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FRONT COVER: It is about noon on Friday, October 22, 1993, and an early snowfall has made this part of Algoma Central's main line look like a scene from a Christmas card. Sperry Rail Service Hy-Railer 805 and an ACR Hy-Railer wait in the siding at Hubert, 96.1 miles north of Sault Ste. Marie. At 1591 feet above sea level (1001 feet above the Soo) this the highest point on the ACR. As the Sperry crew waits, passenger train No. 1 passes on the main line, northbound to Hearst, and this fleeting moment is captured on film.

Photo by Mark Gustafson.

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The Train Masters

By Hugues W. Bonin

RESUME

Produite par Fairbanks-Morse et par la Canadian Locomotive Company entre 1953 et 1957, la locomotive H24-66 "Train Master" était, avec 2400 cv., la plus puissante diesel de son temps et bien en avance technologiquement. Dans cet article, on examine les raisons de son développement, ses points forts et ses faiblesses, et l'on effectue un bref historique des carrières vécues par les 127 locomotives de ce modèle qui ont été construites et dont un seul exemplaire, la Canadien Pacifique 8905, a été préservé et fait l'orgueil du Musée Ferroviaire Canadien de l'Association Canadienne d'Histoire Ferroviaire.

ABSTRACT

Built by Fairbanks-Morse and the Canadian Locomotive Company between 1953 and 1957, the H24-66 "Train Master" was the most powerful diesel locomotive of its time and well ahead technologically of its competitors. In this article, the reasons behind its development, and its strong and weak points are examined, and a brief historical survey of the careers of the 127 units of this model that were built is presented, of which only one locomotive was ever preserved and proudly displayed at the Canadian Railroad Historical Association's Canadian Railway Museum.

FAIRBANKS-MORSE RAILWAY ACTIVITIES

In the 1930's, the Fairbanks-Morse Company achieved notoriety with the development of the opposed piston diesel engine. In this unusual design, each cylinder houses two opposed pistons, and compression is achieved when the piston heads approach each other. At the moment of maximum compression, the diesel fuel-air mixture ignites and the pressure resulting from the combustion of the fuel repels the pistons from each other with great force. This force is transmitted from the pistons to two crankshafts, one above the engine and the other below. In railway locomotive applications, these crankshafts are linked mechanically to the electrical generator which, as in all diesel electric locomotives, provides the electrical power to the traction motors. The Fairbanks-Morse opposed piston engine is essentially two diesel engines affixed to each other head-to-head, in such a way that a 6-cylinder engine has 12 pistons, and a 12-cylinder engine has 24 pistons.

The first involvement of Fairbanks-Morse with the railway locomotive industry was in the repowering of gas-electrics with small cylinder diesel engines. These early experiments turned out rather unsuccessful. The Company's interests then concentrated in marine applications, and acquired fame in providing engines for submarines. In World War II, about 50% of the American submarines were propelled by Fairbanks-Morse opposed piston diesel engines.

Fairbanks-Morse resumed its involvement with the railway industry in 1944, with the introduction of the H10-44 1000 hp switcher. The FM plant in Beloit, Wisconsin, produced several

other models of cab and hood locomotives until 1963. In Canada, the Canadian Locomotive Company, in Kingston, Ontario, produced FM-designed diesels under license, for the Canadian market. All these locomotives were powered by an opposed piston engine based on a 8 x 10-inch cylinder: 6-cylinder 1000-1200 hp, 8-cylinder 1500-1600 hp, 10-cylinder 2000 hp and 12-cylinder 2400 hp engines.

THE "TRAIN MASTER"

The design of the 2400 hp "Train Master" began in 1951 in order to cope with a changing diesel locomotive market. The locomotive was officially the H24-66 model, the "H" to indicate a hood unit, the 24 indicating 24 hundred horsepower, the first 6 numeral for a 6-axle unit, and the second 6 standing for the number of powered axles. Immediately following the end of the hostilities, the railroads went on phasing out steam power as rapidly as possible, buying about everything offered by the manufacturers, provided it was diesel-powered. By 1951, market saturation was already in sight, with most railways having already assembled large fleets of disparate diesel locomotives from the main builders of the time: Alco, EMD, Baldwin, Fairbanks-Morse and Lima-Hamilton. Now competition was beginning in earnest, and each company became conscious that success was now dependent on the offering of innovative, yet dependable products.

At Beloit, the engineers of FM felt that the 2400 hp 12-cylinder opposed piston engine was the natural evolution, and they first applied it in the "Consolidation Line" cab locomotive, the CPA24-5, of which only 22 units were produced and sold to the Long Island RR, the New York Central and the New Haven. These locomotives had first a multitude of trouble: piston, radiator fans, traction motors blowers and main generators, among others. However, by the time the H24-66 was introduced, most, but not all, of these problems had been solved.

The first "Train Master" was outshopped in April 1953 and introduced the modular component concept to the road switcher (the concept was first introduced with the C-Liners). The design was well advanced for its time. It effectively started, albeit belatedly, the horsepower race among the locomotive builders, which reached 3600 hp in a first step in the late 60's (with the SD45, the U36B, the U36C, the C636 and the M636 as production models), and, more recently 4200 hp with some GE Dash8-40's. Unfortunately for Fairbanks-Morse, only 127 "Train Masters" were built. Several reasons may be invoked to explain this modest success. At that time, the railways did not recognize the merits of high horsepower locomotives, as their engineers were still satisfied with lashing up several low power units to haul the trains of the time. Diesel fuel and manpower were relatively cheap in the late fifties, and the railways were still under the charm of the important savings earned by having switched from steam to diesel. So there was little incentive to bother about maintaining bigger diesel units.



Canadian Pacific Railway Train Master No. 8900 pictured at Calgary, Alberta on September 23, 1976.

Photo by F.D. Shaw.

TABLE I: TRAIN MASTERS OWNED, BY RAILWAY

CANADIAN NATIONAL RAILWAYS	1
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DELAWARE LACKAWANNA & WESTERN RR.	12
PENNSYLVANIA RAILROAD SYSTEM	9
READING COMPANY	17
SOUTHERN RAILWAY SYSTEM	5
SOUTHERN PACIFIC TRANSPORTATION CO.	16
VIRGINIAN RAILWAY	25
WABASH RAILWAY	8
TOTAL	127

Six demonstrators were assembled at the Beloit plant: #TM1 to TM4, and two units intended for demonstration in Canada: Canadian Pacific 8900 and Canadian National 3000. The TM1 to TM4 were first painted in a very attractive red and yellow livery for their demonstration trips. This colour scheme can still be admired today, in a modified form, on a pair smaller FM diesels recently retired by a North-Western Mexican forest product company, the Bosques de Chihuahua S.A. In the United States, 101 more units were produced and purchased by the Southern Pacific, the Central Railroad of New Jersey, the Delaware, Lackawanna & Western, the Virginian, the Pennsylvania, the Reading, the Southern and the Wabash. The four demonstrators were eventually purchased by the Wabash (TM1 and TM2 becoming Wabash 550 and 551, respectively), and the Southern Pacific (TM3 and TM4 becoming respectively SP4800 and 4801). In Canada, the Canadian Locomotive Company produced 20 more units: Canadian Pacific 8901-8920.

The "Train Masters" were produced from April 1953 to June 1957. Excluding specific railway company accessories, such as headlight assemblies for the Southern Pacific, for example, the "Train Master" carbody came in four "phases" and "sub-phases", as recognized by the diesel locomotive observers: Phase Ia: non-dip handrail and open space below walkway; Phase Ib: as Phase Ia, but with dip handrail, and no space under walkway; Phase II: like Phase Ib, but with cooling fans not spaced apart, and upper centre portion of hood without louvres, these louvres now positioned under the dynamic brake and engine intake air filters; and Phase III: same as Phase II, but with low end platforms for easier passage of crew to locomotives made by other builders.

Most "Train Masters" had rather short lives, for several reasons. One of the main causes for their early demise was their "oddball" or even "white elephant" status. They were always a small minority among large fleets of models such as the F-units and the GP9s. The largest group of H24-66's was the 25 owned by the Virginian. One may argue that the Norfolk & Western eventually totalled 33 "Train Masters" with the combined fleets of the Virginian and the Wabash, but the 8 Wabash H24-66's had already been repowered with Alco engines at the time of the merger of the Wabash into the N & W, thus making them an even different species of oddballs among the oddballs.

Even if the "Train Masters" benefitted to a certain extent from the "debugging" exercise carried out on the CPA24-5, and other FM models, there remained enough weaknesses to make them relatively unreliable and expensive to maintain and repair. The earlier units had the Westinghouse model 498 electrical generator, which, on the H24-66, was shunt-circuited at 1.08 kV, making commutation unstable and causing destructive flashovers at the slightest perturbation such as under wheel slip conditions, a common occurrence considering the very high power of the



*Canadian National Railways Train Master No. 3000 hauling Train No. 101 at Bayview, Ontario on October 1, 1955.
Patterson - George Collection.*

locomotive. This problem was solved with the substitution of General Electric electrical equipment on later models. Other common problems occurred with the air filter units, for which several solutions were tried, but without these problems fully solved. The SP quickly discovered that desert sand played havoc on the engines, and the best makeshift solution was to restrict the "Train Masters" from running in the desert by assigning them to commuter service around San Francisco. Finally, even routine maintenance and repairs were complicated by the opposed piston design of the engines, since, in order to have access to the lower set of pistons, the top half of the engine had to be dismantled, thus adding to the down time considerably.

With the appearance of the "second generation" diesel locomotives in the early 1960's, most railways saw the advantages of "rationalizing" their fleets around a low number of standard models, and the minority models were the first to go, especially those from the departed builders such as Baldwin and Fairbanks-Morse. An additional incentive for the early retirement of the "Train Masters" was that Colt Industries, then successor to Fairbanks-Morse, was eager to buy at interesting prices used 12-cylinder opposed piston engines. It rebuilt them for resale for marine uses (tug boats), oil rigs, power peaking plants and electricity generating plants. This explains why only one "Train Master" has ever been preserved, considering the popularity of this model with rail buffs:

the Canadian Pacific 8905 by the Canadian Railroad Historical Association, at its Canadian Railway Museum, in Delson/Saint-Constant, Québec.

In the following text, the various fleets of "Train Masters" are examined in more detail, starting with the Canadian railways, and continuing with the American lines, in alphabetical order.

CANADIAN NATIONAL RAILWAYS

Table II, on the next page, presents the technical specifications for this 1-unit roster. The Canadian National bought this unit which, along with Canadian Pacific 8900, served first as demonstrator for Canadian Locomotive Company. The sources of information consulted fail to reveal whether this locomotive wore a special paint scheme while demonstrating on the CNR, or was fully painted and lettered for the CNR. Another possibility might have been that the unit was painted green and yellow, but was lettered for the Canadian Locomotive Company, as this was done for other models.

Like the CPR 8900, the CN 3000 displayed two builder's plates, one for the Fairbanks-Morse Company, with number 24L862, and another for the CLC, with number 2901. This unit was actually built by Fairbanks-Morse at its Beloit plant, in July 1955. When acquired by the CNR, it was assigned road number 3000 and

TABLE II: CANADIAN NATIONAL RAILWAYS

1st Road Number	2nd Road Number	Builder's Number	Date Built	Order Number	Phase	Weight in Lbs.	Gear Ratio	D, S	Electrical Equipment
3000	2900	24L862 2901	July 1955	C636	II	375,770	74:18	D,S	GEA

Disposition: Retired February 15, 1966 and scrapped.

NOTES TO ALL TABLES

Under Col. D,S:

D: Dynamic brakes. S: Steam Generator.

Under Col. Electrical Equipment:

GEA: General Electric GT567C1 main generator. A: Amplidyne excitation. S: Static excitation. GE-equipped locomotives had 752E traction motors.

WE1: Westinghouse 498A2 main generator. WE2: Westinghouse 498AZ main generator. WE3: Westinghouse 498BZ main generator. Westinghouse-equipped locomotives had 370DEZ traction motors.

Class CRG24a. The "G" in the class designation indicated that the locomotive was equipped for passenger train service, with a steam generator. It probably did not meet expectations in long haul passenger service, since in June 1956, it was renumbered 2900 and assigned to Port Arthur (now Thunder Bay) to push strings of ore cars on docks.

It appears that the "Train Master" was not too successful in pushing ore cars either, since in early 1960's, it was sent in commuter service in Toronto and Montréal. For this, it received a second bell which was installed on the short hood, for bi-directional operation. It was originally built for running long hood forward. After three years of commuter service, the CNR realized that, at 376,000 lbs, it was the heaviest unit in the roster, an asset in hump and transfer service. In April 1964, she was equipped accordingly and sent to Toronto, then Montréal. Part of the modifications included setting the controls for short hood forward: this meant that, in commuter service, the crews were routinely travelling long distances backward!

In addition to working the hump, the 2900 was also frequently used in transfer service. Being the sole representative of its kind on the CNR, it was soon considered a "white elephant" and became rather expensive to maintain and repair. Its brief career ended officially on 15 February 1966 when it was retired and scrapped shortly after. It never received the "wet noodle" logo and black/red livery, but during its brief career, it wore two variations of the CNR classic green and yellow livery: as #3000, it had the regular freight paint scheme, even if it was originally intended for passenger train service, with the words "CANADIAN NATIONAL" in black on a yellow panel, all in one line. When renumbered 2900, the lettering was changed, with now the word "CANADIAN" spelled above the word "NATIONAL" in yellow letters, all on a black panel outlined in yellow.

CANADIAN PACIFIC RAILWAY

The first "Train Master" acquired by the Canadian Pacific Railway was Demonstrator 8900, delivered in June 1955 and assigned Class DRS24a. Like CNR 3000, this locomotive wore two builder's plates: Fairbanks-Morse 24L861 and CLC 2900. It came with a single steam generator (4500 lbs/hour capacity) for passenger train service. Like the CN 3000, it is not known whether this unit came out of the Beloit plant fully painted and lettered for Canadian Pacific, or if it wore a special demonstrator livery. Unlike the CNR, the CPR liked the 8900 enough to send an order for 20 more, all delivered in 1956 in three batches, by the CLC plant in Kingston: #8901-8904 (Class DRS24b), 8905-8910 (Class DRS24c) and 8911-8920 (Class DRS24d). Except for 8900, all were assembled in Kingston, with builder's numbers 2922 to 2941.

Class DRS24b units (8901-8904) were equipped with two steam generators with a combined steam capacity of 5500 lbs/hour. They were located in the short hood which was widened flush with the cab sides, making these units blind when running short hood first (i.e. backward). All the CPR "Train Masters" were originally built long hood forward, and all could be used in passenger service, being equipped with steam and signal lines, even if 8905-8920 were not equipped with steam generators.

Unit 8900 was first used to haul such passenger trains as the Atlantic Limited for the first months of its career. However, it was soon assigned to Southern British Columbia, where it was joined by the rest of its newly-built sisters in 1956.

While the CPR engineers were immediately impressed by the huge power of these locomotives, they soon became disenchanted as the many mechanical and electrical problems began to occur at an increasing rate. First, the "Train Masters" experienced tracking problems on the many sharp curves in the Nelson-Trail-Tadanac

TABLE III: CANADIAN PACIFIC RAILWAY

Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
8900	24L861 2900	Jun 1955	C635	II	388,000	65:18	D,S	GEA
8901-8904	2928-2931	Aug 1956	C638	II	389,000	65:18	D,2S	GEA
8905-8910	2922-2927	Jun 1956	C638	II	389,000	65:18	D	GEA
8911-8920	2932-2941	Oct 1956	C638	II	389,000	65:18	D	GES

DISPOSITION: 8900, 8904: Retired June, 1976. Scrapped, Ogden.
 8901, 8917: Retired April, 1972. Scrapped, Angus.
 8902: Retired November, 1968. Scrapped, Ogden.
 8903: Retired April, 1974. Sold to United Railway Supply. Scrapped.
 8905: Retired June, 1976. Donated to CRHA Preserved at Canadian Railway Museum, Delson - St. Constant.
 8906, 8911, 8913, 8914, 8915, 8919: Retired May, 1968. Sold to Striegel. Scrapped.
 8907: Retired April 1968. Scrapped, Ogden.
 8908: Retired August, 1968. Scrapped, Ogden.
 8909: Retired February, 1972. Scrapped, Ogden.
 8910, 8912: Retired July, 1968. Scrapped, Ogden.
 8916: Retired September, 1968. Scrapped, Ogden.
 8918: Retired October, 1968. Scrapped, Ogden.
 8920: Retired February, 1969. Scrapped, Ogden.

area. These derailments were solved when the units had their trucks modified in Calgary. As with all the "Train Masters", the CPR fleet was expensive to maintain and prone to breakdowns, resulting in poor reliability. Nagging problems included sparks igniting bush and forest fires along the tracks, and seemingly constant engine coolant leaking causing excessive cooling water consumption and requiring frequent fill-ups. On occasions, trains hauled by "Train Masters" became stranded in small communities with the crews having to request help from the local fire brigade to replenish the cooling system with water.

Running long hood forward also inconvenienced the crews, not so much for the mediocre visibility, but for the exhaust fumes entering the cabs. In 1959-1960, all the "Train Masters" were rebuilt by the CPR to run short hood forward. At about the same time, the steam generators in units 8901-8904 were removed, and the short hoods of these units were narrowed to make these locomotives similar to the rest of the fleet. The H24-66s continued to provide service in Southern British Columbia, mostly serving the smelter plant at Tadanac and in the Nelson area, but very rarely on the "Big Hill", for several years without major incidents. The fleet remained intact until 1968 when 13 locomotives were retired and either scrapped at Ogden Shops (Calgary), or sold to Striegel Railway Supply in Baltimore, Maryland, where they, too, were scrapped, except for their engines which were recycled into marine

applications. The 8920 soon followed in retirement, in February 1969, but the rest of the fleet soldiered on until 1972 when the second wave of retirements left only units 8900, 8903, 8904 and 8905 on the roster. All four were assigned to hump and transfer service at Alyth (Calgary), coupled to a chopped-nose GP9. For some reason, the 8903 did not linger long at Alyth, and was transferred to finish her career in Montréal in transfer service. She was retired in April 1974 and sold for parts to United Railway Supply, Cartierville, Qué. and was scrapped soon after.

The remaining three "Train Masters" hung on a few more years and were retired in June 1976. Both the 8900 and the 8904 were scrapped in Ogden, but our hero, the 8905, was set aside and is now preserved at the Canadian Railway Museum, Delson - St. Constant, Qué. by the CRHA. It is the only one of the 127 "Train Masters" preserved in its entirety. There are however several parts of the CPR "Train Masters" still around. The frames of the 8910 and 8913 were sold to Kalam Chemicals, in Regina, Saskatchewan, and are used as part of their chemical complex. Parts of the 8901, 8903 and 8917 were used by United Railway Supply in the rebuilding of Ferrocarril Chihuahua al Pacifico Fairbanks-Morse locomotives, and, finally, the traction motors from the 8902, 8907, 8908, 8910, 8912, 8916, 8918 and 8920 were used by Montreal Locomotive Works in the building of Canadian Pacific's C630's 4500-4507. Some of these locos are still active at the present time.

It is interesting to note that none of the "Train Masters" ever wore the CP Rail Action Red paint scheme; it is believed that all kept their original livery, the classic grey and maroon with

block lettering, until the end. This livery was altered in minor ways twice during the lives of the H24-66's, in particular when they were modified to run short hood forward.



SOME VIEWS OF CANADIAN PACIFIC RAILWAY "TRAIN MASTERS"

ABOVE: 8917 at West Toronto Junction in September, 1965. This was a rare appearance of a Train Master in eastern Canada. It was used on Toronto transfers.

Photo by Bill Thomson.

RIGHT: Two views of 8903 partially dismantled at United Railway Supply in Cartierville, Que. on December 31, 1974.

Photos by Hugues Bonin.

OPPOSITE, TOP: 8905 at Calgary, Alberta on February 23, 1976.

Photo by F.D. Shaw.

OPPOSITE, BOTTOM: 8907 at Winnipeg, Manitoba on August 24, 1958.

Photo by F.D. Shaw.

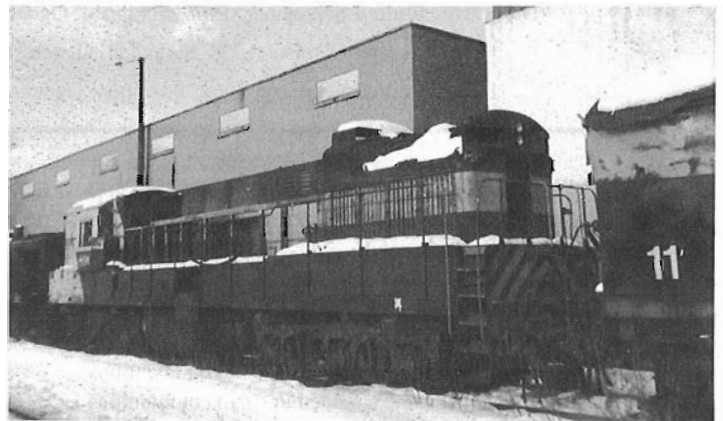




TABLE IV: CENTRAL RAILROAD OF NEW JERSEY

Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
2401-2405	24L849 - 853	May-Jun 1954	LD171	Ib	386,000	65:18	S	GEA
2406-2407	24L854 - 855	May-Jun 1954	LD171	Ib	385,800	65:18	S	GEA
2408-2411	24L885 - 888	Mar-Apr 1956	LD191	II	379,000	65:18	S	GEA
2412	24L889	Mar-Apr 1956	LD191	II	379,000	65:18	S	GES
2413	24L890	Mar-Apr 1956	LD191	II	379,000	65:18	S	GEA

DISPOSITION: 2401, 2404-2407, 2409, 2411-2413: Retired April, 1969.
2402: Retired and scrapped July, 1969.
2403, 2410: Retired late 1968. Scrapped.
2408: Retired late 1968. Scrapped July, 1969.

TABLE V: DELAWARE LACKAWANNA & WESTERN RAILROAD

1st Road Number	2nd Road Number	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
850-859	E-L 1850-1859	24L734 - 743	Jun 1953	LD147	Ib	379,000	68:15	D,S	WH1
860, 861	E-L 1860, 1861	24L1035 - 1036	Nov 1956	LD203	II	376,000	74:18	D	GES

DISPOSITION: 1850, 1851, 1853-1858: Retired and sold for scrap to Striegel June, 1968
1852: Retired and sold for scrap to Striegel June, 1968. Leased by Striegel to Chihuahua al Pacifico September 24, 1969, renumbered CH-P 534. Acquired 1971. Retired and scrapped December 3, 1974.
1859: Retired and sold for scrap to Striegel June 1968. Leased by Striegel to CH-P September 24, 1969, assigned number 535 by CH-P but never actually renumbered. Acquired 1971. Wrecked and scrapped.
1860, 1861: Retired mid-1969 to October 1969. Sold for scrap to Striegel June 5, 1971.

CENTRAL RAILROAD OF NEW JERSEY

The Central Railroad of New Jersey purchased the fastest of the "Train Masters", with a 65:18 gear ratio and 42" wheels, these could run at 80 mph. However, at these speeds, a shimmy problem was discovered and all of the first 7 units had to be returned to Beloit for modifications to the frame bolsters. The first batch, #2401-2407, was delivered in May and June 1954 and were the last Phase Ib built. They had unique air intake louvres and were equipped with projecting marker lights unique to the CNJ.

The railroad was happy enough with its "Train Masters" to order a second batch, #2408-2413, built in March and April 1956. Like the first batch they had steam generators and the same gear ratio and same wheel diameter. Their career in passenger and general freight service went on rather uneventful. All "Train Masters" were retired in late 1968 and early 1969 and scrapped soon thereafter. One reason for their rather obscure life was probably their dull paint scheme: olive green with yellowish bands and a "Miss Liberty" emblem on the cab side. Later in their short

life, the H24-66's suffered even more indignity by having their livery simplified to an all drab olive green with only a small herald on the cab side.

DELAWARE, LACKAWANNA & WESTERN RAILROAD

Like the CNJ, the Lackawanna acquired its "Train Masters" in two batches: the first ten units, #850-859, were built in June 1953, and followed by #860 & 861 built in November 1956. All came in the attractive grey/maroon/yellow livery, and were set to run long hood forward. All except the last two had steam generators. When the DL&W and the Erie merged to form the Erie-Lackawanna Railroad in 1960, the twelve "Train Masters" were renumbered 1850-1861.

The 850-859 were the first production "Train Masters" built. The fleet remained intact until June 1968, when the 1850-1859 were all sold for scrap to Striegel, Baltimore, MD. The 1860 and 1861 lasted a bit longer, until mid-1969 and October 1970, respectively. They were then retired and sold to Striegel for scrap.

TABLE VI: PENNSYLVANIA RAILROAD SYSTEM

1st Road Numbers	2nd Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
8699-8707	PC 6700-6708	24L897-905	Aug-Sep 1956	LD200	II	375,000	74:18	D	GES
*: Please see text for renumbering details.									
DISPOSITION: PC6700-6708 all effectively retired August, 1970. Officially retired December 30, 1970 and scrapped.									

However, Striegel did not scrap these units right away, and most were still intact by October 1970. Two of them were leased, then sold to the Chihuahua al Pacifico: #1852 became CH-P 534 on 24 September 1969 and was used somewhat briefly until sold in 1971 and scrapped on 3 December 1974. Similarly, the 1859 was first leased to the CH-P and eventually bought in 1971. It never wore the #535 intended, and was wrecked shortly after its purchase by the CH-P.

PENNSYLVANIA RAILROAD SYSTEM

The mighty Pennsy ordered only 9 "Train Masters", built in August and September 1956. They were Phase II models, and were assigned road numbers 8699-8707. Intended for freight train service only, they did not have steam generators, and they were built to run long hood forward. Their paint scheme was the basic Brunswick green (almost black) with small yellow-gold lettering, but apparently without any "keystone" logos. These rather dull-looking units were distinguished by their long phone antenna running all the length of the locomotive on the top left hand side, and by sparks arrestors.

When the Pennsylvania, the New York Central and the New Haven merged on 1 February 1968 to form the Penn Central, the H24-66s were renumbered 6700-6708, each unit having its original number reduced by 2000, except the 8699 which became the 6708. As expected for such a small group of locomotives within a huge roster, the "Train Masters" did not last much longer after the merger and, by August 1970, they were all effectively retired. However, shortly before, they were renumbered a second time, the 6700-6708 becoming #6799, 06701-06708. The "0" prefix indicated that the units were retired, but still kept on the roster to wait for the expiration of their trust. They were officially retired on 30 December 1970 and all scrapped soon after this date.

READING COMPANY

The first batch of H24-66's bought by the Reading Company was the second order received by Fairbanks-Morse for this type of locomotive. This first order by the Reading was for four units, #800, 801 without steam generators and built to run short hood forward, and two units with steam generators, #860, 861, and provided with dual controls. All four units were Phase Ib models. The 800 and 801 were outshopped in September 1953, and the 860 and 861 followed in October of the same year. These were joined

soon after by the 5 "Train Masters" of the second order, #802-806, built in November 1953, and also Phase Ib units without steam generators.

The ranks were further increased in November and December by the H24-66's of the third order, totalling 6 steam generator-equipped units numbered 862-867. Like the 860 and 861, they were also provided with dual control for bidirectional operation, but designated short hood forward. The units of this third batch were Phase II models. In December 1956, Beloit outshopped two more Phase II "Train Masters" for the Reading: #807 and 808. These were not provided with steam generators, and, like all the "Train Masters", they were painted all medium grey, with small yellow lettering (nothing to get really excited about).

With diminishing passenger service requirements, the Reading took the steam generators off the 860-867 in 1964 and 1965. In 1967, the "Train Masters" were renumbered as follows: #801, 806 and 808 becoming #201-203; the 860, 862, 863, 864, 865 and 867 were renumbered to 260-265. The other H24-66's kept their original numbers. The units at that time had only a few years left in their careers. The 804 was the first retired, in May 1968, having suffered a fire at Gettysburg in July 1966. It was scrapped by the Reading in 1969. The rest of the fleet were all retired by the end of May 1970 and sold for scrap to Luria Bros., Striegel or Naporano Iron & Metals.

SOUTHERN RAILWAY SYSTEM

Among the most obscure of the "Train Masters" were the five rostered by the Southern Railway System and actually owned by the Cincinnati, New Orleans and Texas Pacific, one of the constituents of the Southern. Built in May and June 1955, the H24-66's were assigned road numbers 6300-6304 and were steam generator-equipped Phase IIL units, with low end platforms. They were painted in the standard Southern livery, black with the lower grey band with the narrow gold line separation, and sported the small "CNO&TP" letters under the road number on the cab sides. As expected for Southern locomotives, they were built to run long hood forward.

The most notable detail of their 10-year career was that, for some reasons, they were almost always used as trailing units. In late 1965, they were all retired, traded in to EMD on an order of SD35's, and subsequently scrapped (probably by Piolet).

TABLE VII: READING COMPANY

Ist Road Numbers	2nd Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
800, 801	800, 201	24L770, 780	Sep 1953	LD155	Ib	385,900	68:15	D	WH2
860, 861	260, 861	24L781, 782	Oct 1953	LD155	Ib	386,700	68:15	S	WH2
802 - 805	802 - 805	24L795 - 798	Nov 1953	LD158	Ib	385,900	68:15	D	WH2
806	202	24L799	Nov 1953	LD158	Ib	385,900	68:15	D	WH2
866, 867	866, 265	24L863, 864	Nov 1955	LD185	II	386,400	68:15	D,S	WH3
862	261	24L865	Nov 1955	LD185	II	388,400	68:15	D,S	WH3
863 - 865	262 - 264	24L882 - 884	Dec 1955	LD185	II	388,400	68:15	D,S	WH3
807, 808	807, 203	24L906, 907	Dec 1956	LD204	II	388,400	74:18	D	GES

DISPOSITION: 800: Retired 1958. Sold for scrap to Naporano Iron & Metals.
801: Retired April 21, 1970. Sold for scrap to Luria Bros.
802, 803, 805, 202: Retired 1959. Sold for scrap to NI&M.
804: Burned at Gettysburg July, 1966. Retired May, 1968, scrapped by Reading, 1969.
807: Retired 1967. Sold for scrap to Striegel.
203, 260: Retired April 21, 1970. Sold for scrap to NI&M.
861: Retired 1968. Sold for scrap to NI&M.
261-264, 866, 265: Retired May 27, 1970. Sold for scrap to Lipsett.

TABLE VIII: SOUTHERN RAILWAY SYSTEM

Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
6300 - 6304	24L856 - 860	May-Jun 1955	LD179	IIL	362,900	74:18	D,S	GEA

DISPOSITION: 6300 - 6304 retired and traded in to EMD late in 1965.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

The Southern Pacific "Train Masters" were among the most famous for their relatively long careers and their high visibility in commuter service. The SP acquired demonstrators TM3 and TM4 in December 1953 and renumbered them 4800 and 4801. These units were built in May 1953 and were Phase Ia model. As demonstrators, they had non-dip handrails along the long hood, which were changed to the dip variety when the units were delivered to the SP. However, they were not the first "Train Masters" on the SP roster, as in December of the same year, the SP had begun receiving H24-66's #4810-4813, built in November 1953, and 4802-4809, built in December 1953. The roster was completed with the acquisition of 4814 and 4815, built in February

1954. All 16 of the SP H24-66's had steam generators and were set to run short hood forward. The 4810-4813 were initially built as part of a New York Central order that was cancelled after these units were built. These lingered at the Fairbanks-Morse plant for several months before being delivered to the SP. The New York Central order was for 8 units that would have been numbered 4600-4607. None of the already-built "Train Masters" ever wore the NYC livery. The Southern Pacific 4802-4805 were effectively the rest of the NYC order and were passed on to the SP instead.

All the SP "Train Masters" initially wore the famous "Black Widow" paint scheme, consisting of an all black carbody with an scarlet red frame band and a silver/orange "wing" on the short hood, and silver lettering. They finished their career painted

TABLE IX: SOUTHERN PACIFIC TRANSPORTATION COMPANY

1st Road Numbers	2nd Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
4800 - 4801	3020 - 3021	24L732-733	May 1953	LD165	Ia	382,100	68:15	D,S	WH1
4810-4813*	3030 - 3033	24L787-790	Nov 1953	LD154B	Ib	379,320	68:15	D,S	WH3
4802-4805*	3022 - 3025	24L791-794	Dec 1953	LD164A	Ib	379,320	68:15	D,S	WH3
4806 - 4809	3026 - 3029	24L803-806	Dec 1953	LD164A	Ib	379,320	68:15	D,S	WH3
4814, 4815	3034, 3035	24L800,801	Feb 1954	LD164B	Ib	379,320	68:15	D,S	WH3

*: Originally ordered by New York Central as 4600 - 4607. Diverted to the SP.

DISPOSITION: 3020, 3022, 3024, 3029, 3030, 3032 retired August, 1974 and sold to Chrome Crankshaft. Scrapped by Purdy Metals, Benicia, California.
 3021, 3023, 3026, 3028 temporarily used as test bed for brake sled programs. Scrapped June, 1975.
 3025, 3027, 3033, 3034 converted to brake sled MW9102 (1976), MW9100 (Oct, 1974), MW9101 (1976), MW9103 (1976).

in the current medium grey with "bloody nose" livery. When the SP found that desert sand was damaging the engines shortly after the H24-66's were put in service on the main lines, it took the easiest route in solving this problem by keeping the units away from the desert and assigned the fleet to haul commuter trains in San Francisco.

The 4800-4815 were renumbered 3020-3035 in 1965. They continued to haul commuter trains until the end of their lives which occurred in 1974 when the "Train Masters" were replaced by 10 rare SDP45's and 3 even rarer GP40P-2's. "Train Master" 3031 had the distinction of being the last unit in service on the SP. The 3020, 3022, 3024, 3029, 3030 and 3032 were sold to Chrome Crankshaft in August 1974 and scrapped at Purdy Metals, in Benicia, CA. The 3021, 3023, 3026 and 3028 were temporarily used as test beds for a brake sled program for the Colton hump, and were scrapped shortly thereafter. Most of the prime movers of these locomotives were recycled into marine usage. The 3031 and the 3035 were retired and sold for scrap in June 1975, to Purdy Metals.

Unit 3025 was made into brake sled #MW9102 in 1976, the 3027 became brake sled MW9100 in October 1974, the 3033 became brake sled MW9101 and the 3034 became the MW9103, both in 1976.

VIRGINIAN RAILWAY

The prettiest "Train Masters" were most probably the Virginian Railroad's yellow and blue units, which made the largest fleet (25). They were acquired under two separate orders, but built in three batches: #50-57 (March 1954), 58-68 (April-May 1954) and 69-74 (May-June 1957). The first batches were Phase Ib models, and the last one was Phase II. Two of the Virginian "Train

Masters" were special: the 74 was the last one built, and the 73 (as Norfolk & Western 173) was the last one in service on any railroad.

In 1960, shortly after the acquisition of the Virginian by the Norfolk & Western Railroad, the H24-66's were renumbered by adding 100 to the original number, becoming N&W #150-174, and, eventually, they were repainted in some N&W colour scheme: either the solid medium blue with the yellow "half moons" logos, or the dazzling all black with either the yellow "half moons" logo, or the white large "NW" letters.

The ex-Virginians continued to haul freight trains, coal notably, in the Virginias until the late 1960's. In early 1967, the 161 was retired on 20 February and eventually ended up at the Alco's Schenectady plant and rebuilt with an Alco engine, using the hood and power components from another N&W "Train Master", the 161:2 that was traded in to Alco. Our 161 (in fact the 161:1) was put back in service by the N&W as #3599 and turned out to be the only ex-Virginian unit ever repowered. It served many more years until second retirement occurred and ended up being rebuilt as slug #9917 on 27 November 1976.

The renumbering just seen is but a glimpse of a more complicated renumbering exercise that affected both the ex-Virginian and the ex-Wabash "Train Masters", in 1970 and 1971. This was apparently done to keep a block of H24-66 intact for trust purposes. The 165 and 169 exchanged numbers, and when the 3598 was traded in to EMD in July 1970, the 167 became the 3598:2, with the original 3598 going to EMD as the 167:2. In June 1973, the 3598:2 was retired and rebuilt into a slug (9908), and the number was assigned to the 153 which became the 3598:3.

The date of 20 February, 1967 marked the retirement of several Virginians: the 151, 157, 160, 166, along with ex-Wabash 161:2 were traded in to Alco for an order of the famous high nose

TABLE X: VIRGINIAN RAILWAY

1st Road Numbers	2nd Road Numbers	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
50 - 57	150 - 157	24L807 - 814	Mar 1954	LD167-1	Ib	394,500	74:18	D	GEA
58 - 68	158 - 168	24L838 - 848	Apr-May 1954	LD167-1	Ib	394,500	74:18	D	GEA
69 - 73	169 - 173	24L1037 - 1041	Jun 1954	LD210	II	396,600	74:18	D	GES
74	174	24L1048	Jun 1954	LD210	II	396,600	74:18	D	GES

NOTE: Please see text for details on further renumbering.

DISPOSITION:

- 150: Retired and traded in to EMD July, 1970.
- 151: Retired February 20, 1967. Traded in to Alco.
- 152: Retired and rebuilt to slug 9901 December 10, 1971. Retired March 26, 1986.
- 153: Retired 1971, then renumbered 3598:3 September 1971. Rebuilt to slug 9909 June 25, 1975.
- 154: Retired and traded in to EMD August 1970.
- 155: Retired between July, 1970 and January, 1972.
- 156: Retired early 1973.
- 157: Retired February 20, 1967. Traded in to Alco.
- 158: Retired and rebuilt to slug 9916 September 29, 1976. Retired December, 1992.
- 159: Retired and rebuilt to slug 9904 July 13, 1974.
- 160: Retired February 20, 1967. Traded in to Alco.
- 161: Rebuilt and repowered by Alco, renumbered 3599. Retired and rebuilt to slug 9917 Nov. 27 1976.
- 162: Retired and traded in to EMD July, 1970.
- 163: Retired and traded in to EMD August, 1970.
- 164: Retired and traded in to EMD August, 1970.
- 165: Renumbered 169:2 (1971). Retired and rebuilt to slug 9902 November 14, 1973.
- 166: Retired February 20, 1967. Traded in to Alco.
- 167: Renum. 3598:2 (early 1970). Renum. 156:2 and retired June, 1973. Rebuilt to slug 9908 Nov. 1974.
- 168: Retired and rebuilt to slug 9903 November 1973. Retired December, 1992.
- 169: Renumbered 165:2 (1971). Retired and rebuilt to slug 9900 December 10, 1971.
- 170: Retired and rebuilt to slug 9906 September 6, 1974.
- 171: Retired and rebuilt to slug 9913 December 24, 1975.
- 172: Retired and rebuilt to slug 9907 October 23, 1974.
- 173: Retired September 26, 1976. Rebuilt to slug 9919 July, 1989.
- 174: Retired and rebuilt to slug 9914 July 31, 1976. Retired December, 1992.

C630's #1135-1139, which were returned to the N&W on "Train Master" trucks. These Alcos were later sold to the Chicago & North Western.

Retirements occurred as detailed in Table X, eventually leaving the 173 as the last H24-66 running. It too was retired on 26 September 1976, and, like 19 other "Train Masters", it was rebuilt into one of the 9900-series slugs.

WABASH RAILWAY

The Wabash Railway acquired its first "Train Masters" as demonstrators TM1 and TM2, both built in April 1953. Just prior to delivery to the Wabash in February 1954, the dynamic brakes on both units were removed and their openings blanked. They became Wabash #550 and 551. In 1956, the Wabash received six more

TABLE XI: WABASH RAILWAY

Ist Road Number	2nd Road Number	Builder's Numbers	Date Built	Order Number	Phase	Weight Lbs.	Gear Ratio	D,S	Electrical Equipment
550, 551	598, 599	24L730-731	Apr 1953	LD170	Ia	378,400	63:15	(D),S	WH1
552, 552A, 553, 553A, 554, 554A	592 - 597	24L891-896	Apr-May 1953	LD194	III	378,520	74:18	S	GES
<p>NOTES: 552A, 553A, 554A renumbered 555-557 in 1962. 550-557 repowered by Alco March - May 1964 and renumbered 598, 599, 592 - 597. 592-599 renum. N&W 3592 - 3598, (3599) when the Wabash was acquired by the N&W, 1964.</p>									
<p>DISPOSITION: 3592: Renumbered 3598:4 March 1974. Rebuilt as slug 9905 September 6, 1974. 3593: Rebuilt as slug 9911 October 2, 1975. 3594: Retired June 30, 1976. Rebuilt as slug 9918 in 1981. 3595: Renumbered 3597:2 in 1971. Rebuilt into slug 9912 December 9, 1975. 3596: Rebuilt to slug 9910 September 11, 1975. 3597: Renumbered 3595:2 in 1971. Rebuilt to slug 9915 July 31, 1976. 3598: Renumbered 167:2. Traded in to EMD in 1970 and scrapped. 599: Never renumbered 3599. Retired and renumbered 161:2 in February 1967 and traded in to Alco, giving hood and some power components to repower H24-66m 161:1 which was renumbered 3599 when placed back in service on the N&W.</p>									

H24-66's, numbered 552, 552A, 553, 553A, 554 and 554A. These were Phase III models, with low end platforms. In 1962, the 552A-554A were renumbered 555-557. Originally sporting a steam generator, the H24-66's had them removed when repowered by Alco with 2350 hp 16-251B engines in March-May 1964. The 550-557 came out of the Alco plant renumbered 598, 599, 592-597. They had Alco builder's plates indicating the FM serial number and the date of repowering. The 599 (née TM2) got a GE main generator when repowered, but the 598 did not.

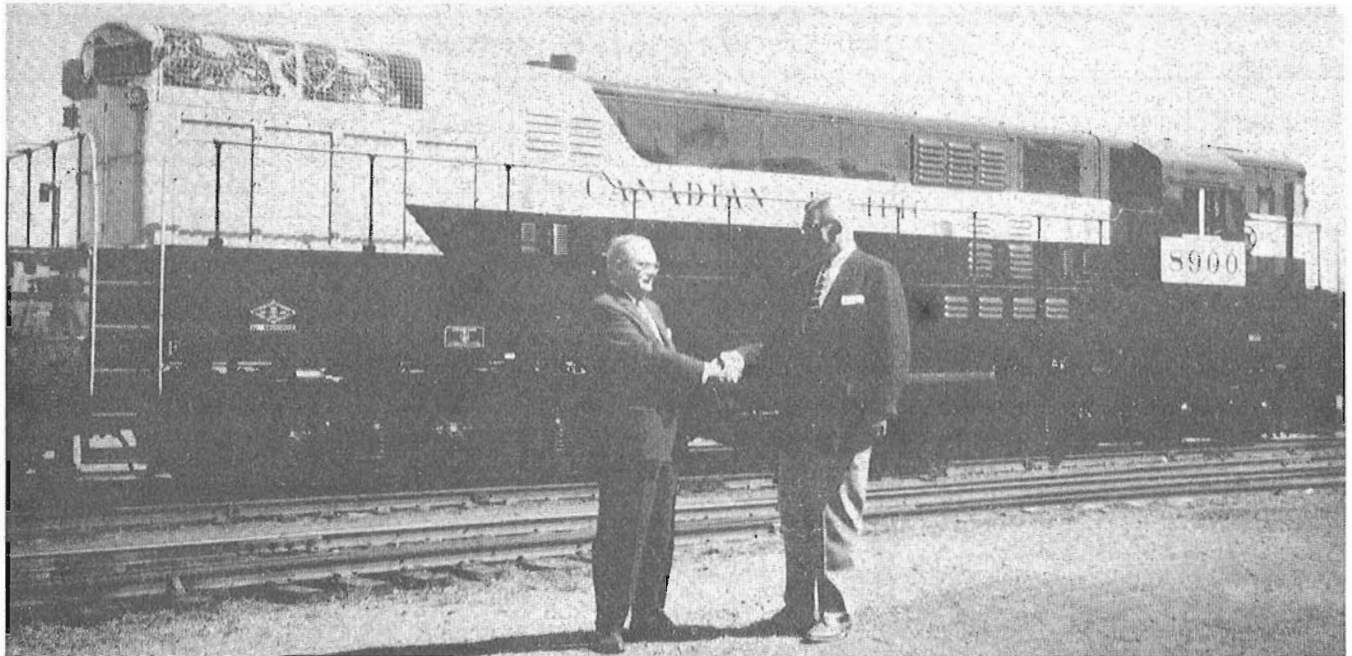
This block was refinanced when rebuilt, and until trust expiration, the Wabash and, later, the Norfolk & Western, had to keep the block intact. This explains the rash of renumbering among the N&W "Train Masters". The N&W merged the Wabash and the Nickel Plate in 1964, and, as a general rule, the Wabash units got their road number increased by 3000, and the NKP locomotives had their number prefixed by a "2". Consequently, the ex-Wabash "Train Masters" became #3592-3599 in 1965-66. The exception was the 599 which never became the 3599, since it was traded in to Alco in February 1967, giving its hood and several power components to the 161:1 which was repowered by Alco and returned to the N&W as the 3599. Around April 1973, the 3595 and 3597 swapped their numbers, and in March 1974, the 3592 was renumbered 3598:4.

Retirements came at about the same time for the ex-Wabash and the ex-Virginian "Train Masters", and most were

rebuilt into the 9900-series slugs. While on the Wabash, the "Train Masters" roamed all the network, mostly in freight service. They wore originally the attractive two-tone blue and grey livery with the "Follow the Wabash flag" emblem. Later in their career, they were painted all medium blue with the word "Wabash" in yellow. Under the N&W, they wore one of the N&W dull paint schemes.

CONCLUSION

The 127 "Train Masters" turned out to be headaches for the railroad engineers and mechanics, and their less than average reliability made them prime candidates for early retirement. As it is the case for several diesel locomotive models such as the Alco PA's which were rather cursed at by locomotive foremen, the "Train Masters" were among the most popular diesels with train buffs. Another Fairbanks-Morse diesel model, the H16-66, was nicknamed the "Baby Train Master" as these diesels looked like reduced-size "Train Masters". Two units of this type are still with us, one even in service! This one is the Tennessee Valley Authority 24, in service at the Gallatin coal-fired plant in Gallatin, Tennessee. The other can be admired at the Museum of the Highwood Railway Project, in High River, Alberta (between Calgary and Lethbridge). Although not a Canadian unit, it was painted in primer but lettered "CP Rail 7009" the last time I saw it in June 1991. Its real identity is Squaw Creek Coal Co. 721001, and was used to haul coal trains at a Peabody Coal Co. mine near Lynnville, Indiana.



Congratulations were in order on July 12, 1955 when D.S. Thomson, Vice President of the CPR, took delivery of Train Master 8900 from George A. Mueller, Senior Vice President of the Canadian Locomotive. Mr. Thomson stated that CP proposed to run this 2400 horse power locomotive in passenger and freight service between Montreal and Saint John, after which it would be sent west for service in the mountains. Canadian Transportation, August 1955

If it were not for the CPR 8905 preserved by the CRHA at the Canadian Railway Museum, the only memories of the "Train Masters" would be on photographic emulsion, and within the thousands of scale models of this grand locomotive. The most famous of these models is indeed the Lionel "Train Master" offered for so many years in their catalogues in several paint schemes including the Virginian blue and yellow and the Lackawanna maroon and grey. Specimens from the 1950's are worth today several hundred dollars for the collectors.

Beside the expensive brass models in O, S, HO and N scales available for limited times, only Athearn offers a mass-production, low cost model of the H24-66, with a choice of the "Phases", in HO scale. The N-scale modeller is still waiting for a similar treat: Kato, Con Cor and Atlas: do you get the idea?

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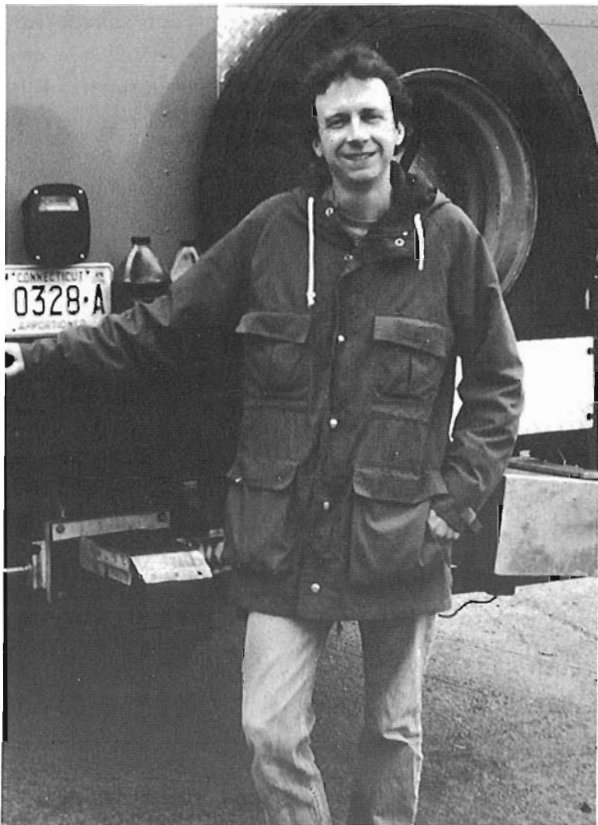
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3. Extra 2200 South, Issue 57 : Southern Pacific roster.
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5. Extra 2200 South, Issue 61 : "Train Master" roster, drawings and photos.
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Rail Testing on the Algoma Central

By Mark G. Gustafson

The author lives in Winnsboro South Carolina. He is a past-president of the Central South Carolina Chapter of the National Railway Historical Society and former editor of their monthly publication "The Order Board", as well as being an active member of the South Carolina Railroad Museum. He has worked for Sperry since June 1993. He has contributed to Canadian Rail before, since he co-authored (with your editor) the article on Saluda Mountain in our issue for May-June 1992. In this article we follow the tracks of the Black Bear from the Soo to Hearst, not to mention Big Bird at Wawa and moose steaks at Montreal Falls!



*The author stands by Sperry Hy-Railer 805 at Hawk Junction on October 24, 1993. Sperry's headquarters are in Danbury, CT, which is why the 805 bears Connecticut licence plates.
Photo by Fred Angus.*

Customs, work visas, truck inspection, and paperwork --- save for a few details, to be taken care of at the Ministry of Transport next morning, all was in order for Sperry Rail Service Hy-Railer No. 805 to cross the border at the Soo. The occasion was the twice-annual inspection of rail on the Algoma Central Railway. After the long highway drive from Tomah, Wisconsin that day, the heated pool and spa at the Holiday Inn on the Ontario side were most relaxing.

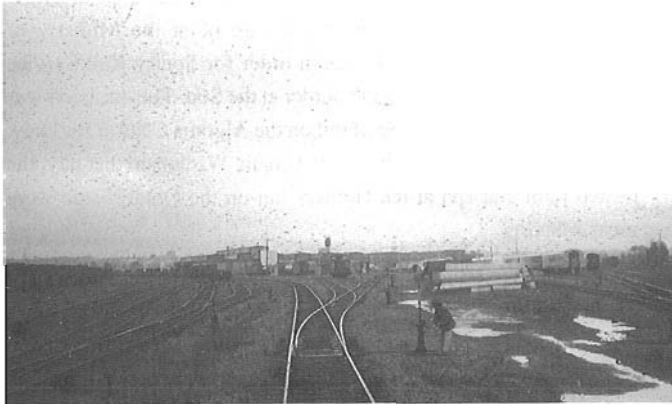
The next day, October 20, 1993, dawned clear and cold in Sault Ste. Marie. Fellow Sperry employee, and Chief Operator, George Blankenship met an ACR representative and proceeded to the M.O.T. office for completion of paperwork concerning No. 805's visit to Canada. Out behind the hotel, the Holiday Inn kitchen crew, on a break, led me to a water faucet from which I filled 805's rail water tanks. They remembered Sperry's last visit there - Sperry crews always looking for water - the water is used as a couplant between the ultrasonic search units and the rail. Starting the generator, filling the paint pot, mounting the ultrasonic roller search units, and switching on the electrical equipment kept me busy while the tanks filled. Then, test the water system and all is ready.

George soon returned with the go-ahead for 805. After a quick trip to a currency exchange office, I was ready to go myself. Not far from the Holiday Inn is the ACR's passenger depot. After conversing with the dispatcher via radio, the ACR track foreman gave us the O.K. to put on the rail. This was done at a nearby crossing, and after dropping 805's test carriage, we were ready to begin testing northbound.



A view of the rear of Sperry detector car 805 showing some of the equipment.

Note: All photos by the author except where indicated otherwise.

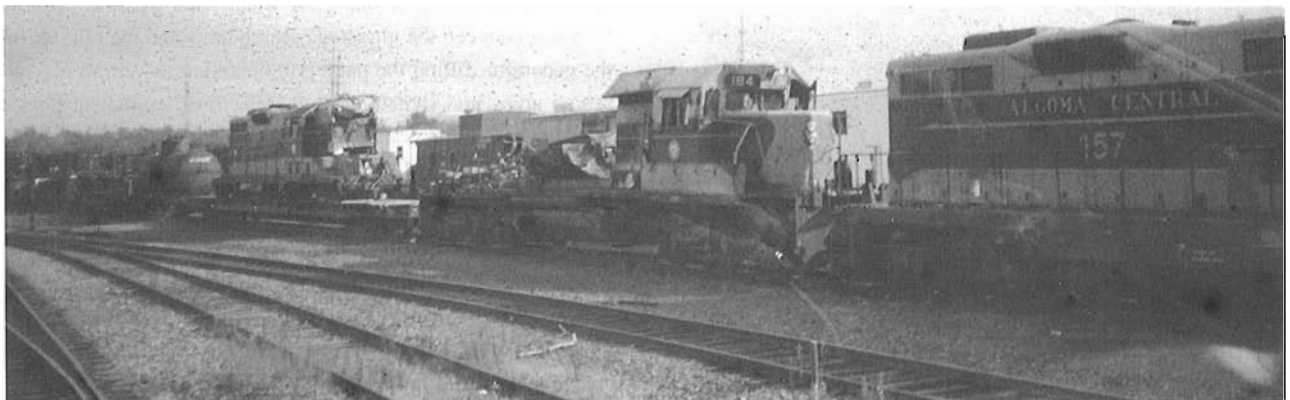


Passing through the yard at the Soo. Note the passenger cars.

Sperry Hy-Railers are set up with ultrasonic devices which search the rail for internal cracks and defects. This is accomplished at speeds from 2 to 12 miles per hour depending on rail conditions. Abnormalities in the rail are automatically marked with a jet of yellow paint on the ties or rails. Inside the truck, a bank of pens ink the pertinent information onto a continuously running paper tape. When the operator notes a potential defect, he will signal the driver to stop and back up to the exact location. The operator will then exit the Hy-Railer and test the rail with a hand-held ultrasonic unit. Confirmed defects can then be marked and recorded for future or immediate repair by the host railroad's track crews. The Sperry crew then continues testing.

From the Soo, we tested the main line through the yards near Algoma Steel and past the Wisconsin Central connection. Steam-heated passenger cars surrounded the shop area with swirls of vapor. On a siding were the remains of locomotives from the recent washout and freight wreck near Canyon. This was a grim reminder of the inherent dangers of railroading that crews face daily. Then, out of town, we continued testing the ever climbing and curving rails. Glancing back, the views of the Soo were interesting, but nothing compared to the lakes, waterfalls and canyons yet to come in the next few days.

A few mobile phone calls to and from border officials via the ACR track foreman was all that interrupted our progress this day. Seems they had no record of our \$100 (Canadian) work visas, but this was remedied by our reading the serial numbers off the less-than-day-old documents. No trains interfered today, and by nightfall Searchmont was reached. The 31-mile return to the Holiday Inn was by highway.

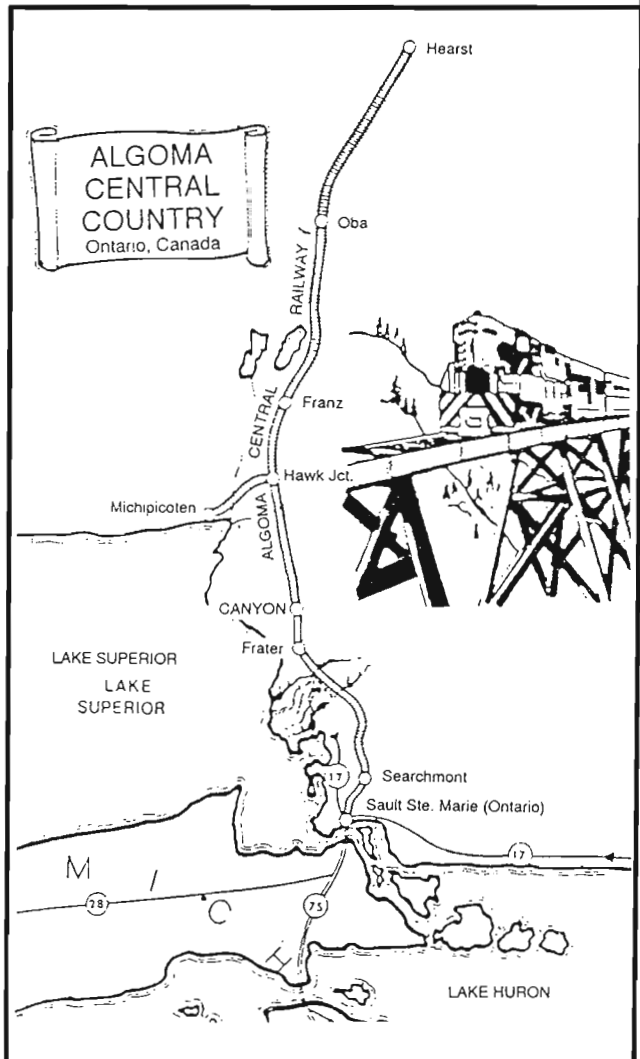


Two of the locomotives involved in the tragic wreck near Canyon. The body of one rests on a flat car.

TABLE OF MILEAGES AND ELEVATIONS ON THE ALGOMA CENTRAL

MAIN LINE			MICHIPICOTEN SUB		
MILEAGE	LOCATION	ELEVATION IN FEET	MILEAGE	LOCATION	ELEVATION IN FEET
0.0	SAULT STE. MARIE	590	0.0	HAWK JUNCTION	1044
7.5	ODENA	932	6.7	JOSEPHINE JUNCTION	1252
13.3	HEYDEN	1082	8.9	MAGPIE JUNCTION	1055
17.7	Summit	1164	16.0	HELEN JUNCTION	1120
25.0	NORTHLAND		18.1	WAWA	960
30.9	SEARCHMONT	781	21.9	TREMBLAY (Summit)	983
35.1	WABOS	945	24.8	BRIENT	759
41.9	ACHIGAN	1122	26.0	MICHIPICOTEN	653
47.3	OGIDAKI (Summit)	1228			
55.4	MASHKODE	1043			
56.6	TROUT LAKE	1128			
61.5	PINE LAKE	1388			
63.7	MEKATINA (Summit)	1454			
68.0	PANGISSIN	1275			
70.6	SPRUCELAKE	1325			
72.1	SUMMIT (Summit)	1426			
75.4	MONGOOSE	1243			
79.1	BATCHEWANNA	1022			
84.9	RAND	1398			
85.7	Summit	1429			
91.7	MONTREAL FALLS	1286			
93.0	AWANA				
96.1	HUBERT (Highest point on ACR)	1591			
102.0	FRATER	1461			
113.3	CANYON	940			
120.0	ETON				
130.3	AGAWA	1113			
132.0	MILLWOOD				
137.6	SAND LAKE	1236			
140.2	TABOR (Summit)	1266			
149.2	PERRY	991			
156.0	LIMER	1061			
164.2	HAWK JUNCTION (Jct. with Michipicoten Sub)	1044			
172.5	ALDEN	1175			
177.2	GOUDREAU	1213			
178.5	Summit	1232			
184.0	DUBREUILVILLE				
187.7	WANDA	1172			
194.5	FRANZ (Jct. with CP)	1219			
200.7	SCULLY	1214			
206.0	WABATONG				
207.0	Subcontinental Divide				
207.2	HILDA	1146			
217.0	MOSHER				
220.9	PRICE	1177			
227.8	DANA	1105			
232.9	AKRON	1083			
238.6	LANGDON	1104			
244.9	OBA (Jct. with CN)	1072			
248.5	Summit	1103			
252.4	NORRIS	1039			
262.0	HANSEN				
272.6	HORSEY	926			
275.0	MEAD				
280.1	COPPELL	892			
287.4	STAVART	834			
294.0	WYBORN				
295.3	HEARST (Jct. with ONR)	807			

NOTES: Elevations and mileages are taken from "ALTITUDES IN THE DOMINION OF CANADA" (Second Edition) published by the Commission of Conservation of Canada in 1915. Where altitude is not shown, it indicates that the station in question does not appear in the 1915 book, in which case the mileage shown is from the current ACR timetable. Station names are shown in capital letters, while notes and indications (e.g. "Summit") are in lower case letters.



Snow was in the forecast on Thursday, October 21, as we resumed testing northward. And not far into the mountainous and isolated region, the blizzard hit. But testing continued as the rail was still well above the level of the fallen snow. At Ogidaki, we cleared for a southbound snow-encrusted freight. Its passage gave the rail a good cleaning, and we made it to Batchewana before dark. Running light at 20 to 25 miles per hour up the track, we tied up at Montreal Falls for the night. ACR housing and moose steaks were a welcome change of pace from the usual motels.



ABOVE: Looking more like an impressionistic painting than a scene along the railway, this view was taken at the height of the blizzard on October 21. Although the snow was blinding, it did not last. When your editor passed this site only three days later the snow was almost gone.



LEFT: Ogidaki, October 21, 1993. A snow-encrusted southbound freight train appears almost like a silhouette as it rumbles by the two hy-railers waiting in the siding. From here north it will be easier for the Sperry crew since the passage of the freight has cleared the rails.

RIGHT: Friday, October 22, 1993, approaching Hubert station, mileage 96. Here northbound passenger train No. 1 was scheduled to overtake and pass the test crew. This is the highest point on the entire Algoma Central Railway. It is 1591 feet above sea level, and exactly 1001 feet above the elevation of the Soo. The snow that fell the day before is clearly evident.

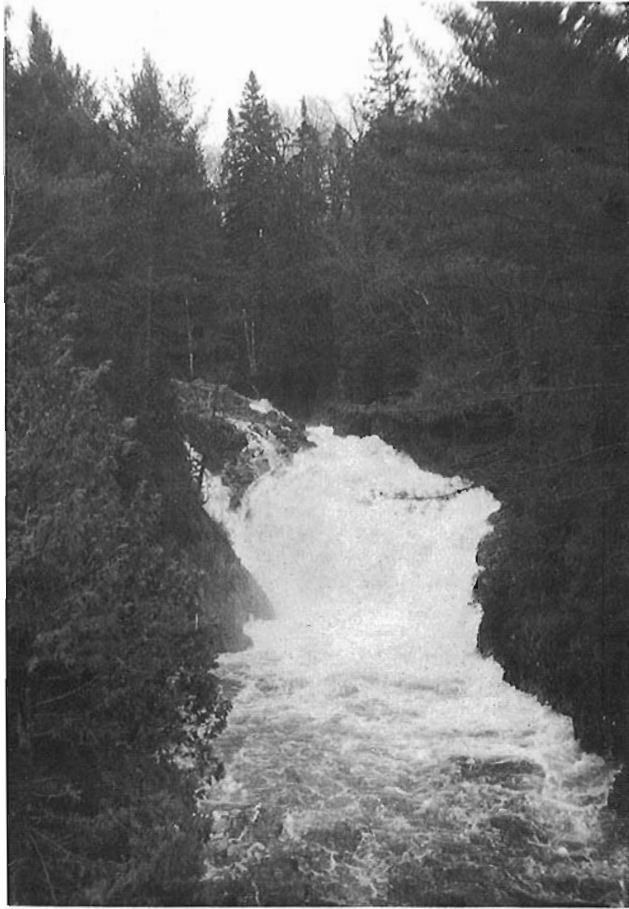




ABOVE: The most spectacular structure on the ACR is the Montreal River bridge. Since it is almost inaccessible by road, off-train photos of it are rare. Here, SRS 805 poses at the north end of the bridge on October 22. Near this spot the author spent the night and enjoyed a dinner of moose steak.

BELOW: The Sperry crew is safely in the siding at Hubert as No. 1 approaches. This is the meet depicted on the cover. At this time of year ACR passenger trains run northbound on Friday, Saturday and Sunday, and southbound on Saturday, Sunday and Monday.





The testing continued daily. Over the weekend and into the next week, meets with passenger trains (northbound Friday, Saturday, Sunday; southbound Saturday, Sunday, Monday) and occasional freights were arranged by the dispatcher via the ACR track foreman (Don, John, or Bruce) that was always with us. The Sperry truck is not to delay trains. Obtaining water in the isolated areas was always a challenge, and once required pumping some from below the ice in a trackside ditch at Millwood. Several nightly tie-ups involved parking the Sperry truck in a siding and riding the ACR Hy-Railer, capable of a higher rate of speed, into town. Lodging included motels at Wawa and Hearst.

LEFT: One of the many waterfalls to be seen along the way.

BELOW: The station at Canyon, seen on October 22, is where the tourist train stops so the visitors may enjoy the beauty of the surrounding country. Note the old passenger car used as a souvenir shop.

OPPOSITE, TOP: This location, near Canyon station, is the scene of the tragic landslide which caused the wreck of the locomotives shown on page 18.

OPPOSITE, MIDDLE: Going down the Michipicoten Sub, towards Lake Superior, on October 23, we see a view seldom seen by rail enthusiasts. This line branches off the main line at Hawk Junction and extends through Wawa to Michipicoten Harbour.

OPPOSITE, BOTTOM: Passing the mill at Wawa, mileage 18.7 of the Michipicoten Sub, on October 24, en route back to Hawk Junction.







An interesting view on the "high line" of the Michipicoten branch on October 24, 1993. Taken from Sperry No. 805, one can plainly see, in the rear view mirror, the ACR hy-railer following close behind.

The scenery was always spectacular, even with the absence of snow to the north. The lakes, forests, streams, and wildlife all made for enjoyable work not to be experienced in the more developed parts of North America. Yet, despite the isolation, I managed unexpectedly to run into old acquaintances. In the afternoon of Sunday, October 24, we had just finished testing the Michipicoten Sub from Lake Superior, and were taking on water at the depot at Hawk Junction. I pulled the northbound passenger train and off hopped Fred Angus of Montreal, Howard Shepherd of South Carolina, and Ed Willkommen of Wisconsin! All are friends of mine and fellow members of the South Carolina Railroad Museum. Small continent, nonetheless. [editor's note. This meeting was completely unplanned and by chance]. After 15 minutes the passenger train departed and we followed it northward. Later, we saw a few motor cars from Oregon out touring the line.



At mileage 17.3 of the Michipicoten Sub, the fire-damaged area is plainly visible.



Southbound passenger train, ACR No. 2, passes Sperry 805 at Franz at about 10:41 A.M. on Monday, October 25, 1993, the day of Canada's general election. This is the same train on which, as No. 1, your editor had ridden north from the Soo to Hearst the day before. Franz is where the ACR crosses CP Rail's main line.



The Algoma Central's station, buildings and siding at Franz. Sadly, CP's famous station at that location was demolished in 1992.



LEFT: The station at Mosher, 217 miles from the Soo, was passed on October 25. This site is now a ghost town, as the mill at that location has closed and all the inhabitants have moved away.

RIGHT: Two of the motor cars from Oregon, on a tour of the line, seen at mileage 249.8 on October 26, 1993. Bruce Gignak of the ACR stands beside one of the cars.



LEFT: Nearing the end of the longest stretch of track covered in one day, the Sperry crew crossed a branch of Oba Lake, at Woods Camp, on October 25, 1993. Near this spot, at Oba, the main line of Canadian National crosses the ACR. The work for the day ended at Oba.

RIGHT: Early in the morning of October 26, 1993 SRS 805 is ready to start working north of Oba. The day is cloudy and dull as the crew prepare to depart. The station is boarded up and the hotel is in ruins. Oba is still an important freight transfer point between the ACR and CN, but the passengers who used to change trains here are long gone. However VIA Rail's "Canadian", as well as ACR 1 and 2, still pass this remote spot, far from any large city.





On the 300th mile of the test, we roll north along a straight sunlit track through the Clay Belt, so different from the rocky terrain of the Precambrian Shield. Ahead is a heavy cloud formation which heralds an approaching storm. This striking photo was taken only 21 miles from Hearst, at mileage 274.7 on October 26, 1993. A few miles further on the testing ended for the day.



The end of the line! A dull day on October 27 finds SRS 805 at Hearst, and the junction with the Ontario Northland (until very recently CN, and originally the National Transcontinental). The week-long job of track testing on the ACR is done, and now it is back south by road.

The 321-mile test was completed by noon on Wednesday, October 27. Sixty-five miles had been the most tested in one day, that being from near Dubreuilville to Oba. Southbound, we travelled on the highway via Hornpayne and White River. CP track crews at the latter place gave us the twice over since they are used to seeing the more common large Sperry rail cars.

After a final night with Big Bird in Wawa, George and I returned to the Soo on the 28th. The final defect reports were delivered to ACR headquarters. News of the impending arrival of the Wisconsin Central onto the property was much in evidence here. Was this Sperry's final test of this trackage under the Algoma Central banner? Perhaps the big Sperry rail cars will return to Agawa Canyon, as the WC normally uses these for testing on their trackage in the States.

Back across the Soo and southbound for the Straits of Mackinac; we left Canada behind. Destination - "The J" (Elgin Joliet and Eastern) in Chicagoland, and more Hy-Railing adventures with Sperry.

The Algoma Central Railway

By Edward P. Wilkomen

The author lives in Wauwatosa, Wisconsin. He is a past-president of the Milwaukee Road Historical Society, the Iowa Chapter of the National Railway Historical Society and the Wauwatosa Historical Society as well as presently being the editor of that society's newsletter "Historic Wauwatosa". He was recently the recipient of the Local History Award of Merit from the State Historical Society of Wisconsin. This is not his first contribution to Canadian Rail since two of his photos, of trains along the Thompson and Fraser Rivers, appeared on the inside front cover of Canadian Rail No. 399, July-August 1987.

Now that we have had a trip up the Algoma Central with Mark, and seen much of the line's scenery, let's hear something about its history from Ed.

One of the interesting medium-sized railroads of Canada is the Algoma Central Railway. It consists of a 296-mile main line from Sault Ste. Marie to Hearst, as well as a 26-mile branch line from Hawk Junction to Michipicoten, all in the province of Ontario.¹

It all began at Sault Ste. Marie with its rapids in the St. Mary's River which keeps Lake Superior at a 21-foot higher elevation than Lake Huron. This is a natural barrier to navigation and necessitated locks being built. The first lock, a small wooden one, was built in 1798 by the famous fur trading partnership, the Northwest Company. This lock was on the Canadian side of the river and was for the use of *bateaux* and other small craft.² Then, in 1845, iron ore deposits were discovered at Negaunee, Michigan. This resulted in the Jackson Mine being opened in 1848. This mine was worked by the open-pit system for the next three-quarters of a century, with more than 5 million tons of ore being removed.³

In order to aggrandize the shipping of this iron ore to steel mills in Pennsylvania, locks accommodating large (for those days) boats had to be built at the "Soo". In 1853 the Fairbanks Scale Co., which had extensive mining interests in the upper peninsula of Michigan, undertook the job of building two locks in tandem, and turned them over to the state of Michigan on May 31, 1855. Boats using these locks had to pay 4 cents per ton for their use. Then, in 1881, the locks were transferred to the U.S. Army Corps of Engineers and have been toll free since that time.⁴

Sault Ste. Marie, Ontario began its importance in the 1880's when the Canadian Pacific Railway completed its line from Sudbury. The international railroad bridge over the St. Mary's rapids to the United States was completed in 1887. The community was elevated to town status the same year with a population of 1600. In 1889 the town built a power canal and a small power house while incurring a debt of \$263,000.⁵

The real start of prosperity and growth for the "Soo" began in 1894 when Francis Hector Clergue passed through the town on the way to Fort William. He was impressed with the potential development this area offered. F.H. Clergue was born in Maine in 1856. He became a lawyer and was admitted to the bar in 1876. But his ability as a promoter was even greater and he spent most of the rest of his life machinating business projects.⁶

Mr. Clergue concluded an agreement to assume half the debt of the power station, using money which he obtained from

capitalists in New York and Philadelphia. His ability to raise funds and his liking of the Soo greatly helped the growth of this area. He even had an inventive ability such as developing a machine to dry paper pulp. He obtained backing and, in 1896, started the Sault Ste. Marie Pulp and Paper Co. which used his invention.

The Lake Superior Corporation was formed with Clergue becoming its General Manager. It purchased the Helen Iron Mine, which was located in the Algoma district, and which had been discovered in 1897 by Ben Boyer.⁷ This mine opened in 1899 and produced 2 1/2 million tons of ore until 1918.

Since a railway is necessary to furnish cheap transportation for iron ore, the Algoma Central Railway Co. was incorporated on August 11, 1899. That summer construction started on a 12-mile line from the Helen Mine to Michipicoten Harbour and in the year 1900, 65,000 tons of ore were shipped.

In 1900, the Ontario government gave a land grant to the Algoma Central Railway (ACR), including mineral and timber rights to 7400 acres per mile of railway. But the railway was obligated to bring into the Algoma district 4000 settlers per year for 10 years. They had to build steel boats to haul the iron ore to steel mills on the lower lakes. Also they were not to export unmanufactured timber or pulpwood derived from land granted, and, in addition they were required to develop 40,000 horsepower at the Soo.⁸

As part of the federal government's policy of expanding the Canadian railway network, Prime Minister Sir Wilfrid Laurier gave the ACR subsidies of \$160,000 in 1900 and \$431,000 in 1901⁹. At one time there were some 4000 men at work building the new rail line, so that it reached some 50 miles into the Algoma district by July, 1904.

Meanwhile, back at the Soo, F.H. Clergue incorporated the Algoma Iron, Nickel and Steel Company of Canada in 1901. On February 18, 1902 the first heat of steel was produced.¹⁰ The iron ore which came from the Helen Mine was low in phosphorous content which is essential when making steel in a Bessemer Converter. This steel was rolled into the first railroad rails ever produced in Canada. Then there was a delay in the completion of the blast furnaces which were designed to use charcoal made from the Algoma timber. The company quickly found out this was bad, so they changed the units to use coke. But a lack of orders caused the temporary closing of the Algoma steel mill in December 1902.

On May 23, 1901 the railway changed its name to the Algoma Central and Hudson Bay Railway (AC&HB). This company purchased four ore boats to take iron ore down to Lake Erie and bring coal back to Sault Ste. Marie, there to be made into coke and fed to the blast furnaces. This turned out so well that the Clergue syndicate bought or chartered 16 more ore boats.

1902 turned out to be the zenith in the career of Francis Clergue. He had been involved in the steel mill, railway, iron mine, timberlands, pulp mill, two street railway lines, machine shops, ore boats, saw mill, ferry boats, brick plant, lime works and a charcoal plant! In all of these, promoting, financing and getting them into operation were his specialty. He was not too good at actually running them or marketing their products. His Lake Superior Corporation was forced to get a 5-million dollar loan from Speyer and Company of New York to keep its business going. These problems surfaced in 1903 when some of the factories had to close as dictated by New York financiers, not local people. In April 1903 the Lake Superior Corp. announced that F.H. Clergue would retire from the management of the company, and that Cornelius Shields, the General Manager of Dominion Iron and Steel of Sydney, Nova Scotia, would succeed him. But Shields could do no better, and in December 1903 stocks of subsidiary companies were auctioned off to raise cash.¹¹

These closings put 3500 men out of work in early September 1903 with the promise that they would receive severance pay. But the companies didn't have the money and they stalled for time. Men employed out in the woods were kept there. Finally, on September 18 1903, 600 of the lumberjacks and 700 town employees marched on the company's office and demanded their pay. A



Typical of the architecture of ACR stations is this one at Wanda, 188.1 miles north of the Soo.

Photo by Mark Gustafson.



The only view of Lake Superior from the main line is this view shortly before the northbound train enters the Agawa Canyon.

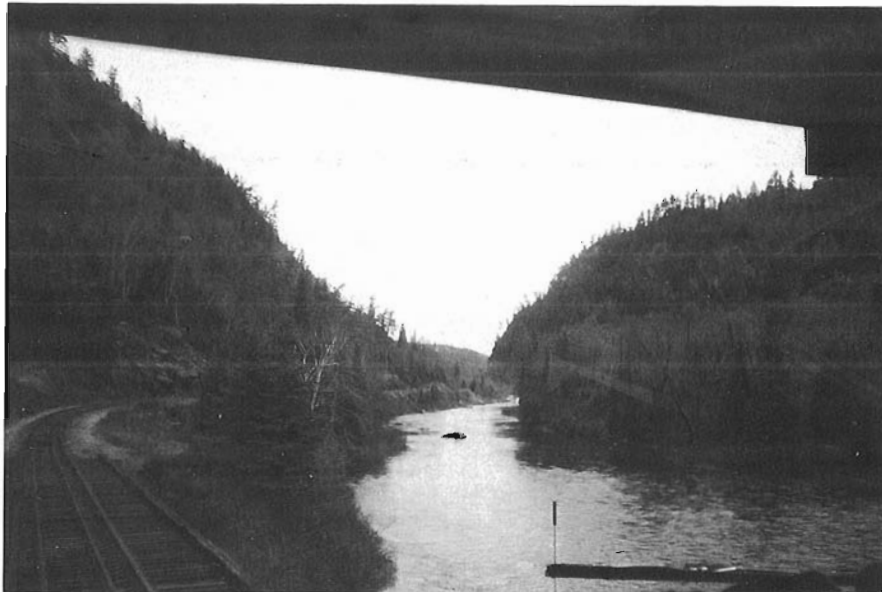
Photo by Mark Gustafson.

notice on the building told them there was no money and they should go elsewhere for work. The crowd smashed windows, the scared office workers retreated to the second floor, and the workers hurled bricks. They also threatened the trans-river ferry and International Hotel. To quell the violence, the local militia was called out, and Toronto dispatched 400 soldiers. They quickly restored peace.

Clergue was still a director of the Lake Superior Corp. and he announced in late 1903 that wages would be paid by local banks under guarantee of the government which held security in the form of an unconveyed land subsidy to the AC&HB. Also the railway was guaranteed a 2-million dollar amount for construction costs and to satisfy creditors. In case of default, the Ontario government would take possession of the AC&HB. This guarantee was renewed until 1907.¹²

By August, 1906 track construction allowed regular train service to extend 68 miles to Pangissin. Main line construction then came to a virtual halt, not to be resumed for another four years. However, with its new name, the railway had its sights set on its ultimate destination of Moose Factory on James Bay.

Since the Michipicoten branch only extended from the harbour to the Helen and Josephine mines, all the iron ore still had to go to the Soo and lower lake ports by ore boat. The Algoma Central Steamship Co. boats were named "Paliki", "Theano" and "Leafield" plus two barges "Barium" and "Agawa". They also ran passenger boats: "Minnie M.", "Ossifrage" and "Siesta". Their largest passenger boat "King Edward" ran on a summer schedule from Sault Ste. Marie to various settlements on the North Channel of Georgian Bay then southward to Sarnia, Detroit, Windsor and Toledo.¹³



A scenic spot in the famous Agawa Canyon, the destination of the tourist train that runs in the summer months. Nearby is Canyon station where the train lays over two hours before returning to the Soo.

Photo by Mark Gustafson.

Mr. C.D. Warren, President of the AC&HB, also had an ambition of building a rail line from Bellevue (19 miles from the Soo) eastward to Gertrude. They already had a 13-mile railroad in operation from there to Sudbury. It was called the Manitoulin and North Shore Railway. By 1912 it was extended 10 miles further to Crean Hill and called the Algoma Eastern Railway. By 1916 the track was extended to Little Current at the gateway to Manitoulin Island. During the depression years the AC&HB sold this line to the Canadian Pacific.

Starting in 1910, the line from Michipicoten harbor was extended from Josephine Junction, through Hawk Junction, and on north, connecting with the CPR at Franz (named for Vice-President W.C. Franz) in January, 1912. Meanwhile, also starting in 1910, the main line was extended north from Pangis and south from Hawk Junction. The two sections met at mile 109.75, between Frater and Canyon, on July 3, 1912, and the line was opened on December 1. Now there was an all-weather route to haul iron ore from the mines to the steel mill at the Soo. A frozen Lake Superior was no longer a handicap.

Construction pressed on to Oba, where the AC&HB crossed the Canadian Northern main line, then it ran through the wilderness to Hearst where a connection was made with the National Transcontinental Railway in 1914. By now, construction costs far exceeded revenue; the AC&HB defaulted on its bond interest on December 1, 1914 and went into receivership on February 20, 1915. Thomas J. Kennedy and Vivian Harcourt were appointed receivers to run the railway. This sad fate permanently stopped the idea of extending the line to James Bay. Instead the road concentrated on running its trains, plus switching the Algoma Steel mills. This allowed the road to come out of receivership before 1921.

The depression years were lean, followed by high production at the steel mill during World War II. This meant lots of freight car switching and hauling steel products to Oba for shipment westward over what had become the main line of Canadian National Railways. Since the Canadian Pacific had its own line into Sault Ste. Marie, it received its cars right there. With gasoline rationing, passenger patronage increased. But this road, like the Temiskaming & Northern Ontario (now Ontario Northland) is north-south oriented, therefore these short-haul carriers are not blessed with high ton-mileage.

Like in many Canadian wilderness areas, highway construction greatly increased after World War II, and local freight and passenger traffic equally greatly decreased on the AC&HB. On June 30, 1965 the name of the company was changed again, and reverted to its original name of Algoma Central Railway, since it was fully realized that it would never extend north of Hearst. All the iron mines have now closed except for the underground McLeod mine near Wawa.

Production at the steel mill has greatly dropped off, meaning far less carloads of iron ore and steel products hauled by the ACR. The steel mainly goes to Oba whence CN hauls it out west. Most of the other items now go by truck on the improved roadway system serving the Algoma district. While forest and paper product haulage is also down, the railway still gets a lot of carloads from the big lumber mill at Dubreuilville. Wood chips are transferred to CP Rail at Franz, while lumber goes south to the Soo.

As the tourist industry increased, the ACR came up with a very good idea, "Wilderness By Rail", a one-day train trip from the Soo to Agawa Canyon and return. The long passenger train, pulled by as many as five diesel units, enable many families to enjoy the



An ACR caboose seen in the yard at Hawk Junction on October 23, 1993.

Photo by Mark Gustafson.

superb, virtually unspoiled, forest and low mountain scenery interlaced with clear lakes and fast-flowing rivers. At mile 114, the train stops deep in the heart of the mighty Agawa Canyon where there is a two-hour stop-over before the train heads back south. In the winter time there is also a "Snow Train", so passengers can see the scenery under very different conditions.



The author with two friends at Hawk Junction on October 24, 1993. Left to right we see Mark Gustafson, Ed Wilkomen and Howard Shepherd, while ACR No. 1 waits in the background.

Photo by Fred Angus.

Now we come to October 24, 1993 when three far distant railfans, hearing that the line would soon come under the management of the Wisconsin Central, came to ride this interesting railroad. Howard Shepherd, from Cayce South Carolina, Fred Angus, from Montreal and Ed Wilkomen, from Wauwatosa Wisconsin. At this time passenger train No. 1 goes north only on Friday, Saturday and Sunday, while No. 2 goes south only on Saturday, Sunday and Monday. Because of various scheduling arrangements, we had decided to go north on the Sunday train and return via the Ontario Northland. The ACR train consisted of diesel 203, steam generator cars 74 and 75, baggage cars 301 and 308, and coaches 5441 and 5545. The latter two were originally CN, had been acquired by ACR from VIA and were still in the VIA paint scheme. The extra steam generator car was to have been set out at Hearst for the Ontario Northland Railway. This could be picked up by the ONR at Hearst since, in September 1993, they purchased the line from Cochrane through Hearst to Calstock from CN. However, a photo taken at Franz the next day (see page 25) shows that the extra steam generator car went back south on train No. 2.

The trip was extremely scenic, as expected, and the weather was perfect. But there was one big surprise. When our train arrived at Hawk Junction, at 2:15 P.M., for a 15-minute stop (the only place on the line where there was more than a momentary pause), we met a Sperry Rail Detector car, actually a high-rail truck. And lo and behold we found our good friend Mark Gustafson of Winnsboro S.C. running the car! To have us saunter out of the train in the middle of nowhere astonished him. As you can see from his photos in this and the previous article, he was able to take fine pictures at inaccessible locations. Resisting the temptation to say "Dr. Livingstone, I presume.", we had a brief conversation, carefully inspected SRS 805, then it was time to get back aboard No. 1 and continue north.

North of Hawk Junction, Franz and Oba are the only places of any size. At Oba, CN has much work equipment and lots of freight cars. Their depot is still standing but boarded up. At Hearst, where the old depot of the National Transcontinental Ry. was demolished in 1992, there is a fair number of freight cars interchanged. Also located there is a big sawmill providing many loads for the ACR and the ONR.

Here's how the ACR operates its freight trains in 1993. All freight trains are run as extras. A daily night freight train runs from Sault Ste. Marie to Hawk Junction, doing some switching en route. A daily way freight runs from Hawk Junction to McLeod iron mine, then to Michipicoten harbour and return. This job hauls iron ore, ore fines, coke breeze, mill scale and limestone, besides also switching the sintering plant.

Six days a week, a freight runs from Hawk Junction to the lumber mill at Dubreuilville, then to the CP interchange at Franz and the CN interchange at Oba; it then returns to Hawk Junction. Twice a week, another freight goes from Hawk Junction to Hearst and returns the next day. Since these are extra trains, their frequency can vary from week to week.



The ACR crosses the CN main line at Oba which is a busy interchange point. In this view, ACR No. 1 has crossed the CN line and is coming up to the now closed station.

Photo by Fred Angus.



Wabatong, 207 miles north of Sault Ste. Marie, is at the subcontinental divide. South of here the waters flow into the Great Lakes and the St. Lawrence. North of here streams and rivers flow into James Bay and Hudson Bay. At this point a cottage, standing between the railway and the lake, bears a large Canadian flag, plus the name "Petticoat Jct.".

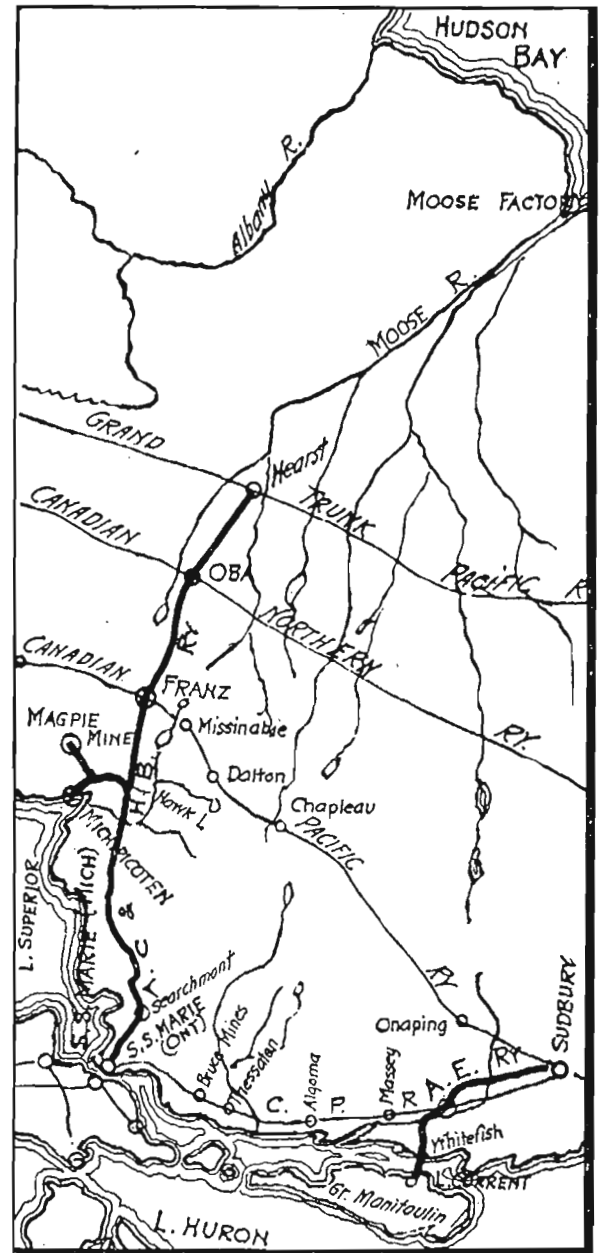
Photo by Mark Gustafson.

Usually there is also a way freight on Thursdays from the Soo to Hawk Junction. It goes south on Fridays, often hauling ore cars. Besides these road jobs, several switch engines are needed around the clock to switch the Algoma Steel mill in Sault Ste. Marie.

Starting January 1, 1994 the Wisconsin Central Railroad was scheduled to begin operating the Algoma Central. But it does not own it. Why the WC can run the ACR in a better manner is not clear, but this is the latest development in the long history of Canada's interesting medium-sized railroad.

END NOTES

1. Algoma Central Railway data.
2. Canadian Sault Ste. Marie canal data.
3. Iron Ores of Lake Superior by Crowell and Murray.
4. Soo Locks data, U.S. Army Corps of Engineers.
5. Ontario Bureau of Mines Report, 1904.
6. Ontario History, the Rise of Sault Ste. Marie as an Industrial Centre by Margaret Van Every, 1963.
7. The Canadian Iron and Steel Industry, 1915.
8. Canadian Annual Review, 1901.
9. Canadian House of Commons Debates, 1901.
10. The Sault Star.
11. Eldon Explorations Report.
12. Canadian Annual Review.
13. Official Guide of the Railways and Steam Navigation Lines, various issues.



A map of the Algoma Central & Hudson Bay Railway, as well as the Algoma Eastern, which appeared in the *Railway and Marine World* in June, 1912.

Some Early Accounts of the Construction of the Algoma Central

Researched by Fred Angus

Having received for publication two excellent articles relating to the Algoma Central Railway, your editor decided to round out the story by reproducing some contemporary articles relating to the construction of the line. All these articles appeared in the Canadian Railway and Marine World (CRMW) between 1911 and 1914. All illustrations of the railway (except one modern view inserted as a comparison) are from the June, 1912 issue of that publication. The photos of telephone equipment are from the Northern Electric catalogue of 1917.

ALGOMA CENTRAL AND HUDSON BAY RAILWAY

CRMW, December, 1911.

The section of the line from mileage 65 to 79 has been taken over by the company from the contractors, and a regular train service was put in operation Oct. 28. The Board of Railway Commissioners has authorized the operation of regular trains on the extension as far as mileage 85 from Sault Ste. Marie, Ont. Track has been laid to mileage 91, at the crossing of the Montreal River, where a large bridge has been completed. Three trestles at mileage 93 are nearing completion; two other trestles at mileage 99 are well advanced, and three trestles between mileage 104 and 106 are also under construction. Grading has been completed to Agawa, at mileage 126, and it is expected that track will be laid to that point this season. The remainder of the grading to Hawk Lake Jct. has been completed, and the line is being operated from that point to Josephine Jct., the point of connection with the Michipicoten branch. This junction is at mileage 170 from Sault Ste. Marie. The grading between Hawk Lake Jct. and Hobon [soon to be renamed Franz], on the C.P.R. transcontinental line, is well advanced, a late report stating there is only about nine miles to be completed. The Board of Railway Commissioners has approved a revised location on this section between mileage 30.08 and 53 from Hawk Lake Jct., and ordered an interlocking plant at the crossing at grade of the C.P.R. at Hobon. It is expected that the line will be completed to Hobon early in 1912. Grading is also in progress from Hobon towards the National Transcontinental Railway.

THE CONSTRUCTION OF THE ALGOMA CENTRAL AND HUDSON BAY RAILWAY

By R.S. McCormick, M. Am. Soc. C.E., Chief Engineer.

CRMW, June, 1912.

The construction of the Algoma Central and Hudson Bay railway was originally begun in the spring of 1900 by the old Lake Superior Corporation, under the management of F.H. Clergue, and a land grant and subsidy was granted by the Dominion Parliament.

Construction was carried on until the spring of 1903, at which time there was graded a continuous line from Sault Ste. Marie, Ont. to a connection at Josephine Jct. 170 1/2 miles north,

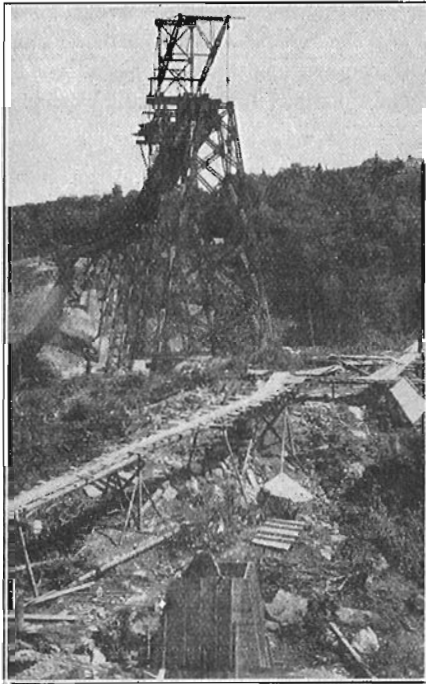
with a line extending down to Lake Superior at Michipicoten Harbour. This section, 20 miles long, was built in 1899 - 1900 to gain access to valuable iron mines in this territory, owned by the corporation. The grading on the main line was not completely finished, however, as financial misfortunes overtook the corporation and track was only laid to about 55 miles north of Sault Ste. Marie. A large number of bridges and trestles between this point and Josephine Jct. were also not built but otherwise the line was completely to sub-grade. Between 1903 and 1908 additional track was laid to carry the end of steel to mile 68, but no other work was done north of this point.

In 1909 active measures were begun to complete the A.C. and H.B.R. by an English syndicate, which had in the meantime secured control of the Lake Superior Corporation, including the Algoma Steel Co., the railways and other transportation and industrial interests, at Sault Ste. Marie. Before undertaking the completion and proposed extension of the railway, a report was made for the management on the whole project by F.H. McGuigan, of Toronto, formerly of the G.T.R. He reported favourably on the completion of the line and on its extension to connect with the National Transcontinental Ry.

The necessary financial arrangements being successfully completed, the first work undertaken was the locating of a line to connect the old grade near Hawk Lake with the C.P.R. This was accomplished by the location and construction of 30 miles of line from Hawk Lake Jct. to Hobon on the C.P.R. S. Keemle, Toronto, was in charge of the locating party on this work. A 0.6% compensated 6 degree maximum curve line was secured at a cost of about \$38,000 a mile complete, including track and structures. In May, 1910, a contract was let to the O'Boyle Bros. Construction Co. of Sault Ste. Marie, Ont. for this section, and on July 1, 1910, another contract was let to the same contractors for the completion of the main line from mile 68 to Josephine Jct., mile 170 1/2, including regrading at points where cuttings had slid in, bringing up settled embankments, all the bridging (excepting Montreal River), track laying and ballasting.

In the meantime a spur line of 9 1/2 miles was located from a point 17 miles from Michipicoten Harbour on the line extending from the lake to the mines, northerly, to a new Magpie iron mine. This construction, including track laying, and the ballasting, was also let to the O'Boyle Bros. Construction Co., and in May, 1910 active work was started on this section.

The railway company also started work to repair and re-tie that section of the 20 miles extending from Michipicoten Harbour to Josephine Jct. known as the Josephine branch, being the upper 10 miles of the line which had been wholly unused for over eight years, and which was in wretched shape, as the ties were rotten, and very little ballast having originally been put on when first constructed it was necessary to re-ballast the whole section. The railway company did this work with its own forces with some help from the O'Boyle company.



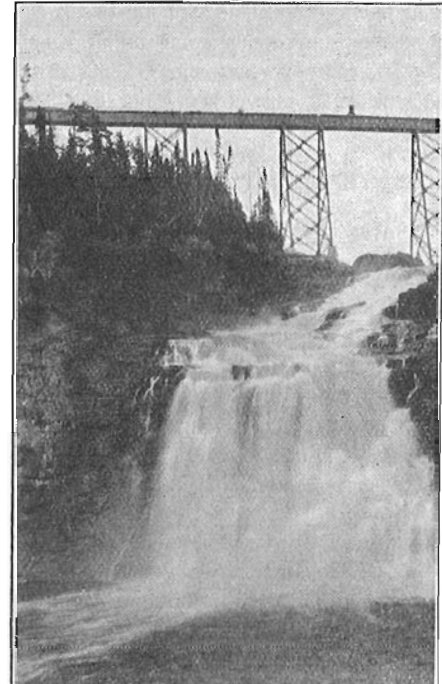
*Erecting the bridge at Montreal River.
CRMW, June, 1912.*

From May, 1910 to August, 1911, the work on the main line, north from mile 68 and south from Josephine Jct., the grading of the Hawk Lake - Hobon section, the building of the Magpie branch and the rebuilding of the ten miles of the Josephine branch, proceeded with the usual ups and downs peculiar to railway construction work in such a country. Poor labor, generally a lack of same, bush fires, whiskey and all the troubles incident thereto, known only to the experienced, were faced and fought.

By August 1, 1911, the Magpie branch was completed, at a cost of practically \$275,000. The line was built on a 1.5% compensated grade against the traffic and 2.5% flat, with the traffic. The first 4 1/2 miles to the crossing of the Magpie River was light work, except for some heavy side cutting descending the slope to cross the river, at which point the adverse grade of 1.5% compensated was located. From the river crossing, however, to the mine the line is heavy, and at mile 7 1/2 there is a timber trestle 900 ft. long, 80 ft. high, on a 12-degree curve and a 1.75 [%] grade. Up to this point the grade is 2% maximum, from here to the mine site it is 2 1/2%, 12 degrees being the maximum curve. Very large expenditures are being made by the company in opening the mine, and in addition to a plant for treating the siderite ore, a model mining town is being built. This branch is laid with 80 lbs. A.S.C.E.

rail with Seller's shoulder tie plates on all curves and is most substantially built in all respects, excepting that timber and piles were used in bridging.

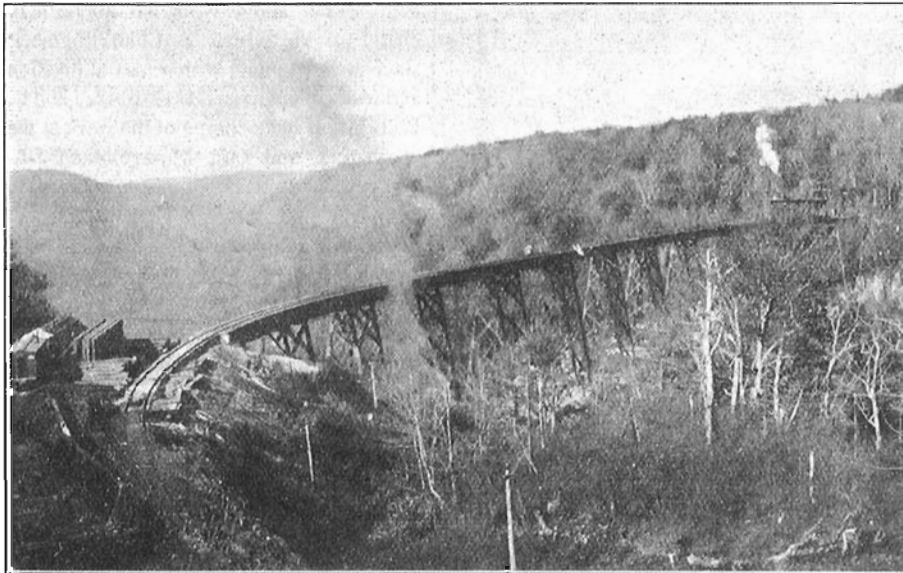
On July 15, 1911, the sub-contractors on the Hawk Lake - Hobon section finished the grading. Murdock Bros. had the lower 19 miles, and Cavicchi and Pegano the upper 11 miles. The work was quite heavy, the grading quantities being 732,933 cu. yds.; classified 261,269 cu. yds. solid rock; 94,378 cu. yds. loose rock,



*Montreal Falls and the Algoma Central bridge.
CRMW, June, 1912.*

and 377,286 cu. yds. common excavation. In addition there was 20,178 cu. yds. over break in rock cuttings. About 3,000,000 ft. b.m. of bridge timber and 40,000 lin. ft. of piling was also used on this work. Other items of grading, etc., included 1,500,000 cu. yds. overhaul, 170,000 ft. b.m. culvert timber, 220,000 lbs. bridge iron, 291 cu. yds. dry stone masonry, 423 cu. yds. cement masonry and other small items. The rock work was exceptionally well done, as the specifications only allowed common excavation for over break and all the time the work was in progress this was enforced. On final estimates, however, a fair amount of over break was given as solid rock. Track laying and some ballasting was done this year and the bridge work was completed. On January 10, 1912, track was connected up, giving railway connection from the C.P.R. into the mines of the Michipicoten district. Some ballasting was also done this year.

Work on the main line completion progressed slowly from June, 1910, to May, 1911, at which time track had reached the Montreal River, mile 91 1/2 north of Sault Ste. Marie. Here a steel viaduct, 1,550 ft. long and 130 ft. high, situated at the head of a falls 150 ft. high, had to be built. This viaduct was designed in 1902 by Boller and Hodge, of New York City, and a contract was arranged at that time with the Canadian Bridge Co. for its erection. Due to

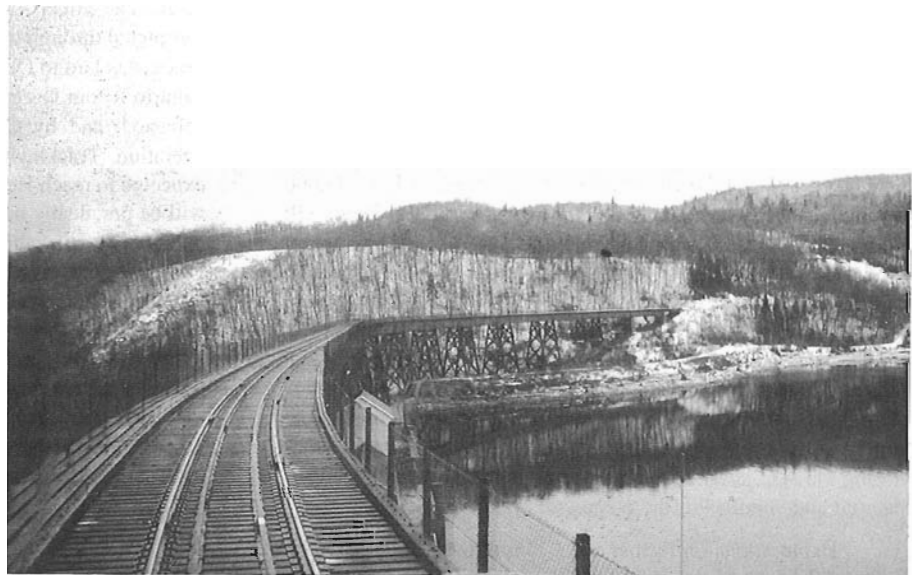


*The Montreal River bridge and yard as they appeared when they were new.
CRMW, June, 1912.*

the suspension of this work the contract was never carried out, and upon taking up the work to complete same the writer awarded another contract to the Canadian Bridge Co. There is 1,745 tons of steel in this viaduct, and the alignment being on a curve at each end it was a very interesting job of erection. The viaduct consists of tower girders supported on steel legs, with concrete pedestal piers with end abutments. There are thirteen 30-ft. tower girders and one 40-ft. situated on an island in the middle of the river. The intermediate girders consist of one 85-ft., five 75-ft., ten 60-ft., and two 30-ft. spans. The structure is designed under the Dominion Government specifications, class 1 loading, and is a splendid piece of work. Due to some poor work in concreting the piers and having to re-build some, the erection was slow. However, track was laid over this viaduct and track laying proceeded north of it in October, 1911.

At the date of writing track is at mile 104 1/2. At the north end track laying has progressed to mile 117 to date, leaving a gap of 12 1/2 miles, which it is expected will be finished by the middle of June. The principal reason for the slow progress being made in track laying is on account of the excessive amount of bridging and resting on this line.

Between Sault Ste. Marie and Josephine Jct. there are about 16,000,000 ft. b.m. of bridge timber in 140 structures, besides 100,000 lin. ft. piling. Some of these bridges are very large, and as all the bridge timber used, excepting a few thousand feet cut

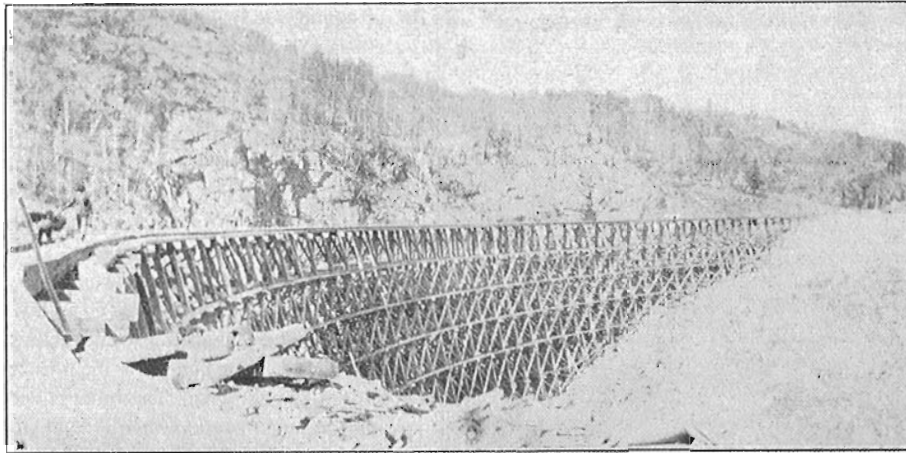


*The same bridge as it appears today, little changed in 82 years.
Photo by Mark Gustafson.*

first division point west of Cochrane and 101 miles north of the C.P.R. This location is on the same grades and curvatures as the Hawk Lake - Hobon section, viz 6.6% [sic! Should be 0.6%] compensated grade and 6-degree maximum curves. Louis Whitman, locating engineer, had charge of the location, with Sanford Hazelwood and W.H. Wilkie in charge of the parties. The route traversed by this line is through rough country for 30 miles north of the C.P.R., north of this the line enters the great clay belt of Northern Ontario and the grading is light. The south 30 miles, however, brings up the average cost of the line to about \$30,000 a mile, including track and structures.

in the country, is British Columbia fir, it is necessary to build these bridges from end of steel. The old line from Sault Ste. Marie to Hawk Lake Jct. is through a most difficult country to build in, and the location secured, while good work on the whole, shows it. The line to Hawk Lake Jct., with the new extension, and on to Michipicoten is badly handicapped with heavy grades and sharp curvatures, 1 1/2% uncompensated grades and 12-degree maximum curves. To improve this, grade and alignment would require extensive relocating, hence, for the present, this is not contemplated. The route is very picturesque and travellers have a treat in the rugged scenery awaiting them on the opening up of the Algoma Central for traffic, north of Sault Ste. Marie.

While the above work was progressing south of the C.P.R. main transcontinental line a location was made north to the National Transcontinental Ry. at the new town of Hearst (or Grant) in the



*The Alice Lake Trestle on the Magpie branch of the Algoma Central.
CRMW, June, 1912.*

The crossing of the C.P.R. and the Canadian Northern Ontario Ry. (under construction) is made at grade. There are very few bridges on this 100 miles, and none at all of any size excepting some bay crossings of Oba Lake, where four pile trestles are driven, one of them being 1,302 ft. long with deck 10 ft. above the water. The balance of the bridging consists of pile structures, the largest, the crossing of the Mattawishquia river, near Hearst, at the junction with the National Transcontinental Ry., being 700 ft. long.

The grading quantities on this 100 miles will be, approximately 360,000 cu. yds. solid rock; 250,000 cu. yds. loose rock; 1,500,000 common excavation, and 3,500,000 cu. yds. overhaul. There will be about 80,000 lin. ft. piling and 1,500,000 ft. b.m. bridge timber, besides other lesser items. Corrugated ingot iron pipe is used in culverts, no concrete at all, and a few native timber culverts. In August, 1911, a contract was let to the Superior Construction Co. for the construction of the section complete, including grading, bridging, track laying and ballasting. To date 60% of the grading is completed, and it is expected track laying will be started about June 15 at Hobon and reach the C.N.O.R. crossing in October, thus placing the A.C. & H.B. Ry. in a position to deliver construction material and supplies to the contractors for this line at Oba.

Explorations for further extensions of the A.C. & H.B. Ry. to the north of the National Transcontinental Ry. have been made. A copper metallic circuit telephone line has been constructed from Sault Ste. Marie, through to Michipicoten Harbor and extensions to the mines and north to Hobon and Hearst (Grant) will be made this summer.

At Sault Ste. Marie, new terminals, consisting of a modern locomotive house, machine shops, stores and office building and a new terminal station and office building are all contracted for and the work started. This work involves the expenditure of about \$500,000, and includes an extension of the main line to reach nearer the centre of the city of Sault Ste. Marie, and a new yard at Tagoma, the industrial centre, where extensive alterations and additions to the terminal facilities are being made. The company will also build a large coal and ore dock at Michipicoten Harbor, in the near future.

The above work has all been in charge of the writer, as Chief Engineer, since the beginning, with a staff of division and resident engineers. G.G. Horsey and C. Le B. Miles have charge of the work at the north end, and L.C. Maxwell and J.A. Hedgecock at the south end as division engineers. W.C. Franz is General Manager and G.A. Montgomery, Superintendent of the A.C. & H.B. Ry., as also of the Algoma Eastern Ry.

ALGOMA CENTRAL & HUDSON BAY RAILWAY

CRMW, September, 1913.

Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C.P.R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic December 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in December, 1912. This season this section is being ballasted, and by October 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by November 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by December 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A.C. & H.B. Ry. it is an even 100 miles between the C.P.R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A.C. & H.B. Ry. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves.

COMPLETION OF THE ALGOMA CENTRAL AND HUDSON BAY RAILWAY

CRMW, November, 1914.

We are officially advised that this line is fully complete from Sault Ste. Marie, Ont., to Hearst, Ont., the junction with the National Transcontinental Ry., a total distance of 294 miles, which finishes the line as far as the company's present plans go. The Board of Railway Commissioners has issued an order for the operation of the line through to Hearst.

The line north of the C.P.R. main transcontinental line through to the N.T.R. at Hearst is 99.81 miles long, connecting with the N.T.R. one mile west of the station building. This line is built on 0.6 grade and maximum 6 degree curve, all curves being spiralled with serial spiral. The line is on modern standards in every respect, rock cuttings 20 ft. wide at subgrade, earth cuttings the same, excepting north of Oba in the rolling clay belt, where very light cuttings are common, they have been widened to provide additional drainage.

The line from the C.P.R. at the junction point, Franz, to a point half way to Oba, where it crosses the Canadian Northern Ry., is through the same sort of formation as along the C.P.R. in this district. At this point the line enters the clay belt and the country north of that point presents an entirely different formation, gradually verging from a rocky wilderness into rolling clay ridges and rich spruce low lands, which when drained will make excellent farm land. The line north of Oba has a maximum 3-degree curve, with the one exception where it connects with the N.T.R., which is a 4-degree curve. The maximum grade is the same as the section between Franz and Oba, namely, 0.6%.

TELEPHONE TRAIN DISPATCHING ON THE ALGOMA CENTRAL AND HUDSON BAY RAILWAY

CRMW, January, 1912.

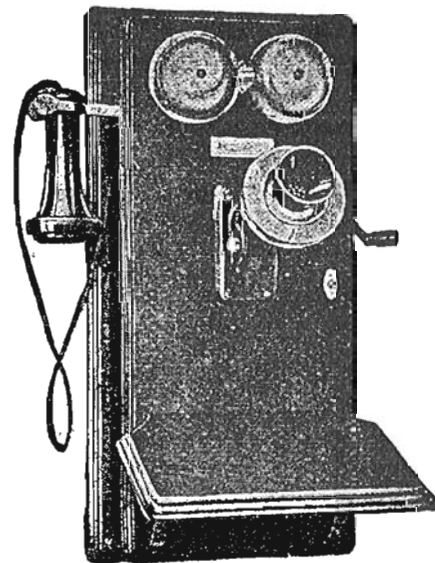
This line has been dispatching trains by telephone since 1902, using on the Main Line Division the Bell 1000 ohm magneto type wall instruments and on the Michipicoten Division the New State 80 ohm series instruments.

Last spring the construction of a metallic circuit of No. 12 new British standard hard drawn copper wire was commenced. When completed the line will extend from Sault Ste. Marie, north to Hobon [Franz], 195 miles, with connection at Hawk Lake with the Michipicoten Division metallic circuit of 36 miles, covering the Michipicoten, Josephine and Magpie branches and serving the Helen and Magpie mines. The existing pole lines were practically rebuilt last summer and new lines have been built from Pangissin, 68 miles north of Sault Ste. Marie, to mileage 107, and from Josephine Mine Jct., mileage 107 to 125. The gap of 18 miles is

now being closed and it is hoped to secure communication between Sault Ste. Marie and Michipicoten Harbor early in January.

The Hawk Lake - Hobon extension of some 30 miles will be built next spring and further extension of the system north of the C.P.R. proceeded with. A portion of the new dispatching telephone apparatus will be installed this winter and the installation, with the exception of the Hobon extension, will be completed early next spring. This will give a dispatching circuit of 190 miles for the present and 220 miles on completion of the Hobon extension.

The line has been constructed on a substantial standard specification and the equipment installed is the last word in up-to-date telephone apparatus. It is furnished by the Northern Electric and Manufacturing Co., Montreal, and consists of their dispatcher's head receiver, etc., and their selector equipment for calling stations. For stations at which agents are maintained the office is provided with their 1020 B transmitter arm and head receiver, and station selector set. Flag stations are provided with a 1317 W type wall telephone. Portable telephone sets with line poles are provided for use of train crews.



A Northern Electric No. 1317 type wall telephone.

The system when completed will admit of the dispatchers communicating with one or more stations simultaneously, allow of the sending of time over the wire, and also the transmission of company's and commercial business.

Between Sault Ste. Marie and Searchmont, 30 miles, an iron metallic circuit is provided for commercial business and a ground circuit extends from Searchmont to mileage 79. On the Michipicoten branch an iron metallic circuit between Michipicoten Harbor and Helen Mine, 11 1/2 miles, cares for commercial business and an iron ground circuit from Helen Mine to Grassett on the C.P.R. cares for commercial business between the mines and the outside.

We are indebted for the foregoing to G.A. Montgomery, Superintendent A.C. & H.B. Ry., at whose request it was prepared by C. Fitzsimon, Superintendent, Telephone Construction.



A Northern Electric No. 1020 desk telephone.

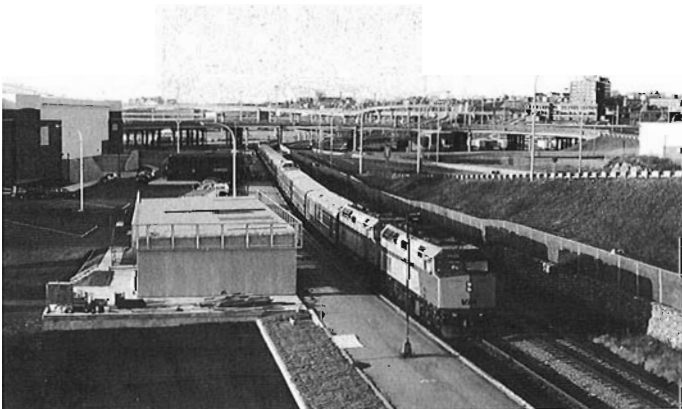
The Business Car



The last train on the Fredericton Branch departs from Fredericton for Saint John on November 29, 1993. Photo by David Morris.

LAST C A R TRAIN TO FREDERICTON

As reported in Canadian Rail No. 436, September-October 1993, permission was granted, on March 4, 1993 for the Canadian Atlantic Railway (i.e. CP Rail) to abandon considerable trackage in New Brunswick, including the branch from Fredericton Junction to Fredericton. A history of this line was carried in Canadian Rail at that time. The last train out of Fredericton departed on Monday, November 29, 1993, with locomotive 8042 leading. So ended 124 years of rail service on the Fredericton Branch.



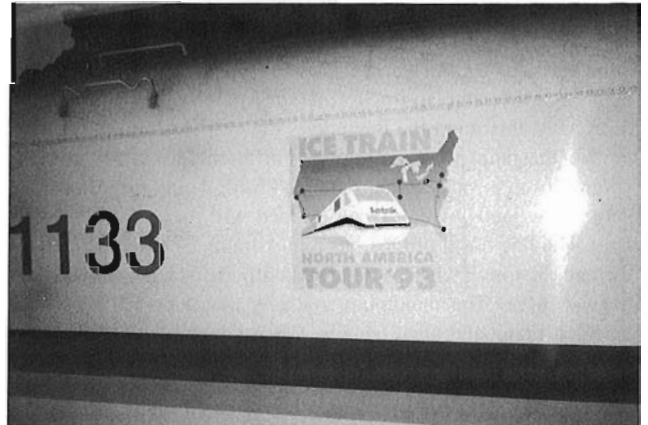
Train No. 12, the "Atlantic", bound from Montreal to Halifax, stops at Saint John on November 21, 1993. The new VIA station, which opened on December 16, is in the foreground. Photo by David Morris.

NEW VIA STATION IN SAINT JOHN

Due to the construction of a new arena in Saint John N.B., it was necessary to re-locate the VIA station in that city. The new station is slightly east of the old one, and is the fifth railway station to exist in the immediate area. The first was from 1858 to 1884, the second from 1884 to 1932, the third from 1932 to 1973, the fourth from 1979 to 1993 (from 1973 to 1979 passenger trains did not come into downtown Saint John), and the fifth starting in 1993. In view of the impending abandonment of CP's "Short Line" through Maine, on which runs the only passenger train serving Saint John, one can only wonder how long the new station will be in use.

FAIRVILLE STATION DEMOLISHED

Our member Dyson Thomas reports that all efforts to save the Fairville (Lancaster) station in Saint John failed, and this century-old structure was demolished by the CAR. An article on this station appeared in Canadian Rail No. 432, Jan-Feb, 1993.



The I C E train logo on the side of Amtrak baggage car 1133 in Montreal's Central Station on November 23, 1993.

Photo by Mark Gustafson.

I C E IN MONTREAL

Although there has been lots of ice in Montreal this very cold winter, the ICE train, on its tour of North America, did not, unlike the X-2000, come to Canada. However, at least one car of the support train for the ICE tour did make it to Montreal. On November 23, 1993, Amtrak's "Montrealer" arrived in Montreal, and the baggage car was none other than 1133, complete with the logo concerning the tour. Mark Gustafson was a passenger on the "Montrealer" that day and took this photo in Central Station. It shows that at least one car of the tour train was in Montreal.

LINDSAY & DISTRICT MODEL ENGINEERS

The Lindsay and District Model Engineers show will be held on April 9 (11 AM to 5 PM) and 10 (Noon to 4:30 PM), 1994 in Victoria Park Armoury, 210 Kent Street, West Lindsay, Ontario. For more information write to the Model Engineers at Box 452, Lindsay, Ontario K9V 4S5 or phone Wayne Lamb (705)-324-9865 or Eric Potter (705)-328-3749.

THE "NEW" CANADIAN RAIL

You may notice some changes to Canadian Rail starting with this issue. The title page and masthead have been modified, and some other changes in layout have been made to improve the appearance of the pages. Above all, colour pictures appear on the covers. This is the first time that an actual colour photograph (as distinguished from a coloured black-and-white photo) has ever appeared on the front cover of Canadian Rail. Whether colour will continue to appear depends on how our membership increases, but there will be at least three issues (Nos. 438, 440, 442) with colour covers in 1994. We hope you like the changes.

Fred F. Angus, Editor.

EDITORIAL By - Par Hugues Bonin

The readers of "Canadian Rail" have, hopefully, noticed my name as the newest addition to the editorial team. I was pleased to accept a request from our President, Mr. Walter Bedbrook, to collaborate in the production of "Canadian Rail", as Motive Power Editor, on a sustained basis.

"Canadian Rail" is probably at a turning point in its history. In the past, such as in the late sixties when I first joined the CRHA, "Canadian Rail" was one of the very few publications (and the best) devoted almost exclusively to Canadian Railways. Now the competition is rather ferocious among the numerous high quality magazines which have proliferated at a much more rapid rate than the available dollars of the rail enthusiast.

A fact of life with any periodical publication based on the spontaneous submission of articles is that there are times of abundance and times of famine. At the time of this writing, the supply of material for publication is rather good. Nevertheless, in order to ensure a continuing source of good material, I ask you, "Canadian Rail" reader, to submit at least one article not only on motive power, but also on any railway-related topics. Second, I intend to ask personally a dozen persons to commit themselves to contribute at least one paper within a period of two years. The idea here is to keep the commitment in time and effort as reasonable as possible for each individual. Of course, if you don't receive a letter from me, please don't feel overlooked. You are most welcome to volunteer yourself as a regular contributor to "Canadian Rail".

Indeed, I have to provide the example, and I will contribute articles to "Canadian Rail" on a more frequent basis. I have also offered to Fred my services for French-English language translation, and I intend to increase the ratio of French within "Canadian Rail", without prejudice to the English language content.

For those of you who don't know me, let me say about myself that, in the 1970's, my modest student budget allowed me limited activities such as a few trips behind CNR 6218 and 6060, out of Montreal, and a few visits to the Canadian Railway Museum. During a four-year stay at Purdue University in Lafayette, Indiana, I joined briefly the "Railfans of Indianapolis" and attended several of their meetings in Indianapolis. Back in Canada, I joined the teaching staff of the Royal Military College of Canada in Kingston, Ontario in 1979. At that time, and in spite of a considerable railway heritage, the Kingston area did not have any organized club. With the help of my friends Mr. Peter MacDonald (cf. "Canadian Railway Modeller", "Train 3, track 3", p.23) and Mr. John Mayell, the Kingston Railfan Society was launched in 1982 and has grown since then. It became the Kingston Division of the CRHA in 1986. I was then the first President of the club and also the first editor of our bi-monthly publication called "Kingston Rail", which was considerably improved when Walter Bedbrook succeeded me as Editor. Finally, I am an N-scale modeller of the armchair variety, and I take numerous slides of all kinds of railway subjects and I enjoy trading those extra ones with several pen pals.

Les lecteurs de "Canadian Rail" auront, sans doute, remarqué mon nom nouvellement ajouté à l'équipe de rédaction de la revue. Il m'a fait plaisir d'accepter une requête de notre Président, M. Walter Bedbrook, pour collaborer à "Canadian Rail" sur une base régulière, dans le domaine des locomotives. "Canadian Rail" est probablement à un point tournant de son existence. Autrefois, notamment à la fin des années soixante alors que j'adhérais à l'ACHF, "Canadian Rail" était non seulement le porte-étendard de l'ACHF, mais était aussi l'une des rares publications consacrées en majeure partie aux chemins de fer canadiens. Aujourd'hui, la concurrence est plutôt féroce entre les nombreux magazines de haute qualité, qui sont multipliés à un rythme bien supérieur à celui des dollars disponibles des amateurs de trains.

Une caractéristique typique des périodiques basés sur la soumission spontanée d'articles est qu'il y a des temps d'abondance comme il y a des périodes de disette. Mon approche pour contrer ce problème est d'abord de vous encourager à soumettre au moins un article à notre revue, non seulement sur les locomotives, mais aussi sur tous autres sujets ferroviaires qui vous intéressent. Dans un deuxième temps, je veux m'assurer d'un apport constant de matériel pour publication, et pour cela, je vous demander personnellement à une douzaine de personnes de promettre au moins un article à "Canadian Rail" par période de deux ans. L'idée est ici d'obtenir de la part de ces personnes une contribution très réalisable ne nécessitant qu'une implication de temps et d'efforts modeste. Bien entendu, si vous ne recevez pas de lettre de ma part, ne soyez pas offensés! Considérez-vous cordialement invités à vous porter volontaires pour devenir l'un des collaborateurs réguliers de "Canadian Rail".

Il va de soi que je dois donner l'exemple, et j'enverrai des articles à "Canadian Rail" de façon plus fréquente. J'ai aussi offert mes services à Fred comme traducteur du Français à l'Anglais et vice-versa. J'ai aussi l'intention d'augmenter la présence de la langue française dans notre revue sans préjudice pour nos lecteurs anglophones.

Pour ceux d'entre vous qui ne me connaissent pas, je dirai que, dans les années soixante-dix, mes maigres ressources financières d'étudiant m'ont tout de même permis quelques voyages avec les Canadien National 6218 et 6060, et quelques visites au Musée Ferroviaire Canadien. Durant un séjour de quatre ans pour mon doctorat à Purdue University de Lafayette, Indiana, j'ai adhéré au club "Railfans of Indianapolis" et assisté à plusieurs de leurs réunions mensuelles à Indianapolis.

De retour au Canada, j'ai joint le corps enseignant du Royal Military College of Canada de Kingston, Ontario, en 1979. A ma surprise, et malgré l'héritage ferroviaire considérable de la région de Kingston, il n'y avait aucun club organisé. Avec l'aide de deux amis, M. Peter MacDonald (cf. "Canadian Railway Modeller", "Train 3, Track 3", p. 23) et M. John Mayell, la "Kingston Railfan Society" fut fondée en 1982 et a prospéré depuis, devenant la Division de Kingston de l'ACHF en 1986. J'en fus le premier président, ainsi que le premier rédacteur de la revue "Kingston Rail" qui a été bien améliorée depuis par Walter Bedbrook. Enfin, je suis modéliste (échelle N) de la variété "Chaise bergante" et je prends beaucoup de diapos de trains et gares, et j'en échange beaucoup avec plusieurs correspondants.

BACK COVER: The only "Train Master" locomotive to be preserved is Canadian Pacific 8905. This view shows it at Calgary, Alberta. 8905 is now a prized exhibit at the Canadian Railway Museum at Delson - St. Constant P.Q.

Photo by Ron Visockis.

Canadian Rail

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