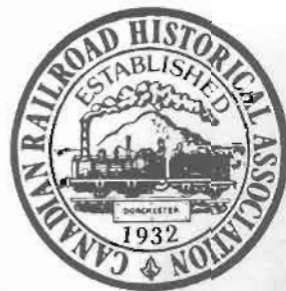
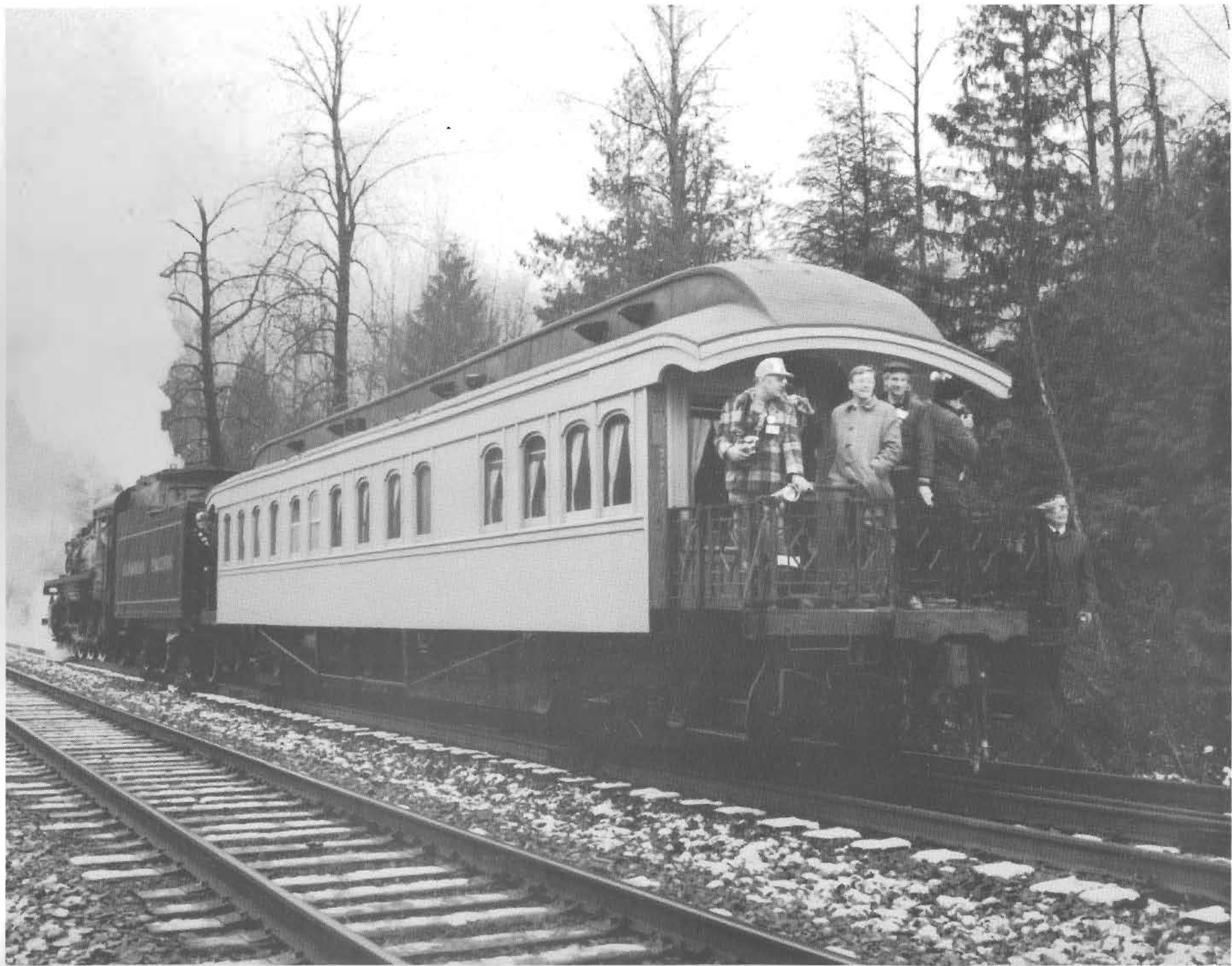


# Canadian Rail



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1986







# CANADIAN RAIL

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*Front Cover:*

*Early on the morning of November 7, 1985 locomotive 1201 at the head of the special train is pictured waiting at Revelstoke station prior to departing for Craigellachie for the commemoration of the centennial of the driving of the last spike on the Canadian Pacific Railway.*

*Photo: Canadian Pacific Corporate Archives.*

*Inside Front Cover:*

*An excellent view of 103 year old car 76 coupled to 1201 as they are turned on the wye at Taft B.C. on the way back from Craigellachie after the last spike centennial ceremony.*

*Photo: Canadian Pacific Corporate Archives.*

# C.P.'s Last Spike ~100 Years Less Three Months, Later-

By: David Johnson

On August 7th, 1985 I joined a number of C.P. Rail's largest shippers and other dignitaries in the Catherine Stinson Room of the Chateau Aeroport Hotel in Calgary to be the C.R.H.A.'s representative at the re-enactment of driving of last spike on the C.P.R. and the re-dedication of the stone cairn at Craigellachie, British Columbia. What follows is my personal experience during this historic re-enactment. Detailed coverage is being provided by TV Ontario on behalf of C.P. Rail.

From the hotel, we were bused by a Pacific Western bus to the IATAT charter terminal at the southern end of the airport. The bus drove us right up to the steps of Convair 440 of North Cariboo Air Services that was waiting to take the us to Revelstoke. The red carpet awaiting us as we walked to the plane, set the tone for the rest of the festivities.

Once on the plane, we were informed that the earlier flight had been unable to land at Revelstoke, and there had been no improvement in the weather, so we were on our way to Kelowna in the Okanagan valley. There, buses would be waiting to take us back to Revelstoke. On board, hot filet mignon from C.P. Hotels Flight kitchens helped prepare us for the two and a half hour bus ride to Revelstoke in increasing rain.

Flying over the Rockies in a twin engine airplane, which seemed to take forever to reach cruising altitude, provided an excellent opportunity to observe the massive barrier that the early explorers and surveyors faced while trying to find a route through what appears to be a solid wall of mountains as you approach the Rockies from the Prairies. By the time we were over the Selkirks, the cloud totally obscured the mountains, but by Kelowna, the rain had stopped. Fortunately, the



*C.P. Rail SD40-2 locomotives 6068 and 6069 built in 1985 seen on the Revelstoke back track on August 8, 1985.  
Photo by David Johnson.*

hospitality suite at the hotel was kept open for the late arrivals; and Mr. and Mrs. Jacques Giguere of C.P.'s Expo 86 pavillion were most gracious hosts.

The following morning, my brother Richard, who was holidaying in Revelstoke, and I drove out to the Revelstoke "airport". In pouring rain, the single runway extending out into the Columbia River between the Monashée and Selkirk Mountains ranges did not look particularly attractive, and considering the total lack of terminal facilities and air traffic control, I was very glad the pilot opted for Kelowna.

A quick tour of the C.P. yards at Revelstoke showed the coaches from the C.P. community Centennial Train, including the "Golden" and the "Mount Stephen", however, the Baldwin switcher from the Centennial train was not in sight. Numerous SD-40's and GP-9's were waiting assignment, including brand new SD-40-2's, #6068 and #6069. The yards are certainly different now that the roundhouse is largely removed, and a new steel diesel shop has been erected in its place.

By 1130 hours, the rain had stopped, but the clouds still hung within two hundred feet of the valley floor. At C.P.'s Revelstoke station, the

special train to take the dignitaries to Craigellachie was assembled. It consisted of SD-40-2 #6068 and #6069, VIA steam generator 15471 and four ex C.P. stainless steel coaches #106, 110, 115 and 123. After some delay, the train departed westbound at 1215 hours; and travelled over the new reduced grade up into Eagle Pass. Twenty five miles west, the train stopped at a level crossing and Mr. Allison, President C.P. Rail, Mr. Stinson, President, C.P. Limited, Mr. Burbidge, C.E.O., C.P. Limited and the conductor detrained. Fifteen minutes later two R.C.M.P. cars with lights flashing arrived at the crossing to deliver the Honorable Don Mazankowski, Federal Minister of Transport, and an aid to Premier Bill Bennett of British Columbia, to the train. It seems the weather disrupts minister's flight schedules as well!

The train proceeded to Craigellachie, arriving about 1345 hours. The location of the last spike has been vastly improved for C.P.'s centennial. The site has been cleared, grassed and asphalt paths laid down the hill from the Trans-Canada Highway to track-side. There were four canopies erected; one for the R.C.M.P. band, which played before and after the ceremony; one for the platform party; one for the invited guests and one



*Unveiling the cairn at Craigellachie during the re-dedication ceremony on August 8, 1985.  
Photo by David Johnson.*



The re-dedicated cairn at Craigellachie August 8, 1985.  
Photo By David Johnson.

for the general public. A length of rail has been installed (in the fashion of 1885) at right angles to the main line.

The ceremony commenced at 1400 hours. Just then, the sun broke through the clouds! I commented to the man sitting next to me that the sun still seems to shine on the C.P. His response was that in southern Saskatchewan, where he was from, they have been praying for rain for two years - maybe they've been asking the wrong person! Mr. Allison welcomed the large crowd present and commented that this portion of the celebration of the centennial of the completion of Canada's first transcontinental railway was being held in August rather than November because the weather would be better!

The Honourable Don Mazankowski spoke at length about the massive undertaking the construction of the C.P. had been in the 1880's,

and that it had indeed fulfilled the dream of a nation from ocean to ocean. He also commented on the massive undertaking that C.P. now has in hand with the new Rogers Pass project to reduce the grade and substantially eliminate the major restriction on westbound traffic, much of which is destined for export. The Honourable Garde Gardom, Minister of Intergovernmental Relations spoke on behalf of Premier Bennett of British Columbia.

Mr. Fred Burbidge, Chairman of Canadian Pacific Limited, unveiled the newly remounted stone cairn. The cairn, originally placed at Craigellachie in 1927, now rests upon a new base. In each of three faces of the base are four stones - one from Craigellachie, Scotland, the ancestral home of Donald Smith and George Stephen. On each face of the base, there is an inscription as follows:

NORTH: "REDEDICATED AUGUST 8, 1985 BY FREDERICK S. BURBIDGE", CHAIRMAN, CANADIAN PACIFIC LIMITED."

NORTH: DÉDIÉ À NOUVEAU LE 8 AOÛT 1985 PAR M. FREDERICK S. BURBIDGE, PRÉSIDENT DU CONSEIL, CANADIEN PACIFIQUE LIMITÉE."

WEST: "A RIBBON OF STEEL FROM OCEAN TO OCEAN SYMBOLIZES THE UNITY OF CANADA."

"LE RUBAN D'ACIER RELIANT UN OCEAN À L'AUTRE SYMBOLISE L'UNITE CANADIENNE."

SOUTH: "THE WORK HAS BEEN WELL DONE IN EVERY WAY"-WILLIAM C. VAN HORNE"  
"LE TRAVAIL ACCOMPLI EST PARFAIT À TOUS LES POINTS DE VUE" WILLIAM C. VAN HORNE"

EAST: "A TRIBUTE TO THE SKILLS AND LABOURS OF THE THOUSANDS WHO BUILT THE RAILWAY."

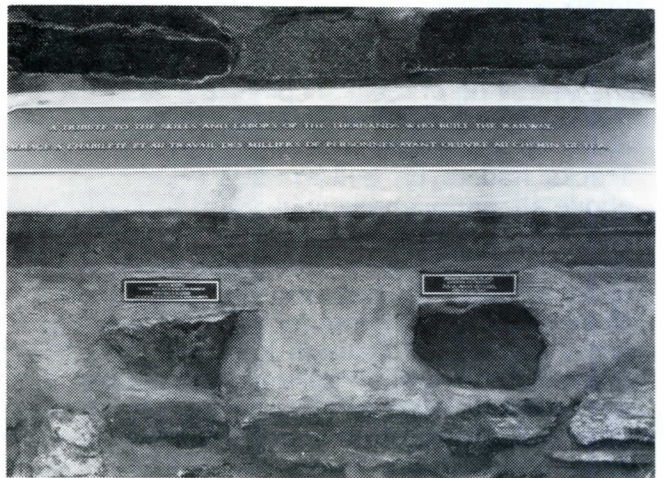
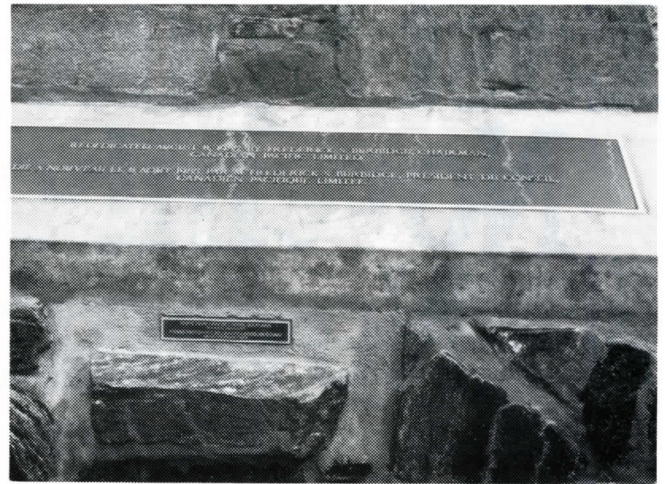
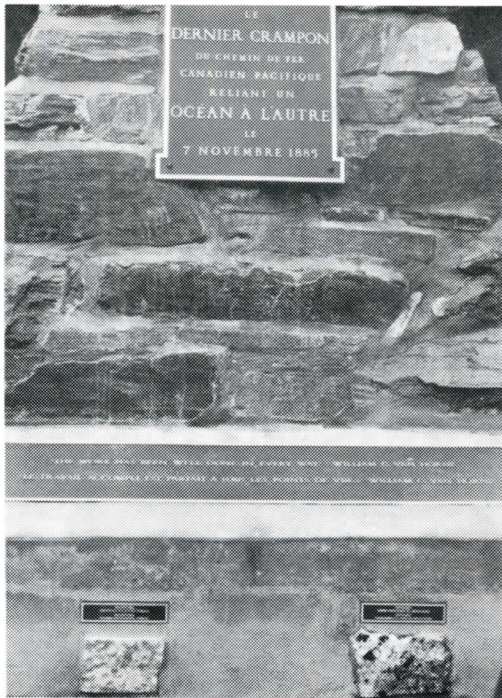
"HOMMAGE À L'HABILITÉ ET AU TRAVAIL DES MILLIERS DE PERSONNES AYANT OEUVRÉ AU CHEMIN DE FER."

The north and south faces of the cairn itself contain the plaques about the last spike as follows:

Here was driven  
the Last Spike  
Completing  
Canadian Pacific  
Railway From  
Ocean to Ocean  
November 7, 1985

Ici fut posé Le  
Dernier Crampon  
du chemin de fer  
Canadien Pacifique  
reliant d'un  
Océan à l'autre  
le 7 Novembre 1885

The Revelstoke Little Theatre Society then re-enacted the driving of the last spike. Each of the



*The inscriptions on the four sides of the cairn at Craigellachie.  
Photos by David Johnson.*

major participants in the location and construction of the Canadian Pacific Railway who were present at the original "last spike" was introduced, including Major Rogers, Sanford Fleming, William Van Horne, Donald Smith and so on. The re-enactment included the measuring of the closure rail, driving and bending the first "last spike" and then driving the second spike. The acting was excellent. Unfortunately, there were so many photographers, TV crews etc. around, it was difficult to get a good photo; but if you ignore the steam generator, the telegraph pole and the photographers, the similarity between the 1885 and the pose of the re-enactment is striking.

The official party then returned to Revelstoke for a reception in the Civic Centre. The food was of the highest calibre. There was even special limited bottling of various wines by Mission Hills Vineyards labelled "Craigellachie 1885-1985" in honor of the 100th anniversary of the driving of the last spike. The only thing that dampened the festivities was the announcement that those flying out the next morning would be leaving at 5:00 a.m. by bus for Kelowna. It was an excellent opportunity to meet the officers of C.P. All seemed quite familiar with the Association and were very pleased when I showed the photos of C.P. 8905, the Fairbanks-Morse Trainmaster which had been restored at the Canadian Railway Museum.

I would like to take this opportunity to thank C.P. Rail for including the Canadian Railroad Historical Association as guest in this celebration of the centennial of the completion of the main-line and to wish the Company a prosperous second century.

# Last Spike Centennial November 7, 1885 to November 7, 1985

By: Fred Angus

One of the most significant dates in Canadian railway history was the driving of the last spike on the Canadian Pacific main line. As most railway enthusiasts know (and they have been reminded of the fact many times this year) this event took place at Craigellachie British Columbia at 9:22 on the morning of Saturday November 7 1885. The spike mall was wielded by Donald Alexander Smith, later to be knighted as Lord Strathcona who, after one false start and bent spike, completed the symbolic link. The place, ever after to be known as Craigellachie, was chosen by chance. It was here, in Eagle Pass, that contractor Andrew Onderdonk had run out of rails late in September so ending construction from the west. While it had been planned that track laying from the east would reach this spot about the same time, delays due to bad weather slowed down the work so the tracklayers came in sight of Onderdonk's railhead only on the afternoon of Friday the sixth of November. So it was that on a misty November morning a century ago, on a date and a place chosen almost by chance, history was made.

The driving of the last spike was not, of course, the completion of the railway. There was much more to do before the line could be opened. Tracks had to be ballasted, stations built and, above all, snow sheds could not be built until the avalanche patterns were observed and charted; and this would take a winter of careful watching to determine. In fact, the line was essentially closed during that winter of 1885-86 and not until late June did full through service begin. Nevertheless, the actual connection of the rails, symbolized by the last spike, is the event that one now associates more than any other with the completion of the great work of building the Transcontinental Railway. As everyone knows, the ceremony was simple and brief. There were no lengthy speeches, no brass bands and, above all, no golden spike (as is sometimes erroneously stated) only a plain iron one. In fact, the actual "Last Spike", being identical to millions of others, has been lost; the one that has been preserved is

the one that was bent on the first attempt. At the conclusion of the event, William (not yet Sir William) Van Horne made his famous fifteen-word speech: "all I can say is that the work has been well done in every way". The conductor called out "all aboard for the Pacific" and the train departed.



*About to leave Calgary on a sunny morning November 6 1985 the "Last Spike Special" is seen in front of the Palliser Hotel and the Calgary Tower.*

*Photo by Fred Angus.*



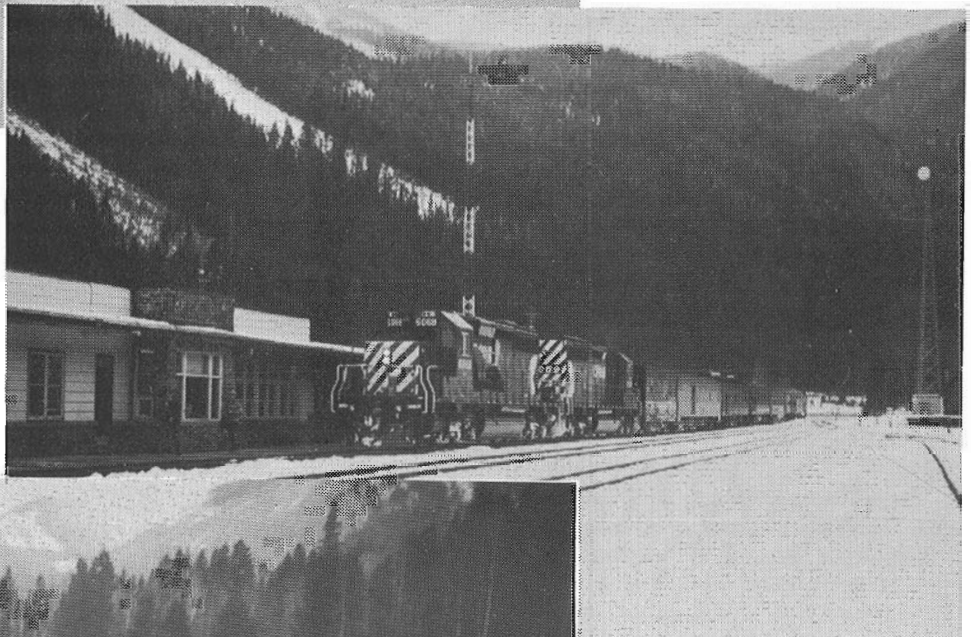


*In the mountains near the continental divide the ground is white and midwinter conditions prevail.*

*Photo by Fred Angus.*


*A brief stop at Field B.C. allowed time for a photograph of the special train.*

*Photo by Fred Angus.*



*Down the lower Kicking Horse Valley the snow is almost gone but the scenery is still spectacular.*

*Photo by Fred Angus.*



**CP Rail**

**Pacific Region**  
Revelstoke, Vancouver, Kootenay,  
Esquimalt and Nanaimo Divisions

**Time Table**



**100**

Taking Effect at  
0001 Pacific Standard Time,  
Thursday, November 7, 1985.

Governed by:  
Pacific Standard Time and by  
Pacific Daylight Saving Time beginning at  
0300 Sunday, April 27, 1986 and by  
Pacific Standard Time beginning at  
0100 Sunday, October 26, 1986.

For the Information and Guidance of Employees Only

J. D. Bromley  
Senior Regional Vice-President  
L. A. Hill  
General Manager  
J. A. Linn  
Asst. General Manager  
A. D. Watson  
Superintendent Transportation

CANPAC.RY  
NOV  
7  
1985  
CRAIGELLACHIE  
B.C.

*For the first time in many years C.P. Rail has issued a time table number 100. Usually the numbers for the Pacific Region run from 90 to 99 and then start over again. To commemorate the last spike centennial an exception was made No. 100 took effect on November 7, 1985.*

What is today seldom realized is that, had the events of a few hours earlier been known at Craigellachie, even this simple ceremony might not have been held, for a strange coincidence of triumph and tragedy took place that day. During the previous night, far to the east, on Lake Superior, the C.P.R.'s steamship "Algoma" had been travelling on its regular run when it was caught in a violent storm. In the darkness of the early hours of this same November 7 1885, the "Algoma" ran aground on Isle Royale and was wrecked. There was considerable loss of life and the ship was a total loss. News of this, the C.P.R.'s first major disaster, had not reached British Columbia at 9:22 that morning. If it had, there would surely have been a more sombre mood at Craigellachie, and perhaps no ceremony. But communications were slow, the event took place, and the picture was taken that would be the most-remembered Canadian photo even after a century.

One hundred years later it was obvious that the most important railway anniversary to be commemorated in 1985 would be the centennial

of the driving of the last spike. In fact, there were two commemorations; one in August, the other on the actual anniversary, November 7 1985. The first, during which the monument at Craigellachie was re-dedicated and a small park opened at the site, is covered elsewhere in this issue by David Johnson, the President of the C.R.H.A. This report concerns the second which was actually a two-day event and was organized by C.P. Rail as a fitting climax to its centennial commemorations.

At 11:00 a.m. on Wednesday November 6 1985 about eighty invited guests met in the lobby of the Palliser Hotel in Calgary Alberta. Soon, all were escorted to the Via Rail station and boarded a special train reminiscent of the "Canadian" in the days when it was operated by C.P. Two of C.P.'s latest locomotives, nos. 6068 and 6069, led the train which consisted of steam-generator car 15474, stainless-steel baggage car 609, official cars "Strathcona" and "Shaughnessy", sleeper "Fraser Manor", diner "Imperial", coach 123 and dome car "Tweedsmuir Park". The presence of those two official cars was especially appropriate since the two guests of honour were the present Lords Strathcona and Shaughnessy, the descendants of the two peers who had played such an important part in the early history of the C.P.R.

At 11:50 this "Mini-Canadian" departed from Calgary and all during the day the guests were treated to the ever-changing view of the spectacular scenery, the famous "C.P.R. Rockies" which have been a prime tourist attraction for a century. Two meals were served in the diner, both of them like those that used to be served in the "Good Old Days". After the descent of the "Big Hill" of the Kicking Horse Pass with the world-renowned spiral tunnels, the train made a brief stop at Field, where passengers could stretch their legs for a few minutes. Then on to the Columbia Valley and up and over the snow-covered Selkirk Mountains. By now, it was dark; so those aboard missed seeing such attractions as the Stoney Creek bridge, but before long, the trip ended as the train pulled into Revelstoke B.C. Passengers were then taken by bus to their hotels, and a brief reception closed the day.

The next morning was the day for which everyone had been waiting. Breakfast was served at 6:00 a.m. while it was still dark outside. The busses departed at 6:40 and soon the guests were back at the station as the first light of day revealed the special train, hauled by former C.P. steam locomotive 1201, the famous 4-6-2 now owned by the National Museum of Science and Technology in Ottawa. This was the last steam locomotive built by the C.P. Your editor could not help but recall November 6 1960 when the C.R.H.A. excursion to St. Lin behind 4-4-0 locomotive 29 had commemorated the 75th anniversary of the last spike and was also the "End of Steam" on C.P. On that



*En route to Craigellachie the steam train on a curve as seen from the platform of car 76.*

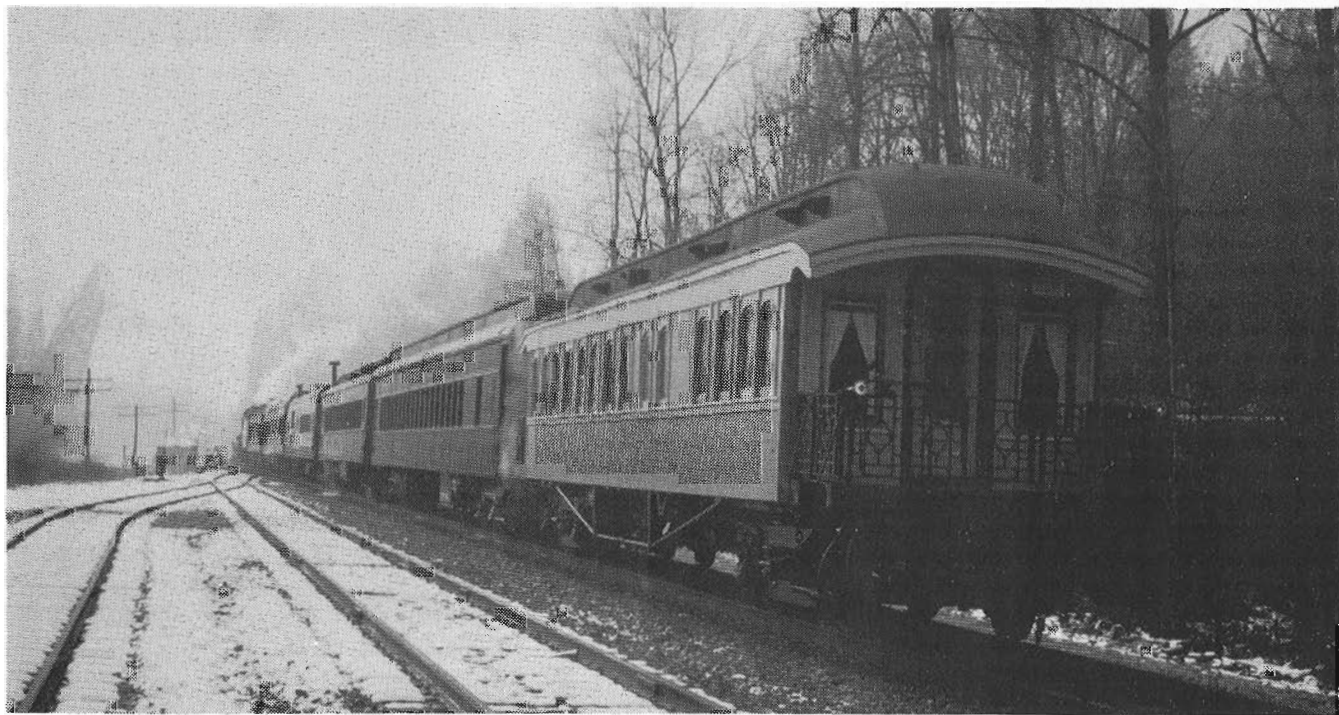
*Photo by Fred Angus.*



occasion, someone had said "in 25 years, there will have to be a steam trip to Craigellachie". No one thought this would be possible, but now it was 25 years later and a steam trip was about to depart for Craigellachie! On this train, following 1201, was baggage car 3051, official cars "Shaughnessy" and "Strathcona", coach "Sand Point", coach "Micmac" (formerly 1303), and finally the "Piece de Resistance" car 76, specially brought from Heritage Park in Calgary. This car was built in 1882, had been a contractor's car

during the construction of the C.P.R., and had been present at the driving of the last spike on November 7 one hundred years ago.

Soon all were aboard, and at 7:15 a.m. the steam special left Revelstoke en route to Craigellachie. The start was so smooth that one had to look out the window to be sure that the train was actually under way. The weather was ideal for the occasion; almost identical to that on the day of the original last spike. The damp air and clouds served to carry the sound of the locomotive and



*At Craigellachie November 7 1985 the special train is seen from the rear including a good view of 103-year old car 76.*

*Photo by Fred Angus.*



At Craigellachie on November 7, 1985 we see (from left to right) Dave Elliott, Jack Hewitson, Georges Larose, John Corby, Ian Jackson posing on the front of locomotive 1201.  
Photo: Canadian Pacific Corporate Archives.



*Locomotive 1201 is the backdrop to some of the crowd watching the ceremony. Note the special sign on the front of the engine.*

*Photo by Fred Angus.*

*Lord Strathcona holds the original last spike while Lord Shaughnessy looks on.*

*Photo by Fred Angus.*

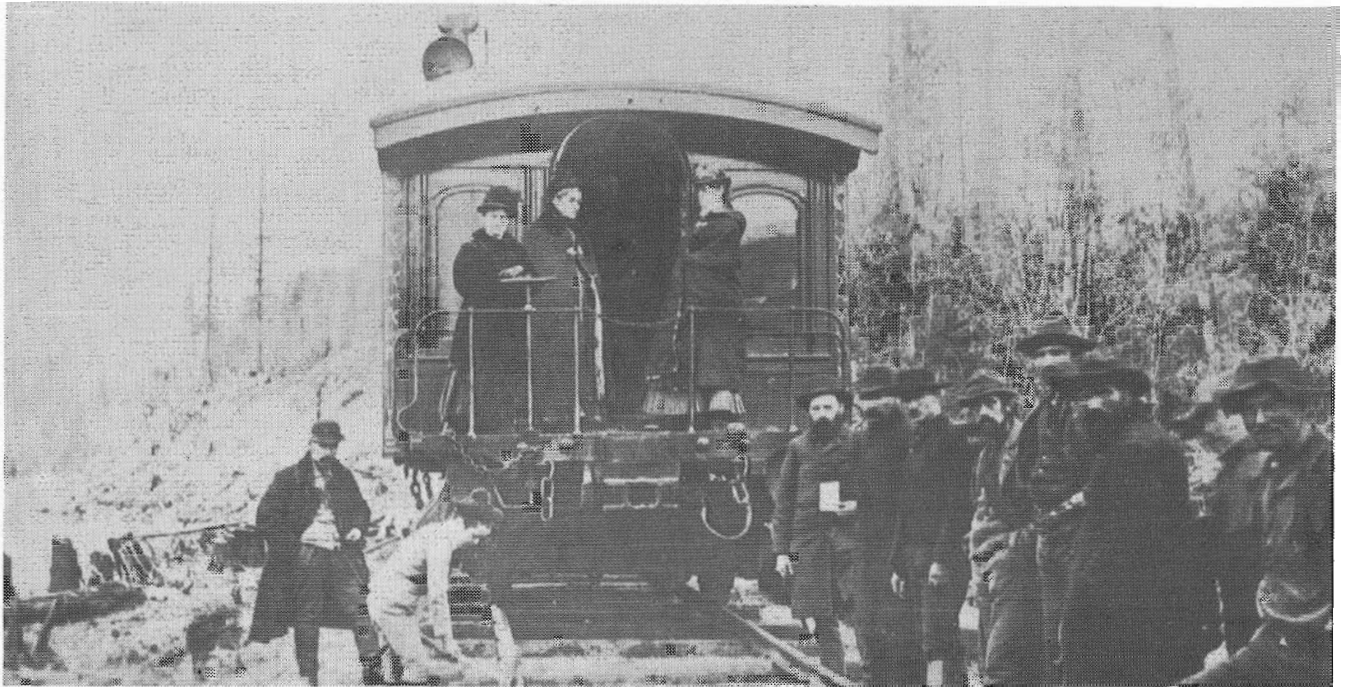


*Lord and Lady Strathcona pose beside the monument with 1201 in the background.*

*Photo by Fred Angus.*



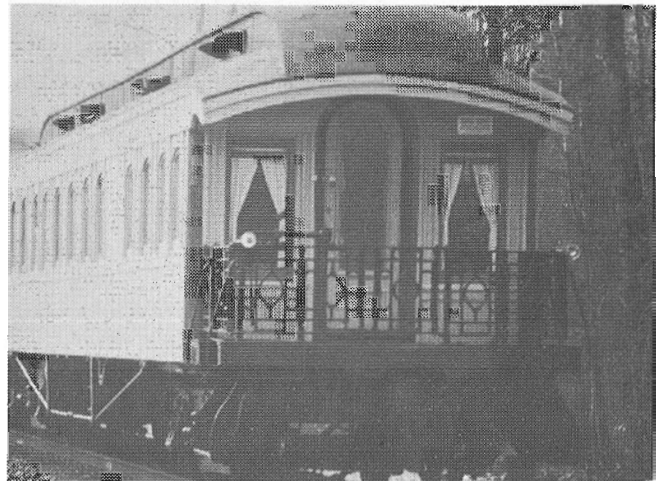
*Against the backdrop of locomotive 1201 Lord Strathcona drives the last spike of the first century at Craigellachie at 9:22 a.m. on November 7, 1985.  
Photo: Canadian Pacific Corporate Archives.*



*Exactly 100 years separate these two views of the same car at the same place. After the photographer took the two famous photos of the driving of the last spike the train crossed the joined rails and a third photo was taken showing the rear of the train. The young lad with the spike mallet tapping the already-driven spike is J.K.L. Ross, son of James Ross the construction manager to whom the car was assigned. Many years later J.K.L. Ross himself was a millionaire and a leader in Montreal society. At the November 7 1985 celebration the same car returned to the same spot.*

*1885 photo from Canadian Pacific Corporate Archives.*

the steam whistle as the historic train began the ascent of the steep grade to Eagle Pass. All along the highway near the track were cars and busses carrying hundreds of "Motorcadavers" watching and photographing the train. At every vantage point, were seen many enthusiasts, photographers, and almost anyone else who could take time off to watch the train go by. Even a helicopter paced the train! From the rear platform of car 76, it was not difficult to imagine that one was on the observation platform of the "Pacific Express" in 1886. Certainly the century-old car rode just as smoothly as any modern first-class car, given the lower rate of speed. The trip was made without incident; the 1201 hauled the train up the grade with ease; the only stop en route being when the heat from the fire box activated a hot-box detector. Finally at 8:30, the train slowed down and stopped. This was Craigellachie, and all was in readiness for the commemoration. The diesel-hauled special, on which the guests had come from Calgary, had departed from Revelstoke half an hour before the steam train, and the two trains, side by side on adjacent tracks, formed a contrast between the old and the new. The



passengers disembarked from the steam train and took up positions from which they could watch the ceremony.

The official party was introduced by John Kelsall, vice president of operations and maintenance of C.P. rail. Immediately after this, Mr. R.S. Allison, President of C.P. RAIL, made a speech reflecting on the significance of the occasion. Then Mr. Kelsall, consulting a 100-year-old

watch, announced that it was exactly 9:22 a.m., precisely a century since the driving of the original last spike. At this exact moment, Euan Howard, the present Lord Strathcona, took up the spike mall and drove the last spike of the first century of C.P. rail. Then a mechanical spike-driver moved into place, and Mr. Allison drove the first spike of the second century! The whistle of 1201 sounded, and the sound was echoed by the horn of the diesel locomotive. Another very significant event now occurred. The original last spike, the one that was bent on the first attempt in 1885, has been in the possession of Strathcona's family for a century. As a tangible gesture of historic goodwill the present Lord Strathcona brought it to this commemoration and donated it to the National Museum of Science and Technology in Ottawa where it will be the

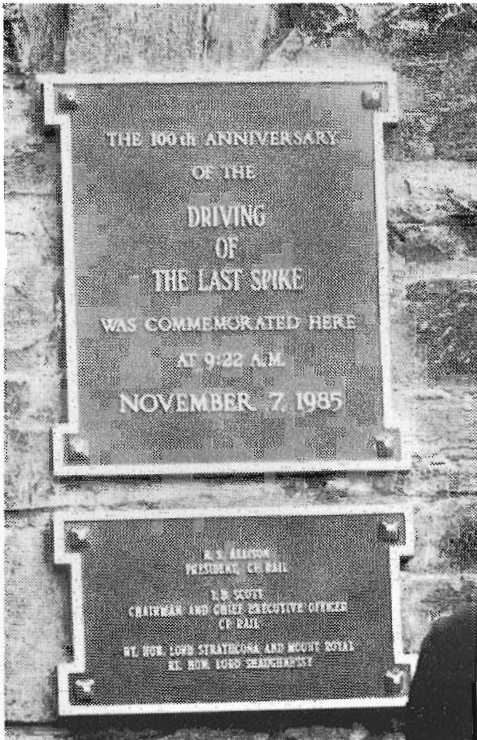
property of the Canadian people. Following this, a plaque was unveiled on the stone monument at the site, while a solitary piper played in honour of the Scottish nationality of so many of the founders of the C.P.R..

After the ceremony, those present had a chance to look around the site, see the commemorative park, and attempt to secure a first-day cover of the special postage stamps issued that day. Many of the guests boarded the diesel-hauled train for a direct return to Calgary by that evening, but those with an interest in history chose the second option, a return to Revelstoke on the steam train. The train left Craigellachie about 10:30 and backed to Taft, where the locomotive and car 76 could be turned on a "Y". By now, the sun had come out and the resulting photo opportunities were not lost; for a very pleasant surprise was in

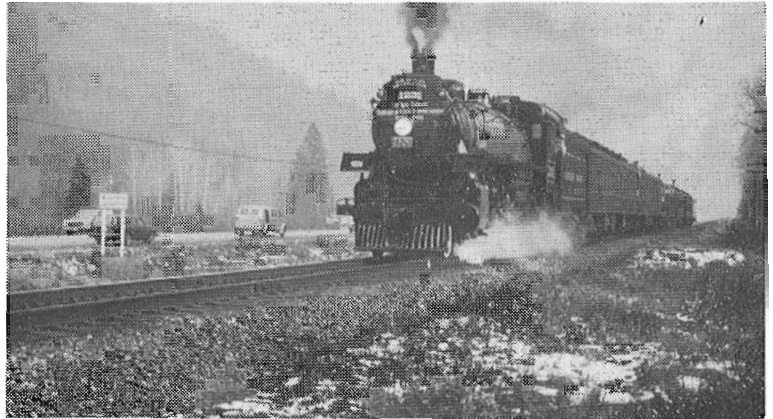


*A view of the train crew and others in front of 1201 at Craigellachie.  
Photo: Canadian Pacific Corporate Archives.*



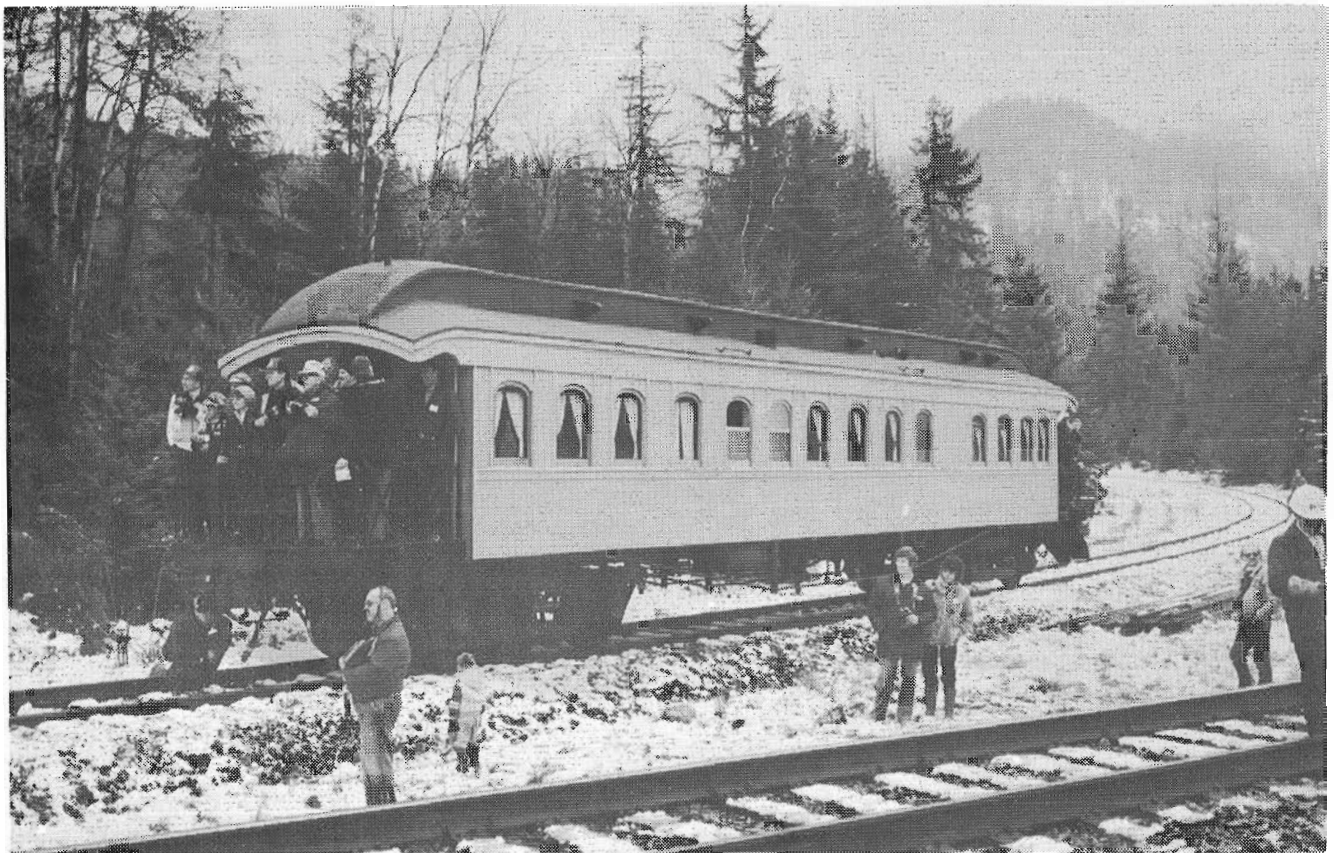


*The newly-unveiled plaque on the stone monument commemorating the driving of the last spike.  
Photo by Fred Angus.*



*The ceremony concluded, the special train makes a high speed runpast as happy photographers capture this never-to-be-forgotten scene on film.*

*Photo by Fred Angus.*



*Car 76 with a platform load of guests waits on the Taft wye during the turning operation.  
Photo: Canadian Pacific Corporate Archives.*





*The locomotive crew poses beside 1201 just after the special train returned to Revelstoke.  
Photo: Canadian Pacific Corporate Archives.*



store. Everyone aboard was treated to another nostalgic event, a full-scale photo run-past with the steam train at speed on the main line of the C.P.R.! After the train was turned, the trip to Revelstoke was resumed. One noteworthy event was passing freight train 593 west led by engine 5839 and consisting of 82 cars; this was the first revenue train of the second century. A second runpast was held at the tunnel at Clanwilliam; and then back to Revelstoke and a great welcome by the townspeople who stood alongside the tracks as the train came over the bridge across the Columbia river and continued on to a stop at the station.

Soon 1201 and its train were put away in Revelstoke yard but not for long. The next day it left for Vancouver where it will remain until May 1986 when, hopefully, it will participate in Steamexpo. However, the events of November 7 had not yet ended; for the guests were treated to a "capital lunch", a tour of Revelstoke, including a visit to the Revelstoke museum. That evening, a banquet was held at the Sandman Inn in Revelstoke. The speaker at the banquet was Mr. Omer Lavallée, archivist and corporate historian of C.P. Rail. He called on his vast knowledge of railway history to recount many stories and facts about the C.P.R. from the beginning to the present day. When the guests finally headed for home at the conclusion of the activities, one could not help feeling that all present had been a witness to history and that, in the words of Gilbert and Sullivan's Mikado (also celebrating its centennial this year), "nothing could possibly be more satisfactory".

*Like a scene from the 1940's the steam train in Eagle Pass on the return trip to Revelstoke. Car 76 was turned separately so does not appear in the photo.*

*Photo by Fred Angus.*

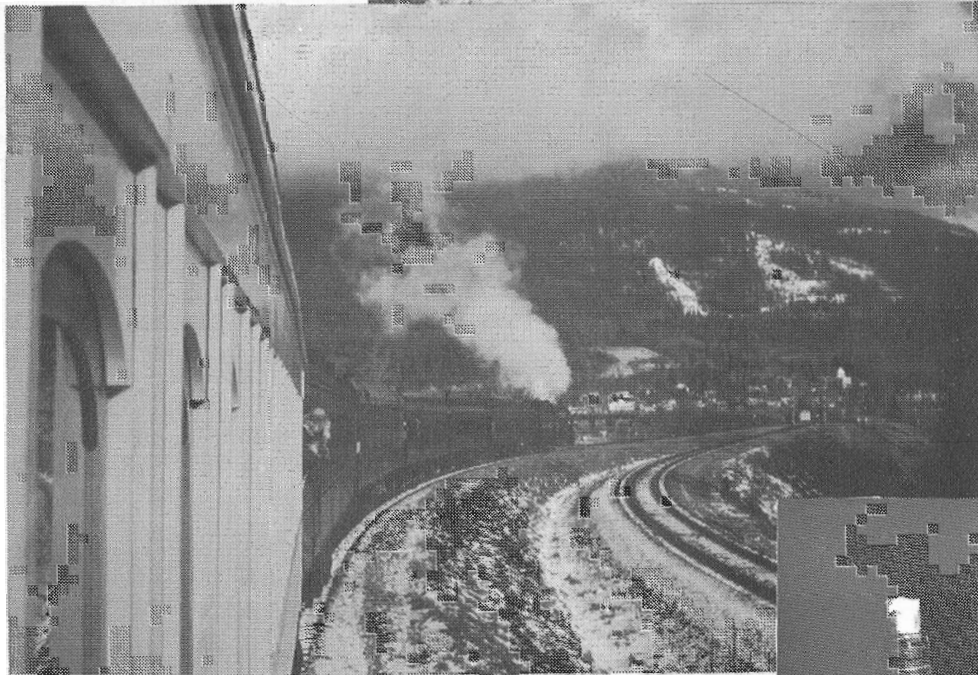
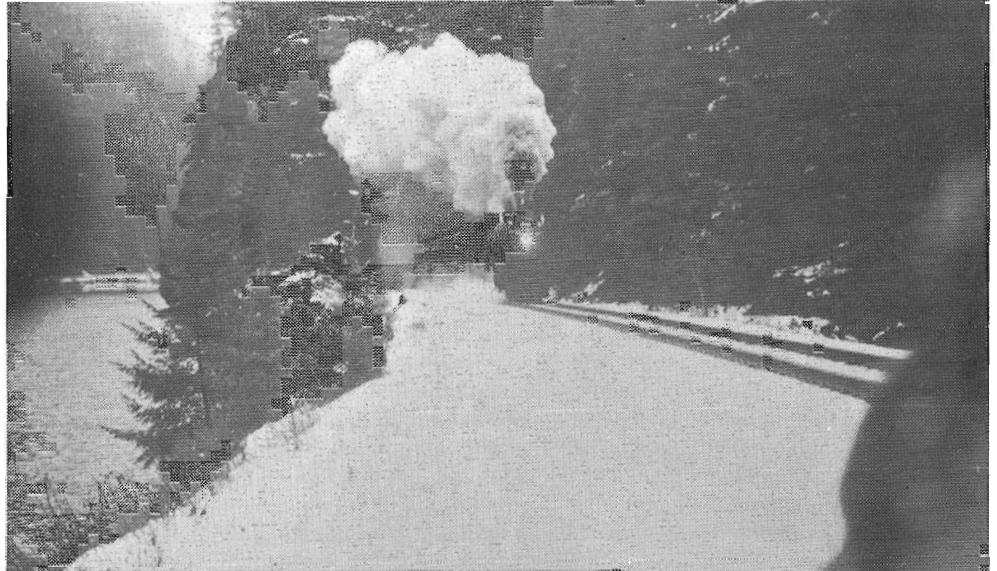


*The first revenue train of the second century no. 593 westbound with 82 cars passes the steam special.*

*Photo by Fred Angus.*

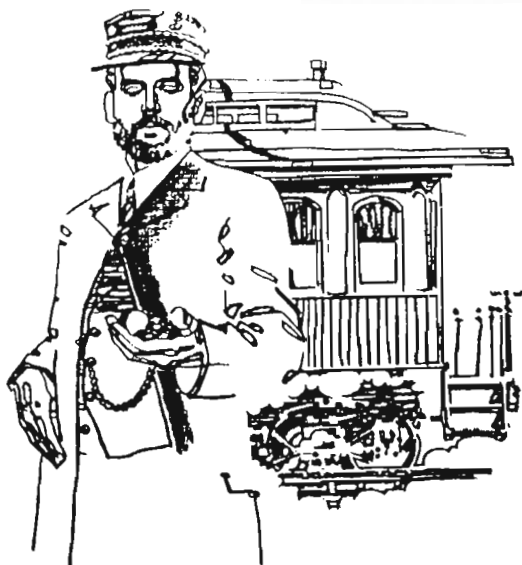
*Roaring through the tunnel at Clanwilliam the steam special performed a second runpast on this memorable trip.*

*Photo by Fred Angus.*



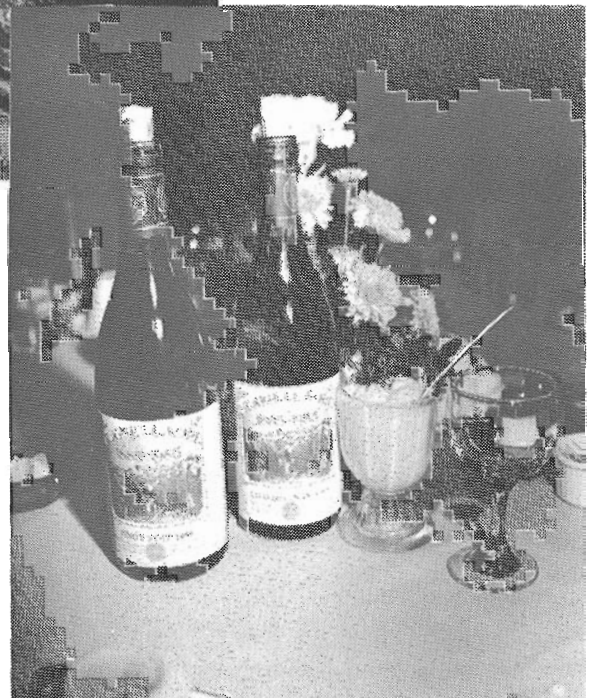
*Nearing Revelstoke, the whole train is visible in this view taken from the rear as the train rounded a sharp curve in the snow.*

*Photo by Fred Angus.*



*Two of the specially-labelled bottles of wine used at the commemorative dinners for the last spike anniversary.*

*Photo: Canadian Pacific Corporate Archives.*



# THE CANADIAN INVASION OF THE UNITED STATES OF AMERICA

By: Hughes W. Bonin

It happened in the Fall of 1976. The fledgling Conrail was caught in a power crunch, as it was discovering that most of the diesel locomotives inherited from the merger partners were suffering from deferred maintenance. The solution was to lease whatever was available and in acceptable condition, and, in the Fall of 1976, the predominantly black Penn Central roster was increased by a group of colorful Precision National, Chicago & North Western and Bangor & Aroostook diesels, to name a few. Then, an agreement was reached with Canadian National Railways for the lease of twenty nine M636's (#2305-10, 13-17, 19, 20, 22-29, 32-39), thirty four C424's (#3200-18, 20, 22, 23, 25-28, 30, 33-37, 39, 40), two GP35's (#4000 and 4001), fourteen GP40's (#4002-4015) and thirty one GP40-2L(W)'s (#9488-99, 9500-18). These diesels could not stay for periods longer than 89 days, otherwise Conrail would have to pay a \$4500 property tax for each unit leased. However, the locomotives could be sent off the property, then leased back for another period. In 1977, Conrail leased again another group of CN diesels (M636's #2307, 9, 10, 13, 25, 26, 28, 29, 32, 33, 37, C424's #3200, 2, 3, 5, 18, 19, 22, 24, GP38's #5510, 15, 17, 18,

and GP38-2(W)'s #5566, 69, 70, 72, 74-81, 83-90.

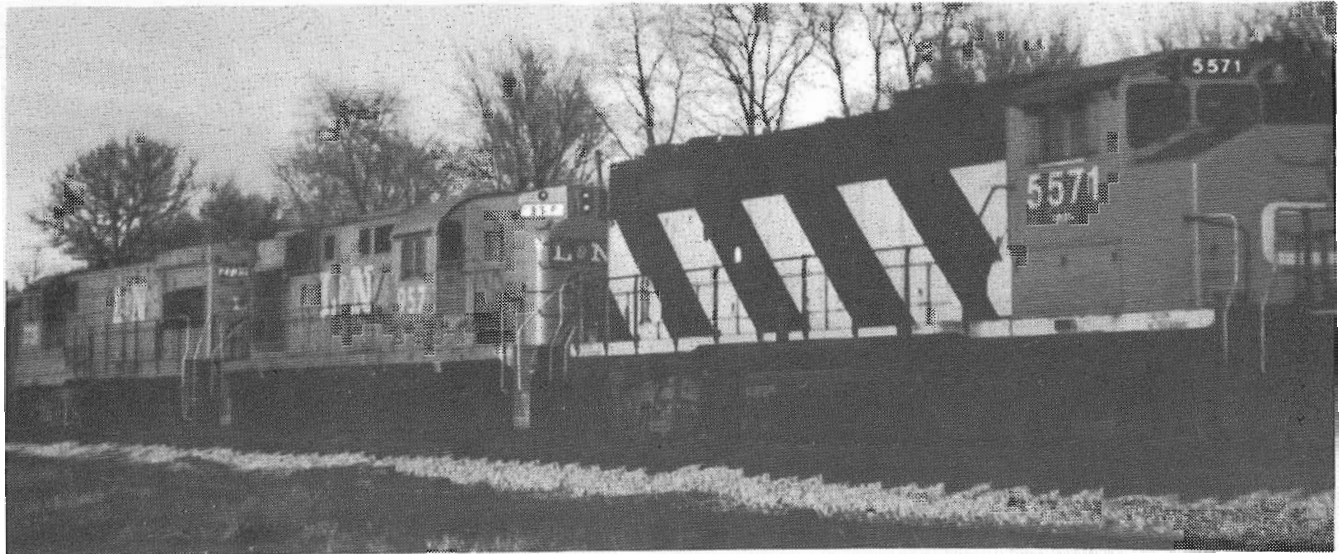
Customer No. 2 was Canadian National's subsidiary Grand Trunk Western. This time, the lease was on a long time basis, and GP38's #5500-9, 20-26, 28-30, 32-34, 37, 48 were transferred to the U.S.A. although not all at the same time. Most of these GP38's saw their CN "wet noodle" logo altered to form a GT logo. It seems that none of these was ever repainted in the GTW blue livery.

The saga goes on with another railroad leasing CN units: the Louisville & Nashville Railroad, which would extend the Canadian invasion into the deep South. The "Old Reliable" was overwhelmed by the sudden surge in the coal business that followed the 1973 energy crisis. The help received from "Family Lines" relative Seaboard Coast Line in the form of old Alcos was still insufficient, and the L & N had to lease diesels from such unlikely sources as Duluth Missabe & Iran Range Railroad and Auto-Train Corp. In February and March 1977, the following Canadian National diesels appeared on the Louisville & Nashville network: GP38's #5510-19, GP38-2(W)'s #5566, 69-72, 74-81, 83-90,



#1392: Unlikely encounter of almost-new Canadian National GP40-2L(W) #9513 with old Erie-Lackawanna Alco RS3 running its last miles, Avon, IN, 20 Nov. 76

#1392: Rencontre improbable de la Canadien National GP40-2L(W) #9513 presque neuve, avec une vieille Alco RS3 de l'Erie-Lackawanna à ses derniers jours, Avon, IN. 20 Nov. 1976.



#1835: Canadian National GP38-2(W) ready for the return trip to Louisville, Ky. Companions are Louisville & Nashville Alco RS11 #957 (ex-SCL 1209) and GE U23B #2739. Photo at Lafayette, IN. 23 March 1977.

#1835: CN GP38-2(W) #5571 prête pour le retour à Louisville, KY. Ses compagnes sont la L&N Alco RS11 #957 (ex-SCL 1209) et la GE U23B #2739. Lafayette, IN. 23 mars 77.



#1861: Canadian National GP40 #4011, in front of the old Monon RR shops, Lafayette, Indiana, in company of L&N 1116 (GP35, ex Chicago & Eastern Illinois). #4011 had then a little more than a year to go before being wiped out in an head-on collision in Texas. Photo taken 30 March 1977.

#1861: La CN GP40 #4011 se repose près des ateliers du Monon, à Lafayette, Indiana, le 30 mars 1977. La 4011 allait périr dans un accident au Texas un peu plus d'un an après cette photo. L'autre locomotive est la GP35 #1116 du Louis & Nashville, acquise du Chicago & Eastern Illinois RR.



#1914: Contrast in wide noses: CN GP38-2(W) #5576 meets Amtrak #594 (SDP40F), pausing at Lafayette, Indiana, to change crews of the Chicago-Miami "Floridian". 11/4/77.

#1914: La CN GP38-2(W) #5576 et la SDP40F #594 d'Amtrak se comparent museaux à Lafayette, IN., où le train "Floridian" Chicago-Miami doit arrêter pour un changement d'équipage. 11 avril 1977.

SD40's #5030-41, 43-45, and GP40's #4002-15. Like Conrail, the L & N preferred to return the CN units before having to pay the property tax, but leased other batches later in 1978 and 1979, which included the two GP35's and several SD40's in the 5200 series.

On 7 June 1978, a head-on collision occurred on the L & N near St. Joseph, Texas, between a coal train hauled by five diesels and a group of five locomotives running light. One crewman was killed, and three of the locomotives were heavily damaged: CN GP40 #4011, and L & N U23B #2803 and GP38-2 #4137. Canadian National #4011 never made it back to Canada, being retired from the CN roster in late 1978.

Now, it was Santa Fe's turn to lease CN diesels, in July 1977. The group included GP40's #4002-15 and SD40's #5030-40. To avoid conflicts with AT&SF locomotives with the same numbers, the Santa Fe went on renumbering the CN diesels by adding 100 to their road numbers, for the time the CN units were on the Santa Fe, which lasted until November 1977. The group of GP40's joined the two GP35's for a stint on the Chicago & North Western in early 1978, before going to the L & N. Meanwhile, a group of 15 CN SD40's went to the Milwaukee Road in early 1978 for a couple of months. The year 1978 was marked by the big coal strike, which obliged Ford Motor Co. to lease CN GP40-2(W) #9634, 37 and 42 for use at its glass plant. To make things even more interesting, GP38-2(W) #5585-87, 89 were borrowed for

testing by the Department of Transportation's Pueblo, Colorado, test facility.

Another invasion happened in late 1978 and early 1979 when ten CN C424's, #3200, 3-5, 7, 15, 19, 22, 26 and 34, were leased to Montreal Locomotive Works, which sent them on lease to the National Railway of Mexico. Finally, in September 1979, a group of CN GP35's and GP40's was leased to Southern Pacific, which sent them back to CN in January 1980.

During these years, I was fortunate to witness the presence of these Canadian National locomotives on Conrail and on the Louisville & Nashville, as I was studying at Purdue University, at Lafayette, Indiana (home of the Monon RR shops). Of all of the CN locomotives I saw, only GP35 #4001 and the crew-comfort cab equipped units were in the CN Rail new livery, which really contrasted among the L & N and the ex-Penn Central locomotives.

Several L & N crew members were raving about the unit's crew-comfort cabs, and, most often, a CN diesel was either on the point, or trailing to be readily available for the return trip. The presence of these Canadian National locomotives among so many diverse diesels with all kinds of liveries was almost like a hobby shop window. Consists such as a L & N GP38 coupled to a CN GP35, followed by a Seaboard Coast Line Alco C628 and a DM & IR SD18 were almost daily occurrences. Conrail's Avon yard, near Indianapolis, could offer the visiting railfan incredible assortments of





#1968: La CN GP38 #5500 est avec la Grand Trunk Western #5916 (SD40) au triage Elds on de Chicago, IL. 30 avril 1977.

#1968: Canadian National #5500 (GP38) with Grand Trunk Western SD40 #5916, Elds Yard, Chicago, IL. 30-4-77.



#2035: Contrast in liveries: Canadian National GP38-2(W) #5569 and GP40 #4002 team with a Seaboard Coast Line GP40, waiting for their next assignment at Lafayette, IN. 7 May 1977.

#2035: Trio multicolore: Les CN #5569 (GP38-2(W)) et #4002 (GP40) attendent l'heure d'entrer en action avec une GP40 du Seaboard Coast Line, à Lafayette, IN. 7/5/77.



#2116: CN #4011 in action, on the point of a Lafayette-Louisville freight train. The GP40 is helped by CN GP38 #5518, and two L&N GE U23B units. Lafayette, IN. 21 May 1977.

#2116: La GP40 #4011 du CN en action, à la tête de la GP38 #5518 du CN et de deux U23B du L&N. Lafayette, IN. 21 mai 1977.

rare diesel models and color schemes, such as Erie-Lackawanna SDP45's, Jersey Central SD35's, Morrison-Knudsen's strange rebuilt U25B's, Lehigh Valley (ex-Monon) Alco C628's, Cotton Belt GP20's, or Precision National diesels in PNC green and yellow, or still in Union Pacific or Florida East Coast liveries.

Now, all these Canadian National locomotives, except #4011, are back in Canada. The GP35's

and GP40's have been renumbered into the 9300 series, with the GP35's now retired. Most of the GP40's have been repainted in the CN Rail livery, and every time I see one of them, I remember these fascinating years when they were roaming the Mid-West rails. I would like to share with you some of these memories with the few following photos.

# LORSQUE LES CANADIENNES ENVAHISSAIENT LES ETATS-UNIS

par: Hugues W. Bonin

A l'automne 1976, Conrail n'a pas encore six mois d'existence et éprouve de sérieux problèmes avec les locomotives héritées des partenaires de la fusion. Ne pouvant pas réparer suffisamment de locomotives, Conrail se résout à louer ce qui est alors disponible, et les locomotives noires du Penn Central sont bientôt jointes par un assortiment multicolore de diesels de compagnies comme le Chicago & North Western, Precision National et Bangor & Aroostook, pour n'en nommer que quelquesunes. C'est alors que Conrail parvient à s'entendre avec le Canadien National pour louer vingt-neuf M636 (#2305-10, 13-17, 19, 20, 22-29, 32-39), trente-quatre C424 (#3200-18, 20, 22, 23, 25-28, 30, 33-37, 39, 40), deux GP35 (#4000 et 4001), quatorze GP40 (#4002-15) et trente et une GP40-2L(W) (#9488-99, 9500-18). Cependant, ces locomotives ne peuvent pas demeurer plus de 89 jours de suite, sans quoi Conrail doit payer une taxe sans quoi Conrail doit payer une taxe d'appropriation de \$4500 par locomotive. Mais les locomotives peuvent être retournées, puis relouées plus tard pour une autre période de 89 jours ou moins. Ainsi, en 1977, Conrail acquiert un autre groupe de diesels du CN, les M636 #2307, 9, 10, 13, 19, 25, 26, 28, 29, 32, 33, 37, les C424 #3200, 2, 3, 5, 18, 19, 22, 24, les GP38 #5510, 15, 17, 18, et les GP38-2(W) #5566, 69, 70, 72, 74-81, 83-90.

La filiale du CN, le Grand Trunk Western, obtient en location à long terme un groupe de GP38, les numéros 5500-9, 20-26, 28-30, 32-34, 37, 40. Ces locomotives arrivent en petits groupes sur le réseau du GTW, et certaines d'entre elles n'y demeurent que quelques semaines. La plupart de ces locomotives voit son

sigle "CN" modifié pour former un symbole "GT", mais on ne rapporte aucune arborant la livrée bleue du GTW.

L'épopée continue avec le chemin de fer Louisville & Nashville, qui éprouve alors une grave pénurie de locomotives à cause d'une hausse subite de la demande de charbon consécutive à la crise du pétrole de 1973. L'aide reçue du Seaboard Coast Line sous la forme d'un groupe de vieilles Alco ne suffit pas, et le Louisville & Nashville doit louer ce qui est alors disponible, en particulier des U36B de la compagnie Auto-Train et des SD9 et SD18 du Duluth Missabe & Iron Range. En février et en mars 1977, le CN vient à la rescousse avec les GP38-2(W) #5566, 69-72, 74-81, 83-90, les SD40 #5030-41, 43-45, et les GP40 #4002-15. Tout comme Conrail, le L & N préfère retourner les locomotives avant les 89 jours fatidiques, mais, en 1978 et en 1979, loue d'autres groupes qui, cette fois, incluent les deux GP35 (#4000 et 4001) et plusieurs SD40 de la série des 5200.

Le 7 juin 1978, une collision frontale survient sur le L & N, près de St. Joseph, Texas, entre un train de charbon mû par cinq diesels, et un groupe de cinq locomotives. En plus de coûter la vie à un membre d'équipage, l'accident endommage sérieusement trois des dix locomotives impliquées, soient les L & N #2803 et 4137 (U23B et GP38-2) et la CN GP40 #4011. Cette dernière ne revient jamais au Canada, étant démantelée par le L & N et retirée des effectifs du CN en fin de 1978.

Nous voici en juillet 1977 et c'est au tour du Santa Fe d'avoir recours aux locomotives du Canadien National pour satisfaire à ses besoins. Outre les GP40 #4002-15, le Santa Fe loue les



#2499: CN GP38 #5515 rubs shoulders with big Erie-Lackawanna SDP45 #6695, at the Avon, Indiana, engine facility, 13 Aug. 1977.

#2499: La GP38 #5515 du CN tient compagnie à une grosse SDP45 de Conrail (Erie-Lackawanna) #6695, au triage d'Avon, près d'Indianapolis, IN., 13 août 1977.



#3236: CN GP40's #4015-4014 at Lafayette, IN., in company of an unlikely encounter: Duluth Missabe & Iron Range SD18 #182. 19 March 1978.

#3236: Les GP40 #4015 et 4014 du CN effectuent une rare rencontre avec une SD18 (#182) du Duluth Missabe & Iron Range, à Lafayette, IN., le 19 mars 1978.

SD40 #5030-40. Ces locomotives sont aussitôt renumérotées pour éviter toute confusion avec les diésels du Santa Fe, et portent les numéros 4102-15 et 5130-40. Heureusement, ces locomotives retrouvent leurs anciens numéros lorsque le Santa Fe les retourne au CN en novembre 1977, sinon, nous aurions eu deux groupes de SD40 portant les numéros 5130-40, en plus d'avoir les GP40 ayant les mêmes numéros que certaines GP9.

Les pérégrinations des GP40 n'en sont pas terminées pour autant, puisqu'on les retrouve au début le 1978 sur le Chicago & North Western, en compagnie des deux GP35, puis encore une fois sur le Louisville & Nashville. Pendant ce temps, un groupe de 15 SD40 du CN est loué au réseau Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road). L'hiver de 1978 est aussi marqué par la grève des GP40-2L(W) #9634, 37 et 42 du CN pour servir à son usine de vitres d'autos. Histoire d'ajouter du piquant à cette histoire, il faut mentionner les GP38-2(W) #5585-87, 89 qui passent plusieurs mois de 1978 au centre d'essais du Département des Transports, à Pueblo, Colorado.

Un autre genre d'invasion se produit à la fin de 1978 et au début de 1979, alors qu'un groupe de C424 du CN traverse les Etats-Unis pour se rendre au Mexique. Ces locomotives, les #3200,

3-5, 7, 15, 19, 22, 26, 34, sont louées par le CN à la Montreal Locomotive Works, qui les loue au National de Mexico. Enfin, le group des CP35 et des GP40 est loué par le CN au Southern Pacific, qui les retourne au CN en janvier 1980.

Je me compte chanceux d'avoir pu voir ces locomotives du Canadien National à l'oeuvre sur les lignes du Conrail et du Louisville & Nashville, alors que j'étais étudiant à Purdue University, à West Lafayette, Indiana. Les seules locomotives qui arboraient la nouvelle livrée CN Rail étaient, bien sûr, les GP38-2(W) et les GP40-2L(W), et la GP35 #4001. Cette livrée contrastait beaucoup aux côtés des couleurs ternes des locomotives américaines, notamment les gris du L & N et les noirs du Penn Central.

Plusieurs membres d'équipage du Louisville & Nashville m'ont confié leur admiration pour les cabines tout confort des locomotives du CN, et, plus souvent qu'autrement, on voyait une de ces locomotives entêtes du convoi, ou encore prête à mener le convoi de retour. La présence des diésels du CN au milieu de locomotives aux couleurs si variées rendait les cours de triage comme autant de vitrines de magasins de trains miniatures. On voyait presque tous les jours des trains remorqués par des assortiments de locomotives aussi incroyables qu'une GP38 du Louisville & Nashville, accouplée à une GP35 du



#3299: CN SD40 #5064 teams with rare SDP35 of the Louisville & Nashville (in Family Lines livery) to power a freight train on 5th Street, Lafayette, IN. 11-4-78.

#3299: Voici la SD40 #5064 du CN faisant équipe avec une rare SDP35 du Louisville & Nashville en livrée "Family Lines", pour tirer ce train sur la 5e Rue à Lafayette, IN., le 11 avril 1978.



#3847: CN 4009 (GP40) and L&N 1061 (GP30) (ex-SC1 1300) perform switching duties on the north end of the Lafayette yard, 6 Aug. 78.

#3847: La GP40 #4009 du CN et la GP30 #1061 du L&N (ex-SCL #1300) sont à trier des wagons à Lafayette, Indiana, le 6 août 1978.

Canadien National, suivie par une Alco C628 du Seaboard Coast Line et une SD18 du Duluth Missabe & Iron Range. Le triage de Conrail situé à Avon, près d'Indianapolis, pouvait offrir à l'ami du rail tant des modèles de locomotives rares que des livrées étonnantes, comme les SDP45 de l'Erie-Lackawanna, les SD35 du Jersey Central, les étranges U25B reconstruites par Morrison-Knudsen, les C628 du Lehigh Valley, ou encore des locomotives de la Precision National Corporation en vert et jaune, ou toujours avec les couleurs de l'Union Pacific ou du Florida East Coast.

Maintenant, ces locomotives du CN, sauf la #4011, sont revenues au Canada. Les GP35 et les GP40 portent maintenant les numéros 9300-15, et même, les GP35 sont mises à la retraite. Les GP40 portent maintenant la livrée CN Rail, et, chaque fois que je vois l'une d'elles, je me souviens de ces années fantastiques où elles travaillaient dur sur les voies du L & N, notamment sur les rails du vieux chemin de fer Monon, à Lafayette, Indiana. Permettez-moi de partager avec vous ces quelques photos-souvenirs.



3870: CN GP35 #4001, hauling a southbound freight train through Lafayette Junction, IN., crossing the Conrail/N&W (Big Four/Nickel Plate) main line. 13 Aug. 78.

#3870: Voici un train du Louisville & Nashville sur l'ancienne ligne du Monon, tiré par nulle autre que la CN #4001 (GP35) et traversant la ligne conjointe de Conrail (Big Four) et du Norfolk & Western (Nickel Plate), à Lafayette Junction, IN., le 13 août 1978.



#3882: One of these incredible lash-ups at work: L&N GP38-2 #4084, CN GP35 #4001, L&N C628 #7519 (in SCL colors) and DM&IR SD9 #171 provide a colorful consist to power a southbound train close to Salem St., Lafayette, IN. 19 Aug. 78.

#3882: Un de ces assortiments inusités à l'oeuvre à Lafayette, IN., le 19 août 1978. Suivant la L&N GP38-2 #4084, on reconnaît la CN GP35 #4001, puis une Alco C628 du Seaboard Coast Line (réellement L&N #7519) et enfin la SD9 #171 du Duluth Missabe & Iron Range.



#4360: CN GP40 #4002 and L&N 4133 (GP38-2) roll a northbound train on an ice-covered 5th Street, Lafayette, IN. after a snow storm, 14 Jan. 79.

#4360: La CN GP40 #4002 et la L&N GP38-2 #4133 propulsent un train sur une 5e Rue enneigée à Lafayette, IN. une froide journée du 14 janvier 1979.



#4438: CN GP35 #4000 idles with L&N GP40 #3005, one of only a handful of GP40's owned by L&N. Baywindow cabooses #6499 is also a rare long model on the L&N. Lafayette, IN. 25 Feb. 79.

#4438: La GP35 #4000 du CN attend avec la GP40 #3005 du L&N l'appel pour un prochain voyage, au triage de Lafayette, IN., le 25 Février 1979. Cette photo réunit trois spécimens rares, le Canadien National n'ayant que deux GP35, le Louisville & Nashville n'ayant que peu de GP40, et la cabooses #6499 du L&N étant une des rares de cette longueur.



# Book Review

## CANADIAN MAIL BY RAIL 1836-1867

By L.F. Gillam, F.C.P.S.

Reviewed by Fred Angus.

In Canadian Rail for July-August 1985 we had a brief announcement of this book. Having now received a copy and studied it a more detailed description of the book is called for.

Canadian Mail By Rail is intended as a history of the railway postal service in Canada from the start of public railways in 1836 until Confederation in 1867. The book fully succeeds in this intention. However it is, in reality, far more than this. It is a one-volume history of pre-confederation railways containing a wealth of information in 150 pages. From the Champlain & St. Lawrence (1836) to the Stanstead Shefford & Chambly (1859) the reader is led through the fascinating world of politics, intrigue, competition and engineering that was Canadian railroading in the mid-nineteenth century. Above all, the usual pitfalls of history, especially with regard to the C. & St. L. seem to be avoided with the result that the historical accuracy of this account is far greater than that usually encountered. Of course, many details are unknown but where this is the case the author indicates this and gives the reasons for any conclusions drawn.

Of course the primary topic, the railway postal service, is covered in detail with many references to primary sources. There are 58 illustrations of postmarks used by the various railways in this period and they show the vast variety of designs and styles used.

Of interest to the rail historian are the ten clear maps which help to clarify the often complicated development of Canada's railways in their first quarter-century. In addition there are illustrations of early locomotives and rolling stock and such events as the Desjardins Canal disaster of

1857. Even the Canadian Railway Museum's representation of the locomotive "John Molson" is illustrated under steam at the Museum.

Canadian Mail By Rail will appeal to the philatelist, the railway historian, the student of the 19th century Canada and, in fact, to anyone who wants to read a fascinating history. If you want to know the basic facts of how the railways developed in Canada before Confederation, and do not want to have to consult numerous books, this one has the information you want and in an easily-readable style. It is the sort of book that it is hard to put down once you start to read it.

The price of this book is 12 pounds Sterling or \$15.50 in U.S. dollars from the author:

L.F. GILLAM  
66 East Bawtry Road  
Rotherham, South Yorkshire  
S60 4BU  
ENGLAND

### BOOK REVIEW NOTICE

The editor wishes to apologize for omitting the name of the writer of three book reviews that appeared in the July-August 1985 issue of Canadian Rail.

Sanborn S. Worthen wrote the reviews of the following three books:

Canadian Railways in Pictures.

Steam in Niagara.

The Train Watcher's Guide to North American Railroads.

# C.R.H.A. communications



## **Pacific Coast Division:**

PCD activities during the summer of 1985 included a warm summer's night meeting at the Division's restored Fraser Mills station.

The Division's newsletter "Sandhouse" included an interesting article in the October 1985 issue. It was a reprint of an article from the November 7, 1935 edition of the VANCOUVER DAILY PROVINCE titled "I Can See It As Though It Just Happened". The article was written by Major Duncan Stewart who, fifty years earlier, had been present at the drawing of the last spike of the C.P.R.. It was an appropriate article for commemorating the centennial of the Last Spike.

## **Correction**

On page 210 of the November - December issue of Canadian Rail appeared an article about Edward Mallandaine and the last spike. Unfortunately the source of the article was omitted. The article in question was copied from C.P. Rail News and was written by Mr. David Jones of Canadian Pacific Corporate Archives. The editor regrets this omission.

## **Bytown Railway Society:**

A small group of members organized an unusual "excursion" in early November over the abandoned portion of C.P. Rail's Havelock Sub (the Ontario & Quebec Railway) between Glen Tay (Perth) and Tweed, Ontario. The right-of-way, abandoned in 1974 and owned by Bell Canada is maintained for service vehicles and therefore permits travel by van or truck.

The route, part of CP's original Montreal-

Toronto main line runs through some of the most scenic and wild country in Eastern Ontario. The line included some interesting bridges including two long, low trestles through swampy areas. With regular excursions difficult or impossible to organize, trips along abandoned rights-of-way make an interesting alternative.

## **Members' Requests:**

Verle Koehnen, 1612 So. School St., Lodi Ca., U.S.A. is looking for any information or books on railway snowplows and snowplow trains.

## **SWITCH LIST**

A.H. Robinson, 499 Trudale Court, Oakville, Ontario L6L 4G9 Has for sale pen & ink prints & hasty notes of 4 steam locomotives: CN 6060, CN 1532, CN 90 and CP 136. Besides individual orders, Mr. Robinson is looking at selling them to divisions for resale to members. The prints are 9" x 12". The hasty notes are printed on a beige stock. Individuals & divisions should write to him for more information.

## **NEWS FROM THE DIVISIONS**

### **Niagara Division:**

The Division arranged an interesting Christmas party on Friday December 13 at Oakville, Ontario. Members travelled by train from St. Catharines to Oakville on The Maple Leaf and returned on the last train of the day through Oakville back to St. Catharines. The ride took about an hour each way.

In February the Division will be participating in an NMRA swap meet. This meeting involves the two organizations which present the prototype side of railways (Niagara Division) and the modelling side (NMRA).



## The Bytown Railway Society:

The 1986 edition of the Society's "Canadian Trackside Guide" will be available at the beginning of February. For the fifth year in a row the Guide has been expanded again. Along with updated previous listings (locomotives, passenger cars, preserved equipment — also expanded, urban rail transport, and auxiliary cranes) the Guide will now include a list of Canadian railway cabooses.

Copies of the 208 page book will be available in February at \$9.95 postage paid. The Society's address appears at the front of this magazine.

## SWITCH LIST

The New Zealand Railway & Locomotive Society Inc., P.O. Box 1297, Dunedin, New Zealand issues "stand alone" calendars with 13 high quality photos of New Zealand railway scenes. The 1986 Calendar is now available for \$5.00 (New Zealand funds) surface post free (Stephen Walbridge submitted this and advises that it is a very attractive calendar).

"THIS TRAIN MARKS THE BEGINNING OF MY life. It provided a rebellious escape from a small town when I was young," said Elspeth Chisholm, a retired journalist attending ceremonies marking the restoration of the old railway station in Port Hope.

She said she found herself wallowing in nostalgia Saturday at the reopening of the stone station, built in 1856 by the Grand Trunk Railway.

In 1979, the Canadian National Railways announced it would tear the building down to make way for a modern metal and glass shelter.

The people of Port Hope were horrified, said Mrs. A.K. Sculthorpe of the Port Hope branch of the Architectural Conservancy of Ontario Inc.

"Such a shelter would have been unsuitable for

Port Hope. It would have been a very unimpressive entrance to a town that has so many beautiful and historic buildings."

The railway was persuaded to retreat from the demolition decision, and preliminary design work on a comprehensive restoration began in 1982. The Architectural Conservancy was joined in the project by CN and Via Rail, the Ministry of Citizenship and Culture and the Ontario Heritage Foundation. It was decided to rebuild the station to appear as it did in 1881.

The interior had seriously deteriorated: the roof leaked, ceilings were falling down and the soft Port Hope limestone had crumbled.

The exterior was replaced with stone quarried in southern Quebec; plaster was replaced and the maple floors in the waiting room and office were hand-sanded and refinished. New doors and trim duplicated the originals, and much of the old V-joint wainscoting was found intact when a plywood wall was removed. Layers of paint were stripped away, and colors typical of the 1880s were applied.

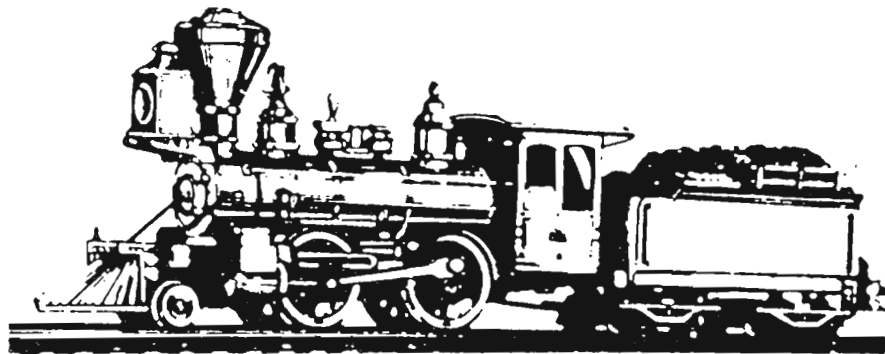
The cost of restoration is \$204,000, Mrs. Sculthorpe said.

Meanwhile, Via Rail has improved service to Port Hope, and passenger trains on the main Toronto-to-Montreal line make five stops a day at the community on the shore of Lake Ontario, south of Peterborough.

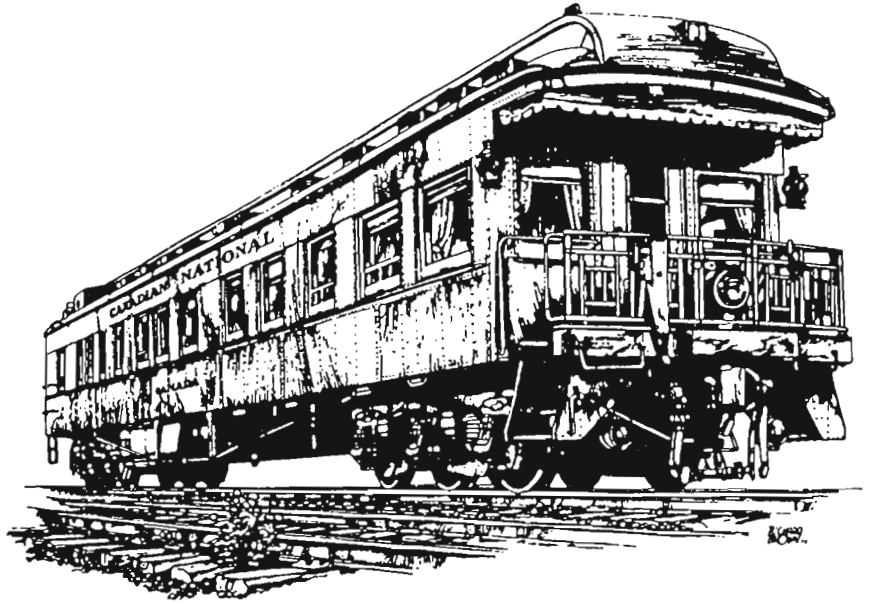
R.L. Borden, a Via Rail regional director, said similar restorations have been made on a number of communities, and "we will be looking for similar community help with restoration projects involving other stations turned over to Via Rail by CN and CP."

Few Grand Trunk-pattern stations remain, according to Peter Stokes, a consulting restoration architect involved in the Port Hope project. "This is the closest one to Toronto," he said.

S. Globe and Mail.



# The business car



## THE HUMILIATION OF IT.

The grand old steam locomotives, the iron and coal monsters that welded this country together, will be lifted by crane from wherever in North America they now are resting, placed on flatbed cars and piggy-backed to Expo 86 for a week long extravaganza to be called SteamExpo.

For many of the old-time locomotives it's the only way they can travel on today's railway lines. There are no longer water towers or any other support system from the age of steam, said David Gibson, one of the organizers of what promises to be the biggest gathering of steam locomotives anywhere in North America since 1948.

Gibson and partner Grant Ferguson, of Grandville Transportation Consultants, have spent the last year organizing the steam-engine fair. Expo is shelling out \$500,000 for the event.

Even if the locomotives can't all make it to Vancouver under their own steam, SteamExpo promises to capture all the flavour of the world before diesel, Gibson said in an interview. For those that can travel the distance — and can get approval to use modern railway lines — Gibson hopes to hold a rally that will wind up at the CN rail yards immediately outside the gates to Expo.

SteamExpo is to be held May 23 to June 1, 1986. Locomotives from 1875 to the present will take part.

SteamExpo promises to be one of the biggest events of Expo's first month, Gibson said. It will be the first of three theme fairs within Expo. The other

two are the tall ships armada and a gathering of DC-3 owners for the 50th anniversary of the classic plane.

Some steam locomotives may be coming by ship, Gibson said.

"The Czechoslovakians and the Chinese are still building them. Those countries are definitely on our hunting list to take part in SteamExpo," he said.

The partners have a dozen locomotives committed already and are looking for as many steam engines as there are participants in Expo.

It won't be a static display, Gibson said.

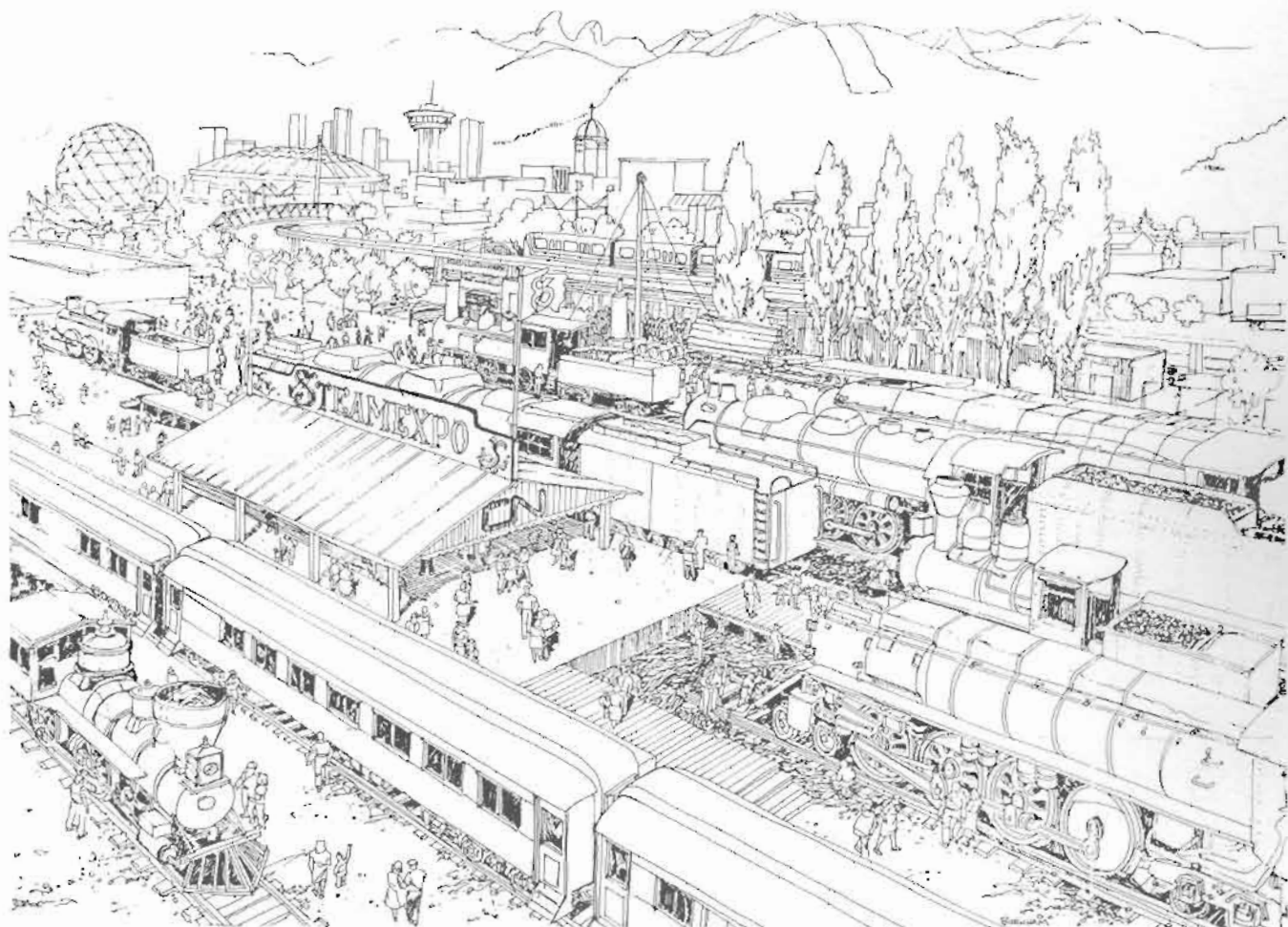
First, besides the locomotives, there will be a logging display from the days when the steam trains hauled timber out of Vancouver Island forests.

A Port Alberni donkey engine hooked to a spar tree and A-frame will load logs from an old-time truck on to an operating logging train. And on the 3,000 metres of track at the CN yard, locomotives will be steaming up, shunting back and forth from water towers and coaling stations.

"There's going to be a lot of clanging, banging and whistling," Gibson said.

Gibson's background is public relations. He was with B.C. Transit before forming Granville Transportation Consultants. His partner Ferguson grew up on the railroad.

"My dad was the watch inspector on the railroad. In the days before everything was electronic I used to go around with him while he



would clean all the railroader's watches and set the station watches," Ferguson said.

Gibson said: "The last major steam gathering was in Sacramento in 1981. They had 14 trains, nine under steam. They had a paid attendance of 110,000 over nine days. This will be bigger."

The largest locomotive gathering was held in Chicago in 1948, as the curtain was coming down on the era of steam.

SteamExpo was the partners' idea and they presented it to Expo as a crowd draw more than a year ago.

"They loved it, but initially had difficulty believing it could be done," said Gibson. "So we

did a feasibility study, talked to just about every owner of standard-gauge locomotives in North America and convinced them it could be done."

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

*Back Cover:*

*Car 76, Built in 1882, at the rear of the special train on November 7, 1985.*

*Photo: Canadian Pacific Corporate Archives.*

# Canadian Rail

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