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FRONT COVER:

THE 12:30 AFTERNOON TRAIN has just left Edmonton's downtown C.P.R. station and is seen heading south onto the high level bridge in May 1952.

Privincial Archives of Alberta PA-200/5.

INSIDE FRONT COVER:

AN EARLY VIEW OF THE EDMONTON HIGH LEVEL BRIDGE shows the south end of the auto traffic approach while a Whyte Ave. street car makes its run towards South Edmonton.

Provincial Archives of Alberta B3300.

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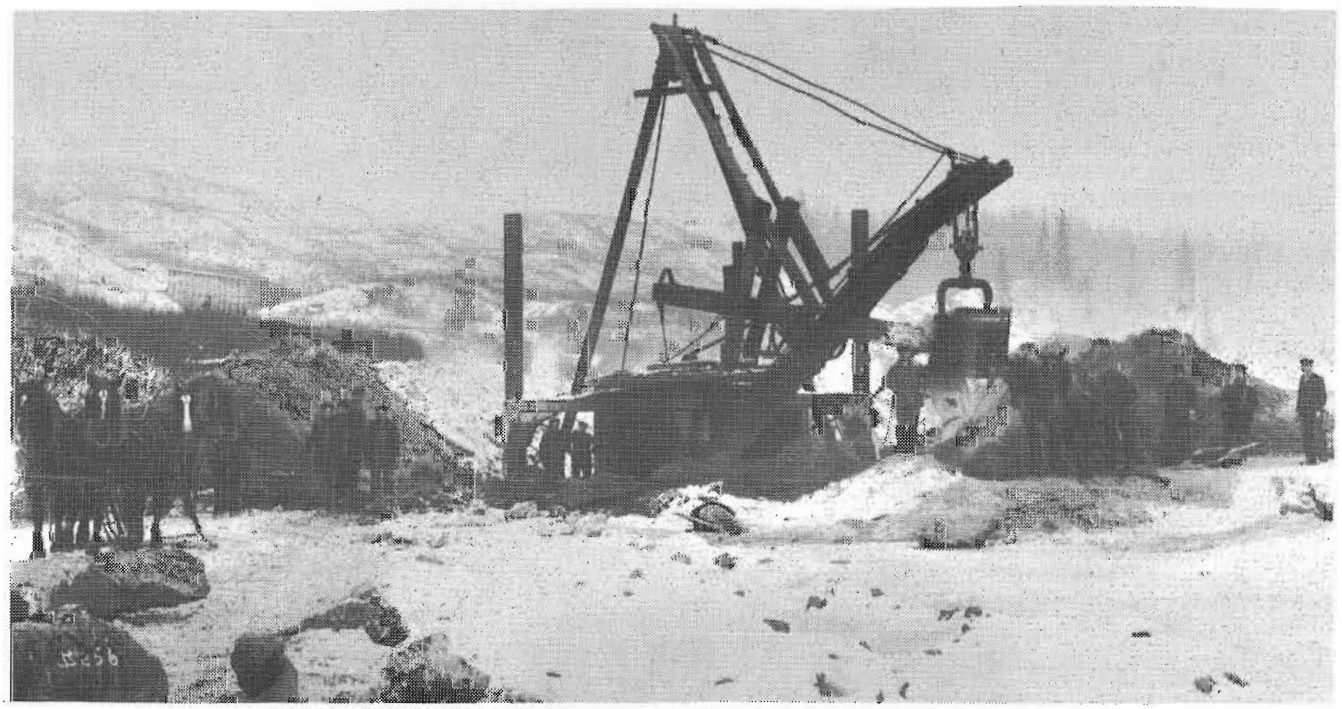
Edmonton's Magnificent High Level Bridge

By Lon Marsh

In 1901 when the Calgary and Edmonton Railway arrived at Strathcona, N.W.T., it reached its northern terminus and was ready to serve the surrounding district. A problem was obvious however as the town of Edmonton on the north side of the North Saskatchewan river and the south side had no bridge at all! Passengers would detrain on the south side which is now 103rd St. and 82nd Ave., and travel by horse drawn carriages via John Walter's ferry. It is known today as the Walterdale Bridge (105th St.)

In 1902, the Low Level Bridge was built which was a great improvement for transportation. It wasn't until October of this year that the Edmonton Yukon & Pacific Railway engine NO. 26 was able to pull a small passenger train over the Bridge into the town of Edmonton. Business became very competitive and consequently relations between the C & E and the E.Y. & P. (the latter was part of the Canadian Northern Line) was not very good. The C & E now known as the C.P.R., was prospecting a direct entry into Edmonton.

It wasn't until 1909 that the wheels of motion slowly started to move; the C.P.R. had completed a large land deal in Edmonton. This brought a sharp controversy into the lime light. The land deal was fairly simple. The C.P.R. had bought enough property along 109th St. to provide for a right of way from the river bank north to 104th Ave. and the site for a station complete with yard trackage. While unopposed in Edmonton, the C.P.R.'s decision had generated plenty of heat in Strathcona. There were questions of a traffic deck on the Railway bridge and how far the city of Edmonton which obtained city status in 1904, should go in concessions to the C.P.R. The most controversial



The excavation for the first pier of the high level bridge taking place during the winter of 1910 - 11.
Provincial Archives of Alberta B3337.

question of all--amalgamation of the two communities. It finally took place however, on Feb. 1st, 1912, to form the foundations of the modern day city of Edmonton.

Regarding the traffic deck of the Railway bridge, the two municipalities were ready to contribute $175,000, the Provincial Govt., would also give financial assistance, and the Federal Govt., were to put up another $100,000. The C.P.R.'s terms were that the City agree to cut off 102nd and 103rd Aves., and assume responsibility for any property damage. Opponents had their own ideas. They wanted the C.P.R. to go ahead with the Bridge but leave the traffic deck out of the picture. Mayor Robert Lee championed the proposed agreement in front of all the opposition and city council backed him up. As a result the agreement went to the voters in November, 1909, and was officially approved by a majority of 1,300 plus. With the traffic deck now approved, the C.P.R. began to speed up its end of the bargain. It took very little time before the piledriving had begun.

The July 9th, 1910, issue of the Edmonton Journal gave a brief description of what the new bridge would be like--"Edmonton citizens are given their first idea of what the High Level bridge will look like when completed". They saw a large picture prepared by the architects which showed the Bridge much as it is today straddling the river valley. The caption went on to say--"The structure will be slightly over a half mile in length. The concrete piers will be the highest in the world. The cost of the Bridge is estimated at $1,500,000. Crews began the surveys prior to construction this week. Within two years, it is expected to be in use. The drawing shows lumber mills in the valley - and elaborately landscaped gardens on the tableland at the north end of the bridge, on the west side. More than 300 men are expected to be employed by the contractors. Life will be risked many times during the construction and it is hardly too much to hope that the contractors will carry through the undertaking without accident or even loss of life." (The high level bridge did claim four lives during its construction.)

The Edmonton Bulletin gave more elaborate description of this new bridge---"The bridge will be supported by thirty two piers and pedestals. Four large central piers of concrete will be built, one at each side of the river at the commencement of the water and two in the stream. These piers will be 138 feet high, the distance from the low water level taken in July, 1906, to the top of the superstructure. The top of the rails will be 198.8 feet, or almost 200 feet above the low water level. The central piers will be 20 feet square at the base.

The C.P.R. rails will occupy the center of the bridge, and on either side will run the street railway tracks. 40 feet below the level of the tracks, will be the traffic deck of the bridge, with a roadway of 23 feet in width and an 8 foot sidewalk on each side. On the Edmonton side, the roadway will approach the bridge at about the present level. On the Strathcona side, it will turn out and rise 25 or 30 feet by a 5 percent grade. At no place on either side of the bridge, will there be a level crossing; the roads passing in every case either over or under the railway line.

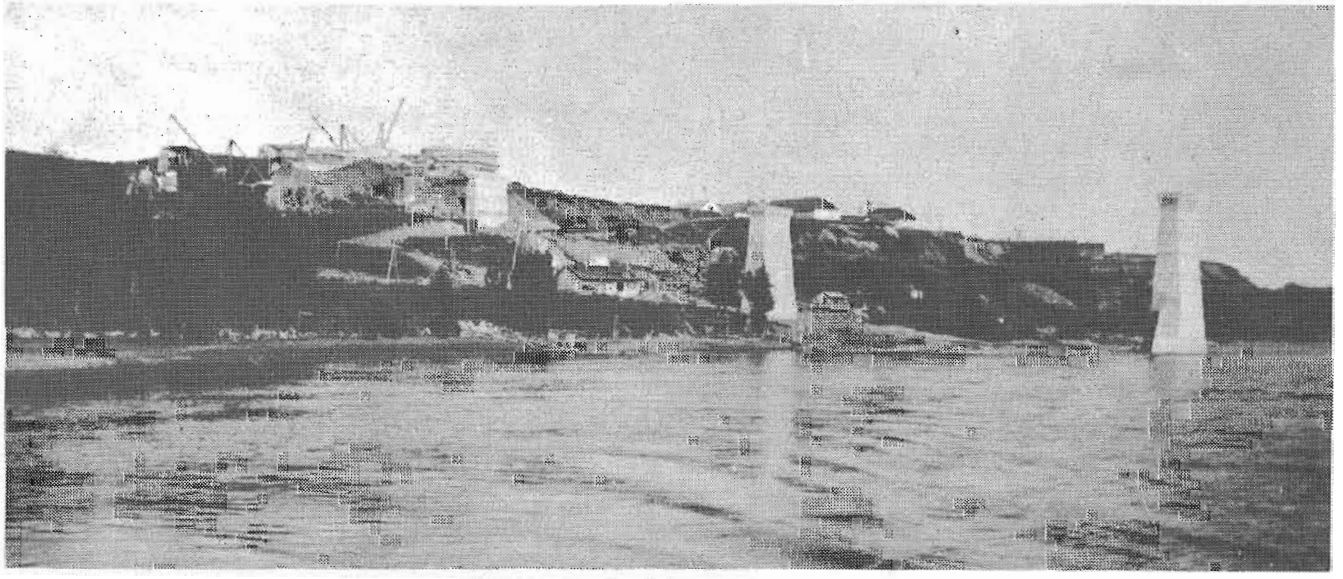
The tracks will be bridged at Saskatchewan Ave., and will pass over a bridge at Hardisty Ave., (98 th Ave.) running north along the lane between ninth and tenth streets. From Sask. Ave., to the west abutment of the bridge, there will be a 10 percent grade. The C.P.R. have provided the city with a right of way from Sask. Ave. to the north end of the bridge for sidewalks and roadways. By the present street car route over the low level bridge, the distance from the corner of First street, Edmonton, to the C.P.R. station in Strathcona is four miles. The distance between the same two points by way of the high level bridge will be 2 7/8 miles, a reduction of 1 1/8 miles. On the basis of a five minute car service, this would mean a saving of 408 miles per day. While the Lethbridge is bigger, the Edmonton structure with its varied traffic accommodation is very unique in the West."

CONSTRUCTION BEGINS

In Aug., 1910 a $100,000 contract for the delivery of the gravel required in the construction of the piers of the high level bridge, was awarded to Huff Gravel Company, Edmonton. Fifty thousand yards of gravel were to be delivered by the Huff plant to both sides of the river where it was required. The cost.....approximately $2.00 per yard. In a ten hour day, the Company was hauling 500 yards of gravel. The contract for the sand used in the construction of the piers had been let to Jos. Hostyn and would be brought to the bridge from Clover Bar. A spur would run out from the E.Y.&P. train track on the north bank of the river to facilitate the unloading of the sand from the rail cars. As a interesting note, Mr. Hostyn was also one of the builders of Edmonton's Incline Railway....ref. June issue, 1980 Canadian Rail.

The digging of the foundations for the piers was done by Pennie and Kerr of Edmonton, who had the sub-contract for all the excavations on both

The pier excavations are well under way in this view looking south in March 1911. Almost ready for the frameworks for the concrete pouring.
Provincial Archives of Alberta B3318.

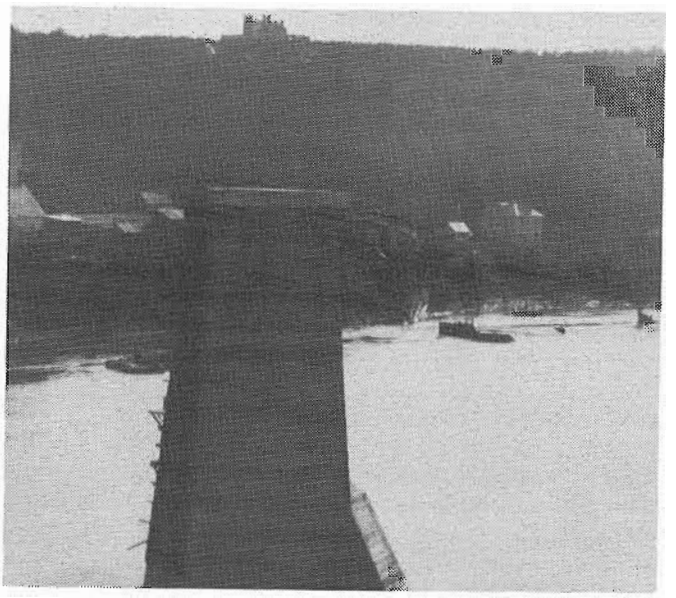


Taken from the river, we see that the piers have reached the north bank of the river valley. Note the box car on the old Edmonton Yukon & Pacific tracks in the centre. Fort Edmonton stands on the top right, while the new legislative buildings are taking shape.
Provincial Archives of Alberta A2987.

sides of the river. There was 18,000 yards of material to be excavated on the north side of the river. The excavation for this was approx. 40 by 60 feet and 60 feet deep.

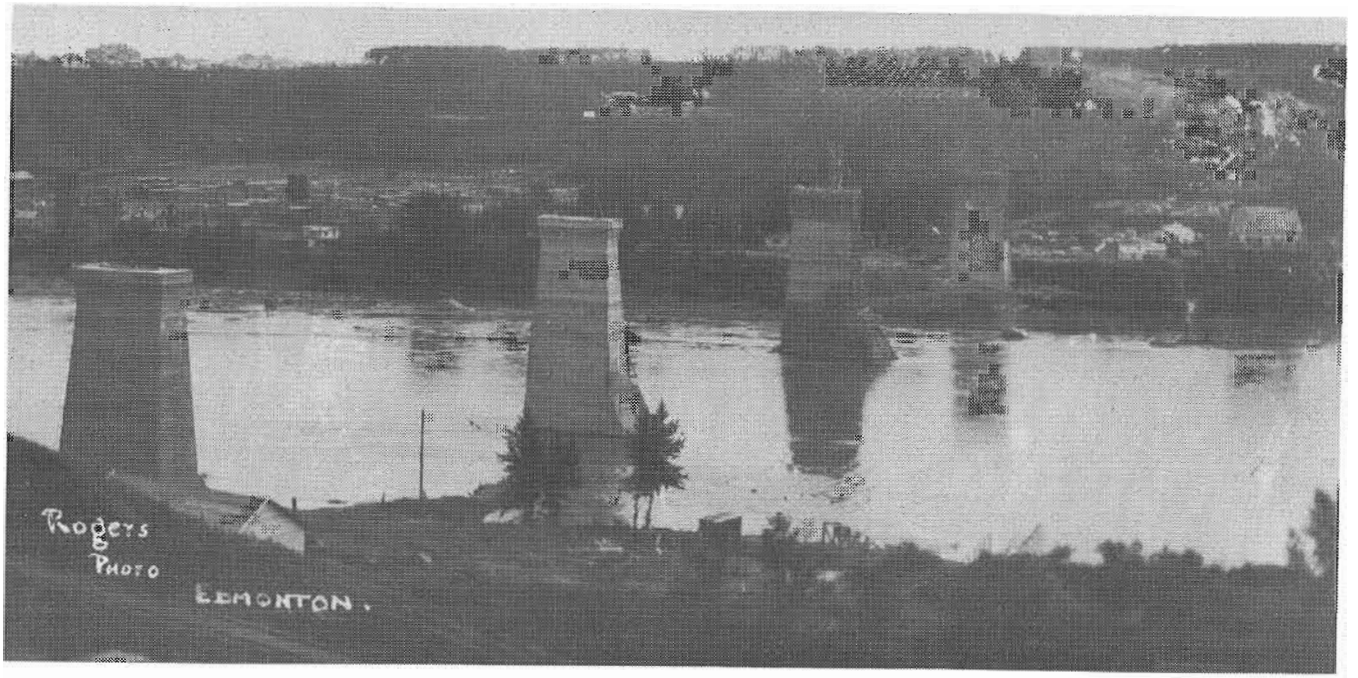
All the piers would be supported by concrete piling. On Oct. 17th, 1910, just after midnight the night shift were ready to make concrete when all of a sudden the bank of the excavation began to cave in. In less than ten minutes, the entire bank had caved in, smashing the timber wall to pieces. The concrete mixers, boilers, and derricks used for this excavation had precipitated into the giant cavity and covered with earth. When the cave in occurred, it sounded like a crash of thunder and the men working at the top of the embarkment felt the shock. There was an estimated loss of $5000.00 and delayed work for approx. two weeks.

The firm of John Gunn & Co., built a blacksmith shop and office plus a large bunk house for the construction workers during the building of the bridge. One major set back occurred in the early spring of 1912, when rain penetrated the drill holes. At night the rain froze causing them to expand. The tops of the concrete piers had to be blasted off and repoured again. This delayed work for approx. 6 months. Another delay occurred in the fall of 1912, when the workers went on strike for several weeks. Their pay was 45c an hour but the strike ended when the workers agreed to work at a rate of 50c an hour for a nine hour day. Now that these delays were over, there was still alot of hard work to be done.



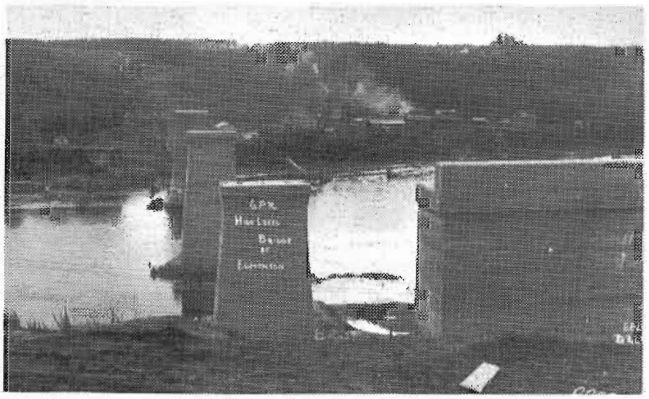
One of the 125-foot piers all ready for the steel. In the background is St. Stephen's college, one of the first of the University of Alberta buildings.

Provincial Archives of Alberta B3315.



The substructure of the bridge is of concrete; four main river piers each about 125 feet high. The Walters lumber mill is in the background while the E. Y. & P. tracks are in the foreground.

Provincial Archives of Alberta B3316.



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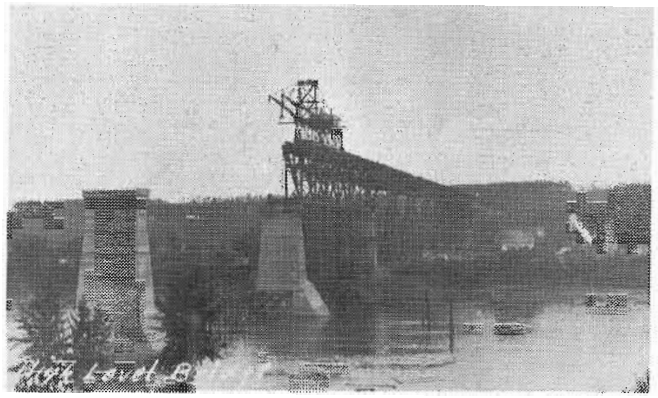


B

A-There are also 62 smallet piers which support the approach spans. These can be seen in the background looking south. Ballard Brothers brickyard is in the right background.
Provincial Archives of Alberta B3331.

B-Here the staging is complete for one of the 288-foot main spans, with the span resting upon it. This supports the steel work until it is firmly in place.
Provincial Archives of Alberta B3329.

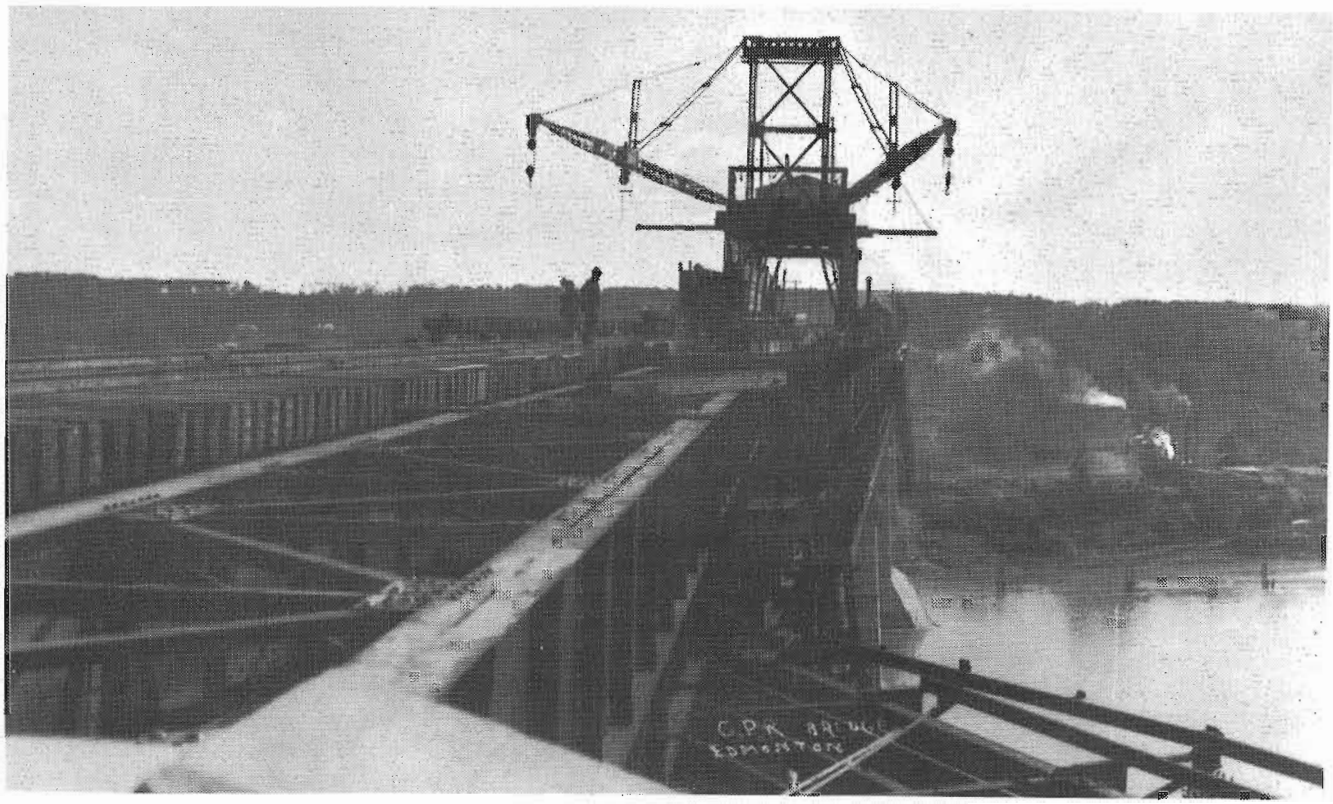
The falsework consisted mainly of five strongly braced towers which supported the steel during construction.
Provincial Archives of Alberta B3311.

The steel for bridge was fabricated by the Canadian Bridge Co. of Walkerville, Ont. It was shipped to Strathcona where a storage and erection yard had been built. The steel work started from the south side of the River Valley to the north side. There were several carloads of steel all ready for use on the bridge. Timber cut according to specifications were in sorted piles all ready for use.

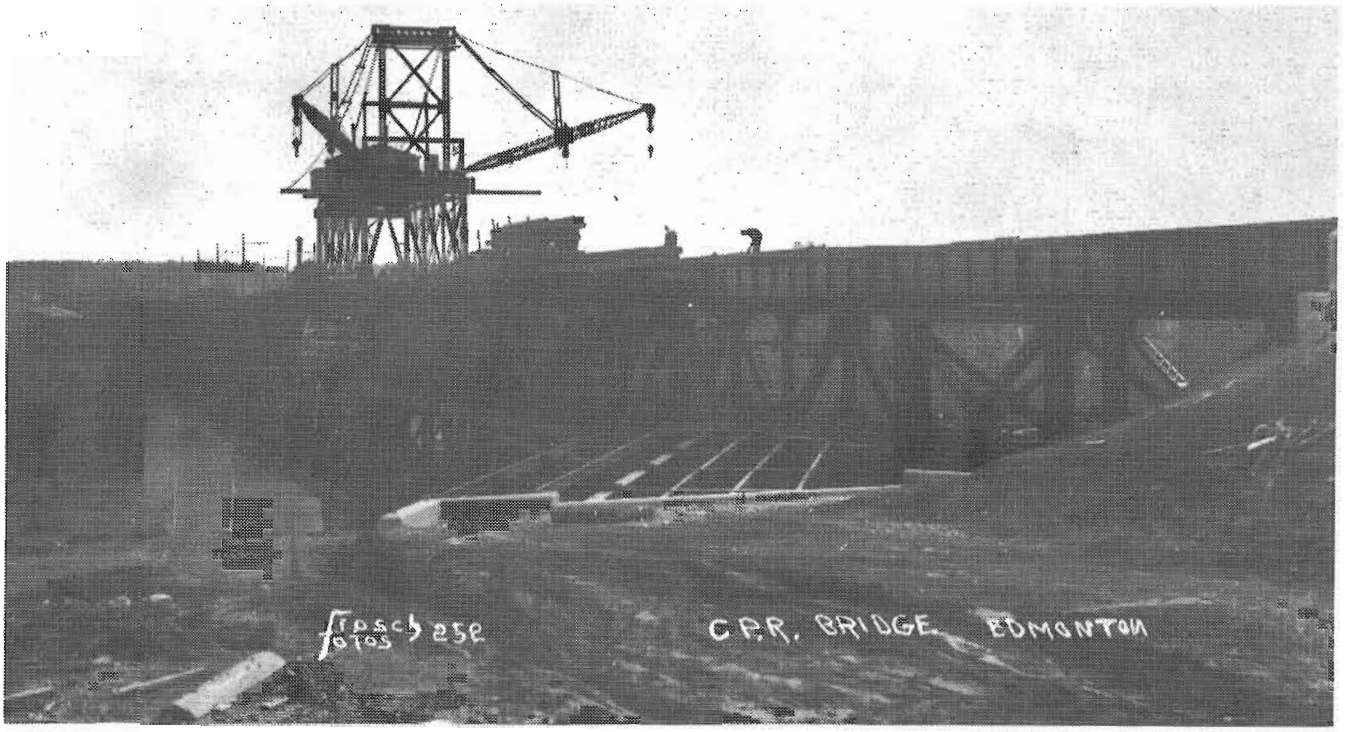
The erecting traveler and its crew were going to be very busy from now on. The travelers long arms would pick up the steel including the pieces comprising the large network of braces; it would then swing and hold them in place until bolted together. To accommodate the large traveler, rails were laid on the extreme edges of the structure which later became the railway deck. A standard guage railway track, which later became the main railway line, was laid beneath the traveler. This enabled the flat cars to be pushed forward with their material. There were also two rigid arms extending from them to the structure. The high winds which often blew along the river could now be counteracted.

The hoisting engines with their complement of boilers were situated on top of the tall framework of the traveler. This provided the power for the lifting etc., of the bridge sections. A simple twist of the wrist or a wave of the hand signalled instructions to the engineer on top of the erecting crane. Any rope or chain tackle could be pulled or slackened... the huge crane could travel backward to pick up more material from a flat car underneath the crane and carry it forward to its proper place in the bridge structure. Hand signals were very beneficial especially for the engineer. As each span was constructed and erected, a fresh set of blueprints were always needed as they told which pieces were to be loaded nest.

The locomotive crane now had double work to do. It not only unloaded the cars of steel as they arrived but it picked up and reloaded the material on a flat car as required by the erecting crane.



This is a good view showing the traveller used in the construction. It was arranged to erect not only the main spans but also the other spans without falsework. The rigid arms are extended to counterbalance the high winds in the valley. The sidewalk and roadway are below.
Provincial Archives of Alberta B3308.



A locomotive had just pushed a load of material under the traveller which is to lift it into position when needed. Note how the roadway and sidewalk curve out from beneath the tracks upon the top deck.
Provincial Archives of Alberta B3309.

The railway deck under construction. The track in the centre is what the traveller rode on. The men are walking on the train tracks while the street car tracks are to be laid where the boxes are piled. Not the progress on the legislative buildings in the background.
Provincial Archives of Alberta B3347.

The steel work was comprised mostly of Pratt type trusses approx. 288 feet in length between the centres of the end bearings. The approach spans were shorter; out of 13 of these, 7 were each 96 1/2 feet long and the remainder was 47 feet long.

During the erection of the steel work, a false-work of timber similar to a trestle were erected between each set of piers. When the steel erection advanced, the lower members rested upon this falsework. When the next pier was reached, the traveler moved beyond that pier which a second timber falsework was erected. After each span was finished, the falsework was removed. Early in 1913, the steel work had reached the north bank and the last girder was placed.

At the same time the railway deck was being built, so was the traffic deck below. The two side-walks were supported in the clear on brackets fastened to the ends of the roadway floor beams. These were attached to panel points of the main trusses insuring an even solid structure.

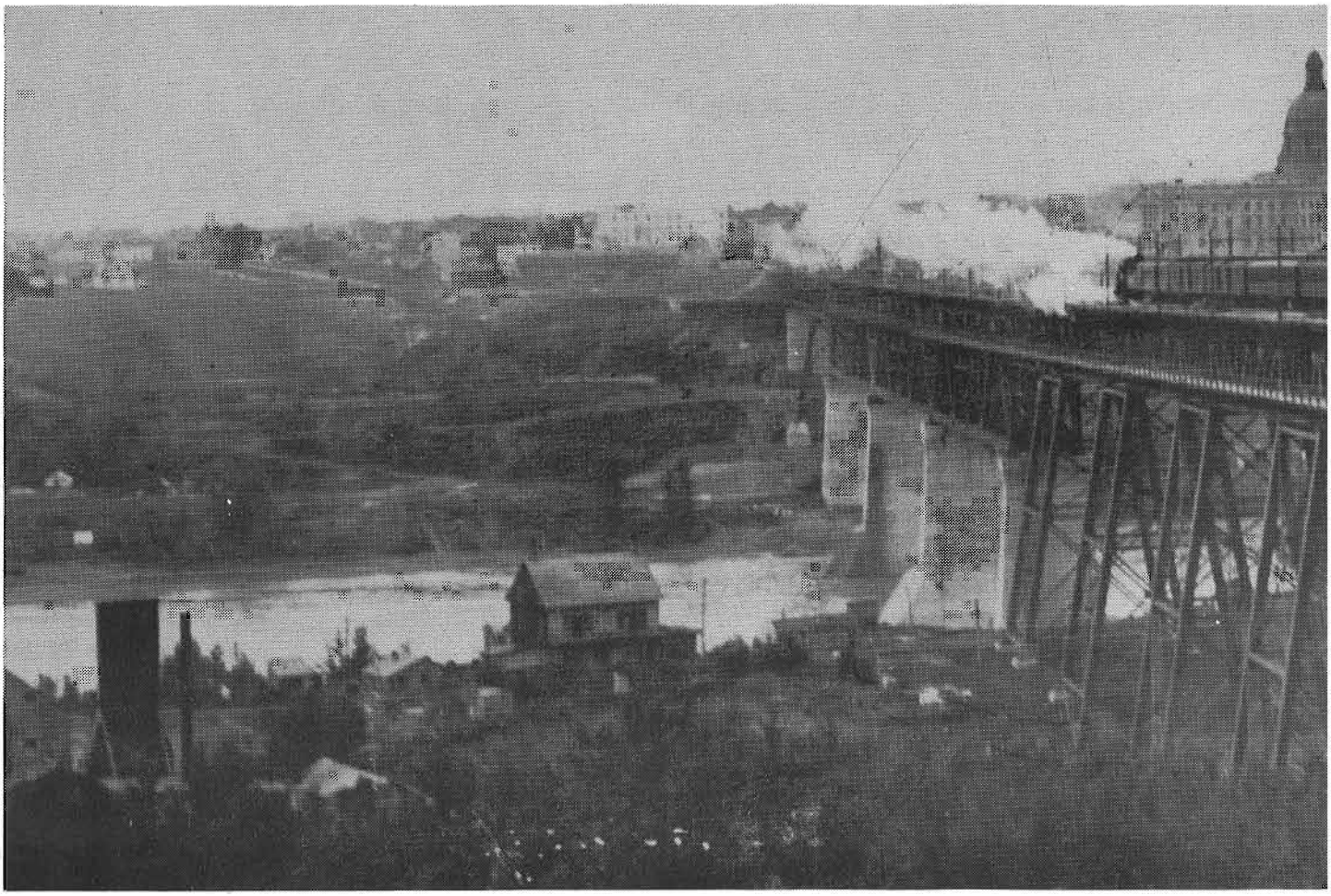
THE BRIDGE OPENS

The first Canadian Pacific passenger train over the North Saskatchewan River was on June 2nd, 1913, on the newly completed High Level Bridge. Train No. 33 had seven coaches, including a baggage and express car, two first class coaches, a diner, chair car and a sleeper. The train left 82nd Ave. (Whyte Ave.) station at 11:00 A.M. and reached the end of steel north of the river at 11:10 A,M., returning later back to the southside C.P.R. station.

The train order which had authorized this First Passenger Train over this new bridge read as follows: "To engine 2100, operator and all northbound trains, Strathcona, - Engine 2100 run extra Strath-cona to Edmonton and return to Strathcona with right over all trains. G.F. - dispatcher."

It is interesting to note that Engineer Fuller who had been at the throttle on this initial trip over the North Sask. River, was also the fireman on the locomotive which hauled the first C.P.R. train over the South Sask. River in 1883. Other members

The first passenger train coming off the bridge into Edmonton on June 2 1913. Mayor William Short and special guests were on the innaugural run. Note the date "1911" on the concrete pier (just below the tender). It's still there today.
Provincial Archives of Alberta B3302.



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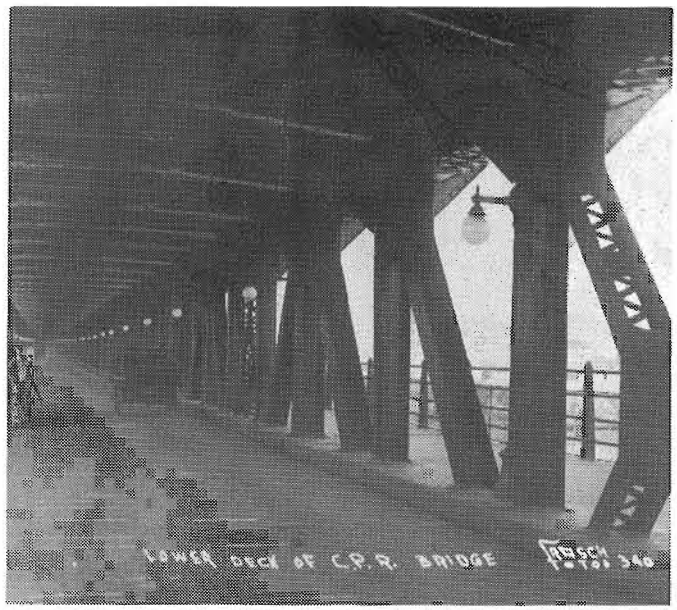

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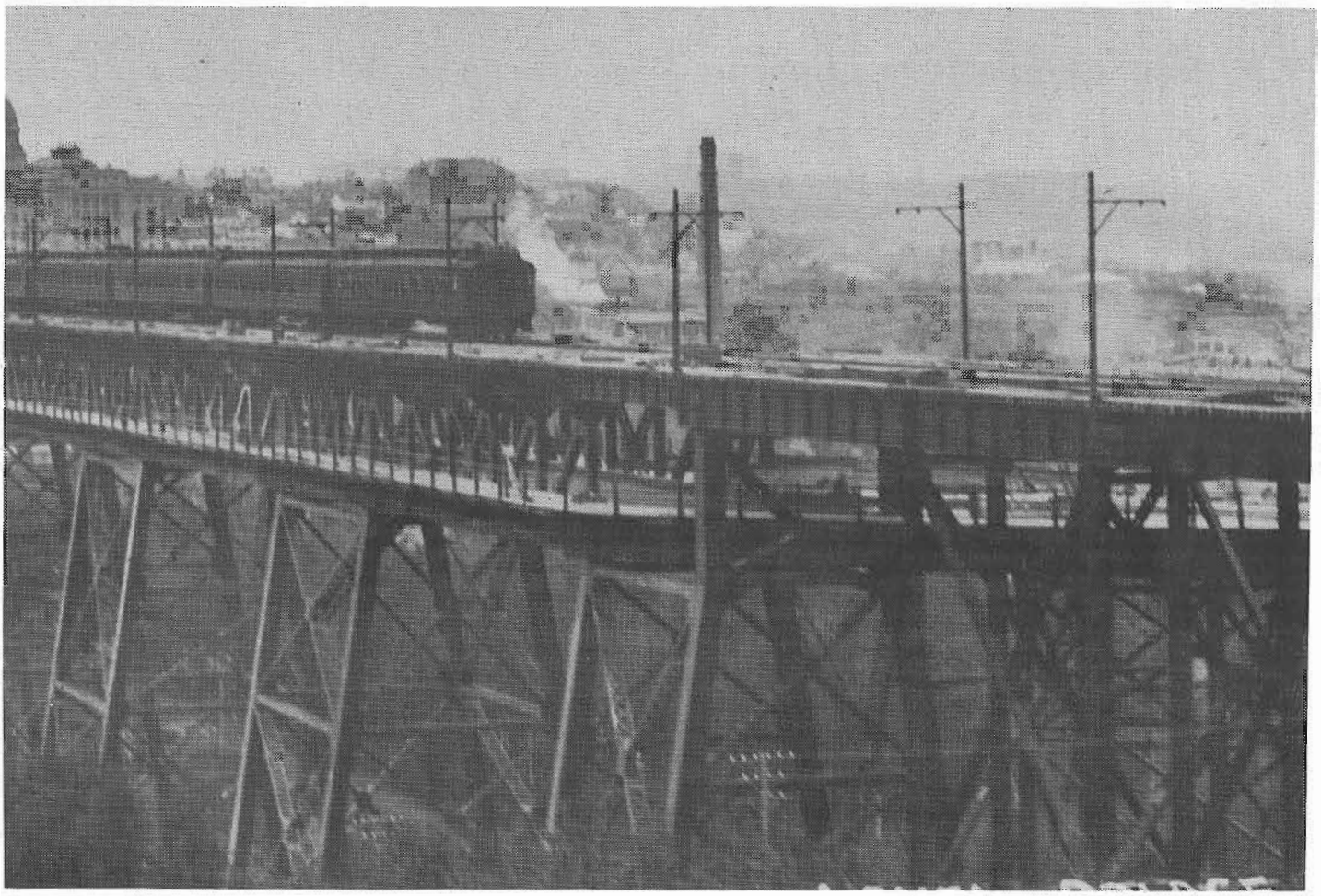


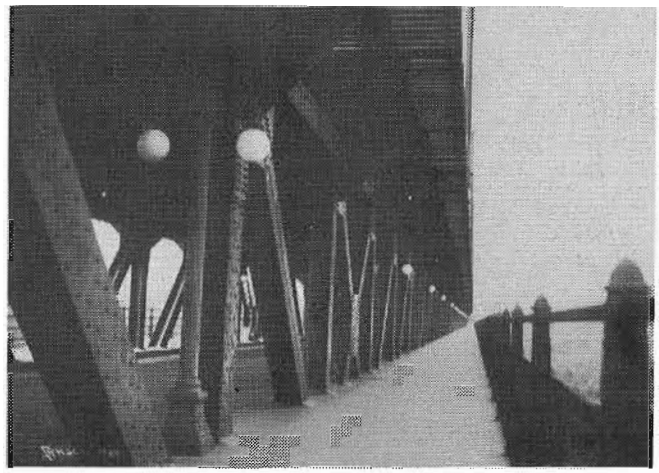
A The big day finally arrived on June 2 1913 when the first C.P.R. train steamed across the high level bridge to create this historic scene. The C.P.R., which had been serving Strathcona for almost 22 years, gave a free ride to anyone who could squeeze aboard the special train.
Provincial Archives of Alberta B3303.

B Construction of the roadway was still in progress when this view was taken. The top of the roadway is 19' 2" below the base of the rail and is made of creosoted blocks 14" thick at the crown. There is galvanized iron under the tracks to stop cinders from falling through.
Provincial Archives of Alberta B3335.

C The completed roadway looking north. The bridge is 52 yards less than half a mile long, and the south end is about 10.34 feet higher than the north end.
Provincial Archives of Alberta B3307.

of the crew were: Fireman J.E. Cameron, Conductor L. Wice. Brakeman F. Gordnier, Dining Car Conductor J.E. Tedham and Pullman Car Conductor W.F. Brough. Some of the local dignataries abroad the train were: Messrs: J. Duggan, Pres. Campbell of the Exhibition Assoc., and Alderman Douglas. Supt. Young of the Canadian Bridge Co., was also on board this historical crossing.

On August 11th, 1913, the first streetcar had crossed the bridge and a regular 15 minute service over the High Level had begun on the same afternoon. Some of the first streetcar passengers were: Mayor William Short, Commissioner Chalmers, and a streetcar Supt. whose name was Woodroffe. One passenger reported this first trip as follows: "From the streetcar, one looks down from a dizzy height into the murky waters of the Saskatchewan without so much as a handrail to break the gaze into the abysmal depths below. Many people will suffer that dizzy feeling as they look out of the streetcars passing over the bridge, the cars so near to the outer edge. The fact that doing so will not affect the safety of the car and will not help relieve the shiver of apprehension the passengers will feel." By Sept. 13th, 1913, the traffic deck of the bridge and the sidewalks on either side of the structure were now open and in regular use.

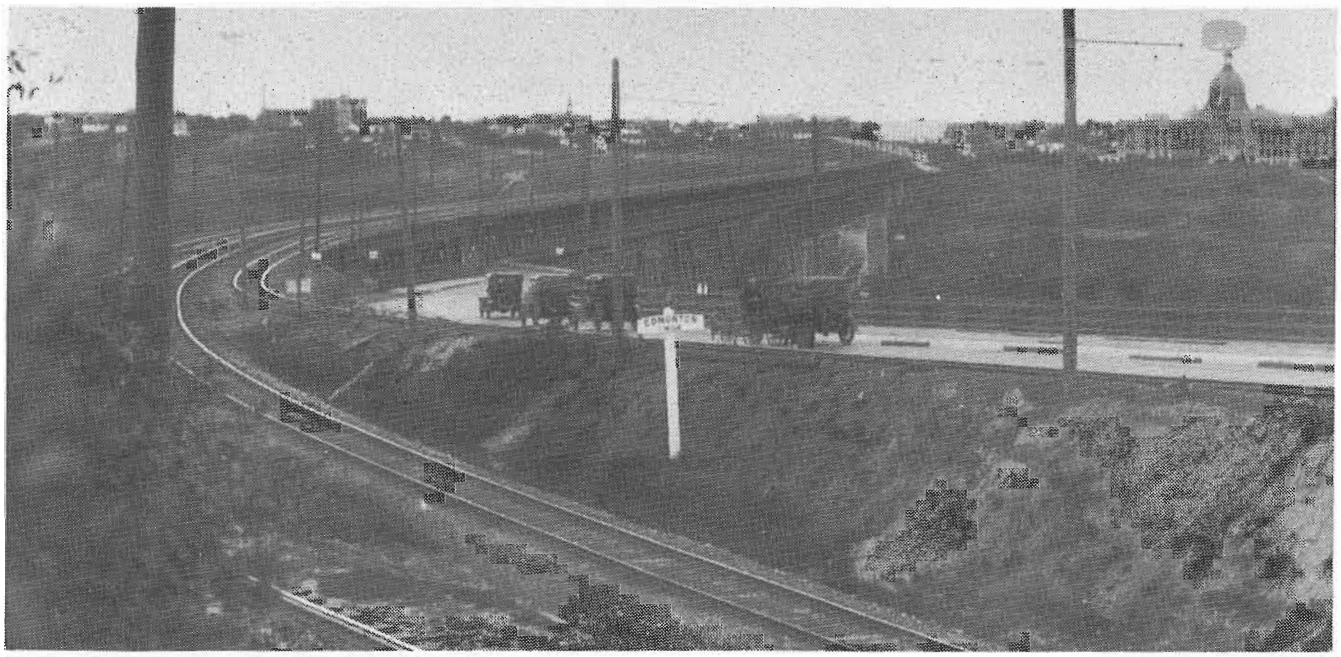


The pedestrian walkway opened on August 26 1913 and the Edmonton Journal of that day said: "The exhilirating air at this height is just the thing for the morning constitutional". Note the street car tracks just above.

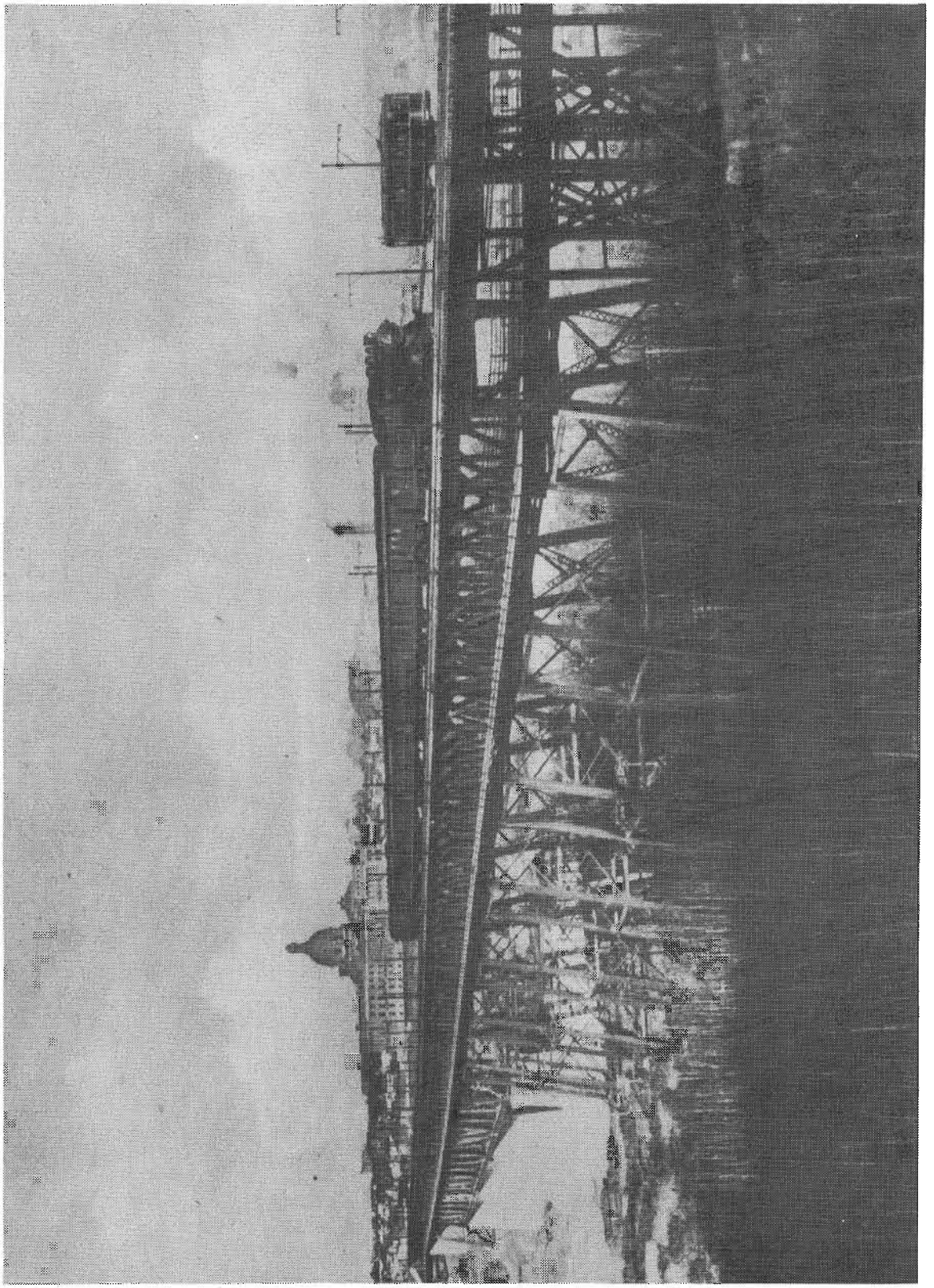
Provincial Archives of Alberta B3306.

A splendid view of the bridge with a train heading south. The river valley is about half a mile wide and 160 feet deep, while the river itself is 800 to 900 feet wide with a depth ranging from 8 feet in summer to 40 feet in spring. The current here is about 6 miles an hour.
Provincial Archives of Alberta B3313.

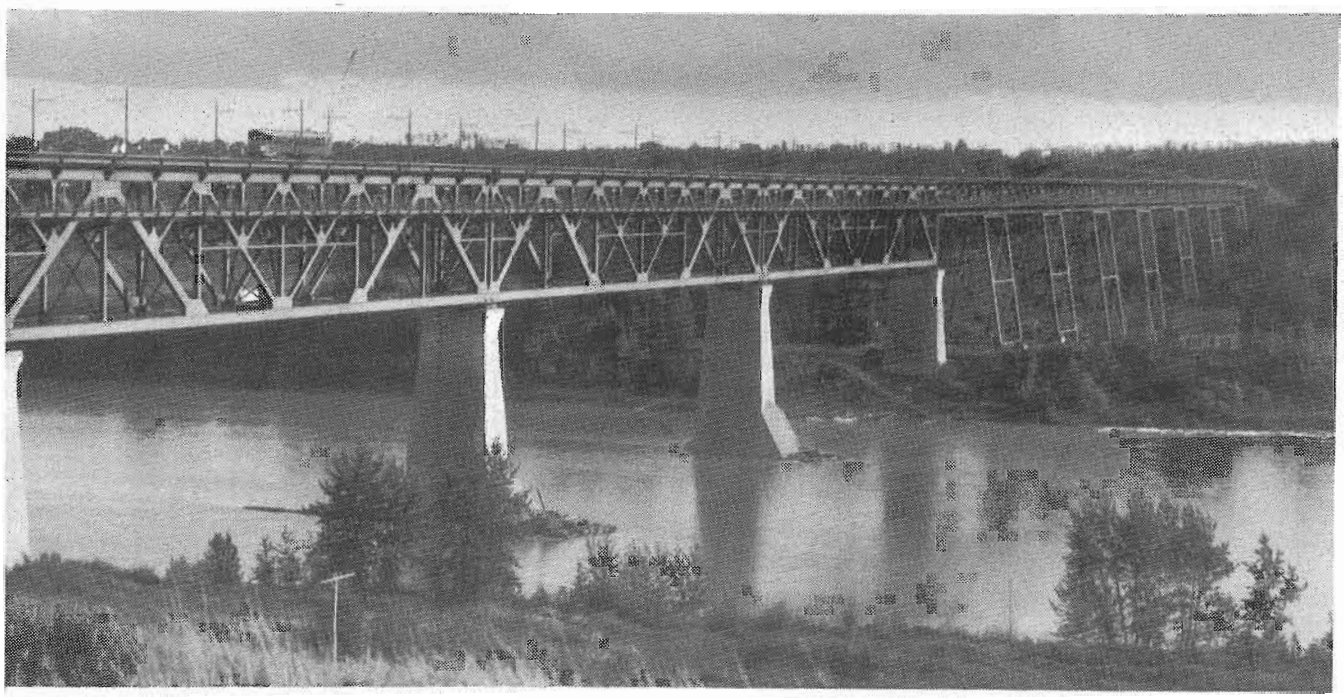
It's August 11 1913 and the first street car of the Edmonton Radial Railway is seen making its first trip across the nearly completed structure. The roadway and sidewalks are still under construction.
Provincial Archives of Alberta B3299.



The completed bridge looking north, showing the traffic on the road. The sign on the Railway shows that the Edmonton C.P.R. station is one mile away.
Provincial Archives of Alberta BA 424.



What better photo of the high-level bridge could be found than that of a train and street carr passing each other on their appointed rounds? Many hand-coloured post cards were available in the early 1920's ans showed this scene.
City of Edmonton Archives.



A view looking south-east showing a street car crossing the bridge. Today the river valley road runs where the telegraph pole shows in the foreground.
Provincial Archives of Alberta BA 425.

A southbound street car approaching the bridge from a small incline leading up to the top deck. The roadway and sisewalk curve out for northbound traffic leaving the bridge. Today all auto traffic is southbound.
Provincial Archives of Alberta PA 58/16.

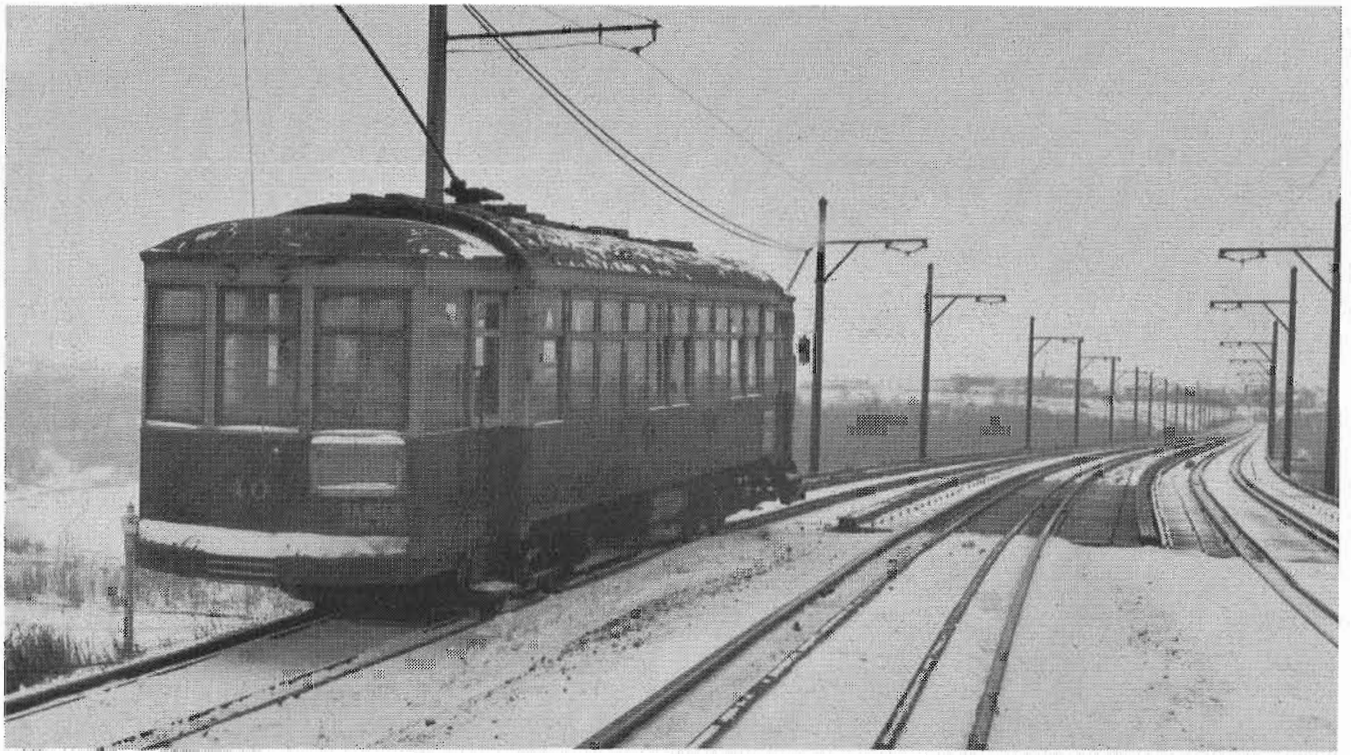
OTHER CHANGES

During the spring of 1915, some streetcar passengers had a severe fright; their southbound car had derailed at the north end of the High Level Bridge. However, there was no danger of the car toppling off the bridge. Passengers could not dismount unless they climbed through a window for the doors opened "not onto the bridge itself, but right into empty space"! During the cold winter months, passengers were very concerned as to whether the streetcars would travel opposite their normal tracks across the structure. Northbound traffic took the west., (left track) rather than the usual east (right track) side. Should an emergency occur, the passengers could have gotten off into the center of the bridge and not on the edge of the structure. Southbound traffic would then travel on the left or east track.

In 1931, an expenditure of $108,000 had been spent on the south approach to provide a better entrance onto the traffic deck of the bridge. At the same time, provision was also made for a new west entrance when traffic conditions would justify its use in the future.

The High Level Bridge however, was not always used for the purpose of getting from one bank to the other. The Edmonton Journal reported in their June 20th, 1932, edition as follows: "Defying death in a perilous ride, an unknown motorist drove his car across the top deck of the High Level Bridge sometime between 1 and 7 A.M. Sunday. The right wheels of the machine were with 3" of toppling over the east side of the bridge and only a third streetcar rail saved the driver and any passengers he may have had from death!"

From the records available, the first renovation plans for the bridge, were started on June 11th, 1946. It had been suggested that four traffic lanes, two on each side of the C.P.R. tracks on the top deck, be added to accommodate city trolley buses. At this time, the city was starting to change from streetcars to trolley and motor buses. (The last streetcar operation officially ended on Sept. 2nd, 1951). In May, 1948, Mr. P. L. Pratley, a bridge designer from Montreal had a similar plan. In one



Now you can see why a street car trip on the edge of the bridge was a hair-raising trip. Notice how the doors open on to the bridge deck instead of out into empty space. Car 40 is northbound, the southbound tracks are on the right of the photo, and the train tracks run down the centre (where it's safe!). The date was Feb. 14 1948.
Provincial Archives of Alberta GS 193/2.

of his plans the roadway was to be removed from the lower deck which was to be renovated to accommodate pedestrians and cyclists. Both these plans were defeated in Nov., 1950. by city voters, due to high costs involved. In the late fall of 1962. the 2,478 foot long steel structure had contracted 22 inches when the temperature dropped down to 27° below zero. The measurement was compared with the bridge length at a temperature of 80° above zero. Expansion plates allow for variations in length caused by heat and cold weather.

In the spring of 1981, as part of Edmonton's Project Uni, southbound buses now travel up 97th Ave. beneath the Gov't Centre development and over the traffic deck of the High Level Bridge. Now for the first time in Edmonton's history, trolley bus coaches would regularly travel across the Bridge.

CONCLUSION

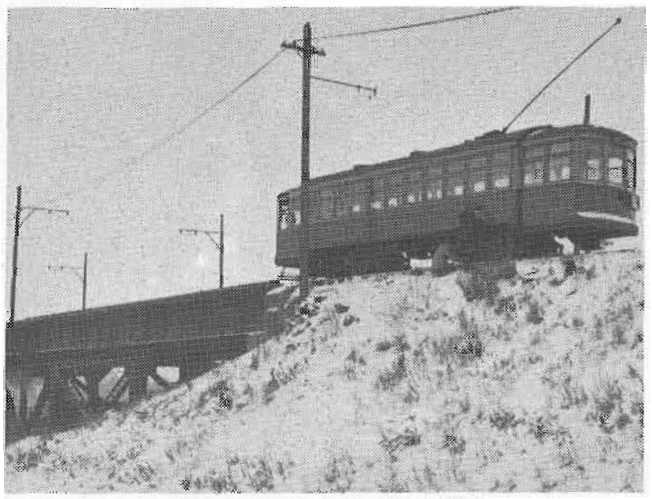
The High Level Bridge took three years to build and cost the lives of four people. Work was started in Sept., 1910, and completed in 1913 at a cost of more than $2,000,000. The cost was shared by the Provincial Gov't, the C.P.R. and the City of Edmonton. The bridge is 2,478 feet long and 43 feet wide. Height from the water level approx. 160 feet. Wooden blocks which originally made up the traffic floor of the bridge were very hazardous in wet weather, thus giving way to cement. Many times, the south entrance had been called the beginning of the "Alaska Highway."

Prior to World War II lights on the traffic deck of the railway bridge had faced upwards, providing viewers with a breathtaking sight. As a safety precaution during the War, the lights were turned inwards.

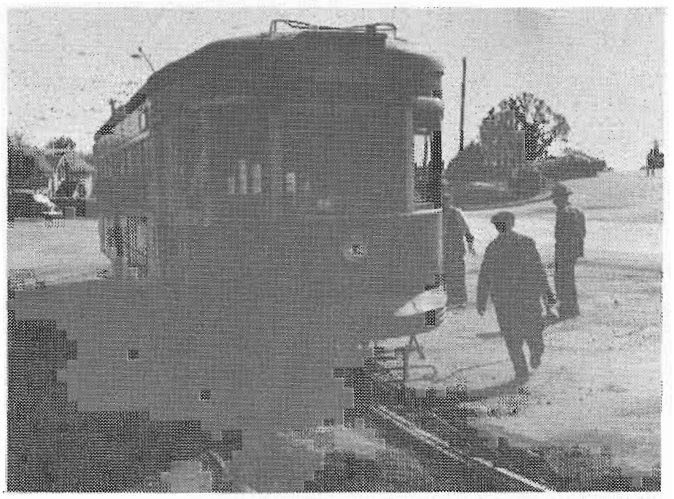
The Bridge took approx. 1,000,000 feet of steel, weighing approx 17,200,000 pounds. It took 700,000 board feet of lumber and nearly 1,400,000 rivets. A total of 25,000 barrels of cement were poured into piers supporting the bridge. The surface area is 860,000 square feet. The span will carry weight of 30,000 tons or more. Approx. 5,000 gallons of paint are used every few years to prevent rust. Mr. Phillips B. Motley of Montreal, who was a famous C.P.R. Construction engineer, was the builder. He retired in 1937 after 45 years of service with the Railway.

From the fur traders to the passenger train, it took only a matter of 75 years. But if a fur trader

A



B



A Another view of car 40 on the bridge. It has been derailed (luckily not half way across!) and the men are trying to sort the problem out. Note the date "1911" on the pier. The photo was taken on February 14 1948.
Provincial Archives of Alberta GS 193/1.

B One of the last views of the street car line on the bridge was this view of car 80 derailed on its approach on May 21 1951. 3½ months later this scene would only be a passing memory. However car 80 has been found in the Peace River district of Northern Alberta, has been brought back to Edmonton and is awaiting restoration.
Provincial Archives of Alberta GS 830.

in the early 1800's had seen visions of steel monsters crossing the North Saskatchewan River on a bridge that was 160 feet high, he would surely have been suspected of dipping into the liquid supplies of the trading store!!!!!!!!

In June, 1983, it had marked the 70th Anniversary of the official completion of this awe inspiring structure which gracefully spans the colorful North Saskatchewan River Valley.

ACKNOWLEDGMENTS

1. Alberta History Magazine, Winter, 1978.

2. Edmonton, A History, by James MacGregor, Hurtig Publishers, 1967.

3. The Best Edmonton Stores by Tony Cashman, Hurtig Publishers, 1976.

4. The very friendly and helpful staff of the City of Edmonton Archives for the use of their early newspaper files.

5. Staff of the Rutherford Library at the University of Alberta for a copy of the Nov., 1913, issue of the Canadian Railway and Marine World.

6. A very special and grateful thanks to the writer's mother, Mrs. June Marsh who performed the final editing and typing of this completed article.

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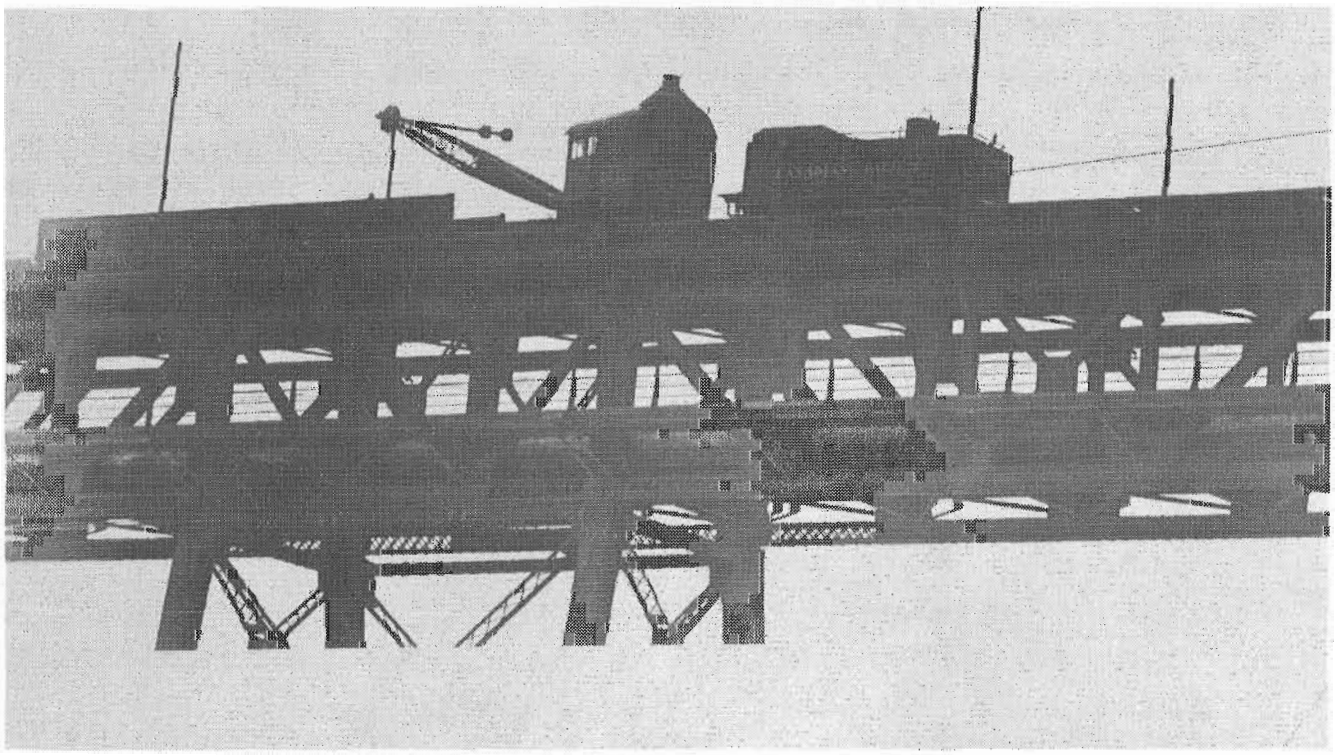


GONE ARE THE DAYS. One of the last traces of the street car system disappeared on March 27 1967 as C.P.R. crews, using a steam crane, removed the last of the street car tracks. The poles for the trolley wire still survive. Twelve years later a street car briefly reappeared when car No. 1 was operated over the bridge as part of the 75th anniversay celebrations (see Canadian Rail Jan. 1980).
Provincial Archives of Alberta J-74.

"Do editors have more fun than people?"

By Pat Webb

If you read only the occasional railway enthusiast publication, you may find the format a little old-hat and the method of information retrieval guaranteed to make the most hard-headed reader more than a little green with envy. There is the impression that it works like this: The Editor, learning of an impending last run, makes his reservations as much as possible in advance, boards a 747 for the 1000-mile flight, arranges to ride the locomotive pilot : cab, the mid-train dome(s) and drumhead signs; eats, sleeps and, if the truth were known, drinks — not water — in every car in the consist, brainwashed the brass for statistics and returned by the same 747 to set down on paper, at his leisure, his impressions of experiences denied to the majority of us because (1) we are not Editors, (2) we have to monitor numerous, active offspring who have (3) a multitude of variable activities at any and all hours of the day and night, some of which require transportation, including a chauffeur. The aforementioned offspring also possess (4) dogs, (5) cats, (6) turtles and (7) fathers, the latter being encumbered by (8) houses, (9) lawns and shrubs, (10) a steady employment, which interferes with most leisure-time activities and (11) wives, usually of importance in the order given.

With such odds against a day of train-spotting and pursuit, it must be a source of amazement to us all that any photographs of trains, either moving or stationary, are ever taken at all. In fact, for most of us who have surrendered to the biological urge to find a dayfor the observation and recording of railways and railway trains requires planning of the skill and scope that is usually associated with the launch of a space capsule through an arpeture that appears as frequently and as large as Hailey's Comet. Having weighed the pro's and con's of this extraordinary preparatory requirement, the question then arises as to who — subsequently — has the most fun.

Having promised to prepare an article on a railway subject, two unsuspecting fathers began the impossible task of trying to escape the myriad responsibilities of domestication. The office computer, a current CP RAIL timetable and weather records for the past hundred years or so were invaluable, but only brute bribery finally succeeded. The imminent arrival of in-laws, working wives and shaggy lawns notwithstanding, freedom was won by bribery, by promising to take the children to the mountains for a day.

That did it.

A beautiful Tuesday morning in June sparkled with sunshine flashing from the finest equipment modern technology could produce. Japanese cameras, Japanese binoculars, Japanese taperecorders, Japanese black-and-white and colour film and enough (Canadian) food and drink to survive the crossing of the Sahara (Africa). The latter were to be needed. These technological benefits were distributed unequally between two fathers, four bubble-gummers and Cindy, the game and ever-faithful mutt and taxed the carrying capacity of the VW camper on every undulation. It was a matter of incredulity that a freight train was overtaken within 30 miles of the start. It was also sheer chance.

Number 8612 was working the west end of the Fort Macleod yard, before resuming her daily jaunt west to Crowsnest and the greener forests of British Columbia. As it backed past us, a friendly hogger waved everyone in the camper up into the cab. Knowing the limited size of the Geep's head-end, Cindy wisely decided that she and I should stay on terra firma. Moments later, Number 8612 lumbered moose-like down the uneven roadbed, with her one working horn half grunting, half crowing, because nine-year-old Bill couldn't quite get the knack of working the handle. Fortunately, there are few eligible moose around Fort Macleod in the mating season.

When Number 8612 was hitched up, ready to haul the train west, there was a race 15 miles west to Scotchman's Coulee, where the line gouged its way through the crest of a ridge on a 1.5% hill. Trailing the unit was a leased B%LE F7B, Number 727, and 57 loads. The units would be working up the hill. However, the only time a Westphalian camper could outrace anything would be in a Grand Prix de Watkin's Glen for tractor-trailers. The upcoming race was to be no exception.

In a Le Mans start in reverse, we ground to a stop on the Peigan Indian Reserve, with the sounds of labouring EMD products filling the air. Cameras flying, two adults, four scroungers and one dog exploded simultaneously from the camper. If there is anything more breath-taking than Christmas

WITH A MILLION MILES ON HER C.P. Rail No. 1409 takes on fuel prior to departure in December 1974.

Photo by Pat Webb.

morning, it is the Peigan Indian Reserve dump on a morning in June. Where else can you find a dead horse, a five-gallon milk can (dented) and a million other things more interesting than an old freight train?

Don's attention was rivetted on the train. He stopped in his tracks and, in an effort to avoid a collision with all that expensive technology, I made a clumsy jump and landed with a thump in the largest burdock patch in southern Alberta. Cindy, not to be left out of these apparently primitive ceremonies, was doing stiff-legged jumps in circles in the knee-high grass, trying to espy the enemy we were so obviously attacking.

Friend Dave made the top of the embankment and quickly set up his equipment. With new, unwashed jeans on that fitted like an iron corset, I headed for the top of the cut at a lope, which began to convert to a Bannister four-minute mile as 8612 made noises like the sound-track from "Gangbusters". My arrival on the knoll was as graceful as a medieval knight with bees in the back-porch. I remember thinking bad thoughts about my Missis who had insted that, for a day in the country, Mr. Denim's revenge was the only suitable garb.

a dead heat. While 8612 and train panted up and through the cut from the east, the enthusiastic train-watchers arrived from the west. So much for the 8612.

While 8612 grunbled away to the west, the order of the day was coffee for Dave and me and soda-pop for the remaining off-spring; this was enough to silence them while we picked off burrs and decided which junk we should lug away. By now it was mid-morning and the canned pop only whetter the insatiable appetites of the active participants. The growling of their stomachs was surpassed in volume and intensity only by their anguished pleas for food. Despite our (lying) assurances that we were only twenty minutes (40 miles) from our lunch-stop, the wailing and gnashing of teeth became louder and more ominous. We ate on the move.

At Crowsnest Lake, the whiners happily entertained themselves in a swampy pool full of tadpoles,minnows and other slimy unidentifiables. 8612 failed to appear. Curious, we checked with the operator at Crowsnest, to find that the two units had had to double Frank Hill, a manoeuver rarely necessary since the days of steam. And we had missed it.

Five miles away, Freight Train 994 was due within a half-hour. Packing the now mudstained waifs into the VW camper, we reced westward again. The best camera angle appeared to be about 100 feet up the side of the mountain from the road. Don, Jon and I managed to climb to the location just as the lead unit of the freight stormed by. Dave and Billy had reached a spot about half-way up. Simultaneously, a Cessna 180 roared overhead at tree-top level. Billy, looking up, lost his balance on the steep slope. Dave grabbed him, Dorothy-Ann began to yell and Cindy went into her routine all over again. Thus ended our exciting encounter with 994.

As this was the last activity planned for this afternoon and, in view of the possible relay of information eastward about trainchasing in the Rocky Mountains, we decided that discretion was the better part of valour and went home. But hope springs eternal! The bubble-gummers are bound to grow into teenagers and, some summer soon, we will once again make a pilgrimage to Crowsnest Pass or north to Kicking Horse for a couple of days of action around the Spiral Tunnels.

We won't need a 747 to get there; the sturdy VW will suffice. Along the way, we will enjoy some of the most spectacular scenery in North America. Perhaps we can justify yet another trip, to ensure complete coverage.

And the choice as to whether we participate entirely or relax and enjoy the activity is our own. Do people have more fun than Editors? You will have to work the answer out for yourself.

BROCKVILLE TUNNEL A MONUMENT TO CANADA'S OWN RAILWAY FEVER

By Robert F. Legget

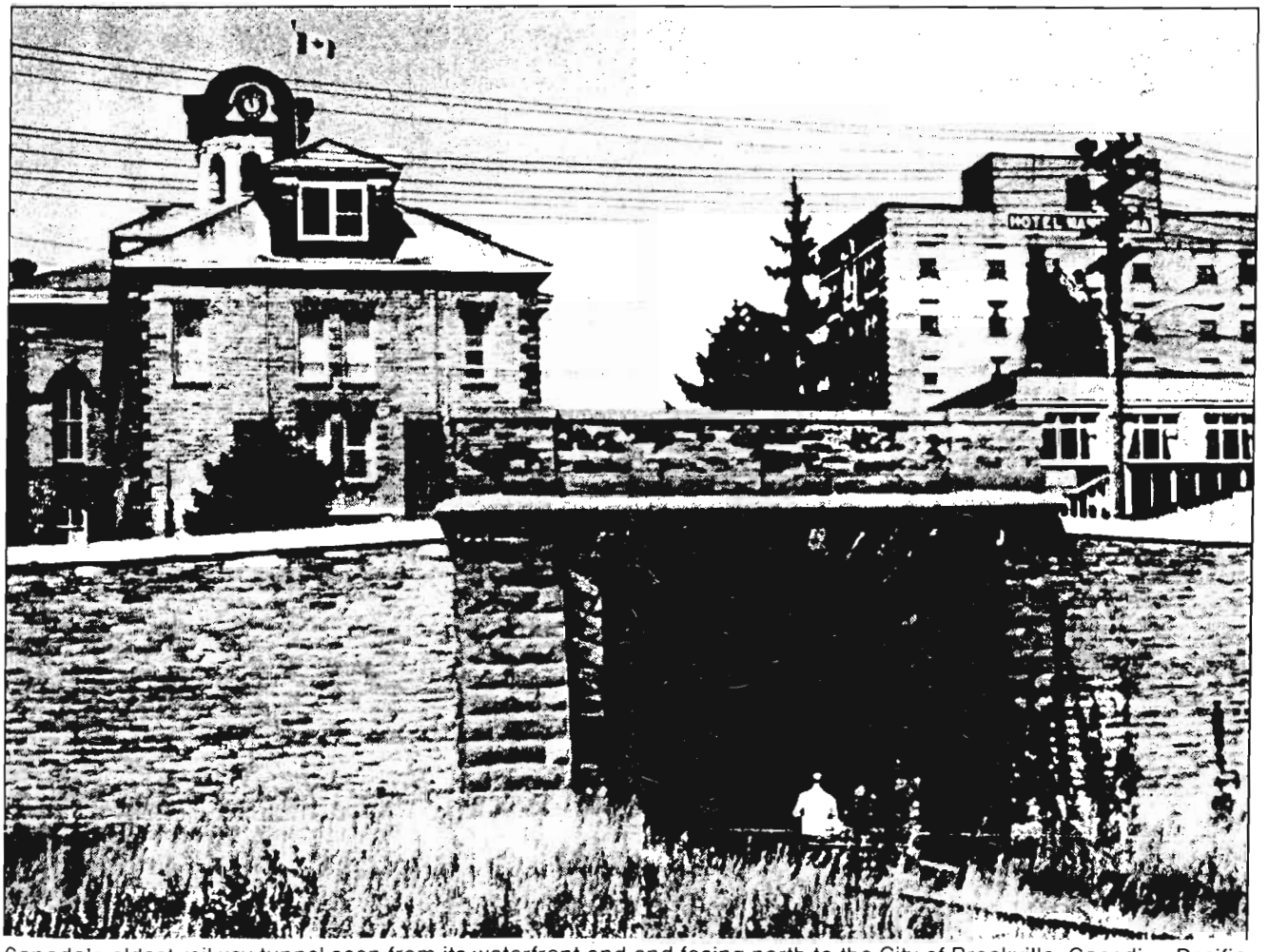
Canada's oldest railway tunnel is still little known except by some of the "railway buffs" of eastern Canada, and the citizens of Brockville, Ontario. Brockville? In the flat plain of the River St. Lawrence? So it is, and the tunnel is there in Brockville, still to be seen by those interested, after 120 years of service. Adding to its unique interest is the fact that it should never have been driven in the first place!

RAILWAY MANIA

"Railway mania" (as it was known in the English-speaking world) gripped Canada in the 1850s so strongly that the citizens of the fledging town of Brockville decided that they must have a railway. Located 333 km east of Toronto, and 217 km west of Montreal, Brockville would eventually come to be an important divisional point on the Grand Trunk Railway (later Canadian National) between the two major cities.

In 1852, the citizens of Brockville chartered a new line, the Brockville and Ottawa Railway, to tap the great forest resources of the Ottawa valley, for shipment of lumber from its wharves down the St. Lawrence. In 1853, a contract was signed with a British firm of contractors, Sykes Bergue and Company, for the construction of the line; clearing of the route started soon after.

Following the example set in 1830 by the Canterbury and Whitstable Railway in southern En-



Canada's oldest railway tunnel seen from its waterfront end and facing north to the City of Brockville. Canadian Pacific recently deeded the tunnel to the city which plans to develop a park at the river end of the tunnel, using funds willed to the city for this purpose by a prominent citizen.

International Railway and Steam Navigation Guide.

MONTREAL, OCTOBER, 1870.

GENERAL RAILWAY INFORMATION.

CANADA CENTRAL RAILWAY.

The opening of this Line between Ottawa and Carleton Place, where it connects with the Brockville and Ottawa Line, was celebrated on the 15th ult. by a grand excursion from Ottawa to Sand Point, the northern terminus of the latter Line. A Train consisting of eight passenger cars, containing about 300 guests, proceeded to Carleton Place, a distance of 28 miles from Ottawa, in about an hour. The route lies through a rich and well settled agricultural country, but which, at present, is much marred by the devastating effects of the late destructive fires. A further run of 31 miles brought the Train to its destination at Sand Point, beautifully situated on the banks of the Ottawa River, which, at this Point, is fully 3 miles wide, and studded here and there with islands, rivalling in beauty the far-famed Lake of the Thousand Islands. A sumptuous lunch was here provided in an elegantly decorated room, presided over by the Hon. J. J. C. Abbott, of Montreal, After a number of toasts had been proposed and respouded to, the party left for Ottawa, making the return trip in about three hours.

The completion of this first link in the great chain of Railways—destined, we trust, at no distant day, to connect the great oceans of the East and West—reflects much credit on the enterprising projectors, who have, amid many difficulties, succeeded in building and equipping the Line in a manner that will attract, we feel assured, a large share of travel.

The running arrangements of this Line, in connection with the Brockville & Ottawa, are very complete, and will be found on page 45. At Brockville close connections are made with the Grand Trunk Railway, and we notice the Company advertises shortly to run sleeping cars through without change between Toronto and Ottawa,—a great boon, which will be duly appreciated by travellers to and from the Capital.

BROCKVILLE & OTTAWA RAILWAY.

Trains are run by MONTREAL TIME. [*September* 16, 1870.

H. ABBOTT, Managing Director, and W. R. WORSLEY, Secretary & Treasurer, BROCKVILLE, ONT.

Brockville to Perth and Sand Point.

Mls	STATIONS.	Exps	Mixed	Exps
	LEAVE	A.M.	P.M.	P.M.
0	BROCKVILLE	8.05	3.50	4.40
1	Grand Trunk June.	8.10	3.55	4.50
5	Fairfield	.....	4.16	.....
7	Clark's	.....	4.22	.....
10	Bellamy's	8.35	4.36	5.10
12	Jelly's	.....	4.46	.....
13	Bell's	.....	4.52	.....
16	Wolford	.....	5.05	.....
21	Irish Creek	9.08	5.26	5.47
25	Story's	.....	5.42	5.55
28	Smith's Falls	9.30	6.20	6.10
0	Smith's Falls	7.54	....	11.20
6	Pike Falls	8.14	.....	11.40
12	PERTH Arr	8.34	.....	12.00
33	Ferguson's Lve	.....	6.45	.....
37	Franktown	9.57	7.27	6.37
41	Beckwith	.....	7.45	.....
45	CARLETON PLACE JUNC.	10.24	8.10	7.00
46	Carleton Place	.....	8.12	.....
52	Almonte	10.44	8.42	7.18
55	Snedden's	.....	8.57	.....
61	Pakenham	11.11	9.16	7.45
69	Arnprior	11.38	9.53	8.09
74	SAND POINT	12.00	10.16	8.26
	ARRIVE NOON		P.M.	P.M.

Sand Point and Perth to Brockville.

Mls	STATIONS.	Mixed	Exps	Exps.
	LEAVE	A.M.	A.M	P.M.
0	SAND POINT	5.30	9.00	5.35
5	Arnprior	5.50	9.16	5.51
13	Pakenham	6.48	9.40	6.15
17	Snedden's	7.00	.....	.....
22	Almonte	7.30	10.07	6.42
28	Carleton Place	7.58	.....	.....
32	CARLETON PLACE JUNC.	8.00	10.24	7.0
33	Beckwith	8.25	.....	.....
37	Franktown	8.45	10.51	7.27
41	Ferguson's	8.40	.....	.....
0	PERTH	.....	8.40	5.20
6	Pike Falls	.....	9.00	5.40
12	Smith's Falls Arr	.....	9.20	6.00
46	Smith's Falls Lve	9.30	11.18	7.54
49	Story's	9.47	.....	.....
53	Irish Creek	10.06	11.39	8.15
58	Wolford	10.30	.....	.....
61	Bell's	10.39	.....	.....
62	Jelly's	10.49	.....	.....
64	Bellamy's	11.00	12.12	8.48
67	Clark's	11.13	.....	.....
69	Fairfield	11.19	.....	.....
73	Grand Trunk June.	11.45	12.42	9.13
74	BROCKVILLE	11.50	12.50	9.18
	ARRIVE	A.M.	P.M.	A.M.

BROCKVILLE—Connects with Grand Trunk Railway, East and West.
SAND POINT—Connects with Steamers for Portage du Fort, Pembroke, &c.
CARLETON PLACE JUNCTION—Connects with Canada Central Railway to and from Ottawa.

CANADA CENTRAL RAILWAY. [*September* 16, 1870.

(OPERATED BY THE BROCKVILLE & OTTAWA RAILWAY.)

Brockville to Ottawa.

Mls	STATIONS.	Exps.	Exps.
	LEAVE	A.M.	P.M.
0	BROCKVILLE	8.05	4.40
45	CARLETON PLACE JUNC.	10.24	7.00
47	Appleton	10.31	7.07
49	Ashton	10.38	7.14
58	Stittsville	11.04	7.41
64	Bell's Corners	11.23	7.59
67	Britannia	11.30	8.07
73	OTTAWA	12.00	8.26
	ARRIVE NOON		P.M.

Ottawa to Brockville.

Mls	STATIONS.	Exps.	Exps.
	LEAVE	A.M.	P.M.
0	OTTAWA	9.00	5.35
6	Britannia	9 18	5.53
9	Bell's Corners	9.27	6.02
15	Stittsville	9.46	6.30
24	Ashton	10.12	6.47
26	Appleton	10.18	6.55
28	CARLETON PLACE JUNC.	10.24	7.00
73	BROCKVILLE	11.50	9.18
	ARRIVE	P.M.	P.M.

CARLETON PLACE JUNCTION—All Trains make close connections with Brockville & Ottawa Railway to and from Brockville.

gland, the British contractors took the view that no railway was complete unless it included a tunnel! In laying out the Brockville end of the line, therefore, the contractors located the terminal on the waterfront in the center of the town, the approach to which would have to be in-tunnel, under the center of the little town.

Those who know Brockville may recall that the older buildings and civic center are located on a slight rise above the surrounding St. Lawrence plain. It was through this small hill that this first tunnel was driven, right under Market Street, with a total length of 510 meters.

TUNNELLING OPPOSED

Samuel Keefer was the consultant to the railway company and he protested strongly against this location. He pointed out that access to the waterfront could easily be achieved bya line skirting the hill to the west of the town. His advice was spurned, some accounts stating that a plebiscite of townsmen was held which fully supported the idea of the tunnel. And so a subcontract was arranged by the contractors with John Booth and his son, David, also from England. A grand opening ceremony was held, with full masonic honors, on September 16, 1854 and work began. Excavation was easy to begin with, being in soil, but before the end of the year, bedrock was reached. The primitive methods then available for rock excavation soon slowed up the work.

Funds ran out in 1855 and work was suspended. It was not resumed until 1858 when new financing was arranged. Progress was so slow that it was not until December 31, 1860 that the first small train, a wood-burning locomotive and two coaches, came through the completed tunnel. The tunnel was lined throughout with stone masonry, placed in brick-sized blocks. Good maintenance through the years kept the tunnel in good shape. When I walked through it a few years ago, it was difficult to imagine that it had then been in use for well over 110 years.

The railway was slowly extended to the north but it was not until 1867 that the line reached the shores of the Ottawa River at Sand Point. With this goal achieved, the company then went into the steamship business on Chats Lake, in competition with an existing steamboat company. Bitter rivalry resulted and inevitably amalgamation took place.

A branch line to the little town of Ottawa, from Carleton Place, was built in 1870. With the building of the Canadian Pacific Railway, the little line was one of the many bought up by the new company; Carleton Place was soon an important point on the CPR transcontinental line. And so the Canadian Pacific Rail-

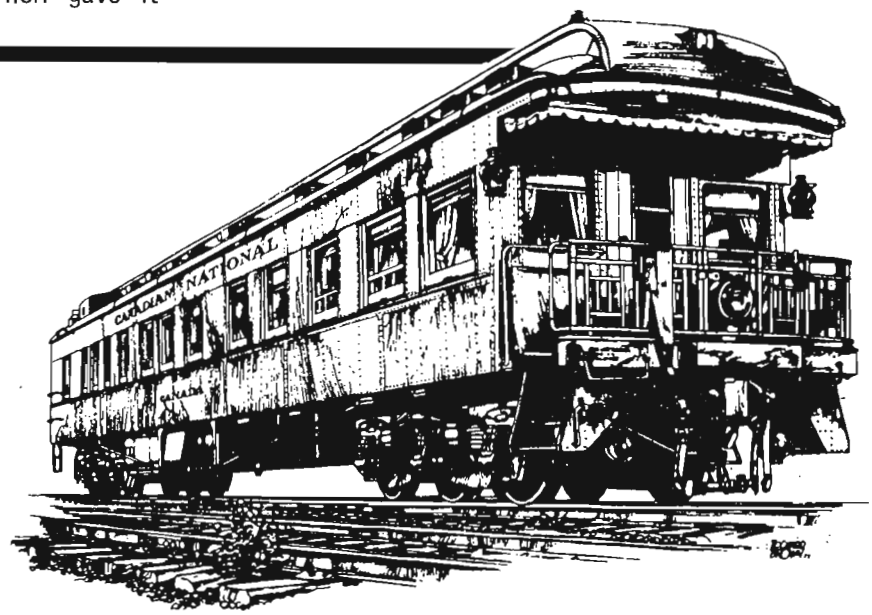
way Company came to be the owners of the Brockville tunnel.

SMALL-SCALE LOCOMOTIVES

The small cross-station of the tunnel necessitated the use of small-scale locomotives, once the CPR began to develop its fine modern rolling stock. Two small 2-6-0s were specially stabled at Smiths Falls for use through the Brockville tunnel until 1954; (for those interested, they were of the "J" class, Nos. 3011 and 3063.) Diesel-shunting locomotives took their place for the final years of service, the last use of the tunnel being in 1970. Soon after rails were lifted. But the tunnel is still there, as are the great oak doors at either end which gave it another claim to fame. They were solemnly closed at sunset and opened at sunrise, to keep out wandering cattle, and to help maintain an equitable temperature within the tunnel.

INTEREST STILL LIVELY

Interest in the tunnel is still lively in Brockville. Railway historians have pieced together much of its history. I am indebted to one of our foremost historians, Omer S.A. Lavallée, the Corporate Historian and Archivist of Canadian Pacific Limited, for much of the information used here. Despite its strange history, the Brockville tunnel is the oldest railway tunnel in Canada and as such, worthy of recognition.



The business car

METRO COUNCIL'S EXECUTIVE COMMITTEE has asked the Toronto Transit Commission to try for a better deal for a new type of street car from the Ontario Government's Urban Transportation Development Corp.

The executive committee has questioned why the TTC should be paying more for a long articulated street car than Santa Clara, Calif. The TTC has also been asked to justify going to the long cars.

The new street cars will be able to carry 150 passengers; regular ones carry 90.

The TTC will ask for a meeting with UTDC officials on revising the proposed purchase agreement, said David Phillips, TTC general secretary. TTC officials, however, did not hold out much hope of getting a change.

Alfred Savage, TTC chief general manager, told the executive committee members that the street car to be built for Santa Clara and possibly for other U.S. cities is different from the one the TTC may order.

"We wouldn't take the Santa Clara street car as a gift," a senior official said in an interview. He said the standards demanded by the TTC are far superior.

Taking into account the currency exchange, technical factors and other differences, the TTC has estimated that the price to Santa Clara is $1, 392,000 and to the TTC $1,402,000.

Mr. Savage said in an interview the price difference could be as much as $40,000 if other factors were included.

The TTC wants to spend $72.9-million to buy

52 street cars a third longer than the present ones. Added costs for test equipment and spare parts would be $30-millionand modification of track switches, pedestrian safety islands and other things would cost $9-million.

The price for the Santa Clara car is less, officials said, because it is a standard model that will be saleable in other U.S. cities. The price for 50 Santa Clara street cars is based on the eventual sale of at least 100 others to other cities.

S. Globe and Mail.

ON JANUARY 4, THUNDER BAY'S CANADIAN Car plant officially became Can Car Rail Inc. as the result of an agreement between the Urban Transportation Development Corporation (UTDC), an Ontario-owned Corporation, and Hawker-Siddeley Canada Inc., the former owner of the plant.

The agreement has created a holding company called RailTrans which is 80 per cent owned by the UTDC thus giving the corporation full control of the plant.

Can Car has been well known in the past for its financial difficulties and work shortages due to difficulties in securing a steady flow of major contracts. In an address to Thunder Bay Chamber of Commerce recently, UTDC president Kirk Foley said the company's historic reliance on large orders will have to change. He pointed out that orders for hundreds of streetcars, subway cars and heavy rail cars are not only few and far between but they also invite fierce competition from other manufacturers, consequently driving down both prices and profits.

Foley said Can Car Rail will willl concentrate instead on smaller orders. The UTDC, which has been acting as an agent for Can Car over the past year, has already secured two contracts in this range.

The Toronto Transit Commission (TTC) recently approved a $185-million contract for the construction of 126 subway cars by Can Rail. The cars will be used on the TTC's Yonge Street line, replacing the aging British built vehicles now in use.

The TTC will receive four of the cars in late 1985, 90 throughout 1986 and the remaining 32 by April 1987. The contract is expected to employ 200 workers and will overlap with another streetcar order for California's Santa Clara County.

The latter contract provides for the sale of a minimum of 50 Articulated Light Rail Vehicles to the district, just south of San Francisco. The total package is worth about $60 million in Canadian funds and will provide 200 man years of work at the Thunder Bay plant. Manufacturing will begin in the second half of 1984 with final delivery in 1986.

Despite the contracts, Foley warned Chamber members that Can Rail will have to become more profitable and flexible within the next five years or he would have "little choice" but to recommend that the facility be closed.

"We are in business to make profits," he said. "We are not in business to carry on at any cost. To do so would be nothing better than providing a specific welfare program for the management and workers of Can Car."

Since redesign work, retooling, and material ordering have to be done before manufacturing can start on the two contracts, Foley predicts Can Rail will lose $6.5 million this year. Five year projections show a pre-tax profit margin of only 3.5 per cent and Foley insists that "something has to change or we will have to shut the facility down."

Part of the new strategy being proposed for the facility involves the use of computers to replace manual drafting at the design stage. Foley says designs will be complete in a matter of hours instead of weeks through use of new technology.

It is also being proposed that manufacturing processes be developed to ensure that the product line meets customer needs. Other recommendations are that Can Rail purchase goods and services locally whenever possible; that workers be trained to deal with advancing technology; and that management be more flexible in its approach to labour, the community, and customers.

The plant will never again operate at peak levels of 1,200 workers but Foley says 300 to 500 employees will be kept working full-time and continuously. Two production lines will be put to work in mid 1984 on the Santa Clara and TTC contracts and the possibility of a third production line has bot been ruled out.

In January, bids were made on contracts in Singapore, Boston, and Sacramento California. The Sacramento bid is to supply 26 articulated street cars, similar to those being built for Santa Clara, to the Sacramento Transit Development Agency.

S. Northern Ontario Business.

RESIDENTS OF NORTHEASTERN ONTARIO will be seeing some new passenger trains in the next four years.

And the best part of the deal is that most of the $40 million to be spent on the trains will have direct benefit for the north, specifically the Can-Car Rail plant in Thunder Bay.

CanCar will be building new passenger cars for the Ontario Northland Transportation Commission, which runs rail service from North Bay north to Kapuskasing, Timmins and Moosonee. The passenger trains on the line are also responsible for traffic between Toronto and the northeast.

Ontario Northland has inked a $12 million contract with the Ontario government and the Urban Transportation Development Corporation, which owns the CanCar plant, to buy double-decker passenger cars to replace the current night train between the north and Toronto. The new service will come on stream in the fall of 1986, and according to Northern Affairs Minister Leo Bernier, the ONTC will be acting as a showpiece for the UTDC when it tries to market the new train concept to other rail lines.

The double-decker passenger cars are roughly, based on the GO Trains run for commuters in the Toronto area. However, they will be modified to include sleeping, bar, and restaurant facilities, all features of the current night train.

The ONTC expects the new trains to offer a much higher level of efficiency than the current equipment, which is more than 40 years old. The bilevel cars will make for a shorter, lighter train, and upgraded suspension and heating (electric versus the current steam) will mean the travelling public will enjoy the ride more.

"We are looking to greatly improve the comfort and efficiency of the Northland overnight train with this new equipment," said Bernier.

The ONTC has been testing GO Train cars on its tracks north of North Bay, and has found them acceptable. The overnight run now has about 60,000 passengers annually, and ONTC chairman Wilf Spooner said an aggressive advertising campaign should be able to increase that dramatically one the new trains come on stream.

They will actually debut at Expo '86 in Vancouver. Once completed at the Thunder Bay plant, the trains will go west for testing and demonstration. Mr. Bernier said UTDC's goal is to market the trains to regional services elsewhere in Canada and in the United States, and Expo '86 is considered a highly visible place to start.

The announcement of the new service, rumored for more than a year, brings into question the totality of the ONTC's passenger service, and Spooner gave a strong indication that once the bilevel train gets broken in, it will be the only passenger train to travel on ONTC rails.

The ONTC now runs two passenger trains: the conventional overnight train, and the modern looking Northlander day train. The day train was a much publicized venture which saw the ONTC buy 20-year-old unit trains from the Trans European Express, which was switching to more modern equipment. The striking appearance and fast service attracted passengers, but they have suffered a number of problems since being brought over seven years ago.

The biggest problem was the power unit, which seemed unable to function properly in the harsh northern climate. ONTC finally adapted conventional North American engines to provide power for the trains about four years ago.

Like most passenger trains in Canada, the Northlander runs at a loss, but the bulk of that loss comes in the segment from North Bay northward. The train's heaviest ridership is between North Bay and Toronto. Mr. Bernier said a decision on the future of the day train will be made in 1986, but Mr. Spooner said the ONTC will have to take some serious steps then to reduce costs.

As well, ONTC officials concede privately that eliminating the day train from North Bay northward seems the most logical step once the new night train is in service. It will largely be a political decision though, and much will depend on how enthusiastic travellers are for the new night trains.

One of the most outspoken groups on the issue has been the Northeastern Ontario Municipal Action Group, made up of mayors of cities and towns along the ONTC line. The Action Group asked that current service continue uninterrupted at least until new trains were purchased, and the announcement in January falls in line with that request. It also accommodates the unspoken part of the Action Group's position: that once new trains are in place, the day train can be discontinued.

At the same time Spooner and Bernier were announcing the ONTC plans in North Bay, federal Transport Minister Lloyd Axworthy was in Thunder Bay to announce new equipment for the transcontinental service offered by VIA Rail.

The VIA deal will cost about $28 million. VIA has agreed to purchase a new generation of passenger cars for its long and short haul runs outside of the high density routes, such as the Toronto-Montreal run served by the new LRC (for Light, Rapid, Comfortable).

UTDC is involved in the VIA deal, but most of the work will be done by Bombardier Inc. of Montreal. The trains, though, will be seen regularly in the north on VIA's transcontinental runs. Mr. Axworthy expects it will be 1988 before the new trains are in regular service.

Funding for the new rail ventures involves both the federal and provincial governments.

In the ONTC's case, the federal Department of Regional Industrial Expansion will put up $1 million toward the development and design costs, and the UTDC will contribute an equal amount. The provincial government will pay the $10 million purchase price for the actual equipment. DRIE is putting $2.75 million into the VIA Rail venture, with VIA paying the $25 million balance.

S. Northern Ontario Business

MELBOURNE'S CONTROVERSIAL TRAM PRIORITY scheme will begin today, restricting the times motorists can drive along tram tracks.

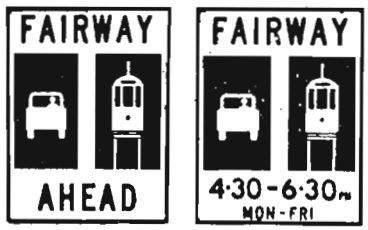
After a one-month trial, drivers will face fines of up to $150 if they disrupt trams or illegally use tram zones.

The $17 million project will initially affect the North Balwyn line, Collins Street, City, and parts of Flemington Road, Parkville and Nicholson Street, Carlton.

The scheme will be extended to the East-Brunswick and Preston areas early next year, and is expected to cover 90 per cent of Melbourne's tram routes within two years.

The new law is the first significant change to Victorian road rules since 1973, when drivers facing Stop signs were first required to give way to traffic on their left and right.

Under the new scheme, which will be based on yellow painted road lines, three types of tram "fairways" will be introduced, banning or limiting car use on tram tracks.



The most common marking, a broken yellow line, means motorists can use a tram lane at any time, provided they do not delay trams.

An unbroken yellow line means that motorists are banned from fairways during peak hours, while an unbroken yellow line with raised "separation bars" permanently bans cars from entering or turning across tram lanes.

Reflective green-and-yellow signs have been erected along tram routes affected by the fairway law, to warn drivers that they are approaching the new zones.

Motorists caught infringing the new law in its first month of operation will be handed explanatory brochures by police or local by-laws officers.

But drivers caught doing so after that time will be liable for fines up to $150, depending on the time and nature of their offence.

A $200,000 campaign featuring television and newspaper advertisements has been prepared to explain the new road law to motorists, and color pamphlets about the scheme will be sent to motorists with their motor registration certificates.

The brochures also will be available from BP service stations, whose advertising campaign "Go with the green and gold" is compatible with the Ministry of Transport's green and gold livery.

Launching the new system, the Minister for Transport, Mr. Crabb, said he expected it would cut tram travel times by up to 20 per cent.

He also said that a new electronic traffic light system, which would be triggered by approaching trams, would speed the progress of right-turning cars, and clear the track ahead for trams.

"The fairway system is aimed at taking the tangle out of traffic," Mr. Crabb said. "This will lead to a decrease in tram journey times without necessarily increasing car journey times."

Mr. Crabb said local councils whose areas were affected by the fairways agreed with the "general principal" of the idea, although many sought further talks on the fine details.

The mayor of Kew, Councillor Jim McCue, said his council was concerned that the scheme might aggravate existing traffic problems at Kew Junction, and had commissioned its own traffic study to monitor the effects of the fairways.

He said residents also were concerned that motorists would use residential streets to avoid congestion caused by tram priority, and traders were worried that the fairways would take away parking in main streets.

S. Alwyn T. Marshall,
Melbourne Australia.

THE BIG STEAM LOCOMOTIVES ARE GONE, passenger service ended 13 years ago and now not even the freights stop at the old CPR station on Richmond Street . . . but for Dr. Vic Vigna the fires have never gone out.

Like a lot of Londoners, Vigna thinks the station would make a great restaurant. The hitch is that when CPR eventually decides it can no longer use the old station, the company will expect any purchaser to move it off the property.

A lot of hellos and goodbyes were exchanged on that platform -- maybe a mother shoving a basket of sandwiches into the hands of a son off to a Prairie harvest excursion in the 1920s, maybe a new bride giving a last hug to a guy in khaki or blue in 1940, maybe an immigrant father welcoming a long-missed family to their new land in the post-war years.

A lot of passers-by can't look at the 84-year-old depot without thinking of the smell of coal smoke and the solid sheen of wooden waiting-room benches under the dim, yellow lighting that seemed to be standard at all railway stations.

Those memories play a part in the vision of Vigna, a pediatrician and self-confessed railway buff who was smitten with the station-restaurant

idea when he saw a restaurant dolled up as an old depot in Florida.

"But that was just something put together in a basement. Here we have a station already made," he said.

"I sure would like to take another look at it", said Vigna, who confesses to being "in and out very fast" in the London restaurant business. He ran Valenti's at the corner of Richmond and Carling streets for four years before it self-flambeed financially.

The doctor had visions of a glassed-in outdoors dining area where the long-unused platform stands. He approached the CPR with his idea about five years ago, but said he backed off when he was given to understand a CPR retirees' association had some kind of handle on the building.

"I sure would like to take another look at it," Vigna said this week, after learning that CP dosen't expect to get many more years out of the old station.

CPR public relations spokesman Paul Thurston, in Toronto, said he believes the fate of the building is in the hands of London division superintendent George Nutkins.

"It can't have any more than a couple of years left," Thurston said of the classical brick-and-timber station.

Nutkins agreed. He said the division has just finished some renovation work at the station — "putting in carpets and things like that" -- as the station plays its role as head office for the London division (that's everything between Misissauga and Windsor) and the renovations were strictly a stop-gap effort to extend the building's life "for about two years — I can't see going much longer than that."

"We'd be willing to co-operate with anybody who might be interested in the station," Nutkins said. He noted that CP sold its Chatham station for $1 to a nursery farm operator who dismantled the building and is rebuilding it on his property.

But, Nutkins noted, moving the station "would be quite a job; it would cost a lot" and once CP decides the building is "redundant for railway purposes . . we wouldn't want to wait too long" before getting rid of it.

If no individual or group has the resources to move the station, it could meet the fate of CP's North Toronto station. After weeks of uproar over that depot's fate, the company resolved the issue by flattening the station, much to the dismay of history buffs.

London (Ont.) Free Press.

FIRST OF ITS KIND TO BE UNDERTAKEN IN Western Canada; the direct steaming plant to be built this year by the Canadian Pacific Railway at its Alyth roundhouse will give Calgary Canada's most modern locomotive facilities.

A modern brick building supported by steel girders and columns 40 feet high, covering an area of 4558 square feet, and with an eight-foot basement will house the boilers and equipment to revolutionize handling of locomotives in the important Calgary roundhouse.

Two new boilers with 1200 output horsepower and developing 250 pounds pressure will replace the present line of boilers.

Conceived by E.G. Bowie, superintendent of motive power and car department for C.P.R. western lines, the new plant will have many features designed to streamline locomotive servicing.

It will enable the Canadian Pacific to apply steam direct from the plant's boilers to locomotive boilers; thereby eliminating the slow and costly procedure of "Lighting up" engines.

In the new plant the procedures will be to fill the locomotives with hot water and apply steam at 225 pounds pressure directly into the boiler, after which the engine will proceed out of the roundhouse under its own steam to be lit up outside of the shop.

This means that smoketacks can be dispensed with in the shop and roundhouse, representing not only a sizeable saving in the cost of heating the huge building through elimination of such air leaks, but also eliminating smoke nuisance.

Features of the new plant will be travelling chain grate fuel feed, automatic combustion control, forced draught combustion, overhead coal bins from which mechanical conveyors will carry fuel to the boilers, a vacuum ash handling system which automatically carries ashes from under the grates to the ash-disposal bins.

Another important innivation will be a hot lime-soda feed-water treating plant filter and treat water, making it possible to operate the new steam plant boilers for six--month period between wash-outs, now a monthly necessity.

Engines of the 5900 series, largest and heaviest in the Empire, operate between Calgary and Revelstoke, and are serviced at the Alyth roundhouse. Just under 100 feet in overall length, it was necessary to make alterations at Alyth, Field and Revelstoke to accomodate them.

At Alyth, 14 of the original 24 stalls were lengthened from 90 to 110 feet for these monsters of the rails, and a new section making room for 12 additional stalls of this type has been erected.

In addition to this work, however, a new machine shop was built at Alyth during the past three years, after Ogden shop, since reconverted to locomotive work, was converted to armanent manufacture. The Alyth shop now boasts some of the finest equipment to be found in any railway locomotive repair shop, including hydraulic tables for removing and applying driving wheels on engines in record time, electrically-driven air compressors, and the most modern types of iron and steel working machinery.

Of interest to Albertans in connection with the new plant is the fact that the two new boilers are designed to use a type of coal known to the trade as "bugdust," or more technically minus three-eighths. This is the residue left at mines after coal has been screened for various stoker sizes. Usually it is useless and represnets a straight loss to coal operators. Use it in the new Alyth plant will give Alberta mine operators a market for what is now an unsaleable product. The Canadian Pacific have similar boilers at their big Weston shop in Winnipeg, and at their stationary boiler plant in Regina, and these have been operating with gratifying results to the company and the western coal industry.

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. . . . . From the Western Canada Coal Review, March, 1946.

CITY HALL HAS STRUCK A TENTATIVE DEAL with Canadian National Railways that sets the stage for major redevelopment of the railway's downtown yards, says Mayor Cec Purves.

He said the CNR has given the city a letter of intent and asked the city to begin preparing redevelopment plans for the area.

Council will be asked to authorize the preparation of redevelopment plans.

Any redevelopment would likely include major housing projects, parks and LRT corridor in the area between 101st and 116th Streets and 104th and 107th Avenues, Purves said.

While emphasizing that development details still have to be negotiated, Purves said "the intent is there for these things to happen."

He said he was pleased the deal had been reached as it gives the city the chance to revitalize the downtown area.

Edmonton has been pushing for nearly two decades to get the railway yards redeveloped.

Purves and Aldermen Paul Norris and Gerry Wright have been involved in negotiations with CNR representatives for the past two years.

Norris praised the deal reached with CNR, saying it gives the city "an excellent potential to provide affordable housing."

Wright was more cautious, noting the weak economy could delay redevelopment for a long time.

S. THE EDMONTON JOURNAL
VIA LON MARSH.

MANITOBA WON A RAILWAY "WAR" AGAINST the CPR on December 22, 1888, when the Supreme Court of Manitoba ruled that the government had the right to charter new railways in the province. The decision was upheld by the Supreme Court of Canada in February 1889.

The so-called war was very exciting and dangerous for a few days in October 1888. Government contractors were building the Red River Valley Railway and a branch south of the Assinboine river to Portage la Prairie.

It was necessary for one feeder line south of Headingley to cross the tracks owned by the CPR which resented its monopoly being broken. The CPR obtained an injunction to prevent the government railway (Northern Pacific and Manitoba) from crossing its line.

Joseph Martin, Manitoba commissioner of Railways who later became premier of British Columbia, was determined that the tracks should be laid and told the contractors to go ahead.

The CPR placed locomotives and flat cars manned by extra crews, at the place where the crossing would be made.

Martin sent out bands of special constables to protect the government workers.

The situation was tense as the track layers got close to the CPR line but night fell just before they reached their objectives. Work stopped and cooler heads prevailed. It was decided to send the dispute to the courts and no actual fighting occurred.

The situation became known as "the battle of Fort Whyte" because William Whyte was the western manager of the CPR.
S. Cornwall Standard

RAILWAY artifacts, some dating back to the start of the PACIFIC GREAT EASTERN RAILWAY in 1912, were handed over to the B.C. provincial museum in mid JULY.

They included a roll-top desk, a hand track drill, a railway clock, locomotive bells, a comptometer patented in 1913, a 68 year old typewriter, old ledgers and newspaper clippings and historic pictures. One of the bells came from the PGE's first locomotive. Some items will find a home in the provincial museum, others may be placed in the museum train, while pictures and records will be turned over to the provincial archives. (From BC RAILWAY NEWSLETTER CALLED "ON THE MOVE" FALL 1978 edition.)

– TENDERS HAVE BEEN REQUESTED FROM contractors for construction of the nine-mile (14.5 kilometre) tunnel under Rogers Pass in British Columbia's Selkirk Mountains.

"We expect to receive proposals from about 12 renderers representing some 30 companies," said John Fox, vice-president, engineering, special projects.

"In addition, later this year tenders will be called and contracts awarded for excavation of a one-mile (1.6-kilometre– tunnel, construction of eight bridges, grading of the 11-mile (17.7-kilometre) surface route, and site preparation and excavation of a ventilation shaft to the long tunnel."

Those tendering are to submit their bids by the end of March. Contracts will be awarded by the end of April with a view to starting construction by July 1.

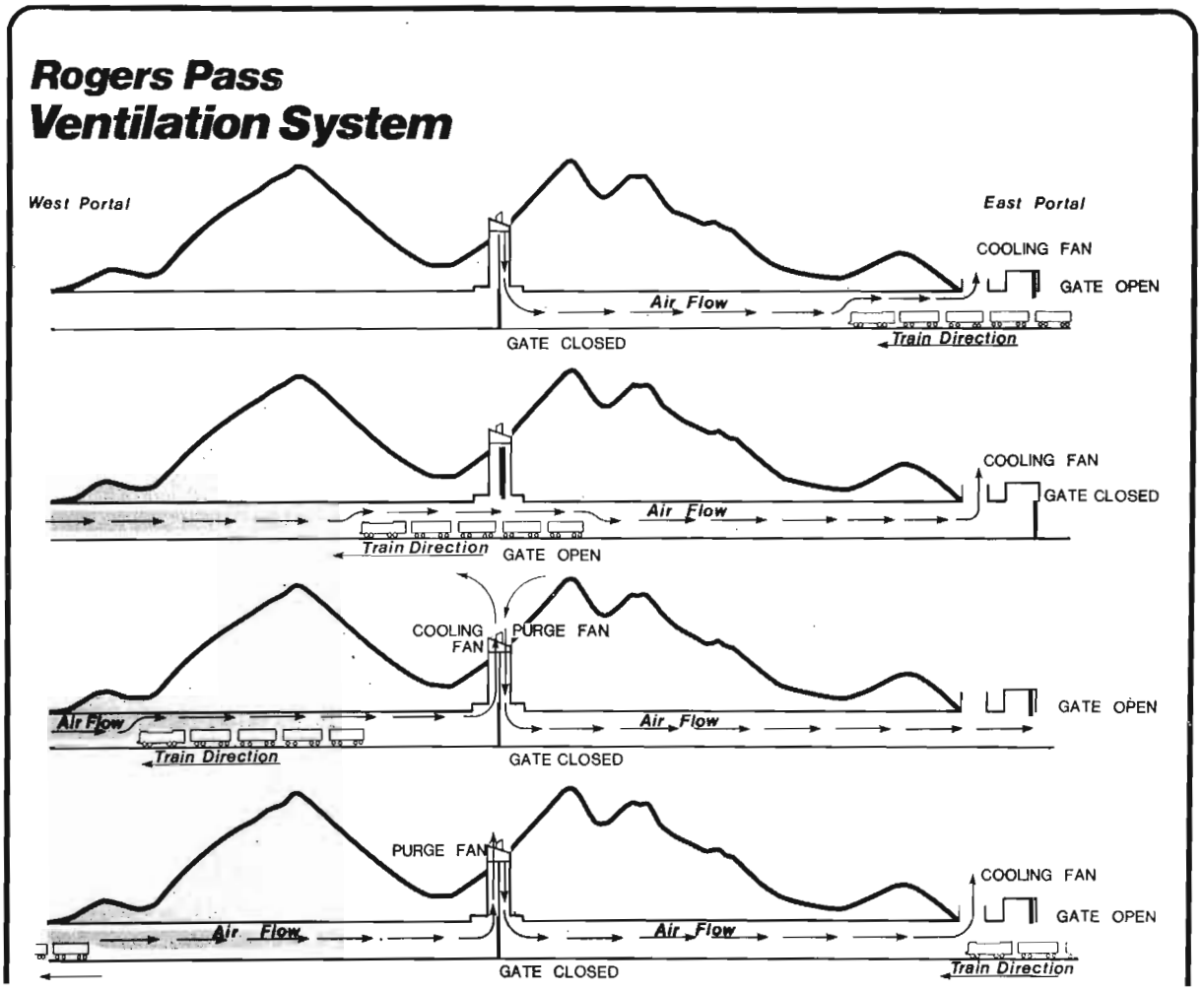
The tunnel is part of a $600-million project to reduce to one per cent the existing 2.2 per cent grade from the Beaver River Valley to Rogers Pass. The grade reduction is necessary to provide increased mainline capacity required by 1990 to meet projected traffic demands between Calgary and Vancouver.

In the planning stage since 1972, the Rogers Pass project is the biggest single project undertaken by CP Rail since driving the last spike in the transcontinental line in 1885.

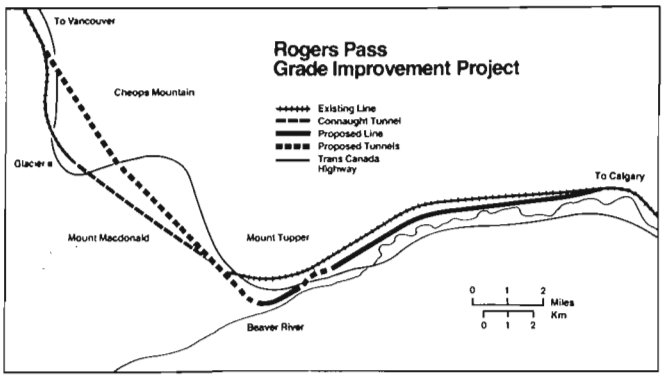
The 1984 work program was triggered by the new Western Grain Transportation Act which puts railway grain traffic on a paying basis for the first time in decades.

It will take until the end of 1988 to complete the project, which will create construction employment measured in the thousands of man-years.

CP Rail will establish two work camps, each to house 400 people, to accommodate construction workers employed on the tunnel portion of the project. One will be located in Beaver River area near the east portal of the the long tunnel, the other in the Flat Creek area near the west portal. Both camps are within the borders of Glacier National Park.



Exhaust removal: The key to the ventilation system for the nine-mile (14.5 kilometre) tunnel is a mid-tunnel ventilation system which will allow exhaust fumes to be removed from the eastern portion of the tunnel while the train is passing through the western portion as illustrated from top to bottom in the above sketch.



Improving the grade: The $600-million-plus Rogers Pass project will reduce the railway grade in the project area illustrated above to one per cent from 2.2 per cent.

Provision is being made for a third camp near Rogers siding, outside the National Park, to accommodate those working on the surface route.

Construction of the tunnel will be carried out from both ends. Designed to carry westbound trains, the tunnel will head in a southwesterly direction from the east portal through Mount Macdonald. It will pass about 300 feet (91.4 metres) below the existing Connaught tunnel, and some 840 feet (256 metres) under the summit of Rogers Pass.

It will emerge from beneath Cheops Mountain, crossing the Trans-Canada highway to merge with the existing main line about 3.4 miles (5.4 kilometres) west of Glacier station.

The overall project involves 21 miles (33.7 kilometres) of new main line including 11 miles (17.7 kilometres) of surface track, a one-mile (1.6 kilometre) tunnel under the Trans-Canada highway and the nine-mile (14.4 kilometre) tunnel.

The project begins at Rogers siding with the new trackage running parallel to the existing main line until entering the short tunnel under the highway. This section will involve construction of eight bridges, including a 4,020-foot (1,225-metre) elevated bridge deck. Emerging from the so-called "short" tunnel, the route crosses Connaught creek, then continues on the surface for some 4,000 feet (1,219 metres) before entering the east portal of the long tunnel.

Construction of the surface route will involve excavation of more than 1.5 million cubic yards (1.14 million cubic metres) of overburden and 460,000 cubic yards (349,600 cubic metres) of rock. The elevated bridge deck will cross an area of extremely steep slopes. This type of structure was chosen over conventional "cut-and-fill" methods for both economic and environmental reasons.

VENTILATION SYSTEM

Most of the tunnelling will be through rock formations similar to those in the existing Connaught tunnel, which is basically a dry tunnel. Indications are that similar conditions will exist in the new tunnels.

Both new tunnels will be constructed to accommodate future electrification. The finished interior will be 17 feet (5 metres) wide on straight track and 18 feet (5.4 metres) on curves with an over-all height of 25 feet, 10 inches (7.9 metres) above the top of rail. The entire length of the long tunnel will be concrete lined and both tunnels will be illuminated.

The long tunnel requires a ventilation system which will be the only one of its kind in the Western Hemisphere.

The system must provide air to cool the locomotives and purge exhaust fumes from a passing train before the next train enters the tunnel.

To enable a frequency of one train every 30 minutes, a 1,145-foot (348.9-metre) vertical shaft will connect to the tunnel near the mid-point. It will have a concrete-lined finished diameter of 28 feet (8.5 metres), partitioned so that air can be moved through both sections of the tunnel.

The mid-tunnel facility, featuring a door which closes after a train passes the midway point, allows the eastern portion of the tunnel to be purged of exhaust while the train is passing through the western portion.

Since the project is located for most part within the boundaries of Glacier National Park, extensive environmental impact studies have been conducted, including examination of avalanche hazards, visual impact of cuts and fills, terrain impacts, animal movements, water course studies and land reclamation.

An environmental assessment panel established by the Ministry of the Environment has conducted public hearings on the entire project. CP Rail has maintained close contact with Parks Canada in planning the project, and arrangements have been made to have full time Parks Canada representatives on site during the construction period, at the railway's expense.

S. CP Rail News

THE NUMBER OF PASSENGERS RIDING THE two West Island commuter train lines is "very disappointing" and may lead Montreal Island transit officials under which CP Rail and Canadian National operate them.

Jacques Bouvrette, general manager of operations of the Montreal Urban Community Transit Commission (MUCTC), said the number of passengers on the Montreal-Rigaud and Montreal-Deux-Montagnes lines is running at less than 40 percent capacity, "which is very disturbing."

"There was so much pressure (from Quebec) on us to take over the lines, but now that we look

back on it, we're very disappointed," Bouvrette told The Gazette.

The CN Deux-Montagnes line was integrated with the MUCTC bus and Metro system in July, 1982. The CP Rigaud line became part of the MUCTC the following October.

More than 6,500 commuters ride the Deux-Montagnes line daily, and only half as many use the Rigaud line, which is only 60 percent of the MUCTC's forecasts, Bouvrette said.

"The people on the West Island don't seem to be using the trains as much as we expected," he said.

"We have some trains that run at five percent of their capacity and that's much too low."

Bouvrette said that there is a "cancellation" clause in the contract it signed with CN and CP which would allow it to back out of the agreement in 1987.

"All we have to do is give one year's notice and we could be out of it," he said.

West Island mayors, who have been pressing the MUCTC to lower the price of monthly passes which run as high as $39 compared to $22.50 for bus and Metro passes, were furious when told of Bouvrette's statements.

"The MUCTC has never been too keen with trains on the West Island and rather than help the system live it's trying to kill it," said Kirkland Mayor Sam Elkas.

Elkas said the MUCTC could increase ridership by offering express trains, scrapped when it took over the CP line, and by integrating buses into the train schedule.

"I've always maintained that if we don't use the trains, we could lose them," said Dorval Mayor Peter Yeomans.

S. The Montreal Gazette

REPRESENTATIVES OF GENERAL MOTORS of Canada Ltd. are negotiating a multi-million-dollar sale of diesel locomotives to Iran, and chruch leaders say there are no guarantees the equipment will not be used for military purposes.

Gordon Soutter, a spokesman for General Motors, said representatives from the company's diesel division in London, Ont., have been in Iran for more than a week.

"We have people over there now", Mr. Soutter said. "We're talking about the possibility of selling them a number of locomotives."

One of the company's officials now in Iran is John Jarrell, the general sales manager of the diesel division.

Mr. Soutter said he did not know the details of the negotiations. A man saying he represented Iranian interests called The Globe and Mail last week and said the possible deal involved 60 locomotives.

Each locomotive is worth about $1 million, Mr. Soutter said. "Any sale anywhere in the world would be great right now. Things are slow for us."

Thomas Jones, an international trade officer with the federal Department of External Affairs, said he has had discussions with General Motors about the possible export of locomotives to Iran.

Mr. Jones said company representatives told him the diesel locomotives were not armoured military trains. He explained than an export permit would not be required in this case, because standard locomotives are not on the export control list.

Asked what would prevent Iran from converting the locomotives for military use after they had been delivered, Mr. Jones replied: "I don't think we have any control over that."

Rev. Paul Hansen, a Redemptorist priest and a member of the exective committee of an inter-church task force on corporate responsibility, said the federal Government should set up an agency to monitor the use of Canadian exports.

"If they find that the equipment is being used for military purposes, the contracts should be cancelled," Father Hansen said. "I wouldn't want to enhance anything that (Ayatollah Ruhollah) Khomaini is doing over there."

William Davis, treasurer of the United Church of Canada, said he is concerned about General Motors possibly supplying locomotives to Iran. The United Church owns 20,000 shares of General Motors Corp., the U.S. parent of General Motors of Canada.

"It's not certain that the equipment can be used for military purposes, but I'm concerned enough that I'll probably write a letter to the company's management, "Mr. Davis said.

He added that the church probably would not sell its shares in protest. "Selling shares is a last resort of limited usefulness," Mr. Davis said. "General Motors would just shrug its shoulders."

The United Church sold its shares of Falconbridge Nickel Mines Ltd. (now Falconbridge Ltd.) in 1979 to protest against the company's partnership with the South African Government in mining operations in Namibia.

Father Hansen said the Redemptorist Order does not own shares of General Motors.

The United Nations Commission on Human Rights has condemmed Iran for numerous violations, including summary and arbitrary executions, religious persecution, torture and detention without trial.

John Larmond, vice-president of General Motors diesel division, wouldn't comment on whether the company was concerned about possibly exporting locomotives to Iran.

"I don't mean to be vague, but I don't want to get into it," Mr. Larmond said. "Do you think they'll use this equipment to wage war? How do you fight a war with locomotives?"

After it was explained to him that locomotives could be used to transport both military equipment and troops to within 60 kilometres of the border between Iran and Iraq where the fighting has been the heaviest, Mr. Larmond conceded, "I guess it's possible."

Mr. Soutter said an Iranian trade delegation visited the company's manufacturing plant in London earlier this year. He added that the deal, if concluded, would be the first contract ever signed between the Canadian company and Iran.

Employment at the diesel plant has declined to 1,400 from 2,600 workers two years ago. Some of the employees who have been laid off could be recalled if the company wins the contract, Mr. Soutter said.

S. Globe & Mail

PLANS ARE BEING MADE FOR THE CONSTRUction of a 32 million surface rapid transit system (SRTS) to operate through Lachine from the vicinity of 30th Ave., along Victoria St. on an existing railway right-of-way, terminating at Montreal West railway station.

The Chronicle has learned that Bureau Transport Metropolitain (BTM), the engineering body of MUCTC, , is preparing plans for the construction of a modern electrically operated SRTS over approximately 10 miles of track along Victoria St., through Lachine's eastern industrial area and continuing into Ville St. Pierre. Construction is expected to start in 1986.

Property once owned by the CNR at 32nd Ave. and used by it as a private recreation club, is now owned by Lachine. It is a logical terminal for an SRTS except for difficulty expected in passing beneath the six-lane high traffic roadway. Because of the expected difficulty a location east of 32nd Ave. is being considered.

Negotiations have begun with the CNR, owners of the railroad right-of-way. The only commercial user of the track, Pfizer, has issued a letter of intent to stop using the railway. As long as the railway is being used commercially it may not be converted for public transport.

Public streets crossing the railway will be modified to accommodate the rapid transit system: 25th Ave. will be closed; 18th Ave. will be converted to an underpass; 15th Ave. will be closed and 10th, 6th and 1st Aves. will remain open.

The Chronicle learned that once the SRTS reaches the eastern industrial area of Lachine it will turn north towards Ville St. Pierre. Passenger stations will be built in the vicinity of Jenkins Brothers Ltd., Dominion Engineering and Northern Telecom in Lachine.

The $32 million SRTS will operate over approximately 10 miles. In comparison, subway construction costs have averaged $32 million per mile.

Included in the plan is the possibility of changing Victoria St., which runs parallel to the old railway tracks, from a two-lane street to a four-lane boulevard.

"More than 22,000 people come to work in Lachine each day," claimed mayor Guy Descary. "Any improvement to public transportation in this city would help both the people and the shop owners".

Descary claimed Lachine is the most industrialized city in Canada on a per-capita basis, but took exception to the city being refered to as "little Detroit".

"We are a very industry-oriented city but the quality of life in Detroit is nothing compared to Lachine," he said.

"The construction of a rapid transit system in Lachine would be the beginning of a very important dossier for this city," said the mayor, explaining the transit system and the improvement of Victoria St. as a logical step in the redevelopment of the 18th to 25th Aves. area of the city.

According to Descary SRTS will "change the whole philosophy of the public transportation as we know it," describing it as a "glorified tramway."

Time for the trip from one end of the proposed system to the other has been estimated at 10 minutes.

When asked why the city has not made more use of the railway operating parallel to highway 2&20 Descary answered, "The highway is like a barrier. There are only a few places where a person may cross it and none of these a railway station," discounting the 48th Ave. stop as a "poor excuse" and one of the reasons why "only about 75 people use the stop each day."

"We need transportation where the people are," insisted the mayor, who approves of the proposed system.

Because the SRTS will attract passengers from areas other than Lachine is operating costs will be included in each municipality's share of the MUCTC budget. Lachine will pay 3 percent of the service.

The Chronicle has also learned Northern Telecom has initiated the closing of its LaSalle plant and part of the Point St. Charles plant. More than 1,400 employees will be transferred to the N.T. location at 1st Ave. and highway 2&20, which is scheduled for service by the SRTS.

City engineers have prepared a proposal to modify the roadway at 1st Ave. in anticipation of the sudden increase in traffic. The 1st Ave. N.T. location has never employed more than 850 people. Transfers will put their numbers over 2,000.

A FUNDRAISING DRIVE TO RESTORE ENGINE 374 --the Kitsilano Train-- to its 1886 appearance was launched as local enthusiasts met to celebrate the 96th anniversary of the train's arrival in Vancouver.

Over 50 supporters including Steve Stark, president of the Canadain Railroad Historical Association MLA Doug Mowat and Ald. Marguerite Ford, gathered the first passenger train to enter Vancouver.

The local landmark, which has endured years of bad weather, vandalism and abuse in its present unsheltered location at Kitsilano beach will be moved to the old Morrison Steel Foundry on Granville Island where the repairs will be undertaken by CPR master mechanic Bill Silver and a small army of volunteers.

Estimated cost of the two-year renovation project is $100,000 with only $40,000 of that promised from B.C. Heritage Trust.

Organizers say that public donations are also being sought, and may be sent to: The Canadian Railroad Historical Association, P.O. Box 1006, Station A, Vancouver, B.C.

After repairs, the engine will be sent to a new home --the old CPR Round House, in False Creek.

S. WESTON NEWS VIA NORIS ADAMS

EMPLOYMENT OPPORTUNITY

A part-time position exists in Vancouver for a steam locomotive specialist. The candidate must have: Extensive experience in moving steam locomotives over long distances under modern conditions; thorough familiarity with international safety and regulatory standards; demonstrated diplomatic, managerial, and budgetting skills; freedom to travel. A second language is an asset.

Apply, in writing only to:

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1655 Duranleau Street
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V6H 3S3

BACK COVER:

C.P.R. LOCOMOTIVE 8518 and Northern Alberta Railways No. 207 haul a train southbound over the Edmonton high level bridge on April 8 1975. Note the "Canadian Pacific" script on the rear car.

Provincial Archives of Alberta 51814.

Canadian Rail

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J7R 4K6

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