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FRONT COVER: In Bedell, Ontario, on March 24, 1993. CP Rail train No. 904, powered by SD40-2 No. 5691, M630 No. 4555 and another unidentified Alco, stops to pick up about a dozen loads that were delivered by the Ottawa switcher earlier that morning.

Photos by Pierre Ozorák.

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

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The Second Generation Diesel Report

By The C.R.H.A. Collection Committee

FORWARD

On October 30th, 1967, when the C.R.H.A Board of Directors passed a resolution to create "a committee, under the chairmanship of Mr. Murray Dean, to prepare a master list of Canadian-built diesel locomotives recommended for acquisition by the C.R.H.A.", little did they expect that the Association would become a pioneer in the preservation of diesel locomotives in North America. Indeed, the C.R.H.A. and its members have, over the years, carefully assembled one of the finest collections in North America.

As the year 2000 is fast approaching; railroad museums across North America face mounting pressure to preserve Second Generation diesel locomotives. The first locomotives of this generation are close to 30 years old and are rapidly nearing retirement age.

Marked by an increasing amount of technological innovations in the field of locomotive building, this generation also saw the emergence of the standardization phenomenon, thus reducing the number of models acquired by Canadian railroad companies.

As past and present members of this committee sought to preserve steam locomotives, streetcars and first generation diesel locomotives, the C.R.H.A. collection committee has once again the mandate to review and list the significant 2nd generation diesels that truly deserve to be preserved within the core of the C.R.H.A.'s collection.

INTRODUCTION

This committee was faced with the problem of selecting the minimum number of locomotives to represent adequately a fleet of approximately 2334.

As a general guideline the original policy from the first diesel locomotive report was followed: "to select locomotives either representative of Canadian railways or significant in the development of the diesel locomotive in Canada, or both."

Twenty three models were studied from two diesel locomotives builders (GMD and MLW + Bombardier) and significant locomotives were noted. (General Electric locomotives were excluded from this report, since all GE locomotives built for Canadian Railroads were done in the United States, using a mixture of predominantly American and Canadian parts; therefore they do not qualify as Canadian locomotives.)

A separate section of this report lists two models of diesel locomotives to be reviewed in a third generation diesel report.

A thank you note is extended to all the Committee members for contributing their time and effort in making this report (Len Thibeault, Chairman; Fred Angus, Secretary; Gérard Fréchette, François Gaudette, John Godfrey, David Johnson, Peter Murphy, Marie-Claude Reid, (C.R.M. Director.). This note is also extended to the following individual for their assistance and input: Barry Biglow, Charles DeJean, Ken Goslett and Stan Smaill.

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2ND GENERATION DIESEL REPORT

by The C.R.H.A. Collection Committee

Report presented to the C.R.H.A. Board of Directors August 29th 1994

LIST OF DIESEL LOCOMOTIVES FOR THE C.R.H.A. COLLECTION (2nd Generation)

1- C-424:

In the early sixties, U.S. locomotives builders began to encourage railway companies into trading their first generation diesel locomotives for newer ones. This was particularly attractive for American railways since most of them had dieselized most of their fleets in the late forties and early fifties, and quite a few locomotives were due for replacement.

In Canada however, this was not the case. Both major railways had acquired most of their locomotives in the late fifties, and were therefore not ready to redieselize on a massive scale. Only two builders were left in Canada at the time: GMD and MLW-Worthington (MLW). Initially both railways made token orders to both builders: CN Rail: 2 GP35 and 2 C424; CP Rail: 2 GP30 and 1 C424.

A year later, as MLW was in good standing as a locomotive builder, both railroads returned to the market choosing the C424 on a 2 to 1 ratio over GMD products available at the time: CN Rail: 39 C424 vs 16 GP40; CP Rail: 50 C424 vs. 22 GP35.

Recommended: -1st Choice -CP Rail model, No. 4200
-2nd Choice -CP Rail model, Any other of same series (4200)

2- MLW 6-Motors Units (M-636, M-630, C-630M):

Both major railroads had previously bought SD40's and both, CP Rail in particular, had been somewhat dissatisfied due to various technical problems, such as: an excessive number of turbocharger failures, a higher-than-expected number of traction motor changeouts and a wheel slip system that wasn't up to expectations.



Travelling west at Bedell, Ontario on Saturday, March 13, 1993, an all-Alco lineup powers CP Rail train 903 between Montreal and Toronto. The locomotives are: MLW C424 Nos 4228 and 4222, followed by RS-18u No. 1824.

Photo by Pierre Ozorák.

Following the demise of Alco in the United States, MLW sought to improve products it was already selling with new features such as: **a new high adhesion truck and a wheel-slip system**, to be more competitive with GMD. Thus the Century or "C"Line became the "M"Line, increasing the amount of Canadian content and technology in each locomotive.

Whereas American railroads had tried SD45, SD45-2, U33C and U36C, Canadian railroads completely avoided the GMD models SD45 & SD45-2 and GE Locomotives were not sold in Canada.

A total of 204 C-Line/M-Line 6-motor units were built in Canada for four railway companies between 1967 and 1976.

From the historical point of view, this group of locomotives represents close to 25 years of mainline freight locomotive power in eastern Canada. These locomotives also ushered the robot control concept for CP Rail, as used in coal unit trains through the Canadian rockies.

Recommended:
 -1st Choice: -M-636
 -2nd Choice: -M-630
 -3rd Choice: -C-630M

3- SD40-2

The sales of this second generation model were the largest in Canada. After numerous mechanical failures incurred by "M"Line units following their acquisition, such as **an increased number of lubricating oil changes, a defective wheel slip system and an unusually high amount of turbo charger failures**, both Canadian railroads started to give preferential treatment to GMD after 1972. In fact, CP Rail adopted a "No New MLW Units Policy" and turned to GMD to standardize their mainline fleet with the SD40-2, acquiring a total of 515.

A total of 712 units were built by GMD of London, Ontario between 1972 and 1989. From an historical point of view, this unit represents over 20 years of mainline freight diesel power anywhere west of Montreal and a successful approach to standardization from the point of view of CP Rail, being used in a wide range of assignments.

Although the basic design of this locomotive remains American, the Canadian version of this locomotive has had various minor modifications made to it, such as: **location of the front headlight on the short nose, classification lights on number board, ditch lights, bell located between number boards, etc.;**



CP Rail Train 85 at Wamo Junction, Hull, Que., westbound to Walkley Yard on March 6, 1990. Motive power is C424 No. 4229 and SW1200RS No. 8139.

Photo by Pierre Ozorák.

making it different from American models. For this reason and because of the sheer number acquired by CP Rail, it has earned the right to be preserved.

Recommended: -CP Rail model, 5565 to 6069 Series, Except 5629 to 5658 which were built by EMD at La Grange, Ill.

4- GP40-2(W)

While CP Rail opted for the SD40-2 as their all-purpose locomotive, CN Rail bought a large number of the four-axle model known as the GP40-2. One of the reasons for this was the large number of lines operated by CN that could not accommodate 6-motor units at full line speed because of **Designated Unit speed limits**, thus requiring the high-horsepower that the GP40-2(W) offered. The Designated Unit speed limits had been introduced in the late sixties following a number of derailments caused by 6-axle units in tight curves.

This model also included a **Canadian Comfort Cab** that would change North American standard. This cab was developed by CN Rail following numerous employee complaints concerning

visibility, the crew's general comfort (washroom location, general arrangement of cab, etc.), and crew protection in collisions, etc. It was also adapted to Canada's climate, a fact not encountered in most parts of the United States. This locomotive also marked the introduction of the **Positive Traction Control (P.T.C.)**, a successful wheel-slip system developed by CN Rail.

This model became CN's versatile model, like the GP9 had been 15 years before. A total of 279 units were built, for two companies (CN Rail and GO Transit), between 1973 and 1975. From the historical point of view, this locomotive is significant not only for its technology and the number acquired, but also for the role it played for CN Rail.

Recommended: -CN Rail, 9400 to 9668 Series

5- M-420(W)

This locomotive represents M.L.W.'s efforts to create a new line of freight locomotives. At this point, MLW was anxious to regain some of the ground lost by its previous lines of locomotives and give GMD some competition. This unit incorporated a redesigned carbody, improved electrical systems and its own version of the comfort cab .



CP Rail SD40-2 No. 5670, on lease to the Delaware and Hudson, is seen in the D&H yard at Rouses Point N.Y. on December 10, 1990. Coupled to 5670 is a D&H Geep No. 7314.

Photo by Pierre Ozorák.

This locomotive proved to be reliable, serving in various freight assignments, previously held by RS18s in Eastern Canada, one of MLW's goals at the time of their introduction. MLW managed to sell five of these units to the Providence and Worcester, a small railway company in the U.S., the only MLW diesel locomotives ever sold new to an American railroad.

From an historical point of view, this unit represents 20 years of operation in Eastern Canada in various types of service for CN Rail. It also shows a departure from traditional Alco designs in favour of a more Canadian appearance.

Recommended: -CN Rail model, 3560 to 3679 Series.

6- LRC Locomotive (LRC-2 & LRC-3)

The development of this locomotive was the fruit of the consortium of Dofasco, MLW (later Bombardier), Alcan and CN Rail. When VIA Rail took over passenger operations in Canada in 1977, they were anxious to modernise their Corridor operations (Windsor to Quebec City) and to this end acquired 31 of these locomotives and 100 cars.

The trains originally designed to operate at high speeds (150 mph), featured tilting mechanisms, among other features. The coaches were electrically heated and air-conditioned with electricity provided by the locomotive. Various design flaws made these locomotives unreliable and about half of them were stored in 1990 following VIA Rail's budget cuts.

Because they were equipped with **traction motors that were spring suspended on the axle and high speed dynamic brakes**, thus permitted to operate at speeds higher than 95 mph; some were reactivated to serve on the new high speed "Metropolis" service between Montreal and Toronto.

From an historical point of view, this locomotive is very significant for its Canadian technology, design and role for passenger service. It also represents the last locomotives ever built by Bombardier, which in 1976 took over the MLW plant and designs.

Recommended: -VIA Rail model, 6900 Series, especially 6930, the last locomotive built by Bombardier.



Algoma Central SD40-2 No. 186 and GP7 No. 167 are seen at Hawk Junction, Ontario on August 29, 1991. On an adjacent track is ACR No. 102.

Photo by Pierre Ozorák.

LOCOMOTIVES TO BE GIVEN SERIOUS CONSIDERATION IN A 3RD GENERATION DIESEL PRESERVATION LIST.

1- SD60F

As the seventies gave way to the eighties, Canadian railroads became increasingly conscious about fuel efficiency. The early eighties had been difficult for most railroads with the recession hitting them hard. CN Rail especially was increasingly interested in newer locomotives which would permit it to increase the amount of tonnage per locomotive, as with models such as the SD50 and SD60, without increasing the number of locomotives.

The introduction of both of these models by CN Rail also saw the introduction of the **Draper Taper**. Developed by CN Rail, it was first introduced on the HR616 and featured a full body cowling to provide an easier access for servicing, increased rear visibility and desk top controls. The introduction of the SD60F was also the introduction of computerized engine controls and the 710 engine.

The increasing success of this model throughout the late eighties and early nineties makes this model more interesting from an historical point of view than the HR616 and the SD50F. The success the SD60 is currently enjoying is making it one of the symbols of railway operations in the nineties.

Recommended: -CN Rail, 5504 & Onwards Series.

2- F59PH

This model was first introduced in 1988 and was the fruit of a joint effort by GO Transit and GMD. Its predecessor, the F40PH, had been developed in the mid-seventies for Amtrak to replace its antiquated fleet of post World War II cab units (FP7s, E8s and E9s, among others).

One of the F40PH's main features was a Head End Power (H.E.P.) alternator that provided electricity to passenger cars, for heating and air conditioning systems. This concept was introduced on passenger cars to replace obsolete steam heating and axle-driven electric generators systems which had become unreliable. On the F40PH the electricity is furnished by a generator connected to the main diesel engine, the same one that provides electricity for the traction motors, resulting in the prime mover operating at a constantly high RPM.

One of the features of the F59PH was the use of a separate generator for HEP purposes, thereby greatly reducing engine noises, air pollution and engine wear, factors of growing concern to commuter train operators. It also had a 12 cylinder 710 engine vs. 16 cylinder 645 engine, allowing the production of the same horsepower (3000 hp) with a smaller engine, resulting in a lower consumption of diesel fuel. It also featured a comfort cab and desk top controls.

From an historical point of view, this locomotive is significant for its Canadian technology in the field of commuter train service and represents a growing segment of railway operations in North America, partially due to growing environmental concerns.

Recommended: -GO Transit, 520 Series.

ANNEX (A)
2ND AND 3RD GENERATION DIESEL LOCOMOTIVES IN CANADA
MAIN PRODUCTION LIST

PLEASE NOTE: This list only accounts for Canadian Production for Canadian Railways

Railway Company Series Number of Locomotives

| | | | |
|---|--------------------|--|-------------------|
| *GMD Locomotives* | | Algoma Central | 6 |
| | | 183-188 | |
| <u>GP30</u> | | BC Rail | 17 |
| | | 751-767 | |
| CP Rail | 2 | Ontario Northland | 8 |
| 5000-5001 | | 1730-1737 | |
| <u>(Total Number of Locomotives:2)</u> | | Q.N.S. & L. | 44 |
| | | 221-264 | |
| <u>GP35</u> | | <u>(Total Number of Locomotives:712)</u> | |
| CN Rail | 2 | <u>GP40-2</u> | |
| 4000-4001 | | CN Rail | 268 (Wide Nose) |
| CP Rail | 24 | 9400-9668 | |
| 5002-5025 | | GO Transit | 11 (Wide Nose) |
| <u>(Total Number of Locomotives:26)</u> | | Last GO Numbers:700-710 | |
| <u>GP40</u> | | <u>(Total Number of Locomotives:279)</u> | |
| CN Rail | 16 | <u>F40PH</u> | |
| 4002-4017 | | VIA Rail | 59 (Dash 2 Model) |
| GO Transit | 8 (GP40TC version) | 6400-6458 | |
| Last GO Numbers:500-507 | | GO Transit | 6 |
| <u>(Total Number of Locomotives:24)</u> | | 510-515 | |
| <u>SD40</u> | | <u>(Total Number of Locomotives:65)</u> | |
| CN Rail | 241 | <u>GP38-2 (GMD Built Only)</u> | |
| 5000-5240 | | CN Rail | 60 (Spartan Cab) |
| CP Rail | 65 | 5500-5559 | |
| 5500-5564 | | CN Rail | 51 (Wide Nose) |
| Algoma Central | 3 | 5560-5610 | |
| 180-182 | | CP Rail | 21 (GP38AC) |
| Q.N.S. & L. | 21 | 3000-3020 | |
| 200-220 | | CP Rail | 115 |
| <u>(Total Number of Locomotives:330)</u> | | 3021-3135 | |
| <u>SD40-2 (GMD Built Only)</u> | | Algoma Central | 6 |
| CN Rail | 123 | 200-205 | |
| 5241-5263 | | DEVCO | 13 |
| CP Rail | 489 (Spartan Cab) | 216-228 | |
| 5565-6069 series | | Ontario Northland | 10 |
| CP Rail | 25 (Draper Taper) | 1800-1809 | |
| 9000-9024 | | <u>(Total Number of Locomotives:255 (GP38AC incl. 276))</u> | |

SD50F

CN Rail 60
5400-5459

(Total Number of Locomotives:60)

SD60F

CN Rail 4 (Demonstrators)
9900-9903(Now 5500-5503)
CN Rail 60
5504-5563

(Total Number of Locomotives:64)

F59PH

GO Transit 42 (as of Nov. 1993)
520-561

(Total Number of Locomotives:42)

Other GMD Locomotives:

-SD38-2 NAR (401-404)
-MP15AC Ports Canada (8403-8406)

MLW Locomotives

(MLW Built Only-Canadian Railroads)

C-424

CN Rail 41
3200-3240
CP Rail 51
4200-4250

(Total Number of Locomotives:92)

C-630M

CN Rail 42
2000-2043 series
CP Rail 8
4500-4507
PGE 4
701-704

(Total Number of Locomotives:54)

M-630 (MLW Version-Post ALCO Years, ie:After 1968)

CP Rail 29
4508's
BC Rail 18 (Regular Version)
705-722

BC Rail 8 (Wide Cab)
723-730

(Total Number of Locomotives:55)

M-636

CN Rail 40
2300-2339
CP Rail 44
4700-4743
Cartier Railway 11
71-76 & 81-85

(Total Number of Locomotives:95)

M-420(W) (Canadian Production Only)

CN Rail 80
2500-2579
BC Rail 8
640-647
BC Rail 8 (B-Units)
681-688

(Total Number of Locomotives:96)

Other MLW Locomotives:

M420TR RS (26 & 27)

Bombardier Locomotives

LRC Locomotives (Canadian Production Only)

VIA Rail 21 (LRC-2)
6900-6920
VIA Rail 10 (LRC-3)
6921-6930

(Total Number of Locomotives:31)

HR616

CN Rail 20
2100-2119

(Total Number of Locomotives:20)

HR412(W)

Bombardier 1 (Test Bed)
7000
CN Rail 10
2580-2589 (Now 3580-3589)

(Total Number of Locomotives:11)

(Grand Total Number of Locomotives: 2334)

Re-visiting St. Luc Yard

By The Rev. Bryan Girling

The Rev. Bryan Girling is a native of Lachute, Quebec and resides in Brantford, Ontario, where he is an Anglican Priest and rector of St. James' Church.



PHOTO CAPTIONS (all photos by the author)
RS-3u No. 8450 sitting on the Hump. August, 1980.

As a teenager growing up in Lachute Quebec in the mid-1970's, I was introduced to the railroad by my father. It was something that my father enjoyed greatly, especially since the CP Express Office, in which he worked most of his life, was situated in the CP station in Lachute.

In those days, he made an annual pilgrimage with a fellow-railfan to St. Luc Yard in Montreal. One year I was asked to come along and that was the start of a hobby that I've enjoyed for over fifteen years. As I think back to those annual trips, which we made from 1978 to 1984, we witnessed the ending of an era at St. Luc Yard. I want to recall its memory in this article.

One of those annual visits began with a trip from Lachute to Montreal West on VIA train No. 132, usually consisting of one RDC (an era that has ended). Upon arrival at Montreal West, a bus trip would bring us to the front gates of St. Luc Yard. After the signing of a liability release in the diesel shop office the rest of the day was spent exploring this wonderful yard.

What I enjoyed most about visiting St. Luc Yard was going over to the hump and watching the activity there. In the late 70s and early 80s, most of

the work at the hump was done by those great little 1600 H.P. RS-3s built in 1954. As far as I was concerned they were in a class by themselves. There was character in these locomotives as they went about their duties.

By the time I was familiar with these work horses and began photographing them, CP's original fleet of 36 (8426 - 8461) was down to 16 (8430, 8432, 8433, 8435, 8436, 8438, 8439, 8440, 8441, 8443, 8445, 8449, 8450, 8452, 8456, 8460). The others had either been retired or sold to various industrial operations.

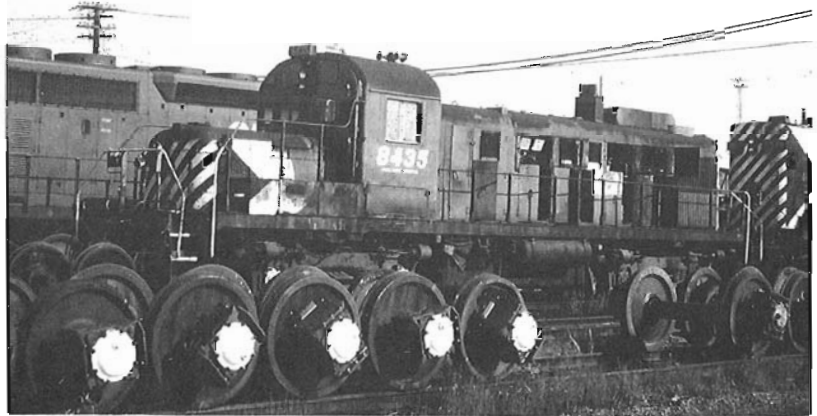
As you can tell, the RS-3 was one of my favourite locomotives. I know that every time I visit the Ontario Northland yard in North Bay and see two of their retired RS-3s (1306 and 1308) sitting on the dead track I can easily imagine them working up a storm on the front end of a freight. The same thing goes for the remaining Devco RS-1s and any other railroad or industrial operation in Canada or the U.S.A. that still has active RS-1s, 2s, or 3s.

Back at St. Luc Yard, it was easy to find the RS-3s. You'd just watch for the plumes of black diesel exhaust and there they'd be!! As I listened to them working up a storm at the hump yards, they'd sound like a rod could come through the block at any moment. That sound gave them their character.



RS-3u No. 8445 at the east end of St. Luc beginning to push a string of cars over the hump. August, 1980.

RIGHT: RS-3u No. 8435 on the dead track, cannibalized for parts. June, 1983.



LEFT: Rs-3u No. 8438 facing the same fate as 8435. June, 1983.

RIGHT: RS-3u No. 8440 on the Pull-down at St. Luc, June, 1982.





LEFT: RS-3u Nos. 8450 and 8456 sitting on the Hump in June, 1983.



RIGHT: S-2 No 7087 sitting outside the shops at St. Luc after working a Pull-down in May, 1981.



LEFT: GP9 No. 8696 working a Pull-down in May, 1984.

It was truly amazing what a pair of RS-3s could do. They seemed to effortlessly push whole trains over the hump and down into the classification yards. It was always nice to see a pair of them either sitting by themselves on top of the hump (as if to catch their breath) or taking a string of vans (another era gone) down into the caboose tracks.

In their twilight years, these RS-3s looked their age. All of the units listed above finished their life in hump, pull down and transfer service. All of them, except for 8443, 8450 and 8452, were chopped-nosed on the short hoods giving them a unique look. It was hard to tell whether these chopped-hoods had ever been painted, because most of them were full of rust, grease and dirt. The exteriors weren't shown a lot of care.

Gradually with each passing year, and each annual trip to St. Luc, more and more of the RS-3s could be found, along with many S-2s and RS-10s, on the dead tracks at St. Luc. The S-2s, another MLW product, were 1000 H.P. locomotives that had spent most of their life in yard, transfer and classification duties. Cannibalization became the order of the day as parts would be salvaged to keep the remaining units operational.

As more and more RS-3s met this unfortunate fate, and CP began a program of rebuilding their GP7s and GP9s, a transformation was beginning. GP9s that were awaiting entry into CP's rebuilding

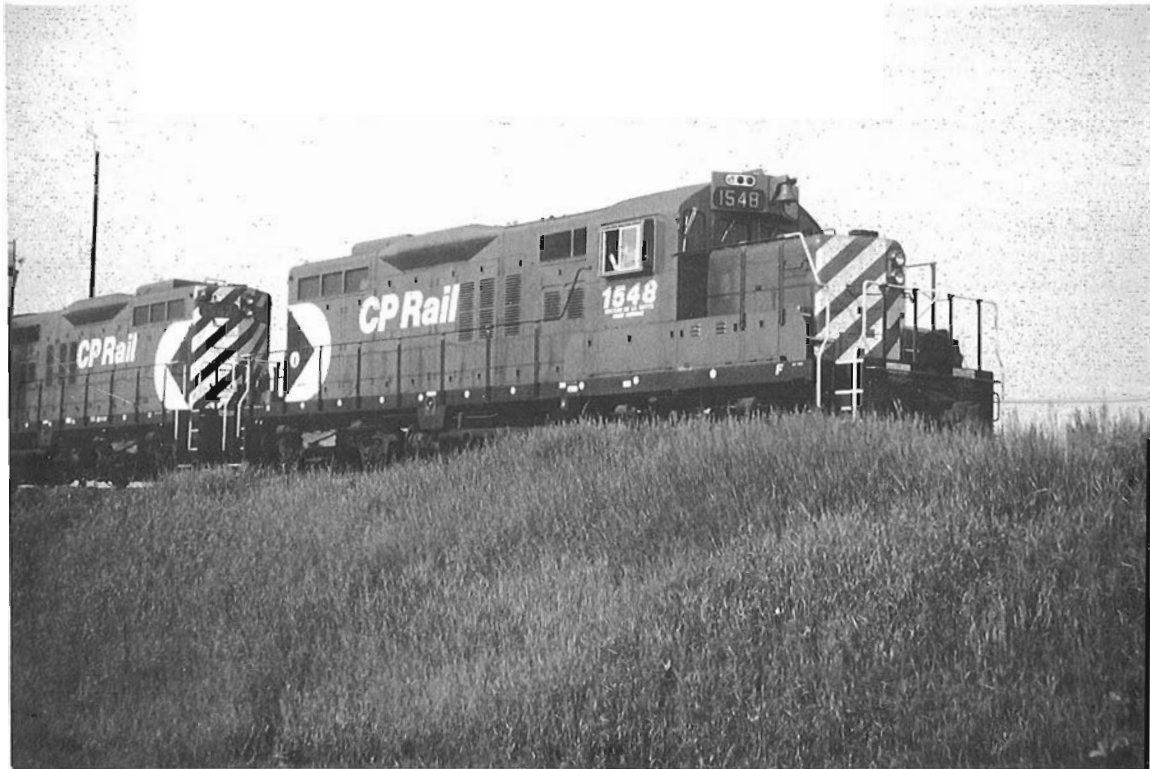
program at Angus Shops (another era ended), could be seen working in the pull-down and transfer services at St. Luc, in place of the Rs-3 and S-2 types. They never seemed to work on the same hump duties, that was done by the newly rebuilt GP7us and GP9us.



GP9 No. 8686 working the same duties as 8696 (opposite, bottom), also in May, 1984.



GP7u Nos. 1509 and 1508 working the transfer to CN in June, 1983.



GP9u Nos. 1548 and 1547 sitting on the Hump in June, 1983.

The last of the RS-3s were retired in 1983 and the transformation was complete. The GP9u was on the scene and definitely here to stay. For someone like me, they seemed like an unlikely replacement - no character, no plumes of smoke, just the familiar GM drone and whine.

The last time that I visited St. Luc was in 1988 prior to my move to southwestern Ontario. All the RS-3s were gone, even from the dead line. Hump, pull-down and transfer duties were done by a fleet of five GP7us and eighteen GP9us that were assigned to St. Luc for maintenance purposes.

A trip to St. Luc today (January, 1994) would reveal GP7u Nos. 1508, 1509, 1683, 1685, 1687; also GP9u Nos. 1547, 1548, 1549, 1572, 1599, 1602, 1604, 1606, 1607, 1608, 1612, 1613, 1625, 1628, 1630, 1688, 1689, 1690 performing the duties of the once great RS-3. Somehow I think that those who are new to the rail scene have missed something special in the chop-nosed RS-3. It is truly the end of an era for me.

I hope that the photos included with this reflection bring back fond memories to those of us who remember CP's fleet of RS-3s in St. Luc Yard, and, to those who don't know of them, a glimpse into the recent past.



GP9u No. 1608 working a Pull-down in May, 1987.

Museum Notes

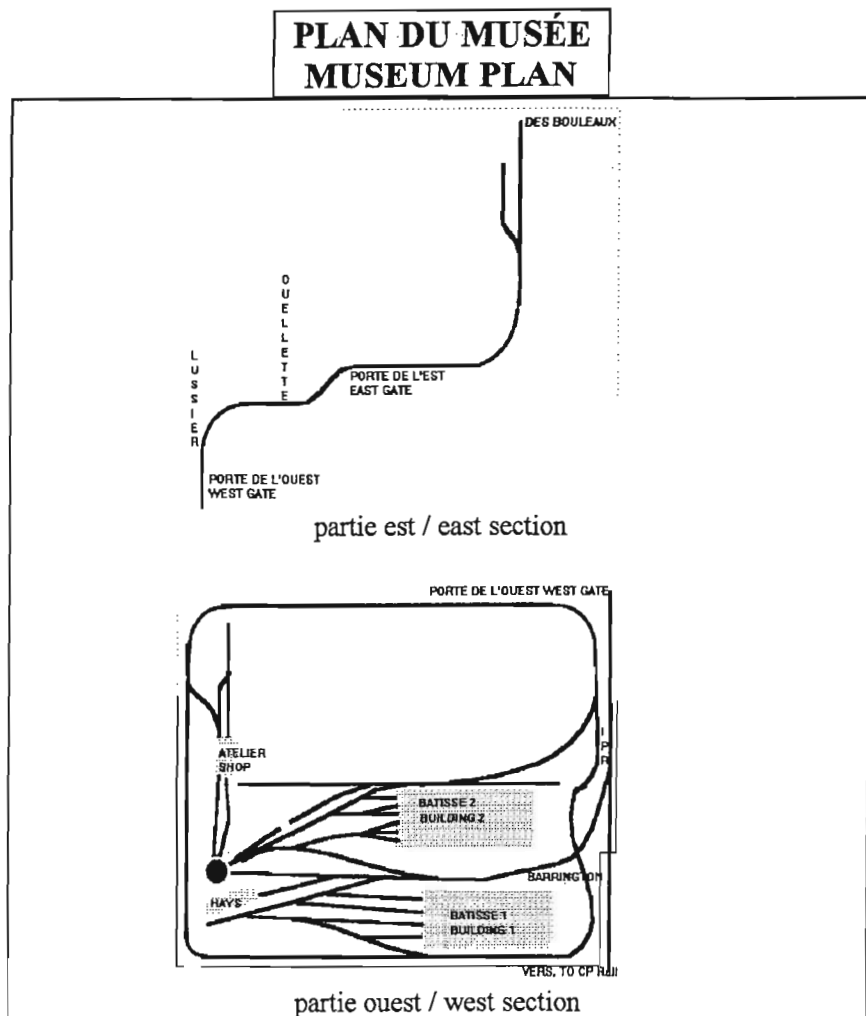
By John Godfrey

At the December 1994 meeting of the CRHA Collection Committee, committee members came to the conclusion that CRHA members and friends should be better informed about the Association's most public project, the Canadian Railway Museum; not just in terms of what locomotives, traction equipment and rolling stock are to be found on the premises, but also in terms of site activities, restoration projects, areas of responsibility (who does what), recent donations, etc. Hence this column, which will appear on a regular basis with a varying length. One thing that will not appear is an equipment roster. The Museum is in the process of assembling a revised guide book which will include one. However, brief histories and anecdotes about items and events will be printed from time to time in an effort to bring the CRM to life. The map shown below, reprinted from the Museum's timetable-rule book, will help orient things.

The Museum opened to the public on Sunday May 1, 1994 this season. Return visitors this season noticed a number of new pieces and one new building on the property, in addition to new exhibits in the Hays Building concerning railway travel literature and one in CP baggage car 3987 inside building 1 on model trains. Streetcar service was provided as advertised mainly with MTC 1959, supplemented on occasion by MTC golden chariot observation number 3 (until an electrical problem sidelined it on September 10). Passenger service did not start until June 24th owing to a delay in the restoration work on CN 15767, the principle accommodation on the train. Once the equipment was available, the train ran as scheduled until the last day of the season. Locomotive John Molson began to show its age this year and only operated sporadically. Major boiler work will be required before the engine returns to its regular schedule next year.

The association was fortunate to acquire a number of new pieces over the course of the year. Former Via and CN 1153 *Eureka*, a 4 section - 8 roomette - 4 double bedroom sleeper arrived in May, as did BC Rail M630 715. Earlier in the spring, CN baggage car 8075 arrived on the property to serve as a lunch room for the various groups that come to visit the Museum, as did former CN plow 55063. December 20th saw the arrival of T&Y's CN F7Au 9171 (Ex GTW F3A 9013), a 1948 graduate of EMD and one of the few F3's around.

The visual arts paid a visit to the CRM on a number of occasions this year. In June, sequences for the TVA series 'Le Sorcier' were shot on the site. CP 2928, 3618, 1554, CN 650002, and Barrington Station were the featured performers. Behind the scenes, PofM 1002 made everything move. Sharp-eyed viewers will notice that the train will stop at "Moose Factory". This station was built by the production company along the Museum's Hays Sub. Intended to be of a temporary nature, it finally met its fate during the month of November. GT 713 put in a supernatural performance in scenes shot for the YTV series 'Are You Afraid of the Dark?' early in October. December 19th marked the visit of Hollywood to the property. Scenes for the Danielle Steel movie 'No Greater Love' were shot in and around Barrington Station with GT 713, CP 1554, and CP Neville in the background. Motive power was provided by CN 30 (returned to service for the occasion) and PofM 1002. The TV movie is to appear on NBC in the spring.



GT 713, in fact, has had quite an autumn. Thanksgiving found the locomotive at CN's Taschereau Yard in suburban St. Laurent for a family day. Then, no sooner was she back in the display building when word came that CN wanted to send her to Richmond Quebec to help mark the 100th anniversary of that railroad town's chamber of commerce November 5 and 6.

Restoration of one type or another is a year round proposition. At present, CGR boxcar 551672 and CP reefer 284845 are undergoing repairs to their wood sides and roofs. Roof work was also completed on CN 15767. CN 15824's roof will also receive some attention and have repairs to its pilot completed. Throw-in regular maintenance to the operating pieces and track work, and one can see that there's lots to do. In fact, volunteers are always welcome. Listed below are the names of those responsible for the various departments at the CRM. Anyone interested in donating time should contact them directly care of the CRM at the CRHA's St. Constant, Qc address. Please note that not only rail enthusiasts are welcome, but also anyone with a flare for carpentry, working with metal, electricity, or diesel mechanics as well. Retired railroad employees interested in sharing their work experience with Museum visitors as docents are also welcome; it is easy for someone in their thirties to see the size of a CN Northern, but not as easy to appreciate what it took to run or maintain one, for example. Here are those contacts:

- Restoration / Site Maintenance: Francois Gaudet
- Mechanical / Electric: Barry Biglow
- John Molson: Alan Blackburn
- Engineering: Alain Bosse / Charlie DeJean
- Tramway Ops: Daniel Laurendeau
- Train Ops: Roger Desautels / John Godfrey
- Docents, etc. Marie-Claude Reid

The CRM would not be able to survive were it not for the generous donations of a number of individuals and companies. As is often the case with things of a volunteer nature saying 'thank you' can take a while. So, to all those listed here, "THANK YOU!!!!"

That about sums things up for now. Till next time...



The model exhibit set up in former CPR baggage car 3987 during the summer of 1994. Canadian Railway Museum photo.

| | | |
|-------------------------|---------------------|----------|
| Anonymous donor | VIA Eureka \$23,000 | \$24,800 |
| | Steam Decals \$1800 | |
| Martin Gaudette | | \$100 |
| N.B. Ballantyne | | \$15 |
| Odilon Perreault | Miniature trains | \$200 |
| Frackt, Piro & Woodfine | Audit line | \$1,500 |
| Stella-Jones | 30 ties | \$1,239 |
| CN North America | CN55063 | \$10,720 |
| | CN71641 | |
| Jean Lacroix | | \$15 |



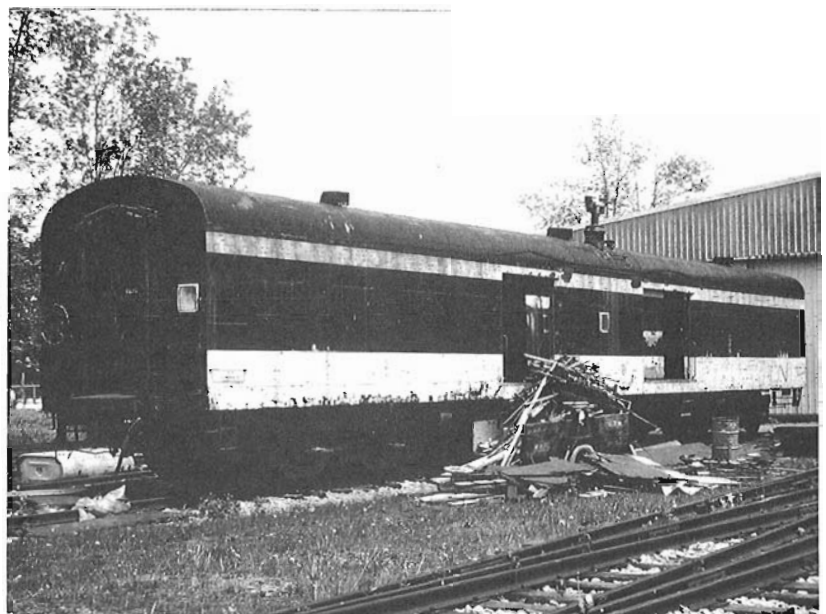
"Moose Factory" station during the filming of "Le Sorcier". Photo by John Godfrey.



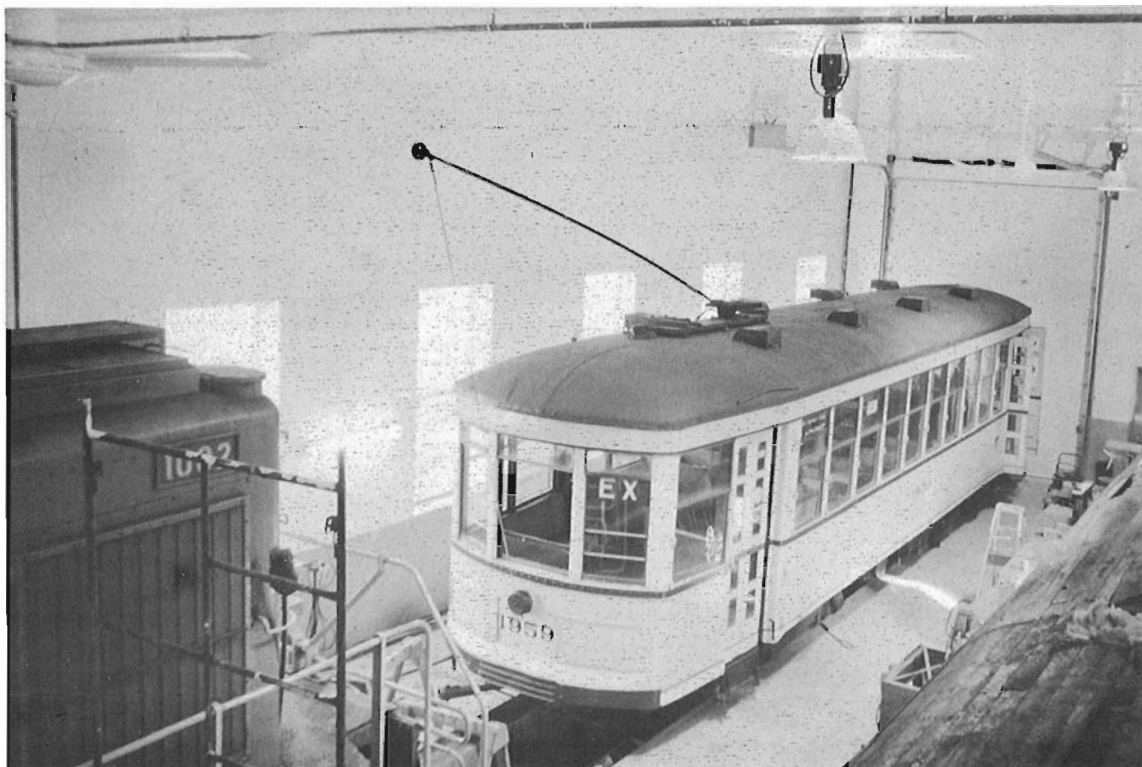
*ABOVE: Model demonstration in the restoration building. Summer 1994.
Canadian Railway Museum photo.*



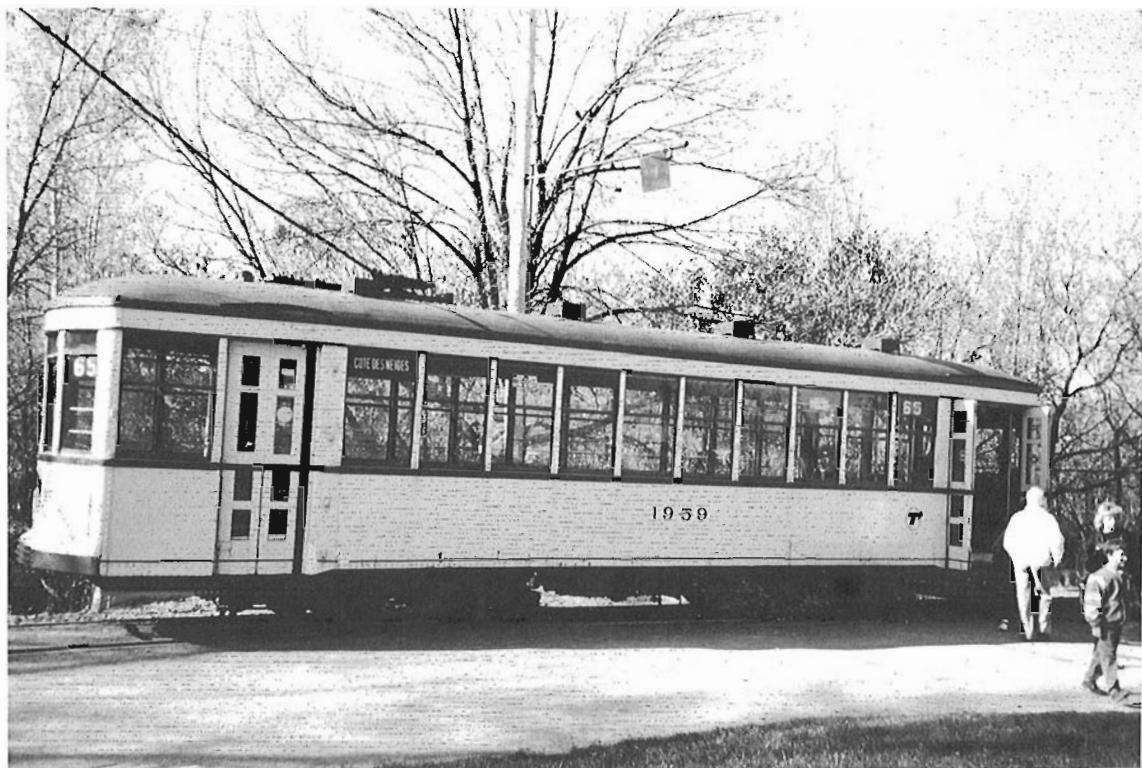
*Our member Roger Desautels during the filming
of "Le Sorcier"
Canadian Railway Museum photo.*



*Former CN baggage car 8075 getting cleaned up.
Photo by John Godfrey.*



Car 1959 in the restoration building at the Museum on December 17, 1993. Photo by John Godfrey.



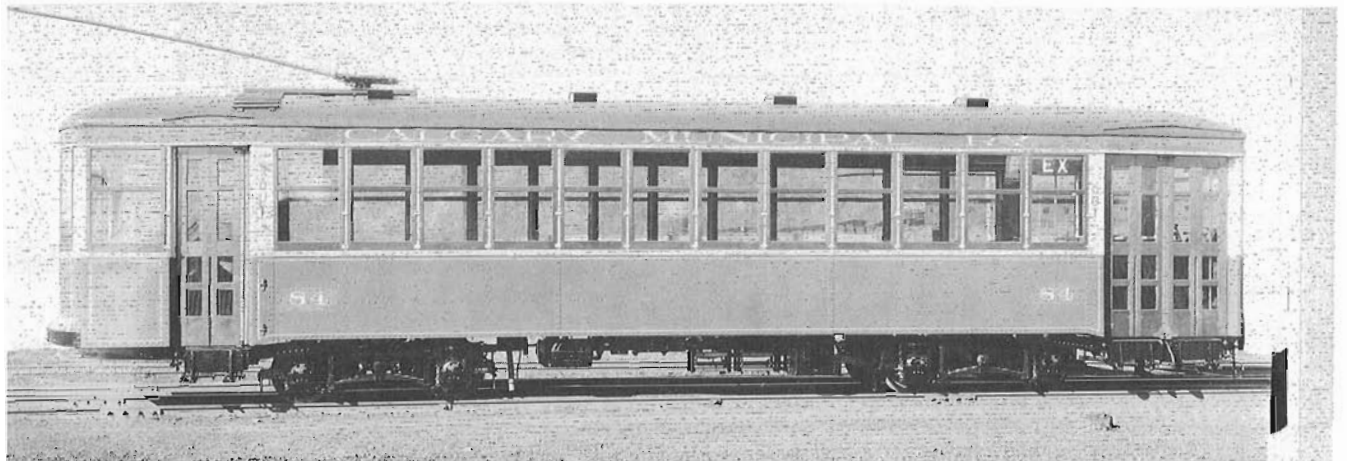
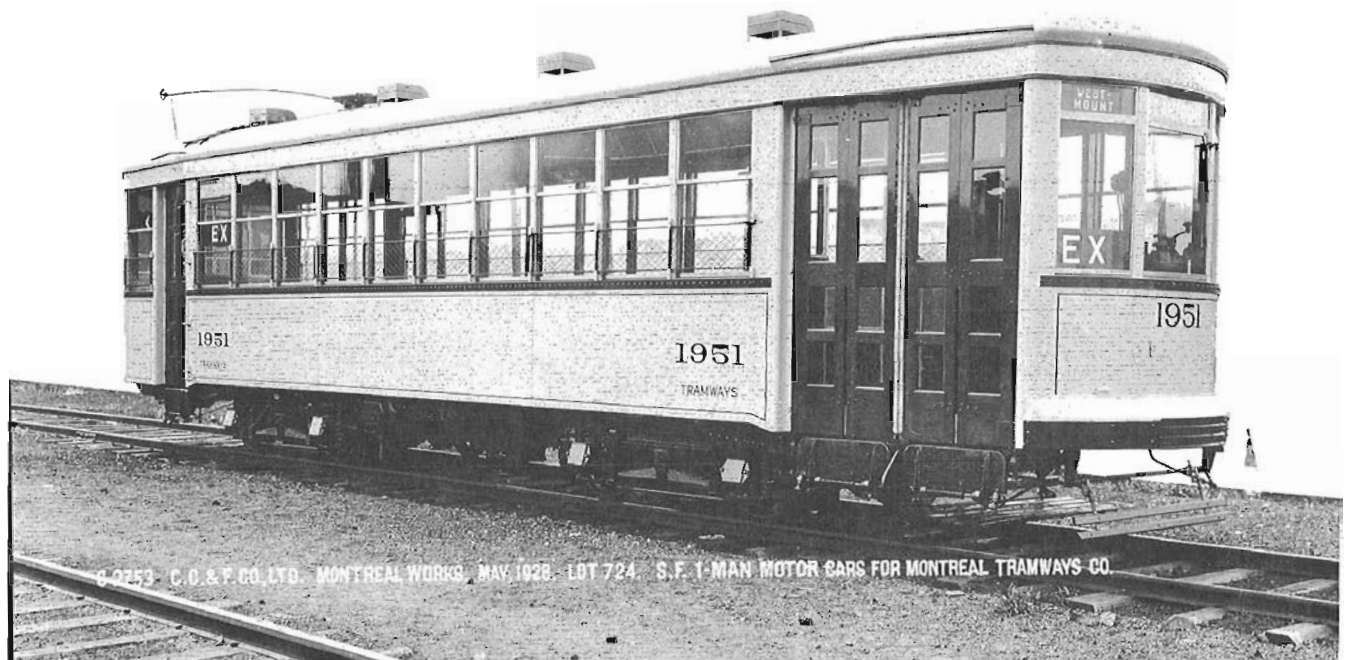
Car 1959 in service at the Canadian Railway Museum in the summer of 1994. Canadian Railway Museum photo.

Model Builder's Section

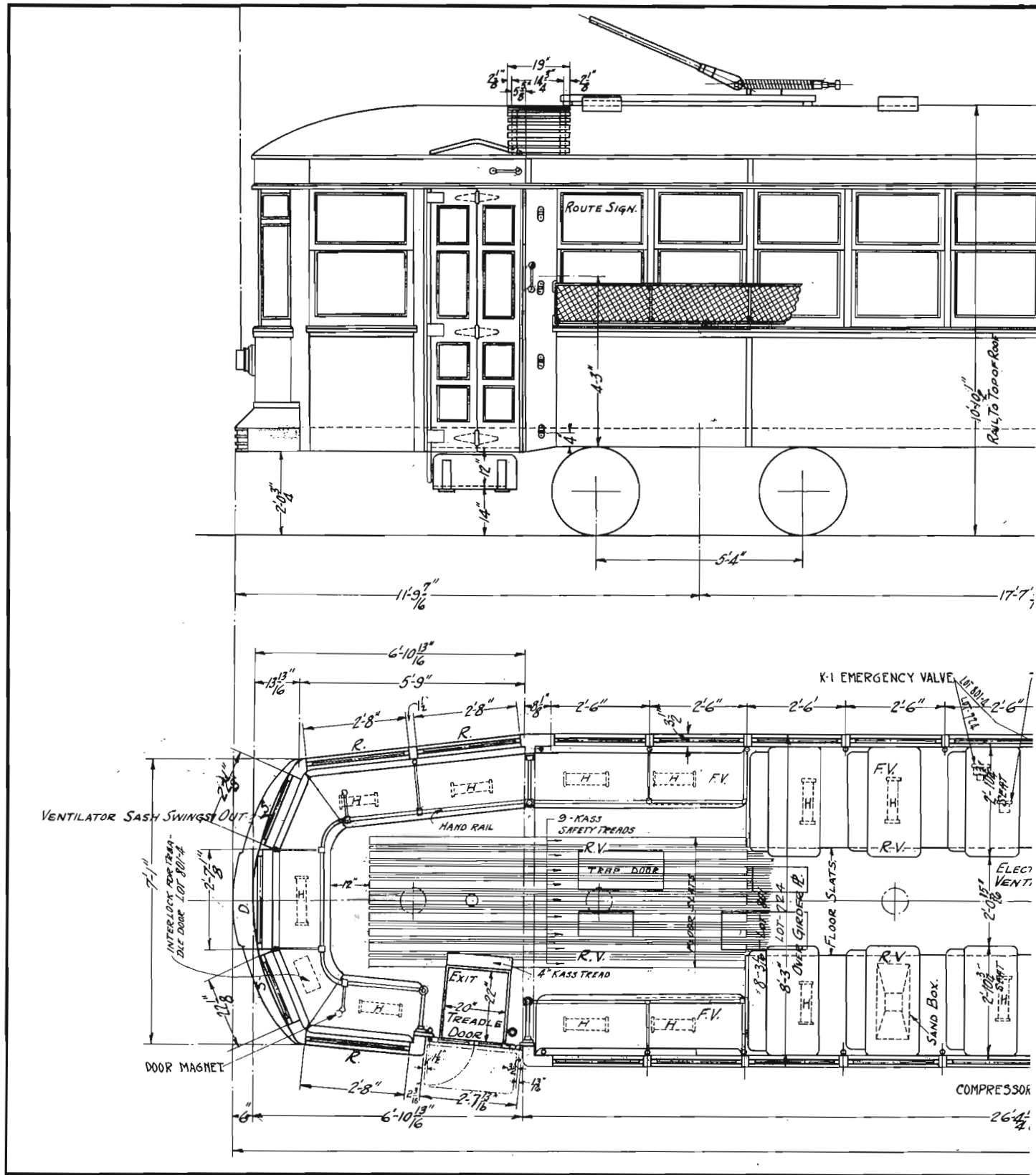
With this issue we introduce what we hope will be a regular feature; photos and diagrams of a piece of railway equipment suitable for model building. The Association has a large collection of builder's drawings and photographs, and it is planned to reproduce these as part of this series.

To start, we have chosen a piece of equipment familiar to all visitors to the Canadian Railway Museum; the 1950-class one-man lightweight street car of the Montreal Tramways Company. The Museum has two of these well-known cars, Nos. 1953 and 1959. No. 1959 is used regularly in service at the Museum and carries thousands of passengers every year.

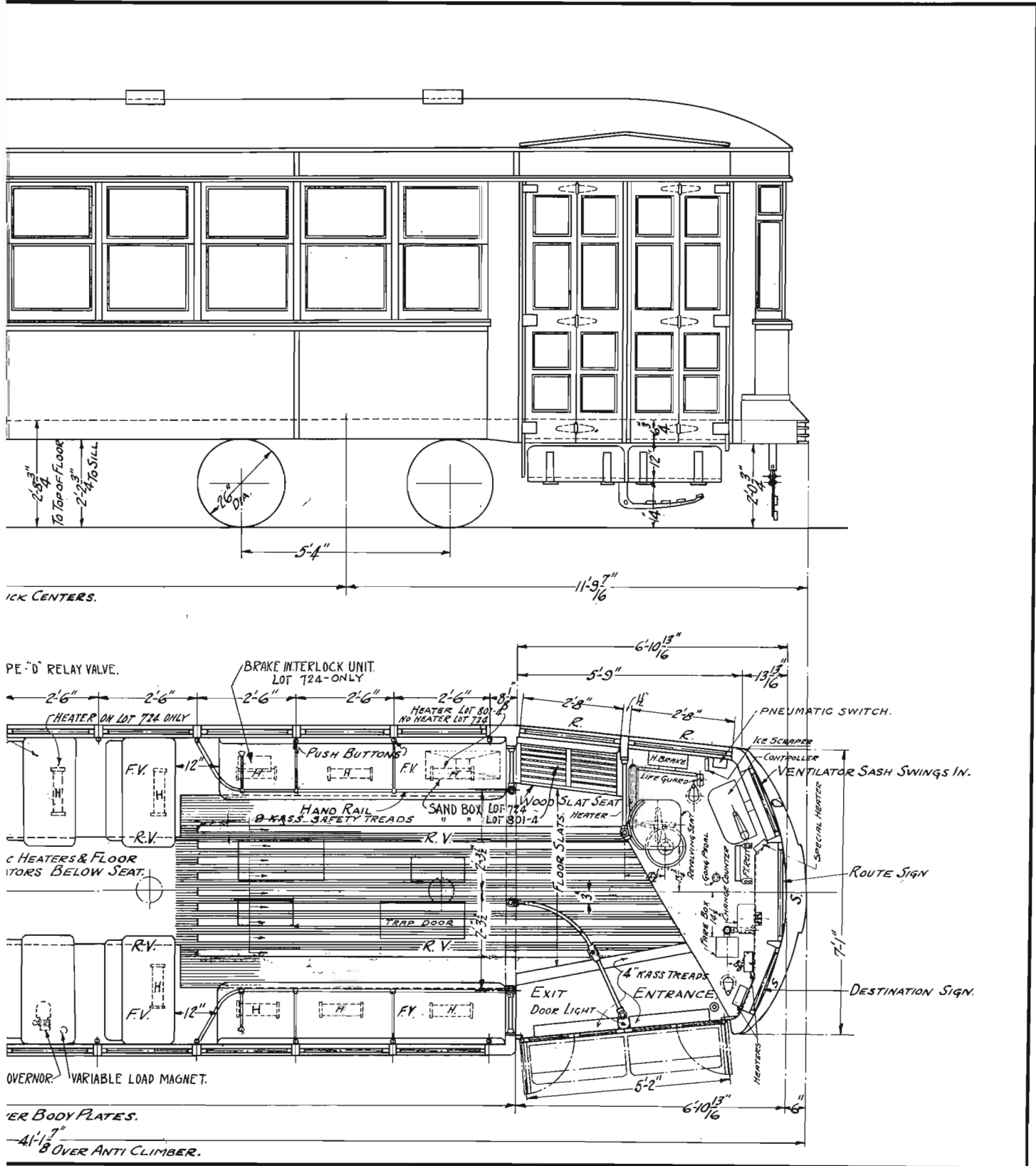
The 1950-class represents one of the most modern developments of the lightweight street car in Canada. More than 250 cars of this basic design ran in Montreal, and almost identical cars were found in Regina, Calgary and other cities. The diagram on the next two pages is the original builder's drawing, dated January 17, 1928, for the fifteen cars, numbered 1950 to 1964, built for Montreal and delivered in May, 1928. A builder's photo is also provided, as are photos of the cars in service, a somewhat similar car built for Calgary, and, of course, views of No. 1959 at the Museum, still in use after almost 67 years.



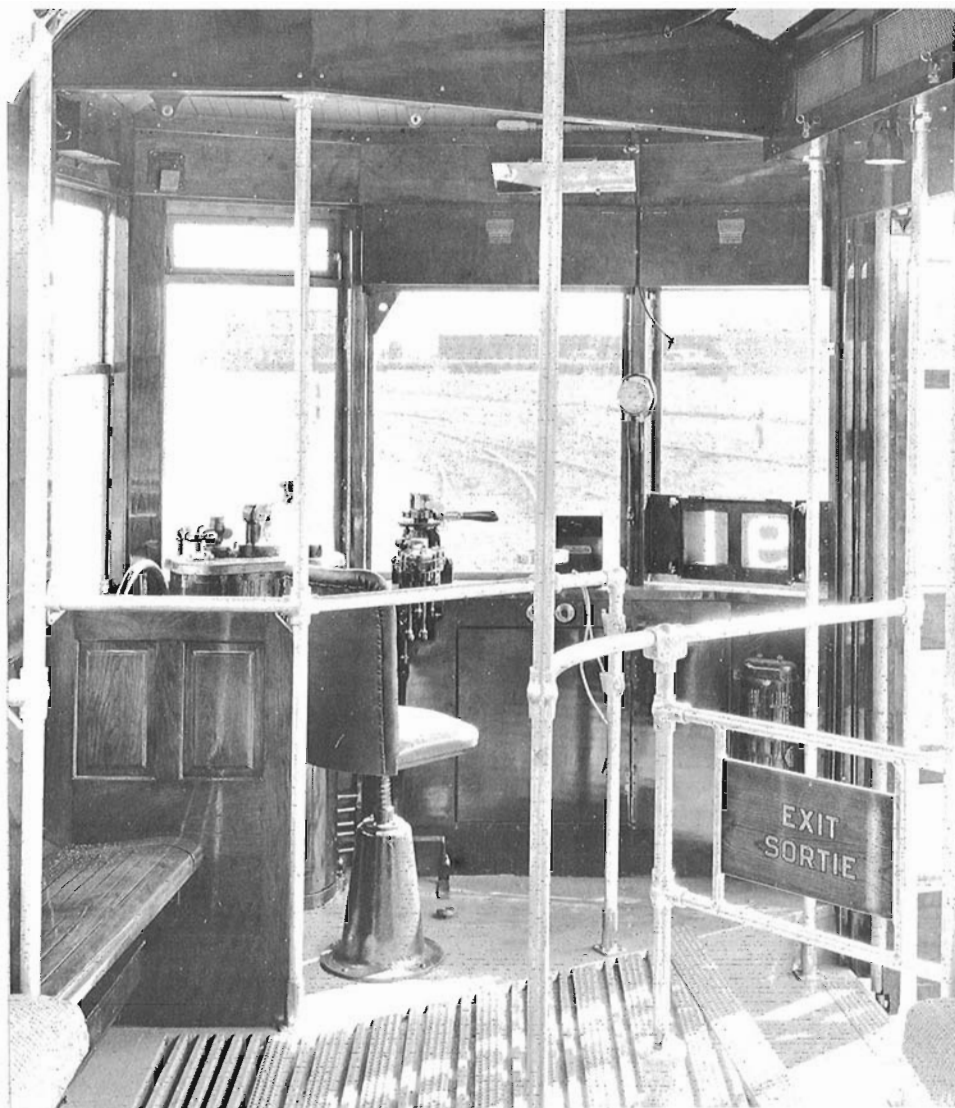
TOP: Montreal Tramways car No. 1951 in May, 1928. Bottom: Calgary Municipal Railway car No. 84 in October, 1928. This car is longer than No. 1951 (12 windows instead of 10), but is otherwise similar. Both photos, CRHA Archives, Can-Car Collection.



CANADIAN CAR & FOUNDRY CO. DRAWING No. D-1008. JAI



JANUARY 17, 1928.



TOP: The front vestibule of a 1900-class car, showing the controls, taken at the Can-Car factory.

ABOVE: Two winter views of cars 1956 and 1954 at the corner of Cote des Neiges and The Boulevard in 1950.

All three photos, CRHA Archives, Binns Collection.

The Demise of the "Atlantic"

By Fred F. Angus

Friday, December 16, 1994 was indeed a "black Friday" for the city of Saint John New Brunswick. The morning of that day saw the arrival, and the departure, of the last passenger train to serve the Loyalist City, so ending an era which had begun on March 17, 1857, almost 138 years ago.

For at least twenty-five years the passenger service over Canadian Pacific's "Short Line" through Main had been threatened with cancellation as ridership declined. In the last years of CP operation of the service the train, then known as Nos. 41 and 42, "The Atlantic Limited", usually consisted of four cars hauled by a single locomotive. Throughout the 1970s the service continued in anticipation of a new corporation taking over passenger service in Canada much as Amtrak had done in the United States. This finally happened in 1979 when VIA Rail Canada began running its trains 11 and 12 between Montreal and Halifax via Saint John. Overnight the train, now known simply as the "Atlantic", became a major train, consisting of as many as sixteen cars hauled by two locomotives. Alas, this did not last long. The cuts to passenger service, ordered by the Liberal government of the day, resulted in the discontinuance of the "Atlantic" on the night of November 15 - 16, 1981.

Although the "Atlantic" was gone, Saint John still had passenger service. Trains, consisting of Budd Rail Diesel cars (RDCs), provided service between Saint John and Halifax. There was an extra bonus. One train a day went beyond Saint John, to Fredericton Junction and then to Fredericton. Thus passenger service returned to the Fredericton Branch for the first time in many years.

Then, in 1985, with a new Conservative government in Ottawa, it was announced that several of the trains cut in 1981 would be reinstated, including the "Atlantic". Thus it was, on a rainy May 1, 1985, after a hiatus of 1293 days, the "Atlantic" once more wended its way down through McAdam, around Harvey Lake, through Fredericton Junction and on to the Loyalist City. Pausing briefly, it followed the Kennebecasis valley on the former Intercolonial line, now part of CN, reached Moncton, then on to Halifax. The "Atlantic" had returned and, surprisingly as it seemed, the Budd car service to Fredericton continued all through the summer of 1985 before being discontinued in September.

For the next four years all was well. Then rumours began to spread of further, and greater, cuts to VIA in the months ahead. It was strongly rumoured that the "Atlantic" would certainly be one of the trains to get the axe in the latter part of 1989. In the meantime, however, there was a celebration amid the uncertainty as the Short Line reached its 100th anniversary of service in June 1989. Steam locomotive 1201 and its train of historic cars travelled all the way from Ottawa to Saint John to commemorate the occasion.



The eastbound "Atlantic" at Moncton on December 2, 1994.

All photos by the author.

As the months went on it became more and more certain that the "Atlantic" would make its final run late in 1989. Then, in October, the announcement was made of the massive service reductions (about 50%) which were to take place in VIA on January 15, 1990. To nearly everyone's surprise, the "Atlantic" was not going to be discontinued entirely, but, along with the "Ocean", would be reduced from daily to three days a week. It would leave from Montreal and Halifax on Monday, Thursday and Saturday. At the same time its sister train, the "Ocean", which followed a longer route, would depart Sunday, Wednesday and Friday. Thus between Montreal and Halifax there would be service daily except Tuesday. This re-scheduling saved the "Atlantic" for another five years.

Meanwhile, VIA had been rebuilding much of its fleet of Budd-built former CP stainless-steel rolling stock to create what are possibly the finest passenger cars in service in North America. While the initial effort in this upgrading was concentrated on the western transcontinental service, the new equipment later was used on the eastern runs as well. Under the schedules then in effect the service provided by the "Atlantic" and the "Ocean" was provided by three complete trainsets which were enough to operate both trains. These were changed over to the rebuilt equipment one at a time as the upgraded cars came out of the shop. In addition, the "Chaleur", operating between Montreal and Gaspé, was also equipped with the rebuilt cars. In January 1993 the last of the old trainsets was retired, and the transcontinental service, both east and west, was entirely composed of stainless steel equipment. At this time VIA introduced the new "Easterly" class, making the "Atlantic" and the "Ocean" among the finest passenger trains in North America.



All aboard for St-Hyacinthe, Richmond, Sherbrooke, McAdam, Fredericton Junction, Saint John, Moncton, Amherst, Truro, Halifax. View taken at Montreal's Central Station on December 1, 1994. Note Santa and his sleigh in the background.

In 1993 there was disturbing news. For some time Canadian Pacific had been losing money on its Short Line through Maine to Saint John, and its operation as a separate unit called the Canadian Atlantic Railway did not bring the hoped-for improvement. Eventually CP applied for permission to abandon all their lines east of Sherbrooke and this permission was granted in August, 1993. At first the abandonment date was set for one year after the decision, but the federal government later extended this to December 31, 1994. It was hoped that this would give CP time to sell the line as a going concern.

During this time morale among employees and users of the line sank, and signs like "300 days to oblivion" appeared in offices, the number being decreased as a sort of countdown. Rumours abounded as to which prospective buyers were serious and which were not. At one time it was thought that a deal might be made with an operator who would take over the entire line, but this fell through. It soon appeared that whoever took over the line did not want to run passenger service so it became obvious that the "Atlantic" would make its final run before the end of 1994. Then early in October 1994 VIA announced that the "Atlantic" would be discontinued in mid-December, with the final runs being those which departed from Montreal and Halifax respectively on Thursday, December 15, 1994, arriving at their destinations on Friday,



THIS PAGE AND OPPOSITE: Some scenes at VIA's brand new station at Saint John on the morning of December 13, 1994 as the second to last eastbound "Atlantic" stops. The station was in use for only a little more than a year.

December 16. Coincidentally with this, the frequency of the "Ocean" would be increased to six times a week, thus providing the through service formerly given by the "Atlantic". Due to extra costs it was decided not to run a train between Saint John and Moncton for the benefit of Saint John passengers travelling to and from Halifax and Montreal. Instead a connecting bus was provided, thus leaving Saint John without any passenger service. All this was to come into effect more than two weeks before the deadline for the abandonment or sale of the CP line! VIA's reasoning was that it did not want to interrupt the travel plans of travellers by discontinuing the train in the middle of the holiday season, but this writer does not see the logic of this reasoning; the true answer may be the attitude of "The sooner we're out of it the better".

The only bright spot in this sad story was that a deal was made, just in the nick of time, to sell the line as a going concern. The arrangement made, as of December 15, is quite complex and involves the Irving interests in New Brunswick, as well as Iron Roads Railroad, of Washington D.C. which is also negotiating to take over the Bangor and Aroostook Railroad in Maine. The following quotation from "The 470", the monthly publication of the 470 Railroad Club of Portland Maine, will explain the situation: "Irving will create its own railroad in New Brunswick, the New Brunswick Southern Railway Company, and operate from Saint John to McAdam. It invited IRR/BAR to operate the line, which Irving is purchasing from CP, from McAdam to Brownville Junction. IRR/BAR's new subsidiary, the Canadian-American Railroad, will become a tariff carrier from Saint John and will interchange with Springfield Terminal Railroad [i.e. Guilford, aka. Maine Central] at Mattawamkeag. This ended the discussion between Irving and STR about STR operating from Mattawamkeag into Saint John. A corporate structure is being set up for a railroad to operate from Sherbrooke to McAdam, over the stretch from Sherbrooke to Brownville Junction which IRR/BAR would buy from CP, as well as the line from Brownville Junction to McAdam which Irving would own. IRR and STR will be connecting carriers offering service to all shippers on N.B. Southern lines. The Canadian-American Railroad, along with the Bangor & Aroostook and the N.B. Southern will be a strong partnership providing seamless service to its customers". An interesting observation is





Arrivals and departures at Saint John, N.B.



The train crew, as well as some retired employees, on hand at Saint John for the last run, the evening of December 15, 1994.

that the name "New Brunswick Southern" was used once before. In 1901 a company of that name was formed to take over the old Shore Line Railway and it operated under that name until it was leased to CP in 1911. There is, of course, no connection between the old NBS and the present one.

Meanwhile the "countdown to oblivion" continued for the "Atlantic". Your editor made several trips on the train in the last two months, either to Saint John, Moncton, or even all the way to Halifax. This is a personal as well as a railway enthusiast's interest, for I have been riding this train, and its predecessors, since 1936 when I made my first trip from Montreal to Saint John at the age of six months. In those days there were two trains a day in each direction; all were, of course, steam hauled and consisted of heavyweight steel cars. I was interviewed for an article which appeared in the Saint John Evening Times Globe newspaper. The headline aptly put it "Train buff returned home for a funeral". That is exactly the way it felt.



Cameras and microphones record the scene as Elsie Wayne, former Mayor of Saint John, is interviewed just before the departure of the last westbound "Atlantic".

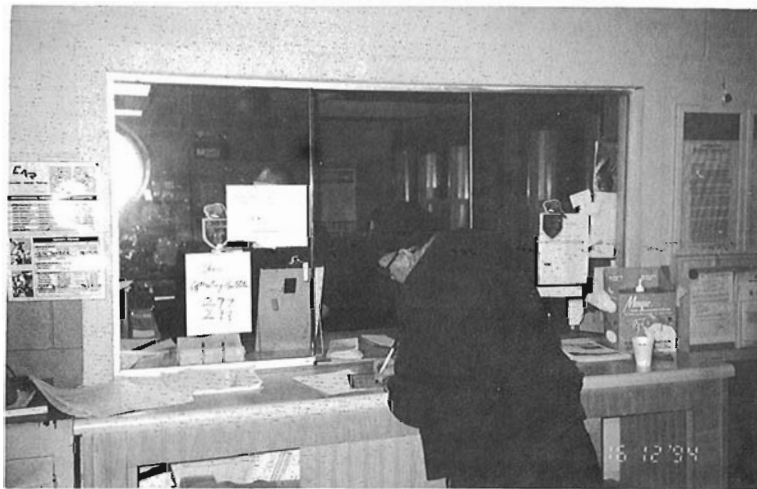


Many people who were at Saint John station on the evening of December 15 agreed with the general feeling of this protester's sign .

The night of December 15, the last westbound "Atlantic" arrived at Saint John and was met by the expected reporters and television crews, as well as the passengers intending to board. Also on hand for the sad occasion was Elsie Wayne, long time Mayor of Saint John, who had long fought for the retention of the train. Your editor was one of the boarding passengers and travelled west on the last run. Along with a few other interested persons, I was permitted to go to the meet between the westbound and eastbound "Atlantics" where a stop was required to interchange U.S. customs officers. The transfer from one train to the other took only a few seconds, and then it was east again aboard the last No. 12. It being a clear night with an almost full moon, one could plainly see the scenic features of the line, especially the large steel bridge at Ship Pond near Onawa, Maine. Then on to



ABOVE: Conductor Guy N. Cleghorn makes out his forms aboard the last westbound "Atlantic", shortly after leaving Saint John.



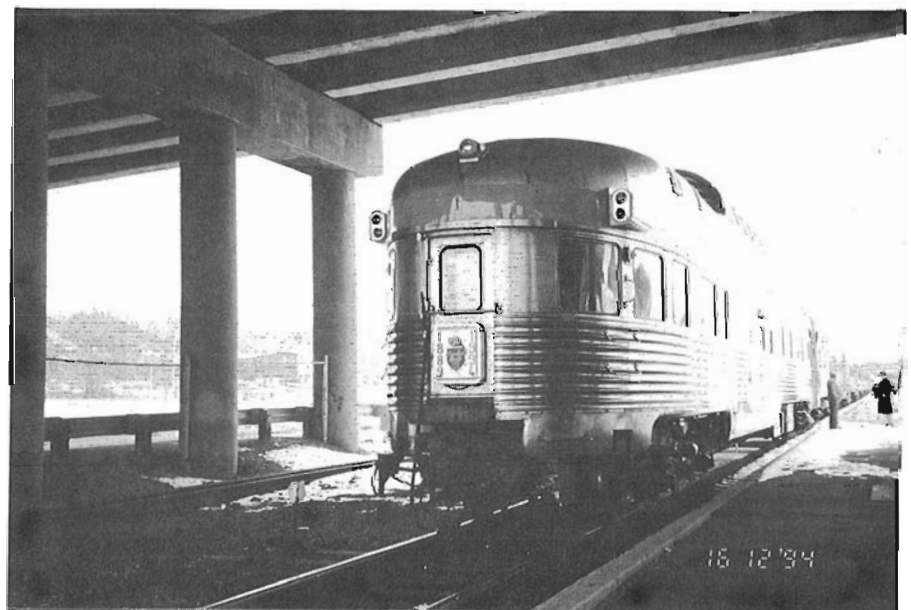
Signing in at Brownville Junction for the last time. December 16, 1994. Note the "Canadian Atlantic Railway" sign as well as the CP beaver emblems.

Saint John where a few photos were taken, but the reporters of the night before were absent. Finally the train departed for Moncton and Halifax, so ending more than 105 years of service on the Short Line, and almost 138 years of passenger service in Saint John. By coincidence, the time was 9:22 A.M., precisely the same local time as when the Last Spike on the CPR had been driven at Craigellachie B.C. on November 7, 1885.

The train continued on to Halifax, arriving there well after the last westbound had reached Montreal. Thus the eastbound was the last "Atlantic" to operate. Following a night in Halifax, it was back to Montreal on what was, in effect, the first "Ocean" to replace the "Atlantic". There was a sense of irony in the event. Shortly before the "Atlantic" was discontinued there was a

level crossing accident and derailment at Causapsca on the main line through Campbellton and Mont Joli. As a result, the "Ocean" was rerouted on the former National Transcontinental Railway through Edmundston. It was almost a week before the train returned to its regular route.

There is no need to make further comments on the sad and unfortunate events of December 15-16, 1994. Anyone wanting more is referred to the article "Requiem for the Atlantic" which appeared in Canadian Rail No. 367, August 1982, soon after the last discontinuance of the train. All comments and observations made in that article are still valid today.



The last "Atlantic" about to depart from Saint John on the morning of December 16, 1994. The CP beaver drum-sign, with dates "1889 - 1994", was temporarily placed there for the photo! In a few moments the train will leave for: Sussex, Moncton, Sackville, Amherst, Springhill Junction, Truro, Halifax, - - - - and oblivion.

When Trains First Came to Saint John

1857 and 1889

Having just witnessed the departure of the last passenger train to serve Saint John, it is fitting to go back and read about two significant first runs of trains in that city.

The first article, from the Morning News, describes the first actual operation of a train out of Saint John. The date was March 17, 1857, and the distance was only three miles. The first sod of the European and North American Railway had been turned, in a huge celebration, in September, 1853. However lack of money and other problems delayed construction for years. Following the opening of this first three miles, construction was more rapid, and Moncton was reached in 1860, just before the visit of the Prince of Wales to North America.

The other article appeared in the Daily Telegraph on May 17, 1889, a little more than two weeks before the official opening of the CPR "Short Line". It describes the run of a special train, carrying CP officials, as they came to inspect the new line which completed CP's system "from sea to sea". It should be noted that the heading reads "To Montreal In 16 Hours". VIA's new schedule, including the bus ride to Moncton, takes about 17 1/2 hours. Such is progress in 105 years!

As usual, both articles are quoted verbatim, including punctuation and, in the case of the 1889 article, the then-typical practice of running the headings in with the text.

OPENING OF THE EUROPEAN AND NORTH AMERICAN RAILWAY - SAINT PATRICK'S DAY, 1857.

On the afternoon of Yesterday, Saint Patrick's Day, the first steam engine on the European and North American Railway was put in motion, and witnessed by an assemblage of several thousand persons, of all ages and sexes. Precisely at 3 o'clock, the train, consisting of engine and tender, one covered, and two open cars, containing in all probability about six hundred persons, left the Station at the Western side of the Mill Pond, and proceeded up the Marsh about 3 and a half miles, where the rails terminate, accomplishing the distance in about twelve minutes. The sides of the road from the starting point to the Station house near the road leading to the residence of John McAvity, Esq., were studded with spectators, who cheered the Train and its occupants with most stentorian voices. After the train returned to the starting point, the managers very politely allowed a second load of live freight to get on board, and the journey was repeated under the same favourable circumstances. The speed, and safety of the railroad appeared to give satisfaction to every one present; and we must say that the trial trip was a great success.

It is no use in talking, but it is a pleasing sight to see the iron horse making his appearance in St. John, and coursing through the valley after a twenty year Railway agitation, ending from year to year in disappointment and dismay. The Liberals are entitled to the credit of having originated and started this Railway and the present Government may take the credit of having gone to work to carry it out. We shall not dispute with them any more upon these points, but we call upon the Government and Engineer, now that they have got their hands in, to go to work vigorously and complete the road between St. John and Shediac with all despatch consistent with a prudent course; and the Morning News will not show any hostility to their proceedings. Let all parties go to work together upon the

Railroad since it is now a settled question, but at the same time adhere to our political course with reference to open questions.

Hurra for the Railroad!

From The Morning News. Saint John N.B., March 18, 1857.

TO MONTREAL IN 16 HOURS

WHAT THE SHORT LINE WILL DO FOR ST. JOHN

Manager Van Horne, of the C.P.R., Takes a Trip Over the New Road to This City and Says It is the Finest Yet Built by the Company -- To be Opened June 2nd.

Shortly after 5 o'clock, yesterday afternoon, Mr. W.C. Van Horne, general manager, of the C. P. R., arrived in this city by special train, having made a

FLYING TRIP OVER THE SHORT LINE

from Montreal. The gentlemen who accompanied him were Messrs. R.B. Angus, a director of the road; T.A. McKinnon, general superintendent of the Ontario & Atlantic division of the C.P.R.; A.R.G. Heward, secretary to Mr. Van Horne; and Mr. F.W. Cram, general manager of the New Brunswick Railway, who met the party on his own line and came to the city with them. Their stay, however, was a brief one, for they returned by special shortly after 8 o'clock. Soon after their arrival the visitors took a short walk around town, and returned to the Royal Hotel where they had supper. Several of our business men, including the mayor, Ald. T.N. Robertson and Mr. W.H. Thorne, president of the board of trade, availed themselves of the presence in the city of Mr. Van Horne, for the purpose of getting some information as to what he

MIGHT REQUIRE THE CITY TO DO

to facilitate matters for the Short Line company. Mr. Van Horne very cordially received the gentlemen, but he said he was unable,

as yet, to state what might be required. In fact, he said, his trip was merely one to ascertain how the work of ballasting the uncompleted portion of the line was progressing and also to satisfy himself that the arrangements would be all complete for the opening and the running of trains between St. John and Montreal. He likewise said that he would make another trip to St. John at an early date, when he would be glad to meet representatives of the council, or others, who would be most interested in the matter and discuss the whole subject with them.

A representative of The Telegraph was accorded an interview with Mr. Van Horne. Speaking of the Short Line, he said it was the finest piece of road that has yet been built by the company. On the completed portion the train travelled as fast as any train will be required to run when the fast service is established. The

LINE WILL BE OPEN FOR TRAFFIC for passengers and freight, on June 2nd. A passenger train will be despatched from Montreal on the date mentioned, about 8:30 in the evening, which would be due to arrive in St. John about 7 p.m. [sic. Should be 1 p.m.] next day, the journey occupying about 15 and a half or 16 hours. At Mattawamkeag, connection will be had with a portion of the road now jointly owned by the company, and at Vanceboro with the New Brunswick Railway, under whose management trains will be run into St. John. The passenger cars of the C.P.R. will run through to the destination, the New Brunswick Railway furnishing the locomotive power. It is proposed that this through train will then make close connexion with the I.C.R. for Moncton and points farther east. In the matter of ticket agents, and other business which are required to be done by employees, Mr. Van Horne said, the service would be performed under the superintendence of the New Brunswick Railway management.

MAYOR THORNE

who was seen last evening, said that, in company with Ald. Robertson, he called at the Royal Hotel at 6:30 o'clock to see Mr. Van Horne. Their mission was to secure an appointment for that gentleman to meet with the harbor committee. Mr. Van Horne received the delegation very kindly, but said the time at his disposal this trip would not permit of his seeing the harbor committee. He, however, said he would visit the city very shortly again, when he would be only too happy to meet the committee or any of the city's representatives and talk over matters with them.

From the Daily Telegraph, Saint John N.B., May 17, 1889.

NEW C.P.R. BRIDGE OVER REVERSING FALLS, ST. JOHN, N.B.



Two old postcards showing the bridges across the Reversing falls at Saint John. The top one was mailed in 1927, but bears a photo taken about 1921, just after the new railway bridge was completed, but before the 1884 cantilever bridge was torn down. The train is likely the early-afternoon departure for Montreal. The lower card, mailed in 1918, shows the old railway bridge, with the new highway bridge (and a Tillsonburg street car) in the foreground. The message reads "Saw this bridge from the train yesterday. Train passed over the bridge you see at other side of arch bridge. This is where the reversing falls are to be seen. St. John is as hilly as Sheffield, and nearly as smoky". Collection of Fred Angus.

And, just to show that history sometimes repeats itself, this small item from the Railway and Shipping World which appeared in 1902, just about the time the New Brunswick Southern Railway Co. was taking over the old Shore Line Railway:

"The Shore Line Railway, N.B., recently received four platform cars from Rhodes, Curry & Co., Amherst, N.S. They are lettered "N.B. Southern Ry." which is expected to be the line's name in the near future".

Railway and Shipping World, April, 1902.

Some Poetry to Pass the Time!

The following piece of deathless poetry (!) was copied from the Railway and Shipping World for April, 1902. The war referred to was the South African, or Boer, War which was fought from 1899 to 1902.

The CPR General Passenger Department has received the following acknowledgement of an annual pass, which is worth reproducing.

The Pass Pacific

There are some who pass the bottle, there are some who pass away,
Or pass us by upon the street, or pass the time of day.

And some may pass a wormy plague, or some digestive riot,
And some may pass a jack-pot, or an ace (upon the quiet).

There are those who, in their anger, make a quick pass at a foe.
Others pass examinations, sometimes when they do not know.

There are others who pass opinions in their self-conceit and pride;
There are those - both priest and Levite - that pass by the other side.

There are those who pass their rivals in all struggles here below,
There are others who pass people to the circus or the show.

But the boss of all the passes is the one that passes me
From the shore of old Atlantic plumb to the Pacific sea.

Storied passes have been fought for by the legions fierce of old
And our boys are storming passes in the Afric' land of gold.

And the passing war is bitter, may it gain that perfect peace
That which passes understanding, when earth's bloody wars shall cease.

For I love not warlike clamour, though for some it hath a zest
And to me the pass Pacific far surpasses all the rest.

Book Reviews

TRAIN COUNTRY AN ILLUSTRATED HISTORY OF CN

By Donald Mackay and Lorne Perry

Published by Douglas & McIntyre
1615 Venables Street
Vancouver, B.C.
V2L 2H1

Price: \$45.00

When Canadian National Railways was created after World War I, by putting together five financially troubled railways, it became the largest railway in the country, with thousands of miles of lines as well as hotels, ships, telegraph and other services.

But with masses of obsolete equipment and duplicate facilities, it took the vision and will of Sir Henry Thornton to create a system that would become a vital part of Canada's history and a central element in the Canadian landscape.

"Train Country" captures the heyday of CN through the reminiscences of the many people who actually worked for the railway. The 150 photos, drawn chiefly from CN's archives, show the impressive locomotives and opulent dining cars. Here are the local all-purpose freights serving long-abandoned branch lines, the mysterious "silkers" that rushed their vital cargo from the Vancouver docks to the silk market in New York, the grain trains at prairie elevators, and the exclusive "Limiteds" that linked major cities before aircraft and automobiles took over much of the passenger business.

The epilogue looks at the role of the railway today and speculates on its future, and this chapter includes some fascinating then-and-now photos of railway scenes and operations.

Montreal historian Donald MacKay is the author of nine books, including "The Square Mile" and "The People's Railway". He received the QSPELL Award in 1991 for his book "Flight from Famine: The Coming of the Irish to Canada", and he has twice been short-listed for the Governor General's Award. Born and raised in Nova Scotia, his grandfathers on both sides of the family and one great-grandfather were railway men in that province.

Lorne Perry retired from CN in 1992 after 40 years in public relations. Over the years he had become acquainted with the riches of CN's photo library and took on the photo research for this book as a labour of love.

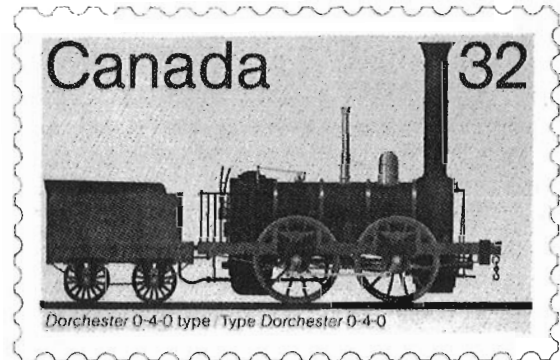
JUST A FEW LINES THE STORY OF CANADA'S FIRST RAILWAY THE CHAMPLAIN & ST. LAWRENCE RAIL ROAD

By Lionel F. Gillam

Published by the Author
Rotherham, South Yorkshire
England

"From the time of the Trout brothers, who published their "Railways of Canada" in 1871, until very recent years, it is evident

JUST A FEW LINES



THE STORY OF CANADA'S FIRST RAILWAY

THE CHAMPLAIN & ST. LAWRENCE RAILROAD

by

LIONEL F. GILLAM

that as far as the story of the Champlain & St. Lawrence Rail Road is concerned, fact and fiction have been so inextricably interwoven that the task of unravelling this tangled skein has become a daunting one. Magazine contributors, journalists, school textbook compilers and even reputable historians have, all in their time, added their own share to the confusion of half truths and myths that envelop Canada's first steam railway."

These words are the beginning of the preface, by Mr. Gillam, of this most interesting account of the early days of Canada's first railway. Drawing considerably upon previously-published accounts, but relying also on recent research, Mr. Gillam has produced a fascinating 144-page account of the life and times of this pioneer project, as well as much material on its promoters. As he says "all sources are suspect" in researching a subject that goes back so far, and the fact that a source book was published as far back as 1871 does not necessarily make it more accurate than one published in 1991. At this late date it is unlikely that a true and complete story will ever be told, but Mr. Gillam has taken a good step in that direction. As he says "I cannot lay claim to have avoided all the pitfalls, but at least I can say that I have trodden warily. It is for others to reveal where, if anywhere, I have stumbled."

Anyone wanting to know details about the first railway in Canada should have this book.

CANADIAN RAILWAY RECORDS A GUIDE FOR GENEALOGISTS

By Althea Douglas, M.A., C.G.(C) and J. Douglas Creighton, B.Sc.

Published by The Ontario Genealogical Society
40 Orchard View Blvd.
Toronto, Ontario
M4R 1B9

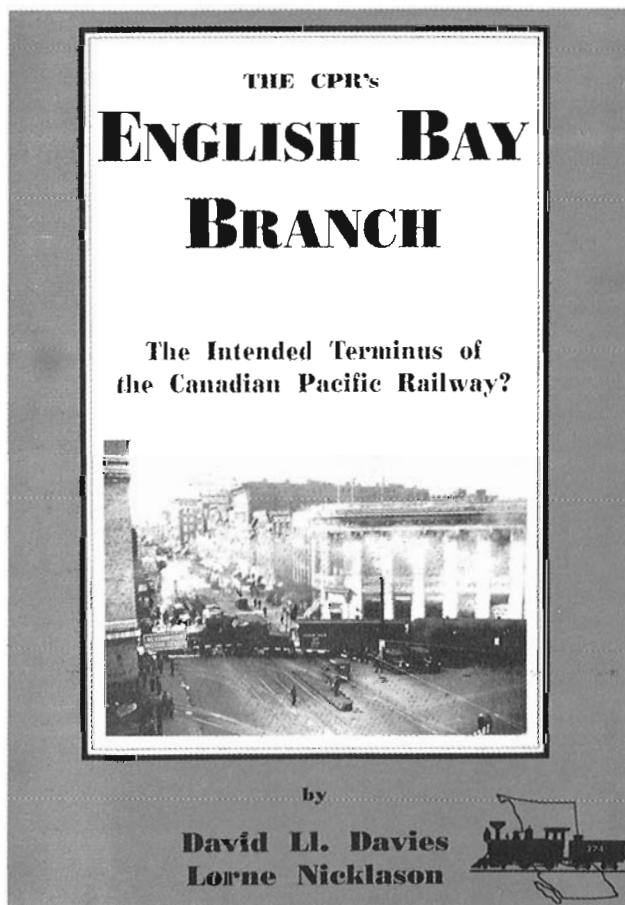
Price: \$12.30 including all taxes and postage

This 64 page book is a guide to Canadian railway records, written for genealogists and family historians. It is not written for railway historians or enthusiasts. It is, basically, a list of various archival sources where information on former railroad employees may be found, together with some very useful hints and instructions as to how to consult and use these archives. As the authors say, they can point you in the right direction, but cannot do the research for you.

Often knowing where and how to start a project is half the battle, and this book is an excellent place to start. For anyone wanting to do any kind of genealogical research involving employees of the railways, this book is required reading.

THE ENGLISH BAY BRANCH

By David Ll. Davies and Lorne Nicklason



Published by The Pacific Coast Division of the CRHA
P.O. Box 1006, Station "A"
Vancouver, B.C.
V6C 2P1

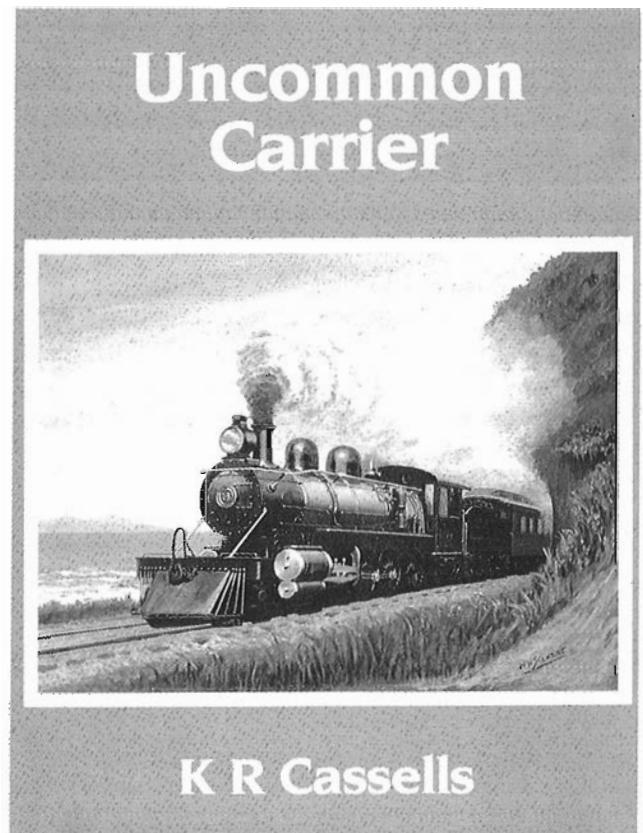
Price not stated.

This 90-page book is a second edition of the work originally published in 1975 by the Pacific Coast Division of the CRHA. It tells the story of the now-abandoned line which may not have been a branch at all, but rather CP's main line; the present line to its downtown station being originally a branch. It is suggested that this interesting idea was an attempt by CP to outsmart land speculators in the mid-1880s, just before Vancouver became a city.

Containing rare maps, photos, and many interesting facts, this publication tells much about the history of the western terminus of Canada's first transcontinental railway.

UNCOMMON CARRIER

By K.R. Cassells



Published by the New Zealand Railway and Locomotive Society
P.O. Box 5134
Wellington
New Zealand

Price: \$49.95 (New Zealand dollars)

Of all the railways built in New Zealand, the Wellington and Manawatu Railway, built between 1882 and 1886, seems to

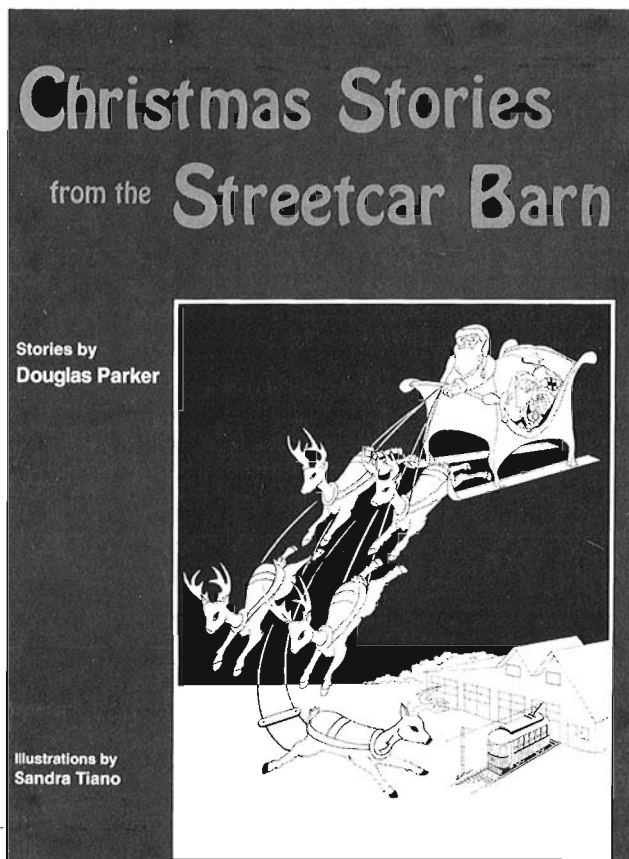
have captured the public imagination more than any other. This 208-page hardbound book, published by the Railway and Locomotive Society in New Zealand, with which the CRHA is affiliated, certainly does the line justice. It is a first-class work of the type that all railway history books should be (but most are not). It contains more than 180 rare photographs and more than 60 maps and diagrams, including scale drawings locomotives, rolling stock, track plans, timetables; even the company's monogram and stock certificates! Anyone with any interest in overseas railways, and even those who do not, should read this book. If you do not know anything about New Zealand railways, you will when you have finished reading it.

CHRISTMAS STORIES FROM THE STREETCAR BARN

By Douglas Parker with illustrations by Sandra Tiano

Published by Havelock House
5211 Lansdowne Drive
Edmonton, Alberta
T6H 4L2

Price: \$10.95 postpaid



This is a collection of Christmas stories, based on the historic streetcars at Fort Edmonton Park in Edmonton, Alberta. Here we read stories like "The Streetcar's Christmas Wish", "A Christmas Special", "Santa Gets Snowbound", "The Elf's Christmas Present" and "A Streetcar for Christmas". The stories were originally written for the children and grandchildren of the men and women

who operate the streetcars at the historic park. For those who have never visited Edmonton, the park contains historic buildings situated on 1885 Street, 1905 Street and 1920 Street. The latter two streets have an operating streetcar line on which are run some of the historic cars in the collection.

Although, of course, a work of fiction, this book should be read by railway enthusiasts, because most of us are young at heart, especially on Christmas Eve. And who knows; if Santa can come in a sleigh hauled by reindeer, why not in a streetcar....?

THE KINGSTON PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY

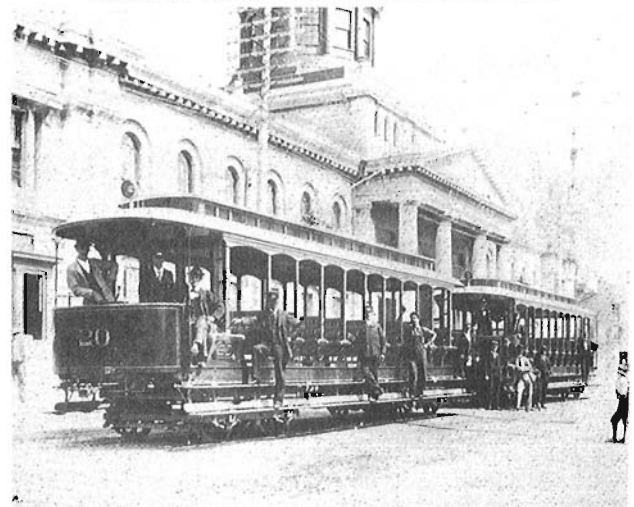
By George Dillon & William Thomson

Published by The Kingston Division of the CRHA
P.O. Box 1714
Kingston, Ontario
K7L 5V6

Price not stated.

KINGSTON PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY

GEORGE DILLON & WILLIAM THOMSON



History of the Limestone City's Streetcar System

One of the lesser-known of Canada's street railway systems was the one that ran in Kingston, Ontario; the Limestone City. The Kingston Street Railway began operation, with horsecars, on February 2, 1877, and was electrified in 1893, the same year its name was changed to the Kingston Portsmouth and Cataraqui Street Railway. Then, in 1897, it was renamed the Kingston Portsmouth and Cataraqui Electric Railway, and ran until March, 1930 when, as a result of a car barn fire, the system was abandoned, and replaced by a bus line.

This 36-page book was inspired by the success of a special issue of the Kingston Division's publication "Kingston Rail", produced in 1993 on the 100th anniversary of the electrification of the system. It contains 43 rare photos, a map, and a history of the line as well as descriptions of the routes and rolling stock.

**THE MUSKEG LIMITED
THE FIRST 80 YEARS OF THE GREATER WINNIPEG
WATER DISTRICT RAILWAY**

By Peter Lacey

Published by Anvil Crafts
Box 233, St. Vital Station
Winnipeg, Manitoba
R2M 4A5

Price not stated



This 96-page hardbound book is the history of one of Canada's more fascinating small railways. Owned by the City of Winnipeg, the line, almost 100 miles long, was constructed in conjunction with the new system of water supply then being built by the city. Construction of the railway was begun in 1914, and the last spike was driven on December 10 of the same year. Once the line was completed it had a fairly uneventful existence; as the author says "It would be fairly accurate to say that not much has happened since 1921. The railway is still in existence, with about half its original track and some of its original buildings unchanged, servicing the aqueduct as it has always done".

There is, however, a lot more to the GWWD than just that simple statement. The fact that, in this year of 1995, it is still

serving as it was planned, is notable enough, but other things are notable also. Its rolling stock, such as its famous 1928 Mack car, was, and in some cases still is, well known among rail enthusiasts.

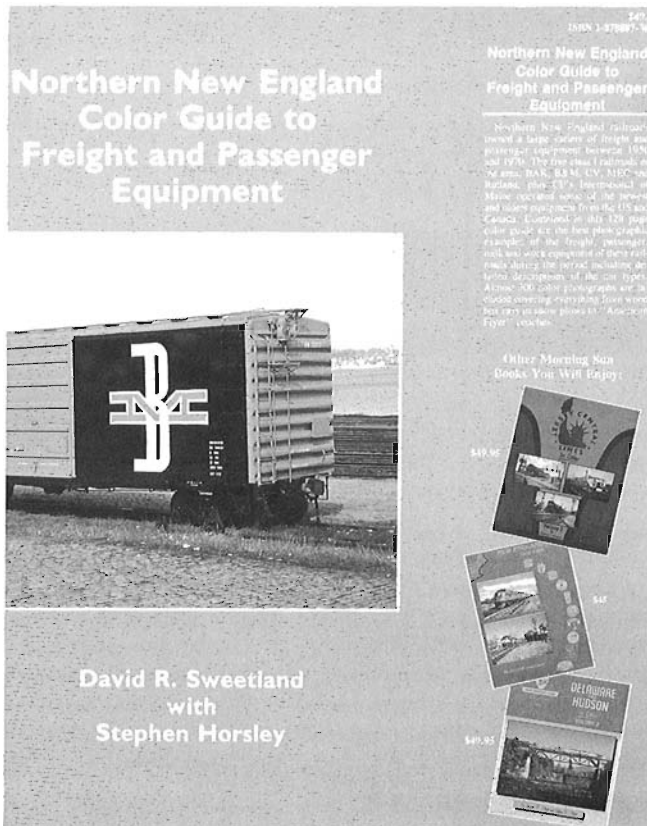
"The Muskeg Limited" has 87 photos plus maps, diagrams and track plans. Having read about the first 80 years of the GWWD, we wish it all the best for its next 80.

**NORTHERN NEW ENGLAND COLOR GUIDE TO FREIGHT
AND PASSENGER EQUIPMENT**

By David R. Sweetland with Stephen Horsley

Published by Morning Star Books Inc.
11 Sussex Court
Edison, N.J.
08820
U.S.A.

Price: \$48.50 postpaid (U.S. dollars)



This 128-page hardbound volume contains no less than TWO HUNDRED AND SEVENTY EIGHT high quality photos, all in COLOUR, of freight, passenger and work cars on railways in New England. Some of the photos date back to the early 1950s, or even before, and show equipment that has long gone. In other cases, cars that are still in existence are shown when new, with their original paint schemes clear and bright. Railways covered are Bangor & Aroostook, Boston & Maine, Maine Central (the latter two in the pre-Guilford days), Canadian Pacific (lines both in Vermont and Maine), Central Vermont and Rutland

There is a lot of interest to the Canadian enthusiast here. Besides the obvious fact that many cars of New England railways were seen frequently in Canada, there is much of Canadian origin, especially on the CPR and CV. For instance some of the CP passenger cars seen at Brownville Junction Maine in the 1950s include 1908 wooden coach No. 1032, steel coach 1300 (used as a back up car for trains 41 and 42, the "Atlantic Limited" of famous memory), 1896 wooden business car 23 (now undergoing restoration at Smiths Falls) and 1870s business car 37 (once owned by the CRHA but later scrapped).

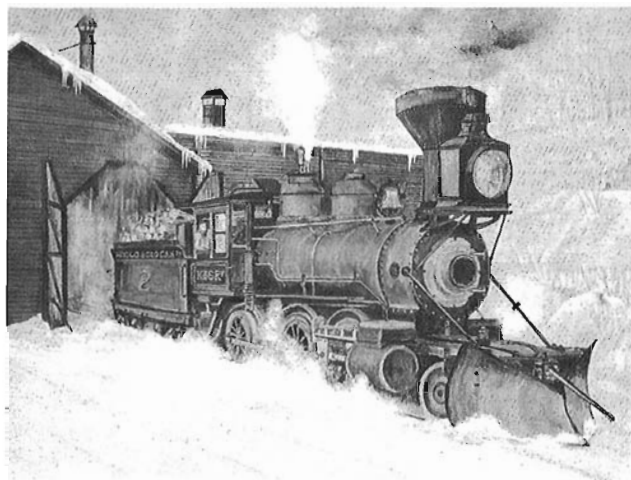
Model builders will, in particular, find this book indispensable if they are modelling New England equipment. However, it also provides a look at how our neighbouring railways looked in those days, not so very long ago, before they were so seriously affected by the inroads of the automobile and truck.

THE SKYLINE LIMITED THE KASLO AND SLOCAN RAILWAY

By Robert D. Turner and David S. Wilkie

Published by Sono Nis Press
1745 Blanshard Street
Victoria, B.C.
V8W 2J8

Price not stated.



"The Skyline Limited" presents the dramatic story of the Kaslo & Slocan Railway - the Great Northern's narrow gauge - in the rugged Slocan Mountains of British Columbia's West Kootenay district. Here too is the story of the beautiful sternwheelers that connected the K&S with other Great Northern branch lines. This is a fascinating account of railroading in the 1890s and early 1900s. Backed by James J. Hill, the "Empire Builder" of the Great Northern Railway, the K&S was built to haul the silver-lead ore of the "Silvery" Slocan. The CPR also built branch lines into the district and competition was fierce.

By 1910, after many slides and a devastating fire, the dreams had been shattered and the K&S was in ruins. Soon after, it was taken over by its arch-rival the CPR, and rebuilt as an isolated standard-gauge branch line that survived into the 1950s.

Anyone who has read the previous works by Robert D. Turner expects the highest standard, and "The Skyline Limited" follows this tradition. It is a masterpiece, containing 296 pages, 300 illustrations, including 12 in full colour, and 25 specially prepared maps and plans. It has equipment rosters, a fleet list, bibliography and index.

CANADIAN RAIL PASSENGER YEARBOOK 1995 EDITION

By Douglas N.W. Smith

Published by Trackside Canada
P.O. Box 1369, Station "B"
Ottawa, Ontario
K1P 5R4

Price: \$24.45 postpaid.

This is the second in a series which began last year with the 1993 edition (No, there is no 1994 due to the change of dating from actual date to expiry date). Our hopes and expectations expressed this year were fully realized in this edition which follows in the footsteps of its illustrious predecessor. This year the number of pages has been increased by 25%, making a total of 82 pages. While there is a decrease of one third (from 48 to 32) in the number of colour illustrations, those that are present are of uniformly high quality, and they are augmented by a great number of historic black-and-white photos, some of them more than 100 years old.

A glance of the table of contents shows that there is something here for everyone who is interested in rail passenger transport. Whether steam or diesel, heavyweight or streamlined even stations, street cars and interurbans, there is something here.

As before, the first article is the year (in this case 1993) in review. This is followed by an account of the X-2000 in the Dominion, after which there is the story of North America's "Most Unique" (we will pardon this contradiction in terminology) Observation Cars, i.e. the "Skyview" cars which CN acquired from the Milwaukee Road. After this comes "The Stations and Passenger Trains of Hamilton" which is 150 years of history of CN (and predecessors) and TH&B in the Steel City.

The next article is the feature of the book, "Rebuilding the Dream", a twenty-five page history of CP's Budd-built stainless steel passenger fleet from the first inception of the concept in the early 1930s, through CP's purchase of 173 stainless steel cars in 1953-54, to the rebuilding and upgrading of the cars by VIA in the late 1980s and early 1990s. Street car enthusiasts will have a real treat with the next item, a sixteen page history of the street cars of Kingston, Ontario from 1877 to 1930. There are 15 rare photos, a map, car roster and copious end notes for those of us who wish to delve deeper into the subject. "The Heritage Gallery" contains four photos taken in the 1950s and early 1960s, and then follows the history of the sleeping car "Clinton" (and its two running mates "Barkerville" and "Pavilion") which started as interurban sleepers in the Midwest U.S., ran for years on the PGE (now BC Rail), after which "Clinton" went to a U.S. museum but is now returning to Canada. Finally, "The Departing Image" is a colour view of CPR D-10 No. 896 working on Ontario's Bruce Peninsula.

Once again, we look forward to the next book in this series.

CRHA Communications



1995 CRHA CONFERENCE IN SMITHS FALLS

The Rideau Valley Division of the CRHA, and the Smiths Falls Railway Museum Corp., is pleased to host the 1995 CRHA Conference in Smiths Falls, Ontario from June 30 to July 2, 1995. The Smiths Falls Railway Museum is located in the former CNR / CNoR station on a five acre site featuring some 23 pieces of rolling stock equipment, railway artifacts, archival materials and library. The conference will feature special presentations, exhibits, field trip, slide presentations, silent movies etc., as well as the Association's Annual General Meeting.

Smiths Falls is accessible by train, auto, bus or air. A block of rooms has been reserved at the Colonel By, Best Western Motel a few blocks from the railway museum. For reservations please contact the Smiths Falls Railway Museum, P.O. Box 962, 90 William Street West, Smiths Falls, Ontario K7A 5A5. Phone: 1-613-283-5696.

It is expected that reservations for the conference to be \$100, which is about \$35 to \$40 per day. Field trips will be extra to the Museum of Science and Technology in Ottawa, or train trip from Hull to and from Wakefield, Que. The scheduled events promise to be very interesting. All members of the Association are urged to attend.

THE AUBREY MATTINGLY COLLECTION

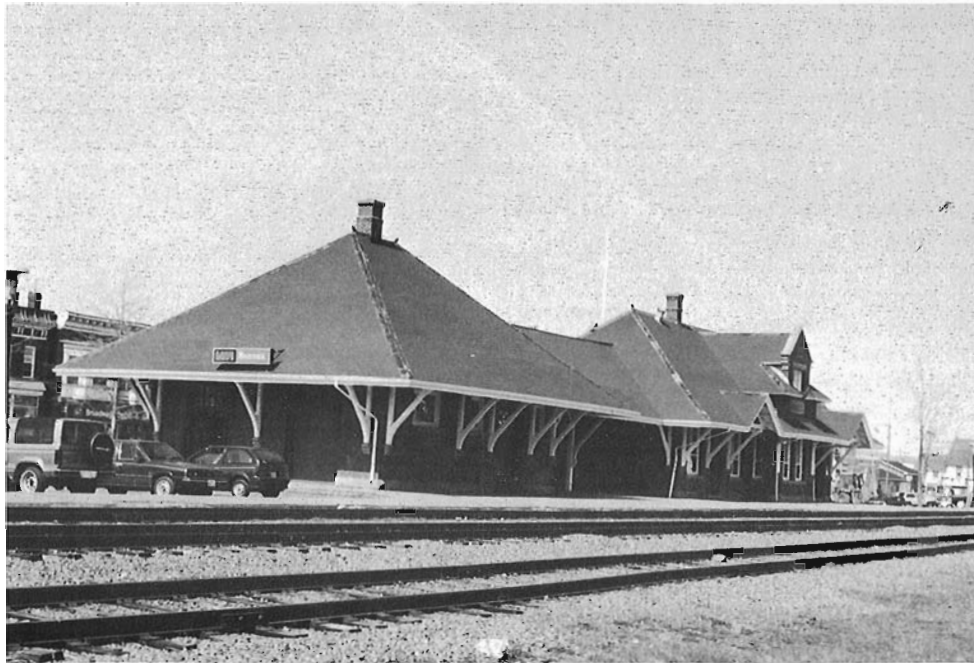
The Smiths Falls Railway Museum has just acquired the Aubrey Mattingly collection of railway photographs. This collection consists of about 30 albums full of pictures of steam and diesel locomotives, stations and long-abandoned local railways. As well as the photographs, the collection includes all of the negatives. Aubrey Mattingly was a great supporter of the museum in its early days. He spent a term as director in 1983. The collection was kindly donated by Aubrey's son, Wayne Mattingly. Thank you for your support, Wayne.

LINDSAY MODEL RAILWAY SHOW 1995

The Lindsay and District Model Engineers show will take place on Saturday and Sunday, April 8th and 9th, 1995 at the Victoria Park Armoury, 210 Kent Street West, Lindsay, Ontario. Hours are from 11:00 A.M. to 5:00 P.M. on Saturday, and from 12:00 noon to 4:30 P.M. on Sunday. Admission: Adults \$4, Seniors \$2, Students \$2, Children \$1. For more information please write the society at box 452, Lindsay, Ontario K9V 4S5 or phone:

Wayne Lamb. 1-705-324-9865.

Eric Potter. 1-705-328-3749.



INFORMATION WANTED

Mr. Gustave R. Portelance, 1430 St. Marc, Apt. 1207, Montreal P.Q. H3H 2G3 is looking for the date of the last operation of the old New York Central passenger trains between Helena, New York and Ottawa, Ontario. It is thought that the last year of operation was 1954, but the exact date is not known. Freight service ended in 1957, and the line was abandoned soon after. In the minutes of the City Council of Ottawa in May, 1954 is the statement that they had no objection to the abandonment of passenger service "as long as the N.Y.C. continues to provide emergency services during the winter months due to possible impassable roads, similar to the reduced services that they have been carrying on since 1952".

Mr Portelance would also like to know if the NYC ever operated a gas car ("doodlebug") between Berwick and Finch. One old resident of the area said that they once did.

Any information, or timetables, relating to the latter days of either of these services would be appreciated.

THE ROYAL TRAIN IN SAINT JOHN IN 1939

Mr. R.D. Thomas of Saint John, N.B. sent this very interesting photo (opposite page) which he took at the time of the visit of Their Majesties King George VI and Queen Elizabeth (now the Queen Mother) to Canada in 1939. CNR 6028 with the Royal train stands near Union Station, while 6013 appears to the right of the photo. Note the ancient open-platform wooden cars, probably in work service, in the background. He also sent us a photo of the CN station at Sussex N.B. which has also lost passenger service.

MODEL ENGINEER MAGAZINES AVAILABLE

Fred F. Angus, 3021 Trafalgar Ave., Montreal P.Q. H3Y 1H3 has a set of the British magazine "Model Engineer" from 1939 to 1992. They are complete from 1939 to the mid-1970s (including the rare World War II issues), and almost complete from the mid-1970s to 1992, a total of almost 2000 magazines. They cover all aspects of model engineering, with a great deal of emphasis on locomotives and railway equipment.

This is a rare opportunity to acquire 54 years of the Model Engineer. It is preferable to sell them as a set rather than breaking up the run. If interested please contact contact IN WRITING regarding possible purchase of them.

CANADIAN RAIL MAGAZINES AVAILABLE

Large numbers of back issues of Canadian Rail are available at the Canadian Railway Museum. A list, with prices, is enclosed with this issue.

SALEM AND HILLSBOROUGH FIRE

The Salem & Hillsborough is rebuilding after the disasterous fire of September 16, 1994. While donations and offers of help have been coming in, they are still in need of further assistance in this difficult time.

If you wish to help this worthy cause please write to The Salem & Hillsborough Railroad, P.O. Box 70, Hillsborough, New Brunswick E0A 1X0. A tax receipt for donation will be issued upon request.

The Business Car

STEAM ENGINE STALLED

A plan to transport a vintage Alberta steam locomotive for tourist duty in Arizona has run out of steam. The Rocky Mountain Rail Society had hoped to lease 50-year old ex-CN locomotive 6060 for up to four years to a U.S. company for trips on the Grand Canyon Railroad in Arizona. But thousands of kilometres in unexpected detours to get the massive machine to Arizona has broken the U.S. firm's budget, said Rocky Mountain's Don Totten on November 8. The lease would have funded the society's purchase of rolling stock, train renovations and educational initiatives. The locomotive will stay in an Edmonton Museum.

Source: The Calgary Sun, November 9, 1994.



RETURN TO CRAWFORD NOTCH

The State of New Hampshire has awarded the Conway Scenic Railroad a five-year contract to operate trains on the former Maine Central Mountain Division through Crawford Notch. Work on the line, which has been dormant for more than a decade, will begin after the state acquires it from Guilford. Conway Scenic hopes to begin service to the historic Crawford Notch depot by late 1995.

Source: Trains Magazine.



DURABLE BRIDGES IN WESTERN CANADA ARE SAVING CN MONEY

CN North America has discovered that its hundreds of old railway bridges built in the West early this century are tough enough to last well into the next century. Anticipating that the bridges would have to be replaced or reinforced to withstand heavier loads, CN ordered stress tests and found that most of the bridges will endure more than a century.

"That's why we got into the testing because then it becomes an economic question if we have to spend an awful lot of money on infrastructure" said Robert Sweeney, CN Assistant Chief Engineer. "We don't see the need to replace the vast majority of these bridges, certainly not in the next 25 years".

Based on the positive results of the recent bridge testing, the cash-strapped crown corporation estimates it will save \$110 million during the next 15 years, just for its main line between Thunder Bay and Vancouver. The 312 steel bridges on that line were built between 1908 and 1914, using rivets, whereas steel structures built since 1960 are bolted and welded.

One of Canada's more interesting passenger trains is the weekly "Niagara Rainbow" between New York and Toronto. At Niagara Falls, Ontario, the Amtrak train couples to the VIA train and they proceed, back to back, to Toronto. These photos, taken at Aldershot on September 17, 1994, show the train coming (top) and going (bottom).

Both photos by Fred Angus.

CN and other railroads are increasing the weight and frequency of freight trains to improve efficiency. CN and CP Rail are considering a new load limit of 120.6 tonnes per car, compared with 118 tonnes currently, and there is pressure to go higher. The heaviest western trains haul coal, sulphur, potash and grain. Bridges in the eastern network, a bit older, tend to bear lighter loads. The tests were conducted at the University of Alberta in Edmonton, and Lehigh University in Bethlehem, Pennsylvania.

Source: The Montreal Gazette, January 13, 1995.



The recent announcement that Wisconsin Central has completed the arrangements to take over the Algoma Central recalls our coverage of that line in the January, 1994 issue of *Canadian Rail*. In this striking photo we see ACR passenger train No. 2, hauled by GP38-2 No. 205 at Hearst, the northern terminus of the line, on August 28, 1991. The train will remain at Hearst overnight before returning to Sault Ste. Marie the next day. Since the photo was taken, the old National Transcontinental station, seen on the right of the photo, has been demolished.

Photo by Pierre Ozorák.

NORFOLK SOUTHERN STEAM PROGRAM CANCELLED

As most members no doubt know already, the Norfolk Southern announced, late in October, that it was cancelling its steam program, and that the trips to be run in December 1994 would be the last. Thus 28 years of these famous trips, first by the Southern and later by its successor Norfolk Southern, have come to an end. Perhaps the accident affecting some of its recently-refurbished passenger cars was a reason, or perhaps the retirement of some of the officials that supported the trips also had an effect, but the result is sad news to railway enthusiasts. While the excursions did not operate into Canada, some came very close, as near the border as Buffalo N.Y., far from the mountains of North Carolina and Virginia. In fact, for a time, a former CPR Royal Hudson was used in this excursion program.

Your editor had the privilege of riding on some of these trips, and chasing others. In fact only last April I rode behind 1911 Southern locomotive 4501 from Kingsport Tennessee on a circle tour through Appalachia Virginia, and returning through the natural tunnel. Previously I have witnessed 4-8-4 No. 611 storming the grade of Saluda Mountain in North Carolina, and watched it running at high speed through Gaffney South Carolina near midnight on an October night in 1992. One of the most impressive railway sights I have ever seen was that of Mallet No. 1218 hauling 25 passenger cars, without assistance, in the mountains of North Carolina. It is hoped that we will have photos of some of these trips in a later issue.

While we are all saddened that these steam trips have come to an end, we are thankful that the Southern and the Norfolk

Southern saw fit to run special steam excursions for the very long period of 28 years. Thanks to this we will be able to enjoy, in memory and on video, the sight of heavy steam passenger trains climbing the mountains, crossing the flatlands and passing through a great variety of countryside.

AMTRAK CUTS COMING

On December 14, 1994, coincidentally the day before VIA's "Atlantic" made its last run, Amtrak announced that more than 20% of its passenger service will be eliminated. The only one affecting Canada directly is the "Montrealer", between Montreal and Washington, which will be discontinued on April 1. However discontinuances throughout the system will include the Capitol service in California (not to be confused with the "Capitol Limited" in the East), the Hiawatha service between Chicago and Milwaukee, the service between Chicago and Grand Rapids, between St. Louis and Kansas City, between Birmingham and Mobile, between Detroit and Pontiac (only recently introduced), between Detroit and Toledo, also Philadelphia - Atlantic City and Boston - Springfield.

There will also be service reductions, starting February 1. These will include the "Empire Builder", the "Desert Wind" and the "Crescent". While it had been planned to reduce the frequency of two of the New York - Florida trains, the "Silver Meteor" and the "Silver Star", the latest announcements say that the frequency of these trains will stay the same; however the third train, the "Palmetto" will be discontinued. It is also reported that further cuts will be made later this year and in 1996.

BACK COVER: A CP Rail freight train, westbound to Hilton Mine, Bristol Ore., passes the Carleton University campus in Ottawa on April 28, 1975. The leading locomotive is RS-18 No. 8758, while RS-10 No. 8569 is trailing.

Photo by Pierre Ozorák.

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