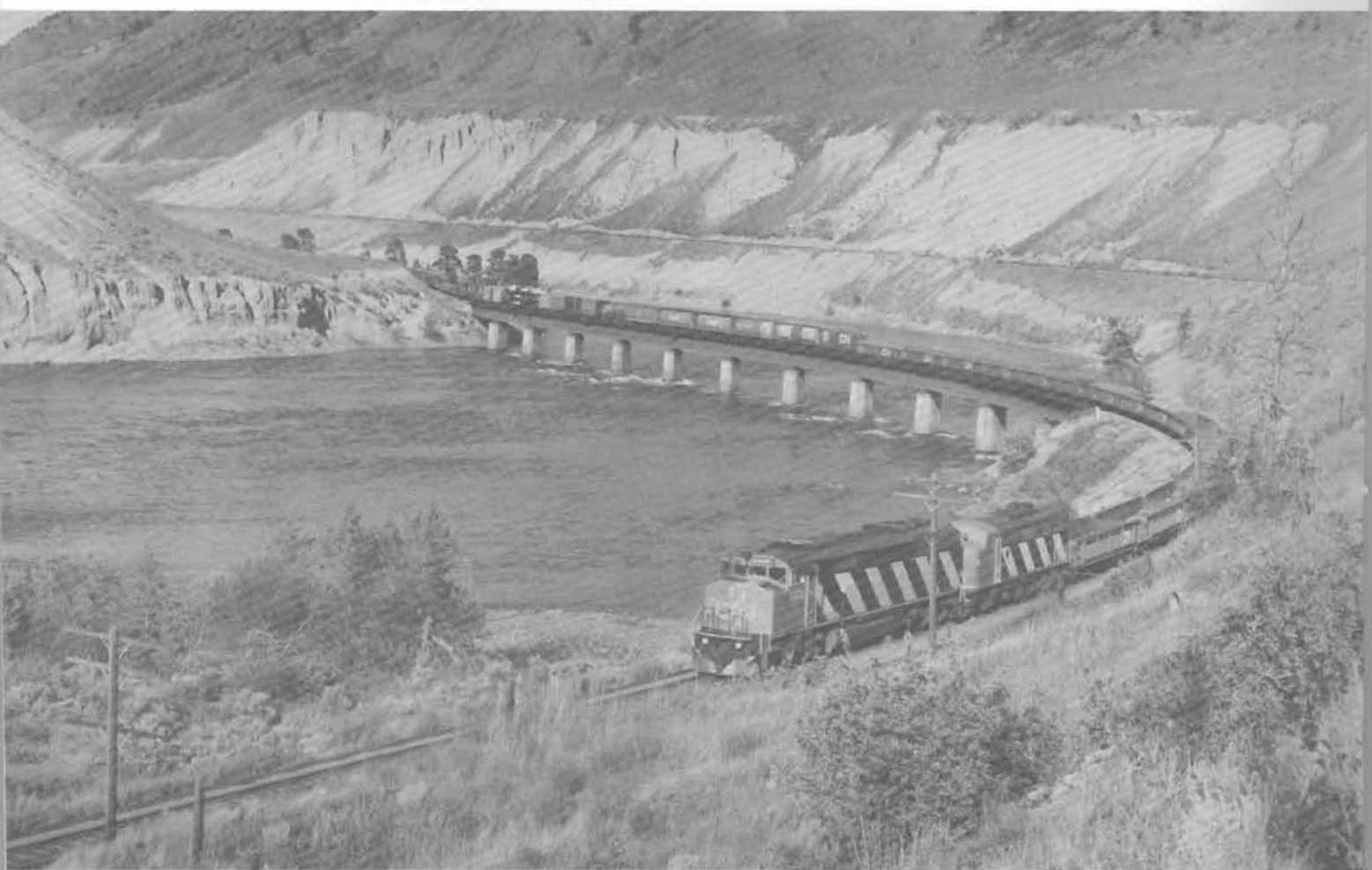


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FRONT COVER:

*Car 27 and the last train to end-of-track on the Thurso
Railway pause for lunch beside a picturesque stream at mile 54
on June 20 1986.*

Photo by Bruce Ballantyne.

INSIDE FRONT COVER:

TOP

*Deep in the colourful wilds of British Columbia at Cisco in the
Fraser canyon where C.P. and C.N. lines cross each other.
On May 27 1986 they timed their trains in the most perfect
manner with an eastbound C.N. passing over a westbound
C.P. coal train. This is a very rare event seldom seen by
visiting southern rail photographers.*

BOTTOM

*Further "cooperation" by Canada's largest railway provided
a treat to rail photographers by assigning 5409 and a "slug" to
power this regularly scheduled westbound freight. Some three
miles east of Ashcroft the Thompson river is crossed on a
beautiful curving-deck girder bridge. The roadbed of C.P.
Rail can be seen above the covered hoppers in this semi-arid
valley.*

Both photos by Edward Wilkomen.

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T & NVR Last Run

By: Bruce Ballantyne

THE LAST FEW YEARS HAVE NOT BEEN GOOD FOR the Ottawa railfan community. Since 1982, we have lost all or part of some of the few branchlines left in eastern Ontario and western Quebec. The most recent, CP Rail's M&O Subdivision between Ottawa and Montreal via Vankleek Hill, was abandoned only a month after the CTC decision was issued. Another abandonment jeopardized the steam operations to Wakefield Quebec using ex-CP 4-6-2 No. 1201. At the eleventh hour an agreement was reached between CP and municipalities through which the line passed and the Wakefield portion of CP's Maniwaki Sub. was sold to these municipalities.

However, as if these abandonments were not enough to pain the heart and soul of a rail buff, we were all shocked last April by the news that the last logging railway in eastern Canada (and for awhile the last in eastern North America), the Thurso and Nation Valley Railway (T & NVR) would cease operations by the end of June 1986 at which time the whole line would be ripped up!

Many of us in Ottawa, through the Bytown Railway Society (BRS), had come to know the T & NVR well. They had generously donated their official car, ex-CP No. 27, last of its kind*, then provided their railway shops and a lot of material for the Society to undertake an extensive restoration program. When Car 27 was back in running order, the company even

provided many opportunities to run it on the back of their trains.

Needles to say, good friends were made among BRS members and the railway, in particular with the superintendent, Gaetan Lafleur. We all «felt» for Gaetan when the news broke of the impending abandonment. Although everyone was sad about it, we know it meant more to him. His grandfather and father had worked on the railway and Gaetan had followed their example by starting work on the T & NVR at a young age.

We knew that, when it came, the last run would not only be a farewell to a railway but to some good times as well for many railfans in Ottawa.

Finally, on June 20, 1986, the final day came and Gaetan kindly offered to include Car 27 and the Society's ex-CP caboose No. 436436 on the last train to the end of track. This is an account of that trip.

Rather than review the history of the Thurso & Nation Valley Railway (this was covered in issue no. 147, Canadian Rail), let's look briefly at the territory through which the line passed to set the scene for our journey.

As the T & NVR left the Thurso Pulp and Paper property, it climbed steeply for the first mile until it reached more level ground above the Ottawa River flood plain. The area here is dotted with farms and rolling hills. The railway itself was a



Thurso Railway G.E. 70-tonners No. 7 (5131) acquired new by the railway; No. 11 (5133) ex-C.N. 29; and No. 12 (5134) ex-C.N. 36 haul a log train south near Duhamel in May 1986.

Photo by Doug Smith.



Until a few years ago mile 46 was a major loading area with long rows of logs filling the open spaces shown in this photo. By May 1986 when this photo was taken, most of the loading was being done further south at mile 26. Nos. 7 and 12 can be seen in the distance preparing a log train for the trip south to the mill.

Photo by Doug Smith.

winding roller coaster course extending 56 miles north of the town of Thurso Quebec. As the line progressed north, the landscape gradually changed as farms gave way to forests. By the time mile 26 was reached, the farmland had disappeared although there were still a number of small communities whose livelihood depended on lumbering. However with the numerous lakes which the T & NVR passed, the area had become cottage

country and during our trip we passed many summer homes spread along these lakes. Gravel roads now cut through the landscape to provide access and it is these roads which helped bring the demise of the railway as it gave way to trucks.

The last 20 miles were bush country where dense growth was broken only by clear blue lakes and streams which greeted the traveller providing a scene never-to-be-forgotten. In a number of locations the railway passed through narrow deep cuts where the forest reached out and almost touched the train.

But despite the rough terrain through which the railway traversed, the T & NVR was always a well-maintained operation. The ballast was always weed-free and the ties in good condition - a credit to the crews who over the years provided continuous maintenance.

The last run was to be a regular working run, no special, no banners and no bystanders to bid fond farewell. The train departed at 8:40 AM with GE 70 tonner # 12, a half dozen log cars, a flatcar, the railway's crane and gondola plus the BRS's caboose and Car 27. Eleven members were in attendance and it had been decided to do the last run in style! A full course meal was to be prepared including avocado, baked potatoes steak and pies with a bottle of red wine to complement the dinner.

Everyone relaxed in Car 27 except for a few who wished to rough it in the van and watch the countryside roll for the last time. Stories were told of the many pleasant experiences on the T & NVR and Gaetan provided additional ones from earlier years when he was a young lad.

At mile 26 a brief stop was made while the crane picked up some unused ties and placed them on the flatcar. At the same



Thurso Railway Nos. 12, 11 and 7 climb the grade out of Thurso with a train of empty log cars in tow. This grade, which begins right outside the main gate, carries the track out of the Ottawa River valley into the hills of the Canadian Shield.

Photo by Doug Smith.



Scene along the right-of-way on the Thurso Railway at mile 31 looking south.

Photo by Bruce Ballantyne.

time the log cars were dropped off for one last pick up the following day. At mile 36, another stop was made to pick up more ties. Wild flowers were in abundance all along the right-of-way providing an array of bright colours. Mike Iveson, deciding it was only fitting that our dinner table be graced with some of this colour, began to gather up a bouquet of daisies, buttercups and orange hawkweed. Several others joined in and the result was a colourful mixture which looked appropriate on the table.

The next stop took place at mile 38 where the railway maintained a wooden locomotive shop at Duhamel. The building is now used by the local fire department. At this stop the crane picked up still more ties plus a speeder and several trailers. There was sufficient time again for the travellers to stretch their legs and take pictures of the action. Soon we were on the move again only to stop a short distance further north where the crane and flatcar were dropped off. Now the train consisted only of the gondola, the van and Car 27.

Our next «scheduled» stop would be for lunch but an unexpected one was made prior to this because of a fallen tree across the tracks (logging crews must have figured the railway was already closed as they had let the trees fall where they may). Fortunately the tree was no more than a sappling and with logging railway ingenuity, the errant maple was pulled down to the rail enabling the crew to use the locomotive's wheels to cut it. Necessity, the mother of invention!

Finally we reached our lunch stop at mile 54. Gaetan informed us we could stop for only half an hour so there was little time to waste. Colin Churcher was acting as chef with his son Paul as assistant. They had been preparing the meal for some time and as we all soon discovered, had put together a fabulous dinner fit for a king. There's nothing like a meal cooked on a wood stove. Later, another group was responsible to clean up and do the dishes. They immediately learned what it was like to

wash dishes on a moving railway car, with the water in the sink sloshing back and forth (and sometimes right out of the sink).

True to his word, Gaetan informed us after thirty minutes that it was time to leave. So off we went as everyone attempted to secure their plate and glass so as not to lose a bite (or slurp). Car 27 is not exactly a six-wheeled heavyweight dining car.

At the end of the line the train was turned on the wye and the gondola was dropped off to be used by the company pulling up the rail. The last departure from mile 56 left at 1:10 pm and everyone stopped to look back, knowing that this would be their last time to see this sight. The train now consisted only of engine no. 12, the van and car 27. We proceeded nonstop to Duhamel where Gaetan had to leave for other duties. Everyone shook his hand and thanked him for the many opportunities to ride on the T & NVR.

Many had lumps in their throats as they bid him good-bye. As the train started moving away, Gaetan paused before getting into his truck, looked back and gave a quick last wave before driving off. Certainly a sad moment.

At mile 26 we stopped to pick up some loaded log cars as well as engines 7 and 11 to help pull the heavy loads back to Thurso. This provided us with the opportunity to take some pictures - the last to be taken of a T & NVR log train. The remainder of the trip was uneventful giving everyone a chance to relax and chat about the many happy experiences of the past on the railway.

Upon arrival at the Thurso Shops, there was only one thing left to do. Take a group picture for posterity. An era has ended but the Thurso and Nation Valley Railway went out in style - a fully working railway right to the end with a very memorable last run.

** Except for the body of official car #21 located at Hadashville Manitoba at the Manitoba Forestry Association Site.*



Passengers on the June 20 1986 trip enjoy a steak dinner and wine in the comfort of ex-C.P. official car 27.

Photo by Bruce Ballantyne.



G.E. 50-tonner No. 10 (5132), originally Singer Manufacturing (New Jersey) No. 1, is seen moving along the tracks at the back of the mill property where the loaded log cars used to be brought in for unloading.

Photo was taken in July 1985 by Bruce Ballantyne.

T & NVR POST SCRIPT

At the time of the June 20 trip, we knew that our train would not be the last run over at least a portion of the T & NVR, just the last to the end of track. We were told that another train would be going to Singer, mile 26, the next day and that this would be the last run. There were a number of loaded log cars to be picked up although two had been derailed and their loads dumped along the right-of-way where the cars had overturned. These would be left behind.

For the summer all was quiet and everyone anticipated that the T & NVR would be no more by the end of August. To our surprise, a call was received in mid-September from Gaetan Lafleur advising that a special train would be going as far as Duhamel (mile 38) to pick up a few things and to retrieve the derailed cars at Singer. Gaetan asked if he could use the BRS caboose and in return we could couple on car 27 and come along for the ride. What a surprise! Another « last run ».

September 26 was set for the run and nine members of the Society plus Gaetan's brother André boarded car 27 on that day for an 8 o'clock departure. The only thing missing was the sun to accentuate the autumn colours which were almost at their peak.

As before, this « last run » was a working train and its consist included engine no. 11, the T & NVR crane, 3 flatcars on which to load the retrieved equipment, the BRS caboose and of course car 27.

Promptly at 8:00 AM the train departed from Thurso and proceeded up the steep grade out of town. Progress was slow due in part to the fact that crossings had to be approached slowly since motorists would not be expecting a train. None of the few crossing signals along the route were working so member Jacques Beaubien who was going to chase the train offered to act as flagman to protect these crossings. At mile 17 track conditions (rusty, wet rails etc.) caused no. 11 to stall on a hill and progress was further delayed while several attempts were made to climb the hill.

At mile 29.5 the beavers had built a dam causing the water to rise over the tracks. With the clam shell bucket on the crane, the crew made short work of the beavers' efforts and the backed up water surged down the stream. This procedure was repeated several more times before the day ended. It doesn't take nature's creatures long to reclaim their territory.

At Duhamel, the crew began their work of recovering some of the equipment. A fuel tank on legs was hoisted onto one of the flatcars where it sat on « all fours » for its trip back to Thurso. This homemade fueling facility was another example of logging railway ingenuity, having been made from the diesel fuel tank of a scrapped 70 tonner. Duhamel was the end of the line for this trip as work crews had pulled up track back as far as mile 40 just two miles ahead.

The train backed the 12 miles to Singer where the second recovery of equipment occurred. The overturned flats had been

cut up into three sections and the crane easily lifted each onto one of the flatcars. A second homemade fuel tank was also picked up and car 27 and the van were moved to the back of the train.

Departure from Singer was at 1:30 and the remainder of the trip was uneventful. Thurso was reached at about 3 PM.



Lac La Ferme (formerly Bass Lake) forms a scenic view from the Thurso Railway as it follows along the shore. Picture is looking south.

Photo by Bruce Ballantyne.

It is hoped that luck will prevail and perhaps another trip could be possible in the spring. It is expected that dismantling of the line will only be completed as far as Singer by winter. Certainly there will have to be a reason for such a trip but another «last run» would be nice.



The reason for the September 26 1986 trip! One of the two overturned flat cars lies in the ditch waiting to be picked up and returned to Thurso for scrapping.

Photo by Bruce Ballantyne.



The last train on September 26 1986 stops to pick up the fuel tank at Duhamel, the temporary "end of track" until work crews reached the village later on. G.E. 70-tonner No. 11 leads the train.

Photo by Bruce Ballantyne.

THE EDMONTON YUKON AND PACIFIC RAILWAY...

by: Lon Marsh

HOW MANY PEOPLE TODAY WOULD believe that a Railway line no longer than ten miles in its entire length existed in our beautiful city of Edmonton many years ago. It is very hard to believe, but such a line did exist and is classed as a very historical possession in our city.

In 1896, the Edmonton, Yukon and Pacific Railway was chartered as the Edmonton District Railway to construct lines from Edmonton to Strathcona, St. Albert, Fort Assiniboine, Fort Saskatchewan and on to the Sturgeon River with a branch line into Stony Plain. When this venture failed to develop, it was then reorganized as the E. Y. & P. in 1899. About this time, it came into the hands of Mackenzie and Mann, who saw it as a useful tool in expanding their Canadian Northern Railway empire westward from Manitoba. Mackenzie and Mann were very quick in building the first 4.5 mile section of the line from Strathcona into Edmonton to gain a foothold on the river crossing. The route started at the southern end of Strathcona, next to the C.P.R. mainline, and wound northeast to descend the grade to cross the river on the Low Level Bridge near

the foot of 101st Street. Here a temporary station was built at the foot of McDougall hill, below the embankment on the north side of the river, where the grades were steep despite the circular route taken. A quote from the *Edmonton Bulletin* read as follows: "Following instructions received Saturday, Manager Pace started a gang of men at work this morning laying out the site for a building at the junction of the spur line with the C&E (Calgary and Edmonton) below Strathcona. This building will be about 20 feet square with platforms. The size of the platforms has not been stated yet. The telegraph wire on the C&E line will be tapped at this point and an office arranged and operator kept in the building. A ticket office and small waiting room will also be provided. The telegraph line will be run into the Edmonton, and an operator kept at this end of the spur. Definite instructions regarding the operating of the spur are expected at any hour."

... Another quote reads: "The Canadian Northern station at the foot of the hill has been rather a neglected spot since the civic holiday. (To celebrate the crossing of the first



The original grade can still be seen heading west where the E. Y. & P. had a connection with the C.P.R. South Edmonton rail yards in the far distance. This is where it left the ravine.



This is where the old line entered Mill Creek ravine.

ALL PHOTOS TAKEN IN MAY 1987 BY LON MARSH.

train into Edmonton, 1902) However, there is still a certain amount of stir about the place, all tending to have everything in readiness for the time when regular train service will have begun. A large heating stove has been set up in the waiting room and a good fire is kept going all the time. The doors of the waiting room are unlocked during the day; a telephone has been installed in the operator's office, ready for use. Additional sidings are being laid west of the station. The track from the station to the junction with the C&E was all ballasted and in good shape before the ground froze up. The town council is having Second Street graded down to the station so as to make a straight road north from the station, up Bellamy Hill to the town. The road from the foot of Ross

hill, leading past the Edmonton Hotel, down to the station is being cut away so as to make a lesser grade and more space between the rails and the hill."

The first train over this new line was hauled by Canadian Northern Locomotive No. 26 a 4-6-0, crossing the river on October 20th, 1902 and arriving at the station at 4 p.m. This was the first train to cross the North Saskatchewan River and the first one into Edmonton. The crew were: J.E. Entwistle who was engineer, superintendent and mast mechanic; Mr. Bohm, fireman; and Mr. Pace as general manager of this new line. Mr. C.A. Hyndman was the first telegraph operator employed by the old E.Y.&P. He worked for many years at the station located on the north side of the river, which was



It's a very scenic bike ride through here in the summer. Old rail lines can still be put to good use after all!



All the old trestles were left as they were, but there's fenced railing along the sides for safety.



There have been a few changes since the days when a train was photographed at this location in 1903. Modern 76 Ave. runs in the center of this photo. The old trestle can still be seen in the left of this picture.



Another view of the old trestle alongside 76 Ave. looking west.



The old railway grade is now a paved bicycle and hiking trail through the ravine.



A railway signpost stands as a silent sentinel to a busy railway which once ran through Mill Creek ravine.



One can remember as a child all the railway tank and boxcars sitting on a siding beside the loading doors of Gainer's meat packing plant (center of photo). It's since been closed. When the steam whistle on the boiler house stack (far left) went off at 5 minutes to the hour, and you hadn't arrived at your mandatory destination yet... you were in trouble!

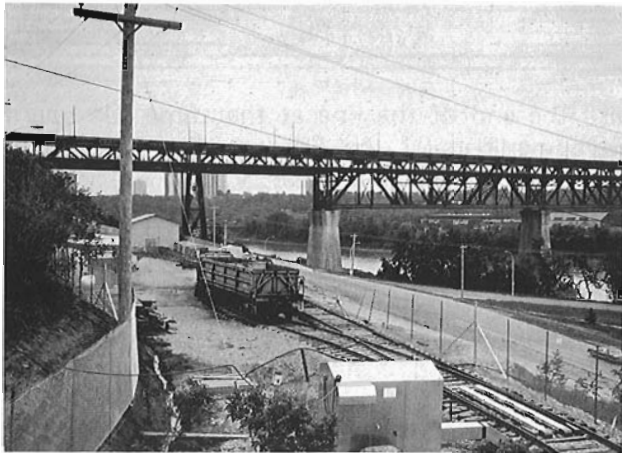
also the end of the line at that time. On board were members of the Edmonton town council, railway officials and other V.I.P.s. The drab flat cars were draped in green and the locomotive, with its high smokestack trailing a long black banner in the wind, transported a merry party back to the top of the South Side hill. Observation cars in those days, held their perils, and against the persistent cinders and sparks of the engine, the gaudy parasols of the ladies began to take on the moth eaten aspect of cupboard derelicts. It was still a grand celebration and when the cars were placed in front, rather than behind the engine, things were considerably better.

The first actual passenger coaches that entered the northern part of what was to be Edmonton, did not do so until June 4th, 1904, carrying the delegates of the Grande Lodge of Manitoba Masons. (Edmonton received city status in 1904.) The south end of the line made a junction with the Calgary and Edmonton railway from Calgary. There were four trains a day each way, carrying passengers and freight. The fare was 25 cents for passengers, as regular passenger service did not go into effect until December 17th, 1905. On the north side, there was even a turntable for the engine. This, of course, was used for the engine to be turned around in order to make its trip back.

... Many Indians, who camped on Rossdale flats, had never seen an engine or a train, much less ever ridden in one. Twelve of the braves however, were persuaded to trust themselves to the mercies of the panting monster that they regarded with such awe! They were bundled into a box car, and hurried back and forth across the river. It was an epoch for them. Their Chief could not be induced to follow their example ... "What man does what the Gods do", he felt reasonably justified in refusing to tangle himself in the intricacies of their magic.

In November, 1905, the Canadian Northern main line reached Edmonton from North Battleford, arriving from the Northeast to the new station site north of the river (bordering 104th avenue), but not connecting to the "original" E.Y.&P. line.

Mackenzie and Mann expanded their system in Edmonton. In December, 1906, an extension was made west from the station via St. Albert to Morinville. The first section to E.Y.P. junction



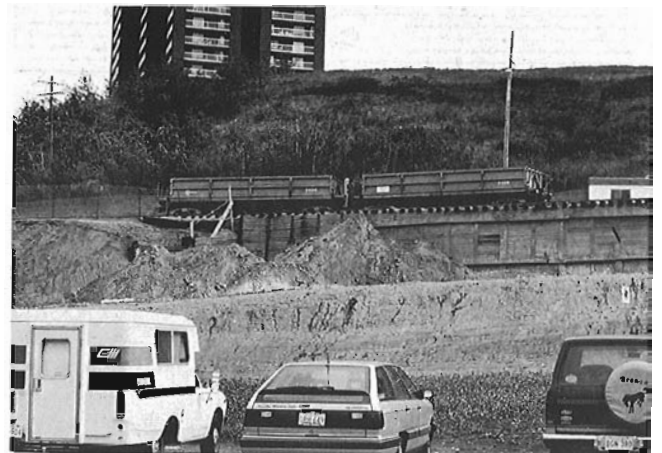
This photo shows where the old grade went under the High Level Bridge and around Victoria Park. The cars in the center are used for hauling out the soil residue of the Edmonton Transit's south (under-ground) extension of the L.R.T. which will cross the river at this point into South Edmonton.

was built by the Canadian Northern; the balance under the charter of the Edmonton and Slave Lake Railway. From this line, another line struck west from Edmonton Junction to Stony Plain. This was built under the charter of the E.Y.& P., and the line was opened in June, 1907.

Finally, the E.Y.& P. was connected to other lines in February, 1908, the remaining 3.2 miles was opened from the station at Ross grade up to the Canadian Northern main line at E.Y.& P. junction. The E.Y.& P. had not yet been fulfilled, though. In December, 1914, the Alberta Midland, which was a subsidiary of the Canadian Northern, reached west from Camrose to join the E.Y.& P. at its origin in South Edmonton. This was to be used as its main-line access to the Edmonton terminal on the North side. This allowed the trains to operate to and from the Canadian Northern (main) Edmonton station, via the E.Y.& P. to the Alberta Midland



The E. Y. & P. Railway becomes a paved cycle and walking trail just above the Victoria Park golf course. This view is looking east.



Another view of the dump cars on Edmonton Transit's new little "shortline railway".

route. After leaving the main line at E.Y.& P. Junction, they travelled:

- south down the eastern slope of Groat ravine;
- above the civic golf course (some of the old grade can still be seen today);
- under the C.P.R. High Level Bridge;
- east along the river flats;
- past McDougall hill and the sight of the 1902 station;
- south across the Low Level Bridge (shared with the Edmonton Street Car system);
- past the old Edmonton City Dairy Plant;
- south up Mill Creek ravine to Gainer's Packing plant, to join the C.P.R. at Strathcona junction.

The trains then proceeded south to Terminal Junction, and on to Strathcona station, where



The old grade above Victoria Park golf course is in parts just a gravelled hiking trail. View looking east.

udham Building Supplies is now located. In 1929, the passenger service was officially discontinued, and the line now became a freight carrier. In 1952, Edmonton Civic officials asked the C.N.R. to abandon the E.Y.& P. in order to make improvements on the north bank of the river, and allow for new roadway construction. The C.N.R. officially authorized the abandonment on December 11th, 1953. On April 29th, 1954, a special train was operated. The Hon. J.J. Bowlen, then our Lt. Governor, drew the first spike to start the removal of 9.2 miles of track of the E.Y.& P.

This ceremony took place at the foot of McDougall hill, near the site of the first E.Y.& P. station, which was built on that historic day of October 20th, 1902. On May 29th, 1954, the old E.Y.& P. trackage was officially abandoned. Mr. George Clark was the conductor of the last train operated by the E.Y.& P. The engineer was Mr. Stuart Craig, and the fireman was Mr. Harry Konowalchuk. There were still 2.7 miles of track running from Terminal Junction, through Mill Creek ravine, to Gainer's meat packing plant, retained as a spur. However, in 1980 - 82, all of this 2.7 miles of spur track and ties were lifted for use at the Alberta Pioneer Railway Museum in north Edmonton. The original grade was paved and is now used as a bicycle and hiking trail. This is now part of Edmonton's "Capital City Recreation Park" Plan.



Using the power poles (left center) as a guide from old photos, the old grade is easy to find. View looking west.

While the E.Y.& P. carried a long fancy name, it never got beyond Edmonton's boundaries, much less up to the Yukon or the shores of the Pacific. Even though other lines joined it, the E.Y.& P. still kept its record length of ten miles in Edmonton.

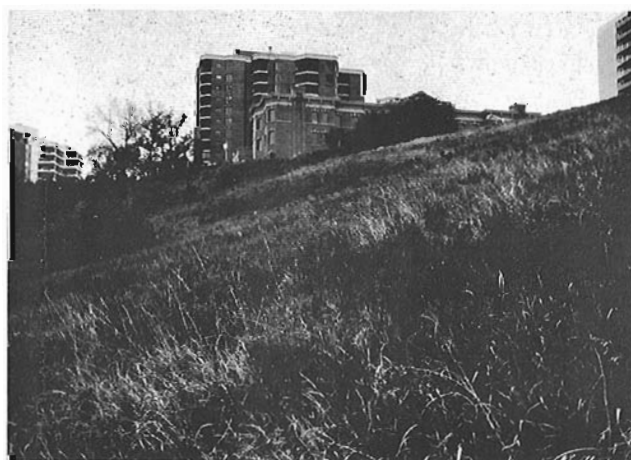
... As a young lad walking home from Ritchie School in the mid 1960s, it was always fun walking on the tracks to gather pockets full of old spikes, date nails, etc.; or standing just beneath one of the trestles, and looking up to see the Gainer bound 5:00 P.M. freight rumble overhead. The sound was that of an earthquake on the eardrums. Sights and sounds of childhood one will never forget !

... A most colorful history of an interesting Railway indeed !

... Lon Marsh

SOURCES

- ... *The Edmonton, Yukon and Pacific Railway, A Researched History* by R.F. Corley (Revision of October 1, 1984);
- ... *The Edmonton Bulletin* (1901 - 1902);
- ... The helpful and friendly staff of the City of Edmonton Archives which I owe my gratitude.



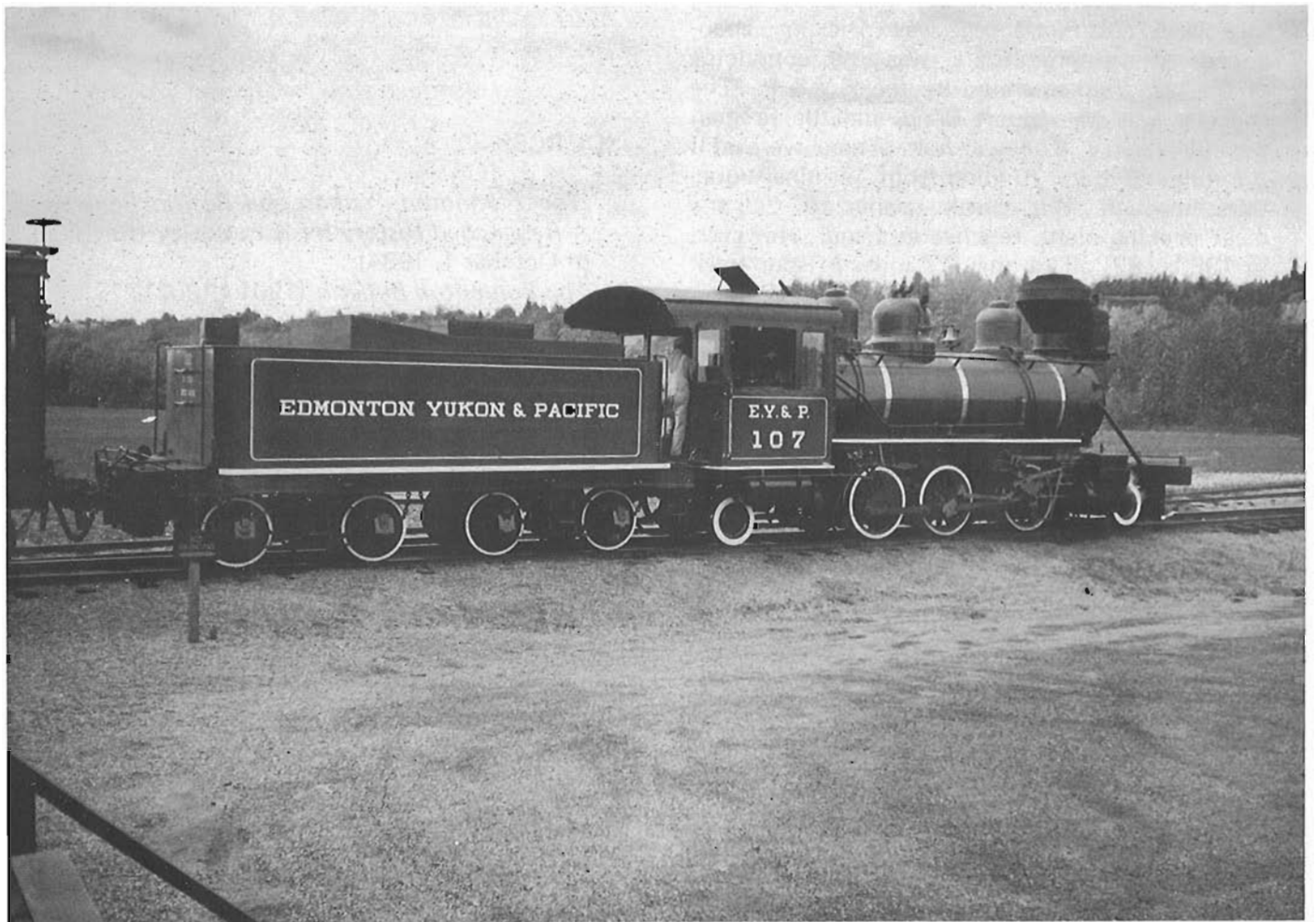
The old railway grade disappears entirely for long stretches at a time in certain areas. Time and rains over the years have done there job on the hillside. This view is looking up hill towards the old Lamarchand mansion.



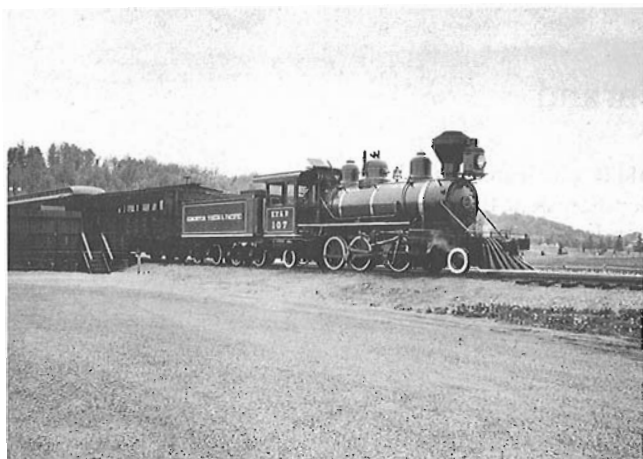
The location of this photo has changed greatly since the trains first ran here in the early part of the century.



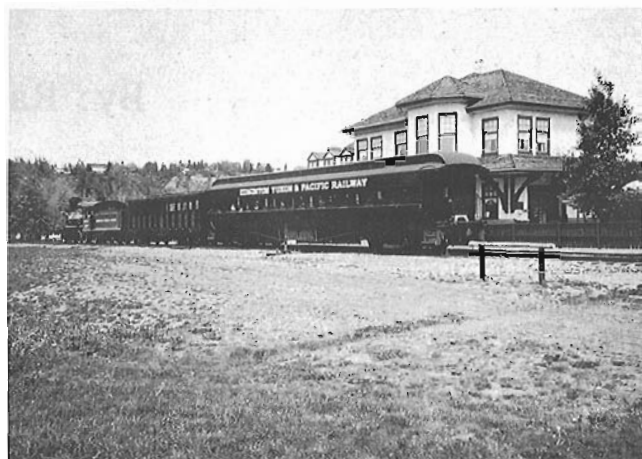
The E. Y. & P. reappears under dense vegetation farther along the hillside. The old line would leave the river valley and climb up toward 125 street (distant center) and toward the downtown C. N. R. station. This view is near 123 street looking west.



A striking tribute is paid to the Edmonton Yukon and Pacific Railway from which this train takes its name. The train takes visitors around Fort Edmonton park.



Another view of the fine little train in Fort Edmonton park. Engine 26 made the original crossing over the Low Level bridge on October 20 1902.



The train waiting for the highball at Fort Edmonton park train station. This station serves as the main entrance into the park. There is an admission charge.



The cars are painted a very dark green colour to match the rest of the train's decor. The E. Y. & P. name never existed as a corporate identity on any piece of rolling stock of which the writer is aware during the little railway's life.

Pontiac Pilgrimage

By: Ray Farand

INTRODUCTION

THE FACT THAT A PORTION REMAINS OF CP'S Waltham Branch which runs between Hull and Waltham Quebec (78 miles) can be attributed solely to the existence of the abandoned Hilton Iron Mine near Wyman (mileage 33.7). Although the mine no longer produced the iron ore which had been extracted since the early 1950's, it has become a good source of ballast for the railways in eastern Canada. It is this material which keeps the trains rolling off and on during the summer providing Ray Farand with the opportunity to ride on what is left of the Waltham Sub. and to tell the story of his trip.

The history of the branch began in 1870 when the Compagnie du Chemin a Lisses de Colonisation du Nord de Montréal, after having completed the railway between Montreal and Ottawa (via the north shore), was authorized to build a line to Deep River Ontario from Hull. A look at a map of the Ottawa River Valley shows that such a route along the north shore provides a fairly direct route to Pembroke and thence to North Bay and the west. The name of the railway was changed, becoming the better known Quebec, Montreal, Ottawa and Occidental Railway (QMO & O) in 1873.

However, with the QMO & O's takeover by Canadian Pacific along with the Canada Central between Ottawa and Pembroke, the push to build a line along the north shore west of Hull was abandoned by the QMO & O's new owner.

But the local residences of the Pontiac region through which the Waltham Sub. passed were not about to let the idea fade. The Pontiac Pacific Junction Railway was therefore formed in

1880 with authorization to build west of Hull to a suitable location along the Ottawa River where the line could cross and continue to Pembroke.

The track was completed to Waltham by 1888 where it ended for good. A major bridge across the Ottawa River would be necessary and this would require a great deal of money. This money could not be raised so the Waltham Branch became a rural branchline.

Things got busier in the early 1950's when the Hilton mine opened but the western portion remained a mainly rural operation. Passenger services was abandoned in 1959 and freight service became intermittent from then on. The fact that the section between Wyman and Waltham survived until 1983 is surprising considering the limited amount of business that was generated.

For now the remaining 33.7 miles of the Waltham Branch are secure, at least while the ballast material is there. Here then is an account of one trip on a ballast train which among the crews is known as « The Hilton Mine Turn ».

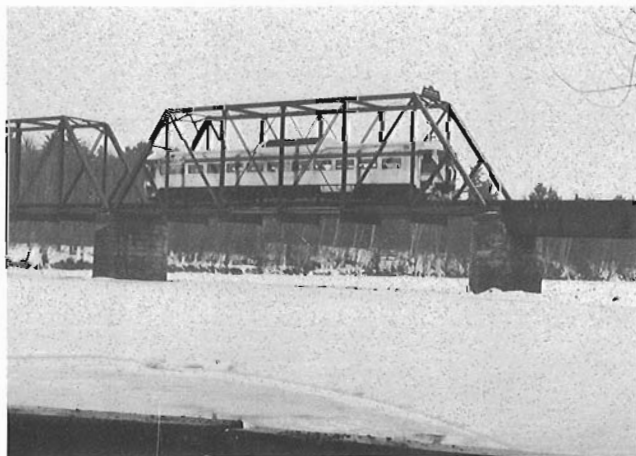
It's almost Noon as I arrive at Walkley Yard. If everything turns out as planned, I will be spending the remainder of the day aboard a rock train (the Hilton Mine Turn) on CP Rail's Waltham Subdivision.

Action on my scanner indicates that No. 85, the connecting freight train from Montreal, is in the area.

As I enter the yard office, I greet the Terminal Supervisor and fill out the necessary clearance forms.

"Has No. 85 arrived at Gatineau?"

"No, not yet. They hit a cow three miles east of there and have been delayed."



*C.P. RDC-1 No. 9049 (now VIA 6124) pauses for a photo stop on the bridge at Davidson Quebec on the now-abandoned portion of the Waltham Branch. The photo was taken during the March 1973 Bytown Railway Society excursion.
Photo by Bruce Ballantyne.*



*Another view of 9049 on the March 1973 excursion, this time at the Franceschini Sandpits which once provided a good deal of business during the summer for the Waltham Sub.
Photo by Bruce Ballantyne.*



*C.P. 4200, 1813 (ex-8756) and 8765 pass through Breckenridge Quebec on April 27 1983 with a load of ballast bound for Ottawa.
Photo by Earl Roberts.*

I am not surprised. Cattle and trains have enjoyed a close relationship over the years. Too bad cows can't read time-tables. Sure hope this isn't a sign of things to come.

The crew for the mine job is from Smiths Falls and arrive shortly after I do. Their questions directed at the Supervisor are much like mine and his responses bring only a few grumbles. I guess this is nothing new for them. Much to my delight, I recognize the engineman and the conductor. The head end brakeman is relatively new to the road and will be making his first trip "up the line", as they say in the "Pontiac".

After an exchange of pleasantries with the Conductor, including his approval to ride with him in the van, I do my best to stay out of everyone's way. The last thing I want to do is to make a nuisance of myself.

Outside of the yard office and next to the diesel shop sits RS-18u No. 1820, patiently awaiting sister engines 1807 and 8796 (RS-18) off Train 85. The three units will be used for the Mine Turn which today, with 51 hoppers, 2 box cars, and the van, is the biggest of the year. I learn that the box cars are carrying supplies for the section gang and have been billed to the mine.

It's almost 14:00 when No. 85 finally backs into the yard. An agitated conductor steps down and is greeted by the Supervisor. In broken English, he takes out his frustration on the official who handles the situation quite calmly and says very little. The Skipper's condition doesn't improve a great deal

when he's informed that return train No. 86 can't leave for Montreal until the mine train returns from Hilton which in all likelihood won't be until well past midnight.

The idea of a long layover in Ottawa, especially on a weekend, doesn't sit well and he stomps off to talk to the Montreal dispatcher, muttering something about booking off and taking the bus home.

I approach the Supervisor and I'm told that the gentleman in question, "tends to get a little worked up." Ah, the joys of railroading. Needless to say, the cow has had nearly as much impact on the front of Locomotive 1807 as the conductor's impatience.

After a crew change, the three units are mu'ed and our train is assembled. Two of the hoppers brought in from Montreal have doors jammed open. Unsuitable for loading, they are cut out. With things progressing quickly now, I return to the yard office to pick up my gear and check to make sure that I have my signed release form in case any unexpected railway officials happen along.

As I enter the yard office, the telephone rings. It's Hilton Mines wondering if a train will be coming up. With a few calming sentences, the Supervisor assures the other end that things are starting to roll.

By 14:30, we're just about ready to leave. The conductor walks the train, making his Number 1 brake test, while I board van No. 434529, my home for the next ten hours.



*The two-stall engine shed at Waltham Que. as it appeared in 1965 shortly before it was demolished.
Photo by Bruce Ballantyne.*

Suddenly we lurch ahead. After a few car lengths, however, we come to an abrupt stop. I peer out around a corner of the van and see the conductor standing nearby. I'm told that another car has to be set out before we leave.

Finally, at 15:00, our train is rolling under the Bank Street bridge. I stow my belongings and prepare to climb up into the cupola, taking the time to ask the conductor which side he prefers to sit on. Let's face it, it's his train!

With his choice made, we both settle in. We pick up speed, and clatter over the Ellwood Diamond (junction with the CN Beachburg Subdivision) and head for the Ottawa River and the Quebec side.

A milestone in my life is reached as we rumble across the Ottawa River and swing around the south leg of the wye at Wamo (Junction of the Lachute and Waltham Subdivisions). This is the first time in 25 years that I have ridden on the Waltham Sub. Considering all of the abandonments that have taken place locally over the past few years, I find it surprising that the opportunity still exists in 1986. Even more amazing is the fact that it can be accomplished aboard a fifty car freight. I savour the moment.

Along Brunet Boulevard in Hull, traffic comes to a stop at the several grade crossings. In front of an apartment building,

people are standing around enjoying the sunshine and wave as we pass. It feels strange to be the focus of their attention. Normally I'd be down there with them. Dutifully I return their greetings, considering it my unofficial responsibility.

"I wonder what it is about trains that makes people want to wave?", I ask the conductor. He replies that he prefers it that way as opposed to those who like to throw things. Fortunately, he continues, only a small percentage are inclined in that direction. The conversation remains on this subject until we're past the Champlain Bridge.

Out along Lucerne Boulevard, better known as the Lower Aylmer Road (nee the Hull Electric Railway), we pick up speed and I'm cautioned to keep my head and arms well inside the cupola window as we pass through a narrow corridor of trees. It is easy to get scratched and cut by the many branches if caution is not employed. It will be this way until we are past Breckenridge.

Soon we roll through Aylmer, under an increasingly cloudy sky. Once again many of the locals extend their greetings. As we highball out of town, our speed accelerates to the permissible maximum of 25 mph and our van rocks back and forth. This certainly isn't CWR, but it's not bad, all things considered. Dunc duFresne, you'd love this ride. Given your opinions of the Waltham Subdivision, the pike must still be like the good old days.

Now in cottage country, the line climbs and dips, respecting the topography of the east shoreline of the Ottawa River. As a kid, I recall riding on the passenger train from Campbell's Bay to Ottawa and looking out over the river. Today, the river is for the most part hidden from view by the thick vegetation that has grown up over the past twenty-five years.

At mileage 15, we encounter a slow order, the first of three, and crawl across the creek at Breckenridge. I wonder how much tonnage that the little timber trestle has seen over the years.

After passing the section shed opposite the former station site, the track sweeps around a wide curve that has often provided an excellent camera location for railfans. The sky is becoming increasingly dark and lightning can be seen in the distance.

At Parker, a pelting cold rain makes any further photography impossible. The conductor tells me than an old wood sleeping car that used to be located on the south side of the tracks in an



*Extra 1832 passes near Luskville Que. on July 29 1986 on its way to the Hilton mine with engines 1832 (ex-8757), 8784 and 1813 (ex-8756). This is typical of the landscape through which the Waltham sub passes on its way to the mine.
Photo by Ray Farand.*

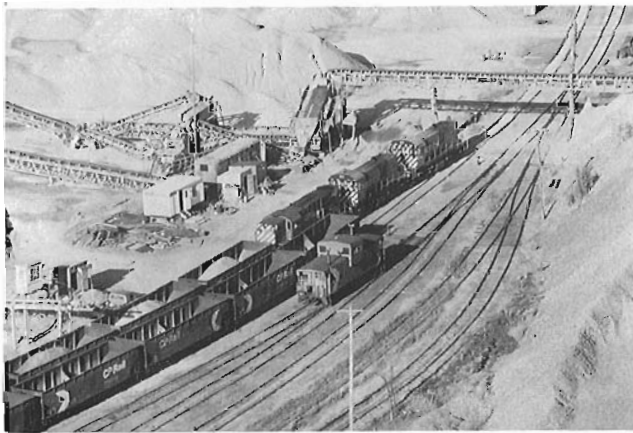
adjacent barn yard has been removed. Does any one know its fate?

Before long the Quyon mile board appears on the north side of the train. Soon we cross the Quyon River on a newly refurbished bridge and wind our way up to Wyman and the spur into the mine.

Radio chatter between the head end and the conductor is becoming more frequent and the head end brakeman is reminded that he must detrain to throw the switch that will take us to the mine spur. By now the rain has nearly stopped, making his task considerably easier.

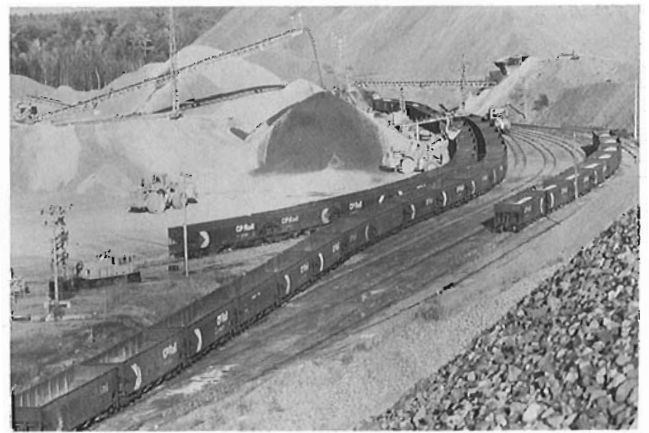
We creep down the spur and come to a stop, shortly after 17:00, approximately two hours after leaving Walkley Yard. CP Air would have had me half-way to Calgary in the same amount.

Reprinted from "Branchline".



This close-up of the operations at the Hilton mine shows the ballast-loading facilities as they appeared in August 1986. Engines 8032, 8027 and 8758 are preparing a train of loaded cars for the return trip to Ottawa.

Photo by Ray Farand.



An overview of the facilities at Hilton illustrates the "mountains" of ballast material available. The small locomotive at left is a Plymouth built in 1955. It came from the Franceschini Sandpits further west in 1979.

Photo by Ray Farand.

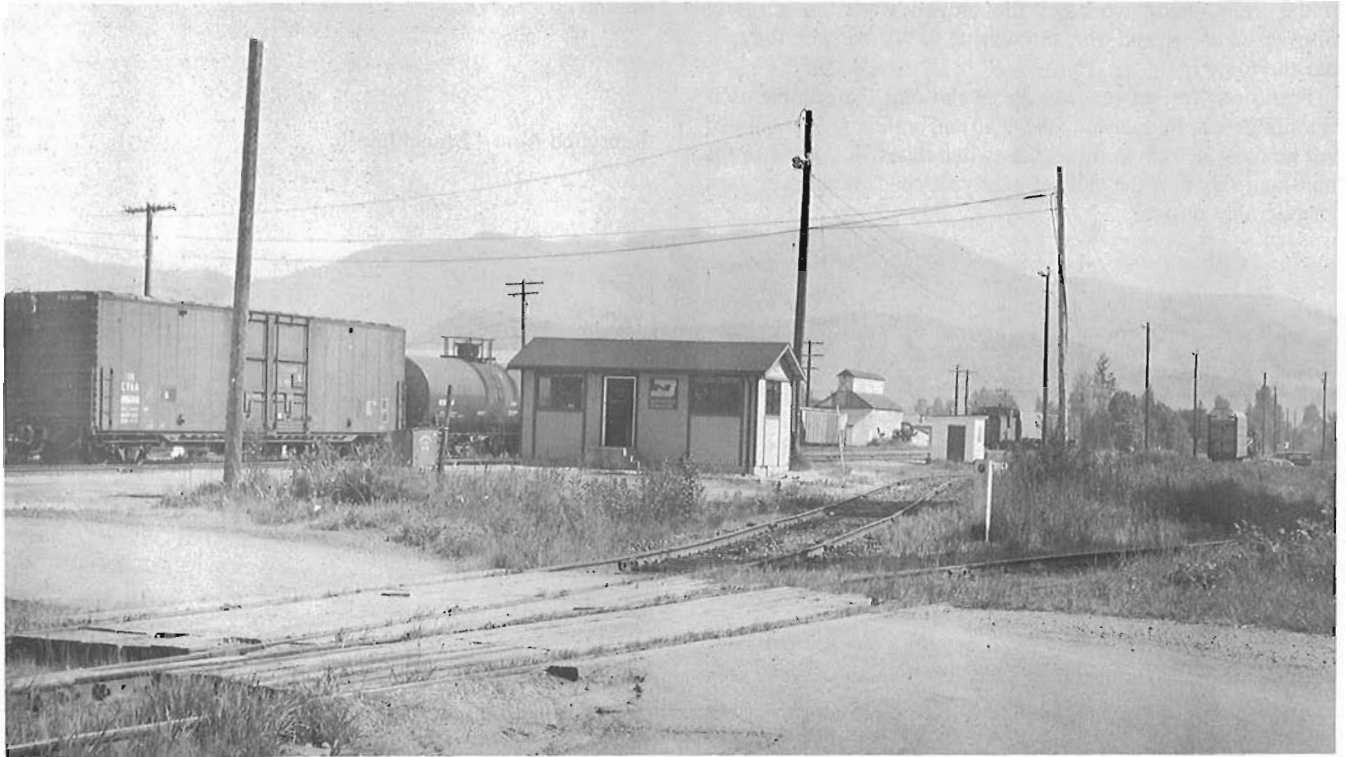


C. P. 1813 (ex-8765) and 8796 cross the bridge westbound over the Quyon River on July 21 1986 (the 150th anniversary of Canadian Railways). Note the old concrete piers from an early bridge likely replaced when the mine was opened in the early 1950's.

Photo by Ray Farand.

BORDERLINE PHOTOS

BY INTERNATIONAL RAILFAN (CANADA TO CHILE) EDWARD WILKOMEN
From South of the border down Wisconsin way.

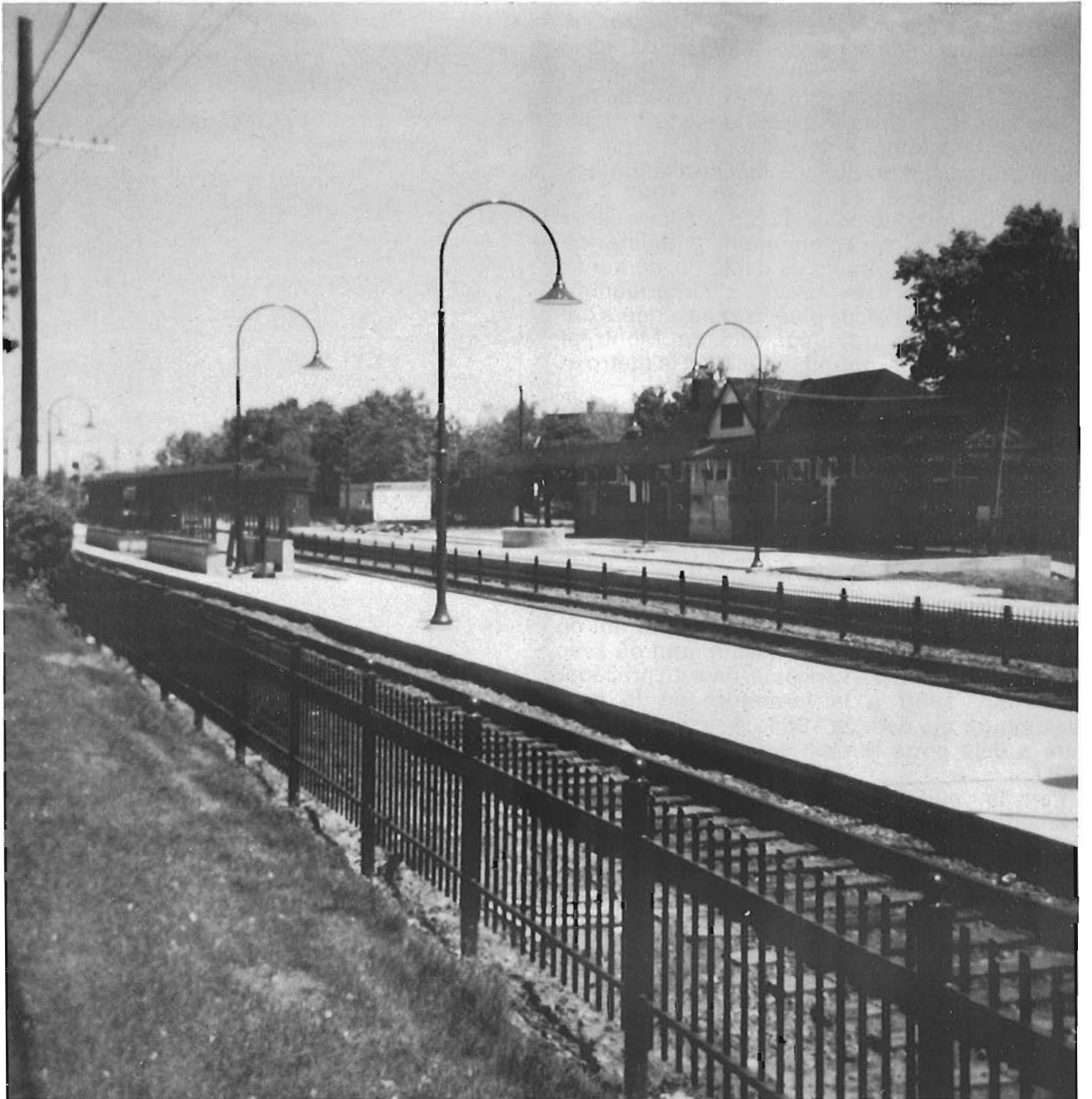


View into Sumas Washington from Huntingdon B. C. Undefined international frontier is actually just beyond the road. Track at far left is the Burlington Northern connection to the B. C. Hydro railway. CPAA box car is used in international service. Track in foreground is Canadian Pacific connection to Northern Pacific and former Milwaukee Road.



Then Ed. Wilkomen strolled back into his own country and shot a view into Canada. Note that at the exact border the tracks (MILW on the left and N.P. on the right) have compromise joint bars on them. This is because Canadian Pacific likes to use larger size rail.

LE TRAIN DE BANLIEUE A MAINTENANT UN ACCÈS DIRECT AU MÉTRO



*Vue Générale de la gare de Montréal-ouest le 2 juin 1985 à 1 h00 p. m. . On remarque sur la photo que les rénovations ne sont pas encore complétées. Dès la réouverture les passagers pourront utiliser un tunnel qui reliera la gare au quai central.
Photo de Daniel Poirier.*

La ligne Montréal-Rigaud vient de franchir une autre étape. En effet, le train de banlieue rencontre depuis lundi, le 3 juin 1985, le métro à la station vendôme.

C'est donc dire que les passagers du train n'ont plus besoin de se rendre à la gare Windsor pour transférer avec le métro.

Dès leur descente du train à la gare vendôme, les voyageurs n'ont qu'à emprunter le tunnel qui les mène directement au métro.

Ceci fait parti d'un plan de modernisation des trains de banlieue entrepris depuis 1982. En effet, depuis le 1er octobre 1982, la commission de transport de la communauté urbaine de Montréal opère les trains de banlieue, ce qui fit diminuer le prix d'un voyage à l'intérieur du territoire de la C.U.M. de plus, les passagers qui montent dans le train sur l'île de Montréal peuvent transférer gratuitement avec le métro et les autobus de la C.T.C.U.M..

On procède, en ce moment, à la rénovation de plusieurs gares le long de la ligne. C'est le cas aux gares de Beaconsfield, Valois et Montréal-ouest. On prévoit la réouverture de cette dernière pour l'automne 1985.

Malheureusement, le progrès a souvent raison des installations du passé. C'est le cas à Dorval. Afin d'y installer une gare/station de correspondance autobus-train et un stationnement, on devra bientôt détruire la gare de Dorval qui date de 1887. C'est le cas aussi à Westmount où avec l'ouverture de la gare vendôme, on a dû procéder le 2 juin 1985 à la fermeture de la gare Westmount qui date de 1984. À noter que cette gare a déjà porté le nom de St-Antoine, avant 1897.

Par la suite, on procédera à plusieurs réaménagements de circuits d'autobus de la C.T.C.U.M., afin de mieux alimenter les gares. Les passagers pourront alors compter sur un service amélioré et mieux adapté à leurs besoins.

Daniel Poirier



*Vue partielle de la nouvelle gare vendôme. Comme on peut le lire sur la photographie, les deux paliers de gouvernement ont contribué au projet. Cette photo fut prise la veille de l'ouverture de la gare à 1 h30 p.m..
Photo de Daniel Poirier.*



Vue générale de la gare de Dorval le 3 juin 1985 à 2 h30 p.m.. À noter que cette gare sera vraisemblablement démolie pour faire place à gare tran-autobus et à un stationnement.

Photos de Daniel Poirier.



Dans l'après-midi du 3 juin 1985, le train #24 entra en gare à Dorval à 3 h 08 p.m..

Photo de Daniel Poirier.



Le train #24 quittant la gare de Dorval en direction de Montréal à 3 h 10 p.m. le 3 juin 1985.

Photo de Daniel Poirier.



La locomotive #1305 du train #33 à la toute nouvelle gare vendôme, à 4 h 45 p.m. le 3 juin 1985. On remarque que le train s'arrête toute près des autobus de la C.T.C.U.M., facilitant ainsi les déplacements des usagers.

Photo de Daniel Poirier.



La gare Westmount photographiée dans l'après-midi du 3 juin 1985, à 4 h 50 p.m..

Photo de Daniel Poirier.



*Le train #24 passant devant l'ancienne gare à la hauteur de la 40^e Avenue à Lachine, dans l'après-midi du 28 mai 1985, à 3 h 12 p. m. .
Photo de Daniel Poirier.*



*Voici un train de banlieue sur la voie d'évitement de la cour de tirage de Westmount, au mois d'avril 1985.
Photo de Daniel Poirier.*



Canada Transport Decisions

CURRENTLY ALL RAILWAYS CHARTERED UNDER

federal legislation fall under the jurisdiction of the Railway Transport Committee of the Canadian Transport Commission (CTC). The CTC was created in 1967 as part of the new National Transportation Act passed by the government in 1966. The National Transportation Act marked a new departure for the government as it recognized that transport carriers forced to maintain services as an imposed public duty should receive compensation for their losses. This applied particularly to the railways whose applications to eliminate money losing passenger trains and branch lines were being refused as the services were deemed essential in the public interest. The National Transportation Act consolidated all the various agencies regulating rail, marine, aviation, motor vehicles, and pipelines into the CTC. The CTC in turn established committees to regulate each mode.

The Railway Transport Committee (RTC) replaced the Board of Railway Transport Commissioners which had been established on February 1, 1904 under the amendments made to the Railway Act in 1903. The Board assumed the duties and responsibilities of the Railway Committee of the Privy Council. Thus it was hoped to lessen the criticism of political partisanship or expediency in the regulation of railway affairs. The powers of the RTC like those of its predecessors relate to the location, construction, operation and abandonment of railways as well as the field of rate regulations.

In 1987, the federal government will pass a new National Transportation Act which will deregulate of the modes of transport. The theory is that competition in the market place will encourage increased efficiency and reduce the cost of transportation. The CTC will be replaced by a new body to be known as the National Transportation Agency.

The decisions of these agencies presents the vast history of Canadian railroading since confederation. The invaluable publication, "Canadian Railway and Marine World", which started to document Canadian railway developments in the mid 1890's for many years ran a regular column listing all the Orders of the Board of Railway Transport Commissioners. "Canadian Rail" does not have the space to cover all the RTC decisions but will commence with this issue to report those deemed to have substantive historical interest.

CN SEEKS OUT OF BRUCE PENNINSULA

CN is seeking to abandon all its trackage in the Bruce Peninsula region of Ontario. The lines affected are: the Newton Subdivision from Stratford to Palmerston, 35.4 miles; the Owen Sound Subdivision from Palmerston to Owen Sound, 71.4 miles; and the Kincardine Subdivision from Listowel to Wingham, 30.3 miles; and the Southampton Subdivision from Harriston Junction to Douglas Point, 60 miles. In 1985, traffic volumes over these lines totalled approximately 1,100 carloads and losses were \$ 1.5 million.

The Wellington, Grey & Bruce Railway, which was leased to the Great Western Railway before construction even began, completed the construction of its line from Guelph to Southampton and Kincardine in 1874. The Stratford & Huron Railway completed its line from Stratford to Wiarton in 1882. It was leased to the Great Western in 1881. Both lines came under the control of the Grand Trunk in 1882 when it took over the Great Western. In 1894, a Grand Trunk subsidiary, Georgian Bay and Lake Erie Railway completed the line from Parkhead, a point 6 miles south of Wiarton, to Owen Sound.

On March 26, 1987, the CTC denied CN permission to abandon the Newton, Owen Sound or Kincardine Subdivision between miles 0.0 and 1.4. On April 13, 1987, it issued a notice that it will be considering the need to hold hearings on the application to abandon the Southampton Subdivision and the remainder of the Kincardine Subdivision.

As an alternative to the abandonment of these lines, Ontario Midwestern Services has proposed to incorporate this trackage into their proposed short line railway serving southwestern Ontario. The Ontario Government has awarded a \$ 100,000 contract to have a consultant look into the feasibility of such a venture. CN is favourable to selling these lines to anyone who can come up with the asking price which is rumoured to be more than \$ 30 million.

CN LINE TO SALEM & HILLSBOROUGH?

On June 19, 1987, the CTC approved CN's application to abandon its final remaining portion of the Albert Subdivision from Salisbury to Mile 2.85. On April 23, 1982, the CTC approved CN's application to abandon the line from Mile 2.85

to Hillsborough. The Salem & Hillsborough Railway, an undertaking of the New Brunswick of the Association, purchased the line between Mile 13 to Hillsborough and leased the remainder. Steam tourist operations started over the purchased trackage in 1983.

The Albert Railway completed the original line from Salisbury to Albert in 1877. After a number of name changes and financial vicissitudes, the line was sold to the Dominion government in 1918 and later made part of Canadian National. The portion between Albert and Hillsborough was abandoned in 1955.

New Brunswick Electric Power Commission opposed the application as it could sever rail service to a major power substation. Rail service is the only way to move large transformers to the site. NB Power refused a CN offer to sell them the line, but it appears the Salem & Hillsborough will be discussing acquiring the line from CN which is necessary to provide a means to move equipment to and from their line.

ZORRA DIMINISHED

On April 22, 1987, the CTC approved CP's application to abandon the portion of the St. Mary's Subdivision from Ingersoll North to Zorra, on the Toronto-Windsor main line. No traffic had been handled for the last five years.

The line was completed under the charter of the Tillsonburg, Lake Erie and Pacific Railway in 1911 as part of a planned extension from Tillsonburg to Stratford. The railway had been taken over by CP in 1904.

STATIONS AND AGENTS

On April 6, 1987, CP's application to remove the agency position at Welland, Smithville and Dunnville, Ontario was approved. These are all located on the former Toronto, Hamilton and Buffalo Railway lines. A mobile supervisor headquartered in Welland will handle the work previously done by the agents.

One June 2, 1987, Chessie System Railroads' application to remove the agent operator position from at Blenheim, St. Thomas and Wallaceburg and the mobile agent position at Leamington, Ontario was approved. Work will be consolidated at a centralized agency in Chatham.



MR. W. V. DOE OF BROME, P. Q. WRITES:

IN READING YOUR CANADIAN RAIL #394 SEPT.

Oct. 1986 the article on the Montreal and Southern Counties Electric Railway Trains, Montreal to Granby. I would like to add to this most interesting article a few more facts not included in the article.

First of all I am close to 75 years old and have lived the better part of it in Granby. I remember very clearly the days when the M & SC left the repair shop on Main St. Granby West and headed straight up the Main St. all the way to the Red Brick Stn. on the corner of DRUMMOND St. and Main, then up Drummond the full length to LANSDOWNE where it swung left for about 300 ft. then backed down on a curve to the right on Drummond once more now heading back to the Repair Shop at Granby West. As the turn about was very sharp it made a great deal of noise both in coming up and also in backing about the loop.

I do not recall the date of the change over that you describe* but the trains ran for many years straight up MAIN ST. GRANBY.

I recall all too well the celebration of burning the stuffed bag of hay dressed up like the GERMAN KAISER at the end of World War I. The late train from Montreal could not pass the great fire in the middle of Main St. It did not make a great deal of

difference as everyone was too happy at the end of the long WAR, so the train returned to the Repair Shop.

The Station at the corner of DRUMMOND remained for many years and was used for many things, but was torn down several years ago and the area is now a fine little park.

I rode this train many times to and from MONTREAL as has my wife as she worked in Montreal for several years and rode this train back to Granby nearly every weekend.

WEEKEND EXCURSIONS \$1.00 Return.

Yours, W. V. DOE

* Editor's note: It was January 2, 1925.

CLARIFICATION

In the March-April issue of Canadian Rail we printed a letter from Mr. Paul Bown who did not wish to renew his membership. Mr. Bown was shown as president of the Bytown Railway Society. While this is true, Mr. Bown has indicated that his resignation from the C.R.H.A. has nothing to do with his position in the B.R.S., but was done as an individual. The editor regrets any misunderstanding which this item may have caused, either to Mr. Bown or to the Bytown Railway Society.

ANNOUNCEMENT

The Bytown Railway Society, P.O. Box 141, Station "A", Ottawa Ontario K1N 8V1, announces a steam trip from Ottawa to Pembroke and return on Sunday, October 4 1987. The special train will be hauled by former C.P.R. steam locomotive 1201 and will consist of the regular train used on the Wakefield run together with one or two air-conditioned VIA Rail cars.

Departure from the National Museum of Science and Technology, 1867 St. Laurent Blvd, Ottawa Ontario, will be at 9:00 A.M. with the return expected at 5:30 P.M. The trip will cover C.N.'s Beachburg subdivision to Pembroke, and will return by the same route. Price of this scenic fall foliage steam trip will be \$50.00, and further information may be had from the Bytown Railway Society at the above address.



Book Review

The Toronto Civic Railways

By: J. William Hood.

(Reviewed by Fred F. Angus)

Published by: Upper Canada Railway Society
 Box 122, Terminal "A"
 Toronto, Ontario
 M5W 1A2

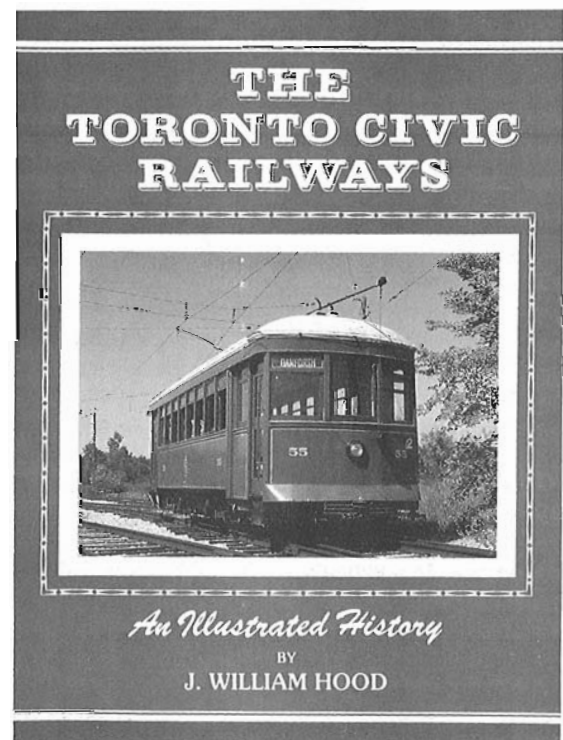
Price: (plus \$2.00 postage)
 \$24.95 (hard cover)
 \$19.95 (soft cover)

DURING THE DECADE IMMEDIATELY PRIOR TO the establishment of the Toronto Transportation Commission in 1921, the city of Toronto was served by two street car systems. This strange situation arose because of the way the Toronto Railway Company, which ran the transit system from 1891 to 1921, interpreted the franchise agreement granted to it by the city in 1891. The agreement provided for service through the city, but the company took this to mean within the city limits as they were in 1891. Thus they refused to extend their lines into territory annexed by the city after 1891 and, in effect, clung to the streets where "the nickels were the thickest".

By 1910 the city of Toronto had extended well beyond the boundaries of 1891 and yet there was no car service in the new area. Finally giving up in its efforts to persuade the T. Ry. Co. to extend its lines, the city decided to do something about it. The result was the Toronto Civic Railways, designed and built by the city, the forerunner of the T. T. C. and the subject of this book.

Starting with the vote on the Civic Railway proposal on January 1 1911, the author, William Hood, takes us on a most interesting tour through the years and along the lines of the Civic Railways. Starting with four cars, operating on one route, in December 1912, the system grew to seventy-three cars on three lines by the time it was absorbed into the T. T. C. in September 1921. The T. C. Rys. were never a single connected system but, like Gaul, were divided into three parts, one to the west, one north, and one east of the T. Ry. system, with connection being over the lines of the latter.

In this 152 page book the reader will find 175 photos, some of them very rare, 7 maps, detailed drawings of nine car types. as



well as a host of other details such as tickets, schedules and announcements. The history of each route and each car type is covered in detail and in a most interesting way with illustrations, some of great nostalgic value, being placed just where they are the most useful. Even details of the tickets (including lists of serial numbers!) are covered, and one can read of such types as "shields" "bearskins" and "safety firsts" when describing ticket designs.

The story does not end with the creation of the T. T. C. and the unifying of the system in 1921. The history of both lines and cars is continued, in some cases to the present day for parts of the lines are still running and three cars have been preserved. Some were used by the T. T. C. as late as 1948 while others went to other cities, most notably 22 Birney cars that served in Halifax until 1949.

The electric railway enthusiast will find this book to be a "must"; even the steam fans will like the views of construction engine No. 5 at work building the line. The photo reproduction is superb, and the colour photo of car 55 on the cover is a most worthy beginning. Altogether this book is one not to be missed.

Steam Locomotives of New Zealand

Part One: 1863 to 1900

By: T.A. McGavin

Published in April 1987 by the New Zealand Railway and Locomotive Society Incorporated,
P.O. Box 5134, Wellington, New Zealand

ISBN 0-908573-46-4

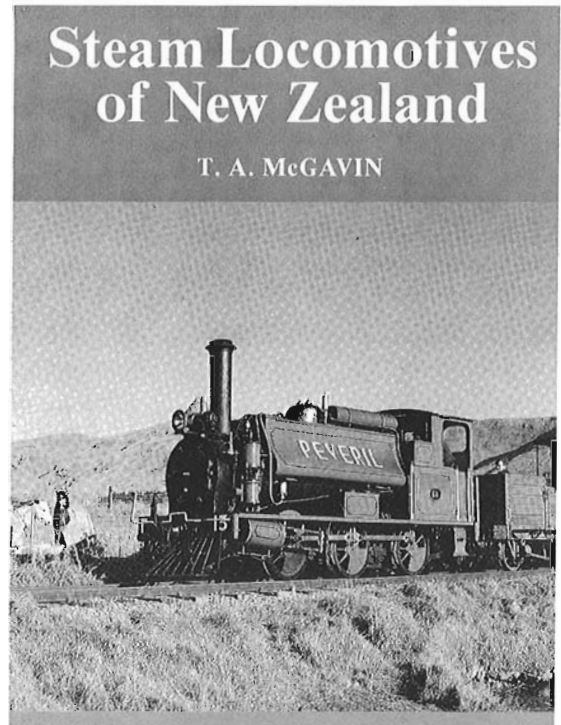
72 pages, 240 x 180 mm, illustrated, full-colour soft covers

Recommended retail price in New Zealand,
\$20 including GST.

ALTHOUGH STEAM LOCOMOTIVES HAVE NOT been used in normal commercial service by New Zealand Railways since 1971, they continue to fascinate large numbers of people. These "steam machines" were used in New Zealand for more than a hundred years, and their story has spawned quite a number of books on the subject. Interest in their history however seems to be unabated, so the New Zealand Railway and Locomotive Society is producing a three-part work on the subject. Part One, covering the formative years from 1863 to 1900, has recently been published. It was prepared by Tom McGavin, editor of the Society's NEW ZEALAND RAILWAY OBSERVER since 1944.

The object of the series is primarily to meet the needs of those who seek a ready reference to the characteristics, dimensions and features of the many different types and designs of steam locomotives used in New Zealand, combined with a concise yet coherent survey of the development of steam locomotive design in this country. In addition some indication is included of the identity and character of the people responsible for or associated with that development.

Part One has been divided neatly into five chapters covering first the provincial period and then the public works era following the adoption in 1870 of Julius Vogel's bold immigration and public works policy. Over chapters cover the American influence and the associated controversies during the 1880s



about the relative merits of American and British designs for New Zealand conditions; the NZR's own designs as built in New Zealand and introduced from 1889 onwards; and finally the nature of locomotives introduced by private companies such as the Midland and the Manawatu.

The story to 1900 is presented in 72 pages well illustrated with photographs and dimensioned diagrams. Appendices provide many useful details. Parts Two and Three are being prepared to cover the periods from 1900 to 1930 and from 1930 to 1971 respectively.

The present book, which is distributed to the book trade throughout New Zealand by Brick Row Publishing Company Limited, P.O. Box 85-057, Auckland 10, is also available by mail from the New Zealand Railway and Locomotive Society, whose address is given above.



The business car

Our member Mr. Wayne McKell was at the right place at the right time one day last autumn. Driving along highway 128, he was just approaching the crossing of C.N.'s Massena subdivision when C.N.'s new "TEST" train (see Canadian Rail for January-February 1987) appeared in sight. Fortunately Mr. McKell had a camera ready and the result was this superb photo of the "TEST" train just coming on to the crossing.



A Bed and Breakfast with a Difference



DID YOU EVER WANT TO BE A GUEST IN AN actual functioning railway station? Now you have a chance if you are passing through British Columbia and stop at the town of Blue River. Shirley Stewart runs this unique tourist accommodation in the second floor of the C.N.R. station at Blue River on the main line 397 miles from Vancouver and 132 miles from Jasper Alberta.

Blue River is situated in the Yellowhead Pass area near Lake Eleanor the jewel of the Yellowhead in the heart of the scenic mountain country. Recreation facilities exist nearby such as swimming in summer and cross-country skiing in the winter. One may reach it on VIA Rail's Super Continental either from Edmonton or Vancouver. If driving one may turn east off highway No. 5 opposite Venture Lodge, then on Harwood Road which becomes Harwood Drive. At the first intersection turn left on to Angus Horne street and proceed to the railroad tracks, then turn right and go about three blocks to the station. Entrance to the lodgings is by the blue door which is to the left of the orange one.



Stewart's Bed and Breakfast has three rooms, 1 double and two single, so reservations should be made in advance by phoning (604) 673-8472. The rates are an extremely reasonable

\$10.00 for a single and \$20.00 for a double room INCLUDING BREAKFAST. Home cooked meals are provided upon request for guests only. Special diets are accommodated if possible. No smoking is permitted in the guest house.

Unlike projects where an abandoned station has been adapted for other uses, this bed and breakfast is in the real thing, an operating station on the main line! This, coupled with gracious hospitality, make Stewart's a great place to stop for any railway enthusiasts travelling through the scenic mountains of British Columbia.

INFORMATION WANTED

The Blue River Historical Committee in Blue River B.C. is in the process of compiling a local history book. To this end they would appreciate contributions from anyone who was or is living in Blue River. Also welcome are reminiscences of those whose work or travel have taken them to this beautiful part of B.C. The deadline for submissions is fast approaching so please reply as soon as possible to:

Blue River Historical Committee
Box 115
Blue River, B.C.
VOE 1J0

Any assistance in compiling this work will be greatly appreciated.

ON A WARM, MUGGY DAY LAST AUGUST A GROUP of employees gathered in front of the John Street Roundhouse for a photograph.

The quiet occasion, in reality, was a wake for a 57-year-old building that had once been the last word in railway technology and an enormous source of pride to CP Rail and those who worked within and around its walls.

From October, 1929, through the golden age of steam during the 1930s, 1940s and 1950s, the John Street Yard built a reputation that earned it a place in Canadian railway lore.

Its 32 bays were the maintenance centre for the likes of the "Chicago Express," the "Overseas," the "Royal York," the "Dominion," and the "Canadian," — all famous names during the height of Canadian Pacific's rail passenger service days.

Steam locomotives of the Toronto, Hamilton & Buffalo Railway and the New York Central were familiar sights inside the walls. The roundhouse was truly the company's heart of steam activity.

PRIDE

During the steam era, locomotives serviced at John Street were readily recognized.

After the nitty-gritty of mechanical overhaul and adjustment, it was not unusual to have as many as six men wipe down the engine after washing. Junior crew members attended to the shine of the lower part of the engines while the seniors buffed a high shine to the top. This roundhouse trademark became known as the "John Street polish."

The facility was the first and largest direct steaming type operation in Canada. In this system the firebox was emptied outside, the locomotive driven into the roundhouse on the remaining steam, hooked up to a steam main system until serviced, then given a boost of operating pressure through the system and rolled out to a firing-up house.

The use of direct steam from a central plant, provided by the Toronto Terminal Railway Company, improved working conditions and reduced fuel consumption.



Behind John Street's General Car Foreman Ed Kolicos is an array of rail equipment. From left is a Wickham car, a Budd car, a 1930s streetcar, Canadian National's GM GP7, the "Cape Race" and CP Rail 7020, the first yard switcher assigned to Toronto.

The John Street roundhouse is slated to become a "Railway Interpretive Centre."

FEATURES COPIED

In fact, many of the design features and concepts used in building the roundhouse have only recently been adopted by modern architects. In his "Short History" of the roundhouse, John Street Yard carman **Randy Marsh** writes: "Its employment of an integrated energy system, as well as other conservation-minded production methods, allowed it to form a total engineering system, an integrated, fully-functional steam locomotive terminal."

At the end of the 1940s, the C.P.R. stood tall with an impressive complement of steam locomotives and one of the continent's premiere maintenance facilities.

For those who looked closely, however, the writing was on the wall. As far back as 1937 the railway had recognized the potential of diesel power. In that year a road switcher, numbered 7000, entered service in Montreal.

In early 1960, steam locomotives 2839 and 1271, the last of the breed, made their final trips from John Street. The brute strength of steam gave way at the roundhouse to the servicing of RDCs, regular passenger trains such as the "Canadian" and road switcher units. The heydays at the roundhouse, for all intents and purposes, were over.

Considering its history, it's not surprising there are plans for the facility. City of Toronto planners envisage a "Railway Interpretive Centre." Surrounded by a parkland promenade, they see the roundhouse as a museum to house equipment and pieces from Canada's railway past. Adjacent would be a rotunda which would be a showcase for new rail technology.

The turntable, which in years past bore the weight of countless hissing steam locomotives, would be the centrepiece of equipment, gift boutiques and foot outlets. CP Rail has endorsed the plan and turned over the facility to the city in 1985.

Left at the roundhouse are four examples of another era — ironically two are from the early dieselization period.

Canadian National's GM GP7, a 1950s giant painted in the period company colors of olive green and yellow; a 1930s streetcar that once plied the streets of Toronto; the "Cape Race," one of 13 buffet lounge, double bedroom steel cars built for the C.P.R. about 1929; and another diesel, CP Rail 7020, the first yard switcher assigned to Toronto are at the roundhouse.

They sit in the eerie silence of the cavernous interior. Despite the years of wear and tear, the tracks bordering the bays are still shiny and the floor, gouged here and there by shifted heavy equipment years ago, are clean.

The over-all impression is that of a temporary lull in activity and that somehow, any moment, one of those snarling, steam-breathing giants will roll into place and be readied for a John Street polish.

Source CP Rail

News by Jim Barlow

Editors note, TTC car 2300 Toronto's first large Peter Witt streetcar owned by the CRHA is presently housed in the roundhouse awaiting cosmetic restoration.

Argentinian railway system on auction block

By: Tim Coone
Financial Times
Buenos Aires

ARGENTINA'S RAILWAY SYSTEM, THE MASSIVE loss-making Ferrocarriles Argentinas — one of the country's sacred cows — is going under the state auctioneer's hammer.

Its privatization is an emotional issue, as is the Government's whole controversial program launched last year of selling off or reducing holdings in a range of state-owned companies.

The 35,000-kilometre network, which skeptics discount as a heap of outdated iron, stretches the length and breadth of the country. Constructed largely by British engineers, the system was, until 40 years ago, owned and managed by British businessmen. Nationalization came in 1948, when the populist leader Juan Peron swept to power. He began the country's industrialization, and the railways became a symbol of national prestige and virility.

The proposed plan is not a classic privatization. To calm the fears of the powerful railway unions — already on a war footing because of major job losses in the industry and which face further cuts — the Government is not selling off any of the actual system, or even its rolling stock.

Instead, it is putting various branch lines out to tender, to give the private sector an opportunity to operate its own passenger and cargo services with its own rolling stock, which will then pay a fee for using the lines. The first eight branch lines were placed on offer in February. Transport and Public Works Minister Pedro Trucco says the state simply lacks the resources to maintain the network and make necessary investments for improvements.

The Government is facing severe austerity measures to cut spending and reduce inflationary pressures within the economy. Capital spending is being reserved only for bare essentials.

A recent trade union study on the system claims that only 11,000 kilometres of track are in an "acceptable" state, another 14,000 kilometres are in a poor state while 7,000 kilometres are "unusable." The figures have not been contested by the state company. Rolling stock has fallen by almost half since 1970, while 6,000 kilometres of track have been abandoned, or torn up.

It is a vicious circle, say those who defend the industry. As service deteriorates through lack of government investment, customers look increasingly to the better and faster services offered by the road network.

Road transport has a powerful political lobby — the automotive, rubber, steel, cement and petroleum industries as well as trucking and bus companies and transport unions. The only political lobby of any weight for the railways are the railway unions with their 100,000-membership, which is falling each year.

The manufacturing sector supplying capital goods for the railway has up-to-date technology, exports throughout the continent and wins international tenders against developed country competitors. But it lacks orders from the local market, and the annual turnover at \$200-million (U.S.) is minuscule compared to the \$6-billion turnover of just the car and petroleum industries in 1985.

Geographically, Argentina like the U.S., suffers from being a large country and having its population concentrated in a few urban centres with the rest scattered thinly over a vast expanse. Long-distance passenger transport has to compete with rapid and efficient air and road transport, and long stretches of track become expensive to maintain with little income.

The traditional cargo traffic of grain and meat is also declining as plantings fall and the cattle herd declines because of protective agricultural policies in the European community and the U.S.

According to Eduardo Nava, vice-president of the Railway Industries Chamber of Commerce, trains on some major trunk routes have to slow down to 30 kilometres per hour because of poor tracks. Half a century ago, steam locomotives regularly hauled trains at 80 kilometres per hour between major cities.

Fares, meanwhile, have been kept down to provide an essential social service in some rural areas and to keep living

costs down in the cities.

In the days when the system was expanding, large chunks of land were handed over to the British companies to encourage them to build lines into the interior and to encourage settlement. The Argentine central railway, for example, was given 1.2 million hectares in the last century "of the most fertile land in the country," according to one historical study. Under the later development and competition of the road transport lobby, however, many of those same lines are now expensive loss-makers.

Total company losses are estimated to be higher than \$1-million a day.

Mr. Nava therefore welcomes the privatization plan. "If the state does not have the capacity or money to invest in the system, then allowing the private sector in is an obvious way to improve services and give an impulse to the upstream industries," he says.

However, a long-standing scheme to privatize a total of 25,000 kilometres of routes is not taken seriously. Mr. Nava smiles and shakes his head. He thinks that only certain routes will prove attractive, where road services are poor and an unexploited potential remains for certain types of cargo transport.

The Government's aim, therefore, appears to be to concentrate its own investment effort on key urban passenger and rural cargo routes, leaving the private sector to set the pace in standards in service and efficiency with the remainder. The hope is that losses will be cut and that the network will undergo a revitalization. But the idea that a slimmer Ferrocarriles Argentinas might become profitable is unlikely. *Globe and Mail*, March 12, 1987.

Italian trains slower

ROME (AFP) — MUSSOLINI RAN HIS STEAM-powered express trains faster 50 years ago than the modern electric trains of Italy run today, figures published by the state railway show.

The Naples-Milan trip takes eight hours and 15 minutes today — one hour longer than in 1935.

Only 56 per cent of Italian trains arrive on time, compared with 93 per cent in France and 85-90 per cent in West Germany.

In 1938, the Turin-Venice express steam train service was 25 minutes faster than today's service, and the Rome-Naples service in 1937 was 20 minutes faster. *April*, 2, 1985.

STATION SOLD: CP RAIL'S BEAUTIFUL LOG station at Montebello, Quebec, has been sold for \$1.00 on the condition that it be moved from its present site. Land has been purchased across the street with the move of the 1930-era station scheduled for next summer. *Source Le Droit via Branchline.*



Les nouvelles locomotives G.M. de Via Rail ont maintenant faites leur apparition sur plusieurs liaisons ferroviaires au Canada. Sur la photo, nous apercevons une nouvelle locomotive portant le No. 6415. Elle fut photographiée à 15 h 26 à la gare de Dorval sur la train No. 62 en provenance de Toronto. En ce 11 février 1987, il se dirigea par la suite vers la gare Centrale de Montréal.

Photographie de Daniel Poirier.

THE WHITE PASS AND YUKON RAILWAY GREW out of the biggest gold rush the world has ever seen.

And long after the fortune-seekers had fled, it continued to carry thousands of tourists each year through some of the most spectacular mountain scenery in North America.

The 170-km trip from the Alaskan port of Skagway to the Yukon capital of Whitehorse took an eye-popping eight hours to complete.

But as the mines closed and the Yukon economy slid into recession four years ago, the elegantly decked Victorian carriages of the Whitepass and Yukon Railway made their last run.

Since then, the WP & YR's track and trains have been dormant. But if a 39-year-old New York-based railway entrepreneur has his way, rail passengers may once again traverse the historic White Pass Summit as early as summer.

Don Prima, president of Fantasia Trains, is currently wooing Canadian and American investors for the \$50 million he figures is needed to put the WP & YR back on track.

Prima, whose own company plans to invest millions in the venture, is a passionate believer in the line's usefulness.

"I expect people will come from all over the world, booking months ahead, just to ride that train," he said enthusiastically. "It's a gold mine!"

The comment is an ironic one, given the railway's history.

Construction of the line began in May 1898, less than two years after gold was discovered in Rabbit Creek (since renamed Bonanza Creek), a tributary of the Klondike River.

News of the find sparked one of the great mass migrations in North American history, with as many as 100,000 people heading for the gold fields and about half that number actually reaching them.

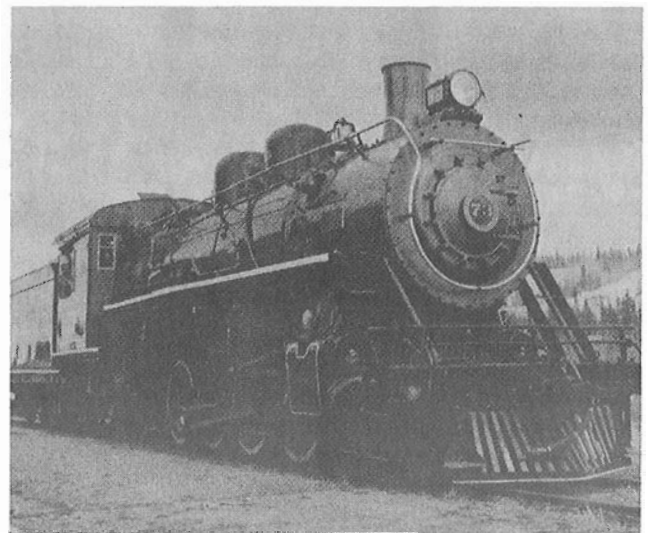
The coveted spot lay 1,046 km north of the head of navigation at Skagway and Dyea, Alaska.

The quickest way to get there was to travel up the West Coast to Skagway or Dyea, hike about 65 km by either the Chilkoot Trail or the White Pass Trail to Lake Bennett, then build a boat and sail 800 km down the Yukon River to Dawson.

Railway capitalists quickly realized that money could be made moving prospectors to the fields.

Chief among them was Mike Heney, otherwise known as the Irish Prince, a former Canadian railway contractor who had helped build the Canadian Pacific.

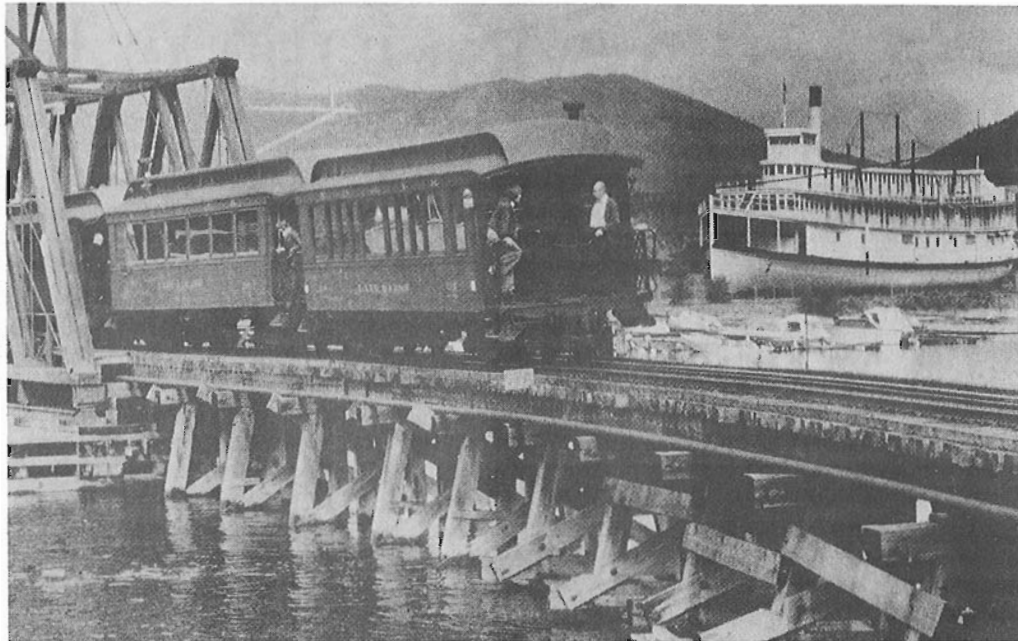
Backed by British financiers, Heney erected a railway uniquely suited to the snake-like terrain along the Whitepass Summit.



PICTURE: Government of Yukon

Old-time steam engine shuttled along northern route
... riders of bygone era endured 170-km trip that lasted eight hours

THE EDMONTON JOURNAL, Sunday, January 4, 1987



Instead of the usual 1.43-metre gauge, the space between the WP & YR's tracks was only .91 metres, an innovation which probably cut the company's construction costs in half.

By doing this, Heney had abandoned a tradition that went back to the days of the Roman Empire, when all chariot wheels were set precisely 1.43 metres apart.

The railway between Skagway and Whitehorse took \$10 million and 27 months to complete. The number of workers on the project on a given day varied from 2,000 to 700, depending on how many were lured away by rumors of another gold strike.

Canadian and American dignitaries watched as a real gold spike was placed on a rail at Carcross, Y. T., on July 29, 1900. Perhaps ominously, the spike refused to be driven in and ended up a twisted piece of gold.

The railway was supposed to provide a regular service taking freight and passengers from tidewater at Skagway to Whitehorse and thence by riverboat to the Klondike fields. But by the time it opened, the stampede had ended as new strikes in Alaska and British Columbia enticed prospectors.

Still, until the First World War the railway stayed busy hauling bullion out of the Klondike. But then the Yukon economy ground to a halt.

For a time, the WP & YR survived on tourism. By 1927, passenger traffic peaked at 22,667. But the Depression took even this business away.

By the late 1930s, the Yukon's population had shrunk to 4,000, while Whitehorse became a virtual ghost town of 375, most of them employees of the WP & YR.

The railway might have died then were it not for the outbreak of the Second World War.

The WP & YR became an integral part of the Alaska Highway project, moving troops, construction workers and materials to a road which was to connect a string of airbases stretching from Edmonton to Fairbanks, Alaska.

In fact, for the last four years of the war, the U. S. Army took over operation of the railway.

During the postwar years, the WP & YR's commercial operations gradually diminished as highways and airplanes became the favored modes of transport into the Yukon.

But the crunch came in 1982 when the territory's largest mine operation, Cyprus Anvil, shut down. A few months later, the railway was similarly mothballed.

The reopening of the Cyprus Anvil mine last summer did little to revive the railway. Part of the deal struck between the government and the mine's new owners, Curragh Resources, was the year-round maintenance of a road between Whitehorse and Skagway. The company has found it cheaper to move its ore by truck rather than rail.

That leaves tourism as the only possible savior of the WP & YR. Rolf Hougen, a Whitehorse businessman and head of a Yukon Chamber of Commerce committee aimed at reopening the railway, notes that the number of cruise ship dockings in Skagway has nearly doubled in the last two years.

Based on this, he estimates that between 80,000 and 100,000 people per year would take the train trip, each paying \$100 (US).

Having travelled the line dozens of times himself, Hougen is confident tourists will be drawn by its remarkable scenery and unique history — including the chance to view from the comfort of a railway carriage the Trail of '98 and the famous Dead Horse

Gulch, where gold-crazed prospectors drove thousands of horses into the gulch and left them there to die.

Hougen supports Prima's ambitious plans — which include a theme park in Skagway and a year-round resort at Bennett — with only one proviso.

“If he acquires it and fails, we want the Alaska and Yukon

governments to have the right of first refusal to buy it,” Hougen said.

“Whatever happens, we don't want this railway to end up on the scrap heap.”

Source Edmonton Journal via Lon Marsh.

Deux Autorails Anglais chez Via Rail

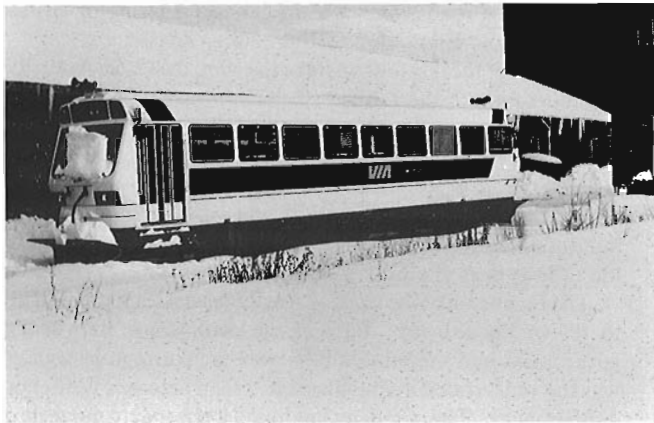
Par: Daniel Poirier

LES QUELQUES LIGNES QUI SUIVENT SE VEULENT
un complément d'information à l'article paru à la page 177
du No. 394 de Canadian Rail.

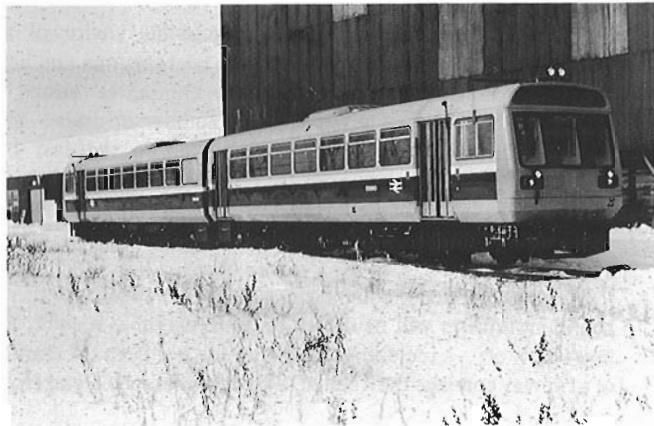


Nous apercevons sur cette photographie, derrière les trois locomotives, le railbus No. “Brel 75” en route vers Thompson au Manitoba. Après avoir effectué différents tests aux alentours de Montréal et de Chicoutimi, il fut alors transporté du Centre provisoire de maintenance de Via Rail, de Ville St-Pierre vers le Manitoba, sur le wagon plat du Canadien National No. 667196, faisant ainsi parti d'un train de marchandise régulier du C.N. Cette photographie fut prise dans l'après-midi du 17 avril 1986 sur la voie principale de Canadien National à Ville St-Pierre, en banlieue sud-ouest de Montréal.

Photo de Daniel Poirier.



Après avoir terminé les différents tests à Alexandria en Ontario et à Thompson au Manitoba, le railbus était de retour à Ville St-Pierre (Qc). On l'aperçoit ici dans la cour de Via Rail, le matin du 23 novembre 1986. À remarquer le logo de Via Rail et de Transport Canada sur le côté de la voiture.



Une surprise attendait les amateurs de chemin de fer au mois de novembre 1986. En effet, deux railbus de la compagnie Leyland pouvaient être remarqués dans la cour de Via Rail de Ville St-Pierre (Qc). Il serait intéressant d'ajouter pour le bénéfice de nos lecteurs et lectrices que deux railbus semblable ont effectués durant Expo 86 à Vancouver, trois voyages quotidien sur les voies ferrées de BC Hydro, entre Abbotsford et New Westminster en Colombie Britannique, de la fin du mois de juin jusqu'au début du mois d'août 1986.

*Cette photographie fut prise le 23 novembre 1986.
12 février 1987, Daniel Poirier.*

Amtrak: The head-end push

Seventy-four new cars added to its fleet have given Amtrak new muscle in its fight for mail-and-express traffic — and the results are showing up dramatically in the revenue column.

By: Gus Welty

IT'S REMARKABLE. MANY COMPANIES UNDER siege develop a siege mentality: It's "circle the wagons," and "all hands prepare to repel boarders."

Amtrak has been under siege since about 1981, fighting for its very life against Administration-led efforts to end its federal financial support, efforts that somehow fail to recognize that the National Railroad Passenger Corp. represents one of the few federal "programs" that is doing more for less.

But Amtrak's theory is that the best defense is a good offense. It has worked to build its basic business, passenger traffic, with new equipment, improved service and imaginative promotion. That work is paying off, by virtually every indicator of service and financial performance.

Less well-known up to this point is what Amtrak is doing to build its "freight" business. But this effort is something to be reckoned with, because Amtrak now has the equipment, the service and the desire to make it a major player, competing in the big leagues with other carries, surface and even air.

• **New capacity — and a new look.** Amtrak's mail-and-express business rates just a few lines in the 1986 annual report, lines that note that revenues went up by 5.5% and that prospects for future increases have been improved by the addition of 74 new cars to the fleet.

Seldom have so few lines said so little about so much potential. Amtrak did add those cars, Thrall-built 61-foot (inside) plug-door cars, and thereby added about 50% to its mail/express capacity. But what Amtrak has also added is a whole new look at what railroads used to call the "headend" business.

Amtrak went after more business from the U.S. Postal Service and got it. Mail revenues in the early 1980s were about \$10 million a year. Mail revenues are now running about \$29 million in Fiscal Year 1988. On at least one route, Amtrak has handled Express Mail and done as well with it as if the premium mail had gone by air.

Amtrak has gone into the big-package, regular-customer express business head-to-head with motor carriers, with station-to-station service over its rail network and with pick-up-and-delivery service at major points in cooperation with local truckers.

Amtrak has gotten the airline industry's attention with a transcontinental express service between Boston-New York and Los Angeles. Of course, the service isn't as fast as air freight. But it's reliable and it's cost-effective for shipments that don't require delivery in a matter of hours: A single new Amtrak express car can handle the same freight volume that a 727 air-freighter can handle, and it costs a lot less to move that express car than it does to fly a 727 coast-to-coast.

• **Seizing opportunities.** In both mail and express operations,

Amtrak has taken advantage of opportunity, focusing on what's happening in the marketplace with both airline deregulation and motor-carrier deregulation.

For example, with the Civil Aeronautics Board headed into the sunset, mail contracts and the handling of those contracts changed. Amtrak was able to establish and maintain a good relationship with the USPS, one that gave rise to the railroad's Northeast Corridor, Washington-New York-Boston mail trains and one that also added welcome mail revenues to a number of long-haul trains.

On the express side, Amtrak looked at what the many "express" companies were doing and saw over-capacity in the small-package business. It also looked at motor-carrier deregulation and saw a lot of operators working on irregular schedules. It looked at its own operation, which had been essentially a package-express business, and decided that the time was ripe for a change — to merchandise a dependable, regular service tied to passenger-train schedules and aim its promotion at fewer but more-regular commercial shippers. Amtrak Express was born Jan. 1, 1986, and business has been growing. Small packages are still welcome, of course, but a major focus has been on heavier freight.

With its car-fleet expansion, with a major marketing push on express business and with establishment of a customer service center (complete with toll-free 800 number), Amtrak is now a full-service operator.

• **Support from the top.** Donald R. Skinner is Amtrak's manager-mail and express sales, and Susan Henriques-Payne is chief-express sales, and what they're seeing is an Amtrak management that has been extremely supportive of the mail-express initiative.

As just one example, Amtrak is now operating separate trains along the Chicago-Pittsburgh route of the "Broadway Limited" and the "Capitol Limited" instead of combining the trains at Pittsburgh. That has advantages for passengers. It also benefits Amtrak's mail-handling operation.

Naturally, Amtrak watches the dollar closely. It drove a hard bargain and got a good one on the 74 new mail-express cars. But it also spends when the spending will produce a good return on fixed facilities: Amtrak invested about \$1 million in a new terminal for mail-handling at Washington, and it is looking at construction of a similar terminal at the north end of the NEC.

In Fiscal Year 1986, Amtrak showed all-time-high revenues, more than \$861 million. Expenses were down. The revenue-to-expense ratio improved. The operating subsidy declined. And there was another significant improvement in the measure known as passenger-miles-per-dollar-of-federal-support.

Amtrak is, first and foremost, the nation's passenger railroad.

But the gains it's making in the "freight" business, the mail-and-express business, are strengthening its case against those who would lay siege to it. ■

Source: Railway Age.

Editor's Note: Why can't via do the same?

BACK COVER


On June 5 1948, C.P.R. train No. 531, consisting of seven wooden cars and hauled by locomotive 2581, sped west along the embankment through Notre Dame de Grace between Westmount and Montreal West stations.

C.R.H.A. Archives. Toohey Collection.

Canadian Rail

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