

# Canadian Rail



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EDITOR: Fred F. Angus  
 CO-EDITOR: Douglas N. W. Smith  
 PRODUCTION: A. Stephen Walbridge  
 CARTOGRAPHER: William A. Germaniuk  
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## FRONT COVER:

*On July 20 1951, CPR G-5-d locomotive 1275 was pictured at Banff Alberta hauling train No. 3. 1275 was built by Canadian Locomotive Company in April 1948, and was scrapped in August 1960.*

*CRHA Archives, Toohy Collection, 51-614.*

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

# Le Chemin de Fer Asbestos et Danville: Vous Connaissez?

'Dr. Hugues Bonin a native of Sherbrooke, Qué., resides in Kingston, Ontario, where he is Associate Professor of Nuclear Engineering, Department of Chemistry and Chemical Engineering, Royal Military College.'

by Hugues W. Bonin

I cannot be much wrong in stating that happiness for a railfan can be defined as finding an all Alco railroad that few other people know. Well, in the case of the Asbestos and Danville Railway, this is almost true, since I have yet to see an article on this obscure short line in one of the many railroad publications I read regularly since nearly two decades. Before proceeding further, please allow me to translate the French title of this article: "The Asbestos and Danville Railway: Do You Know It?". So much for today's French lesson, but the reason for the French title is that this interesting short line is located in the heart of the French-speaking Province of Quebec. But let not the linguistic problem deter you from going to this nice area, since a good part of the "Québécois" speak English as well as French.

Did I mention an all Alco railway? Sure did! This is exactly what the Asbestos and Danville Railway is, if purists allow me not to differentiate between Alco and Montreal Locomotive Works diesel locomotives.

The Asbestos and Danville Railway exists for the sole purpose of serving the needs of the Johns-Manville Canada Incorporated huge asbestos pit located in the town of Asbestos, Quebec. This small mining town is situated about 100 miles (160 km) east of Montreal, in the middle of a very picturesque region of the province called "Cantons de l'Est" or "Estrie" (Eastern Townships). This area is famous for its numerous farms in a hilly landscape, which produce among others the major part of the province's maple syrup. The inhabitants are quite noted for their "joie de vivre", and, besides the numerous farm products, the Eastern Townships are famous for the lumber and furniture industries, and, of course, for the rich deposits of asbestos ore.

Asbestos is indeed the strangest of all the minerals, as it presents itself as filaments imbedded in the rock. The asbestos threads can be weaved to make fireproof materials such as clothes, but other uses have been found such as in brake linings and insulation materials. It can be mined in underground galleries, but, at least in Quebec, it is cheaper to use the open pit method to get to the ore.

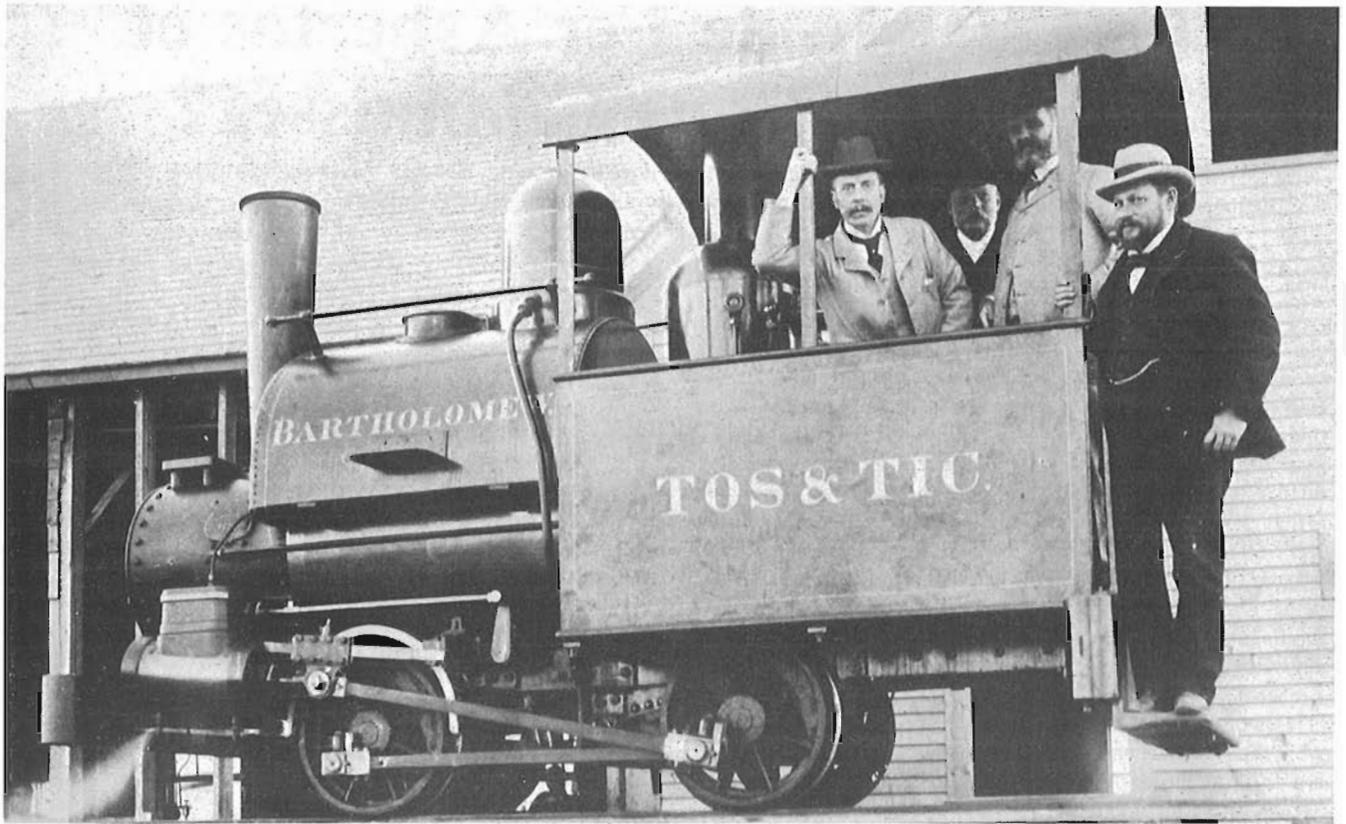
It is quite surprising to see that the town of Asbestos is built so close to the pit, with a huge mountain of tailings dominating the houses on the north end. This mountain resembles a Mexican pyramid, and it is close to its base that one can find the A&D yard and shops. Like everything else in Asbestos, the A&D is intimately linked with the asbestos business. The railway is owned 100% by the Johns-Manville Canada Incorporated and operates some 22 miles (35 km) of trackage, including the 6-mile (9.7 km) long mainline to the Canadian National interchange at Danville.



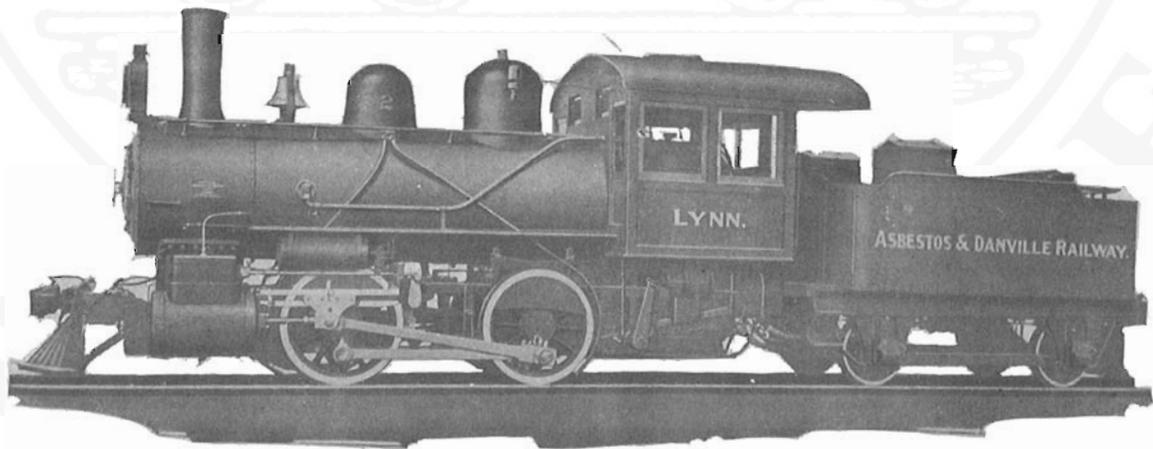
*Canadian National station at Danville.*

Operations are now confined to hauling tailings from mills to dumps, and general freight between Asbestos and Danville which also includes freight service to the surrounding community. As of now, the A&D roster consists of 10 1000 HP MLW and Alco-design diesel-electric locomotives, all painted in orange and black, with black lettering. The MLW unit, #50, is a Canadian-exclusive model S-13, which uses the 251-engine, more modern than the 539-engine of the older MLW and Alco S-4 previously used by the A&D. When time came to replace the worn-out S-4's, the A&D preferred to stick with the same engine which has given satisfaction, and to go on the second-hand market. Suitable replacements were found as Alco S-6's retired by the Southern Pacific, and acquired through locomotive dealer Chrome Crankshaft. It is interesting to note that the S-6 model was absent from Canada until its acquisition by the A&D.

Typical freight service is operated on a two-shift basis, 6 days a week. The 0800 to 1600 shift (8:00 AM to 4:00 PM) has two 3-men crews, while the 1600 to 2400 shift has only one 3-men crew. Each crew hauls approximately two to three trains to and from Danville, about 25 empties up and 35 loads down, plus the required switching per shift. The tailings operation is also performed on a 6-day week, but on a twenty four hour basis, hauling trains of 11 cars each, each car containing an average weight of 80 tons of tailings. Two trains per shift are used, with a frequency of two trains per hour, for an average of 35 to 38 thousand tons of tailings in 24 hours.



*Asbestos & Asbestic "Bartholomew". 0-4-OT built by Porter, August 1897, builder's number 1785. Photo taken c. 1897.  
Note: Above photo courtesy, Canadian Johns-Manville.*



*Asbestos & Danville Railway 0-4-0. One of the original locomotives on the line.*

One of the most interesting features of the Asbestos and Danville Railway is a pedestrian overhead bridge located right over the throat of the yard and this is where lots of action happens. A small classification yard extends to the left, while the central tracks lead to the engine house and shops. The rightmost track runs around a small townsite, then around the huge pit to reach the milling plants on the other side of the pit, where a couple of trains are visible shoving around trains of tailings. Sometimes, one of these trains has two locomotives mu-ed.

For obvious safety reasons, access to the milling plants is forbidden to the public, but with that overhead bridge so well located, there is no real need to go on the railway property to have a good glimpse of the action. While there are no really long periods of inactivity at the bridge during the working days, the activity peaks around 1600 hours, when shifts change. Many locomotives come from the mills to spend the night in the enginehouse, and, on the day of my visit, a freight train (cabooseless) left to Danville at this time. Shortly after this, I drove to the enginehouse and received permission to shoot a few slides of the many cars and locos around, provided I get out before 1700 hours, since the gates are closed by this time.

On that day (1980), the Asbestos and Danville Ry. was still in a transition phase, with all the "new" locos on the property, though not all in service, and the older units were also there, but dead and some partly dismantled. These locomotives were all MLW and Alco S-4's, the only Alco S-4 being of Northern Pacific Railway origin. The A&D locomotives are equipped with air purification devices imbedded in the cab roof. This is for crew protection, since asbestos dust is known to be carcinogenic. Also around the shops, many cars could be found, including pieces of equipment such as a 35-ton crane (#53), a Jordan spreader and a small cute track speeder numbered 10. The cars are mostly dump cars, with some box cars nearby, and a small number of tank cars lettered in French for the Jeffrey Mine. The rest of the cars around were mostly Canadian National box cars, with a few Chicago and Northwestern box cars present. The rest of the line to Danville is through some nice woods and fields, and it ends at a small yard close to a very pretty wooden station.

It is very interesting to learn that, in this world of brand new short lines created almost weekly from abandoned Class 1 railways, the A&D is indeed a veteran, with beginnings as far back as 1897. The mine itself was a precursor of the railway and is known as the Jeffrey Mine, after the wealthy farmer who opened it in 1881. Production started at around one or two tons of fibre per day, rising to an annual tonnage of 2300 tons in 1895, when the operation went bankrupt. But a businessman from Saint-Hyacinthe, Feodor Boas, and two associates, became interested in the mine as he conceived a process for extracting more fibre from the rejected ore. Backed by the success of his ideas, Mr. Boas formed the Asbestos and Asbestic Company. This company survived courageously and even improved its output and efficiency, but, in 1916, lack of capital, remoteness of the head office and their insensitiveness to the mine's problems caused its failure. During this period, T.F. Manville, of New York, had pooled his asbestos manufacturing business with the W.H. Johns Company. They were a prime

customer of the Asbestos and Asbestic Co., and Mr. Manville had become a major shareholder. As a consequence, the bankrupt Asbestos and Asbestic Company was taken over by the Manville interests, and, in 1916, it became the Manville Asbestos Company. Subsequently, in 1918, the present company, the Canadian Johns-Manville Company, was formed. (This name became subsequently Johns-Manville Canada Inc).

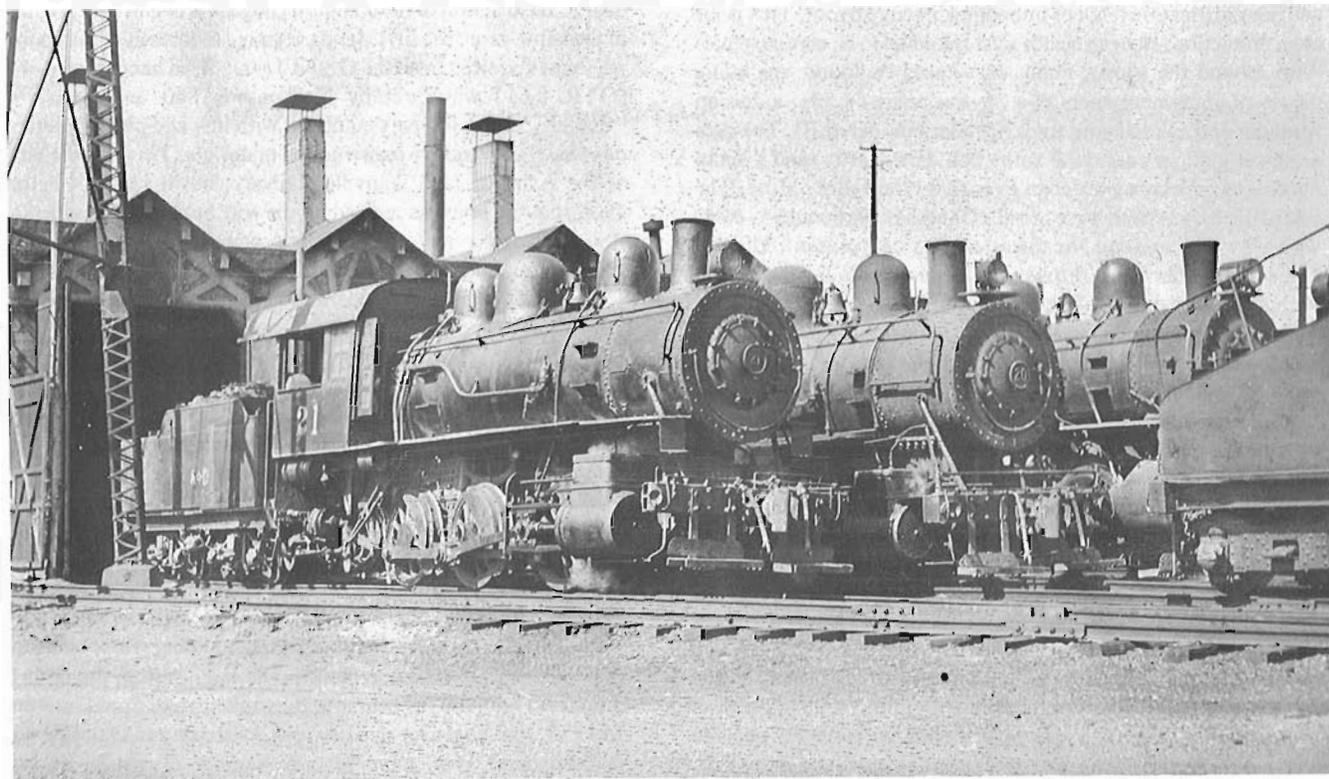
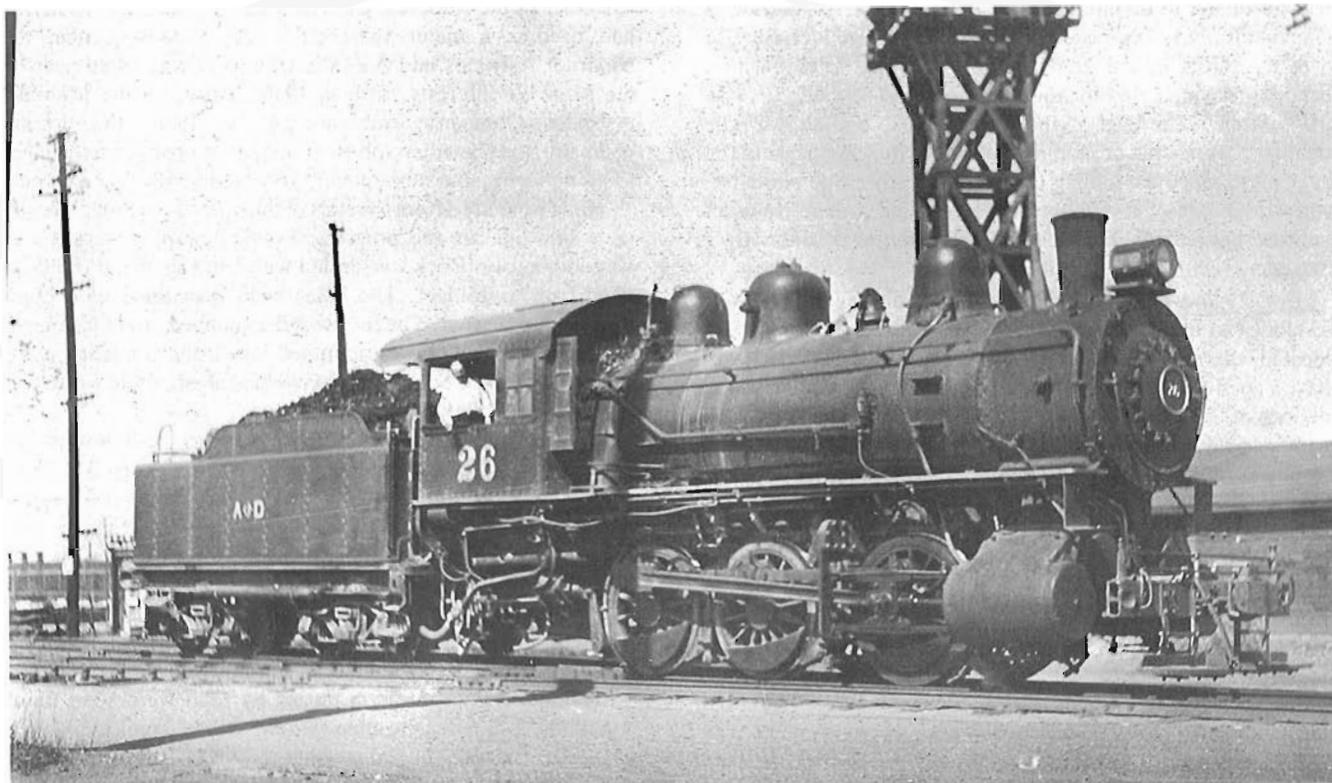
Rails were used from the start of the operations, which begun on a side hill cut and progressed until three pits were mined simultaneously. Rock was drilled with hand steel and sledge to depths up to 15 feet. The holes were then filled with black powder and blasted. The rock was then clobbered, and loaded into tubs or boxes which were dumped into trolleys pushed along rails consisting of boards, to the clobbering shed, while waste was pushed in a trolley to the waste dump.

In 1897, a narrow gauge railway was built within the property. The first locomotive was a narrow gauge 0-4-OST saddle tanker called "Bartholomew", and a photo of it brand new shows Messrs. Boas, Greenshields and Marcuse, the original developers of the Asbestos and Asbestic Co., in the cab. The few bits of information known (provided by Mr. D. Dover of "Extra 2200 South" magazine) indicate that "Bartholomew" was built by H.K. Porter in August 1897 with builder's number 1785, and with 7 x 12 cylinders and 30" gauge.

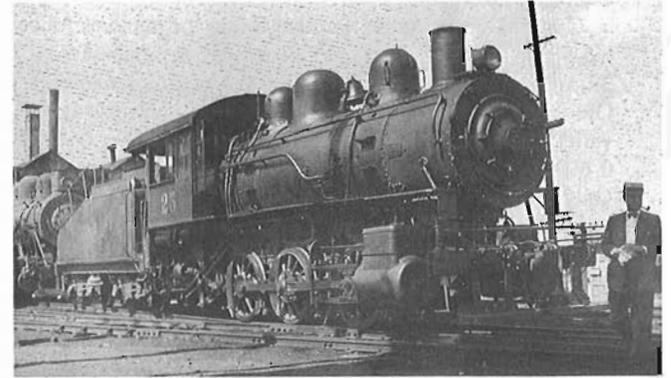
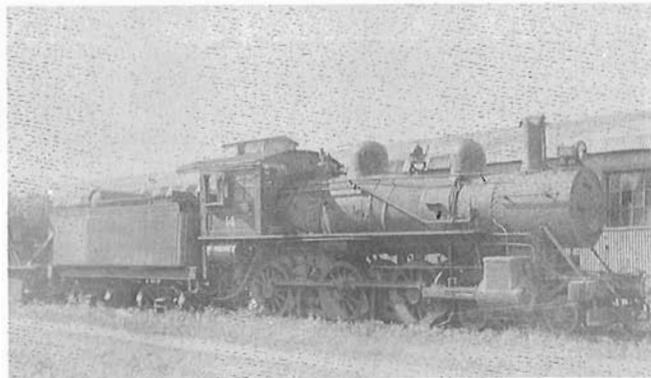
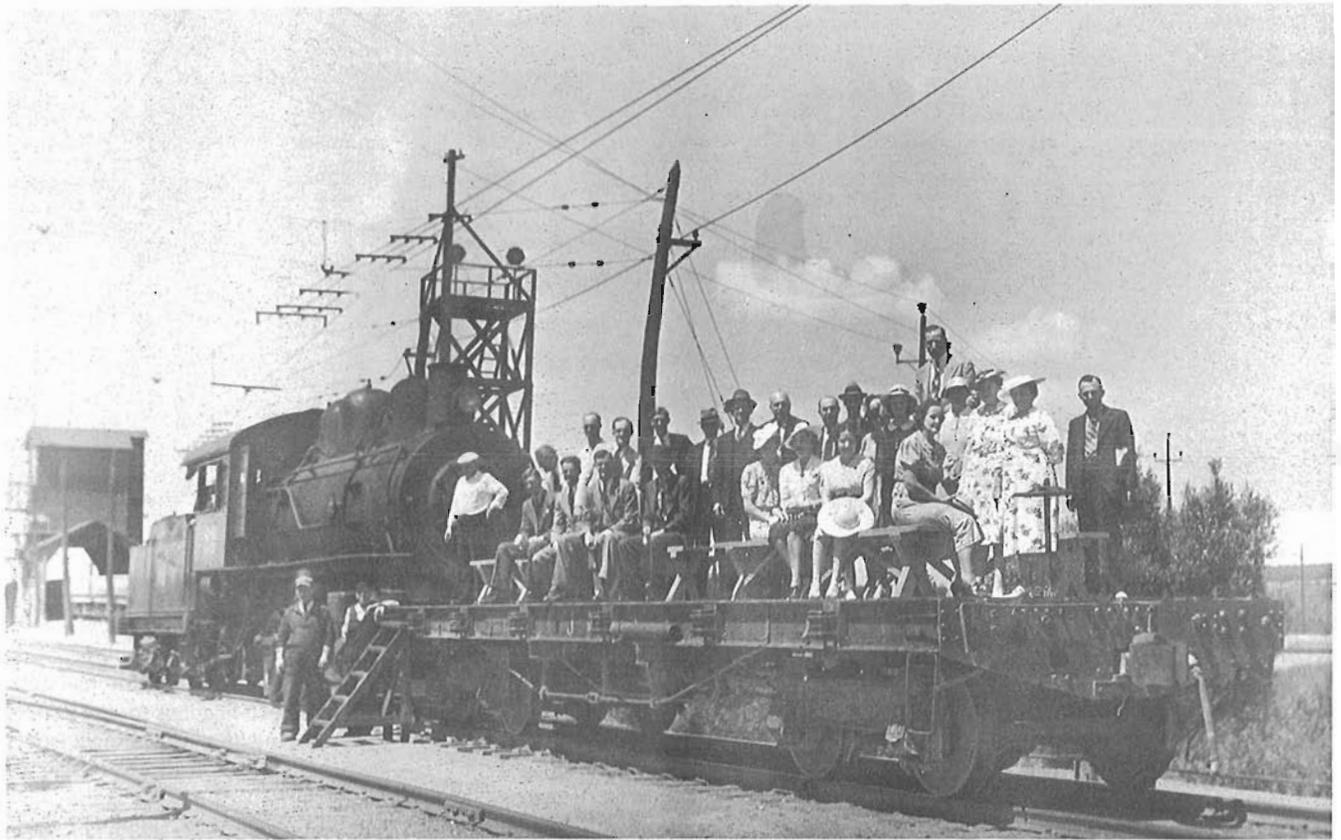
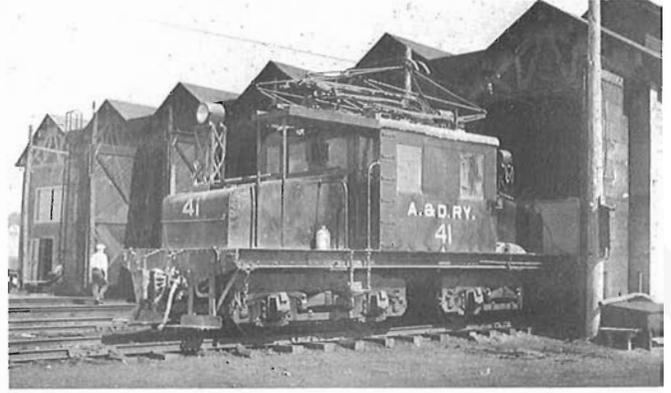
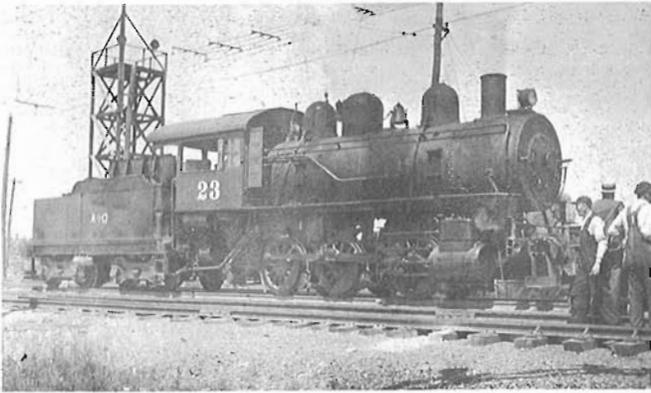
Available transportation means by road were soon found unreliable for linking the mine with the Grand Trunk Railway at Danville, specially in bad weather, and it became evident that building a short railway line would ease this problem a great deal. Construction of the standard gauge line begun in 1897, and in the same year, the first standard gauge locomotive, numbered #1, was acquired from the Grand Trunk. This handsome 4-4-0 (GTR #61) was built by Neilson in 1860 and known as "Scotch". With flat cars equipped with link and pin couplers, it handled the necessary construction materials. This was the birth of the Asbestos and Danville Railway, but it was not before 1900 that the line was opened all the way between Danville and Asbestos, as many delays were caused by disputes over property and right of way, and by lack of funding.

For the first years of operation, the A&D locomotive and crew used to run a short distance on the GTR main line to the GTR yard in Danville where interchange of cars was carried out. However this operation became a nuisance for the GTR, and it was decided in 1915 that a small yard would be built jointly by the A&D and the GTR on Asbestos and Danville Ry. property. From then, the A&D operations were confined to the company's own trackage. This yard has since been improved and enlarged to a capacity of 200 cars.

In 1917, mining methods were changed, and standard gauge tracks were laid into the pit. Power shovels, dump cars and steam locomotives were purchased. The railway operations included handling asbestos ore from pit to mills, waste rock and overburden from the pit to dumps, and tailings from the mills to dumps, in addition, or course to the traffic to and from Danville. In 1925, passenger service between Asbestos and Danville was contemplated, but after several months of study, it was concluded that the A&D was better to remain freight-only. In fact, the A&D did carry passengers on occasions, as employees'



*On July 9, 1939 members of the CRHA went on an excursion to the Asbestos and Danville.  
The photos on these pages were taken at that time by W. G. Cole.*





*A&D 47 (MLW S4). Sold to QNSP (#47) May 1983, then to Potash Corporation Penobaquis N.B. (#92-019). (All photos from here on taken by author on August 21, 1980.*

pic-nic trips were often organized. Accommodation was provided by simple benches and chairs on flat cars or in gondolas.

Makeshift affairs were not the order of the day for the A&D, and the railway's operations were always carried out in a very professional manner. The A&D must be credited for several innovations such as the introduction of mechanical track shifters and the cast manganese rail frog, later adopted by major Canadian railways.

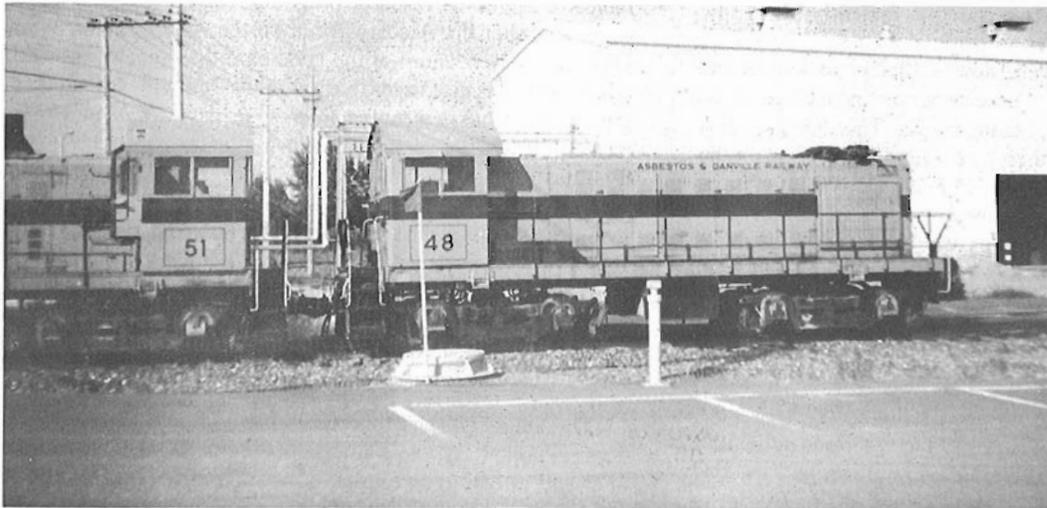
Over the years, some 33 other steam locomotives followed old # 1 on the A&D roster, with consecutive numbers from 7 to 39, with the exception of 0-4-OST # 2 later renumbered # 11. Only old # 1 had wheels other than drivers; however is quite a variety of types in the roster: the 0-4-0, 0-4-OT, 0-4-OST, 0-6-0, 0-6-OT and 0-8-0 wheel arrangements being represented. Only a handful of steamers were bought new, the rest having varied and interesting origins, such as New York Central, Missouri Pacific, Newburg & South Shore and Detroit Terminal. to name a few. It is also known that the roster included some narrow gauge Porter 0-4-0's numbered 1-6, but no serials or details on these are known.

It seems that at the end of the 1920's, a portion of the trackage running from the mills to dumps (2 miles) was electrified, and three electric locomotives were purchased. One of them (# 40) came from the Differential Steel Car Co. of

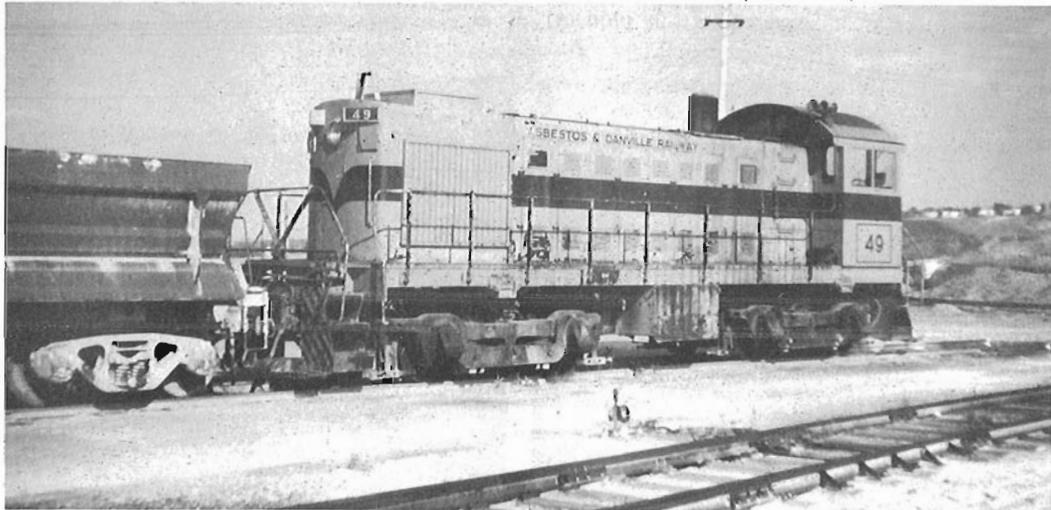
Findlay, Ohio, and the two others from General Electric of Erie, Pennsylvania. All three electrics were equipped with both side arm and center pantograph collectors, and had 660 HP. They were built in 1928, and specifications for the Differential locomotive indicating 58 tons and 88 tons as weight empty and loaded respectively make believe that # 40 was indeed a dump motor.

Peak operation year was 1948 when 7,464,477 tons were handled, and a typical active roster during these years included about 16 steam locomotives (80 to 105 tons) and the three electrics mentioned above. The car fleet was made up of about 200 dump cars of various capacities, 15 box cars for inter-plant use, 1 Russell snow plow, 1 Jordan spreader, 4 flat cars, 1 depressed center flat car for heavy equipment loads, and 4 ballast cars.

The end of the forties saw some dramatic changes, with the arrival of the first large diesel electric locomotive. Bought new from Montreal Locomotive Works and numbered 46, it was a 1000-HP Model S-4, and although retired from the A&D roster, it still exists today as Potash Corp. #92-010, at Penobaquis, New Brunswick. Number 46 was the second diesel-electric owned by the A&D; in 1936, a B-B locomotive numbered 12 was built by the Canadian Johns-Manville Co. It obviously did not stay long on the roster, since a 1942 list of the rolling stock fails to mention it.



*A&D 48 (MLW S-4).*



*A&D 49 (MLW S-4).*



*A&D 51 (Alco S-4), ex Burlington Northern 918, nee Northern Pacific 718.*

Other important changes happening in the early fifties saw the replacement of the electrics and the steamers by a small fleet of diesels (S-4's), which were now sufficient to handle the chores assigned to the A&D. These were now reduced as the pit hauling was then performed by dump trucks. This fleet grew to a total of 4 S-4's (#46-49), then a new model appeared on the roster in 1962 as MLW S-13 #50. In 1974, the A&D acquired its first second-hand diesel locomotive: Burlington Northern Alco S-4 #918, which became A&D #51. Finally, in the years 1978-80, the fleet of 9 Alco S-6's was purchased from dealer Chrome-Crankshaft, to replace all the S-4's. These were all former Southern Pacific units. The 1983 edition of the Bytown Society's publication "A Trackside Guide to Canadian Railway Motive Power" lists the A&D roster as consisting of only the Alco S-6's, implying the recent retirement of S-13 #50.

Although the asbestos industry has faced serious difficulties in recent years due to the economic slow down and the bad publicity around the health hazards of asbestos, (the European countries are still boycotting asbestos importations), there is improvement as more uses are discovered for this product,

thanks to aggressive research programs. It is therefore permitted to assume that the Alcos will run on the A&D line for many years, notably because of the good care they receive from the employees. It is nice to see that the Johns-Manville Canada Inc. management has a genuine interest in its railway and more particularly in its history. As a matter of fact, the public relations officers would like to know more details about "Bartholomew", and also about the early A&A narrow gauge locomotives, in particular. If any readers happen to have this precious information, it would be a nice gesture to communicate it to the Johns-Manville Canada Inc., Asbestos, Quebec, Canada J1T 3N2.

#### Acknowledgements:

The author wishes to express his gratitude to Mr. J.-M. Ryan, Public Relations Manager of the Johns-Manville Canada Inc, and to Mr. Don Dover, editor of Extra 2200 South, for having graciously provided the precious information essential to this article.



*A&D 50 (MLW S-13).*



*A&D 52 (Alco S-6), ex Southern Pacific 1241.*



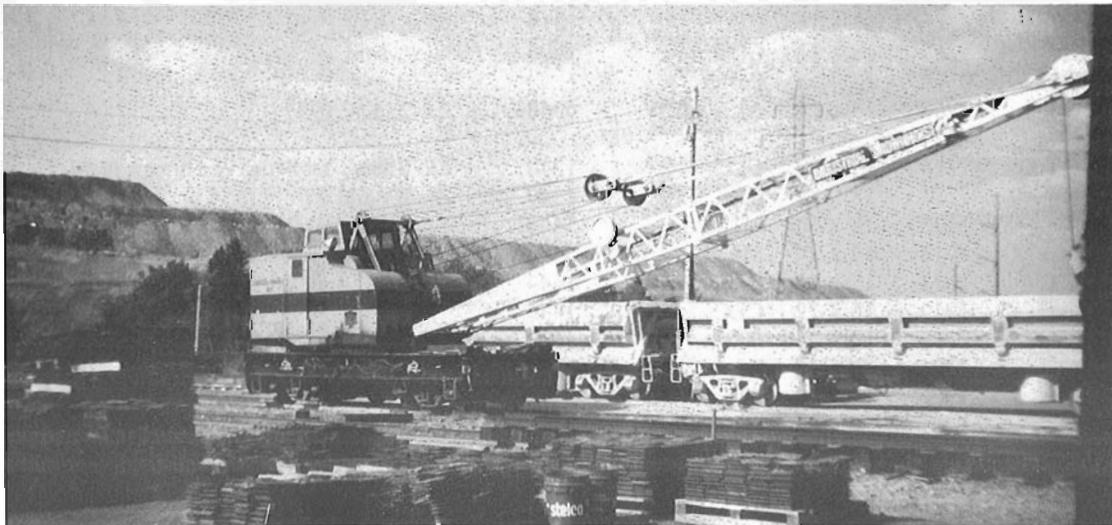
*A&D 57 (Alco S-6), ex Southern Pacific 1272.*



*A&D "Speeder" No. 10.*



*A&D Jordan  
Spreader.*



*A&D 53  
(International  
Brownhoist).*



A&D 55 (Alco S-6), ex Southern Pacific 1211.

### LOCOMOTIVE ROSTER OF THE ASBESTOS AND DANVILLE RAILWAY

Number – Driver Dia. – type – b/d – cyl. – builder – b/n – Notes

#### Narrow gauge locomotives (30" gauge):

"Bartholomew" – 0-4-OT – 8/97 – 7 x 12 – Porter – 1785 – Dispo. – unknown

1-6 – 0-4-0 – Details – unknown

#### Standard gauge locomotives:

1	60'	4-4-0	?	16 x 26	Neilson		Ex-Grand Trunk #61, acq. 1897
2	50'	0-4-OST	1908	16 x 24	Alco-MLW	45583	New, r #11
7	28"	0-6-OT	5/14	13 x 16	CLC	1239	New, sold 1930
8	28"	0-6-OT	4/16	13 x 16	CLC	1319	New, sold 1930
9	50"	0-6-OT	5/17	16 x 22	CLC	1403	New, sold
10	?	0-4-0	?	?	Porter	?	?
11	50"	0-4-OST	1908	16 x 24	Alco-MLW	45583	Ex-2, scr. 1937
12	36"	B-B D/E	1936		C-JM		?
13	42"	0-6-OT	7/14	15 x 22	CLC	1248	Ex-Baloy, Yerbaugh & Hutchison 26
14	42"	0-6-OT	7/14	15 x 22	CLC	1249	Ex-BY&H 27
15	40"	0-6-0	1913	17 x 24	MLW	54481	Ex-Dominion Dredging Co. 2, Acq 1919
16	40"	0-6-0	1913	17 x 24	MLW	54482	Ex-DD Co. 3, Acq 1919
17	42"	0-4-OT	1917	15 x 22	CLC	1444	
18	42"	0-4-OT	1917	15 x 22	CLC	1445	
19	44"	0-6-0	1900	19 x 26	Schen.	5521	Ex-NYC 324, r #25
20	44"	0-6-0	1902	19 x 26	Alco-C	27152	Ex-NYC 365
21	44"	0-6-0	1900	19 x 26	Schen.	5519	Ex-NYC 322
22	44"	0-6-0	1901	19 x 26	Alco-S	25008	Ex-NYC 384
23	44"	0-6-0	1900	19 x 26	Schen.	5525	Ex-NYC 328
24	44"	0-6-0	1900	19 x 26	Schen.	5558	Ex-NYC 331

25 (1st)	44"	0-6-0	1900	19 x 26	Schen.	5521	Ex-19
25 (2nd)		0-8-0			Baldwin		Ex-Newburg & South Shore
26	50"	0-6-0	1906	21 x 28	Alco-C	30180	Ex-NYC 6754
27	50"	0-6-0	1906	21 x 28	Alco-S	41035	Ex-NYC 6757
28	56"	0-6-0	3/07	20 x 26	Alco-S	42069	Ex-Gen. Equip., ex-GTW 7154, ex-GT 1698
29		0-6-0	11/23		Alco-B	65332	Ex-Det. Term. 22
30		0-6-0	1924		Alco-S	65478	Ex-Det. Term. 24
31		0-6-0	1924		Alco-S	65479	Ex-Det. Term. 25
32		0-8-0	1916		Alco-B	56998	Ex-Delray Conn. 42, ex-Solvay Process Co. 3
33	51"	0-6-0	3/27	21 x 26	Lima	7212	Ex-Mich. Lime & Chemical Co. 27
34		0-6-0	5/25		Baldwin	58420	Ex-FP&E 7
35		0-6-0	4/26		Baldwin	59093	Ex-FP&E 8
36		0-6-0	?		Alco-?	?	Ex-Pitt. & Ohio Valley?
37		0-6-0	?		Alco-?	?	ex-?
38		0-6-0	9/23		Alco-B	65280	ex-MoPac 9801; Union Terminal of St. Joe 3
39		0-6-0	8/26		Baldwin	59370	ex-MoPac 9802; Union Term St. Joe 4
40		B-B E1.	1928		Differential	737	Dump Motor?
41		B-B E1.	1928		Gen. Elec.	11060	70-ton, 660 HP
42		B-B E1.	1928		Gen. Elec.	11061	70-ton, 660 HP Sold to HB&M (42), 2/52
46		S-4	11/49		MLW	76495	Acq. new, sold to Canadian
		Johns-Manville as 46, Longue-Pointe, Qué. 7/81, then to Potash Corp., as 92-010, in 1982, Penobscuis (Sussex), N.B.					
47		S-4	11/50		MLW	77587	Acq. new, sold to Quebec North Shore
		Paper as 47, 3/83, Baie-Comeau, Qué., then to Potash Corp., as 92-018 (r #92-019), in 5/83, Penobscuis, N.B.					
48		S-4	8/53		MLW	77294	Acq. new, retired Disposition unknown
49		S-4	8/56		MLW	81258	Acq. new, late model, Sold to Provincial
		Diesel M/84, then to Abitibi Price #49, 8/84, Alma, Qué.					
50		S-13	8/62		MLW	83214	Acq. new, sold to Provincial Diesel,
		then to Abitibi Price #50, 2/85, Jonquière (Kénogami), Qué.					
51		S-4	5/53		Alco	80463	Ex-Burlington Northern 918,
		nee Northern Pacific 718, acquired via G.R. Silcott 5/73, retired.					
52		S-6	5/55		Alco	80926	Ex-Southern Pacific 120, nee 1036
54		S-6	9/56		Alco	81812	Ex-SP 1238, nee 1071
55		S-6	5/55		Alco	81294	Ex-SP 1211, nee 1044
56		S-6	12/55		Alco	81425	Ex-SP 1274, nee 4638
57		S-6	11/55		Alco	81423	Ex-SP 1272, nee 4636
58		S-6	12/55		Alco	81432	Ex-SP 1281, nee 4645, Cannibalized for parts
59		S-6	11/56		Alco	82287	Ex-SP 1252, nee 1085
60		S-6	8/56		Alco	81734	Ex-SP 1230, nee 1063, Cannibalized for parts
61		S-6	12/56		Alco	82291	Ex-SP 1256, nee 1089, Acquired for parts, in primer, never painted in A&D livery.

MLW: Montreal Locomotive Works

CLC: Canadian Locomotive Company

C-JM: Canadian Johns-Manville

Schen.: Schenectady

Alco-C: American Locomotive Co., Cooke plant

Alco-S: American Locomotive Co., Schenectady plant

Alco-B: American Locomotive Co., Brooke plant

Roster as of Sept. 1988.

# Night Crawler On The Princeton Sub

by Joe Smuin

FROM: THE SANDHOUSE  
NEWSLETTER IF THE PACIFIC COAST DIVISION OF  
THE C. R. H. A.

Vol. 13, No. 2, Issue 50, September, 1988.

Brian Peters' article "A Day on the Princeton Sub" (April issue) was another reminder of the big changes on that subdivision over the past 13 years since I worked in the Penticton roundhouse. His article brings back memories of rides in the engine cab over all the old Kettle Valley Division except the Copper Mountain and Coquihalla Subs.

I worked for three months in early 1971 as a Classified Labourer in the Penticton roundhouse, then returned in early 1974 until my job was abolished in June 1975. At that time the Penticton auxiliary was removed to the Coast and the shop staff reduced by two men. This meant that for virtually the first time since construction in 1914, there was no longer 24-hour seven-day-per-week staffing of the roundhouse. I had the dubious privilege of applying the first lock to the roundhouse door at 11:59 p.m., 20 June 1975. From that moment until the roundhouse closed on 26 April 1985, the staff consisted of a Mechanical Supervisor, Carman and two Classified Labourers. In spite of the Mechanical Department reductions, respectable-sized trains operated out of Penticton until around 1982.

Brian's article recounts a pleasant ride on two beautiful September days – indeed I just happened to be on location to snap a couple of mug-shots of Brian and a pal eyeballs to the breeze on the front platform of the locomotive. Seeing the two of them reminded me of my own past good fortune – a ride in the old CLC H-Liner 8551 over the Carmi Sub., and of going swimming in Osoyoos Lake with the crew of the Osoyoos Wayfreight while we waited for the Osoyoos packing house to load the reefer cars.

What a contrast in the westbound train that Brian rode last fall – two GP38s and a handful of cars – and the trains of 1974! The end of Okanagan Lake barge service in 1972 and cancellation of operations between Penticton and Beavercreek in 1973 meant that suddenly all rail traffic in and out of Penticton had to move over the Princeton Sub. At the same time there was a very considerable increase in lumber traffic. Whereas in 1971 a wayfreight – usually powered by two GP9s – ran between Penticton and Merrit, by 1974 four GP9s often couldn't take all the tonnage waiting in the Penticton yard.

For a while that year we ran a "drag" seven days a week. The normal motive power consist was GP9s, GP7s, F7Bs and the last CLC H-Liner on the Princeton Sub., the 8728 (H-16-44). This train was not a wayfreight, although it made pickups and setouts at Princeton, and ran through to Spences Bridge.

We had a lot of problems with the locomotives. They were all elderly and less than well-maintained. One old F7B assisted with the preservation of the Subdivision's crossties all summer. She had a horrendous crankcase oil leak and never once made the whole trip without shutting down. Dynamic braking on those old dinosaurs was like trying to match blood samples – a unit would function flawlessly in one consist, only to go "teats-up" on the next consist. Worse yet, often the dynamic braking on the whole consist would then quit. Put the offending unit back on her original consist and everything returned to normal on both consists.

It was with this sort of background I had my rides on the Princeton Sub. The Drag was usually called for 8:30 p.m. to double-over and depart at 9:30. I had one of my more memorable rides on this particular schedule. We had three GP9s and a GP7 for power. The train consist included chip gons, tanks, boxes and bulkhead flats – over 40 cars total and full tonnage rating for the 2.2 per cent between Penticton and Mileage 25. (Kirtton had been removed from the timetable, although it has since been restored).

We crawled up the West Bench and up through Trout Creek canyon. The chant of those Jimmies reverberating off rock cuts and canyon walls would have been hypnotizing except at full throttle everything in the cab rattled and shook.

The noise didn't deter the engineman, my good friend Cliff Inkster, from regaling us with the most delightfully outrageous railroad stories I've ever heard. He was quick to explain his handling of the train and ever ready to demonstrate. Therefore, once we tipped over the hill at Osprey Lake, Cliff demonstrated how to bring a train downgrade when the lead unit (GP7 8416) didn't have a pressure-maintaining feature in the automatic brake.

Any true railfan would have loved what happened next. When we got to Jura, it was close to midnight and Cliff was starting to watch the train pretty closely as we wound our way down the Belfort loops. Cliff had an attentive and appreciative audience in myself and the rookie head-end brakeman, so at Mileage 63.5 he decided to stop to cool the wheels. He explained what he planned to do and then, after a suitable cool-down, he began a real masterpiece of train handling.

I don't recall the exact details, but as the train brakes released, Cliff used a combination of independent brake application and dynamic brakes (which were not 100 per cent reliable) to very expertly make the train respond exactly when and how he had said it would. The brakeman and I were suitably impressed!

After a brief stop at Princeton, where the head-end brakeman isolated the lead unit so we'd have a quiet ride the rest of the trip, we headed into the tunnel at mileage 71.2. Cliff suddenly jumped up and cut the isolation switch back into "run" position. "That was just for Joe", he grinned.

The howl of those straining engines was like the sound of bomber formations in those old war shows. Don't ever tell me that the sound of hard-working Diesels can't send chills up your spine!

Lord, it was a lonesome ride from Princeton to Spences Bridge in the middle of the night. In 1974, there were even fewer people in that area. It was blacker than a crow's behind that night and for miles it was just shake and rattle, rock and roll – and spit sunflower seeds.

Merritt at 3:30 a.m. looked like some place from a ghost movie. It seemed pointless to whistle for the few crossings. We arrived at Spences Bridge about 5:00 a.m., set our train out, and went to the old hotel for breakfast. At 5:30, the temperature was only a few degrees above freezing, and here we were dressed in short-sleeve shirts. Penticton is usually nice and warm at that hour in early July! Can you believe cab heaters going full blast when another five hours would see temperature approaching 90 degrees F. ?

At this particular time it was the practise of the train crew to immediately marshall the return tonnage and head back to Penticton. It was approximately eight hours running time either way so those 177.8 miles between terminals got to be very long ones. By 7:00 a.m. we were winding our way back up the Nicola River valley with a train one car length short of a mile long.

At one point, passing through an Indian Reserve, we leaned out the window to wave at a group of Indian people standing near the track. This was the height of the "Red Power" era and we were rewarded with one finger salutes.

It was a very long, slow ride to Princeton as exhaustion set in. My memory of the ride is one of increasing heat, glare, ceaseless vibration and noise. We had to set off about 35 cars at Princeton, so it was around noon by the time we were tackling Jura hill. We made about 10-15 m.p.h. up to Jura. It was fascinating to watch our caboose travelling in the opposite direction as we rounded the Belfort loops.

The remainder of the trip to Penticton was a joint effort to stay awake. When we got home, around 3:00 p.m., it was hot and the swimming was great, but after that ride all I could think of was food and sleep!

I slept for over 13 hours which was normal for the rest of the crew. Not too long after this ride, the Company put its foot down and insisted the crews have at least five hours rest at Spences Bridge. Indeed, that was the case on my next ride.

Coming back to Brian's article, he commented on the colours – indeed those were two beautiful days that he rode the subdivision, but the real colour of the Princeton Sub. belonged to the multiple of characters that spent most of their careers on the K. V. Division. They have now retired and I sorrow that even though the trains run for the moment, no one can ever again ride with those that knew first-hand the story of the K. V.

## A Century Ago Bishop Baldwin on a Hand Car

From: "The Dominion Illustrated" February 22 1890.

The Petrolia "Advertiser" gives this amusing account of some of Bishop Baldwin's experiences in the oil country of southern Ontario:

On Monday morning the bishop started for Inwood, at 8:10 A.M., to hold the first confirmation ever held in that burg. Service was over at 11:30. As there was no train available to return by, a hand-car was obtained to convey the bishop back to Oil City, seven and a half miles, in order to catch the train that leaves Oil City for Petrolia at about 12:30 P.M., but the weather was against this arrangement. A violent head wind from the west was blowing, and the man propelling the railway velocipede got tired out working against the wind. "I'll take a turn" says the bishop, and at it he went till he got exhausted. The man again took up the work until he had to stop; the bishop again bore his part; again the man got to work and had to resign, and again the bishop rolled the hand-car along. Section men on the line, as the

car swept past, could not understand such a transformation scene, as why the bishop should propel the man, instead of the man propelling the bishop, but between them they got to Oil City half an hour after the train left. Mr. Wetherall, however, was the Gaius for the occasion, and his grateful hospitality put the bishop in trim for the unpleasant ordeal of driving from Oil City to Petrolia. That road is execrable, its heights and depths require to be appreciated, and splashed with mud from head to foot, and every bone in their bodies aching, the episcopal party arrived back in Petrolia about 5 P.M. Quite fresh as if nothing had been done all day, his Lordship did all the work at the missionary meeting in Christ Church this evening. His old friends in Montreal and elsewhere will be glad to know that the bishop, who was always a moving speaker, is still able to carry people along with him.

# A New Railway Museum for British Columbia

R. Ken Bradley  
Photos by Florence Annison



Some 58 miles north of Victoria on Vancouver Island, B. C., lies the town of Ladysmith. 1988 saw the opening of a unique railway museum on the site of the shops and yard of Crown Forest Industries Ltd., now Fletcher-Challenge Canada Ltd.

This company had formerly operated a 20-mile logging line out of Ladysmith through some spectacular scenery. The last revenue train operated in 1985. Following that the line was to be abandoned. A large portion of Vancouver Island heritage was about to be lost forever.

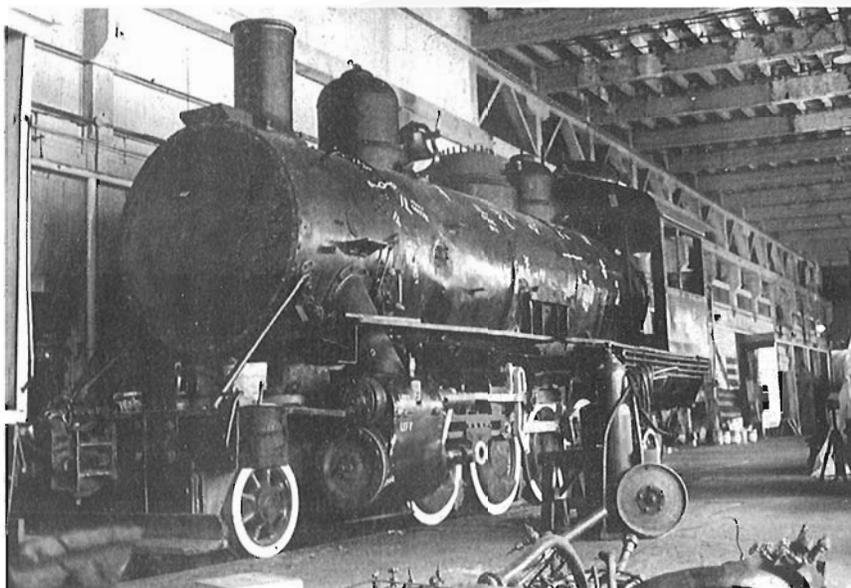
Fortunately help was at hand. A small group of train buffs banded together and formed the Ladysmith Railway Historical Society (LRHS), in a concerted endeavour to halt the progress of disintegration. The Society was incorporated on Aug. 16, 1985.

Since then much has happened. The Company has most generously turned over to the LRHS a great deal of equipment that might well have gone to the scrap dealers. The buildings on the site are owned by the Town of Ladysmith and are leased by the Society. These include main shop, roundhouse, car shop, sand house, and lunch and wash rooms.

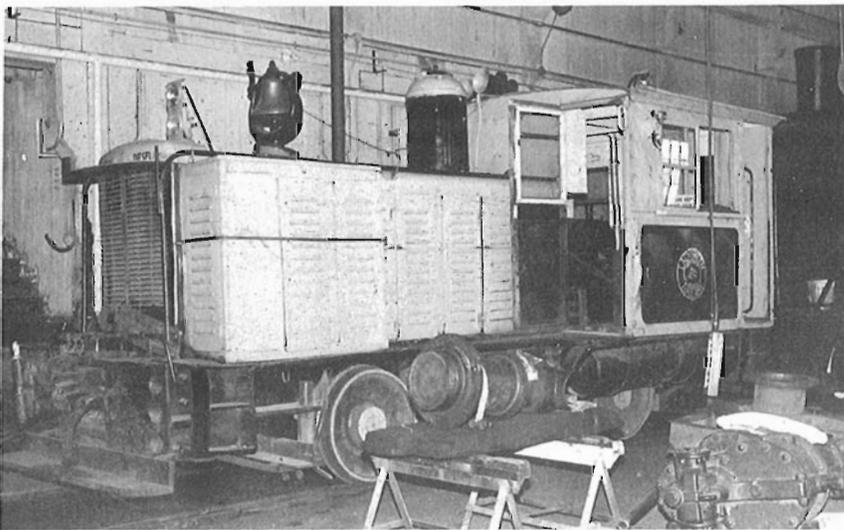
The Society owns a 1923 Baldwin 2-8-2, a Class B Shay, an Alco diesel-electric RS3 #8427, a 6-wheel Plymouth diesel #7 and a 4-wheel gas locomotive #107, the last three being operational. Rolling stock already restored includes a C.N. boxcar (blt. 1918), a water car, and a self-propelled crew car. Other pieces of rolling stock are bull cars, steel flats, a wooden flat with arch bar trucks, tank cars, and two Canadian Collieries coal cars (ca. 1900). Also included is a log unloader called a Humdergen. These are all stored in the yard. In addition are track speeders and push cars.

The main shop building is 200 feet long and is equipped with two service tracks, a 70-foot pit with wheel-drop; there are also a wheel lathe, shaper, air hammer, horizontal press, forge, and overhead crane. The roundhouse and car shop have each one service track with pits.

In addition to yard trackage the LRHS has 8 miles of main line which is at present being "brushed out." Only then can it be ascertained how much work will be required to bring it up to inspection standard.



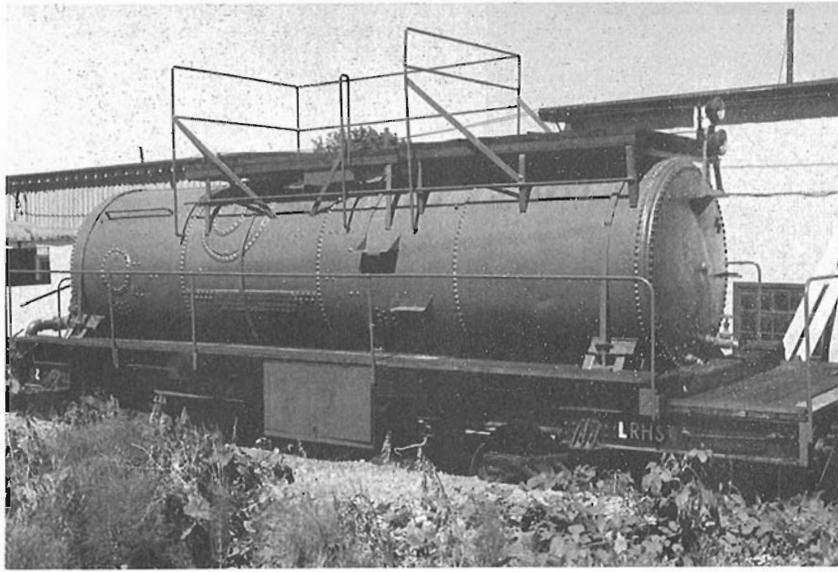
*Baldwin 2-8-2 locomotive #11 in process of rebuilding in main shop.*



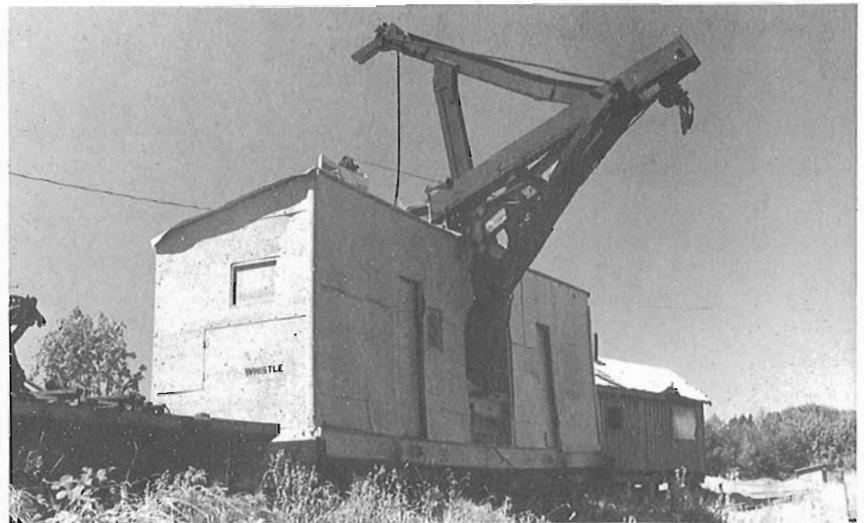
*Plymouth diesel, 0-6-0, #7, serviceable.*



*Rebuilt CN box car of 1918 vintage.*



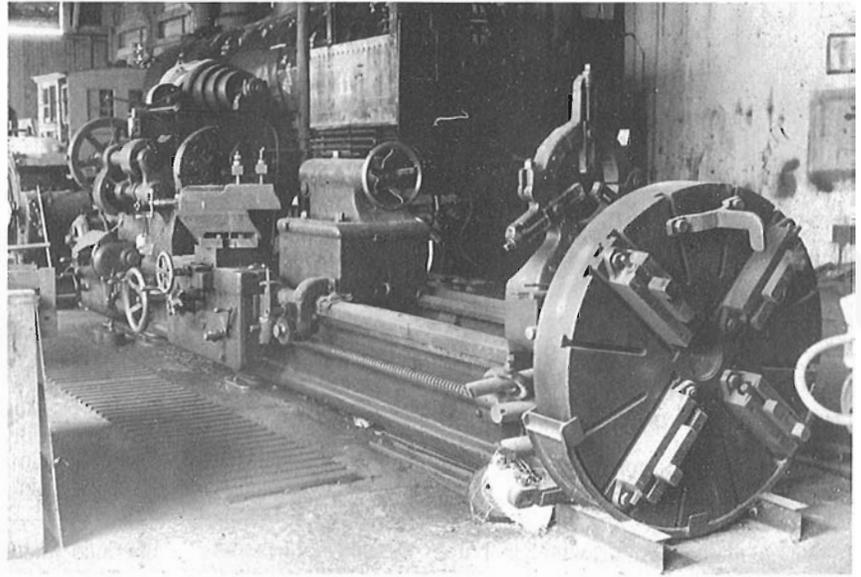
*Rebuilt water car.*



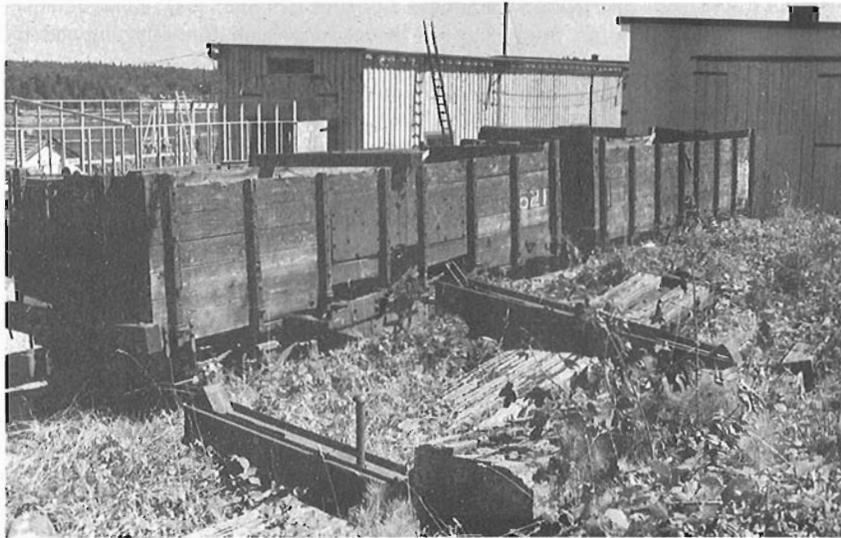
*The "Humdergen" log unloader.*



*Self-propelled crew car undergoing restoration.*



*Wheel lathe in main shop.*



*Turn-of-the century coal cars awaiting rebuilding.*



*"Brushing out" the main line.*

# **Rail Canada Decisions**

by Douglas N.W. Smith

## **HOMETOWN LINE VANISHES**

When I returned to my parent's home in Drummondville, Quebec for the 1986 Christmas celebrations, my father greeted me with the news that CP was planning to abandon its line. Even to this "hardened" editor, who has written obituary notices for thousands of miles of railway lines, this came as quite a surprise. CP had been the first rail line to reach the city and its tracks served all the major factories.

On a last minute shopping trip during that holiday period, I came across CP's way freight assembling its consist for the return trip to Farnham. Pausing to watch the RS-18, all seemed right with the world.

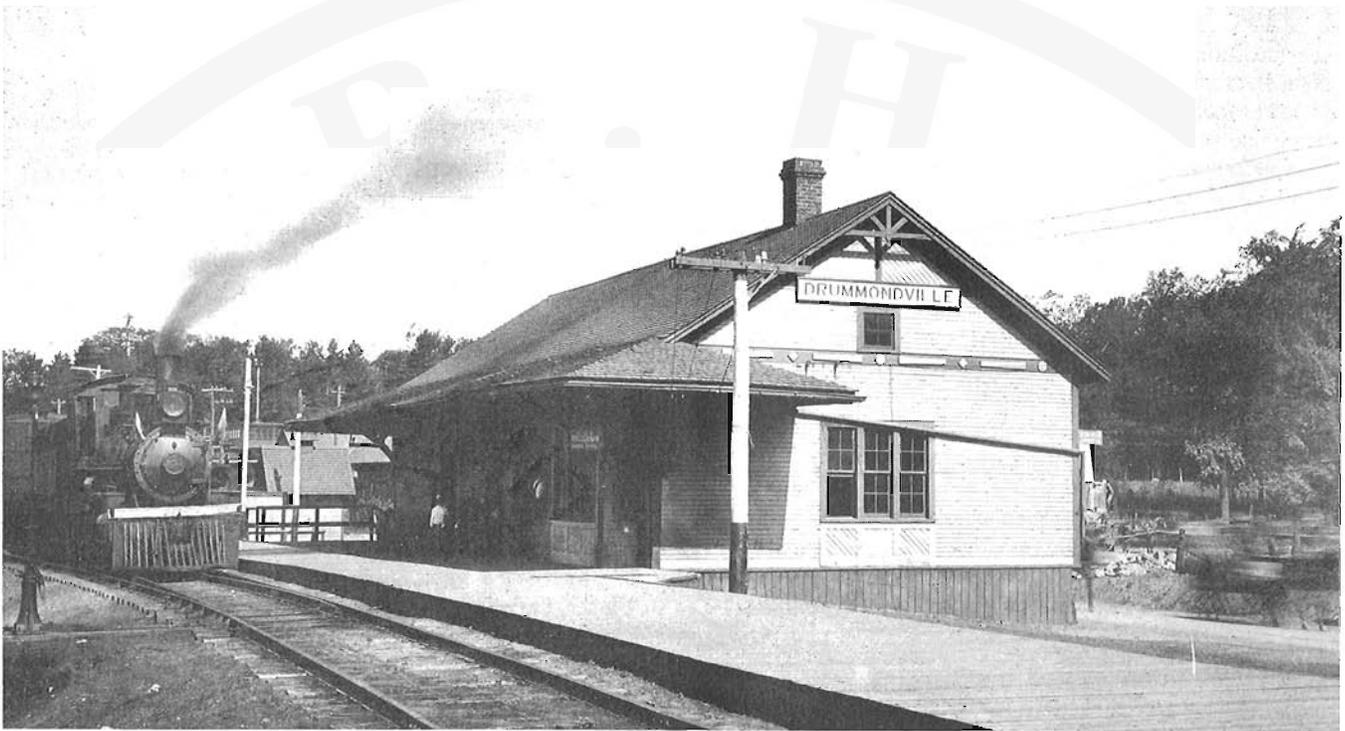
Therefore it came as a shock to receive the National Transportation Agency decision authorizing CP to abandon the Drummondville Subdivision from Foster, at Mile O.O., to Drummondville, at Mile 46.6 thirty days after November 21, 1989. In its order the NTA stated that in 1988 the line had operated at a \$57,000 loss and handled 725 carloads. The reason for the decline in traffic was the construction of a large distribution warehouse along the CN line. This facility handles traffic from most of the plants which formerly shipped by CP.

The earliest part of the CP trackage to Drummondville was constructed by the Richmond, Drummond and Arthabaska Counties Railway (RD&A) as part of a colonization railway



*It was tempting to dub this picture "The Victor and The Vanquished". CP RS-18 8780 has just crossed the CN Montreal-Halifax main line and is running along the remaining segment of the original Richelieu, Drummond & Arthabaska line. To the right of the 8780 is the another RS-18. CN 3707 was stationed in Drummondville to perform switching duties that December 24, 1986. The box car between these two units is on the CN-CP interchange track.*

*Photo Credit: Douglas N. W. Smith.*



*In the far off year of 1914, a CP wayfreight drifts into Drummondville. The little wooden station was replaced by a large stone and brick structure in the 1920's. Locomotive 7011 was built in 1886 by the Canadian Locomotive Company. Originally numbered 98, it was renumbered in 1913 and two years later was taken off the roster.*

*Photo Credit: Photographer A. W. Heckman, Courtesy of CP Rail.  
Photo Source: Doug Smith.*



*Foster was initially a way station on the South Eastern Railway when it built its line from Sutton Junction to Drummondville through the community in 1876. It became a junction point following the construction of the CP subsidiary, the Atlantic & North Western Railway, through the area in 1885. In this view, most likely taken during the first two decades of this century, the ex-South Eastern line to Drummondville passes to the left of the station while the A&NW line to Montreal is on the right.*

*Photo Credit: Photographer A. W. Heckman, CP Rail.*

scheme sponsored by the Quebec government. The RD&A completed a line from Sorel to L'Avenir through Drummondville in 1871. Built on a shoe-string budget, the line was notable for being laid with wooden rails.

The following year, the RD&A was amalgamated with the South Eastern Counties Junction Railway (SECJ) to form the South Eastern Railway (SER). At the time of the amalgamation a 50 mile gap existed between the RD&A and the SECJ, whose line extended from West Farnham Québec to Newport, Vermont.

In 1875, the SER initiated steps to modernize its property and join its holdings. The wooden rails on the RD&A proved ill-suited to the rigours of operation. In September 1875, the SER finished relaying the line between Sorel and Drummondville with iron rails. Construction of a new rail line between Emerson's on the former SECJ and Drummondville on the RD&A took three years. Completion dates for the sections of this line were as follows:

Segment	Year Built
Emerson's* to Knowlton	1875
Knowlton to Waterloo	1876
Drummondville to Actonvale	1876
Waterloo and Actonvale	1878

Note: \* Later renamed Sutton Junction and subsequently renamed Enlaugra.

Through passenger service began between Sorel and Sutton Junction in February 1879. The SER was taken over by CP in 1883.

The first part of the Drummondville Subdivision to be abandoned was the section between Enlaugra and Knowlton which was abandoned in 1962. The section between Knowlton and Foster, where connections were made with the Montreal-Saint John, New Brunswick main line, was abandoned in 1977.

The November 21, 1989 NTA order also permitted CP to abandon the remaining 1.9 miles of the original RD&A line, with the exception of this trackage in Drummondville, the Sorel-L'Avenir line had been abandoned in 1893.

### SASKATCHEWAN RAIL NETWORK SHRINKS

On November 14, 1989, the National Transportation Agency authorized the abandonment of two lines in Saskatchewan: the 14.4 miles of the Corning Subdivision between Corning and Peebles and the 18.0 miles of the Porter Subdivision between Oban Junction and Cando.

The Corning Subdivision was opened between Corning and Handsworth, a distance of 22.3 miles in November 1924. While the line was built by CN, construction was done under the charter of the Canadian Northern. The 7.9 miles of trackage between Handsworth and Peebles was abandoned in 1981.

The Porter Subdivision was opened between Oban and Battleford, a distance of 48.2 miles, on October 22, 1912. This line was built by the Grand Trunk Pacific. The 30.2 miles between Battleford and Cando was abandoned in two segments: the 4.3 miles between Battleford and Dacre in 1974 and the 25.8 miles between Dacre and Cando in 1975.

The sole commodity handled over both lines at the time of abandonment was grain. In 1986, the Corning Subdivision handled 293 carloads and lost \$52,506 while the statistics for the Porter Subdivision was 216 carloads and a loss of \$74,410.

### LAURENTIAN DEPARTURE

Many members of the Association will be saddened to learn that CP received permission on July 4, 1989 to abandon practically the entire Ste Agathe (Québec) Subdivision. Over the years, the CRHA has operated a number of excursions over this trackage.

Under the NTA order the segments between Ste Agathe and Mont Laurier and between St. Jerome and Ste Agathe will be abandoned on December 31, 1989 and July 4, 1990 respectively. After the abandonment of the second segment, all that will remain of the Ste Agathe Subdivision will be the 13.6 miles from Ste Therese to St. Jerome.

Much of the credit for the origins of this rail line belongs to Father LaBelle, a Roman Catholic priest. He viewed the construction of the line as a means to open up new areas of the province to settlement thereby preventing the outward migration of French-Canadians to New England and the western provinces. In 1883, the Dominion Parliament passed a charter for the Montreal & Western Railway authorizing it to build a line from St. Jerome to a point on the CP between Lakes Nipissing and Temiscamisque via Ste Agathe and Maniwaki.

In 1883, the federal government provided a subsidy of \$320,000 for the line. This was based upon the standard subsidy of \$3,200 per mile for 100 miles of line. Subsidies could only be earned as each ten mile section was laid with track. A survey of the first 70 miles of the proposed route between St. Jerome and Desert, where a connection was to be made with the Gatineau Valley Railway, showed that construction would be more costly than had been anticipated.

In response to petitions for greater aid, the federal government increased the subsidy in 1886 to \$361,270, based upon a per mile grant of \$5,161 per mile for 70 miles of line. As a further stimulus to construction, the M&W and CP entered into an agreement on October 15, 1889 whereby CP agreed to lease the line and acquire its stocks and securities.

Armed with this backing, construction of the M&W began in 1890. By October 1890, the government railway engineer was able to report that the M&W had laid track on the first ten miles of line from St. Jerome and had made good progress on the next eight miles.

At the same time, the financial affairs of the fledgling enterprise were reaching a crisis. On November 27, 1890, H. J. Beemer, the Managing Director of the M&W, wrote the Prime Minister, Sir John A. MacDonald, a letter pleading for an assistance:

"We have 1,400 tons of rails, plates lying on the wharf here [in Montreal] which we cannot remove owing to the want of money to pay for same. Ramps are being closed on the wharves and shipowners are clamouring for their removal. CP state they require to take up their switches at once. The only way to save us serious loss is for government to wire Grenier Mayor [of Montreal] and President of Peoples Bank that he will be



*The Ste Agathe station was one of the more imposing passenger facilities along the route of the "Pet't train du Nord".  
Photo Credit: CP Rail.*

perfectly safe to advance M&W \$40,000 which will be retained for them out of subsidy to be allowed said railway on their sections between miles lately inspected."

Serious losses could have accrued to the M&W if it was not able to pay for these rails. During the nineteenth century, Montreal's harbour remained in a primitive state. Each spring, ice flows and flood waters scoured the waterfront. Consequently, no fixed facilities existed on the wharves along the waterfront. Everything on the wharves had to be removed each fall or face possible loss in the spring floods. By passing an Order in Council authorizing the payment of subsidies for work done on sections of less than ten miles, Sir John was able to have the necessary funds released to the M&W.

The government authorized the M&W to open the first 18 miles of its line to traffic on September 28, 1891. In making his inspection of the line, the government engineer noted that the station at Shawbridge was being erected by the inhabitants of district. Pursuant to its agreement with the M&W, CP began regular train service between St. Jerome and Ste Adele/Mont Rolland on October 13, 1891.

During the summer of 1892, the line reached Ste Agathe, a point some 30 miles from St. Jerome. By the end of the year, the track had been laid to Mile 52. However, the line was only inspected for purposes of opening to the carriage of traffic as far as St. Faustin at Mile 44.5.

Late in 1893, the final 26 miles of line eligible for the Dominion subsidy were completed. Meeting the letter of their contract with the government to build 70 miles of line, the M&W track terminated 3 miles north of Labelle in the bush. In 1897, CP purchased the trackage between St. Jerome and Labelle.

During the first decade of this century, the line was extended 58 miles to its final terminal at Rapide de l'Original [now called Mont Laurier]. The extension was built under the charter of La Compagnie de Chemin de Fer de Colonisation de Nord (CCFCN). Construction started 1902. Nominique was reached on January 5, 1904. Passenger service between Montreal and Mont Laurier was inaugurated on September 15, 1909. CP leased the CCFCN for 999 years in 1905.

Starting in 1911, CP began actively to promote the recreational benefits of the Laurentians. The line experienced its busiest years during the 1940's and 1950's. Its capacity was strained by numerous weekend - only Montreal-Ste Agathe and Montreal-Labelle trains which accommodated cottagers in the summer and skiers in the winter.

The opening of the Laurentian autoroute in the late 1950's stripped the trains of their traffic. Effective October 29, 1961, all the special weekend trains were discontinued and the regular service was reduced to a single daily Montreal-Mont Laurier round trip. Three years later, the frequency of this train was reduced to tri-weekly operation.

Oddly, the fortunes of the passenger service began to improve following a March 1977 order by the Canadian Transport Commission (CTC) which permitted CP to eliminate two of the three weekly round trips. The Friday Montreal-Mont Laurier and Sunday Mont Laurier-Montreal trips were ordered retained on a temporary basis while further material was gathered to determine the need for weekend service.

Realizing that actions speak louder than words, the Regional Development Council for the Laurentians and the Laurentian Tourist Association charted 8 special trains from CP which



*Back in the 1950's, the New York Central operated several hundred miles of trackage in southern Ontario. Over this route moved a steady flow of streamliners and heavy freights operating from Chicago and Detroit to New York. In a complete contrast, the Central's Quebec property was a sleepy 50 mile branch line into Montreal. Who would have expected that come 1990 the Ontario trackage would be owned by CN and CP and the successor to the NYC, Conrail, would be expanding its rail line ownership in Quebec!*  
Photo Credit: Douglas N. W. Smith.

were dubbed "Le P'tit Train du Nord". The origins of this name date to the early years of the line and formed part of the folklore of the area. Each Sunday between January 22 and March 19, 1978, these trains made a round trip between Montreal and Ste Agathe or Labelle. A total of 7,000 passengers travelled on the specials.

Impressed with these results, the CTC on June 8, 1978 ordered CP to operate special Saturday and Sunday round trips between Montreal and Labelle from July 1 to October 8, 1978 and from December 9, 1978 to March 18, 1979. This pattern of summer and winter special trains remained in place until November 1981 when all passenger service on the Mont Laurier was discontinued by order of the government.

In 1982 and 1984, the CTC rejected CP applications to abandon the line. Each time, the CTC based its rejection upon evidence presented by intervenors that new industrial plants in Mont Laurier would require rail service and generate a sufficient level of traffic to make the line profitable. While the plants were opened, the projected rail traffic did not materialize. In 1987, the line posted losses in excess of \$750,000.

### **RAIL LINES SHUFFLED**

CN and Conrail have concluded arrangements which will affect rail line ownership and operation in the extreme southwestern corner of the Province of Quebec. Up to this time, CN has owned the rail line between Massena, New York and Montreal. Conrail's service between these points has been over a combination of lines owned by that corporation, CN and CP.

Up to the early 1960's, the New York Central Railroad (NYC) reached Montreal via its line through Malone, New York. After the abandonment of the portion of this line south of Malone, the NYC arranged for trackage rights over the CN line between Massena and Huntingdon which continue to be exercised by Conrail. From Huntingdon to Valleyfield, it operates over the trackage of its Canadian subsidiary, St. Lawrence & Adirondack Railway (St. L&A). The St. L&A leases the line between Valleyfield and Beauharnois from CN.

From Beauharnois to Adirondack Junction, the line is owned by the St. L&A. Operations from Adirondack Junction to Montreal are over CP trackage.

Under the recently completed agreements, CN has sold its trackage between Massena and Huntingdon to Conrail. As well, CN has agreed to extend through to the year 2005 the lease of its track between Valleyfield and Beauharnois to the St. L&A. This lease had been due to expire in 1994. In exchange, CN has acquired trackage rights over the line from Beauharnois to Massena. This move could render CN's trackage from Ste Martine Junction to Huntingdon redundant.

### **NO LONGER WANTED**

On the basis of an appeal by the City of Granby, Quebec, the NTA reversed its decision requiring CN to continue to operate the Granby Subdivision from mile 9.0 to 15.57. The October 13, 1989 decision authorizes the removal of the tracks through the city. The retained trackage will terminate on the western edge of the Granby. The history of this line was covered in the January-February 1989 issue of "Canadian Rail".

### **SHORT TURNS**

On August 17, 1989, CP Rail began to exercise trackage rights over the CN Three Hills Subdivision from Sarcee Junction in Calgary to Irricana, a distance of 28.5 miles. Following NTA authorization to open the connecting track at Irricana, CP abandoned its own line between Calgary and Irricana. The trackage abandoned is the 10.3 miles of the Strathmore Subdivision between Shepard and Langdon and the southernmost 25.8 miles of the Langdon Subdivision between Langdon and Irricana.

CSX has sold its line between Walkerville and Oldcastle, Ontario to CN. Built by the Lake Erie & Detroit Railway, it formed part of a line extending from Walkerville to St. Thomas. The line has seen a number of owners. The Pere Marquette Railway acquired it from the original owners. The Chesapeake & Ohio Railroad took over the Pere Marquette in 1947. The C&O is one of a number of major railroads which were amalgamated during the last two decades to form CSX.

## - In Memoriam - Norris R. Crump 1904 - 1989

by Fred Angus

Members of the CRHA, and everyone interested in railroading, will be sorry to hear of the death of N.R. (Buck) Crump, former President and Chairman of the Canadian Pacific Railway Company (now C.P. Limited). Mr. Crump died at his home in Calgary on December 26 1989 at the age of 85.

Mr. Crump was born in 1904 and joined the CPR in 1920 at Revelstoke B.C. Later he was transferred to Field and then to Winnipeg. He then took a leave of absence during which time he earned a degree in Mechanical engineering at Purdue University in 1929. Working his way up in the company, he became, by 1942, assistant to the Vice President in Montreal. In 1943 he moved to Toronto where he was, successively, General Superintendant, General Manager and Vice President. In 1948 Mr. Crump became Vice President with jurisdiction over all lines and he returned to Montreal. The following year he was elected a director and member of the executive committee. In 1955, following the retirement of W. A. Mather, Mr. Crump was elected President.

During the Crump era the CPR changed from a transportation company into a diversified conglomerate which owned shares of many Canadian companies, thus starting a structure that has continued until recently. One of Mr. Crump's major projects was the conversion of the railway's motive power from steam to diesel. He had written a thesis on diesel engines for his master's degree at Purdue in 1936 and his efforts at dieselization began during his Vice Presidency, being completed in 1960

while he was President. He was also one of the originators of the plan to improve passenger service in the early 1950's when the 173 stainless-steel cars (many still in use by VIA) were built. This culminated in the inauguration of the "Canadian" in April 1955, the year he became President. Within a few years, however, the decline in ridership caused CP to reverse its policy and ultimately hand over the service to VIA in 1978. It is ironic that, as a result of the recent cutbacks, the last run of the "Canadian" took place less than three weeks after the death of Mr. Crump.

In 1961 he was elected Chairman and President, and later, in 1964 he relinquished the Presidency and was appointed Chairman and Chief Executive Officer. In 1972 Mr. Crump retired and moved to Calgary. He remained a director of CP until 1974.

When the Canadian Railway Museum was being set up in the 1950's, Mr. Crump showed much interest and it was largely due to his cooperation that much of the Museum's collection of CP locomotives and cars were saved and donated to the CRHA. This extended well beyond the initial selection of steam locomotives in the late 1950's and early 1960's; as late as 1967 Mr. Crump personally wrote a letter donating two sleeping cars to the Association. He was an Honourary life member of the CRHA, one of a very small number of persons to have been so honoured.

With the passing of "Buck" Crump, Canada has lost one of its greatest railroaders, one who made history as surely as did the builders of the railways in earlier times. It is truly the end of an era.

## More on the 1939 Royal Tour

by Ron Ritchie

Following the excellent article by Douglas N. W. Smith in the May/June 1989 issue of Canadian Rail, readers may be interested in some additional information concerning the trains involved. During my forty years of employment with C.P. I was fortunate to have had access to files from which I was able to glean information on a variety of subjects, one of which was the 1939 Royal Tour.

There is a popular misconception that Canadian Pacific H-1 class locomotives could not operate over the St. Lawrence River bridge. This is incorrect as, not only did they handle the Royal

Train, but during and following World War II they operated on various trains between Montreal and Megantic. A Canadian Pacific officer has stated that during the war permission was obtained from United States regulatory authorities to operate them through the state of Maine. Logs kindly furnished to me by Ernest Modler also show these engines operating on passenger trains that he rode.

Upon their return from the United States, the Pilot and Royal trains were, as the article states, delivered to Canadian Pacific by the Delaware & Hudson at Delson. From that point to

Sherbrooke by Royal Train, at least, was handled by its regular engine, 2850. The writer was present at Sherbrooke that day and saw the train arrive and, moreover, engine 2850 returned to Montreal hauling the regular passenger train in which he rode.

The schedule for the Pilot and Royal Trains made no provision for taking water between Delson and Sherbrooke, therefore it is obvious that they had a full tender leaving Delson.

Over the Quebec Central Railway, between Sherbrooke and Joffre, the Pilot Train was handled by engines 2609 and 2629, engineman B. Dunn, fireman E. J. Forest and engineman A. Spry, fireman W. S. Varney respectively and with conductor H. Nadeau and trainmen R. Downes and H. Samson. District Master Mechanic A. Peers and Division Master Mechanic C. Powers rode the leading and second engine respectively.

The Royal Train was handled by engines 2625 and 2658, engineman A. B. Ball, fireman W. E. Pettes and engineman H. J. Wark, fireman P. Brault respectively and with conductor J. Roy and trainmen A. Doyon and L. Legendre. R. F. Thomas, General Air Brake Inspector and P. J. Johnson, Master Mechanic rode the leading and second engines respectively.

Both trains operated as Passenger Extras over the Q.C.R. and over the C.N.R. from Diamond to Joffre. The Pilot Train had right over all trains, while the Royal Train had right over all trains except the Pilot Train.

Water was taken enroute at Leeds Tank.

Leaving Joffre for Riviere du Loup, the Pilot Train had C.N. engines 5252 and 6030 while the Royal Train had 5253 and 6028. Both assisting engines operated from Joffre to St. Charles only.

Helper engine 5253 from the Royal Train was held at St. Charles until the Royal Train arrived at Riviere du Loup in case required in an emergency.

In addition to these two trains, Canadian National also operated a Relief Train forty five minutes behind the Royal Train. Its consist is unknown to me except that Dynamo/Baggage Car CN 8927 was included and was moved from Joffre to Cape Tormentine.

Douglas Smith's article mentions that C.P. G-2u Class engine 2657 was involved in handling the Royal Train on lines that could not support the H-1 class. This is absolutely correct, but in unexpected circumstances.

It was originally intended that Their Majesties would drive by automobile from Fredericton to Saint John, N. B. Bay of Fundy fog being capricious, arrangements were made for a pseudo Royal Train to be available at Fredericton in the event that it was required. This train operated from Fredericton to Saint John hauled by engine 2657 and with the following consist (all C.P. equipment):

Baggage Car	4315
Coach	1400
Sleeping Car	Stanbridge
Sleeping Car	Sovereign
Business Car	St. Andrews
Business Car	Thorold

There were some features of the Royal Tour elsewhere than in Quebec and the Maritimes that may be of interest.

It seemed to be the policy to detrain Their Majesties at suburban stations when arriving at the larger centres. On arrival at Montreal from Quebec City, they detrained at Park Avenue Station. Similarly, on arrival at Toronto they detrained at North Toronto Station, probably one of the last times that facility was used for railway purposes.

The exchange of the Pilot and Royal Trains between C.P. and C.N. resulted in some bizarre operational manoeuvres. For example, they were transferred from C.N. to C.P. at Brighton, Ontario.

Similarly, when possible consistent with scheduling, the trains were stopped for the night while enroute, not for safety considerations, but rather for comfort. At each such point, the station selected was close to the last engine watering facility and had to have both a back track and siding. The Royal Train was parked on the back track and the Pilot Train in the siding for ease of departure in the morning.

On C.P. lines, among the overnight stops were Caledonia Springs, Cobourg and Busted, Ont.; Kennay, Man.; Waldeck, Sask.; Banff, Alta. and Keefers, B.C.

While I have not as yet assembled all of the engine numbers involved, documents indicate that assisting engines were used on both the Pilot and Royal Trains in western Canada, specifically as follows:

Medicine Hat to Suffield, Alberta  
Beavermouth to Glacier, B.C.  
Revelstoke to Clanwilliam, B.C.  
Tappan to Notch Hill, B.C.

While operating over C.P.R. lines, the Pilot Train was accompanied by the General Superintendent, District Master Mechanic and Roadmaster, while the Royal Train had the Superintendent and Division Master Mechanic. Assistant Superintendents were required to be on any opposing passenger trains to be met enroute. The line was cleared of all freight trains.

One feature related to this Tour was the movement of the Royal automobiles and R.C.M.P. motorcycles from point to point. There were at least two sets which "leap-frogged" from point to point so that a set was always in place prior to the arrival of the Royal Train. Canadian Pacific had two baggage cars, 4470 and 4472 assigned to this service.

For the duration of the Royal Tour, Canadian Pacific Directors' cars Mount Stephen and Strathcona were assigned to His Excellency the Governor General of Canada, Lord Tweedsmuir, while his regular cars, Government of Canada 1 and 2, were in use by Their Majesties.

Finally, of interest to philatelists and photographers, the Pilot Train had three baggage cars assigned to it as illustrated in the May/June article. One was a post office, one a dark room for press photographers and the third for baggage.

#### STILL MORE ON THE ROYAL TRAIN

Since the recent items in Canadian Rail concerning the Royal train of 1939 more members have written giving more information about the train. Two of these letters follow.

Ron Ritchie of Hudson Heights Que writes:

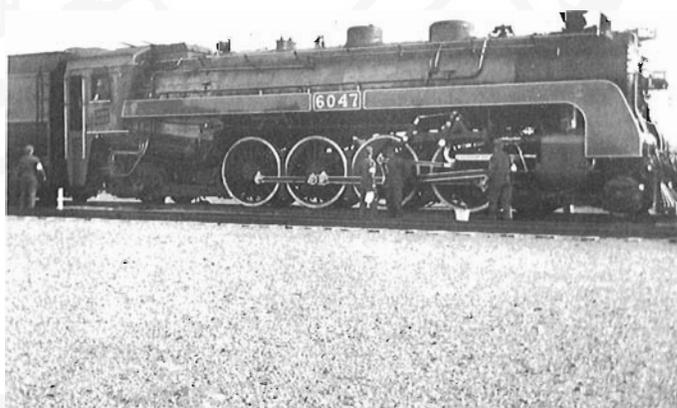
I note that a question has arisen concerning a photograph that appears on page 168 of issue 412 of Canadian Rail, specifically



what Canadian Pacific car is behind the Royal party.

The train in the background is most certainly the Pilot train which, of course, was not painted in Royal train colours. The consist of the Pilot train was as follows:

CN Baggage Car	8726
CN Baggage Car	8727
CN Baggage Car	8728
CP Baggage/Sleeper	4489
CP Dining Car	ARDENCAPLE
CN Sleeping Car	BOWMANVILLE
CN Sleeping Car	EDMONTON
CN Sleeping Car	KAMSACK
CN Sleeping Car	LE PAS
CP Sleeping Car	SILVERTON
CP Sleeping Car	SLOCAN CITY
CP Sleeper/Lounge	RIVER CLYDE



Since the two trains, whenever parked, were adjacent to each other, it may be safely concluded that the car in the photograph is the SILVERTON.

From R. H. Tivy (retired CN General Officer) of Surrey B. C.:

Your recent stories and photos of the Royal train of 1939 have intrigued many, and the photos of CN power in the Sept-Oct '89 issue have prompted me to make a small personal contribution.

This is based on three photos I have retrieved from my collection showing the Royal train and CN engine 6047 standing in, being serviced at and departing from the station at Rivers, Manitoba on the morning of June 4 1939. I took the photos with my mother's Brownie camera and got a clear view on the off-side from the huge crowd walking around through the round-house, and hiding at first behind a snow fence.

Rivers was a regular servicing point for steam power and hence there was a stop of 15 to 20 minutes. Although a large crowd had come from Rivers and towns up to 50 miles away, it was not an official stop for a Royal appearance because of the fairly early hour. However, as the train started moving out at about 8:15 A. M., Mitchell's prize band, which had remained silent up to then, softly struck up "God Save the King". To everyone's delight, as the last car drew near the station, the King appeared on the rear observation platform clad only in his dressing gown. Needless to say he was wildly cheered as the car drew past the crowd on its way to Portage la Prairie and Winnipeg. Rivers, a CN divisional point, had done its bit for the Royal visit, both officially and unofficially.



# Welcome to Canada's Newest Railway

by Douglas N. W. Smith

A Saskatchewan group has taken away the title of Canada's newest railway from the Central Western Railway in Alberta. As of December 14, 1989, freight cars have been rolling over the trackage of the Southern Rail Co-operative (SRC).

Owned by 150 farmer-members, the railway consists of two separate lines, one is the 19 mile former CP Rail line between Rockglen and Killdeer and the other is a 24 mile former CN line between Avonlea and Parry. Both lines are located south of Moose Jaw.

The provincial government provided the necessary financial and technical help for the co-op to negotiate track purchases from the railways, haulage agreements with the federal Department of Transport under the Western Grain Transportation Act, and equipment lease and rentals. While the provincial government has guaranteed the SRC's loans, its business plan calls for the operation to pay for itself.

Jack Sutherland, Saskatchewan Provincial Deputy Minister of Highways and Transportation, commented that the railways are abandoning high cost branch lines. Shortlines such as the

SRC will keep some traffic off the highway system thereby reducing the need for the province to upgrade its roads. They also will permit the rail system that's in place to be operated in a more efficient manner.

Motive power sets this line apart from the other railways in the country. The unique engine was designed by the provincial Department of Highways and Transportation and will be leased to the SRC. It is a truck cab modified to operate on either rails or roads. Thus it will be able to serve both lines operated by the SRC. The \$300,000 unit will pull up to eight grain cars. The engine will also be equipped with a crane to perform track maintenance. This vehicle is to be delivered in May 1990. Up to that time, the SRC will use a trackmobile which will be hauled by truck between the two lines.

While the former CN line has elevators at Truax and Parry, there are no elevators on the CP line. Farmers along the CP line will have to self-load cars for the time being.

The Association wishes President Tim Stewart and General Manager Melvin Ellis the best of luck in their venture.

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*The abandonment of CN's Erwood Subdivision in Manitoba was covered in the last issue. These two pictures from the Paterson-George Collection showing train operation in the region arrived too late for inclusion. For aficionados of Prairie railroading of the final years of the steam era.*

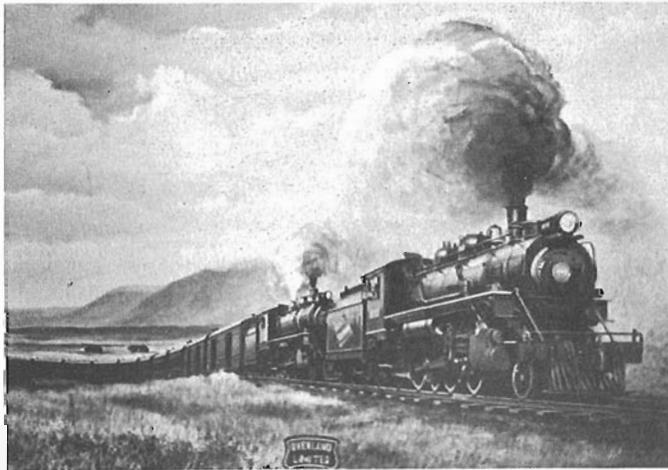
*In the upper picture, Consolidation 2511 heads up mixed train, M240. Originating at Swan River, the train was just north of Sifton when this undated photo was taken. Tacked on behind the locomotive are cars for use by the maintenance of way forces. The Canadian Northern ordered the 2511 from the Kingston Locomotive Works in 1918.*

*In the lower picture, CN passenger train 15 is north of its originating station at Dauphin, Manitoba. Trains 15 and 16 which operated triweekly from Dauphin to Prince Albert, were the only passenger trains to operate over the Erwood Subdivision. Close connections were made at Dauphin with trains operating to and from Winnipeg. Pacific 5122, which was built in 1919 at the Montreal Locomotive Works for CN, leads deadheading Mikado 3335 which was built in 1918 for the Canadian Government Railways at the Kingston Locomotive Works.*





All book reviews written by Fred Angus.



## The End of the Line

The Newfoundland Railway in pictures

by Clayton D. Cook

Published by: Harry Cuff Publications Ltd.  
One Dorset Street  
St. John's, Newfoundland  
A1B 1W8

Price: \$14.95

This 133-page large format soft-cover book is a pictorial story of the Newfoundland railway. There is a minimum of text, most of the story being told by the captions which accompany the illustrations. As the author says, that although it has a beginning and an end it is not a complete story. To tell the many untold stories of the Newfoundland Railway would fill more than one book.

Nevertheless this book does a good job of telling the story; there are pictures covering most periods from the early days to the very end. There is a goodly selection of steam and diesel photos, together with the steamships and a section on railway men. Scenes along the line are numerous, and we see the railway in good times and bad; examples of the latter being snow-bound trains as well as some spectacular wrecks. A view of the train about to leave Port aux Basques in the 1940's makes one wish it

were possible to climb on the open-platform observation car for the trip across the island.

The saddest scenes are those showing the breaking of the track at Gaff Topsail on October 12 1988, as well as other views of the track being taken up. It makes one realize how much we have lost.

The author, Clayton Cook was born in 1921 and worked for the railway from 1936 to 1969. In later years, as the line was abandoned bit by bit, he spearheaded a successful effort to preserve the Trinity loop on the line to Bonavista. Thus it will still be possible to ride a small portion of the Newfoundland Railway.

"The end of the Line" is a nostalgic and informative book which all railway enthusiasts should read. One is advised not to look at pages 79, 132 and 133 without having a good supply of tissues to wipe the eyes!

## A History of the Newfoundland Railway

Volume 1 (1881 - 1923)

by A. R. Penney

Published by: Harry Cuff Publications Ltd.  
One Dorset Street  
St. John's, Newfoundland  
A1B 1W8

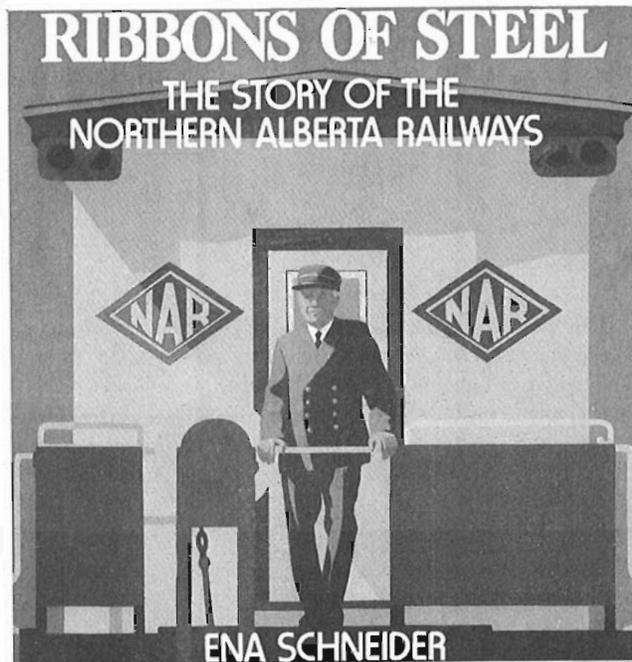
Price: \$9.95

This is a history of the Newfoundland Railway from the beginning until the end of the operation by the Reid Newfoundland Company in 1923. It has much very informative text as well as a goodly number of pictures. The story begins with the plans of the 1860's to build a railway across Newfoundland as part of a short route from Europe to America, partly by sea and partly by rail. The first surveys were made in 1868, but it was not until 1881 that the first rails (only 35 lbs. to the yard) were laid. From then the story gets complicated as various companies seek to build the railway. Then in 1890 Robert G. Reid appeared on the scene and gradually progress was made until the first train crossed the island in June of 1898.

The railway had some good years in the early 20th century, but it is doubtful whether it ever really broke even. Following World War I conditions became acute and by 1922 the railway was in danger of abandonment. However it was an essential service and, after much negotiation, the Newfoundland government took it over from the Reids in 1923 (Robert G. Reid had died in 1908). Under government control, colonial until 1949 and federal thereafter, the railway continued another 65 years, but that is the subject of volume 2.

The pictures are excellent and well cover the period. There are not only photos of trains but also ships, structures, people and a good map of the system. There is even a view of the paper money issued by R. G. Reid in 1894 for the purpose of paying the workers during a time of financial trouble. These notes were almost all redeemed later and are now very rare.

Alf Penney was born in 1906 and worked for the railway until he retired in 1967. He then began to do research for this history in order to preserve this fascinating story of high hopes and lofty ambitions never realized; of political turmoil; of duplicity and greed in high places and of the 'ordinary' men who worked on the railway and made it work, against great odds, for a hundred years. We look forward to the second volume.



## Ribbons of Steel

The Story of the Northern Alberta Railways

by Ena Schneider

Published by: Detselig Enterprises Ltd.  
P.O. Box G 399  
Calgary, Alberta  
T3A 2G3

Price: \$18.95 (soft cover)  
\$27.95 (hard cover)

One of the last frontiers of North America was the Peace River country of Northern Alberta. One of the major factors in the opening up of this land was the Northern Alberta Railways, originally the Edmonton Dunvegan and British Columbia, which existed as a separate entity from 1915 to 1981, when it became a part of the Canadian National system. "Ribbons of Steel" tells the story of the N. A. R. in a book of more than 300 pages, with many illustrations, which makes most interesting reading.

We start in 1912 when the word spread through the Peace River country that the long-hoped-for railway was really coming. As the years go by we see the lines extend and watch the

development of the railway, in good times and bad, until it becomes a 923 mile system. Not only do we learn much about the railway itself, but also the people who built it and made it run.

Even the CRHA is mentioned in connection with the preservation of NAR steam locomotive 73. One small correction here; it was the national CRHA, not only the Rocky Mountain Division, that saved this engine.

Ena Schneider was born near Dublin, Ireland and travelled through many countries in the world before coming to Canada in 1971. For ten years she worked for the NAR as executive secretary and editorial assistant of the company's in-house newspaper. She has written several articles on historical subjects, including one which appeared in Canadian Rail, and now, after much research, she has completed this excellent history of this lesser-known, but most interesting, Canadian railway.

## The London Huron & Bruce Railway

1870 - 1989

by Calvin M. Patrick

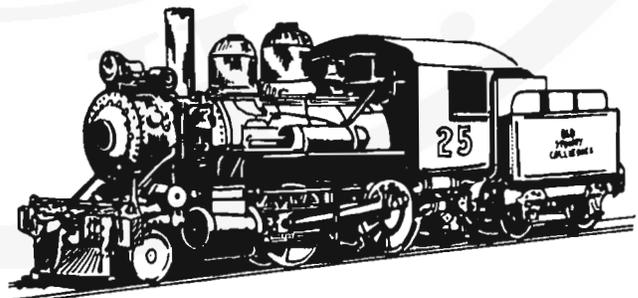
Published by: Calvin M. Patrick  
Penticton, B. C.

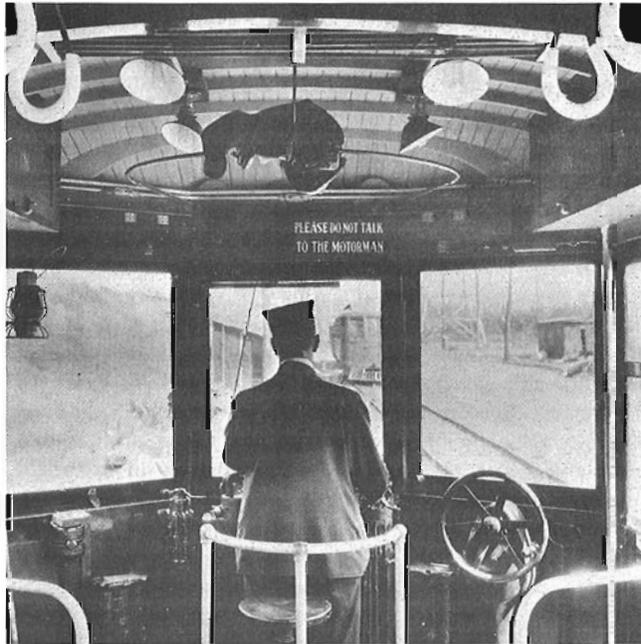
Only 55 copies printed

This limited-edition 77 page book is a collection of stories and memories of this line which extended 74 miles from London to Wingham, in Ontario, and which was opened in 1876. The London Huron & Bruce Railway Company was incorporated on February 15 1871 but, owing to the usual delays in securing capital, construction did not begin for four years. By this time the proposed railway had been leased to the Great Western, and the line was built during 1875 as a GWR subsidiary and was officially opened on January 11 1876.

The book tells much of the founding, growing pains and operation of this line through its days as a subsidiary of the Great Western (1875 - 1882), the Grand Trunk (1882 - 1923) and Canadian National (after 1923). In 1941 the line from Clinton to Wingham was abandoned and, as recently as 1989 the section from Ilderton to Centralia was torn up. As the author notes the rails were shipped to the U. S. A. by flat car so did not suffer the final indignity of being shipped out by truck.

The stories of the London Huron & Bruce show once again how much fascinating railway lore is contained in the history of the short lines which are now, alas, disappearing so quickly.





## Riding the Radials

Toronto's suburban electric streetcar lines

by Robert M. Stamp

Published by: The Boston Mills Press  
132 Main Street  
Erin, Ontario  
N0B 1T0

Price: \$32.50

Here is a real gem for the traction enthusiast. This tells the story of the suburban and interurban electric lines that radiated out of Toronto starting in the 1890's. While the Toronto city lines have been quite well covered in recent publications, the Radials (a descriptive term seemingly used only in Ontario) have long been neglected by historians. This book fills the gap as we are taken on a trip through history and see the Metropolitan Railway, the Toronto & York Radial, the Toronto Suburban, the Toronto and Minico Electric Railway, the North Yonge Railways and the Toronto and Scarboro Electric Railway.

Each component of the radial system is described and there are clear maps. The photographs are very clear and some of them are very rare, dating back to the 1890's. There are also interesting anecdotes and news items from contemporary newspapers.

While other large Canadian cities had suburban lines under different management from the city lines, Toronto's situation was unique in that the city system was (and is) a non-standard gauge, while most of the radials were standard. Thus through-running was impossible and passengers had to change cars. Some lines, taken over by the TTC, were re-gauged in later years. Most interesting is the section that was abandoned in 1930, was resurrected three months later as the North Yonge Railways, and lasted for another eighteen years. One line that

has survived to the present day is the section of the Toronto & Minico, built in 1893, that still runs as part of the TTC line to Long Branch.

For anyone with even a mild interest in Canadian electric lines this book is highly recommended.

## Nostalgia

An anthology of steam railroad poetry

Published by: Steam RR Publications  
Box 99  
Osoyoos, B.C.  
V0H 1V0

Price: \$10.95

This second volume of original poetry written by railroaders during the steam locomotive era features photographs taken at Steamexpo in Vancouver in 1986. While this reviewer has not seen a copy of the book, we quote from the publicity sheet that it is authentic Canadiana that should appeal to those interested in Canada's railroading past. It is a working man's view of railroading and is a part of Canada's history as parts of the country were being opened up at the turn of the century and later.

## CN Lines Sig Newsletter

Special Interest Group covering CN and its subsidiaries.

Published by: Mike Christian  
2488 Paige Janette Drive  
Harvey, Louisiana, 70058  
U.S.A.

Price: \$10.00 per year (U.S. funds)

It is interesting indeed that this detailed publication dealing with Canadian National and its subsidiaries should come from so far away as Louisiana. It is a well-prepared and informative periodical and deals with Canadian National, the Grand Trunk Western, the Central Vermont, Grand Trunk and Duluth Winnipeg & Pacific. The first issue consists of 34 pages and deals mainly with the contemporary (so far nothing from the steam era). There is lots of detail on motive power and rolling stock and drawings and photos of great use to modellers of CN equipment. In addition, modellers are told of ways in which commercially-available kits can be modified to suit CN prototypes.

For anyone interested in present-day CN operation, or is contemplating building models of CN equipment, this publication will be most valuable. We wish it all success in the future.

# CRHA Communications

## ANNUAL MEETING

The fifty-eight Annual General Meeting of the CRHA will take place at Vanier College, 821 St. Croix Boulevard, St. Laurent (Montreal) Que. (near Du College metro station) on Wednesday 25th April 1990 starting at 7:30 P.M. All members are invited to attend.

Nominations for the Board of Directors must be submitted to the secretary Bernard Martin, 8 Plateau Beaujeu, Repentigny, Que. J6A 3S9. It will not be possible to make nominations from the floor at the meeting.

## THE CANADIAN RAILWAY MUSEUM'S NEW DIRECTOR

Janet Homewood, a resident of Montreal, was appointed as Director of the Canadian Railway Museum, effective December 4 1989. She had previously been the Director of the museum at Brockville, Ontario.



Our picture, taken at the Christmas reception for volunteers and staff at the Museum, held on December 16 in the Hays building, shows Bill Hrynkow, CRHA Treasurer and Museum Chairman, Janet Homewood, David Johnson the President of the CRHA.

We wish Janet success in her challenging new position; and pledge her our cooperation.

## NELSON ELECTRIC TRAMWAY SOCIETY

Dr. M. Culham, President of the NETS, writes that the article on the Nelson Electric Tramway, which appeared in the September-October issue of Canadian Rail, was erroneously credited to him. The author of the article was MR. DAVE MAY. We apologize for the error.

An article on the efforts of NETS to rebuild a street car line in Nelson will be published in Canadian Rail later this year.

## NELSON STREET RAILWAY SCHEDULE

	LEAVE STANLEY AND INNIS		WARD & BAKER DOWN		LEAVE FAIRY'W TERMINUS		WARD & BAKER UP	
	DAILY	HOL. & SUN.	DAILY	HOL. & SUN.	DAILY	HOL. & SUN.	DAILY	HOL. & SUN.
MORNING	6.30		6.40		6.50		7.00	
	7.15	* 7.25	7.20	* 7.35	7.30	* 7.45	7.40	* 7.55
	8.15	8.15	8.20	8.20	8.30	8.30	8.40	8.40
	8.55	8.55	9.00	9.00	9.20	9.20	9.30	9.30
	9.40	9.40	9.45	9.45	10.05	10.05	10.20	*10.15
	10.30	*10.25	10.40	*10.30	11.05	*10.40	11.20	*10.50
	11.30	11.30	11.40	11.40	11.52		12.05	*12.20
	12.00	*12.15	12.10	*12.25	12.45	12.45	12.55	12.55
	12.30	12.30	12.40	12.40	1.05	1.05	1.20	1.20
	1.10	* 1.00	1.25	* 1.10	1.35	1.35	1.50	1.50
	1.30	1.30	1.40	1.40	2.05	2.05	2.20	2.20
	AFTERNOON	2.00	2.00	2.10	2.10	2.35	2.35	2.50
2.30		2.30	2.40	2.40	3.05	3.05	3.20	3.20
3.00		3.00	3.10	3.10	3.35	3.35	3.50	3.50
3.30		3.30	3.40	3.40	4.05	4.05	4.20	4.20
4.00		4.00	4.10	4.10	4.35	4.35	4.50	4.50
4.30		4.30	4.40	4.40	5.05	5.05	5.20	5.20
5.00		5.00	5.10	5.10	5.35	5.35	5.50	5.50
5.30		5.30	5.40	5.40	6.05	6.05	6.20	6.20
6.00		6.00	6.10	6.10	6.35	6.35	6.50	6.50
6.30		6.30	6.40	6.40	7.05	7.05	7.20	7.20
7.00		7.00	7.10	7.10	7.35	7.35	7.50	7.50
7.30		7.30	7.40	7.40	8.05	8.05	8.20	8.20
8.00		8.00	8.10	8.10	8.35	8.35	8.50	8.50
8.30		8.30	8.40	* 8.55	9.05	9.05	9.20	9.20
9.00		9.00	Barn ex. Sat.					
9.30		9.30	9.40	9.40	10.05	10.05	10.20	10.20
10.30		10.30	10.40	10.40	11.05	11.05	11.20	11.20
11.30		Barn	11.40		11.55		12.05	
	Barn							

9.00 p.m. Car leaving Stanley and Innes Streets runs till 10.00 p.m. Saturday nights.

\*—Change of time between "Daily" and "Holidays and Sundays."

On the same subject, Mr. J. R. McFarlane of Cape Elizabeth Maine sent us this schedule of the Nelson Street Railway. This will compliment the previously published article.

## WINTER AT THE CANADIAN RAILWAY MUSEUM

This winter's restoration project is to complete the rebuilding of the tender of former National Harbours Board locomotive No. 4. The project was commenced several years ago; and we aim to complete it this winter.



*COOL VOLUNTEERS at work in  $-10^{\circ}\text{F}$  weather on December 30th 1989. We work indoors-outdoors, with a roof over our heads, but the doors of Bldg No. 2 open to both sun and winds. Steve Walbridge, Ed Lambert, Charlie DeJean, Dave Johnson and Kennie Carrol are the usual Saturday crew all winter.*

#### NEW BRUNSWICK DIVISION



*Work on the track of the Salem and Hillsborough on November 3 1989. From left to right we see Russel Smith, Bill Parkin, Geoff Irving.*

*Photo by Dyson Thomas.*

#### ASSISTANCE WANTED

Christopher Andreae, 61 Lonsdale Drive, London Ontario N6G 1T4 telephone (519) 657-1851, is the historical consultant for a project to microfilm copies of the Canadian Official Railway Guide (originally known as the International Railway Guide). Unfortunately, due to a fire, the issues from January 1871 to July 1893 are missing. So far the only copy he has located is May 1880, and it is in poor condition.

Any members having, or knowing the whereabouts of, any issues of this guide for this period are asked to contact Mr. Andreae.

#### ANNUAL AWARDS



*Hubert Crossley, President of New Brunswick Division, Allan Graham, recipient, Dyson Thomas, member of the awards committee, as photographed by Jim O'Donnell at the award presentation on November 15 1989.*



*Presentation of CRHA lifetime achievement award to Ray Corley by Dr. David Johnson, CRHA President, at the meeting of the Toronto & York Division on December 14 1989.*

#### CRHA CONFERENCE '90

*Preliminary information concerning this year's Canadian Railroad Historical Association's annual national event. Read on!*

This year's Conference is being hosted jointly by three western Divisions, **Crowsnest & Kettle Valley** (Cranbrook), **Selkirk** (Revelstoke) and **Calgary & South-Western**. Also taking part will be the newly formed **Nelson Electric Tramway Society**.

Recognizing many members will have a long way to come, the Organizing Committee undertakes to make these journeys worth the effort! The program will cover an entire week, and be filled with a wide variety of activities. The following is a provisional sampler of what the agenda might include.

**DATES:** Friday August 24, 1990 to Monday September 3, 1990.

**PLACES:** Calgary & District; Revelstoke; Nelson; Cranbrook; Fort Steele

**PROGRAM:** (Tentative)

**Friday:** Registration; Social Evening [Calgary]

**Saturday:** Seminars; Calgary LRT Tour; High River Railway Museum, including dinner in the dining car

**Sunday:** Champion Park, including Seminars; Train Operation; Signals Project

**Monday:** Heritage Park [Calgary], including Seminars; Steam Operation; "Varnish" Car no. 141

**Tuesday:** Travel: Banff; Spiral Tunnels; Rogers Pass/ Mount MacDonald Tunnel [Revelstoke]

**Wednesday:** Revelstoke: Seminars, including 50 years of the Royal Hudson; Selkirk Division Museum Plans; Social Evening (CRHA Business Meeting)

**Thursday:** Travel to Nelson: Electric Tramway; Seminar/Social Evening

**Friday:** Travel to Cranbrook: SS Moyie [Kaslo]; Evening Seminar (Cranbrook)

**Saturday:** Seminars; Museum Tour (in detail); Banquet Aboard The 1929 Trans Canada Limited [Cranbrook]

**Sunday:** CP Rail; East Kootenay Railway [Steam at Fort Steele]; Social Evening (Second CRHA Business Meeting) [Cranbrook]

**Monday:** Breakfast Aboard The Trans Canada Limited; Dispersal

Anyone wishing to make a presentation is cordially invited to submit an offer to the Organizing Committee, together with a brief synopsis.

Topics currently envisaged include:

- o Steam Operation in the 1990's
- o Passenger Car Restoration
- o Museum Planning for Success!
- o Electric Street Railways
- o Northern Alberta Railways
- o Preserving a Diesel
- o Railway Signals
- o Light Rail Transit

Others to follow.

Plan to come west for Conference '90, assuming you're not already here; you may be assured of a most rewarding week, both with respect to rail items and scenery.

Costs are being worked out, and will be advised in due course. Some accommodation will be available aboard The Trans Canada Limited for the Cranbrook portion. Expect the total program package to cost \$300.00 to \$400.00, meals and accommodation extra. Provisions will be made for people able to attend certain portions only, e.g. Calgary program, or Cranbrook only. Souvenir interpretive material will be available, some documentation included with the Conference registration.

For further information please write to:

**CRHA CONFERENCE '90 COMMITTEE**  
c/o 632 Oakwood Place S.W.  
Calgary, Alberta, T2V 0K5  
CANADA

Preliminary expressions of intent to attend would be appreciated.

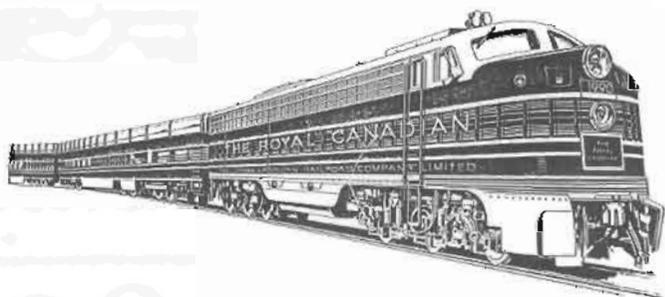
### TRANSIT CENTENNIAL IN BRITISH COLUMBIA

This year will mark 100 years since the first street cars began operation in Vancouver and Victoria British Columbia. These systems were noteworthy in that they began as electric systems and were never horse-operated. A detailed account of the history of electric trams in these cities will appear in Canadian Rail during this centennial year.

### END OF THE "MUSKEG FLYER"

Friday, October 27 1989 marked the end of the mixed-train between Edmonton and Waterways, Alberta. A full account of this service, with photos, will be in the next issue.

### THE ROYAL CANADIAN



We are in receipt of the preliminary prospectus of the Royal Canadian, the luxury train that Blyth and Company of Toronto plan to run between Toronto and Vancouver on the Canadian Pacific line. While lack of space precludes a more detailed report in this issue, we plan to keep the readers informed of developments concerning this most interesting and ambitious project.

### BACK COVER:

*It was October 12 1927 when John Boyd took this photo of a street car in Yarmouth, Nova Scotia. The trams have been gone from Yarmouth since 1928, and now the railway has gone too since VIA passenger service, and the Dominion Atlantic Railway, left town for good on January 15 1990.*

*National Archives of Canada, PA-87915.*

