version and seats the same number of passengers (162), but incorporates numerous modifications based on five years of operating experience in GO Train service.

Many are technical "under-the-hood" changes, while others were made for passenger comfort and convenience - the key criteria in the design of the initial version.

Some of the changes are noticeable immediately, such as a new interior color scheme designed for easy maintenance while retaining the bright spaciousness characteristic of the bi-level. Others should become obvious during the course of commuting: for example, a more comfortable ride provided by an improved suspension system; better ventilation and air-conditioning; and improved door mechanisms to minimize failures, especially in winter.

S. Go News

IT WITHSTANDS THE TESTS OF HEAVY USE and Edmonton's temperature extremes, rubber might be used to give city motorists more comfortable rides over railroad track crossings.

Rubber has been used for grade crossings in some places in the U.S. for the past 10 or so years, says Al Cepas, general supervisor of pavement management for the city's engineering department. The Theory is that "since the rubber has a bit of give to it, it acts as a shock absorber," he says.

Last fall, a test crossing was laid at an LRT

(light rail transit) surface intersection with 120th Avenue. Steel tension bars were placed parallel to the rails to add strength to the rubber grade.

Mr. Cepas says that the site will be under observation for the next few years, and the heavy rubber will be monitored for its ability to stand up to traffic wear and temperature variations.

How the test grade crossing performs over time is of particular interest to John Nicoll, director of electrical systems for Edmonton Transit. From time to time, in the late fall or early spring when roads are salty, he is advised that an LRT crossing barrier has lowered and is blocking traffic.

What happens is this: After trucks have applied salt to city streets, the salt is carried across LRT grade crossings by automobile tires. Salty water may accumulate in pools between the rails and the steel frames which reinforce the concrete planks commonly laid at rail crossings. An electrical train-detection apparatus may be activated when the salty water and the steel (conductors of electricity) create a short-circuit between the rails, and the gates at the street go down.

The gates are, in fact, performing as they were designed to in responding to such an indication of track occupancy. And the crossing barriers are "a safe and reliable system," Mr. Nicoll adds. On such an occasion, however, motorists do get "down-right annoyed" and a technician must be sent to the scene. If rubber, an insulator, were to prove feasible for use here he says, transit officials could in future consider outfitting new crossings or refitting older ones with the material.

The province is contributing \$3,300 toward the approximate \$5,000 cost of evaluating the test site.

S. September 1983 Alberta Transportation

IF THE U.S. INTERSTATE COMMERCE COMMISSION approves the reorganization plans of the bankrupt Chicago Milwaukee St. Paul and Pacific Railroad Co. of Chicago, Grand Trunk Corp., a subsidiary of Canadian National Railways, will undertake a westward push from Chicago into heartland of the United States that it first began contemplating more than a century ago.

The ICC is scheduled to begin hearings in a few weeks. And if things go as Grand Trunk hopes and the industry expects, CN will acquire the small but strategically placed line in 1984.

A purchase price of \$250-million (U.S.) for the 3,100-mile system has been agreed on, with Grand Trunk assuming certain debts and obligations of the Milwaukee Road's other holdings.

Grand Trunk's goal has always been to take

advantage of Chicago's central location in the U.S. Midwest, and the proposed purchase would link Grand Trunk's network of lines east of Chicago with the Milwaukee Road's lines in the Plains states to the north and west.

As John Burdakin, Grand Trunk's president, put it: "The beauty of this transaction is the natural end-to-end fit. This configuration will open new gateways and markets."

It was in 1858, when Chicago Detroit and Canada Grand Trunk Junction Railroad steamed down the 60 miles of freshly laid track from Port Huron, Mich., to Detroit, that Canada first won access to midwestern U.S. machinery makers and farmers.

Later, Grand Trunk extended its reach to Chicago, carrying exports such as wheat and potash. And today, the railway's royal blue cars end their runs from Michigan and Indiana at a station on the city's south-west side.

The Milwaukee Road's lines fan out from Chicago, reaching up to Green Bay, Wis., through Minneapolis to Ortonville, Minn., and then down through Iowa to Kansas City.

The Milwaukee Road, after filing for bankruptcy in 1977 after three years of losses, continued to lose money; it later won approval to suspend service on all but 3,900 miles of tracks. The current reorganization plan would reduce that to a 3,100-mile core system.

A spokesman for Grand Trunk said that if the acquisition goes through, it can begin paying creditors by the end of 1984.

Former governor Richard Ogilvie of Illinois, a trustee of the Milwaukee Road, said the reorganization plan "satisfies virtually all of the goals we set for ourselves." The Milwaukee Road is preparing to pay of \$22-million in state and local taxes, he said.

Grand Trunk company for the U.S. railway subsidiaries of Canadian National — the midwestern lines of Grand Trunk; Detroit Toledo and Ironton Railroad Co; Duluth Winnipeg and Pacific Railroad Co., and its eastern line, Central Vermont Railroad Inc.

S. Globe & Mail

A \$115-MILLION STRETCH OF DOUBLE TRACK near Jasper has been brought into the CN Rail system, easing a serious rail traffic bottleneck.

Stretching from Henry House, Alta. (16 km east of Jasper) to Valemount, B.C., the 135-km parallel track represents the longest continuous stretch of double track in Western Canada.

The section was officially opened by CN Rail executives at a ceremony near Jasper. Representa-

tives of the Alberta and British Columbia governments attended.

"It is a very big step in relieving the pressure on this particular part of our main line, but there is considerably more work to do," said Bill Dewan, CNR public relations manager.

The Valemount project, part of the largest expansion program ever conducted by the Crown-owned CNR, was begun in 1979. Sections of the track have been added to the system as work was completed, with the last leg of the project finished last week.

About 2,000 workers — CN Rail crews and about 25 major contractors — were involved in the project during the four years.

Dewan said completion of the work will ease growing capacity problems on the western line. The section of track from Edson through Jasper to Red Pass Junction is a crucial area. The line connects traffic going to and from Edmonton with the B.C. north line to Prince Rupert and the heavily-used B.C. south line to Vancouver.

The section between Jasper and Red Pass is expected to be handling more than 1.4 million freight cars by 1990.

"This is part of the area of our railway that we call the throat. This is a very, very busy section of track . . . You get a tremendous concentration of traffic in that one area."

The 135-km Valemount project covers a large part of the throat area, said Dewan, adding that double-tracking work on the remaining section will begin next year.

A number of other major projects are also under way, with about \$192 million to be spent during 1983 on western expansion.

This year alone, more than 3,300 jobs were created as 3,400 km of existing track was renewed or improved. An additional 175 km was added. Company officials estimate that a total of 370 km of double track will be completed by the end of 1984.

S. Edmonton Journal

THE URBAN TRANSPORTATION DEVELOPMENT Corporation (UTDC) has signed a contract worth \$50 million to supply a minimum of 50 articulated light rail vehicles to Santa Clara County, south of San Francisco. This contract, with the Santa Clara County Transit District, was obtained despite stiff international competition from suppliers in the United States, Japan, and Germany.

The Santa Clara vehicles will be built in Thunder Bay at the Canada Car manufacturing facility directly creating as much as 300-350 man years of work. The Canada Car plant is a division of



Hawker Siddeley Canada Inc., which has signed a joint venture agreement with UTDC to market and build various types of passenger cars for mass transit. Manufacturing of the streetcars is to begin in 1984, with final delivery in 1986.

The vehicles are needed for a new 32-kilometer light rail transit system to serve the needs of the historic city of San Jose (4th largest in California) and the rapidly growing Silicon Valley area known for its concentration of high technology firms.

The articulated light rail vehicles are based on the modern equipment developed by UTDC for the Toronto Transit Commission; these vehicles have successfully operated more than 22 million kilometres in passenger service since 1979.

This successful contract means a second important showcase on the Pacific Rim for UTDC's transportation products and services. It will complement the other UTDC project on the West coast to design and build and advance light rapid transit service for Vancouver.

S. Northern Ontario Business

LAST OF THE OIL LAMPS? OIL LAMPS THAT have been tended by railroad workers at Brownville Junction for more than a century will be taken down from switch stands later this year if CP Rail show that reflectors fulfill safety requirements at the freight yard. CP Rail has asked the Maine D.O.T. for permission to replace the oil lamps with high-quality reflectorized switch targets. The targets reflect light from the head lamps of approaching trains and warn engineers if switches are turned for sidetracks.

S The 470

C.N.R. HAS BEEN GIVEN PERMISSION TO scrap 20 percent of its rail lines in Prince Edward Island, the Canadian Transport Com-

mission announced recently. They had wanted to scrap 72 of the 268 miles of track on the Island, but the commission's railway transport committee said it could only pull up 53 miles of track.

The C.T.C. said the lines it ordered the railway to keep using are the ones that handle most of the freight traffic. These include the lines between Maple Hill and Uigg, Lake Verde and Mount Albion, Mount Stewart and Montague, and Harmony Junction and Baltic.

S. SRS News

CN RAIL'S LASER SERVICE HAS CAUGHT on swiftly, reinforcing the concept of the unit train as the most practical and efficient method for moving large volumes of a single commodity.

Since Laser was launched last fall, it has proven to be successful from both a marketing and an operating point of view. With its on-time performance record of 98 per cent it is one of CN Rail's most reliable services. After the first three months, marketing was also boasting 60 percent capacity levels and revenue of \$800,000.

Revenues have been conservatively budgeted at \$3.0 million for this year. With fixed rates set at \$285 per trailer and customers such as United Parcel Service (UPS) embracing the service, Laser could easily reach its goal.

UPS, which began using Laser last November to transport two trailers nightly, intends to increase its use in the future.

"So far we have been pleased with the performance," states John Gallagher, manager, industrial engineering, UPS, explaining that "it is easy to use — we just hook up the trailer, drop it off at CN and five minutes later it is on a flat car ready to go."

"We are saving money using Laser, but more important is its ontime performance which is critical to our operation," he adds. "Our only wish now is to see the service expanded to other centres in Ontario, such as Ottawa, Windsor and Thunder Bay."

"Laser could be just the start," says Jim Powell, marketing development officer, CN Rail, reporting that "we have already begun studying other shipping corridors and may soon introduce other similar intermodal services based on Laser's success."

CN RAIL HAS TAKEN DELIVERY OF THE first of 20 diesel locomotives valued at more than \$20 million from Diesel Division, General Motors of Canada Limited.

The lightweight GP 38-2 locomotives are part of the railway's program to upgrade service on

secondary and branch lines in Western Canada and will be used primarily to haul grain products.

"This is the first time in more than a decade that CP Rail has allocated funds specifically for motive power to service branch or secondary lines on the Prairies," said Executive Vice-President R.S. Allison.

COMMITMENT

"These new locomotives are the most sophisticated of their kind in production today and illustrate our commitment to moving Western Canadian products to market."

The 2,000 horsepower engines have four axles, are 50 feet (15 metres) long, weigh 130 tons (118 metric tons) and have a maximum speed of 65 miles (105 kilometres) an hour. They are capable of pulling 75 cars of grain.

Their lightweight design and flexibility make the GP 38-2 one of the best locomotives for branch-line type freight operations, as well as secondary and mainline service.

The engines — the first six went into service at Port McNicoll, Ont. — will be maintained at Winnipeg.

S. CP Rail News



C.P. Rail 3027 and 3028 at Brandon Manitoba June 26 1983.

Photo: Lawrence A. Stuckey.

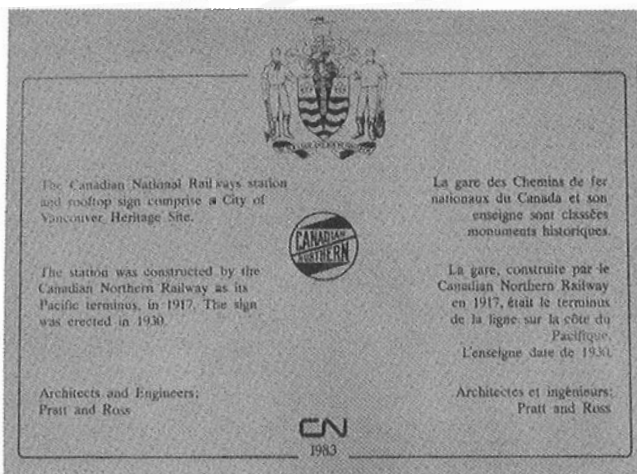
THE CP RAIL UNIT OF CANADIAN PACIFIC Ltd. of Montreal is investing \$250,000 in a new rail/truck dry bulk transfer facility at the Henri IV yard in Quebec City. The new facility will have an undertrack hopper conveyor system, with a maximum rate of 300 tons an hour, for continuous unloading from rail cars to trucks.

Potash and fertilizer will be the prime products handled, as well as coal, coke, road salt, construction materials and chemical products. The unloading track area will accommodate up to 10 rail cars.

S. THE GAZETTE

CN's RAILWAY STATION IN VANCOUVER has been declared a municipal heritage site by the city's Heritage Advisory Committee.

M.F. Harcourt, mayor of Vancouver, unveiled a plaque designating the building as a heritage site. He was assisted by Ray Williams, CN Rail's corporate vice-president in Vancouver.



The plaque was designed by J.R. O'Rourke, regional manager of B.C. projects for CN Rail, with the help of Rhonna Fleming, chairman of Vancouver's Heritage Advisory Committee. This committee includes a group of volunteers interested in saving the city's historic sites.

The bilingual plaque incorporates the seal of the city, as well as CN's logo and that of the Canadian Northern Railway, which built the station in 1917. The large Canadian National neon sign that was erected in 1930 and remains as part of the heritage building is also mentioned on the plaque.

George Hannon, president of the CN Pensioners' Association, said a few words at the ceremony, on behalf of the pensioners. About 50 railway employees were also on hand to watch the mayor unveil the plaque, which is affixed to the front of the main entrance.

S. Keeping Track

— CP RAIL IS TESTING A NEW OPERATING procedure in Western Canada that enables westbound solid grain trains to reduce travelling from the Prairies to British Columbia by up to 21 hours.

Generally speaking, a solid train consists of one or two types of cars carrying the same destination but usually originating from various shippers.

"Normally, the train would be broken to insert the robots at Calgary, just before it gets to the mountains," said Jim Geddis, CP Rail's chief of transportation. "It would then have to be processed through at Alyth Yard, and that takes from 12 to

24 hours.

"By placing a robot car in a solid train at its origin, we can eliminate the classification and marshalling procedures at Alyth," said Mr. Geddis. "The solid train can be serviced, the crew changed and a full inspection made of the train in about three hours — a saving of up to 21 hours on the trip to the coast."

Due to steep grades west of Calgary, heavy trains require robot units to direct power to mid-train and trailing locomotives. A robot is an unmanned relay car linking the lead locomotive with the remote locomotive by radio control. The railway has about 30 robot cars.

"A recent decline in coal and potash traffic has made available surplus robots and we took the opportunity to test this new procedure," said Mr. Geddis. "It has been very successful and well received by our customers."

"Recently we tested a 101-car solid grain train from Mosse Jaw to Vancouver. By placing the robot car in the train at Moose Jaw and only stopping for three hours in Calgary, the train arrived in Vancouver in 44 hours instead of about 60 hours."

In total, CP Rail has operated 19 solid trains of grain and potash from Prairie points to Vancouver, all on a test basis, since January of this year. In every case the new procedure resulted in significantly reduced travelling time.

S. CP Rail News

"FROM SMALL BEGINNINGS . . ." SEVENTY YEARS AGO

The following article, which gave the first intimation of things to come, appeared in the Canadian Railway and Marine World for February 1914 in a article reviewing locomotive development in 1913:

"Great interest was aroused by the production in Europe of the Diesel engine locomotive, a powerful engine built for express service, containing a driving engine coupled to the driving axles, and an auxiliary engine working independently of these. The trials are being carried out, and it is said that the locomotive has fulfilled all expectations as to its hauling ability. It is too early, however, to make any definite statement as to the permanent usefulness of this type."

It was indeed too early, for World War I was about to put an end to these early experiments, but in time, of course, the diesel proved to be just as its early developers hoped. But it did take almost half a century before steam was finally conquered by the diesel, a long way from those small beginnings of seventy years ago.

C.R.H.A. communications



Canada Post unveiled its series of locomotive stamps in a ceremony at the Canadian Railway Museum which was held on October 3rd, 1983. The first photo shows the Canadian Flag being raised to officially unveil the new stamp issue. The second photo shows the presentation to Dr. David Johnson President of the CRHA of a souvenir courtesy of Canada Post, Next we see Mr. Ernest Roch the talented artist who created the images. First day issues were cancelled 'on the spot' on the footplate of the replica of the locomotive 'DORCHESTER' in the museum. Among the many friends of the CRHA attending was Mr. Henry Valle, past president of the Montreal Locomotive Works and pictured here at the throttle of R&S No. 20 which was built at MLW.



COMMUNICATIONS

NEWS FROM THE DIVISIONS

Calgary & Southwestern Division

The Division held its "Great Cranbrook Caper II" on the Thanksgiving weekend. The trip included a tour of restoration on Trans Canada Limited equipment, a look at some equipment at the CP Rail yard, and a magnificent turkey supper in the solarium car "River Rouge". A side trip on the Sunday took some members to Fort Steele to look at a 04-4T locomotive and Shay No. 115 as well as some other rolling stock.

Niagara Division

With the September 1983 meeting the Division celebrated its fifth birthday. Since its founding it has made a number of worthy achievements - the production of an excellent newsletter "Niagara-Rail" which includes photographs and the publishing of a book on the Niagara St. Catharines and Toronto Rly..

The Division is now working on two more books (the first now out of print) one of which will be "Steam in Niagara" and the second "More N S & T. These should be available by the time you read this.

Rideau Valley Division

(With thanks to Steve Hunter for the information). The Division now has 79 members as well as 27 family membership. The executive is as follows:

President:	W. LeSurr
Vice Pres:	G. Denny
Treasurer:	E. Hyde
Secretary:	H. McLean
Directors:	S. Hyde
Directors:	S. Hunter
Directors:	S. Waldron
Directors:	A. Barr
Directors:	J. Weir
Directors:	R. Nicholls

Bill LeSurr was appointed as the Division's representative on the National CRHA executive. For several months, the Division has had the use of a store front display area courtesy of the local shopping centre. Thanks to the assistance of Katimavik program works helping with the display, we have been able to keep it open all day, 6 days a week. The display consists of the divisions model of the CN facilities in Smiths Falls, photos, artifacts. It is proving quite popular with the local citizens.

Rideau Valley Division Collection

The Rideau Valley Division has started its collection of railroad rolling stock. The division has purchased, for the proverbial \$1.00, ex- Canadian National wooden boxcar No. 574493, from the Tunnel Bay Railroaders of Brockville, Ontario. This forty foot, double door wooden single sheathed boxcar was built for CN in July 1927 by Canada Car and Foundry. Several gallons of primer were donated by TBR at the same time, along with tools and parts stored in the car. The car will be moved to leased trackage in Smiths Falls as soon as possible, with restoration to continue. The job of restoration will be assisted by two workers from the government's Katimavik program.

Canadian Pacific has donated seven speeders to the division. These cars are all partly cannibalized, and vary from almost intact to one hulk which has destroyed in a collision with a train. Even the mangled remains of that one will be useful, however, as members are going to combine parts to produce two or three operating cars, and several non-powered trailer cars. Four Sylvesters and three Fairmonts were donated, and at least one of each will be returned to operating condition. A wealth of parts, all usable, from previously scrapped cars was recovered from the scrap pile.

Eight members with two trucks, one lent to the division by Rideau Lumber of Smiths Falls, were on hand on Sunday, 30 October to load the speeders and move them to a member's farm for storage. Two CP workers joined in to help with a forklift truck, which made quick work of the loading process. The photos included show some of the speeders being loaded in the CP yard at Smiths Falls.

Included in the division's plans for an operating railway museum on CN's soon to be abandoned Smiths Falls Sub. is the preservation of the Sherzer rolling lift Bascule bridge over the Rideau Canal. In response to the division's request the Historic Sites and Monuments Board of Canada has declared the bridge to be of national architectural significance. As well, the Board recommended to Parks Canada that they consider entering into an agreement with the city of Smiths Falls in order to ensure the maintenance of the bridge, if the city gains title to the structure.

The division's HO scale model of the CN's facilities in Smiths Falls was displayed for two days at Railfair in Ottawa October 15 and 16. The display was well received and provided much needed publicity for the project.

For further information on the division's activities and plans, write: Rideau Valley Division, CRHA, P.O. Box 962, Smiths Falls, Ont. K7A 5A5.

The division's address is P.O. Box 962, Smiths Falls Ont. K7A 5A5. In a future issue of Communications we will have some photos of the divisions new equipment.

BYtown Railway Society

Work continues on Official Car No. 27. The Tuscan red paint has been applied and the car has been lettered in gold. "Thurso & Nation Valley." A coat of varnish has been applied and several more coats will follow. Car 27 is looking more like it was when built in 1907.

The society had a very successful summer with participation in Sunday operations of 1201. The ex-Central Vermont steam crane was fired up on a number of occasions to the delight of visitors to the National Museum of Science and Technology. One operation corresponded with the operation of 1201. When the 4-6-2 arrived back she was saluted with blasts from the crane's whistle.

Sales of the book "A Trackside Guide to Canadian Railway Motive Power" is going well. Copies are still available at \$8.95, postage paid. If arrangements go according to plan we will be publishing a new book in 1984 on the Brockville and Westport Rly. More on that later.

St. Lawrence Valley Division

A very successful excursion was held by the division from Ottawa to Maniwaki Quebec (80 miles) using ex-CP 4-6-2 No. 1201. The train was sold out well before the trip and the weather held out for the better part of the day. The colours of the Gatineau Hills were at their best.

The division can take pride in the way the whole excursion was run. The safety crew handled the runpasts extremely well and these went very smooth an uncommon occurrence for many steam excursion was the fact that the train arrived back in Ottawa practically on time.

From Our Saudi Correspondent

Walter Bedbrook who will be returning to Canada soon has produced the last issue of "The Sand Paper Walter says" any suggestion that the paper is being discontinued because of other business interests or sale of its subscription lists and equipment to other competing papers must be completely discounted as untrue.

BACK COVER:

VIA Rail's train the "NORTHLAND" taking on water at Kapuskasing Ontario in December 1980. FP9A No. 6536 was still in C.N. colours, but minus the C.N. nose marking when this photo was made in -30 degree C. (22 below Farenheit) weather.

Photo by Scott B. Anderson.

Although this remark is "tongue-in-cheek" Walter says he has enjoyed putting the magazine together. Most of the recipients probably enjoyed getting it as much as Walter did making it. Anyone overseas like to replace him as our "Foreign Correspondent."

SWITCH LIST

Your "Communications" edition would like to apologize to members who submitted the first three items below. They were accidentally buried in the completed file and were unearthed while I was reviewing some of the old material. I hope then insertion into "Communications" is not too late for their contributors (Bruce Ballantyne).

No. 84-1

Geoff Millington, 1167 Alta Vista Drive Ottawa Ont., K1G 0G4 would like photos of CN steam locomotives No. 7458, 3216, and 1397.

No. 84-

Ken Bradley, 566 Simcoe St. Apt. 415, Victoria B.C. V8V 1L9 would like photos of CP steam locomotives No. 7163 (4-4-0), 496 and 498 (4-6-0)

No. 84-3

Fred Angus, 3021 Trafalgar Ave., Montreal Que. H3Y 1H3 would like a photo of CP steam locomotive 974.

No. 84-4

Donald G. Artz, P.O. Box 326, Enfield, Hants County N.S. B0N 1N0 is looking for photographs of Halifax Streetcar.

No. 84-5

Edward A. Wright, To Holland St. Apt. 1, St. Thomas Ont. N5R 4S2 is a collection switch keys and train orders. Anyone interested in buying/selling/trading/exchanging info, with him should write. Mr. Wright is a Chief Dispatcher on the C & O in St. Thomas.

ANNOUNCEMENTS

The ninth annual Toronto Model Railway Show will be held this March 10 and 11 at the Queen Elizabeth Exhibit Hall, Exhibition Place, from 11:00 to 6:00 pm on both days. Admission is \$4.00 for adults and \$2.00 for children /-13 years of age. Contact Clayton Langstaff, 15 Ridout St., Toronto (416) 769-4045.

Canadian Rail

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