

Canadian Rail

THE JOURNAL OF CANADA'S RAILWAY HISTORY

No. 446



MAY - JUNE 1995



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875



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FRONT COVER: One of the original Mount Royal Tunnel electric locomotives, No. 101, delivered to the Canadian Northern Railway in 1916, poses beside multiple-unit car M-2 at Val Royal Que. on October 20, 1968. The occasion was a CRHA excursion to commemorate the 50th anniversary of the start of service through the tunnel. Locomotive 101 (then 601) hauled the first train in regular service on October 21, 1918. More than a quarter century after this photo was taken, this vintage equipment is still in service! However the end is near, and June 2, 1995 will see the retirement of the old equipment (and the demolition of Val Royal station, seen in the background) as the line is modernized. Photo by Fred Angus.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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 Longest Serving Electric Locomotives in America

By Fred F. Angus

Friday, June 2, 1995 will mark the end of service for Canadian National's Z-1-a electric locomotives. These venerable units, ordered late in 1913 by the Canadian Northern Railway, have been in service since 1918 in CN's Montreal electrified lines, most notably the commuter line passing through the Mount Royal tunnel. The upgrading and modernization of this line will be completed this year and, as a result of this, these octogenarian electric locomotives will reach the end of the line and well deserved retirement.

Ordered before the First World War, and in regular passenger service since the day the tunnel opened, October 21, 1918, the "old box cabs" as they are popularly known, have been a familiar sight to four generations of Montrealers. In the last quarter century they have been the object of visits from railfans across America, and overseas as well, as their rarity and age became widely known. As early as the 1960s it was realized that their days were numbered, but few people thirty years ago would have realized that they would still be in service to within six years of the new millennium. Their long life has been a tribute to the excellent maintenance provided by CN; in recent times this has included making new parts to replace worn-out components which have not been available for years. In fact all six of these original units were in service until the early 1990s.

Eighty-three years ago, the Canadian Northern Railway had just made public its ambitious plans to secure a terminal in the central area of downtown Montreal. Already the Grand Trunk had Bonaventure station (since 1847) while Canadian Pacific had opened Windsor Station in 1889. The Canadian Northern had a Montreal station at Moreau Street, but this was in the east end of the city, far from the central area. The officials of the Canadian Northern devised a bold plan to enter downtown Montreal by approaching from the north and tunnelling through Mount Royal. They began quietly to buy up land in strategic locations and, in 1912, announced their plan. Construction of the tunnel began that year, and the first bore was holed through in December 1913. Various factors, most notably the precarious financial condition of the CNoRy and the shortage of labour and materials due to World War I, delayed the project well beyond its planned completion date. Eventually, on October 21, 1918, only three weeks before the end of the war, service began through the tunnel. The first regular train was hauled by locomotive 601, now 6711, which is still in service as of May 1995.

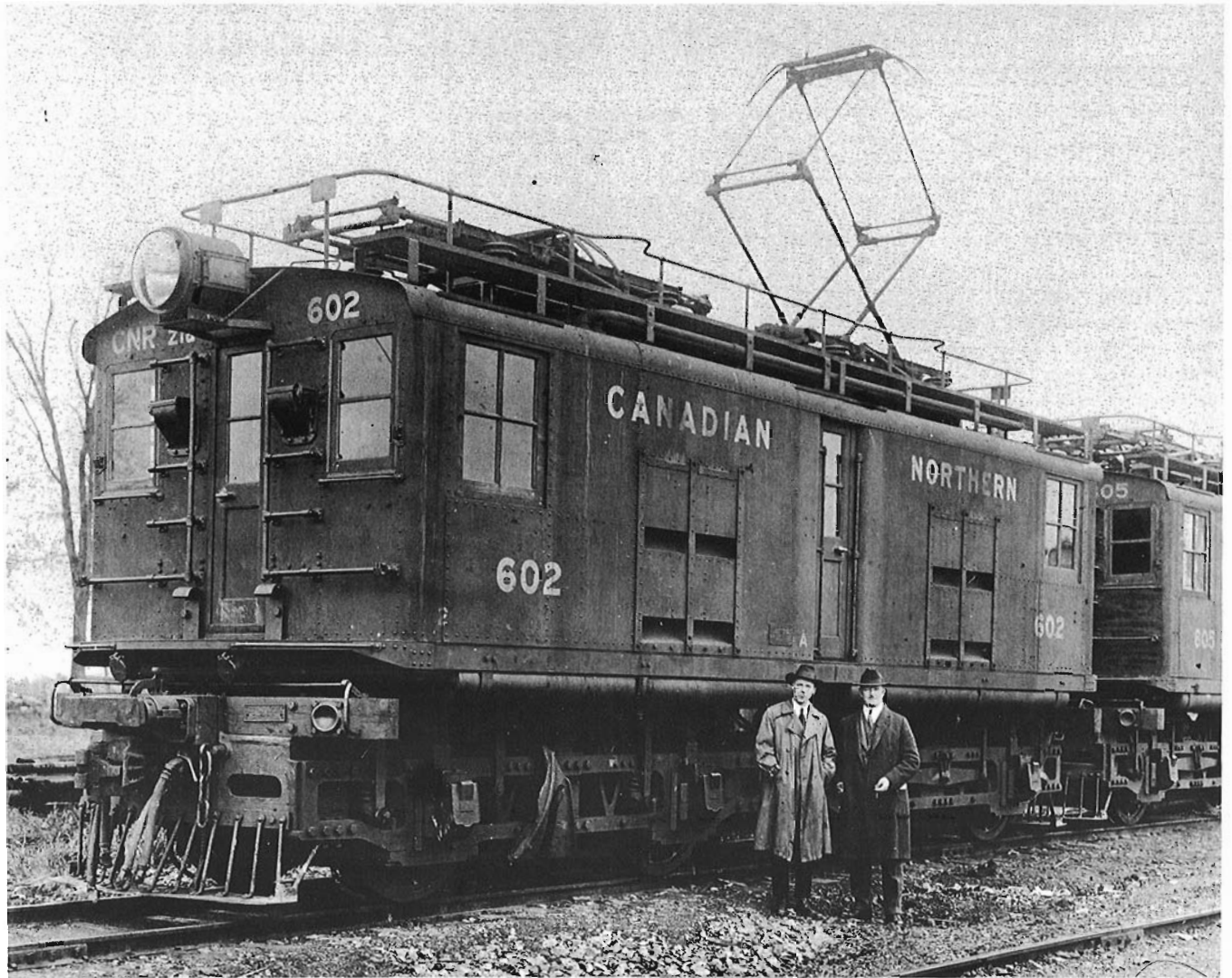
In 1913, as the work on the tunnel was progressing, the Canadian Northern Railway placed an order with Canadian General Electric for electric locomotives. It was decided to use the box-cab design, identical to that employed on the recently electrified Butte Anaconda & Pacific Railroad in Montana. Originally the order was

for seven locomotives, but it was then increased to eight. Before the locomotives were built, however, the order was reduced to six, possibly because of the increasing financial difficulties which were confronting the Canadian Northern. The Canadian Railway and Marine World, in its issue for December, 1913, gave a good description of the new locomotives:

"The following details in regard to the electric locomotives, six of which have been ordered, has been received. They will be designed for an operating potential of 2400 volts direct current, with vertical trolley construction. Two of them, operated and controlled as a single unit, will have ample capacity and suitable speed requirements for handling the heavy transcontinental passenger trains - 1130 tons trailing load - within the Montreal terminal zone. A single locomotive will successfully handle the freight trains - 1000 tons trailing - and the local passenger service - 550 tons trailing.

The general type of locomotives to be used is that known as the box cab articulated running gear. The estimated weight of the complete locomotive is 83 tons. The locomotive will have four axles, with all of the weight of the locomotive upon the eight driving wheels, thus securing the maximum adhesive weight on drivers. The running gear will consist of two four wheel trucks, articulated together by a heavy hinge. The equalization of the trucks will be accomplished by a heavy locomotive type semi elliptical leaf spring, over each journal box, connected through spring hangers to the frame and to the equalizer bars. Practically a three point suspension will thus be supplied through the side equalization of one of the trucks and both side and cross equalization of the other truck. With friction draft gear mounted in the end frame casting of the truck, this type of construction will, it is claimed, restrict the hauling and buffing stresses to the truck side frame and articulated joint, instead of through the cab centre plate, thus relieving the cab and apparatus from the effect of severe shocks.

Both the box cab and platform will be built of plates, sheets, angles and heavy channels, and will be thoroughly reinforced throughout. The box cab will be divided into three compartments; the apparatus compartment in the centre and the two operators' compartments at the ends. Each operator's compartment will have a full complement of apparatus, consisting of controller, control switches, meter, air brake control apparatus, air gauges, pantograph control and heaters, thus providing the locomotive with a complete double end control. All apparatus subject to 2400 volt potential will be located in the centre apparatus compartment and screened to protect against accidental contact. The location and general arrangement of this apparatus will be such as to provide easy access from all sides for inspection, cleaning and repairs.



Canadian Northern electric locomotive 602, coupled to 605, as seen when they were new. Comparison with recent photos shows considerable change in details over the years, although the basic appearance has remained the same.

National Archives of Canada, Merrilees Collection, photo No. PA-164773.

The Sprague-General Electric type M multiple unit double end control is proposed for the locomotives, all the control points being proportioned and adjusted so as to secure a smooth and even acceleration, at all times, corresponding to a current consumption near the slipping point of the wheels. The transition between series and series-parallel will be effected by a special electro-pneumatically operated changeover switch and the motor fields will always be on the ground side of the armature.

A motor generator set will supply 125 volt energy for the operation of the control, and a 2400 volt air compressor of 100 cubic feet air piston displacement will be provided as part of the air brake equipment. Two air operated roller pantographs and a properly insulated bus line will be located upon the roof. The bus line will supply power to two or more units from the pantographs of any of these units.

The motor equipment will consist of four CGE 229 commuting pole type motors wound for 1200 volts and insulated for 2400 volts, so that two may be connected permanently in series and operated on a 2400 volt circuit. These motors will be geared to the axles through twin gears, there being one pinion on each end of the armature shafts. These motors are especially designed for locomotive service and will be provided with forced ventilation by a blower located in the apparatus compartment. The locomotives will be geared for a free running speed on tangent, level track of approximately 45 miles an hour, and will be operated as two speed machines with ten points in series and nine points series parallel.

The air brake equipment will be the straight air and automatic type, so as to combine the desirable features for train operation through an equalizing reservoir and the independent operation of the brakes upon the locomotive. Provision will be

made for the multiple operation of the compressors upon all locomotives when operating in multiple, so as to distribute the duty upon all the compressors in the train.

The motors will be operated in series and series parallel by the Sprague-General Electric type M two speed control. The external regulating resistance will be divided into two parts, each part being directly connected to a pair of motors permanently connected in series. The two pairs of motors, with their resistances, will all be connected in series on the first point of the control, the resistance being varied through the first nine points on the controller and finally short circuited on the tenth, or running point. The two pairs of motors will then be similarly operated in series parallel and all resistances cut out on the last or full speed running point.

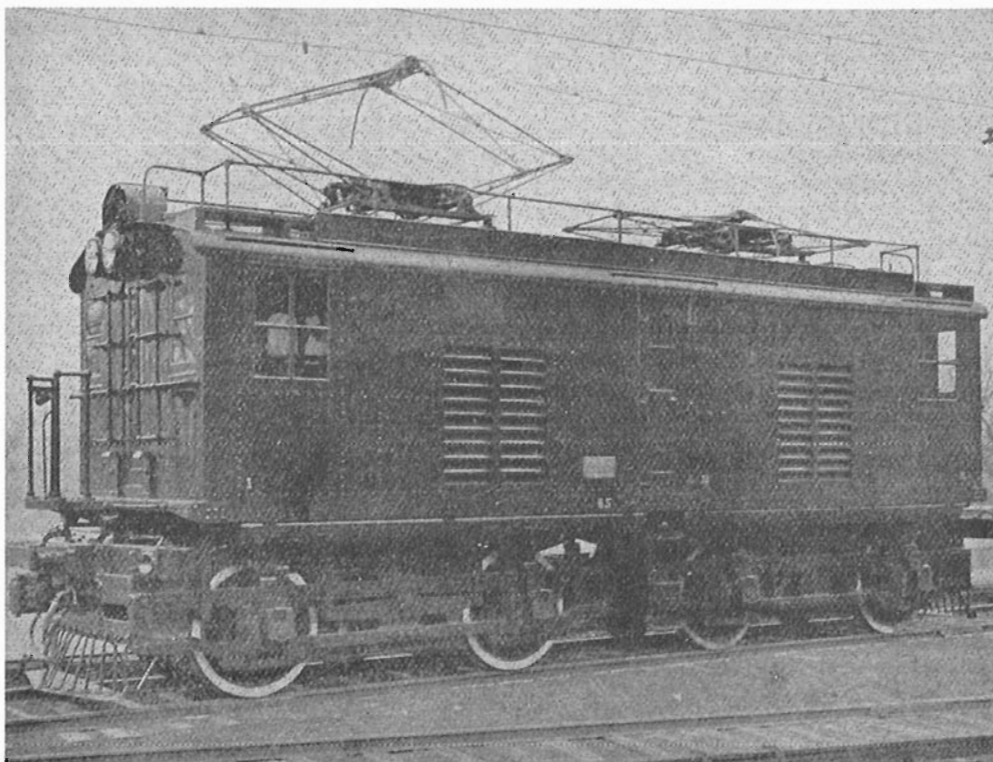
A special electro pneumatically operated changeover switch will be used, to make the transition between series and series parallel so that there will be no appreciable reduction in tractive effort during the change. A smooth transition between all points, both rheostatic and transitional, will ensure motor operation close to the slipping point of the wheels and a steady, gradual acceleration at all times.

The motors will have sufficient capacity to slip the wheels, the slipping point serving as a current limit to prevent overloading. Either pair of motors may be cut out, in case of emergency, by means of a special handle on the changeover switch.

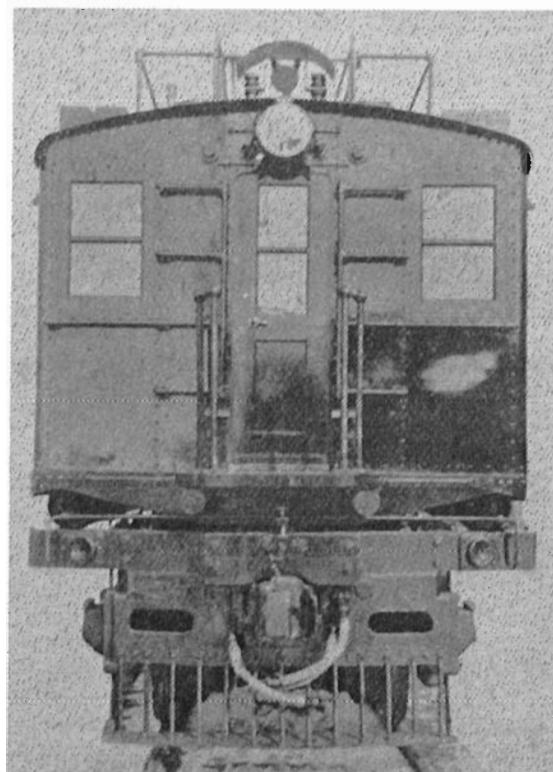
The master controllers will receive their energizing current, at a potential of 125 volts from the motor generator set and provide for operating the contactors so that they will close the motor circuits under different combinations and regulate the external motor resistances to give 10 points series and 9 points parallel. The controller will be of the non automatic type and will have two handles; one regulating the applied voltage at the motors and the other for controlling the direction of rotation of the motors. Each of the above handles will control a single cylinder.

The overhead trolleys will be of the pantograph type, mounted on insulated bases and pneumatically operated. A hand pump will be provided for raising the trolley in case a locomotive has been standing some time and has no air supply.

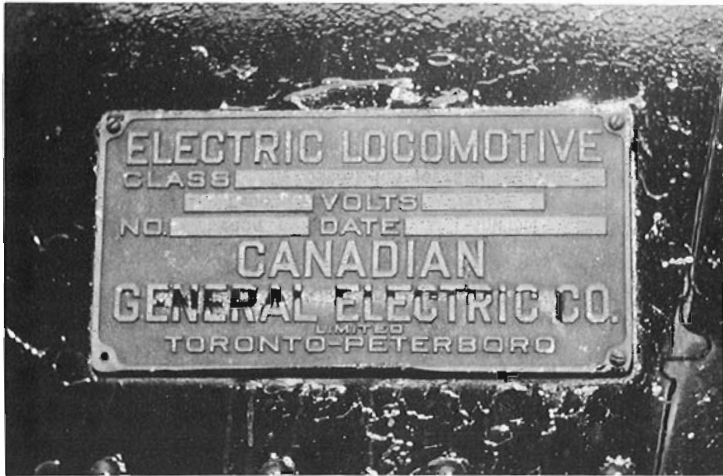
Provision will be made for automatically opening the control circuit and cutting off all power from the locomotive, in case the locomotive driver overruns a signal set against him. At the same time a special valve will be opened which will set the emergency air brake.



Two views of electric locomotives of the Butte Anaconda & Pacific, from which those of the Canadian Northern were copied.



Canadian Railway and Marine World, December, 1913.



The builder's plate of 601 (then numbered 101) as seen, still on the locomotive, on October 20, 1968. The inscription reads: *ELECTRIC LOCOMOTIVE Class 0440-E-166-4GE229B 2400 Volts D.C. No. 4609 Date Jun 1914.*

Photo by Fred Angus.

Following are the approximate general dimensions of the locomotives:

- Length inside of knuckles, 37 ft. 4 in.
- Length over cab, 31 ft.
- Height over cab, 12 ft. 10 in.
- Height with trolley down, 15 1/2 ft.
- Width over all, 10 ft.
- Total wheelbase, 26 ft.
- Rigid wheelbase, 8 ft. 8 in.
- Total weight on all drivers, 83 tons.
- Wheel diameter, 46 in.
- Gearing, 80-25 (reduction 3.2 : 1).
- Tractive effort at 30% tractive coefficient, 49,800 lb.
- Tractive effort at 30 hour rating, 20,300 lb.
- Tractive effort at continuous rating, 14,500 lb.
- Speed at rated amperes, one-hour rating, 23.4 m.p.h.
- Speed at rated amperes, continuous rating, 24.6 m.p.h.
- Total horse power, one hour rating, 1280 h.p.
- Total horse power, continuous rating, 1090 h.p.
- Track gauge, 4 ft. 8 1/2 in.
- Minimum radius of curvature, 150 ft.

The locomotives, as well as the rest of the electrical equipment, have been ordered from the Canadian General Electric Co."

During the first half of 1914, work continued on the tunnel project as well as on the six electric locomotives. It was also planned to build eight multiple-unit cars for suburban service, but these were delayed, and eventually the order was cancelled. In June, 1914, the Canadian Railway and Marine world described more details of the locomotives, adding to the description given the previous December:

"The motors on each locomotive will consist of 4 CGE-229 commuting pole type motors. These have a standard rating of 315 h.p. each, or a total of 1260 h.p. per locomotive. The magnetic frame will be practically octagonal in shape, and of box type construction. The frame is provided with bored openings at each end through which the armature, pole pieces and field coils can be inserted or removed. The frame heads carrying the armature shaft bearings will be supported in the recess ends of the magnet frame, and will be held in place by tap bolts, which will be securely locked against turning. In each head will be two tap holes diametrically opposite, and when bolts are screwed into these holes the frame head will be forced off.

The armature bearing housings containing the bearing sleeves will have liberal sized pockets for holding oily waste, which will be held against the shaft on the low pressure side of the bearing. The heads will be provided with auxiliary oil wells for gauging the depth of the oil and inserting new oil. The 4 exciting field coils will be located in the corners of the frame at an angle of approximately 45 degrees to the horizontal. The motor frames will have large hand holes for inspection at each end, which will be closed by covers with gaskets. The opening through the frame over the commutator will be large and inclined at an angle, allowing easy access to the commutator and brush holders. The cover over the commutator will be held in place by a spring locking device, no part of which will project above the top of the motor.

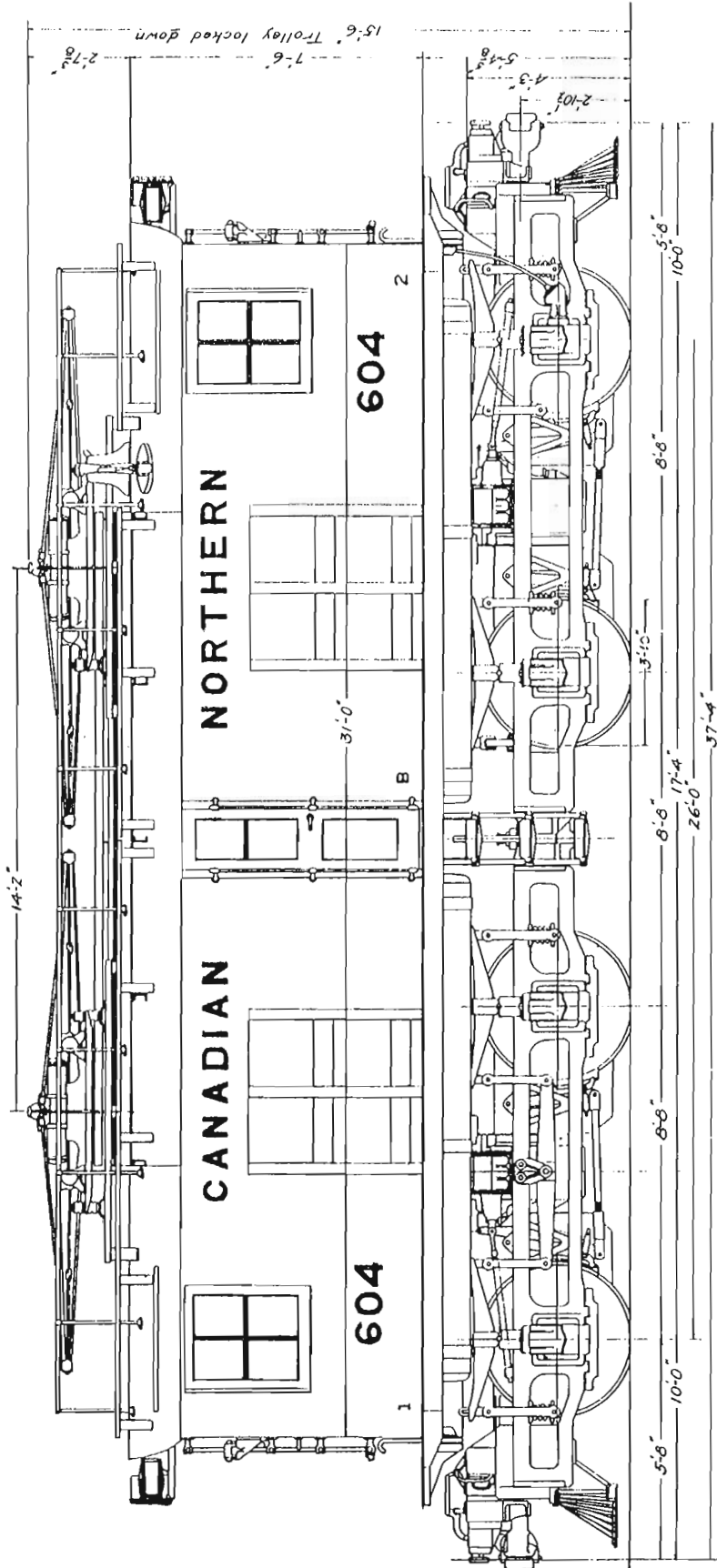
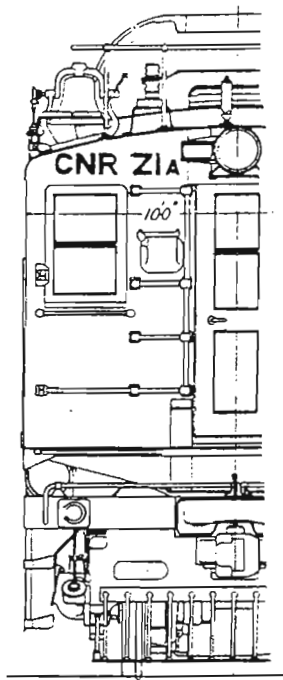
The armature bearing linings will be made of bearing metal with a thin layer of babbitt sweated to the bearing shell. The armature bearings will be lubricated by means of oil and waste, and the waste will be held against the shaft on the low pressure side of the bearing. Waste oil from the armature bearings will be prevented from entering the interior of the motor by a series of oil deflectors which will throw it into grooves in the heads from which it is conducted away. Axle caps will be tongued and bolted to machined surfaces on the frame, which will be inclined at an angle of 60 degrees to the horizontal. The bearings will be lubricated by means of oil and waste, and the caps will be provided with auxiliary oil wells. The motor will provide a 7 in. diameter of axle in the motor bearings.

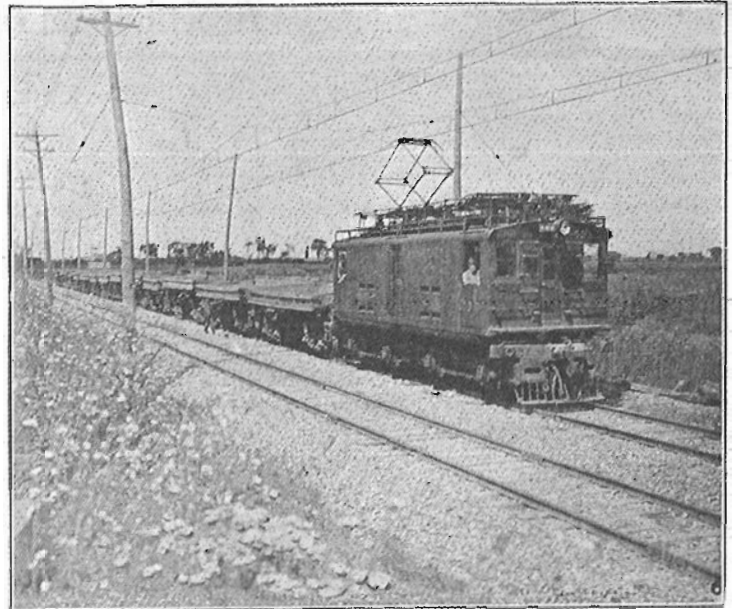
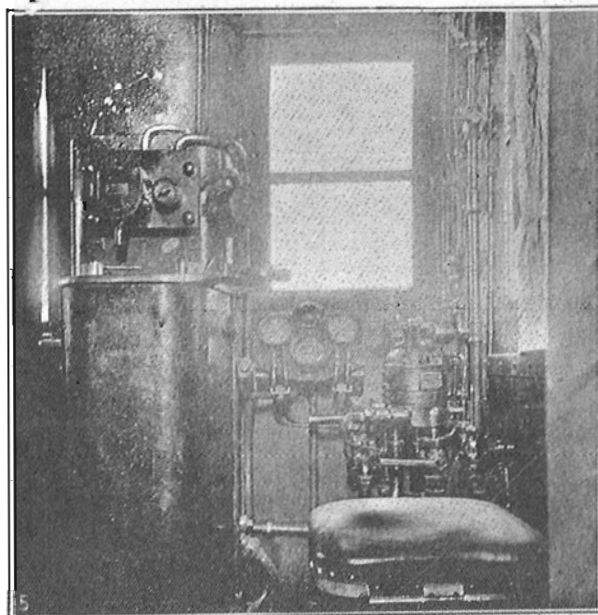
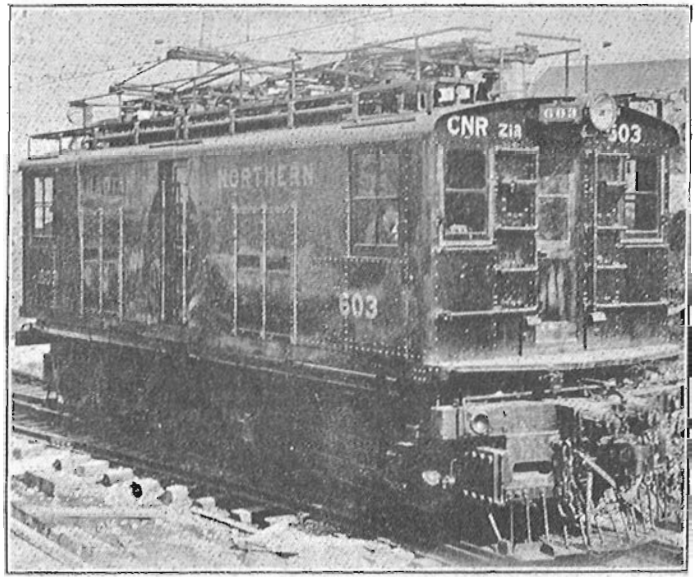
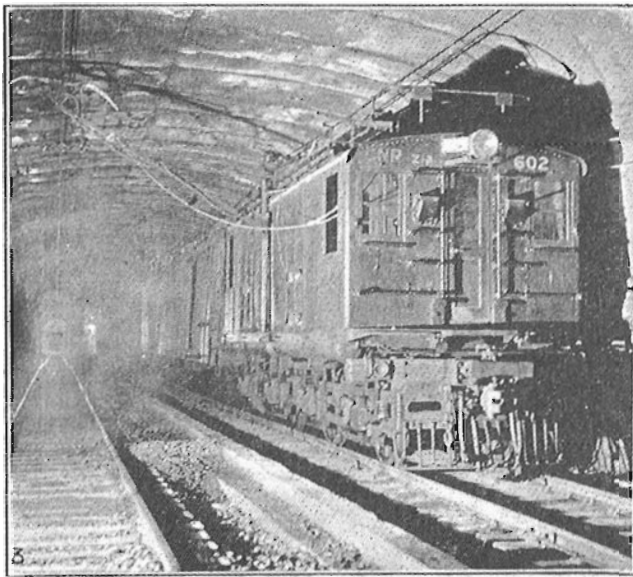
The field coils will be all wound with strip copper, the whole being mummified [sic] and insulated with varnished cambric and heavy tape. The armature core will be built up of soft iron laminations and mounted on a steel spider. The laminations will be keyed to the spider, and the spider in turn keyed to the armature shaft. The armature will be so constructed that the shaft may be removed without disturbing the commutator or windings, as the commutator and armature heads will all be located on the spider. The armature is especially designed to give thorough ventilation, so that the forced draught will circulate through longitudinal holes in the armature and over the surfaces of the armature and field coils. The armature shaft will be of special high grade steel, and the keys of treated steel, the thrust collars being made from steel drop forgings shrunk on the shaft.

The commutator shell and cap will have the surfaces accurately machined and insulated with the best grade of mica. The commutator bars will be of hard, drawn copper, machined

A scale drawing, showing side and end elevation, of locomotive 602. It was expected at that time that delivery would start later that month and that the entire order would be completed by the end of the summer

Canadian Railway and Marine World, June, 1914.





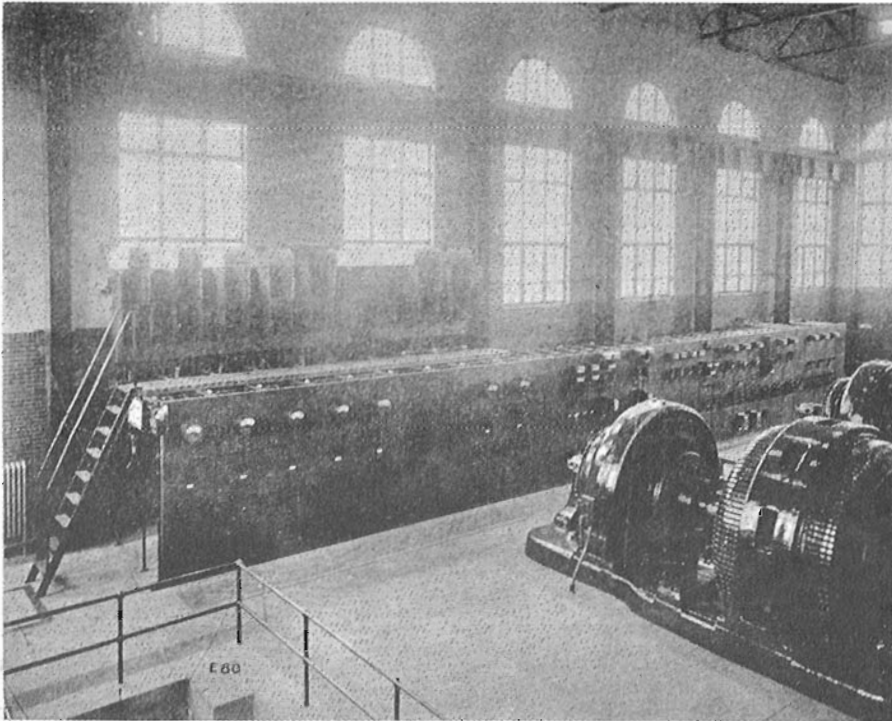
Four photos of the early days of the Montreal electrification. Upper Left: 602 pulling in messenger wire and taking current from the opposite track. Upper right: 603 operating under low catenary construction. Lower left: Control apparatus in operator's cab. Lower right: 603 hauling a work train on tangent track.

Canadian Railway and Marine World, February, 1919.

accurately to gauge, and will be insulated from each other by the best grade of mica. The commutator will be mounted directly on the spider and may be removed without disturbing the windings or punchings.

Each brush holder will rest on a support which will consist of two mica insulated studs pressed into a drop forging. The support will be secured to the frame against accurately machined seats by tap bolts accessible from the outside of the motor frame.

The brush holder bodies will be secured to the brush holder supports on accurately machined seats. The brushes will slide in finished ways and will be pressed against the commutator by fingers which will give a practically uniform pressure throughout the working range of the brushes. The arrangement of springs actuating the fingers is such that there will be but slight pressure on the pins on which the fingers pivot. This will prevent any tendency of the fingers to stick on the pins and will reduce wear to a minimum.



The interior of the substation that supplied power for the Mount Royal tunnel electrification. Visible are the motor-generator units as well as the switchboard. Canadian Railway and Marine World, February, 1919.

The magnet frame will carry an opening for a flexible connection to a low pressure blower. Air will be forced in at the opposite end from the commutator, through the field coils and over the armature, then under the commutator through the armature heads and punchings. Gears will be of rolled steel forgings and the pinions of special treated high grade steel. Each motor will have two pinions, one mounted on each end of the armature shaft. Each set of gears and pinions will have 4 in. faces and the teeth will be cut to a diametrical pitch of 2 1/2 ins.

The contactors which will handle the main current will have the operating coils energized from 125 v. supply from a motor generator set, and will be removed by special insulation some distance from the contact tips which will carry the 2400 v. energy. An insulating wood rod will connect the contact lever to the solenoid plunger, the principle of operation of these contactors being similar to 600 v. type.

The arc chute will have a very powerful magnetic blow out and arcing horns of considerable length extending from the contact tips, consequently, the ends of the arc will move rapidly over comparatively cold metal, causing a minimum burning of arc chute sides and a positive rupturing of the arc.

The main motor and auxiliary fuse boxes will all be provided with a very effective magnetic blow out, which will be energized by the current passing through the fuse, and have hinged covers to facilitate fuse renewals. Fuses will be of the copper ribbon type, having a hole in the centre to localize the heating. The fuse boxes will be all arranged to blow into a common chamber

arranged to take care of the arc.

The motor generator set will consist of a 125 v. generator of suitable size to take care of lights, head light and control circuits, direct connected to and driven by a 2400 v. motor having two 1200 v. commutators. A fan for providing air to blow through the main motors will be direct connected to one end of the motor shaft.

Substation Equipment: Power will be purchased at 62 1/2 [sic] cycles of 11,000 v. and the present equipment of the substation, which will be located near the west portal of the tunnel, will consist of two 1500 k.w. CGE motor generator sets. Each of these sets will be four bearing, and consist of 2750 k.w. compound wound commuting pole generators, wound for 1200 v. and insulated for 2400 v., direct connected to 11,000 v. synchronous motor. The generators will be provided with pole face windings, and will be capable of carrying extremely heavy overloads, the overload capacity of each set being 200% load for one half hour and 300% load for 5 minutes. Three bearing 125 v. motor generator exciter sets will be supplied, each 125 v. 50 k.w. compound wound commuting pole generator being driven by a 550 v. 3 phase induction motor. The switchboard will consist of 32 panels of natural black slate and be 58 ft. long over all. The switchboard will make provision for considerable future expansion.

All the apparatus above mentioned is being furnished by the Canadian General Electric Co."

In February, 1917, the Canadian Railway and Marine World reported that three locomotives had been received by the end of 1916. Most of the fairly long account duplicated information which had already been reported in the articles of December, 1913 and June, 1914. In addition, the article stated that "In addition to the fuse on the main circuit, a main switch is also provided. This is of the knife blade type, being opened and closed by a handle placed in a position for easy operation in case of emergency, or when it might be necessary to open the circuit while carrying current. This main switch blows into the chamber provided for the fuses, and has a powerful magnetic blowout..... A speedometer, similar to the type largely used on automobiles, but especially designed for locomotives, is located in each operating cab. These are connected to the driving wheels of the locomotive by flexible shafts and gearing".

Delivery of the locomotives had originally been scheduled to start in June, 1914, with one locomotive to be delivered every two weeks until the order was completed. The builder's plates of the first four were dated June 1914, although this date bears no relation to the actual date of delivery. By 1914, even before the outbreak of war in August, the Canadian Northern Railway was in financial difficulties, and this shortage of money caused the actual



On this page and opposite are two very clear photos of 9100 taken in 1942 in the "big hole" that used to exist just north of Central Station before Place Ville Marie was built. The buildings in the background have changed and some are gone. The details of 9100's trucks are clearly visible showing the hinged articulation between trucks.

CN photos 42470 and 42471.

delivery dates to be greatly delayed, ranging between December, 1916 and March, 1918. The first four (600 to 603) were built entirely at the General Electric works in Erie, Pennsylvania. The final unit, 605, was all Canadian, being built at Canadian General Electric in Peterborough. Number 604 was partially Canadian, having the body built at the Davenport Works in Toronto, and being assembled in Peterborough using equipment from Erie. All builder's plates, however, read "Canadian General Electric" as the locomotives were built for use in Canada.

The first locomotive to be delivered was the all-Canadian one, No. 605, which arrived in December, 1916. Later the same month it was joined by 600 and 602 which had come from Erie. In January, 1917, Erie-built 601 and 603 joined the roster, followed,

more than a year later, in March 1918, by 604 which was the one partially built in Canada. Numbers 600 to 603 had builder's numbers 4608 to 4611 in the Erie series, while a strange situation arose with 604. It had originally been planned that it would be built in Erie, and it had been assigned builder's number 4612. However, when it was decided to assemble it in Canada, General Electric assigned builder's number 4612 to a mining locomotive for another railway. Nevertheless, when 604 finally joined the CNoR roster, it still bore builder's number 4612, thus creating a situation where two totally different locomotives bore the same builder's number. Finally, to further complicate matters, 605, built entirely at Peterborough, had builder's number 25326, which was in the series of electric motors, since the Peterborough works did not have a special series for locomotives.



Although this article primarily deals with the six locomotives themselves, some discussion of the conditions under which they had to operate would be appropriate. The Canadian Railway and Marine World, in its issue of February, 1919, described some of these conditions, as well as the problems involved in designing the overhead wire system. The following is taken from that account:

"Special local conditions and extremely low temperatures introduced features, making the design of the catenary system for this electrification somewhat out of the ordinary. The present electrified track is about 10 miles long and in this distance there is a passenger terminal station and passenger car yard in the city, a double track tunnel, double tracks in a cut with low clearances under highway bridges, a long stretch of single track, both tangent and curve, and a large freight yard with repair shops and storage tracks. The temperature in the coldest weather reaches 35 degrees below zero, while in the hottest summer weather it will go as high as 110 in the sun [both temperatures are in Fahrenheit. Ed.]. In the early spring severe sleet storms sometimes occur..... The contact wire is of special bronze composition, size 0000, with a breaking

strength of 65,000 lb. a sq. in. and an elastic limit of 39,000 lb. a sq. in. Its section is American Electric Railway Association's standard 0000 grooved trolley wire. The use of this wire, instead of hard drawn copper, was thought advisable, both because of its longer life, when subjected to wear caused by sliding pantographs, and also because it could be pulled up tighter than copper, on account of its greater strength. This latter reason was considered of special importance, because of the wide variation in temperature in Montreal, with the consequent great variation in the sag of ordinary copper trolley wire between winter and summer. The trolley wire is hung straight over the centre of the track, as the natural side sway of the pantograph is sufficient to prevent wearing grooves in the contact strips. The height of the trolley wire above top of rail is ordinarily 23 ft., except along the double track construction and in the tunnel, where it is 16 ft. In this section 2 wires are used over each track. They hang side by side, supported from the same messenger, the hangers of one wire being staggered with those of the other. These double wires do not raise the hanger loops as high as would a single wire, when a pantograph passes along, which is an obvious advantage when the head room is



9101 with a passenger train consisting entirely of wooden cars, seen at Val Royal some time before 1949.
Canadian National, photo No. X-7231.

limited. Sparking and consequent wear, both of the contact shoes and contact wires, is reduced to a minimum, as there is always good contact between the slider strips and one of the contact wires.”

Despite the delays, by March 1918, all six locomotives were on Canadian Northern property, and appear to have been used on work trains as the great project at last approached completion. Finally all was ready, and the first regular train, hauled by 601, ran through the tunnel on Monday, October 21, 1918. Celebration was somewhat curtailed due to the influenza epidemic and restrictions on crowds, but it was nevertheless a significant event. Three weeks later the signing of the armistice brought an end to the fighting in World War I, and the coming of winter brought a virtual end to the flu as well. However the Canadian Northern had gone bankrupt and the entire project was taken over by the federal government and operated by the newly formed Canadian National Railways which has operated the line ever since.

With the demise of the CNoR, the dream of the tunnel being the start of a transcontinental line faded away. In 1939 the

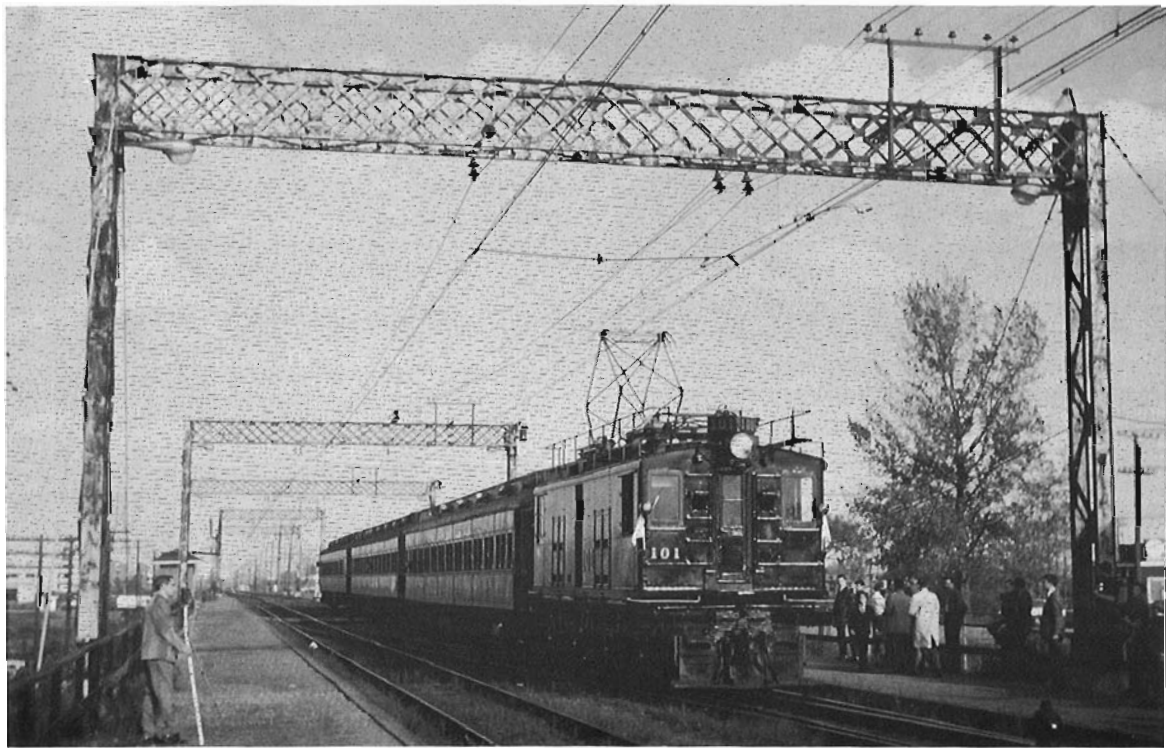
line between Hawkesbury and Ottawa was abandoned, so breaking CNoR's direct link between the tunnel and the transcontinental line. However a number of long distance trains did use the tunnel, and they were hauled by the electric locomotives to Val Royal, where they would be replaced by steam locomotives. In addition, a suburban service was operated to serve the growing residential area along the line, especially the "Model City", now the Town of Mount Royal. The original plan of having Multiple Unit cars did not materialize at that time, but in 1925, under Canadian National operation, a few home-built MUs were put into service. Also in 1925, the electrification was extended from Val Royal to the present terminus at Deux Montagnes (then called St. Eustache sur le Lac).

A major change took place in 1943, with the opening of Central Station. To serve this new terminal the electrified area was greatly extended east, south and west, going as far as Montreal North, Victoria Bridge, and to Turcot Yard. At this time, the six original locomotives were joined by the English Electric box cabs which had been built in 1926 for the Harbours Board railway and



105 and 104 at Town of Mount Royal on June 19, 1963. This view shows considerable roof detail.

Photo by Fred Angus.



Framed by the Catenary supports, 101 and a train of three heavyweight steel cars made up a special train run by the CRHA on October 20, 1968, to commemorate the 50th anniversary of the opening of the tunnel.

Photo by Fred Angus.

subsequently purchased by CN. Then, in 1950, three new steeple cab electric locomotives joined the roster, followed in 1952 by eighteen new multiple-unit cars (6 motors and 12 trailers). At the same time the old locomotives, including the English Electrics, were somewhat modernized. This involved replacing their original motors with the improved General Electric 754 type, the same as those used on the new locomotives and the MU cars.

The dieselization of the system meant that the electrification south and west of Central station was no longer needed and it was cut back. Later the line to Montreal North was de-electrified, and the spur from Val Royal to Cartierville was abandoned. However, the main line, from Central Station, through the tunnel, to Deux Montagnes, has remained in operation. In 1992 the last VIA trains to use the tunnel were rerouted to a different line, and so all passenger service in the electrified region is made up of suburban commuter trains.

The original Canadian Northern electric locomotives, although altered somewhat over the years (as would be expected of units 80 years old) have proved to be remarkably dependable, even in recent times. They have been renumbered three times, their original numbers 600 - 605 being changed to 9100 - 9105 in 1919, after Canadian National took over the Canadian Northern. In 1949, they were renumbered 100 - 105, and in 1969, as part of a general renumbering of commuter equipment, they received their present numbers 6710 - 6715.

These units have been modernized on two occasions. The first, as has already been mentioned, was in the early 1950s when they received new motors and electrical equipment. However this modernization did not affect their appearance greatly, as little change was made to the general layout. The second modernization, in 1969 coincident with their final renumbering, had a greater effect on their appearance. The centre side doors disappeared, some changes were made to windows and grills, and the original 1914 GE builder's plates vanished [do any still exist? Ed.]. Most obvious was the new paint scheme in which the former all-black gave way to a scheme in which the entire ends were painted bright red. This was undoubtedly done for visibility and safety as their area of operation became more and more built up. Nevertheless,



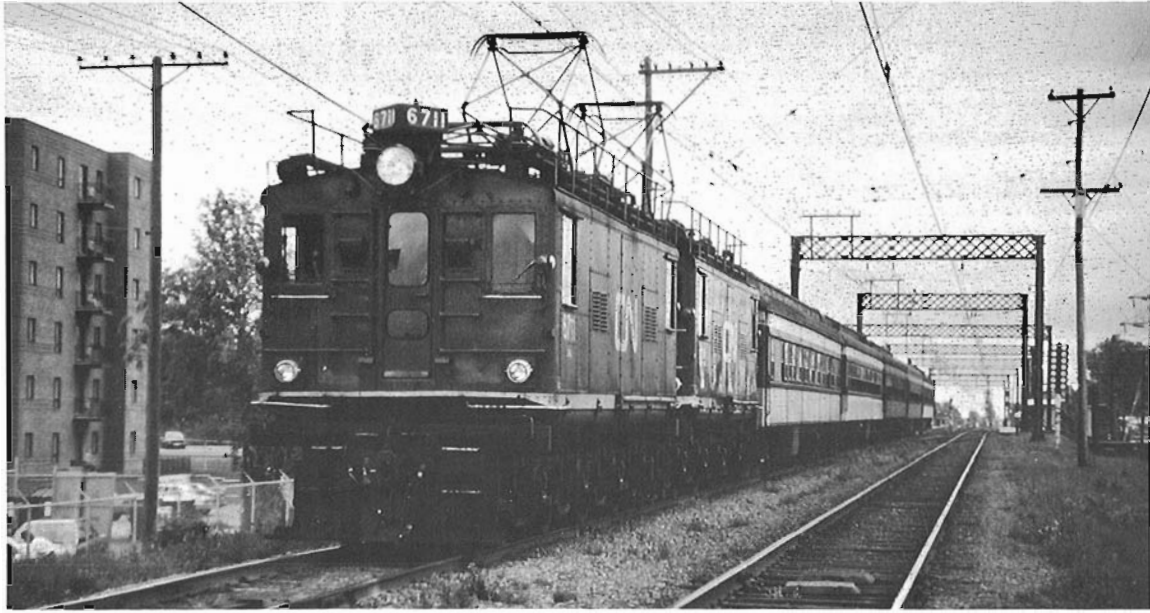
*A front view of 101 (now 6711), with its special train, at Val Royal on October 20, 1968.
Photo by Fred Angus.*

their general appearance remained remarkably similar to the way they had looked when new, and the modernizations assured their continued operation. Meanwhile, debate on the future of the line continued, as it became increasingly more difficult to maintain the old equipment. For more than twenty-five years the box-cabs have been a great attraction to railway enthusiasts as they continued to run, year after year, long beyond their expected life span.

It is a true saying that nothing lasts forever, and time eventually caught up with these veterans. The first to be retired was 6713 (néé 603) which was taken out of service about 1992 and used for parts to keep the others going. It was thought that 6715 would soon follow, as it suffered a fire late in 1993, but it has been repaired and returned to service. During the summers of 1993 and 1994, all electric operation was suspended as work progressed to upgrade the line into a modern electric suburban system. During May, 1995 service has been suspended to allow work to proceed. Trains will still run weekdays until June 2. The final phase of conversion will be carried out in the summer of

1995, with full operation resuming in September, with the new equipment. In the last weeks of operation, railway enthusiasts, and many who are not even railway enthusiasts, have been taking photos of the old trains or climbing aboard for one last farewell ride behind locomotives that, in some cases, their great-great-grandparents rode behind!

By the time this article appears in print, June 2 will have passed, and the old locomotives will be gone. The record for the oldest locomotives in regular service in North America (excluding preservation operations) will suddenly have jumped forward about 25 years! An era will indeed have ended. At this writing it is reported that 6711, and four pieces of passenger equipment (including M.U. car 6734) will come to the Canadian Railway Museum at Delson - St. Constant. Other locomotives of the 6710 series are likely to be preserved as well, and more details will be reported in later issues of Canadian Rail. However, regardless of what is preserved, the memories, and the countless photographs and movies taken by rail enthusiasts over many years, will remain as long as the study of railway history exists.



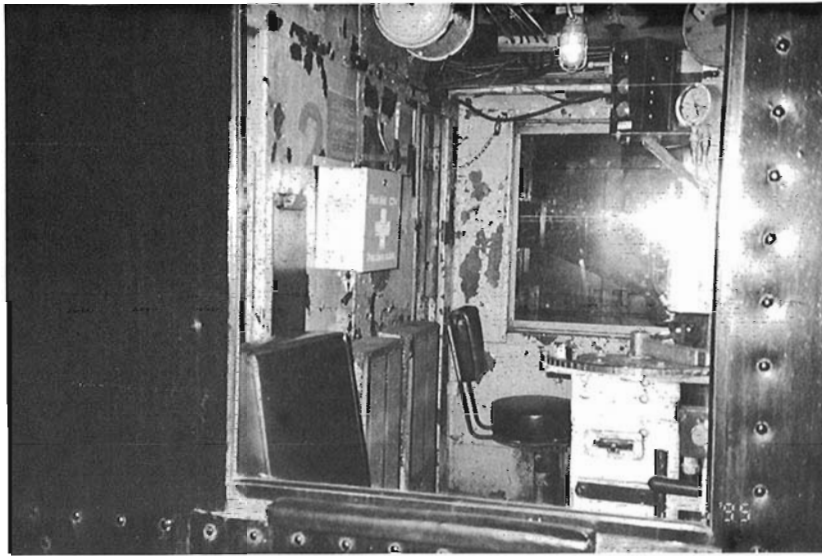
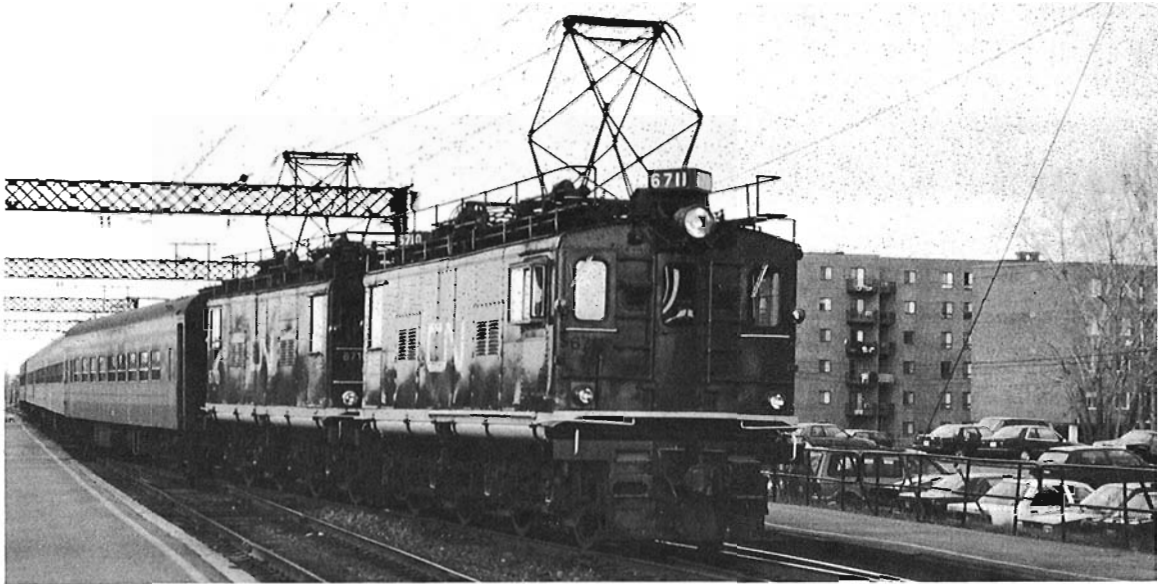
To conclude this tribute to the box cabs, we present, on this and the next page, a few photos of them in service in recent times.

TOP AND CENTRE: Train 918, hauled by 6711 and 6715, at Grenet, St. Laurent on June 4, 1990.

BOTTOM: Train 911, hauled by 6715 and 6711, at Portal Heights on March 13, 1995.

All photos this page by John Godfrey.





TOP: 6711 and 6712 on the crossover track at Val Royal, heading for the turning loop, on May 2, 1995. Only one more month to go!

CENTRE: The control cab of 6711 on May 2, 1995. Compare this to the view on page 88 taken 77 years earlier.

BOTTOM: 6711 and 6710 at Mount Royal heading for Montreal.

All photos this page by Fred Angus.



The Silver Anniversary of the Pacific Coast Division of the CRHA

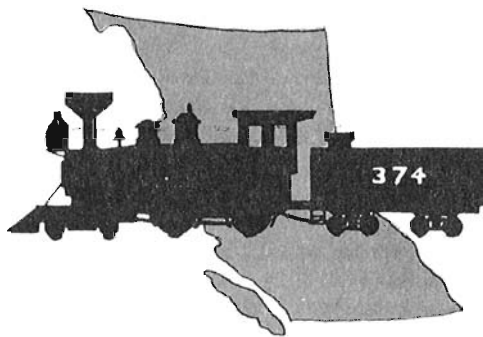
The First 25 Years in the West

by Mervyn T. 'Mike' Green

INTRODUCTION

Today, there are (in alphabetical order), six divisions located within British Columbia, with one each at: Cranbrook, Nelson, Prince George, Revelstoke, Vancouver, and Victoria. The oldest of these is the Pacific Coast Division (PCD) in Vancouver, which was first chartered as the Pacific Coast Branch on August 30, 1970, becoming the third Branch of C.R.H.A. The inaugural meeting was held on October 27, 1970. Over the years, there has been rivalry between PCD and the West Coast Railway Association, also located in Vancouver - confusion has been apparent from the early days, with the words "coast" and "Railway / road" contained within both titles. However, we have avoided outright hostilities between the two groups, mainly because their aims and operations are different. PCD has concentrated on recording and publishing B.C. rail history, with the publication of twelve Rail Guides and three Historical & Operational Rail Maps to date (which have been mostly financed by membership dues and by monies from assisting in running Casino Nights in Vancouver). WCRA has concentrated on collecting and maintaining railway rolling stock in the Lower Mainland Area of B.C., culminating in the July 1994 opening of its West Coast Heritage Rail Park in Squamish (which have been largely financed by rail excursions over B.C. Rail and by government grants).

The summer of 1995 therefore will mark the Silver Anniversary of PCD. The Executive Committee of the Division is arranging a number of special events to mark the event. In the 25 years there have been eleven Presidents, most of whom were in office for two or three years only. However, two persons have been brave enough to do the job twice, each over a period of five years: the current incumbent, Douglas Battrum; and the author of this journal of PCD's days. The story of this Division is given below, divided into five 5-year sections, which record the major events of each quintennial.



1970 - 1975

The early years were a time of irregular meetings, held in members's houses, for Branch membership was small (rarely exceeding 15-20) and later, in the Vancouver Maritime Museum. Creation of the Branch grew out of the interests of a group of railfans lead by David Ll. Davies (of Vancouver). Don McGougan (of Port Coquitlam) and Ron Meyer (of Vancouver), all three of who were long active members of PCD. They had all been linked through the Vancouver Railway Museum Association and were involved in the attempts to save ex-CPR 'Royal

Hudson' 4.6.4 loco #2860 from scrapping. Under the presidency of Don McGougan (1970-71), the first field trips were arranged in the Fall of 1970: visits to ex-CPR 4.4.0 # 374 at its location in Kitsilano Park (near to the furthest westward extension of the CPR - see 'The CPR's English Bay Branch', published by PCD in 1993 as 'Rail Guide' #8) and to #2860 in Drake Street Yards. Later in the year, a second visit to CPR's Drake Street Roundhouse and servicing yards included the opportunity to inspect #2860 at close range, for it sat in the open, awaiting the corporate decision as to saving it (possibly by giving it to the City of Vancouver) or cutting it up for scrap metal.

In July 1971, several Branch members were lead by 1971-73 President Mike Halleran (then of Vancouver, now of Victoria) in assisting in the relocation of another rail relic to a safer haven. Ex-BCER Interurban car #1223 was transported by a flatbed trailer from its unprotected display at Edmonds Avenue to a protected area in Heritage Village, in Burnaby (where it is still on display). Regular monthly meetings were held in the Maritime Museum, where most meetings were film shows or illustrated talks by members. Similar monthly meetings continue today, although at another site. The first excursion out of town was undertaken to Nelson later that year, to view the last operating FM units of CPR. The first railmap (drawn by Ron Meyer) was published at this time: a 36" x 24" black & white map of the Vancouver area.

A number of joint meetings and local field trips were held with WCRA members also. Over the years, there have been several attempts to meld together WCRA and PCD, but PCD members have always insisted on remaining separate and independent from WCRA. Notwithstanding, a dozen or so of our members claim membership in both groups. In 1972, field trips were made to Park WA, to ride the ex-NPR 0.6.0 loco #1070 of the Lake Whatcom Railway and then to Delta, for a tour of the peat moss operations and a ride behind one of the six 4-wheel locos in use (5 powered by propane, one by diesel fuel) - the peat plant was closed in 1984 and by 1986 all the locos were scrapped.

The year 1973-74 saw President Dave Davies (who now lives in Kamloops) produce the first of the series of 'Rail Guides', which now total twelve pamphlets and books. The first nine titles were printed on 8.5" x 11" paper, stapled together with bright orange paper covers, but lacking any photos/maps/diagrams. PCD also adopted an official logo, a black silhouette of loco #374 mounted on a green-coloured map of B.C. This has subsequently been incorporated into a plastic lapel badge, which is now provided to all paid-up members. A trip to the Anaconda Copper Mine in June 1974, made just prior to the closure of the mine, provided the material for the later (1977) publication of a 'Rail Guide' which was subsequently revised and reissued in 1991 as 'The Britannia Copper Mine Railway'. Another field trip was made to Kilgard, to view the closed clay mine operations of the Clayburn Brick & Tile Co. and view the unique (in North America, at least) preserved 4-wheel battery-electric loco, built by 'Electromobile Limited' (sic) of England. This has since found a permanent home in Clayburn Village, north Abbotsford.

Under President Glenn Lawrence of Burnaby (1974-75), the monthly meetings were moved to the Vancouver Centennial Museum. Other activities included a visit to the CPR Drake Street Roundhouse and a very successful joint meeting with the World Ship Society (WSS), sponsoring a 'Festival of Ships & Trains'. Members were keeping close tabs on #2860, for yet another field trip was made to the CPR Drake Street Roundhouse (on False Creek in Vancouver) in 1975, after fears



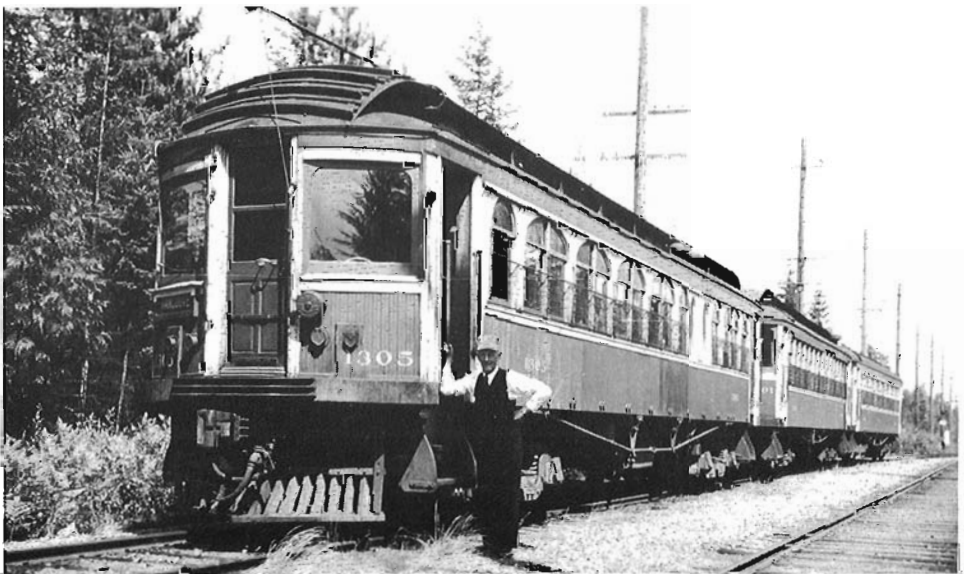
A view of ex-CPR 374 arriving in Vancouver in 1965. The occasion attempted to replicate the occasion when the same locomotive arrived in 1887, inaugurating service to Vancouver.

Collection of the author.

for its continued existence. These fears fortunately were unfounded, as many holiday travellers can attest, when they ride behind this loco on one of the Summer excursions from North Vancouver to Squamish.

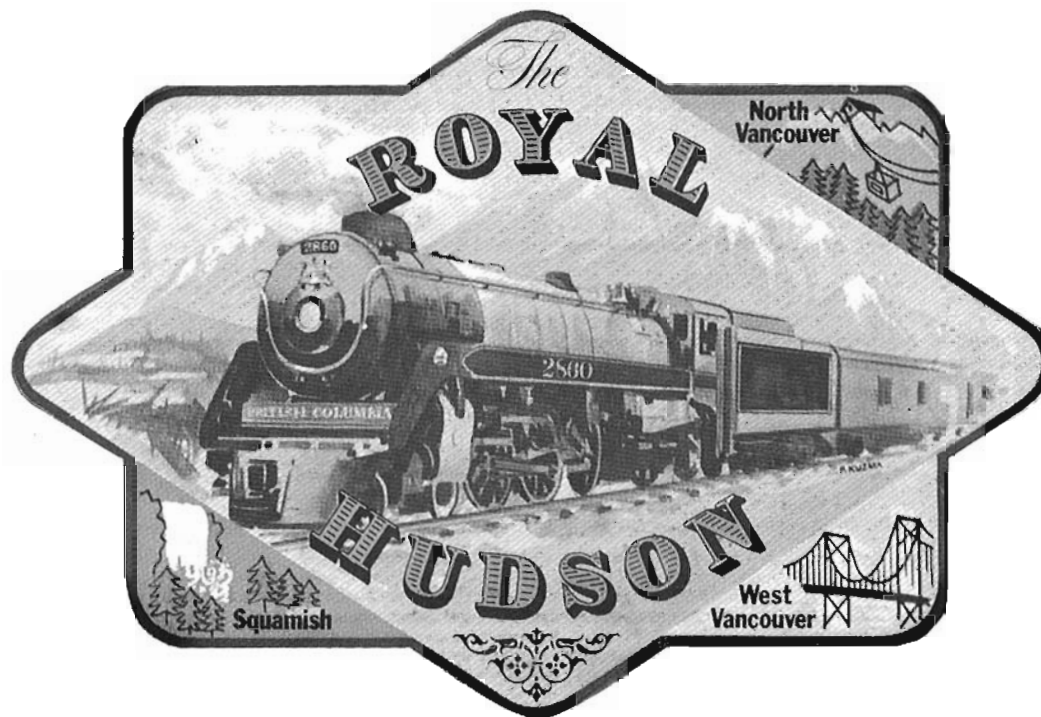
1975 - 1980

Bill Lockie of Vancouver (1975-76) oversaw another very successful joint meeting with the WSS, on 'Coastal Services of CN & CP. Unfortunately, the Centennial Museum at that time was



BCER interurban car 1305 heads up a train to Chilliwack about 1952. It was a sister to these cars that the PCD helped move in 1971.

Photo by Ernie Plant.



A baggage label souvenir designed for the Royal Hudson excursion train by R. Kozma, and used in the early 1980s. Collection of the author.

under severe financial strain, resulting in an enormous rise in the fees for meetings. PCD was forced to seek another meeting site, resulting in a move to the basement room belonging to the CNR Vets organization in the CN Terminal Building in Vancouver, where the Division was happy to remain until quite recently. June 1976 saw the first issue of the Division's quarterly newsletter, 'The Sandhouse', produced by editor Mike Green (and now in its 75th. issue!)

New President Mike Green of Richmond (1976-78) expanded the number and variety of field trips available. During his two years, there were visits to: the Squamish Locomotive Works of BCR, where we saw the maintenance and rebuilding facilities; and a display of VIA's reconditioned passenger stock in Vancouver. The Summer of 1977 included: a tour of BN's Freight Operations Centre in Vancouver; a visit to the ex-GNR White Rock depot and the art gallery therein; a trip to CN's Port Mann Yard, which included a visit to the Servocentre operations, then a walk through the railcar repair facility and the loco maintenance area; a tour of the BCHR (now SRBC) maintenance

shed and yard operations at Trapp Road in New Westminster; a journey by private bus to Snoqualmie WA, where members had a round-trip behind Mallet #11 and then viewed the yards and rolling stock of the Puget Sound & Snoqualmie Valley Railroad. En route we visited BN's Interbay Yard in Seattle and viewed the maintenance centre and the dozens of locos of many types which were 'on shed'.

The Fall of 1977 saw: another visit to #2860, but by now she was in CP's Port Coquitlam Yard, where we visited her as part of a tour of yard facilities there, culminating in a visit to the Yardmaster's Office. A week later, members visited Rocky Point Park in Port Moody. After a picnic lunch near the CPR mainline, we toured the Port Moody Station Museum, located

in the ex-CPR depot. At Christmas time, another bus trip took us to a joint meeting with the Cascades Chapter of the National Railroad Historical Society. This was held in the dining car of the



Inside the cab of 2860 on May 25, 1980. Philip Sunderland.



Elmer Blackstaff's vertical boilered 4-wheel Climax loco at work in the New Ladysmith Lumber Mill, June, 1980.

Rita Green

Lake Whatcom Railway in Wickersham WA, after a round trip behind ex-NPR 0.6.0 #1070. In January 1978, we joined with WCRA and the 7th. Division, Pacific Northwestern Region of NMRA, in presenting a 'Tribute to #2860' in the Centennial Museum, including slides, film and a talk by Robert Swanson (who had been the 'saviour' and Maintainer of the 'Royal Hudson'). Starting in February 1978, PCD began its first participation of many at the annual 'Target Rails Shows', organized by Norris Adams and other rail lovers.

Another 'first' occurred in September 1978, when President Norris Adams of Vancouver (1978-81) was the first PCD attender ever at the annual A.G.M. and Conference of C.R.H.A. He travelled to and from the Montreal meeting site on VIA's 'The Canadian'. On his return, in October, he led members through the 'Discovery Train' display, located in the CNR Terminal in Vancouver. In December, he arranged a round trip on VIA's 'Supercontinental'



PCD members aboard the Cowichan Valley Railway, hauled by No. 25, "Samson", in the B.C. Forestry Museum, June, 1980.

Rita Green.



More steam operation at the Ladysmith Lumber Mill, June, 1980.

Rita Green.

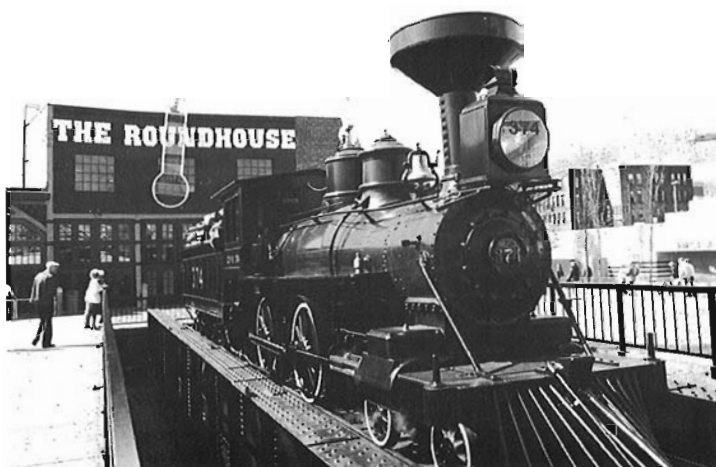
train to and from Fort Langley, over the CNR line. A few days later, PCD held another joint meeting with the Cascades Chapter of the NRHS, once again in LWR's dining car in Park WA.

Soon after PCD's second participation in the 'Target Rails '79 Show', members visited the ex-GTPR conference car 'Nechako', then located in the CN Vancouver Terminal (and now a resident of the Railway & Forest Industry Museum in Prince George). The same month, the Executive Committee participated in the first C.R.H.A. Conference Call with other divisions and the National Executive in the Canadian Railway Museum in Delson-St. Constant PQ. Later the same month, members participated in the 'Richmond Centennial Celebrations', when #2860 and Climax #1, with their display cars, were put on public display in Steveston. In April 1979, a repeat Rocky Point picnic and a Port Moody Station Museum visit were arranged. June 1979 saw members touring the facilities in the Squamish Locomotive Works., then having a round



A head-on view of No. 25, "Samson", in the BCFM, June, 1980.

Rita Green.



*Ex-CPR 374 soon after Expo '86 opened in May, 1986.
Norris Adams.*

trip inside the B.C. Mining Museum at Britannia Beach, hauled by a 'Little Trammer' 4-wheel battery-electric mine loco. In July, a private bus took members to Sedro Woolley WA, for a round trip behind Seattle City Light & Power Railway 2.6.2 local #6. In August, a lineside family picnic was held by the CPR mainline in Port Coquitlam. In October, a group of members rode the last eastbound departure from CPR's Cordova St. station to Eastern Canada, riding VIA's 'The Canadian' as far as Port Coquitlam. In December, a third Christmas meeting was arranged with the NRHS Cascades Chapter members, again in the LWR dining car in Park WA.

1980 - 1985

Shortly after the New Year, PCD presented an eight-part Night School Course series of lectures on 'Railways', in cooperation with the Vancouver School Board. The 30 participants all subsequently joined PCD as members, while the VSB generously returned all the course fees to us, so we were winners in two ways. The following months, we were again part of the 'Target Rails '80 Show' and one month later we visited the 'Capilano Western HO Model Railway Club' display (high up inside the CNR Terminal building) and attended an operating session of their extensive model layout. The highlight of the year had to be the day trip to Seattle and Snoqualmie in May, when we rode the southbound Amtrak 'Pacific International' out of Vancouver's CN Terminal, followed by a private bus ride to Snoqualmie, east of Seattle. There, we rode behind the S&PSR's GE 45-ton centre cab loco #7320, then returned to BN's Interbay Yard, for a guided tour of the servicing facilities and tour of the yards. We returned home late that night from Seattle's King Street Station aboard the northbound Amtrak 'Pacific International'. Later that same month, a group boarded the 'Royal Hudson press special' from North Vancouver to Squamish. Frank Smith and Lee Shepherd alternated duties as engineer and fireman. Our members alternated rides in the cab of loco #2860 and in the baggage car 'Prince George', to allow us to record the

loco at work from the cab and from the train, on film and sound tape.

In June, a ferry and private bus took us to the New Ladysmith Lumber Mill narrow-gauge railway of Elmer Blackstaff, where we rode on his Type A vertical boilered 4-wheel Climax loco (#1, built 1970, but carrying a works plate 148 Dec. 20 1892!), operating on wooden pole rails. After a short shuttle to Duncan, we rode the BC Forestry Museum train there, pulled by Cowichan Valley Railway 36" gauge Vulcan 0.6.0T+T loco #25 'Samson'. Before leaving for the return ferry, we viewed the extensive collection of railway stock on display in the BCFM grounds. On the return route home, members also had the opportunity to visit the 'Miniature World' display (inside the Empress Hotel in Victoria) and view its large HO gauge model railway, the 'Great Canadian Railway'. The following month included a bus trip to inspect the Quintette Tunnels east of Hope on the ex-CPR nee Kettle Valley Railway line (now a provincial park site). The usual accompanying rainy and dismal weather in no way dampened the enthusiasm of the members who took part in these events. To complete the year, a large turn-out of members celebrated Christmas with a '10th Anniversary Dinner', held in the ex-CPR business car 'Alberta', now 'Le Railcar Restaurant', in Gastown (Vancouver). A special certificate of 10-year membership was presented to Ron Meyer at the dinner.

The year 1981 saw PCD again part of the 'Target Rails '81 Show', in February. Later that same month, members were conducted through a tour of VIA's Vancouver Catering Centre, followed by a walkthrough of the latest stock of 'The Canadian', located in the CNR Terminal building. The warmer Spring weather encouraged several hardy souls to join author Barrie Sanford on a guided walk of some of the abandoned ex-GNR lines in the Lower Fraser Valley, from Ladner eastward to Chilliwack. The next month (June), members visited the National Transportation Week Show, at Vanterm, on Burrard Inlet in Vancouver.

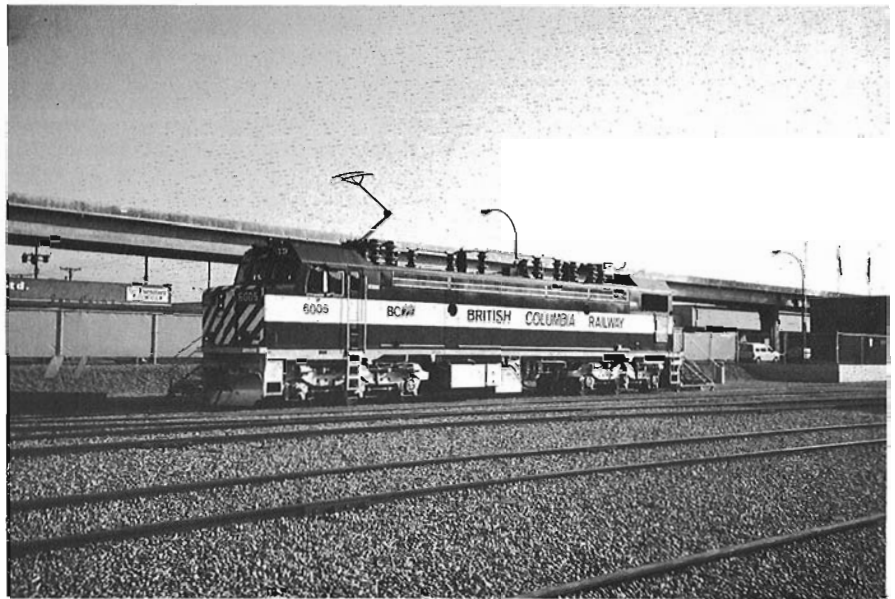
That Summer, Steven Stark of Vancouver became President (1981-83). Members made a round trip visit to Seattle on the soon-to-be-deleted 'Pacific International' service of Amtrak, then viewed a display of new 'Superliner' double-deck passenger stock in King Street Station. The annual Christmas Dinner was held in the Victoria Station Restaurant in Vancouver and included a display of clothing from Mainland China. February 1982 saw an invited group of our members participate in a tour of one of the ex-Milwaukee Road 'Skydomes' (which have now been sold by VIA) during its temporary storage in the CN Terminal, Vancouver. A week later, members again participated in the 'target Rails '82 Show' in Vancouver. In May, a large group visited two rail sites in New Westminster. First was a walk out across the Fraser River Swing Bridge (operated by the Federal Department of Public Works) to visit the bridge tender high up in his little shack, then to the Despatcher's Office located inside the BNR New Westminster depot. We came away with a much clearer understanding of the difficulties involved in operating SRBC, BN, CN, CP & VIA trains along the tracks between Vancouver to the west, North Vancouver to the north, Port Mann to the east and Brownsville to the south. In late Summer (August), we again picnicked near the CPR mainline in Port Coquitlam, then had a short tour of the Port Moody Station

Museum. A cool damp day in September, saw a large group gathered trackside at CPR Yale to participate in the unveiling of the commemorative plaque, located close to the mainline that the Chinese workers helped to construct in 1880-87. In December, PCD collaborated with the Burnaby Art Gallery to develop a 'Railism' display of rail art and artifacts - we received many compliments about the show.

February of 1983 was another opportunity to publicly display our Rail Guides at the 'Target Rails '83 Show' in Vancouver. Three months later, a large group travelled by private car to Squamish, where BCRail again provided us with an excellent tour of the locomotive and Car Shops. Members were very interested in the ongoing rebuild programme and the conversion of MLWRS-3 units into 'Slugs' in the S400 series. In September 1983, President Ron Keillor lead a group to inspect the restoration work being undertaken upon ex-CPR 4.4.0 #374 on Granville Island, in preparation for its display at Expo '86. The Christmas Dinner drew a large group to participate at the 'Owl & Engineer Restaurant' in Surrey, located inside a number of restored ex-CPR 'R' class sleeping cars.

As usual, the first PCD activity of the year was participation in the 'Target Rails '84 Show' in February 1984 in Vancouver, followed later the same month with a tour to view the variety of rolling stock stored inside the Dominion Bridge Works in Burnaby (including the German streetcar that later was sold to Edmonton and now awaits service on the projected tram line across the ex-CPR High Level Bridge). BC Transit provided us with a guided tour of the Sky Train construction in Burnaby & New Westminster in early May. Later that month, a group drove up the abandoned right-of-way of the Kettle Valley Railway (later, CPR) from Hope to Brookmere, up the Coquihalla River Valley, visiting the sites of the abandoned depots (e.g. Romeo). In July, a special open-air public meeting was held outside the Fraser Mills Depot.) Museum (FMDM, which PCD staffs & maintains for the City of Coquitlam Parks Dept.) to make the public more aware of the depot and the rail artifacts it contains. The Christmas Dinner that year was held in the 'Victoria Station Restaurant' in Vancouver and included a showing of the movie 'The Great Train Robbery' (thanks to Ron Keillor).

By March 1985, the 'Target Rails' group had changed its name and moved its venue from a church hall near the UBC Endowment Lands in Vancouver to the Cameron Community Centre in Burnaby: the first 'Western Rails '85 Show' was held there and has been repeated there every year since. In late June, another open-air film night was presented to the public outside the FMDM in Blue Mountain Park (Port Coquitlam), to publicise the Summer opening days in July and August.



On display at Expo '86 was a brand-new GF6C electric locomotive, No. 6005, built to haul unit coal trains over the new Tumbler Ridge Subdivision of BC Rail.

Rita Green.

1985 - 1990

In July 1985, President Douglas Battrum of Port Coquitlam (1985-89) led a group aboard the eastbound VIA 'Super Continental' to Hope, which then returned to Vancouver by special bus. September 1985 was the first of a series of participation by PCD members in the 'Annual Cranbrook Caper', held in the restored rolling stock of the Cranbrook Railway Museum, with members from C.R.H.A. divisions in Calgary, Cranbrook, and Victoria. Sky Train opened for business between Vancouver and New Westminster in December and was 'tested out' by many of our members. Once again, the 'Victoria Station Restaurant' in Vancouver was the site for the annual Christmas Dinner, which included the movie 'The Emperor of the North' (again, thanks to Ron Keillor).

1986 was the year of 'Expo '86', the world-class exposition of Transportation & Communication, which was held on a site around False Creek in Vancouver for the four summer months. In February, many members gathered to watch ex-CPR 4.4.0 #374 return from its cosmetic restoration in North Vancouver Shipyards to its display site on the turntable in the restored ex-CPR Roundhouse. PCD members have a 'soft spot' for this loco, for she features as the Division logo, while many members helped in stripping-down the loco on Granville Island in 1964-65, before she was reassembled in North Vancouver. March 1986 again saw PCD participation in the 'Western Rails '86 Show'. Expo '86 opened in May and was followed by the 'Steamexpo' displays and the 'Grand Parade' of steam locos along Vancouver Waterfront (the CPR line) on May 23. During Expo '86, PCD hosted the 1986 Conference and A.G.M. of C.R.H.A., with attenders from all across Canada and a variety of events, including special excursions to the B.C. Forestry Museum in Duncan, to Squamish on the 'Royal Hudson' excursion behind ex-CPR 4.6.4 #2860, and to the Quintette Tunnels (on the



The BC Electric Centennial display "O" gauge model railway, showing two BCER interurban cars crossing a wooden trestle bridge.

Photo taken in 1990 by Norris Adams.

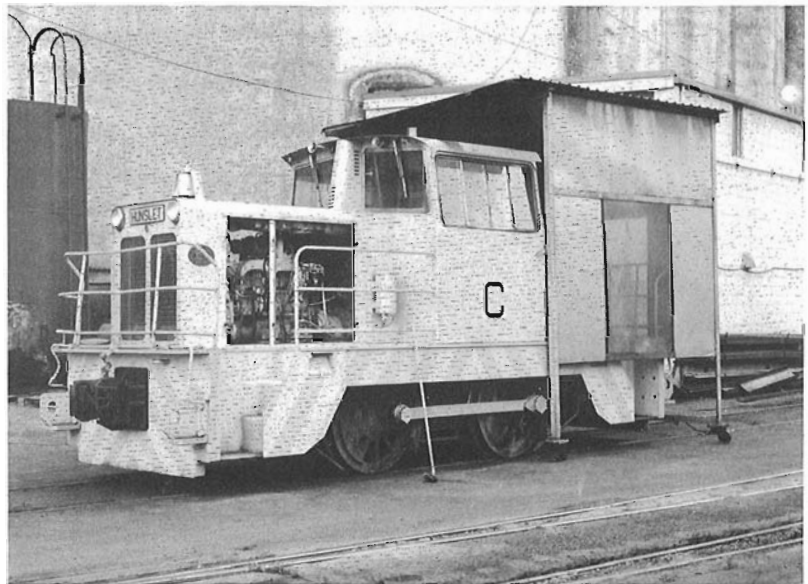
right-of-way of the Kettle Valley Railway) just east of Hope. Most of the legwork for the Conference was done by Norris Adams, Douglas Battrum and Ron Meyer. Exhausted by all these activities, members attended a 'low-key' Christmas Dinner in Burnaby.

Once again, PCD showed its Rail Guides and rail maps at the 'Western Rails '87' Show in Burnaby in March. After Expo '86 closed, Steven Stark was the PCD representative in the creation of the 'Friends of 374 Group' (with WCRA), which managed to get the restored steamer moved inside the Heritage Building Roundhouse in 1992, after the False Creek site was sold to a private developer and it looked as though both the loco and the Roundhouse would be demolished. During May, Norris Adams & Norman Gidney mounted a special collection of rail pictures and realics in the Vancouver Public Library downtown, as part of the City's Anniversary Displays. During June 1987, on the longest day of the year, a PCD group mounted an 11-hour photo & recording marathon, trackside at the original site of the Fraser Mills Depot, on the CPR Westminster Sub-division. In July, some members visited the Transportation Museum of B.C. (TMBC) site along the New Westminster waterfront and agreed to help in the cosmetic restoration of ex-CNR sleeping car 'Restoration Island'. The work continued until the car was moved to the (hoped for) permanent site in Cloverdale, just north of the SRBC tracks from Vancouver / New Westminster to Huntingdon / Chilliwack. One month later, another group of members began repainting the station & reorganizing the archival materials held in the Fraser Mill Depot Museum (FMDM). In September, Brian Peters again led a

group up the Coquihalla River Valley, tracing the roadbed of the abandoned KVR and discovering along the way a few relics, which joined the Division Archives in the FMDM.

Christmas passed without a PCD Dinner, but in February 1988, a large group boarded the Budd cars of BC Rail's 'Cariboo' service for a Spring trip from North Vancouver to Lillooet & return. March again gave PCD an opportunity to show and sell its wares at the 'Railroadiana 88 Show' in Burnaby. In May, further attempts were made to ready 'Restoration Island' for its move to the TMBC site in Cloverdale. The annual Christmas Dinner was revived, with a smorgasbord meal at the FMDM and the presentation of two C.R.H.A. Awards, to Robert Turner of Victoria and to Fritz Lehmann of Vancouver. In May 1989, PCD participated in the 'Western Rails Display' in Burnaby. The next month, several members walked parts of the abandoned Milwaukee Road grade in the Sumas area.

President John Picur of Vancouver (1989-91) was one of two PCD delegates (the other being Norris Adams) attending the C.R.H.A. National Conference and A.G.M. in Toronto ON in July 1989. The "Cranbrook Caper '89" was also attended by a couple of PCD members in September, meeting members from Calgary, Edmonton, and Cranbrook divisions. Later that month, a group visited #374 on its turntable (covered by a temporary canvas cover) to investigate the chances of moving the loco inside the Roundhouse, but despite our hopes, this was not to happen until some 2 1/2 years later! Just before Christmas, a large group took a round trip on the eastbound 'Canadian' service of VIA over the CPR route to



During a field trip to the Vancouver waterfront in 1992, PCD members inspected this Hunslet 4-wheel switcher, one of three owned by Pacific Elevators. It is sitting inside the unique "mobile roundhouse" that is used to protect the equipment and workers from the weather during maintenance periods.

Ronald Keillor.

Kamloops - this was the last month of operation over this route, for from Jan. 15, 1990 it switched to the CNR route and the 'Super Continental' was removed from the timetables. The annual Christmas Dinner was held in the CNVIA Terminal building in Vancouver and included a buffet supper followed by several video films.

1990 - 1995

One again, the first public 'outing' of 1990 was participation in the 'Western Rails '90 Show' in Burnaby in March. Later that month, Norris Adams and Norman Gidney did PCD proud when they arranged a transit display (with BC Transit) in the downtown branch of the Vancouver Public Library. In April, PCD joined with the Vancouver Historical Association to host a Centennial Dinner for public transport in Vancouver. The evening, held in Heritage Hall, was concluded with an illustrated talk by BCT historian Brian Kelly. At his invitation, several PCD members also participated in the BCT Centennial Procession through downtown Vancouver (June), which included cars, taxis, diesel buses, trolley buses and tramcar #400 from Victoria. During the following month, many of our members viewed the BCT Centennial Display in the Stadium Sky Train Station, which included a large 'O' gauge model railway of past BCER operations (partly built by some PCD members). In August, several PCD Executive Committee members attended the C.R.H.A. Conference and A.G.M. '90, held in Calgary and other centres. In October the BC Transit Centennial Bus was displayed outside the CNVIA Terminal building - PCD members inspected it during the regular monthly meeting held in the terminus. The next month, we joined in the 'Model Railroading Display' of Seventh Division, NMRA, held in Burnaby, selling our range of railway books and maps. Things were quiet during the Winter, with no Christmas Dinner.

However, the Spring of 1991 saw an upsurge in activities, with three events in March. First, was participation in the 'Western Rails '91 Show' in Burnaby, followed soon after by a 'Fascination of Railways Display', held in Port Coquitlam Public Museum and organized by Douglas Battrum. Later that month, a group drove to Wickersham WA to ride behind ex-NPR 0.6.0 loco #1070 in three NPR cars on the Lake Whatcom Railway and inspect the rolling stock on display. In April, members were guests of the Vancouver Historical Association at a talk 'Rail Bridges to Richmond'. To assist in the Centennial of the City of Coquitlam, Ron Keillor arranged a special public 'Rail Show' outside the FMDM, in Blue Mountain Park. During the Summer months, the Museum was again available to the public, thanks to a federal 'Challenge Grant', which allowed us to hire a student for regular openings.

In October 1991, President Mike Green (1991-94) was one of three delegates to the C.R.H.A. Conference and A.G.M., held in Kingston ON. The next month, a Centennial Dinner was held in Coquitlam, with an illustrated talk by author Henry Ewert. Although there was no Christmas Dinner that year, December did include two PCD events. First, we were invited by UBC Map Librarian

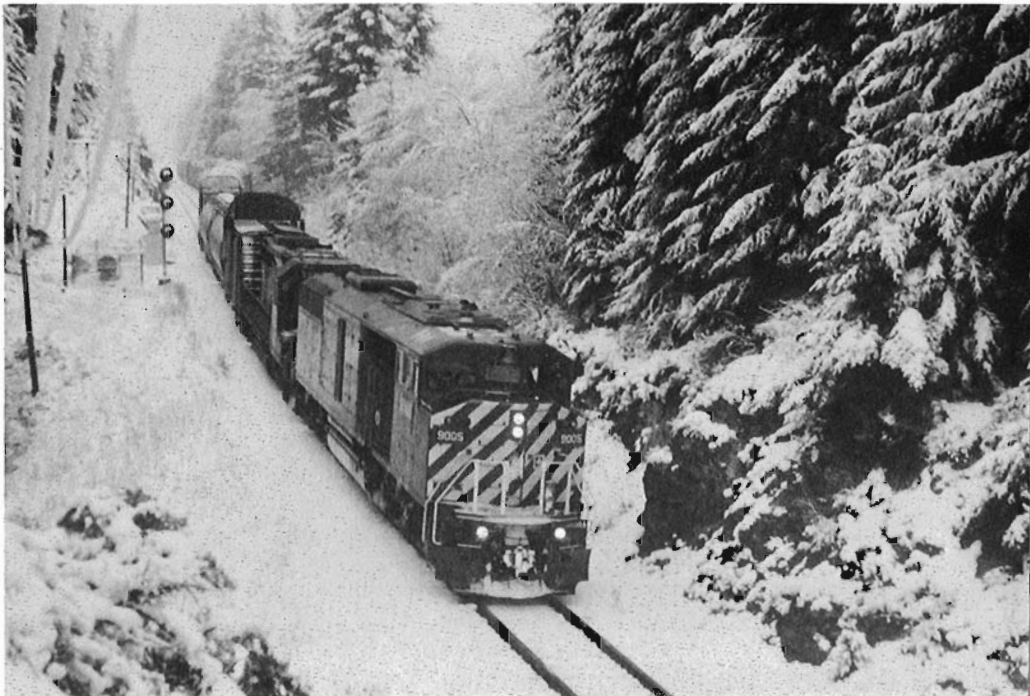


Ex-CPR 2-8-0 No. 3716 (shown here in 1983) spent some time in Drake Street Yard, before being sent for maintenance to North Vancouver.

Photo by Norris Adams.

Tim Ross to inspect his collection, particularly those maps of rail significance. Second, a large group rode the eastbound 'Canadian' from Vancouver to Port Coquitlam, to sample the newly-converted VIA stock equipped with Head End Power - we rode the entire journey in the dome car - returning by CB Transit bus & Sky Train.

January 1992 saw a large PCD group inspect the BC Transit Sky Train Operations & Maintenance Centre in Burnaby. The next Month, Bruce Wolff organized a similar group visit to the 'Capilano Western HO Mode Railway Club' operations in the upper floors of the CNVIA Terminal building. The Club, in common with PCD, was being forced to leave (due to the impending rebuilding & earthquake-proofing of the building, to convert it into the Pacific Central Station and its future multi-modal uses), so we attended one of its last operating sessions. Unfortunately, the Club has been unable to find a new permanent home, so far. In March, PCD again participated in the 'Western Rails '92 Show' in Burnaby. Copies were available of the two rail wall maps and the book 'The Britannia Copper Mine Railway', which was published in the second style of PCD books, i.e. an 8.5" x 11" format with cardstock covers and cerlox binding, containing a variety of photos and diagrams. In April, a group had a tour along the Vancouver Waterfront rail lines, followed by an inspection of the rail artifacts displayed in the Princeton Hotel. The events of May all concerned rail relics: a visit to the restoration work on ex-BCER tramcar #153 in Mahon Park (North Vancouver), then a short drive down the hill to see the maintenance efforts of Al Broadfoot & his team upon 'Royal Hudson' #2860 and 2.8.0. #3716 (which acts as standby power on the 'RH,' excursions to Squamish). Another drive back across the harbour put us at the Roundhouse, where #374 was carefully pushed off the turntable and inside the ex-CPR Drake Street roundhouse, for permanent protection and eventual display. Finally, we drove back over the bridge to West Vancouver, for a hike along the abandoned PGER right-of-way in Horseshoe Bay (BCR trains now use the tunnel built just to the north). For a



Regular visits by PCD members to the Port Moody Station Museum produce views of CP freights headed by SD40-2F units, like this train westbound at Choate on November 25, 1990. Motive power is No. 9005. Photo by Dean Ferris.

'change of pace', in June a group was escorted around the maintenance hangars of Canadian Airlines in Richmond. In July, another group walked various parts of the abandoned GNR grade between Cloverdale and Huntingdon BC \ Sumas WA. The Fall season opened with our first participation in the 'Making Tracks '92 Display', held in the Science World Building in Vancouver in September. The next month a visit to the Agassiz-Harrison Museum and its ex-CPR caboose display, then lunch at the 'Billy Miner Pub' nearby (named after the well-known rail robber), was followed by a visit to the Haney-Maple Ridge Museum. There we inspected the museum displays upstairs, then the Dewdney-Alouette Railway Society's HO model layout downstairs, plus its ex-CPR caboose and 4-wheel steel mine cars outside. The 'Trains '92 Show' in Burnaby again offered PCD an outlet for our books & maps, including the new book 'Industrial Locomotives'. The Christmas Dinner was held in the 'Keg & Cleaver Restaurant', located in the ex-CPR New Westminster depot, from whose upper floor can be seen trains of BCSR, CNR & CPR passing by, with Sky Train visible just to the north. Two C.R.H.A. Awards were presented there: one each to Fritz Lehmann of Vancouver and to Robert Turner of Victoria.

In January 1993, two unique events occurred. First, a field trip to Kilgard (east of Abbotsford) to view the preserved British-built battery-electric loco there (since moved to public display in Clayburn), was followed by lunch and a tour of the restored buildings in Clayburn Village (once home of the Clayburn Brick & Tile Co.). Later, PCD sponsored two nights at the Casino in Vancouver's Chinatown, netting almost \$9000 for our continued

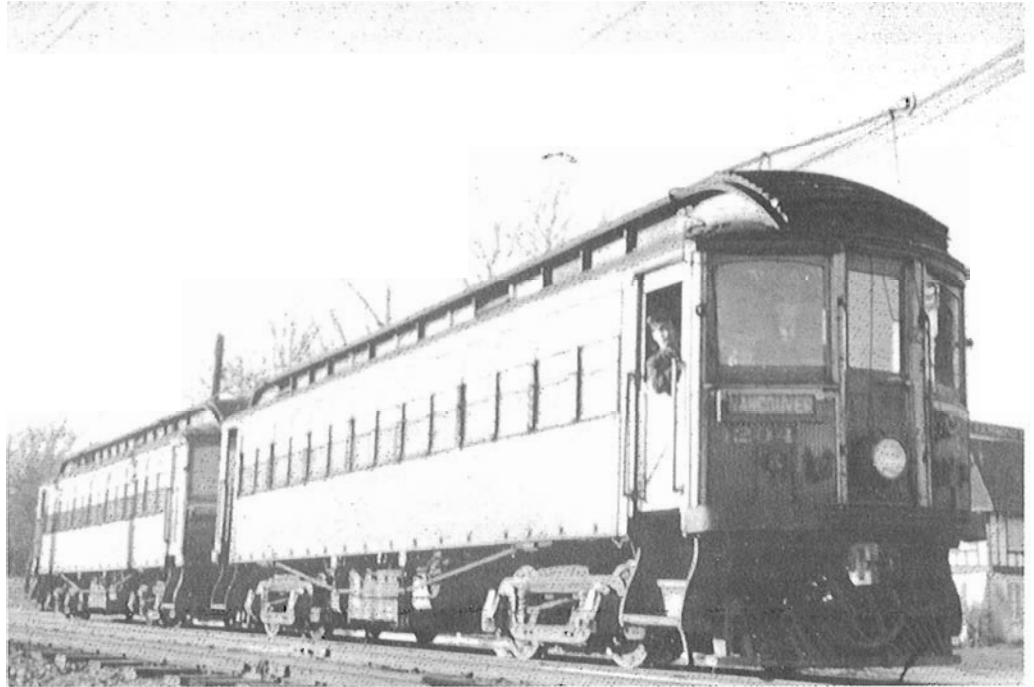
programme of publications. Three events in February were: the 'Western Rail '93 Show' in Burnaby; another round trip ride behind ex-NPR 0.6.0 #1070 in Wickersham WA; participation in the first 'Heritage Week Display' in Richmond (for which we later shared in a Provincial Heritage Award). The next month saw PCD presenting the first of its special awards - this was the Norris Adams Memorial Award, named in honour of our recently-departed member, who had been PCD member & President, founder of the 'Target Rails' public shows, Western Division Liaison Officer of C.R.H.A. and a longtime publicist of rail history. The first recipient of the Award was Norman Gidney of Vancouver, who was honoured mainly for his recording and photographing of the Vancouver area rail scene over several decades.

Later that month, Douglas Battrum organized a tour of the FMDM and outlined future plans, including the planned move of the museum into the Maillardville Heritage Square Project and the possible acquisition of an ex-CPR caboose. The Summer months were quiet, as members joined their families in non-rail-related activities, but in August, Rick Shantler organized a tour of the BC Transit Control Centre in South Vancouver. In September, we again took part in the 'Making Tracks '93 Show' in Science World, Vancouver. Later that month, a group rode behind #2860 on a day return trip on the 'Royal Hudson' excursion train from North Vancouver to Squamish. In October, a small group traced the Kettle Valley Railway route from Hope to Coquihalla. In November, PCD again participated in the 'Trains '93 Show' in Burnaby and, later in the month, held a joint meeting in Steveston with the Steveston Interurban Restoration Society, which included a guided tour of ex-BCER Interurban car #1220. The annual Christmas Dinner was again held in the 'Keg & Cleaver Restaurant' in New Westminster.

The year 1994 started off for PCD with a busy weekend in February. The Alder Grove Historical Society invited PCD authors David Davies, Mike Green, Ron Meyer, and Lorne Nicklason to attend its 'Authors Day' as part of their 'Heritage Week '94 Display'. Other members also participated in the second 'Heritage Week Display' in Richmond. In the next month, we again were part of the 'Western Rails Show' in Burnaby, offering our books and maps, including the book 'Railroading in British Columbia - A Bibliography', the 'Rail Map of the Mission - Abbotsford - Sumas Area', and the recently-published book 'The CPR's English Bay Branch'. The latter was printed in the third and latest style for

our publications, i.e. perfect-bound with cardstock covers and page size of 6" x 9". At the PCD A.G.M., held in Burnaby in April, the second Norris Adams Memorial Award was presented to Steven Stark, who was honoured mainly for his long association with the movement to restore, house and maintain ex-CPR 4.4.0 loco #374. During the next month, Rick Shantler organized another field trip; this time it was to the VIA Maintenance Depot in Vancouver, where all the F40PH locos and the coaching stock for the 'Canadian' are serviced. In June, PCD again sponsored two Casino Nights, this time in downtown Vancouver, from which we netted over \$20,000 for our ongoing projects! Eight PCD members attended the C.R.H.A. Conference & A.G.M., sponsored by the Selkirk Division in Revelstoke in June-July: Walter Bedbrook, of Picton ON, David Davies, of Kamloops; Walter Edgar, of Calgary AB, Charles Evans, of Vancouver, Alan Giolma, of North Vancouver; Mike Green, of Richmond; Lorne Nicklason, of Surrey; and John Picur, of Vancouver. Among the tours offered was: a thorough look at the newly-opened Revelstoke Railway Museum, with its recently-acquired (from CRM Delson) ex-CPR 2.8.2 #5468; visits to the Connaught and Mount Macdonald tunnels; and inspection of various track remnants from the previous routes to the tunnels.

The Fall season started with a July trip via public transit and ferry to Victoria-Courtenay-Nanaimo (organized by Rick Shantler), to ride the Budd cars of the VIA 'Malahat' service (then in its final days). This was followed by a repeat participation in the 'Trains '94 Show' in Burnaby in November and the year was closed with the annual Christmas Dinner. Participation in the plans to move the ex-CPR Fraser Mills Depot to a new site in the Maillardville Historical Project in Coquitlam was started by President Douglas Battrum of Port Coquitlam (1994-95). A small group of members (lead by Bruce Wolff) is currently building a portable HO gauge model railway of part of the Kettle Valley Railway line, which can be exhibited at various Vancouver-area displays and 'meets'. These will be major events in the Division's 25th. Anniversary Year. The current site for the Division's Regular Meetings is in the Second Street Community Centre in Burnaby (close to the New Westminster boundary), which is a fairly central location for our membership of 80-90 regular members, who live from one end to the other of the Lower Fraser Valley area of British Columbia.



The Steveston Interurban Restoration Society is restoring ex-BCER interurban car No. 1220, (sister to these shown in 1950, passing Richmond town hall). In November, 1993, PCD visited No. 1220 as part of one of its regular monthly meetings.

Photo courtesy of Richmond City Archives.

CONCLUSION

There are very few members alive today who were also members of the initial group which in 1970 formed the Pacific Coast Branch (which became a Division in 1979). On March 13, 1995 the Division lost one of its most valuable members who was mentioned briefly above, but he was unique in this organization, for he was a member of every single Executive Committee since 1970. I refer to Ron Meyer of Vancouver, who was largely responsible for the development of the division's very successful publications programme. He also authored two Rail Guides on B.C. Rail Bibliography and co-authored another Railguide; he wrote a regular book review in 'The Sandhouse'; he participated in every PCD field trip and public showcase; he helped in the printing and packaging of Rail Guides; he presented illustrated talks at several Regular Meetings; he worked in the FMDM; and he assisted the newsletter editors in many ways. The success of the first 25 years of PCD is largely due to his work and that of his dedicated fellow Directors of the Executive Committee. We owe an immense debt of gratitude to all of them. An obituary of Ron Meyer will be found on page 113 of this issue.

Throughout the entire 25 year history of PCD, there have been Regular Meetings arranged in a variety of Vancouver-area locales, with dozens of members and invited expert speakers. They have presented hundreds of different rail topics, covering all of North America and giving verbal & photographic examples from countries from all other five continents. Usually there were



The seven PCD members who attended the 1994 Annual General meeting are shown here. Left to right: Al Giolma, Lorne Nicklason, John Picur, Walter Bedbrook, Charles Evans, Mike Green, Walter Edgar. Photo by Rita Green.

(and still are) such meetings held in September, October, November, January, February, March, April, May, and June each year. These were all in addition to those activities catalogued above. Various Executive Members have also given talks to seniors' groups and elementary school classes in Coquitlam, Richmond and Vancouver. Most recently (in August), Lorne Nicklason participated in the 'Railways Days' Show at Kilby General Store (near Harrison Mills) and outlined the work of the CPR in that area. The Summer of 1995 will see the completion of 25 years of widely - varied activities by the Pacific Coast Division in British Columbia. It is to be hoped that in the year 2020 some one will be able to write a Golden Anniversary report on PCD!

SOURCES

1. For the Introductory Period 1970-71, articles in 'Canadian Rail' #229 of Jan. 1971 and #230 of Mar. 1971, (thanks to Stephen Walbridge, of Pointe Claire PQ) and correspondence with C.R.H.A. President Walter Bedbrook, of Picton ON.

2. For the Period 1970-76, the personal diaries, memories & photographs of:-

Douglas Battrum, of Coquitlam BC

David Ll. Davies, of Kamloops BC*

Norman Gidney, of Burnaby BC

Don McGougan, of Coquitlam BC

Ken Merilees, of Burnaby BC

Ron Meyer, of Vancouver BC

*I am particularly grateful for the materials provided by Dave from his personal archives, which has enabled me to include a variety of illustrations of PCD activities from the past (MTG).

3. For the Period 1976-94, the reports by the four Editors of PCD's quarterly newsletter: 'The

Sandhouse' (Vancouver):-

Mike Green, of Richmond BC (1976-85)

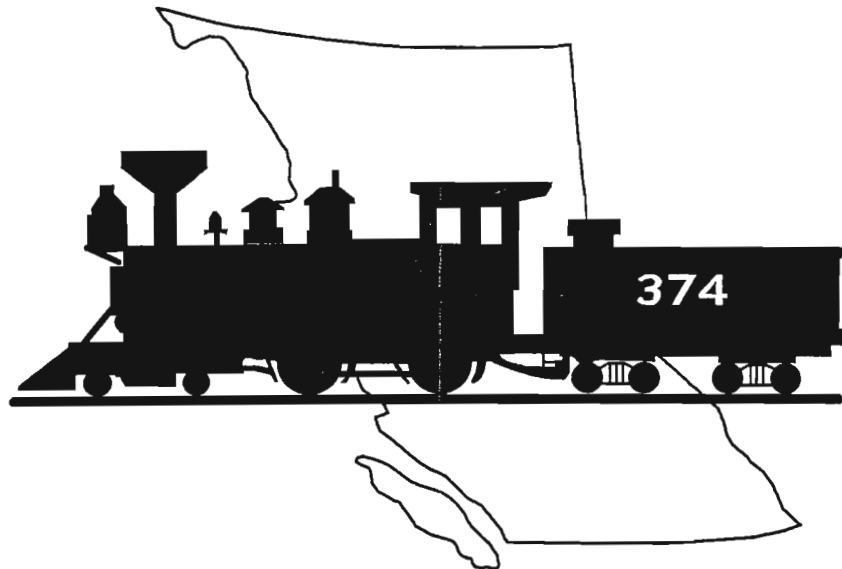
Scott Austin, of Richmond BC (1985-87)

John Picur, of Vancouver BC (1987-88)

Mike Green, of Richmond BC (1989-93)

Lorne Nicklason, of Surrey BC (1993-95)

4. For June 1980, the 'CRHA Communications' insert, a 3-page article on 'Tenth Anniversary of PCD\CRHA' by Mike Green (in 'Canadian Rail').



The current logo of the Pacific Coast Division, developed by the late Ron Meyer and Lorne Nicklason.

A Brief History of the Grand Falls Central Railway

Originally Known as the Botwood Railway

1908 - 1977

By Claude Hoddinott



Engine number 308. The last of the old steam engines to roll through Grand Falls, passing through the mill yard in front of the Anglo Newfoundland Development Company paper mill, later called Price Newfoundland Inc.

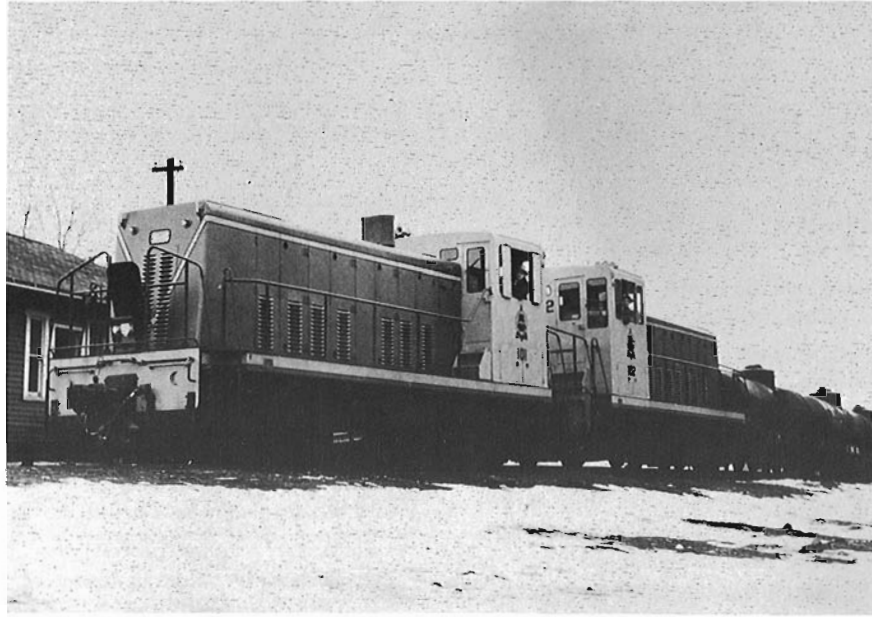
Officially this was the last run of the steam trains on the Grand Falls Central Railway. This took place in the winter of 1958.

With the construction of the Anglo Newfoundland Development Company paper mill at Grand Falls nearing completion in 1908, there was a definite requirement for the transportation of paper products from the mill at Grand Falls to the seaport town of Botwood, a distance of 22 miles.

Construction of a rail line between these two towns began in 1908 and was completed in 1910. The mill at Grand Falls produced its first paper in the year 1909. For the first year of production, shipments of paper products were made by the Newfoundland Railway from Grand Falls to either Trinity Bay or St. John's, destined for overseas markets.

The first shipment of paper by rail to the port of Botwood occurred in the winter of 1910. The line proved to be an important transportation link for the paper company, as well as for the people living in these towns, since there were very few roads and cars at that time.

This railway transported such products as sulphur, coal, oil, peat and wood for the operation of the mill, and of course tons of newsprint were move over this line during its operation. Passengers were also carried on this line. In the 1930s and 1940s people from Botwood and Bishops Falls would travel on the company trains to the larger centre of Grand Falls for shopping, to



Diesel locomotives 101 and 102. This view shows the first run of diesels on the Grand Falls Central Railway. The locomotives were built by Canadian General Electric, and were purchased in February, 1958.

attend movies, and to many other functions of the day. Passengers were accommodated two or three times a week. Freight cars were also moved by the same train in conjunction with the passenger cars.

During the war years, 1939 - 1945, this railway provided a very important service for the army bases in the Botwood area. The Botwood Railway would provide special trains to transport troops from the Newfoundland Railway station at Bishops Falls to Botwood. Supplies for the bases were also moved in this manner, including military hardware and the necessary equipment for the Canadian army operations in the area.

Many of the earlier steam locomotives used on this narrow gauge line were manufactured by the Baldwin Locomotive Works, while others were built in England. The English built locomotives were heavier and required new and heavier rails for the line. In later years a number of steam engines were acquired from the CN Railway, and were used until the line was changed to diesel. Three diesel locomotives were purchased in 1958 and put into operation that year. These locomotives were manufactured by Canadian General Electric, and they provided motive power for the Grand Falls Central until it ceased operations in 1977.

Besides the motive power, this railway had a variety of rolling stock including two types of box cars, early light ones and later 50 - foot cars. It also had tank cars for hauling fuel, flat cars for moving pulpwood and mill equipment, and one special car used to transport dignitaries and company officials while visiting Grand Falls on company business. This special car was equipped with sleeping accommodations and a diner. It was later used by the Newfoundland Railway on the main line.

The railway office was located at Grand Falls, with freight sheds in both Botwood and Grand Falls. Paper had to be stored at

both locations prior to shipment. Station agents and train crews worked from both towns while maintenance of the railway equipment was done at Botwood.

Eventually the paper company (Price Newfoundland Ltd.) decided that heavy transport trucks would be less expensive to operate than the railway, and this decision brought about the demise and abandonment of the railway in 1977. The last run was made on June 29, 1977 after 69 years of service.

Most of the rolling stock and related equipment was sold to Costa Rica., and the tracks were taken up in 1984 and sold for scrap. So ended an era in the history of central Newfoundland, especially the towns of Grand Falls and Botwood.

A note about the owners of the paper mill and the railway:

The original company, started by the Harmsworth Brothers of England in 1905, was called the Anglo Newfoundland Development Company Ltd. In the 1960s it joined with Price Brothers of Quebec and became known as Price Newfoundland Pulp and Paper Company Ltd. Later, in the 1970s, Price Newfoundland joined with Abitibi of Canada and became known as Abitibi Price Inc., the present owners of the paper mill and its assets. Since its inception around the turn of the century it has changed owners three times. The mill has been producing some of the finest paper products in the world, and it continues to do so. During the past few years, with the economy in such poor shape, it has been a struggle for paper companies to compete for good markets around the world. However the mill at Grand Falls seems to have overcome these obstacles and, with the recent increase in the price of paper [which is having such an adverse effect on the budget of Canadian Rail! Ed.], the future appears to be reasonably bright. This year 1995 is the 86th anniversary since the mill started production in 1909.

Museum Notes

As of April 12, 1995

By John Godfrey

Since the last column, a number of noteworthy events have transpired at the Canadian Railway Museum. Here is an update.

A new piece in the collection rolled onto the property in March. CP box car 404337 (today called a "minibox" because it is smaller than today's standard cars), built in 1929, will provide much needed additional storage space as well as illustrate the early steel box car in the collection. There were 7500 of these cars (originally numbered 240000 to 247499) built, all of them in 1929, the largest single lot of railway rolling stock in Canadian history. Number 245419 was originally built in September, 1929 and served CP in freight service before being converted for maintenance of way use. It still has its original configuration with wooden roof walk and placement of the brake wheel.

Photographs of this car, as well as some contemporary material which appeared in 1929 and 1930, will be found on the following two pages.

The CRHA would like to take this opportunity to thank the Quebec Division of CP Rail System, especially the following employees for the donation, preparation and final movement of this car: Mr. H.M. Bertrand, Division Manager; Mr. M. Teoli, Customer Service Specialist - Mechanical and System; Mr. F. Nicholson, Estimator - Mechanical and System; Mr. S. Smaill, Montreal Terminal R.T.C. Their effort on our behalf is very much appreciated.

Over the winter, the various section heads have worked out a more formalized training program for operating volunteers. Not only will this help to ensure that all volunteers receive the same basics, but it will also demonstrate to those who may be concerned that operations are carried out in a responsible manner. This program is in addition to the existing rules and exam.

At a general volunteer meeting in March, Museum administration provided a general overview of Museum expansion plans. An involved explanation and fund-raising announcement will be made in the near future concerning this program. In the short term, lighting will be improved in building 1 and the public side of building 2. Building 1's aisles will be paved over in order to cut down on a serious dust problem in that building. Signs and rest areas will be improved throughout the site. Visitors will be given better site safety instructions so as to better enjoy their stay. They will also be given an improved handout which will outline those safety instructions as well as museum facilities.

It was announced that between the months of April and June work will be undertaken, using grant money, to improve two features of the Museum. The turntable will have its crumbling timber wall replaced with a concrete one. This will enable the turntable area to be more presentable, as well as more functional. In recent times it has been quite a chore to turn equipment on it. Barrington Station is the other work project. By the end of June it

is expected that this venerable old building will be returned to its early 1900s GTR glory. During the interim, the Museum's passenger service will depart from the Hays building.

Over the winter, work continued on various pieces in the shop as outlined below:

- MTC 1959 had work done to its compressor. Repairs to the, presently inoperable, deadman control, as well as the installation of a lifesaver are needed before the car returns to service.
- PofM 1002 had much needed attention given to a problematic cylinder blow by on its engine block.
- CP reefer 284845 is still in the shop as of this writing. It is awaiting the reapplication of its sides and re-installation of its couplers following replacement of its end sills. Its winter stablemate, CGR 551672, has had its work completed.
- After some early spring moves, it was discovered that CN 30 had developed a small leak between the lube and water systems. It will be hustled into the shop for repairs, hopefully in time for the commencement of passenger service on May 7th.
- The *John Molson* was placed in the shop at the beginning of April. Besides routine maintenance, it is in need of tube replacement before it can turn a wheel on its own this season.
- Once things are up and running for the season, attention will be turned to CN 15824 and MTC 3, the latter in need of work to its current collection system.

The 1995 season begins on May 1st. Train and streetcar operation commences May 7th. As usual, streetcar service will operate daily; passenger train service will be Sunday afternoons from 1200 to 1600.

Passenger train service will also operate on May 22, June 24, July 1, September 4 and October 9. The *John Molson* is scheduled to operate on the following Sunday afternoons: May 21, May 28, June 11, June 25, July 2, July 16, July 30, August 6, August 20, September 3. In addition it will operate Wednesday evening May 24 and Monday afternoon October 9. Special events are to be held throughout the season. As of this writing, there is to be a model train exhibition, an Operation Lifesaver display, mascot day, Museum Day and others. The only confirmed date is Museum Day which will be held in conjunction with other museums in the Montreal area on May 28th. For that one day, admission is free to all who visit. Last year on that day, more than 1000 people came through the gate.

The Museum is open daily from May 1st to September 4th, and on weekends through October 15th. Admission is charged to persons other than CRHA members and their immediate families. For group reservations, or more up to date information, call the Museum at (514) 632-2410.



THIS PAGE, TOP AND CENTRE: Two photos of box car 404337, originally 245419, as it appeared in April 1995, just after its arrival at the Museum.

THIS PAGE, BOTTOM: An article, from the Canadian Railway and Marine World for March 1929, which described these new cars.

NEXT PAGE: An advertisement for the National Steel Car Co. picturing CPR box car 245700. This appeared in the Canadian Railway and Marine World in March 1930, soon after the order for the cars was completed.



The Canadian Pacific Railway has ordered 7500 steel box cars recently. The first orders placed for these cars were for 1000 from National Steel Car Corporation, and for 1500 from Canadian Car and Foundry Co. These orders were followed by orders for 2300 from National Steel Car Corporation, 2200 from Canadian Car and Foundry Co., and 500 from Eastern Car Co.

The chief dimensions of these cars are:- Length, 40 1/2 ft.; height, 8 ft. 7 in.; width, 8 ft. 7 1/2 in.; side door opening, 5 ft.; capacity 120,000 lb. This gives capacity for 2000 bushels of wheat. Leakage of grain will be eliminated, as the rivetting of all joints and connections will eliminate all nails and screws, giving a permanently tight car with much greater rigidity than the usual type of box car. The car body will be of all steel construction, including the roof, but the interior will be wood lined. The trucks will have one-piece cast steel side frames; the journals will be 5 1/2 by 10 in. Delivery of the cars is expected in ample time to make them available for handling the next western crop.

Source: Canadian Railway and Marine World, March, 1929.



50 Ton Steel Sheathed Box Cars

Built by

National Steel Car Corporation Limited

Builders of

Passenger Cars—Freight Cars—Street Cars—Air Dump and Industrial Cars of all descriptions.
Automobile Chassis Frames and Parts—Steel Pressings—Forgings—Drop Forgings.

Hamilton

Ontario

Canada

CRHA Communications

TURNOUT PUBLICATIONS

The Toronto & York Division of the CRHA is pleased to announce the launching of a new publishing venture. Known as "Turnout Publications", they are a series of 8 1/2 by 11 inch booklets of special articles or features which have been serialized in the Toronto & York Division's newsletter "The Turnout". To date three booklets have been published as follow:

No. 1: The opening of the Yonge Subway and its Subway Cars. By Hollie Lowry.

No. 2: A Celebration of Stainless Steel (The Canadian). By Richard Montgomery.

No. 3: Hamilton Street Railway. By Larry Partridge.

These booklets cost \$2 each and may be ordered from the Toronto & York Division, Box 5849 Station "A", Toronto, Ontario M5W 1P3. Additional titles will be announced as they are published.

1995 CRHA CONFERENCE

Members are reminded of the CRHA Conference at Smiths Falls, details of which were given in the last issue. It should be noted that all events of the Conference are at the Railway Museum at Smiths Falls unless stated otherwise. The cost of the field trips is included in the registration fee and they do not cost extra as incorrectly stated in the January-February issue of Canadian Rail. Members are urged to attend what promises to be a very interesting and informative occasion.

TRAIN ORDERS AND TIMETABLES AVAILABLE

Mr. Earl Marr, 33332 11th Avenue, Mission, B.C. V2V 5T6 has many items of railway interest for sale. These comprise public and employee timetables (some public for U.S. roads), Canadian and U.S. train orders, train registers, equipment registers, Official Guides, Railroad Magazines, Model Railroader Magazine, CP Rail News, Spanner, some rule books and haulage capacity from 1929, summery of motive power from 1929. Any members interested in purchasing any of these items should contact Mr. Marr at the above address.

OBITUARY. RONALD H. MEYER 1946 - 1995

By Mervyn T. (Mike) Green

The sudden death of Ron Meyer was a great shock to his family and to all his friends and associates in the Pacific Coast Division. This writer first met Ron at an educational conference in

January 1976, when he was working for a group trying to develop interest in the rebuilding of Gastown in Vancouver. During a talk, he revealed his interest in local B.C. history and in railways. The following month, he invited me to a General Meeting of the Pacific Coast Branch of the CRHA, held in the Members' Lounge of the Vancouver Planetarium. I joined the Branch and shortly after, at Ron's urging, became President (but that is another story).

Ron was not only a founding member of the PCB in 1970, and an executive member every year thereafter, but also was the driving force behind the writing and publishing of the 12 Railguides produced at irregular intervals since May 1973. He also authored "Preserved Locomotives and Rolling Stock in B.C. and the Yukon" in May 1973, and two editions of "Railroading in British Columbia: A Bibliography" produced in September 1973 and July 1993.

During his work as an instructor in Geography and English at the Vancouver Community College (King Edward Campus), Ron encouraged his VCC students to research and write about local history. He edited two volumes of student research papers entitled "From Cambie to Clark". He also was a contributing author to the (as yet unpublished) "History of the Lower Fraser Valley".

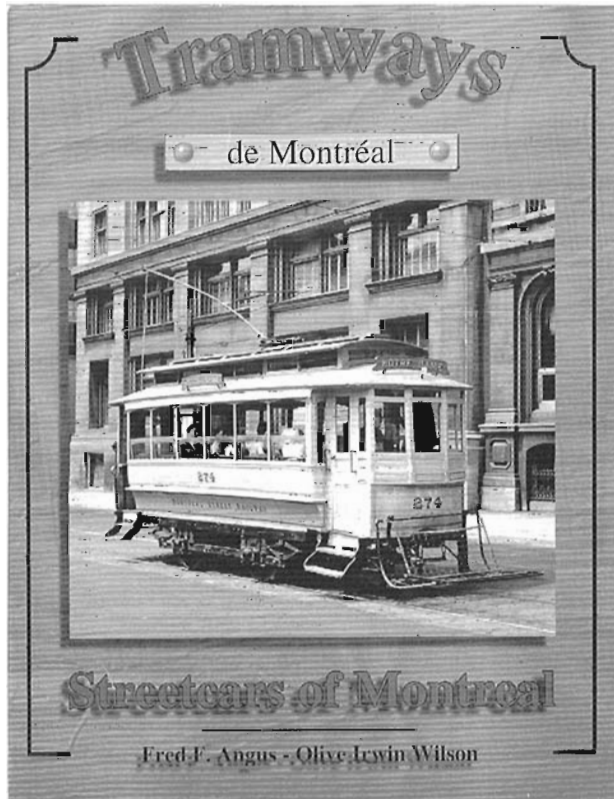
In addition to his interests in local history and railways, Ron was an avid collector of diecast models, particularly motor vehicles made by Dinky, Corgi, et al., and a regular attender at meetings of the Toy Train operating Society, trading in Lionel trains. He wrote two articles on diecast models which were published in British magazines. Ron was a great reader and collector of books on Canadian railways and on local history - he would spend many hours browsing the stalls and shelves of Lower Mainland book sellers. He also liked to visit derelict railway rights of way. He was a regular visitor to the Kettle Valley Railway route between Hope and Brookmere, which he liked to drive in his old (and not always to be trusted) Chevy Suburban.

Further to his work for PCD, Ron wrote a semi-annual piece on "Railway Books" for the Division's quarterly newsletter "The Sandhouse". He also spent some time helping to organize and classify the motly collection of artifacts housed in the Fraser Mills Depot Museum in Coquitlam. He was instrumental in finding a "home" at the VCC for the Executive Committee meetings, after the CN / VIA station was closed to us.

For his own personal interests, Ron built two Lionel 027 layouts at his own apartment and in the basement of his parents' home. He was also a knowledgeable participant in the regular games of the Trivial Pursuit League of the Pacific Coast, where he enjoyed pitting his knowledge of history and railways against other players.

Ron Meyer leaves behind his wife Sandy, and his daughter Rhonda, to both of whom the CRHA extends its condolences.

Book Reviews



TRAMWAYS DE MONTREAL - STREETCARS OF MONTREAL

By Fred F. Angus and Olive Irwin Wilson

Published by: Canadian Railway Museum
120 Rue St. Pierre
St. Constant P.Q. J5A 2G9

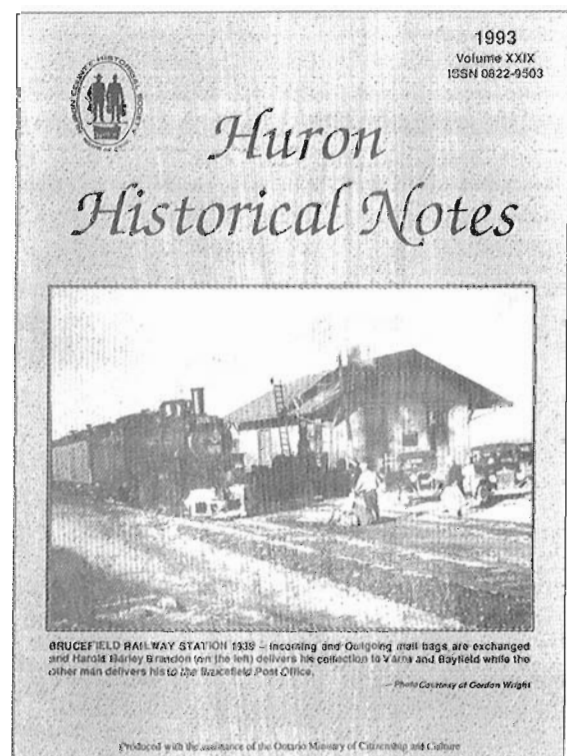
Price: \$9.50

This bilingual 83 page book is the second edition of the work originally published in 1990. It is essentially a pictorial history of Montreal's street cars from the first horsecars in 1861 to the final run of electric cars in 1959. The majority of the photos are from the collection of Richard M. Binns (1902 - 1988) who had access to many rare views from the 1890s to the 1950s. This collection has been bequeathed to the CRHA. Additional rare photos from other sources have been provided to complete the story.

As in the first edition, the book starts with a brief history of the system, followed by the photos arranged by decade in which the pictures were taken. Since this is not necessarily the decade in which the cars depicted were built, each chapter depicts the equipment, and the surrounding Montreal scenes, as they were during a particular decade, a feature of help to historians. There are ten decades covered, from the 1860s to the 1950s.

A number of significant changes have been made since the first edition. The text and layout have been completely re-done by computer; errors have been corrected the general layout made more pleasing and easier to read. In addition, four pages have been added containing previously-unpublished photos. These are mostly from the late 1940s to the 1950s, in response to requests that we include more material from the era that most readers can still recall. Finally the book now has very attractive covers with illustrations, in full colour, featuring equipment now preserved at the Canadian Railway Museum. The covers are arranged so that a shadow effect is present, giving a three dimensional effect. The background of the illustrations is a relief image of the photo of 274 on the front cover; this is arranged in somewhat the same way as security printing on banknotes and certificates.

Despite all these improvements, the price has been reduced since the first edition, making this book an excellent buy for those interested in street railway history.



RAILWAYS IN HURON COUNTY

Published by: Huron County Historical Society
c/o William McFarlane
R.R. 1, Bayfield, Ontario, N0M 1G0

Price not stated

Nestled along the eastern flank of Lake Huron lies Huron County whose leading community is the Town of Goderich. The

local historical society is one of the more active such groups in the country. In Volume 29 of its series *Huron Historical Notes*, the group has assembled an excellent compilation of articles relating to the railways and railway builders in the County. Chapters include an account of the career of Joseph Whitehead, an early railway contractor who worked on portions of the Great Western, Buffalo & Lake Huron and CP transcontinental line; a condensed history of the railways in Ontario; a more detailed account of the railways in the southern region of the Bruce Peninsula including the ill-fated interurban, the Ontario West Shore Railway; descriptions of all the station in Huron County; and a series of personal reminiscences of older residents of the county in the days before the automobile became the ubiquitous form of transport. These form an entertaining and instructive look at the railways in one corner of the province. Several photos and maps accompany the text. Inquiries concerning the availability and price for this publication should be directed to the Society at the above address.

MINING RAILWAYS OF THE KLONDIKE

By Eric L. Johnson

Published by: PCD Publications
P.O. Box 1006, Station "A"
Vancouver, B.C. V6C 2P1

Price: \$7.50 postpaid

In 1898 the name "Klondike" became synonymous with "bonanza" or "gold rush" as thousands of fortune seekers came from all parts of the world to the remote regions of the Yukon. Soon after the first gold seekers made their way to the region, by any available means, the railroads followed and opened up access to the area. In the early days gold made the headlines, and little attention was paid to the railways and more prosaic coal mining operations which soon sprung up in the area.

This book, the latest publication of the Pacific Coast Division of the CRHA, fills a long-existing need, as it tells the story of these pioneer railways and locomotives. There are also photos and scale diagrams of many locomotives, as well as information as to where surviving pieces of equipment can be seen today. Since almost no pre-1918 business records of the companies involved remain, the job of research was very difficult, often involving painstaking searches through contemporary newspaper files. The result will appeal to those interested in industrial locomotives as well as in the history of Canada's north west.

WORKERS' CONTROL ON THE RAILROAD A PRACTICAL EXAMPLE "RIGHT UNDER YOUR NOSE"

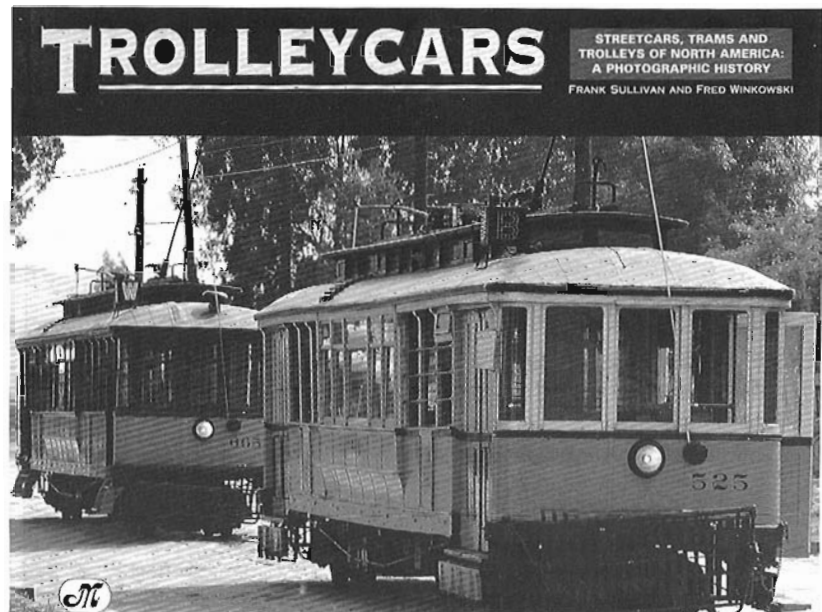
By R.E. (Lefty) Morgan

Edited by G.R. Pool and D.J. Young

Published by: History Department, Memorial University
St. John's, Newfoundland
A1C 5S7

Price: \$19.95

This book is unique among working class documents. While it is a study of the railway running trades, it goes beyond a description of the jobs themselves. It analyses the entire realm of work place relations as an example of democracy at work. Written between 1963 and 1965, the book was based on "Lefty" Morgan's belief that people could control the pace, conditions and organization of their own work as well as their lives in an independent workplace. To prove this, he wrote extensively about the labour process he knew best, from the perspective of a locomotive engineer. He examined his experiences as a worker, but also drew on many studies written by and about railway operators, engineers and related trades. From 1954 to 1978 he was an engineer on the Pacific Great Eastern Railway (now B.C. Rail) in British Columbia, so had a great deal of practical experience to back up his ideas. Students of labour history in relation to Canada's railways will want this book.



TROLLEY CARS STREETCARS, TRAMS AND TROLLEYS OF NORTH AMERICA. A PHOTOGRAPHIC HISTORY

By Frank Sullivan and Fred Winkowski

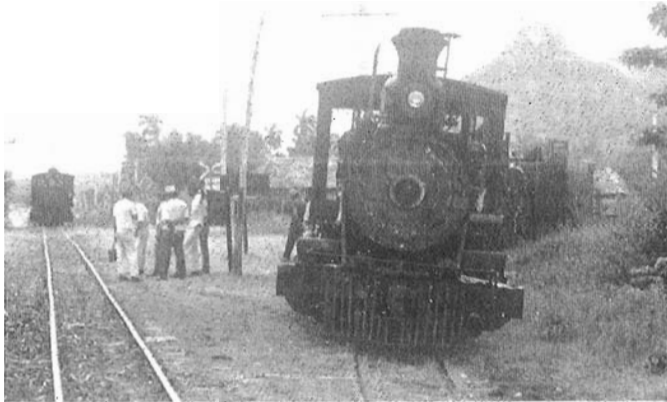
Published by: Motorbooks International
P.O. Box 2, 729 Prospect Ave.
Osceola, Wisconsin 54020 U.S.A.

Price: \$19.95 U.S.

This is a 128 page history of the trolley car era, illustrated for the most part by cars that are still in existence. While a very few introductory photos are early ones, in black and white, the great majority, well over 200 in fact, are recent high quality colour photographs, many showing important details of construction. Many of the views are taken at museums and other preservation railways, but some are of regular lines still in operation. There is a brief introductory history of street cars in general, but most of the story is told by the descriptions of the individual cars pictured; this often includes technical and dimensional data.

Despite its title, which sounds as if it restricted to North America, the book covers the subject world-wide. Thus we see trams from such widely spaced places as Japan, Brazil, Portugal, Ireland, England, Austria, Sweden, Germany and, of course, the United States and Canada. While much of the coverage is indeed North American, this includes a surprisingly high number of Canadian cars, largely from the Halton County Radial Railway museum in Ontario, but also including representative Canadian cars in the U.S.A. Sadly, our own Canadian Railway Museum is not represented. One curious omission in this world coverage is the Isle of Man. The entire Manx system rates less than one line (!) on page 68, yet this small island is home to by far the largest number of pre-1900 tram cars (both horse and electric) in any one place on the face of the earth. Some of these veteran cars have been in daily service, with immaculate maintenance, for more than 100 years.

The cover of this book shows two beautiful cars (built in 1905 and 1911 respectively and now preserved and restored in a museum in California) of the former Los Angeles Railway. Enthusiasts of old movies will recognize cars of this type that often appeared in films made around Los Angeles in the 1920s and earlier. This nostalgic view is but an introduction to the many quality photos to be found within. The photos alone are well worth the price.



CUBAN HOLIDAY. TRAVELLING THROUGH A TRANSPORTATION TIME WARP

By Adolf Hungry Wolf with Okan and Iniskim Hungry Wolf

Published by: Canadian Caboose Press
Box 844, Skookumchuck, B.C.
VOB 2E0

Expected retail price \$39.95, but early orders may save up to 25%

Its time for the rest of the world to know what Fidel's been keeping warm for so long in sunny Cuba. Some examples: Nearly 500 American-made steam locomotives, some dating back to 1878, with 100 to 200 operating daily during the annual sugar harvest. This includes almost every wheel arrangement from 0-4-0 to 2-8-2. Track gauges from 27 3/4 inches to 4 ft. 8 1/2 inches.

Railbuses from Brill, Budd, Mack, and local shops. Also a variety of vintage international diesels including American Alcos and Canadian MLWs. Plus an endless variety of horse drawn carriages, ox teams, and numerous old American automobiles dating back as far as the 1920s. All this and more will be in this new colour book scheduled to be released in November, 1995. The book will also be accompanied by a series of video programs filmed by Okan Hungry Wolf.

SHORT MENTIONS

The following three publications are the latest editions of books which are well know to railway enthusiasts. While we have not seen the latest copies, judging by the earlier editions these will be high quality publications that those interested will be glad to have.

GUIDE TO TOURIST RAILROADS AND RAILROAD MUSEUMS

Compiled by George Drury

Published by: Kalmbach Publishing Company
P.O. Box 1612, Waukesha, WI, 53187-1612, U.S.A.

Price: \$18.95 U.S.

THE COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES

By Gary L. Sturm and Mark J. Landgraf

Published by: Kalmbach Publishing Company
P.O. Box 1612, Waukesha, WI, 53187-1612, U.S.A.

Price: \$16.95 U.S.

THE CONTEMPORARY DIESEL SPOTTER'S GUIDE

By Louis A. Marre

Published by: Kalmbach Publishing Company
P.O. Box 1612, Waukesha, WI, 53187-1612, U.S.A.

Price: 19.95 U.S.

JUST A FEW LINES

Further Information

In our January-February issue, we published a review of the book "Just A Few Lines", a history of the Champlain & St. Lawrence Rail Road by Lionel F. Gillam. Unfortunately the account neglected to say how one could obtain the book and how much it cost. Mr. Gillam has advised the editor that the book may be obtained from himself:

Lionel F. Gillam
66 East Bawtry Road
Rotherham, South Yorkshire, S60 4BU
England

The price is \$21.00 Canadian, which includes postage from England to Canada.

The Business Car

THE "MONTREALER" IS DEAD. LONG LIVE THE "VERMONTER"

After a history of 71 years, including two lengthy periods when it was discontinued, Amtrak's famous train the "Montrealer" running between Montreal and Washington D.C., made its final run on April 1, 1995. However, thanks to a one-year subsidy from the State of Vermont, service will continue on the line south of St. Albans by a slightly different route. The new train, called the "Vermont", will travel by day as opposed to the "Montrealer" which was an overnight run. There will be a dedicated bus connection between St. Albans and Montreal, which will allow passengers to and from Montreal convenient access to the new train. The route will still be over the former Central Vermont (now the New England Central, owned by RailTex), but south of Palmer, Mass. the train will go on to Conrail tracks and serve Springfield Mass. and Hartford Conn. before joining its former route at New Haven, from which it will continue on to Washington as before. It has been pointed out that St. Albans becomes by far the smallest city to be the terminus of any Amtrak route on the entire system.

Coincidentally with this change, Amtrak's "Adirondack", which follows the scenic D&H line en route to New York, will be extended southward to Washington as well.

Our member Warren Mayhew took several photos of the last "Montrealer" on its final run, and they are printed here.

ANOTHER WASHINGTON CONNECTED TO CANADA BY AMTRAK

Despite the difficulties and cutbacks facing Amtrak, two new trains made their debut on May 26, 1995. One, called the "Mount Baker International", was scheduled to commence operations on that day, running between Seattle Washington and Vancouver B.C. This revives a service that had begun in 1891, and had been run under Amtrak for several years before being discontinued.

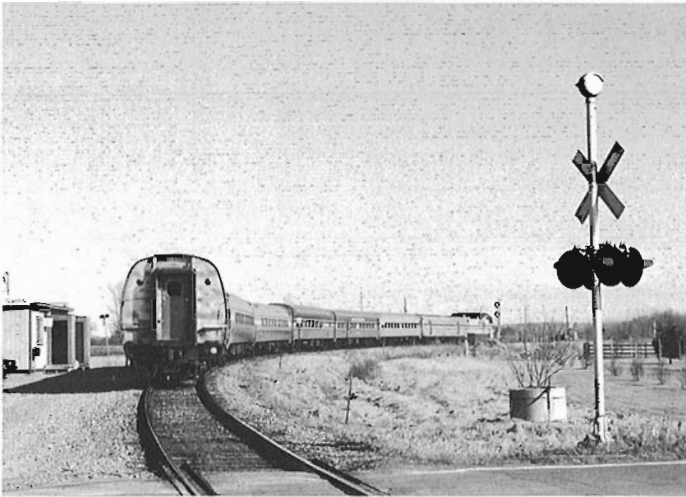
This train fulfills the hope that this service would someday be restored. The other Amtrak train to be inaugurated on May 26, is the "Piedmont", which operates in North Carolina.



TOP: The last northbound "Montrealer" at Cantic, Que. on April 1, 1995.

BOTTOM: Approaching the end of the line, the "Montrealer" about to pass under Taschereau Boulevard near Montreal, April 1, 1995.

Both photos by Warren Mayhew.



"The End". The last northbound "Montrealer" about to leave Cantic on its last trip. Photo by Warren Mayhew, April 1, 1995.

CN OPENS NEW ST CLAIR TUNNEL

The first CN North America train passed through the new \$200 million tunnel linking Sarnia, Ontario and Port Huron, Michigan on April 5, marking the completion of 18 months of construction. As part of the ceremony marking the opening of this major north-south gateway, hundreds of balloons were released, and were cleared away by the locomotive as several thousand onlookers applauded.

CN hopes the more efficient connection will help it regain cross-border traffic now dominated by less efficient trucks. It also expects to pick up more business carrying containers between the port of Halifax and U.S. destinations. The new tunnel is large enough to accommodate three-level automobile carriers and the largest double-stacked containers. Until the new tunnel was opened such high loads had to cross the St. Clair river by car ferry, delaying shipments by up to 12 hours.

U.S. ports like New York are much closer to Chicago than Halifax is, but Halifax is closer to Europe. Containers from Europe are unloaded at Halifax before the ship continues on to New York, and can reach Chicago faster by CN than if they had been unloaded at New York. In fact some American ports, afraid this route would siphon off some of their traffic to Halifax or Montreal, tried unsuccessfully to have the tunnel project stopped. The new tunnel is also a clinching factor in a two-year-old deal between CN and trucking giant J.B. Hunt, under which CN carries Hunt's truck trailers on its flatcars.

The old St. Clair tunnel, built in 1890, is to be closed, but its approaches are to be preserved as historical and architectural landmarks.

Source (with modifications): Montreal Gazette, April 6, 1995.



ULTRAMAR AND CN REACH OIL TRAIN DEAL

Ultramar announced a deal to set up a train system with Canadian National Railways to transport petroleum products between its refinery near Quebec City and Montreal. Until now, Ultramar has depended mostly on tankers to get its oil products to market and to other refineries, whereas rail transportation is the most efficient and environmentally sound solution for the transportation of gasoline and distillates.

The CN system is estimated to cost just under \$45 million, with Ultramar investing \$17 million, CN \$26 million and the Quebec government only \$1 1/2 million. The system will consist of unit trains and will bypass intermediate switching yards and thus rarely experience delays en route, making it suitable for large volume stable movements. The train, to be called the "Ultrain", will also allow the oil company to connect with other rail lines in North America and extend its reach into new inland markets.

Scheduled to become fully operational in the summer of 1996, the "Ultrain" will consist of 64 tank cars which will carry the entire volume from the St. Romuald refinery, near Quebec City, to Montreal. By further increasing the density of CN's Quebec City to Montreal corridor, the Ultramar service will contribute to CN's ongoing efforts to get the maximum use out of its eastern rail network.

CHEAKAMUS CANYON STEAM TRAIN

The freshly rebuilt former CPR steam locomotive 3716, built originally in 1912, was out for a little exercise on Tuesday, September 13, 1994. BC Rail completed a major overhaul of the locomotive the past three winters, and the mechanics and enginemen fine tuned it through the summer. The routing from North Vancouver to Whistler includes heavy mountain grades where the locomotive had to work to capacity to lift the train to the summit.

The B.C. Chapter of the National Railway Historical Society (NRHS) supplied four coaches for the journey. Each of the 1930s cars has the original natural mahogany interior and brass lamps with milk glass shades. The parlour car features individual chairs, soft carpeting, huge windows and an open rear platform.

The head-end photo (opposite page) shows the train at Brakendale where hundreds of bald eagles winter at the site along the Cheakamus River.

The tail end photo (right) is of the train crossing the longest bridge in the Cheakamus Canyon.

The journey was a triumph of operations.



BACK COVER: CP 4051 heads a westbound freight leaving London, Ontario in the summer of 1964.

Photo by Bill Thomson.

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

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