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FRONT COVER: As part of its annual railfan weekend, "Steamtown" operated a double-header excursion between Scranton, Pa. and Binghamton, N.Y., powered by ex CPR 4-6-2 2317 and ex CNR 2-8-2 3254. The excursion train is seen travelling westward through the Delaware and Hudson Railroad's Conklin Yard in Binghamton, September 20, 1992. Photo by Jean Louis Ozorák.

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Wandering Canadians

By Pierre Ozorák



Western Maryland Scenic Railroad FPA4 number 305, seen here in Ridgely, West Virginia on May 1, 1992, was originally built as Canadian National number 6771. The unit last operated on VIA Rail in Canada before it left for the United States. Number 305 operated passenger excursions between Cumberland, Maryland and Frostburg for a couple of years before it moved to the Cuyahoga Valley Scenic Railroad in Peninsula, Ohio and was renumbered 15. All photos by the author unless otherwise indicated.

INTRODUCTION

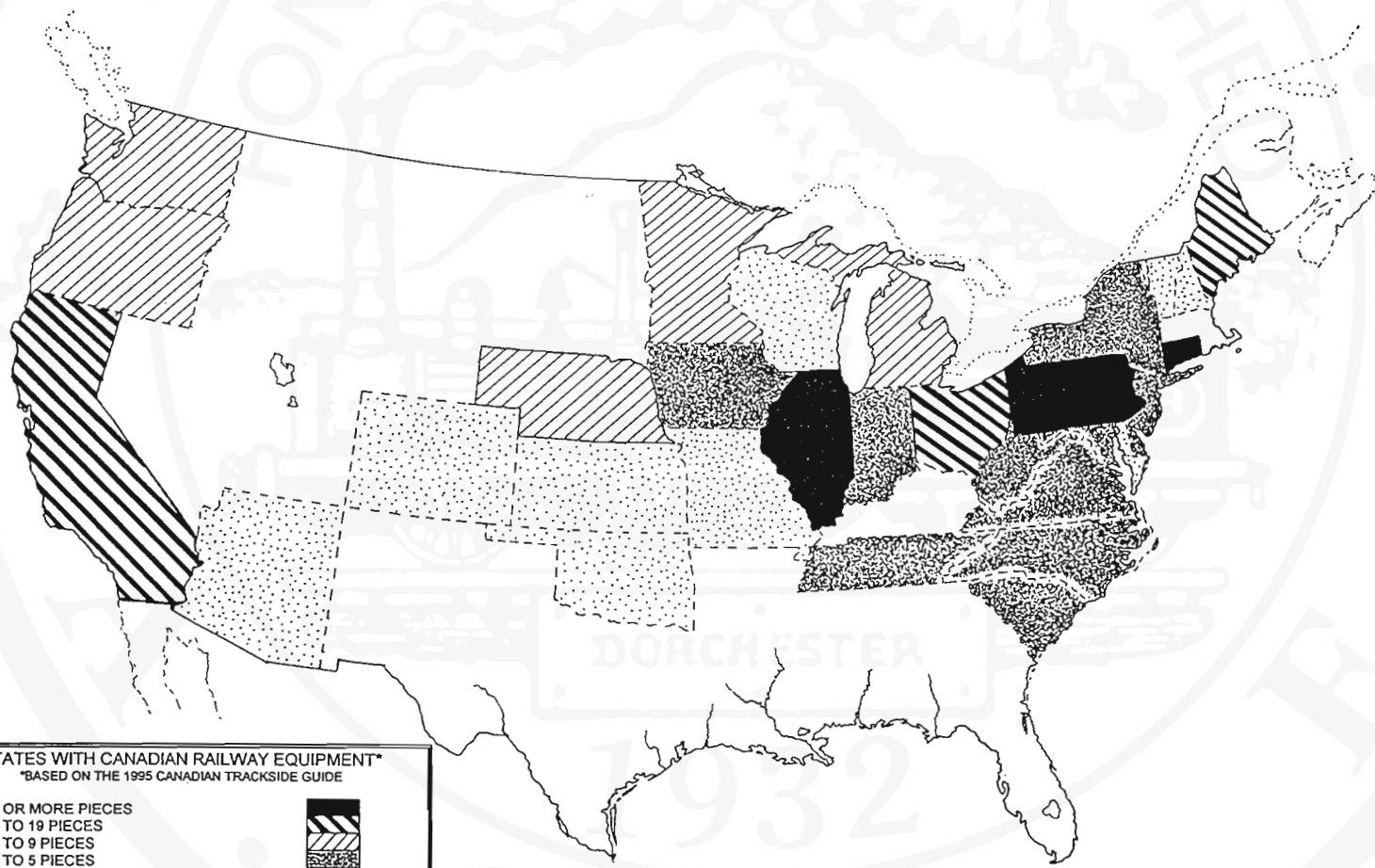
It is remarkable how many pieces of Canadian railway equipment have left the country for the United States as well as other countries. Canadian locomotives and rolling stock have found homes in railway museums, as well as short line operations. This equipment has become what I refer to as *Wandering Canadians* which, as the name implies, relates to railway equipment which was either built in Canada, or has at one time or another operated on a Canadian railway. This article will tell about some of them. There are very many others, but there is not room to describe them all.

My earliest recollections of Canadian railway equipment having left Canada was of the "Grove" series sleepers of the Canadian Pacific Railway sold to Mexico. The sleepers were subsequently followed by some of the Canadian Pacific 2100 series coaches. Since then, many more pieces of Canadian railway rolling stock have left the country.

For the last seven years, I have travelled in search of *Wandering Canadians*, which has resulted in the writing of this article. By reading this text, I hope the reader will think, a little at least, of this railway equipment which forms part of our history. Where else could you get such a fine lesson in geography as with

WANDERING CANADIANS

MAP SHOWING MOST CANADIAN RAILWAY EQUIPMENT
PRESERVED IN RAILWAY MUSEUMS THE UNITED STATES TODAY*



STATES WITH CANADIAN RAILWAY EQUIPMENT*
*BASED ON THE 1995 CANADIAN TRACKSIDE GUIDE

20 OR MORE PIECES
10 TO 19 PIECES
8 TO 9 PIECES
2 TO 5 PIECES
1 PIECE



Map Drawn By Pierre Ozorák October 1995

SUMMARY OF PRESERVED CANADIAN RAILWAY EQUIPMENT BY STATES*

ALASKA	8	MARYLAND	3	OKLAHOMA	1
ARIZONA	1	MICHIGAN	9	OREGON	6
CALIFORNIA	18	MINNESOTA	9	PENNSYLVANIA	20
COLORADO	1	MISSISSIPPI	1	SOUTH CAROLINA	3
CONNECTICUT	20	NEBRASKA	6	TENNESSEE	4
DELAWARE	1	NEW HAMPSHIRE	1	VERMONT	1
ILLINOIS	20	NEW JERSEY	2	VIRGINIA	2
INDIANA	2	NEW YORK	5	WASHINGTON	6
IOWA	4	NORTH CAROLINA	2	WEST VIRGINIA	2
MAINE	14	OHIO	17	WISCONSIN	1
*source: Bytown Railway Society, Canadian Trackside Guide 1995					

Note: This list excludes most Canadian passenger cars which have gone stateside. Canadian locomotives operating in U.S. mainline, short line and industrial service are omitted as well.

passenger cars carrying such names as "St. Hyacinthe", "Riviere Cloche" and "Glace Bay". Some individuals might even claim that some *Wandering Canadians* were like personal friends. In some ways, this article is like a visit to see these old friends.

A WHIRLWIND TOUR OF PENNSYLVANIA

The original idea for this article came following a whirlwind weekend spent in Pennsylvania in search of operating former Canadian steam engines. This trip was organized by my brother, Etienne, who is also a resident of Pennsylvania (technically speaking, this also makes him a wandering Canadian). Through his careful planning, it was possible for us to visit over half a dozen railway museums with former Canadian steam locomotives, several of which were still operating.

Our first stop was at Steamtown National Historic Site in Scranton. Besides owning close to a dozen pieces of Canadian origin, Steamtown also operates a couple of Canadian steam

engines. Since Steamtown has become a National Historic Site, the locomotives are considered artifacts; accordingly they have been restored to their original appearance in accordance with the governing body's policy. This is why ex-CPR 4-6-2 No. 2317, built by the Montreal Locomotive Works in June 1923, has since been restored to its Canadian Pacific appearance. Interestingly, the line on which Steamtown operates out of Scranton was trackage owned by the Delaware & Hudson Railway. As the D&H has been purchased by CP Rail System, it was possible to see a Canadian Pacific steam engine operating on CP trackage in the United States.

Besides the 2317, Steamtown also operates 2-8-2 No. 3254 which is a former Canadian National locomotive built in 1917 by the Canadian Locomotive Company in Kingston, Ontario. Steamtown owns much more Canadian equipment, and for a complete listing I recommend looking in section 3 of the Canadian Trackside Guide, published by the Bytown Railway Society in Ottawa.



Shortline operator, Lackawanna Valley Railroad, located in Scranton, Pennsylvania, purchased second hand power from Montreal Locomotive Sales. This photo shows number 22, an RS18 still wearing its Canadian National diagonal stripe paint scheme. The unit was photographed in Scranton on October 14, 1991.



As part of their operating fleet, the Cuyahoga Valley Scenic Railroad purchased Lubrizol number 20. This unit was originally built by MLW as Canadian National number 8485. The unit was then sold to the Bangor and Aroostook, and numbered 20, before being sold to Lubrizol. The Cuyahoga Valley Scenic Railroad bought the unit a few years before the FPA4s arrived on the scene.



On September 20, 1992, Steamtown operated a double-header excursion to Binghamton, N.Y., using former Canadian Pacific 4-6-2 number 2317 and former Canadian National 2-8-2 number 3254. This photo of the double-header was taken at Binghamton

After our tour of Steamtown, our search for Canadian steam took us to Jim Thorpe, where two former Canadian Pacific 4-6-0 D10 class locomotives are operated by Rail Tours Inc. At the time of our visit, 1098 was being repaired in Jim Thorpe, while 972 had been sent down to the Strasburg Railroad for a complete overhaul.

It was inevitable that our next stop should be at Strasburg as they are the owners of two active former Canadian National locomotives. One of these is No. 31, an 0-6-0 originally built in July, 1908 for the Grand Trunk Railway as their number 118. The Strasburg's other Canadian steam engine is 89, a 2-6-0, originally built for the Grand Trunk in February 1919 as number 1009. The Strasburg Railroad is well worth the visit and it is not surprising that it is one of the most popular railway museums in the United States.

Our tour of Pennsylvania also included a visit to the Middletown and Hummelstown Railroad to see former Canadian National Railways 2-6-0 number 91. This locomotive was built by

the Canadian Locomotive Company in February 1910 as Grand Trunk Railway number 1013. Unfortunately, it was not operating at the time of our visit.

A quick visit to the Blue Mountain and Reading revealed that former Canadian Pacific 4-6-4 Royal Hudson 2839 was on the premises in Temple, although it had not seen active service for a few years.

Another stop took us to south-central Pennsylvania, where Canadian Locomotive Company built ex-Canadian Pacific 4-6-2 No. 1278 was being steamed up for another day of operation on the Gettysburg Railroad. Finally, a small detour just south of Pennsylvania permitted us to see two more former Canadian Pacific locomotives, 1238 and 1286, operating on the Allegheny Central out of Cumberland, Maryland.

Although we only travelled for three days, I was amazed at how much active Canadian steam was still concentrated in such a small area. What seemed most surprising was how many pieces of Canadian railway equipment still enjoyed active service!



Although lettered "Atlantic Central", Royal Hudson number 2839's former Canadian Pacific heritage is still quite obvious. The 2839 was photographed lying dormant on the Blue Mountain and Reading Railroad at Temple, Pennsylvania on May 4, 1992.

A SELECTION OF OTHER FORMER CANADIAN STEAM ENGINES IN THE UNITED STATES

Canadian railway equipment can be seen in American railway museums throughout the country, although there is a marked concentration in the north-east region. Active Canadian steam can be seen in several other locations besides Pennsylvania. North Conway in New Hampshire has a fine example of a former Canadian National 0-6-0 steam engine. Operating as number 7470, this locomotive was built by the Grand Trunk Railway in April of 1921. The entire Conway Scenic Railroad operation is well worth the visit. Cass Scenic Railroad in West Virginia also operates a Canadian steam engine. Their Shay locomotive number 2, built by Lima in July 1928, was purchased new by the Mayo Lumber Company located in Paldi, British Columbia.

TRACTION AND ELECTRICS

Traction fans should take note that several street cars and interurban cars have been preserved in American railway museums; many of these cars are still in operating condition. One of the finest examples of an electric railway museum in America is the Seashore Trolley Museum in Kennebunkport, Maine. Besides being a great traction attraction, Seashore owns over a dozen pieces of Canadian electric railway equipment, several of which are still in service.

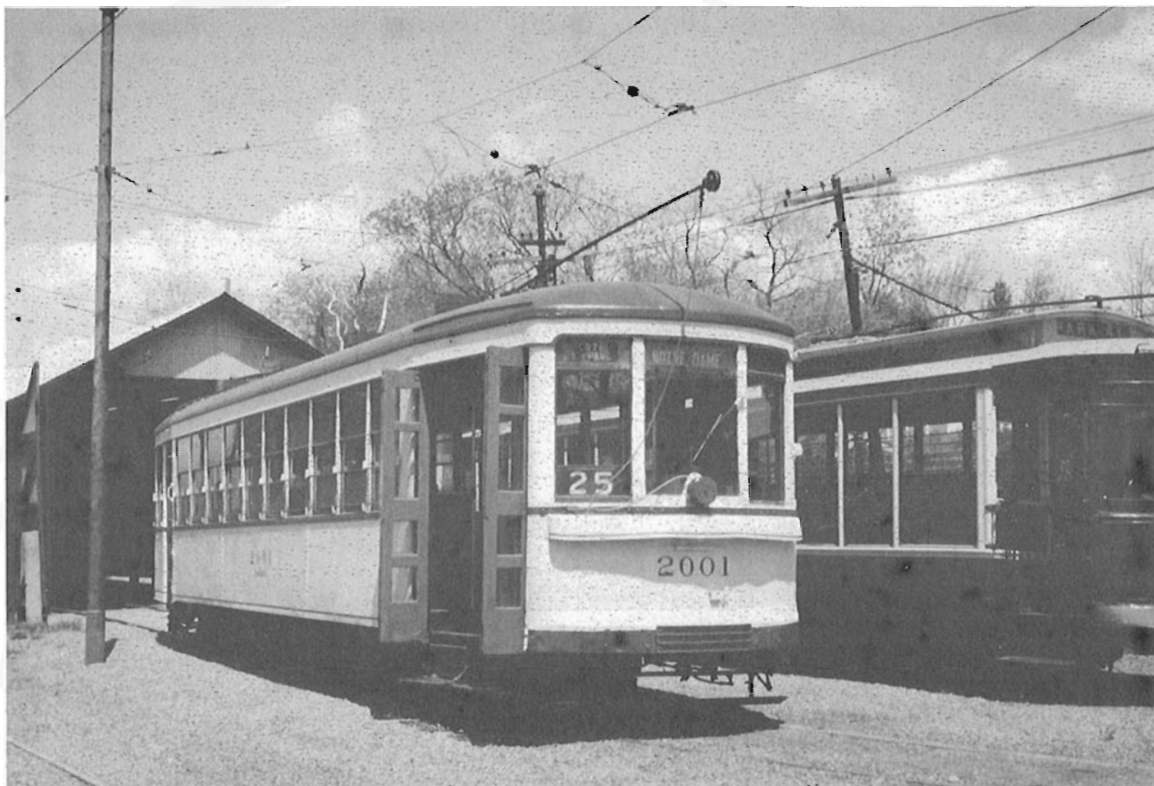
The Shore Line Trolley Museum in East Haven, and the Connecticut Trolley Museum, both located in Connecticut, also have a substantial collection of Canadian electric railway equipment.

CANADIAN PASSENGER CARS IN THE UNITED STATES

A large number of passenger cars have gone stateside. It is harder to keep track of them as these cars often adopt a new identity and will sometimes undergo major conversions so they become almost unrecognizable as to what their origin was. Perhaps one of the best known Canadian passenger cars in the U.S. is the beautifully restored "St. Hyacinthe" at the California State Railroad Museum in Sacramento. This car was built by Canadian Car and Foundry in 1929 as Canadian National Railways 12-1 sleeper carrying its present name.

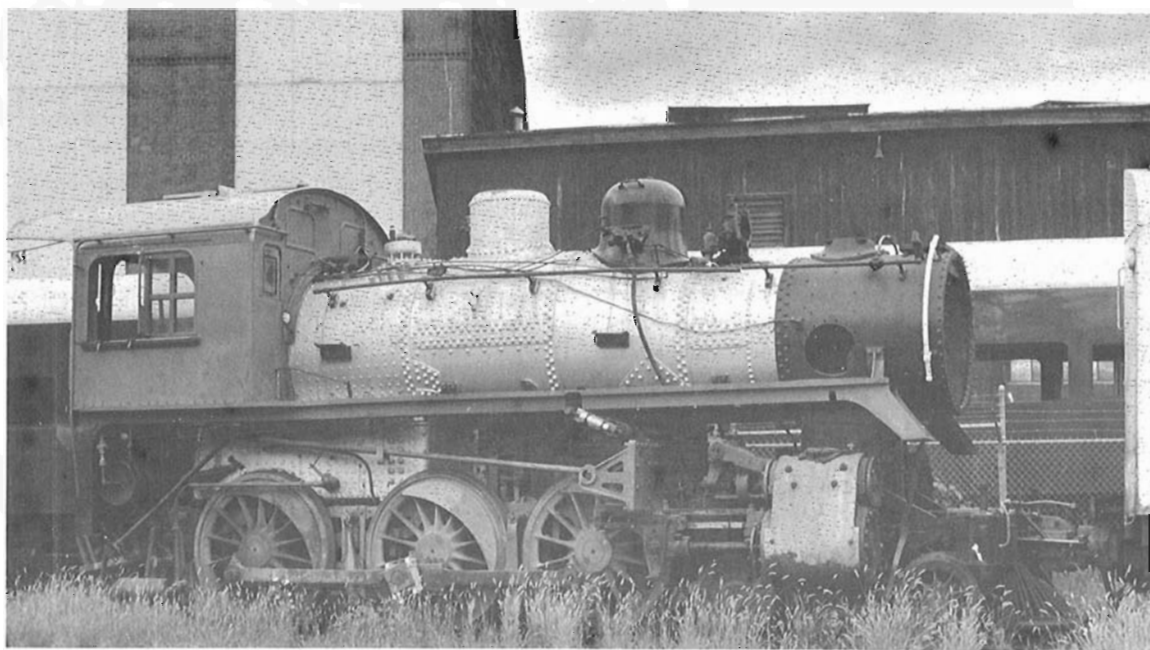
Several small tourist operations also purchased passenger cars over the years. Among them is the Cape Cod Railroad which uses several former "Canadian Flyer" coaches originally built by Canadian Car and Foundry for the Canadian National Railways. The Cuyahoga Valley Scenic Railroad also operates four former Canadian National "Canadian Flyer" coaches.

In recent years, as Canadian National disposed of their remaining passenger car fleet assigned to their Montreal to Deux Montagnes commuter service, once again several cars ended up



A considerable number of Canadian street cars have found their way south of the border. Some Toronto PCCs went to San Francisco for further use, but many other types of cars from Montreal, Toronto and Ottawa went to museums. A fine example is Montreal double-ender 2001, built by Canadian Car & Foundry in 1929, which was used on such Montreal routes as "Remembrance" and "Lachine Extension". It is seen here on May 6, 1995 in service at the Shore Line Trolley Museum at East Haven Connecticut, where it is painted in the authentic Montreal paint scheme.

Photo by Mark Gustafson.



Former Canadian Pacific Railway D4 number 453, built in 1912, is owned by O. Winston Link. The locomotive, in the process of being restored at the time, was photographed in Rome, New York on August 5, 1991.



In Cumberland, Maryland, on the Western Maryland Scenic Railway on September 4, 1993, power is provided by two former VIA Rail FPA4s. Sporting a classic paint scheme of Baltimore & Ohio blue and grey, number 800 once carried VIA number 6780. Behind 800 is another FPA4, number 306, in the Western Maryland fireball paint scheme. This unit began life as Canadian National 6793 before being sold to VIA.

south of the border. New York State has become the home for many of the cars which can be seen in excursion service on the new Adirondack Railway, out of Thendara, and also the Lowville and Beaver Creek Railroad. Tioga Central also operates many former Canadian National cars, including several "Canadian Flyer" coaches, a diner, a solarium car and a business car. Recently eight of Canadian National's multiple-unit commuter cars have gone to the U.S., four to North Conway, New Hampshire and four to South Carolina. [For an account of those that went to South Carolina, see the article on page 18 of this issue.]

FOLLOWING THE JANUARY 15 1990 CUTBACKS

In 1990, VIA Rail was forced to cut back the number of trains it operated due to the federal government's decision to reduce its operating budget. As a consequence, VIA Rail had a surplus of equipment. This included MLW and GMD "A" and "B" cab units as well as dozens of passenger cars known as the "blue and yellow" fleet. These cars were for the most part of Canadian National Railways origin, having been built by Canadian Car and Foundry, although some of the cars were sleeping cars purchased second hand from American railways by Canadian National in the

mid 1960s. Among the American cars were former New York Central and Milwaukee Road cars.

The equipment was put up for sale through Canac, a subsidiary company of Canadian National, which disposes of surplus Canadian National and VIA equipment. Although many "blue and yellow" cars were purchased by Canadian railway operators, including B.C. Rail and Algoma Central, many of the cars made their way stateside. Among them, the Western Maryland Scenic Railroad picked up three coaches, numbers 4886, 4887 and 4888. These cars were built by Pullman Standard for the Canadian National's subsidiary, Grand Trunk Western, in 1953.

As the equipment was being put up for sale, it was clearly obvious by the prices set by Canac, that no Canadian rail enthusiast groups could afford to purchase from Canac. In the last few years, the difference between the U.S. and Canadian money exchange has only encouraged the sale of railway equipment south of the border.

Few of the former VIA Rail cab units were sold to Canadian outfits. La Société des Chemins de Fer du Québec acquired two GMD "A" units, numbered 6305 and 6306, and began a passenger tourist operation out of Quebec City in June of this year. The Windsor and Hantsport Railway, in Nova Scotia, acquired



The Cuyahoga Valley Scenic Railroad in Peninsula, Ohio use former VIA Rail FPA4 units. This photo shows number 15, formerly VIA 6771, on the point of a northbound excursion train in May, 1993. MLW-built FPA4s are distinguished from the American version by the addition of the extra grillwork located near the rear of the unit. Before becoming CVSR number 15, this unit operated on the Western Maryland Scenic Railroad out of Cumberland, Md. At that time, it was numbered 305.

a total of eight cab units from Canac, including five MLW "A" units (ex-VIA 6761, 6763, 6765, 6783, 6786) and three MLW "B" units (ex-VIA 6861, 6862, 6867). The Wisconsin Central / Algoma Central picked up several GMD "A" and "B" units which they plan to use for their passenger service. However the remaining surviving cab units have all found homes south of the border.

For a few years, two former VIA Rail FPA4s operated on the Western Maryland Scenic Railroad (formerly the Allegheny Central Railroad) in Cumberland, Maryland. One of these units has since moved to the Cuyahoga Valley Scenic Railroad in Peninsula, Ohio, bringing their total to two former VIA Rail FPA4s (ex-VIA 6771 and 6777). Short line operator Nebkota Railroad, located in Gordon, Nebraska, acquired three former VIA Rail GMD "F" units. Two "A" units were renumbered 54 and 55 by simply dropping the first and last number used by VIA (6541 and 6550). Another short line operator, the Ohio Central, also acquired 7 former VIA Rail GMD cab units (6501, 6507, 6512, 6513, 6518, 6519, 6530) which complements their Canadian fleet.

This fleet includes ex-Canadian National Railways 2-6-0 No. 96 and 4-6-0 No. 1551.

Perhaps the most famous group of former VIA Rail cab units are the four MLW built FPA4s, numbered 70 to 73 (ex 6760, 6775, 6787, 6790) operated by the Napa Valley Wine Train in Napa, California. These units have been painted in an attractive paint scheme complete with red and white number boards.

Also in California, the Feather River Railroad Society in Portola has acquired two former VIA Rail MLW built units numbered 6776 and 6860. This outfit had previously acquired former Canadian National F7Bu No. 9190 through Century Locomotive Parts in Lachine, Que. It has since been repainted in Western Pacific colours and renumbered 925C.

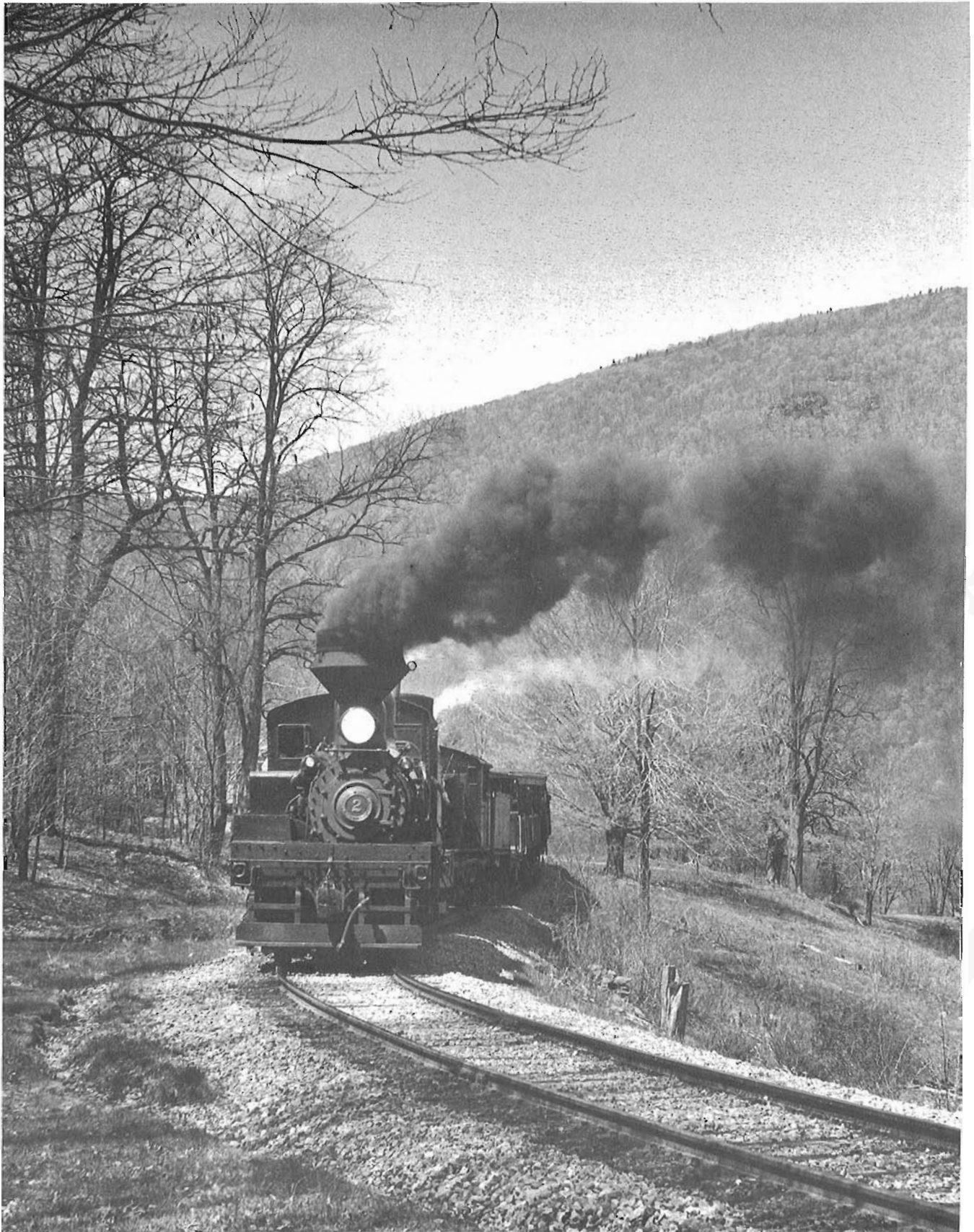
The Dallas Area Regional Transit in Texas also acquired several former VIA Rail RDCs in order to start up their commuter operation. These cars are 6100, 6104, 6106, 6112, 6123, 6126, 6127, 6129, 6131, 6139, 6141, 6142, 6145.



TOP: Lackawanna Valley RS18 number 1801 was busy working the Delaware and Hudson yard in Taylor, Pa., across the river from Scranton, on October 14, 1991. 1801 was originally built by MLW for Canadian National. In this photo it still sports a Roberval & Saguenay paint scheme as a result of a short stint it had done on that railway.

BOTTOM: Although lettered for the Mohawk, Adirondack and Northern, these ALCO C424s betray their former BC Rail heritage. They were photographed switching cars in Newton Falls, New York. The MA&N acquired about half a dozen C425s from BC Rail.

OPPOSITE: On May 3, 1992, Cass Scenic Railroad Shay number 2 was photographed under steam en route to Bald Knob, West Virginia. Originally built in July, 1928, this 90-ton three-truck Shay spent most of its working life on Canada's west coast.





In the late 1960s the Montreal Locomotive Works built dozens of big ALCOs for the various railways of Mexico. When the Mexican railways were nationalized, most units were relettered Ferrocarriles Nacionales de Mexico. One of these is number 8611, seen here in Oriental, Mexico on February 26, 1992. During a visit to that country in 1992, several similar units were seen still operating.

OTHER CANADIAN LOCOMOTIVES OPERATING OUTSIDE CANADA

VIA Rail was not the only Canadian source of second hand railway motive power. As Canadian railways upgraded to second and third generation diesels, their older locomotives often emigrated south.

The Lackawanna Valley Railroad, located in Scranton, Pennsylvania, acquired two former Canadian National RS18s through Century Locomotive Parts. When I visited their company, their locomotive 22 still wore its Canadian National diagonal stripe paint scheme. A second unit, numbered 1802, sported a Roberval and Saguenay paint scheme which it acquired due to a short stint on that railway. Both locomotives were acquired by the Lackawanna Valley Railroad through Century Locomotive parts, a locomotive dealer in Lachine, Que.

The Mohawk, Adirondack and Northern, a short line located in Carthage, New York, operates several ALCO C425s which they acquired from BC Rail. As part of their purchase of new

Dash 8 locomotives, several BC Rail M630 and M636 locomotives were traded in to General Electric. Most of the BC Rail behemoths were subsequently sold to the Ferrocarriles Nacionales de Mexico. Their heritage remains quite obvious, as the FNM simply replaced the BC Rail logo with their own and never bothered repainting the units. According to some local sources, it seems the Mexicans are quite fond of the BC Rail two tone green paint scheme, as they even painted a few of their own locomotives in a similar fashion.

Other locomotives could be considered *Wandering Canadians*. These include the Montreal built M420s which were purchased new by the Providence and Worcester Railroad. These units were recently sold to the Iowa Central Railroad. Mexico also purchased a number of Canadian built locomotives such as the M420s and M420TRs from Montreal Locomotive Works. The BC Rail M630s and M636s probably felt quite at home in Mexico as about two dozen similar locomotives were purchased new from MLW about 1970. At the time of my visit to Mexico in 1992, several of the original ALCOs were still in active service.



Steamtown has close to a dozen pieces of former Canadian railway equipment. Among others is number 47, a former Canadian National engine which originally operated commuter trains on the Lakeshore line out of Montreal. This photo was taken on September 20, 1992.



Former VIA Rail combine number 7189 was on the property of the Morristown and Erie Railroad on April 18, 1992, when this photo was taken. The car was purchased exclusively for its trucks which were to be installed on another car. Today, it is quite likely, unfortunately, that the rest of the car has been scrapped.



Two former Milwaukee Road skyview cars form part of this restaurant on the former railroad car ferry "Lansdowne" in this view taken at Detroit, Michigan on August 12, 1990. In the background is the skyline of Windsor, Ontario. The Skyview cars spent several years operating on Canadian National Railways, particularly on the "Ocean" and "Scotian" between Halifax and Montreal. In this service they were named "Malpeque" and "Trinity". The "Lansdowne" was built in 1886 and was named after Lord Lansdowne, the Governor General of Canada between 1883 and 1888. This vessel served on the Great Lakes between Canada and the United States for 84 years until 1970. During the summer of 1995, the "Lansdowne" and the two cars were moved to Cleveland, Ohio.

Several other diesel units have left Canada for more exotic lands. These include two former Napierville Junction RS3s which have found a home in Cuba. Following the shutdown of the Newfoundland railway system, several of their narrow gauge diesels were sold to Chile and Nigeria. Costa Rica also purchased some 80-ton General Electric locomotives from Canadian National during the 1960s.

CONCLUSION

Many pieces of railway equipment which formed part of our railway heritage still exist, although they no longer call Canada

their home. The number of pieces which can be seen in active service is considerable, particularly in railway museums and on short line operations in the United States. Although some may think it sad that so much Canadian railway equipment has left the country, it is a relief to know that many are being cared for in museums. It is certain that most of them would not now exist if they had not found homes outside of Canada. As it is they will, no doubt, be around for many years to come, for future generations to enjoy.

The author wishes to thank Douglas N.W. Smith for kindly reviewing the text.

OPPOSITE, TOP. Awaiting its delivery to the newly formed short line, Owego and Hartford, GP7 number 151 waits patiently in the yard of the Montreal Locomotive Sales, formerly Century Locomotive Parts, in Lachine, Que. on June 29, 1993. Number 151 was formerly a Quebec, North Shore and Labrador unit which carried the same number.

OPPOSITE, BOTTOM: The Cuyahoga Valley Scenic Railroad operate their passenger excursion train using former Canadian National "Canadian Flyer" cars. This photo was taken on May 18, 1991.



The Great South Carolina M.U. Car Move

By Fred Angus, with data from Ed Wilkomen

Occasionally it is nice to diverge a bit from the usual accounts of historical and contemporary events to tell a story which is a bit more light hearted, and yet still pertains to the subject of railway history. Having just read about "Wandering Canadians", here is an account of four more pieces of equipment, well known on the Montreal scene, that went south. It is easy enough to summarize the following story in a few words "Four of the old CN electric cars were sold to South Carolina and moved there in October". However as your editor was involved in the story, and as there was a certain amount of adventure and humour in it, we are presenting this account, a bit tongue in cheek, as a New Year's offering. All facts, however, are as they actually happened. Hope you enjoy it.

When the CN electric line, running between Montreal and Deux Montagnes, was shut down for rebuilding, the old motive power and rolling stock was retired from service. As has previously been reported in Canadian Rail, the last day of operation for these venerable machines was Friday, June 2 1995. Some of the equipment, including the five pieces going to the Canadian Railway Museum, had already been slated for preservation, the remainder were offered for sale. Among these were the multiple unit cars which had seen 43 years of service. Four MU cars went to Alberta, four more to North Conway and another four to South Carolina. This story concerns the latter four. In the summer of 1995 multiple unit cars 6730 (ex M-1), 6733 (ex M-4), 6746 (ex T-7) were purchased by the South Carolina Railroad Museum (SCRM). Subsequently 6735 (ex M-6) was purchased by a member of SCRM, and it was arranged that the four cars would be shipped together during the month of October, destined for the sunny south.

The South Carolina Railroad Museum is located near Winnsboro S.C., about thirty miles north of the state capital of Columbia. It owns 11 miles of the former Rockton & Rion Railway, now known as the Rockton Rion & Western Rail Road, originally a 12 1/2 mile line extending west from Rockton, on the Norfolk Southern just south of Winnsboro. Construction of the line was begun on April 1, 1883, and it was built to serve the granite quarries which produced the famous Winnsboro blue granite, used in the construction of many famous buildings. The town of Rion was named for James Henry Rion who was the original promoter of the railroad. An interesting fact is that Mr. Rion was born in Montreal in 1826, and was the son of one of the numerous persons who claimed to be the missing Dauphin of France, considered by the royalists to have been Louis XVII. The Rockton & Rion was originally built to the Southern gauge of 5 feet, but about 1887 it was converted to standard. The R & R served the quarries for almost 90 years, and in later times was well known among rail enthusiasts as being one of the last short lines in the east to use steam locomotives in regular service. Eventually, however, the line was shut down, but never formally abandoned, and the tracks soon became derelict and overgrown. In fact a large factory was built on a portion of the line, creating a gap of about a mile.

On November 19, 1983 the South Carolina Railroad Museum acquired the old Rockton & Rion and since then has done a great deal of work to rehabilitate and rebuild it. A new track has been built around the factory, so closing the gap, countless ties have been replaced, and paved-over road crossings are being reopened. At present train operation covers about two miles of track, but

eventually it is hoped to use the entire 11 miles. This passenger operation required good cars, and after much discussion the CN multiple unit cars were purchased. It should be noted that fully half of all the motorized passenger cars from the CN electric line are now in South Carolina!

The route to be followed was somewhat circuitous, heading west to Toronto and Windsor, then to Detroit and Cincinnati, where they would be handed over to CSX. Then east again through Kentucky and south on the former Clinchfield to Spartanburg S.C., and further south on CSX lines to Columbia. In all cases they were to be placed immediately behind the locomotives. At Columbia they were to be handed over to Norfolk Southern for the short 30 mile trip north to Rockton. However "The best laid schemes o' mice an' men gang aft agley" and the move had some aspects of adventure. Your editor has been a member of SCRM for some years, and has often visited South Carolina and ridden on the track of the museum. Thus it was that I had the privilege of joining some other members and taking part in the southern portion of the big move.

After suitable preparations (including chaining down the pantographs) at Montreal's Taschereau Yard, the four cars were scheduled to leave on Monday, October 16. However 6730, 6733 and 6746 actually moved to Toronto on train 367, two days early. 6735 missed this move as it had a broken air hose, but it finally departed on train 369 on October 17, and was reunited with the other three which had been held in Toronto. At Toronto, CN decided that the generators under the motor cars were too low to clear the Windsor-Detroit tunnel, so they were rerouted to Sarnia and through the new St. Clair tunnel to Port Huron Michigan. Since the cars were historical items destined for exhibit at a non-profit museum, they were admitted to the United States duty free and, once on U.S. tracks, were handed over to CN's subsidiary the Grand Trunk Western. CN train 385 continued on through Mount Clemens, Detroit and on to the big yard at Flat Rock, Mich. The GTW has taken over the Detroit Toledo & Ironton RR, so this line was used south to Springfield, Ohio, and by trackage rights on Conrail to Cincinnati. But things went bad on this line.

Southbound freight 472 got as far as Lima, Ohio where it spent a lot of time switching the Ford Motor plant. Then it passed a recent derailment of a Schnabel car, also bound for South Carolina, carrying a very large pressure vessel for a power plant. This car and its load had rolled over on its side and extraordinary measures were being taken to salvage it. By this time the crew had "died" on the job since 12 hours of operating time had elapsed.

The next day, train 472 from Flat Rock picked up all the cars from the previous day and the combined train headed south out of Lima. The crew on this train "died" at Maitland, Ohio. Before Maitland the crew had set out a locomotive at Johnson City for northbound train 471. A new crew was waiting at Maitland, and after a two hour delay train 472 entered Conrail trackage. This train was later delayed one and a half hours at St. Bernard because a freight in front had pulled apart right in town. Finally, just before midnight on October 21 (the 77th anniversary of the opening of the Mount Royal tunnel) the train pulled in to CSX's Queensgate yard in Cincinnati.

Meanwhile your editor had made arrangements to meet other SCRM members who were hoping to meet the cars somewhere en route. Members Howard Shepherd and Ed Wilkomen were on a cruise on the river steamer *Delta Queen* which was scheduled to tie up at Nashville Tenn. on the morning of October 21. That is a long way from Montreal, but it was possible to make it in time, albeit by bus, and after 1400 miles and 30 hours of Greyhound, it was a relief to arrive in Nashville on the evening of October 20. We all met as planned on October 21, and having established that the cars had not yet reached Cincinnati, it was decided to try to intercept them there. As it happened, a couple from Cleveland who had been on the cruise were driving back home, and they gave us a lift to Cincinnati, which we reached that afternoon. Having found that the cars would arrive at Queensgate yard that night, we proceeded there and, shortly before midnight, they arrived and were officially turned over to CSX. Special permission had been secured for the three of us to ride the cars, while they were on CSX trackage, in addition



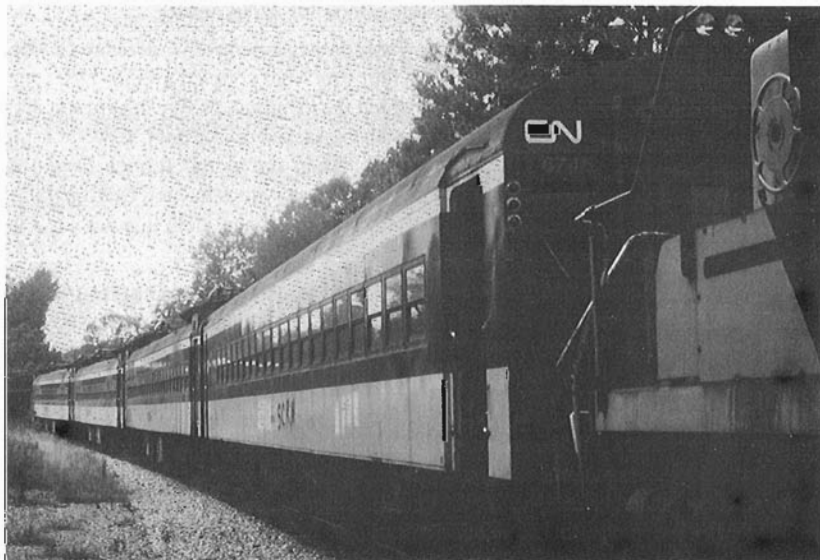
Switching wood chip and pulpwood cars into a siding for a mill on the Columbia Newberry and Laurens in South Carolina, the passenger cars got a little extra mileage, as well as some surprised looks from the employees of the mill.

All photos by Fred Angus.

to the officially designated rider who was to accompany them from Montreal to Columbia. CSX officials said that the cars would remain in Cincinnati until train 691 (a fast freight running between Detroit and Waycross Ga.) was made up; they would then depart late on October 22 or early October 23.

Saturday night we all stayed at a motel, and on Sunday purchased supplies required for camping on the cars as they headed south. Several times during the day we checked with CSX who said that the departure of train 691 was delayed due to a shortage of power, and the cars were still in the yard. This continued until Monday afternoon, October 23 when CSX's automated car tracing service revealed the surprising fact that our cars were at Erwin Tennessee, and had left on the previous day's train 691 early in the morning of October 22, having spent only a few hours in Cincinnati!

Great! Here we were a day and a half, and hundreds of miles, behind our cars which were rolling south without even the official rider on board. There seemed little chance of catching them, but we could give it a try. It was decided not to have the cars held at Erwin since this would mean that they would have to wait for the next 691 and might suffer vandalism while standing there. The plan was to rent a car and try to catch them at Spartanburg. All would have gone well, except that the CSX van which was to take us to pick up the car at Cincinnati airport (actually in Kentucky) got a flat tire on the expressway and we sat there by the median for more than an hour while traffic rushed by at 70 miles an hour only two feet away - not a pleasant experience. Finally another van rescued us, we got the rented car, and departed at 5:17 P.M.



A brief lunch stop along the Columbia Newberry and Laurens, now part of CSX, allowed a chance to photograph 6730, 6733, 6735 and 6746 in the freight train travelling through South Carolina on October 25, 1995. By coincidence, the next day the new equipment went into service on the Montreal commuter line.

The less said about the drive south the better. Suffice it to say that in six and a half hours of driving time, plus half an hour in food and rest stops, we covered more than 450 miles on the interstates, over mountain ranges and valleys of the Appalachians, through Kentucky, Tennessee and North Carolina. It would have been a very scenic trip if it had been daylight and if we had had time to enjoy it. Coming down the escarpment near the famous Saluda grade we soon passed a sign reading "Welcome to South Carolina". This was welcome indeed, and we pulled into Spartanburg at 12:17 A.M., exactly seven hours after leaving Cincinnati airport.

We soon got to a phone and called Spartanburg yard where we got the welcome news that "691 is in the yard and your cars are on it - they will be leaving about 1:30 A.M.". We had made it in time! Going straight to the yard, we found the cars, little the worse for wear after their unattended trip down the Clinchfield. They were to continue on 691 to Greenwood S.C. where they would be left until another freight would take them to Columbia. One of us drove the rented car to Greenwood while the other three boarded car 6735 and prepared to bunk down. First order of business was to get out the bottle of "Mr. Clean" and clean the seats, then rearrange the cushions to form a bed, spread the recently acquired blankets and prepare to settle down after a long eventful day. It was not exactly Pullman service, but then one does not often have the opportunity to ride a CN electric car by night through the South Carolina countryside. We departed Spartanburg soon after 2:00 A.M. and soon passed through the famous tunnel under the Norfolk Southern main line. It seemed scarcely believable that, only five months before, these same cars had been running regularly through the Mount Royal



Safe in CSX's Cayce yard at Columbia, the cars arrived on train 788 at 3:00 P.M. on October 25.

tunnel. One thing we noticed was that, without electric power being used, the familiar whine of the traction motors was absent. Even though we were riding on a motor unit with the traction motors turning, there was no noticeable sound above that of a regular coach. So we continued on through the night, down the former Charleston & Western Carolina R.R. to Greenwood by 6:00 A.M. where we saw the four cars switched off 691 and into Maxwell yard. One amusing incident occurred at this time. We had told the train crews that the cars were destined for a museum, and to be careful with them. We were surprised when one said "I thought they were going for scrap". It seems he thought the initials "SCRM" on the car sides stood for scrap metal!

Early on the morning of Wednesday, October 25, the four cars were coupled to train 788, again right behind the locomotives. We departed at 8:15 A.M. and backtracked up the old C&WC nonstop to Laurens. Then on to the former Columbia Newberry & Laurens which has now been upgraded by CSX into a high speed main line with 132 lb. welded rail.

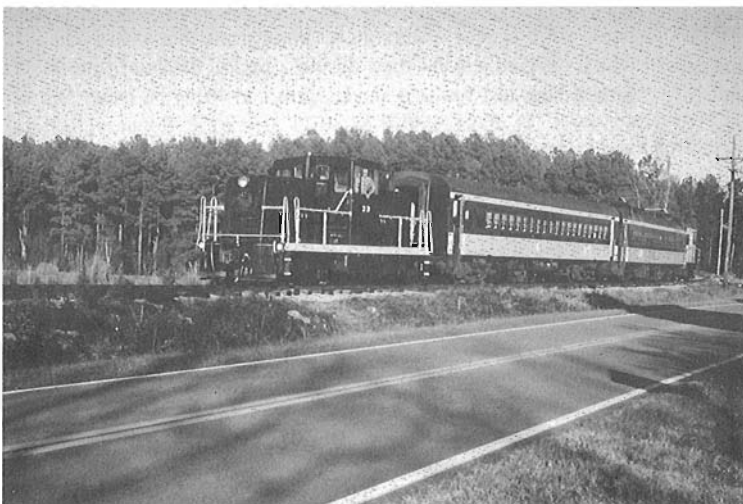
We proceeded at about 40 miles per hour and stopped at two saw mills en route where we picked up a total of 14 wood chip cars. We also set out a tank car and box cars at other industries. Since our cars were right behind the locomotives, they also went into the sidings on all these switching moves - an interesting sight, and the envy of South Carolina railfans, many of whom have never had the chance to ride the CN&L. We also met two northbound trains, and had a brief lunch stop, but otherwise moved right along. During this time we were hard at work cleaning the seats, sweeping out the cars and making them look presentable for their arrival at Columbia. It was strange to find



In the yard at the South Carolina Railroad Museum, all four cars finally arrived on Friday, November 10. 6730 and 6746 would soon be in service again.

old copies of the Montreal Gazette, plus old transfers and timetables, stuck behind and under the seats. Soon we were passing through the outskirts of Columbia, then went right by the Amtrak station, and at exactly 3:00 P.M. we reached CSX's Cayce yard. Eleven days after the move began the cars were in Columbia. The next day those of us who had come from far away returned home.

The cars were now less than thirty miles from their destination, but the story was not yet over. Thanks to the great generosity of CN and CSX, the move over their lines had been made free of charge as a gesture of support for the South Carolina Railroad Museum. This covered the entire distance from Montreal to Columbia, well over a thousand miles. It was hoped that Norfolk Southern would extend the same generosity for the short move to Rockton, but it was not to be. Pending negotiations for a free move, NS would not accept the cars, so CSX placed them on an industrial siding in Columbia where they sat for fifteen days cooling their wheels. While it might have been possible eventually to have them moved free, it was clear that this would take some time, and the cars were needed soon. So it was decided to pay for the move, and on Thursday, November 9, CSX delivered them to Andrews yard of Norfolk Southern. Friday morning two cars were turned as requested and all four were put on the local freight on the "R" line (the former Charlotte Columbia & Augusta RR) heading north. At 3:30 P.M. they arrived at Rockton and were set off on the Rockton house track. SCRM members had been alerted that the train was on the way, so were there with two locomotives and immediately hauled all four cars into the museum's yard. Now the big move was really over.



Its a long way from the Mount Royal tunnel to Fairfield County, South Carolina, but these "Wandering Canadians" are in service again, on a railway originally promoted by James Henry Rion, who was born in Montreal 170 years ago! 6746 and 6730 are seen in push-pull operation on the South Carolina Railroad Museum's Santa Claus train on Sunday, November 26, 1995. The ride is about two miles each way, but this will be extended in the future, and eventually may run the entire eleven miles.



A test run was made on Friday, November 24, the day before the first Santa Claus trips. Here we see 6730 and 82 (bearing a stylized map of South Carolina on its side) stopped to pick up the flagging crew after the crossing of highway 321. Flagging the train across is standard procedure when the Museum's trains cross this busy road.

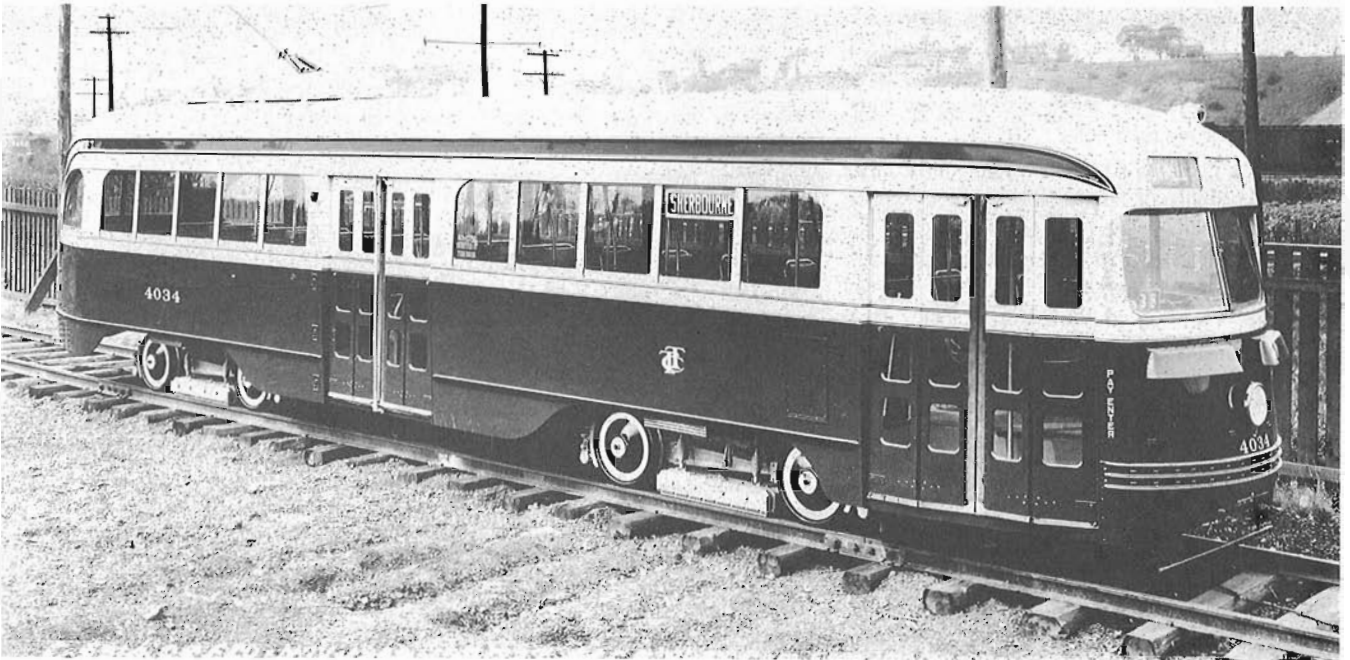
EPILOGUE

Late in November your editor was again in South Carolina (travelling by Amtrak this time) visiting friends in Winnsboro. This was less than a mile from the old track of the Rockton & Rion, so naturally a visit to the SCRM was in order. As it happened, the weekend of November 25 - 26 saw the museum running a Santa Claus train, and during those two days many runs were made carrying a total of almost 2000 passengers. The train consisted of 6730 and 6746 powered by locomotives 33 (ex Pennsylvania Railroad 9339) and 82 (an industrial switcher formerly used by the U.S. Navy at its base in Charleston) running in push-pull fashion. Although all cars are, of course, being used as regular coaches the pantographs and traction motors are still in place although they will never be used.

Before the Santa Claus runs there was some last minute cleaning as well as decorating with appropriate Christmas trimmings. The interior lights were found to be functional, and the air operated bells soon were ringing their old familiar sound. Then we all enjoyed several rides on the train as well as a bit of motorcading. Getting aboard 6730 and 6746 with the crowds of happy people was a very nostalgic experience for one who had often ridden them in Montreal. It was almost like rush hour at Val Royal!

It is good to know that these cars have found a good home, and we sincerely hope that they will be exhibits at the South Carolina Railroad Museum for many years to come. In June, 1996 the convention of the National Railway Historical Society will include a visit to the SCRM, and we can be sure the M.U. cars will play a big part in the activities. Montrealers driving down to Florida can easily take a small detour and visit the SCRM where they can see, and perhaps even ride, the old MUs which were a part of the Montreal scene for so many years.

The End of PCC Street Car Service in Toronto



One of Toronto's first PCC cars, number 4034, photographed new at the Canadian Car and Foundry plant near Montreal in November, 1938. CRHA Archives, CanCar collection, photo No. 5914.

During November, 1995, official word was received that confirmed rumours which had been around for some time. The Toronto Transit Commission was going to retire from service all its remaining PCC street cars, and the last run would take place on Friday, December 8, 1995.

In recent years, decreases in ridership and reduced service on TTC street car lines had rendered a number of cars surplus and made it easily possible to maintain service with the fleet of new cars (CLRVs and ALRVs) presently on hand. In the 1980s there was a project to rebuild some PCCs and, in effect, make them like new cars, and 23 cars were scheduled to be so rebuilt. These cars, after rebuilding, were to be renumbered in the 4600 series. However the project was cancelled on August 12, 1991, after 19 of the 23 had been rebuilt, or were in the process of being rebuilt.

Finally, at a meeting on November 28, 1995, the TTC decided to retire the PCCs from regular service and dispose of 17 of the rebuilt cars, and the four remaining unrebuilt ones. Two cars, 4500 and 4549, will be kept for special tours and charters. Thus the PCC will not yet disappear entirely from Toronto.

For the last week of PCC operation it had been arranged that PCCs would be used in regular all-day service on most of the

major lines. That gave Torontonians a chance to ride the old cars for the last time over a large part of the system.

On the last day, December 8, there was a special run between Russell and Roncesvalles car barns for the news media and other invited guests, using cars 4600 and 4601. In the afternoon there was a special excursion for enthusiasts that used 4600, and which covered several lines during a period of about four hours. Finally, the last run was made, with car 4611, on route 506 on Carleton. At about 9:30 P.M. 4611 arrived at Roncesvalles and ended 57 years of PCC service in Toronto.

With the PCCs retired, there are now 248 street cars in service in Toronto. These are made up of 196 standard cars (CLRVs) and 52 articulated cars (ALRVs). If we add the two PCCs which will be retained, the total will be an even 250 cars.

The PCC car design, as continually updated, ran in Toronto in regular service for 57 years (1938 to 1995). However the longest-lived order of cars, class A-8, rebuilt as class A-15, had a life only slightly longer than the two former TTC "standard" designs - and this with the aid of two structural rebuilds - with all three types averaging the same 25,000 (plus or minus) miles annually over their lives.

YEARS OF SERVICE OF STANDARD TYPE CARS IN TORONTO					
TYPE	LAST CAR	IN SERVICE	OUT (excl charters)	REBUILDS	YEARS
TRC	1326	Dec 11 1910	Mar 30 1951	1 (partial)	40.25
WITT	2766	Jan 30 1923	Apr 24 1963	1 (partial)	40.25
PCC	4611	Mar 12 1951	Dec 8 1995	2 (complete)	44.75

TORONTO PCC CAR HISTORY, REBUILD DATA AND MILEAGE

NUMBER		DELIVERED	REBUILD OUTSHOP	MILEAGE		
A-15	A-8			TO RBLD	AFTER RBLD	TOTAL FOR LIFE
4600	4505	Feb 15 1951	Sep 11 1986	1,070,716	116,574	1,187,290
4601	4512	Feb 19 1951	Dec 4 1986	1,089,196	105,994	1,195,190
4602	4537	Mar 7 1951	Apr 26 1989	1,116,421	74,489	1,190,910
4603	4548	Apr 10 1951	Jul 28 1989	929,567	78,677	1,008,244
4500*	4500	Jan 31 1951	Jul 14 1989	1,116,068	18,004	1,134,072
4549*	4549	Mar 26 1951	Dec 6 1989	1,106,094	17,659	1,123,753
4606	4528	Mar 5 1951	Dec 29 1989	1,139,978	67,066	1,207,044
4607	4536	Mar 7 1951	Feb 14 1990	1,087,799	63,773	1,151,572
4608	4544	Mar 13 1951	Apr 20 1990	1,140,776	64,967	1,205,743
4609	4526	Feb 27 1951	Aug 7 1990	1,123,211	90,332	1,213,543
4610	4541	Mar 12 1951	Nov 6 1990	1,143,900	79,595	1,223,495
4611	4540	Mar 12 1951	Dec 31 1990	1,109,743	65,152	1,174,895
4612	4543	Mar 14 1951	Dec 13 1990	1,118,867	69,400	1,188,267
4613	4503	Feb 12 1951	Apr 18 1991	1,162,649	53,750	1,216,399
4614	4509	Feb 20 1951	Aug 27 1991	1,111,389	60,628	1,172,017
4615	4518	Feb 22 1951	Oct 29 1991	1,145,178	58,369	1,203,547
4616	4515	Feb 22 1951	Dec 13 1991	1,134,577	53,825	1,188,402
4617	4539	Mar 14 1951	Jan 29 1992	1,142,597	40,208	1,182,805
4618	4501	Jan 31 1951	Mar 31 1992	1,176,288	40,607	1,216,895

* Class A-15H (historically restored) cars 4604 and 4605 carry their original class A-8 numbers 4500 and 4549. Cars 4524, 4529, 4530, 4546 were to have been rebuilt and renumbered 4619, 4620, 4621, 4622 but the program was cancelled in 1991.

Information courtesy of R.F. Corley.



"Goodbye to the Original Red Rocket". So said a large sign carried on a PCC car during the special run on the morning of December 8, 1995 - the last day.

Photo by Fred Angus.



At the busy Church Street crossing, 4600 about to pass 4602 on the last day, December 8. The photo was taken from the rear of car 4601.

Photo by Fred Angus.



The last run of a Toronto PCC in regular service. 4611 at the eastern end of its run the evening of December 8 1995, just before returning to Roncesvalles barn and retirement
Photo by Fred Angus.

Museum Notes

January 8, 1996

By John Godfrey

Winter's here. Those of you who live in the Montreal area know that we have already received more snow than all of last winter. Kinda makes one appreciate the new shop building all the more.

Since the last column, the Association has acquired a number of new pieces in the collection. Just after the close of the operating season (which saw 24,382 people go through the gate), CN transferred three pieces, formerly on its Museum Train from 1953 to 1967, to Delson from the National Museum of Science and Technology in Ottawa. Arriving on our CP connection on November 2nd, after an overnight move from the national capital, were: CN 2541 (ex CGR 1531, nee ICR 5331), a sleeper built in 1910 by the Siliker Car Co. in Halifax; CN 7108 (ex CGR 2039, CGR 98, NTR 14, nee ICR 495), a combination passenger - baggage car built as a coach by Crossen of Cobourg Ontario in 1890; CN 8400 (nee GTR 766), a baggage car built in 1912 by the GTR itself.

The "Jolly Ole' Elf" himself left something at the Museum a few days before Christmas when the CP Delson roadswitcher delivered former CP M-630 No. 4563. A replacement for the former BC Rail M-630 No. 715, which the CRHA reluctantly gave up title to earlier in the year, the locomotive has been thoroughly mechanically reconditioned by CP Rail in the St. Luc roundhouse in Montreal and repainted in the circa 1971 action red scheme. A little work on the alternator and, come next summer, a 251 prime mover may echo off the nearby rooftops. A huge thank you to the boys (and girls) at CP who were obviously much more nice than naughty, and made the CRM the benefactor of their good behaviour.

In the recent past, year-end switching has been somewhat reduced due to more pieces being acquired and being put under cover than in preceding years, when marathon sessions were known to have been held to get as much under cover as possible. Such was not the case this year. A good portion of one day was spent getting CN 2541 inside building one shortly after its arrival on the property, hauling in the equipment stored at the Des Bouleaux end of the site over the summer, and lastly CP 4563 was hauled into the Upper Yard on December 23rd. However, it was the activity on December 16th that had everybody talking.

Under at times dangerous conditions, former London & Port Stanley flanger FA-1 was moved from its location at the east end of the Wabash track to a location just behind the shop. This was done over the course of twelve hours by more than a dozen volunteers, sometimes waist deep in snow. Why? An agreement was struck with the city of St. Constant to restore the piece and place it on highway 132 for use as a tourist office. It will take up space in the shop to be vacated by the CP reefer in March, and is expected to be out on the highway sometime in April. Happily for



*CP Rail 4563 soon after its arrival at the Museum in December, 1995.
Photo by John Godfrey.*

all concerned, the volunteers and the flanger made it to the shop safe and sound at the end of the day.

Speaking of the shop, this winter's residents include the aforementioned CP reefer, which is seeing the end of a very extended stay. All its roof and sides were completely rebuilt and, once restoration work is completed, it will be rolled out and its place taken by the L&PS flanger. Courtald's No. 7 also made its way from the Wabash track to the shop in October, though by a much shorter route via the street car loop. It too is expected to be there for a while, as it is receiving a full cosmetic restoration to its former appearance. CN 30 is spending the winter indoors undergoing a minor tune-up and, lastly, MTC 1959 is to undergo continuing cosmetic and routine mechanical work. CN 15824 is yet to make it into the building for its work.

The Museum opens for business on May 5th with a new exhibit in the Hays Building, illustrating the life of the railway worker. Nine (to date) scheduled special event days include a diesel weekend on July 6th and 7th, the 160th anniversary of Canadian railways on July 21st, a model train show on August 10th and 11th, and a vintage automobile exhibition on September 7th and 8th. Details about these and other events at the Museum can be had at the Museum's number (514) 632-2410.

Between now and then, there's always lots to do. Work sessions are held every Saturday at the Museum, and new volunteers are always welcome. Hope to see you out there if you are in the Montreal area.

Till next time, happy shovelling!!

The Business Car

TRAM GARNERS HISTORICAL AWARD

The City of Nelson, B.C. has once again been recognized on the international stage for its rich heritage setting and restoration of its past.

The Nelson Electric Tramway Society has been awarded a Certificate of Commendation from the American Association for State and Local History (AASLH) for its restoration of streetcar 23. "Everybody is really pleased, we understand this to be a very prestigious award" said society president David Lloyd. "I think the citizens of Nelson should be proud of what we have here." Lloyd and the society were made aware of the award in March when a member of a heritage society in Victoria visited the area last summer and encouraged them to enter. He said that the streetcar was not only beautifully restored, but had an interesting history.

The life of car 23 dates back to 1906 when it was originally built for the City of Cleveland. It came to Nelson in 1923 to compliment a fleet which had been on the rails since 1899. After 50 years of service the tramway system, which ran on five miles of track, shut down in 1949. After retirement, the car was used for a number of purposes, including a dog kennel, for a period of time. In 1981 it was moved to Selkirk College for a student restoration project. With growing interest in the project, the society was formed in 1988 with the goal of getting car 23 back on the tracks. With government funding from GO BC and donated materials, equipment, tools and expertise, that goal was reached in 1992.

Despite the jubilation of the recognition, the award comes at a time when the society is struggling financially. Since the streetcar began its triumphant return to the rails of the Queen City, it has had a difficult time paying for itself. "We're not too well off financially, we need all the help we can get from the residents, businesses and tourists" said Lloyd. The 50 society members are volunteers, however costs like the \$7500 annual insurance, power and maintenance add up over the season. "You have to take a lot of two dollar passengers to pay off all of the costs involved" said Lloyd.

Despite the debt to the city and the banks, the society forges on enthusiastically. So far the passenger totals are up over last year, and restoration of a second car is in the works. The society was presented with the AASLH award on September 7, in Saratoga Springs, New York.

Nelson, B.C., August 1, 1995.

RAILWAY ENGINE BUILDING RUNS OUT OF STEAM

No locomotives will be built in Britain for home main line use next year [1996] for the first time since the Stephenson's Rocket ran in 1829, a development alarming readers.

Britain's largest manufacturer, ABB, has announced that without an order by next month it will have to close its plants in York and Derby, which accounts for more than half the national capacity. The only one on the books for next year for home use is a steam locomotive, paid for by public subscription. By contrast,

in the four decades to 1990, British works turned out hundreds of locomotives a year, up to three a day for the home market.

The Engineering Employers' Federation has said that the country which invented the steam engine is about to be reduced to no more than a component supplier. The industry blames rail privatisation. The power to order locomotives is vested in three leasing companies set up by the government. Locomotives would be hired to the 25 passenger operating companies, and this revenue used to buy new rolling stock. However, they have no customers because none of the envisioned 25 private train companies is yet operating. Even when they are, industry analysts wonder what incentive there will be for the 25 to enter into contracts to hire new trains when their operating leases are for seven years, against the 40 year life of a train. This would leave the leasing firm with no guarantee that after the first passenger franchise ran out subsequent holders would want to pick up the costs of new trains when there were plenty of old ones about.

The Government cut nearly all contracts for new locomotives and carriages in January 1993, when proposals for privatisation were announced. Before then, BR had a steady reinvestment programme which kept the supply industry stable. "There are no orders on our books and no signs of orders" said Mr. John Malam, chief executive of the Engineering Employers' Federation in the North-West. Less was being spent on improving the railway system per head of population than in any other country in the European Union, he said. The railway supply industry, including producers of track, signalling and communications, made 20 percent of the workforce redundant last year, he added. "We shall at best be relegated to supplying components. The investment in British railway rolling stock is pitiful compared to Germany, where orders have recently been placed for 420 locomotives worth 3 billion pounds. Mr. Roger Harrison, ABB marketing director for rail vehicles, said: "This may be the end of the show."

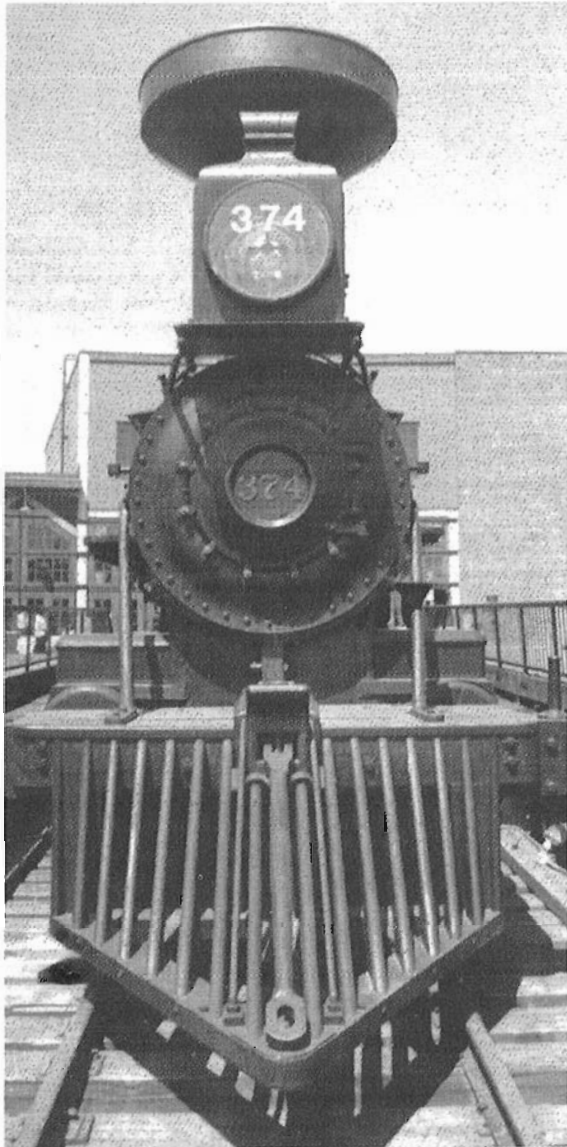
The Daily Telegraph, London.

A RAILWAY ADVENTURE TO THE PACIFIC

Next April 15 to April 28, Elderhostel Canada will be conducting a special two-week program of particular interest to people fascinated by the history, culture and impact of railways in Canada. Called "Canada's Insane Dream - a Railway Adventure to the Pacific", it will feature a series of lectures by Dr. Kenneth Mackenzie, recently-retired chief archivist of Canadian National Railways, as well as a trip across Canada on VIA's western transcontinental train. The title originates from the description used in Parliament in the 1870s describing the idea of building a railway across Canada as an "act of insane recklessness".

Since space is limited, anyone interested in participating should contact

Elderhostel Canada, care of W.A. Rathbun,
20 Guildwood Parkway, Suite 408,
Scarborough, Ontario M1E 5B6 as soon as possible.
The telephone number is (416) 261-8919.



HELP NEEDED TO PRESERVE CPR 374

The 374 Station Society is seeking to raise \$250,000 to build a glass pavilion to house former CPR 374 next to the old roundhouse in Vancouver. As most members know, 374 hauled the first regular train into Vancouver when the main line was extended to that city in 1887. Remember those glorious days of Expo '86? Old 374 was one of the stars of the show, as it was displayed in the roundhouse. Now it will be a star again, in the new glass enclosure, together with the personalized bricks which commemorate the donors to the project in 1986. Supporting this project will ensure the preservation of this priceless 110 year old relic.

To help with the project, please contact:

The 374 Station Society
Suite 530 - 355 Burrard Street
Vancouver B.C. V6C 2G8

LINDSAY MODEL RAILWAY SHOW

The Lindsay and District Model Engineers Show will be held on April 13th and 14th 1996 at the Victoria Park Armoury, 210 Kent Street West, Lindsay, Ontario. On Saturday the show will be open from 11:00 A.M. to 5:00 P.M., while on Sunday the hours will be 12:00 noon to 4:30 P.M. Admission is \$4 for adults, \$2 for seniors and students, and \$1 for children.

For more information, write to Lindsay and District Model Engineers, Box 452, Lindsay, Ontario K9V 4S5, or phone: Wayne Lamb (705) 324-9865 or Eric Potter (705) 328-3749.

VIA TRAINS REROUTED

Early in October 1995, scheduled work on Victoria Bridge at Montreal resulted in those VIA trains that normally cross this bridge being rerouted. Trains to and from Quebec City operated from St. Lambert, with bus connections between St. Lambert and Montreal's Central station. However the longer distance trains the "Chaleur" for Gaspé, and the "Ocean" for Halifax were rerouted via Cannon Junction and Delson to the CP line and over the CP bridge at LaSalle Que., near Montreal. The photo below shows the westbound "Ocean" crossing the CP bridge in the morning of October 9, 1995. Notice the extra cars being deadheaded to Montreal. Photo by Fred Angus.



BACK COVER: Originally built for the Canadian Northern Railway in 1912, Ohio Central 4-6-0 number 1551 still sees active service during the summers, between Sugar Creek and Dresden, Ohio. The locomotive was photographed in Sugar Creek on May 17, 1991.

Photo by Pierre Ozorák.

Canadian Rail

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

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