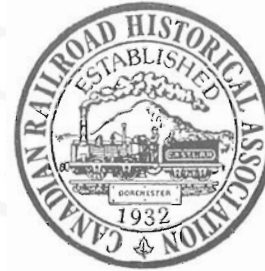


Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 453



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FRONT COVER: Canadian National #1577, 1578 and 1576 (Class GR-12d) at Bayview, Ontario (April 1956). These were renumbered #1206, 1207 and 1205 in June 1956.

Photo from collection of Mr. F.D. Shaw.

Les Canadien National #1577, 1578 et 1576 (classe GR-12d) à Bayview, Ontario, en avril 1956. Ces SW1200RS furent renumérotées #1206, 1207 et 1205 en juin de la même année.

Photographie provenant de la collection de M. F.D. Shaw.

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Nest of Crow and Track of Iron

By David Ll. Davies

A good friend of mine recently gave me the privilege of reading a 30 page family history covering the period 1911 to 1936. It commences with a description of his maternal grandparents emigrating from Britain in 1911. Much of this family history has been reconstructed from diaries, and entries about railways are sparse and infrequent. What little there is makes for interesting reading and serves as a pretext to describe a railway that once existed in the area where this migrant family first settled in British Columbia.

The British family consisted of husband, wife and six children and they were going to the recently created settlement of Waldo in the south-eastern tip of British Columbia, not more than a dozen miles from the United States border at Montana. This was within an area known as the Tobacco Plains, because Indians used to plant such a crop there. They were heading for this little known spot on the basis of typical misleading settlers' advertisements of the day, promising adventure and a land of potential plenty. In reality they were to settle on 17 acres of not very satisfactory benchland above the Kootenay River at 2,500 ft elevation without running water. Out of this unpromising material, they slowly created an orchard and a small holding.

The family sailed from Bristol, England, on October 4th, 1911 on S.S. "Teutonic" reaching Montreal on the 12th. They departed that evening at 2230 hours by CPR train to cross the width of Canada. The train reached Fort William at 0830 hours on the 14th; at that stop the mother notes "Got our car clean and quite in good order, potted meat for breakfast, tea very strong and nasty". There are no more references to the journey but the present-day family biographer has added an explanatory paragraph.

"They were travelling in Colonist cars, designed for the masses of mostly poor immigrants flooding in from Britain and Europe. During World War II these old cars were used as troop carriers but only for other-ranks. The wooden seats were uncomfortable and when made into a lower bunk - no mattresses or bedding - were fit only for healthy youngsters. Above the seats was a retractable wooden shelf which held baggage by day and one or two sleepers by night. There was a toilet at each end of the car, each with a wash basin doubling as a kitchen sink. Coal burning pot stoves were at each end of the car for warmth and rudimentary cooking. Passengers bought their own food and blankets."

It is presumed the party left the transcontinental train at Medicine Hat or Calgary, travelling west or south to Fort McLeod and thence, still on the CPR, over the Crows Nest Pass into British Columbia. Just over the provincial border they changed trains at the small coal mining town of Fernie that had 3,100 inhabitants; it was the 28th largest municipality in British Columbia in 1911. Here they boarded a one or two car Great Northern Railway train (U.S. railway) for the final leg of the 5,000 mile journey from Britain, a mere 38 miles to their destination of Waldo. In fact, they left the train at Baynes Lake, the larger settlement in the immediate

vicinity and the station prior to Waldo. The day was 16th October 1911, making for a 13 day journey, and the mother wrote in her diary "arrived Baynes Hotel 3.30pm". With these three words, so commenced an entirely different life for this family. [The author, himself a British immigrant, duplicated the journey by ship and CPR to Vancouver, 52 years later and total elapsed trip time was not significantly bettered - but was done in far superior comfort]

Though this immigrant family were to become orchardists, the principal activity in Waldo was sawmilling, using the Kootenay River to bring the raw material to two sawmills located on the east bank. The larger mill had been established in 1906 by two brothers who had a third partner living in Saskatoon, who was responsible for selling the mill's products on the Prairies. Hence the name Ross - Saskatoon Lumber Company.

In 1910 two local men set up a land company on the banks of the Kootenay River at Waldo to sell small orchard lots and a new way of life to people living in Britain. The enticing sales literature showed laden fruit trees, whereas the reality was scrub land and a half built irrigation system. A disillusioned settler later said "the whole business could only be charitably described as a cruel and gross misrepresentation which had been endorsed by the Canadian Government Agent's Office in London, England".

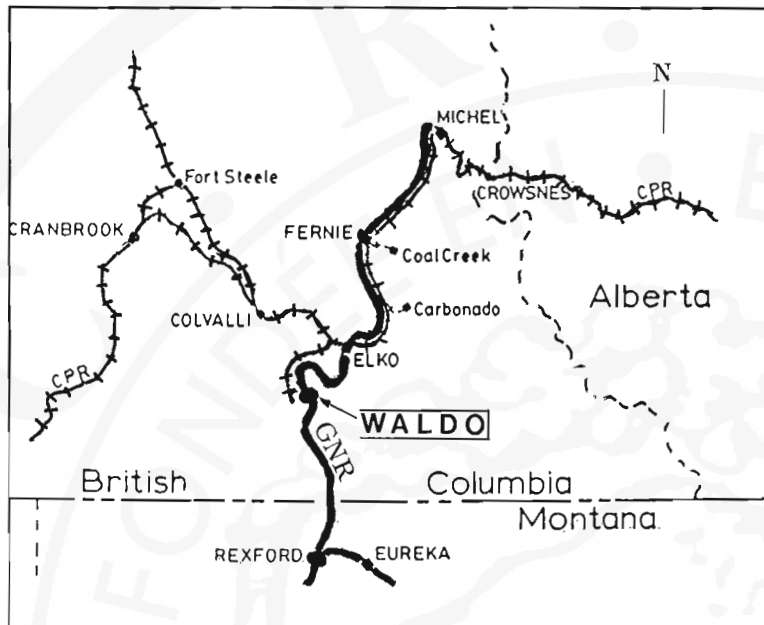
For the next ten years the family worked hard to carve a niche for themselves and though they enjoyed the lifestyle, it was unrewarding. For example, at the end of that period only 12% of the fruit trees that they had planted had survived. In 1922 the family, now with adolescent or grown-up children, decided after a failed fruit crop to sell the small holding and move to Victoria, the capital of the Province.

On 8th December 1922 there was this diary entry; "After packing my trunk, ate lunch on sunny seat and drank nearly a quart of new milk. Swept up for last time. Left ranch finally at 3.30pm".

Next day the family travelled on the Great Northern Railway from Waldo to Spokane, via Rexford, Jennings and Sandpoint. After window shopping and sightseeing they continued on to Seattle, still on the GNR, for more sightseeing. They then boarded a CPR ferry for Victoria on Vancouver Island, arriving there on 15th December.

A sad postscript to this journey was that when their possessions arrived on Christmas Eve at their new home, in the pelting rain, some of it "was knocked to pieces, much of the furniture badly damaged, some beyond repair". But they were resilient and celebrated Christmas day in good cheer.

The descendants of this family continue to live in Victoria and Vancouver, but naturally in much more comfortable circumstances. This story was a commonplace experience three-quarters of a century ago throughout western Canada and is worth recounting, if only to emphasize how important railways were in colonizing the empty spaces.

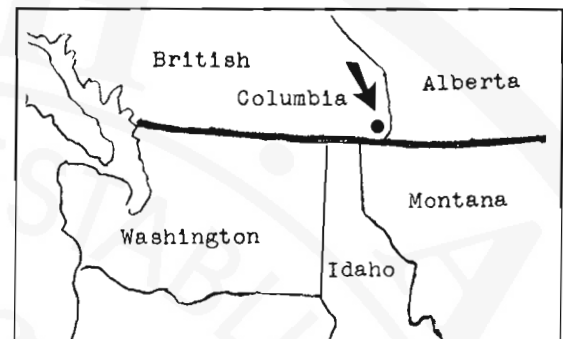


Sketch map of the south east corner of British Columbia showing adjacent areas in Montana and Alberta.

Now for the history of the railway that ran through Waldo. Towards the end of the last century, it became evident that there was good quality coal to be had in a valley immediately west of the Crow's Nest Pass. But it could not be marketed without a railway and the nearest CPR line was at Fort McLeod, 60 miles to the east in Alberta; McLeod was the southern terminus of a CPR leased branchline that ran north to Calgary and Edmonton.

The CPR was well aware by 1890 that there was mineral traffic to be exploited in the south-eastern segment of British Columbia but the mountains were formidable, capital was in short supply, and other regions were demanding rail service. With these constraints, nothing was done until suddenly in 1897 the CPR was forced to act because of the northward finger-poking moves made by the Great Northern Railway (USA) into Canada. The result was a railway that ran for 330 miles westwards from Lethbridge to the southern shores of Kootenay Lake, with a rail barge connection to Nelson; this being the principal city in south-eastern B.C. and the sixth largest in the province for the first decade of this century. Construction was rapid, averaging three miles every five days, and was complete by late 1898. This line made a junction with the Calgary-Fort McLeod branch line at the latter place.

Known as the Crow's Nest Pass Railway, this line became a part of Canadian history as it gave birth to the expression 'Crow Rate'. All railways of those times were constructed with the help of government subsidies in the form of cash and/or land grants. The federal government in Ottawa was then aware of the hostility of settlers (read 'voters') towards the CPR because of the latter's allegedly high freight rates and so demanded a concession from the CPR in return for granting a construction subsidy to build into the south-eastern part of B.C. On 6th September 1897 the CPR agreed to reduce rates on settlers' fresh foods, agricultural and related supplies moving westwards and grain going eastwards 'in perpetuity'. Such a concession helped to populate western Canada



General sketch map of the area.

and establish the country as a grain exporter but it eventually became a millstone around CPR's neck. It was only in 1983 that steps were taken to repeal the onerous conditions.

At the same time that the Crow railway was being built, the Crow's Nest Pass Coal Company was formed to mine the coal that lay in a 40 mile belt overlapping the railway. It was completely owned by Canadians, mainly prominent businessmen in Toronto, and had shipped its first coal car by late 1898. (Note 1)

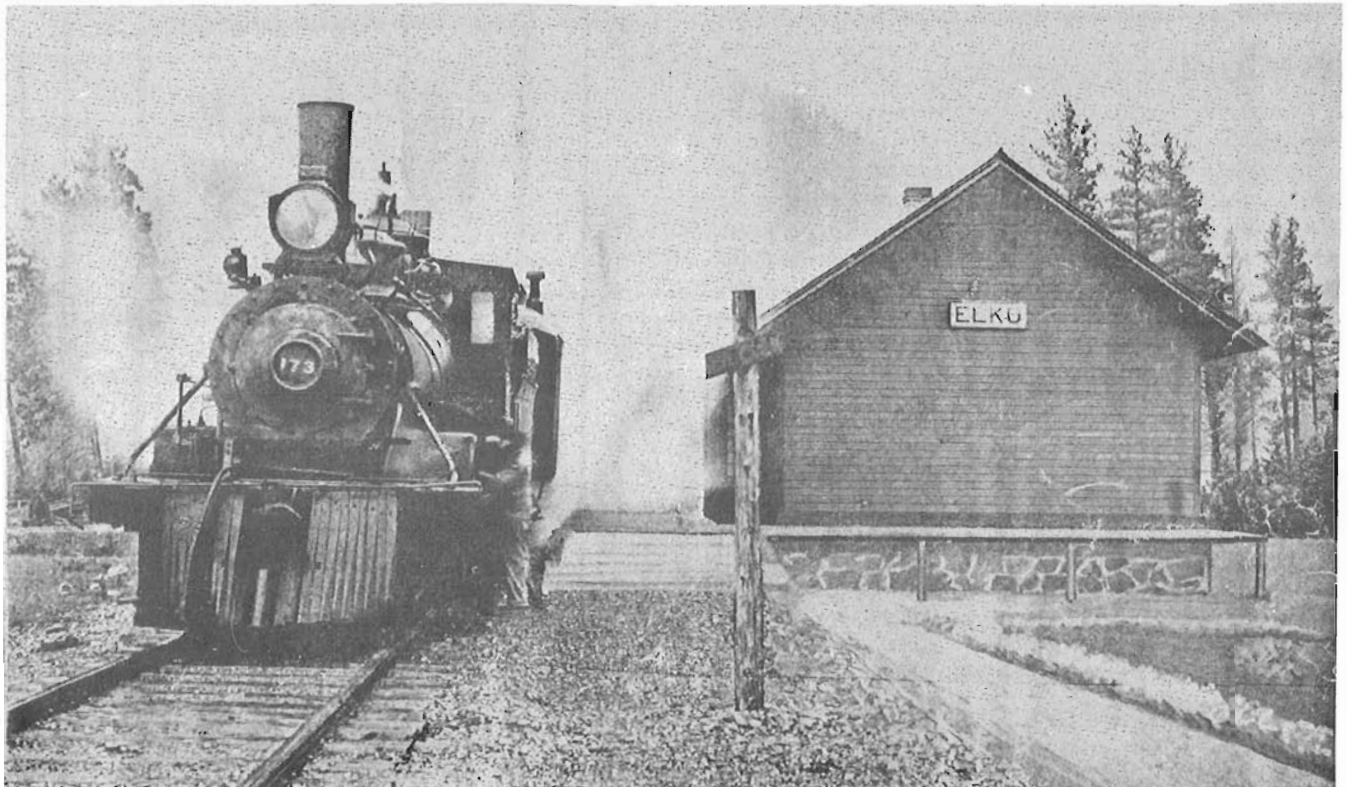
As well as coal shipments that mainly went east to fuel CPR locomotives, prairie businesses and homes, coke was also manufactured for use in smelters in Montana and soon-to-be smelters in B.C. The conversion was done in the open beehive brick retorts placed back to back in long rows. At the height of the prosperity of the Crow's Nest coalfield there were at least 700 of these small ovens in continuous use.

A 2 ft gauge railway, operated by diminutive locos (one is currently on display at Fernie), ran along the top and centreline of the banks of these coke ovens, discharging coal by tip cars into the top manhole of each oven. After a slow burning conversion, the coke was raked out from a discharge hole at the side, quenched with water, and loaded into waiting standard-gauge rail cars sited at a lower level. Coke is much lighter than coal because all the volatile material within the coal has been driven off. This meant that if an equal tonnage of coal and coke had to be moved, then, for example, 100 cars would carry the coal but about 140 would be needed for the coke.

In 1900 the coalfield, from three underground mines, produced about 175,000 tons of coal. In the following year it exported to the USA 97,000 tons of coal and 85,000 tons of coke, all of which went east to Lethbridge and then south into Montana.

All this activity had not gone un-noticed by James Hill, President of the Great Northern Railway and arch rival of the Canadian Pacific Railway. By March 1901 he and his associates had managed to acquire 30% of the stock of the Crow's Nest Pass Coal Co.

Losing no time he decided to tap into this coal supply by building a branchline northwards from Jennings, Montana, an insignificant spot on the GNR's trans-continental line. Craftily he applied to the B.C. Provincial Government to build a railway solely within B.C. from the border beside the Kootenay River to



The Great Northern depot at Elko, on the Rexford - Fernie branch at mile 42.8. This view appears in an Elko promotional brochure of about 1912 with the caption "One passenger train and three freight trains each way every 24 hours; daily mail service". Elko then saw itself as a burgeoning centre and a railway hub with lines radiating east to the prairies, south to the States, west to Nelson and north to Golden on the CPR main line. Great Northern had an interchange here with Canadian Pacific's Crow's Nest line; the GNR depot was at 3103 feet elevation and the CPR's was at 3089 feet.

Great Northern 173 was a 4-4-0 built by Brooks in March, 1883 (construction number 873) for the GNR's predecessor the St. Paul Minneapolis and Manitoba. It served for more than forty years, being retired and scrapped in December, 1926.

Photo courtesy of Fernie and District Historical Society.

the Crow's Nest Pass coalfield. It was to be called the Crows Nest Southern Railway. Hill asked for no construction subsidy, which was unusual, and this made his request attractive. On 24th April 1901, after an extremely short wait, he was granted his charter. Needless to say, this move was vehemently opposed by the CPR, for obvious reasons, and the matter was even discussed with the Prime Minister of Canada, Sir Wilfred Laurier; but all to no avail.

By July 1901 construction of this new 95 mile GNR branchline had commenced from Jennings, using the adjacent Kootenay River and sternwheelers as a convenient supply route for materials. The contractor was A. Guthrie & Co. which had a labour force of about 800 men; this U.S. firm was an established railroad builder, active between 1890 and 1930, and which, from 1912 to 1916, built portions of the Kettle Valley Railway in B.C.

The Canadian end of this branchline ended 9 miles short of Fernie, where it connected with a short colliery spur at Morrissey (Carbonade) which was owned by the GNR. It was opened to traffic in September 1902 which, considering the initial urgency, was a poor construction performance. Possibly the CPR surreptitiously inserted legal and other obstacles to retard the inevitable.

The line contained no physical barriers of note or significant engineering works and had a continuous easy downhill grade from the coalfield to Jennings. It closely followed a river system that drained from north to south. The rail altitude at Michel was 3,773 ft and the line fell some 1,500 ft to Rexford, giving an average decline of 21 feet per mile; there were no reverse inclines in the 82 mile downgrade.

Within a few years mileage adjustments were made at each end of this GNR branchline. In 1904 the GNR avoided some heavy gradients on its trans-continental line in Montana by rerouting, making 41 miles of the branchline into its mainline. Thereafter Rexford became the southern terminus and all mileages quoted hereafter in this article will be from Rexford. At its northern end the branch was extended to Fernie in 1904 and to Michel in 1908 for a total of 30 miles. The northern end of this revised branchline became Mile 82.6 and was equipped with a yard, wye, depot, coal and water facilities, and a connection with Michel colliery. For 40 miles between Elko at Mile 42 and the Michel terminus, the GNR branch closely paralleled the CPR in the narrow Elk valley. In its final form it made connections with three collieries at Morrissey,

Coal Creek, and Michel, though the first named worked only until 1909. Coal Creek, 6 miles east of Fernie on a spur line, was very much the dominant colliery of the coalfield.

Operating details of this branchline are spare but it is known that in the first two decades of this century the GNR ran a daily passenger train excepting Sundays, and three or four daily freights. These freights mainly hauled coal and coke from the Crow's Nest coalfield; the coal was for firing GNR locomotives and for sale in Spokane, and the coke was for smelters at Butte, Montana and Northport, Washington. Of this traffic, possibly three of these freights were through coal/coke trains and the fourth a way-freight, mainly picking up logs for the several sawmills en-route or shipping out their finished products. It is thought these freights usually consisted of some 20 to 40 cars, as passing sidings on the branch were built to take 40 to 45 cars. (Notes 2 & 3)

The daily passenger train took three and a half hours in each direction, commencing and returning to Rexford, at an average speed of 23 mph. A schedule for 1913 is shown. This train usually consisted only of one coach and a combine and sometimes only the latter. On the Canadian side there were eleven scheduled passenger stopping points but the only important ones were Baynes, Elko (for CPR westward connections), Fernie and Michel. All the others were request 'flag' stations.

B.C. provincial railway returns for 12 months ending 30th June 1913 showed that the Crows Nest Southern Railway carried 22,807 passengers, of which, it is speculated, only a minority were actually crossing the border. The annual total equals 73 passengers every weekday of the year. The same source reports that the 74.2 route miles in B.C. cost \$7.2 million to put in place; this works out at \$97,200 per mile. This figure seems quite excessive when other contemporary lines were being built for about \$30,000 to \$50,000 per mile.

Waldo depot was at Mile 25.6 and was named after William Waldorf Waldo, an early riverside settler. It boasted a 45 car siding and was at 2,405 ft elevation. Unfortunately no photo of Waldo depot has been located, and very few exist for the rest of the line. Waldo was also home of two sawmills, Ross-Saskatoon Lumber and Baker Lumber. The former company operated a 42" gauge logging railway on the west bank of the Kootenay River near to Waldo, which eventually extended 44 miles. Logs were dumped in the river and then towed to the mill. This line was in use from 1907 to 1923, horse powered at first and then steam operated with two Lima Shay geared locomotives, which were purchased new in 1910-13.

In 1912 the CPR got into the act by building a short branch from its Crow's Nest line at Caithness (5 rail miles west of Elko) to Waldo. Now Waldo could boast that it was connected both to the GNR and the CPR! The branch was almost 12 miles long and at varying periods serviced five sawmills. It was abandoned in 1928 after all the lumber had been extracted in the area and the mills had closed.

To return to the Great Northern; in 1906 James J. Hill acquired a controlling interest in the Crow's Nest Past Coal Company and saw to it that coal exports to the US were increased. Early production figures for the coalfield are elusive but for the period from 1910 to 1919 they show a steady decline in the amount of coal mined, with 1,365,000 (long) tons in 1910 and 732,000 tons

No. 252		Miles	Table No. 52		No. 251	
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x	7 12	4 Hayden		x	3 12
	7 27	9 Gateway, Mont...			3 00
x	7 40	14 Flagstone, B. C.		x	2 38
x	7 51	19 Dorr		x	2 25
x	8 03	24	..... Waldo		x	2 12
	8 16	30	..... Baynes			1 58
x	8 35	37	..... Mott		x	1 43
x	8 50	42	..... Elko		x	1 33
x	9 15	52	..... Swinton		x	1 08
	9 40	62	..... Fernie			12 43
x	9 58	69	..... Hosmer		x	12 20
x	10 10	73	..... Olson		x	12 10
	10 35	82	Ar... Michel	... Lv		11 50

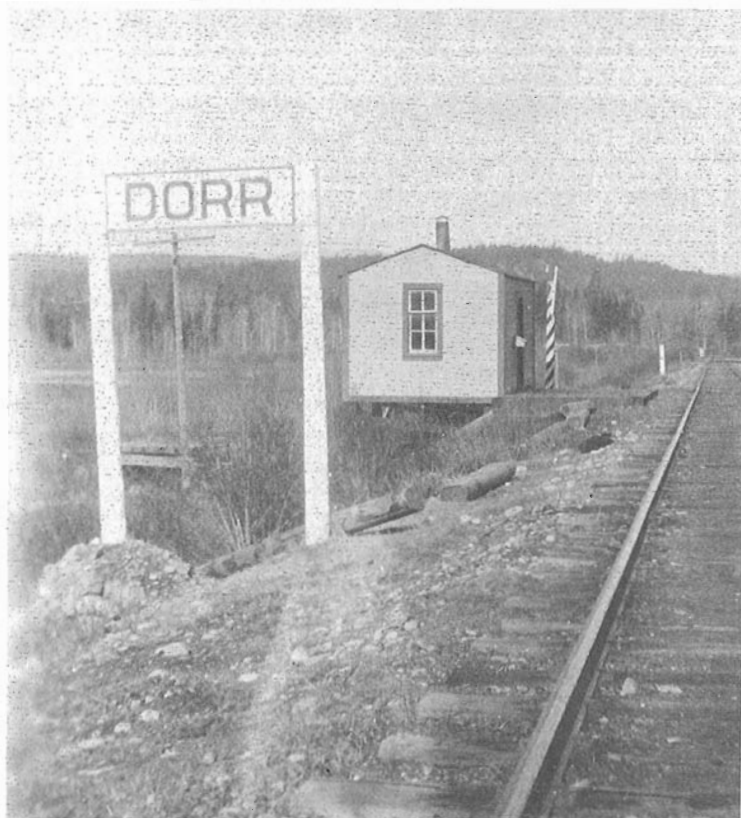
x Stop on signal.

in 1918. For 1919 they were substantially lower, at 479,000 tons, due to a 3 month strike. Between 1910 and 1918 this coalfield's share of the coal output fell from 43% to 28% of the total coal mined in the province. It is believed that from circa 1905 to 1920 between 65% and 80% of the coal and coke was exported to the States, though in later years much of the coke was diverted to local B.C. smelters. In 1919 the Crow's Nest Pass Southern Railway

carried 311,469 tons of coal and 8,205 tons of coke, representing 65% and 14% of the coalfield's output. These were very substantial tonnages for a secondary railroad. See Note 4 for detailed statistics.

The most dramatic moment in the life of the Crows Nest Southern Railway came on 1st August 1908 when the town of Fernie was almost completely destroyed by fire. On that morning there was a pall of smoke over the Elk valley due to nearby forest fires, but there was no sense of any immediate threat. Suddenly a strong wind erupted and fire swept into the town. As building after building broke into flame, it became obvious that Fernie was doomed and that its 3,000 inhabitants must be evacuated immediately.

Two trains were assembled, one CPR and the other GNR, and they commenced a shuttle run westwards to a point where there was safety. On one rescue trip the GNR train had to plunge through trees on fire on both sides of the track, resulting in the coach windows cracking and splintering. One Fernie resident later recalled "seeing flaming boxcars running down the Great Northern tracks, turning off onto a siding just before they reached the station and crash into cars loaded with coke, setting them and the GNR yard ablaze". By nightfall, Fernie no longer existed, but fortunately the death toll did not exceed a dozen persons, thanks to the swift action by GNR and CPR. These companies lost all their buildings and rolling stock in the town and were left with heat twisted rails. Trackage and telegraph were immediately repaired to bring relief to the stricken area.



ABOVE: The GNR way halt at Dorr, on the Rexford - Fernie branch. This was a flag station at Mile 19.8, ten miles north of the U.S. border, elevation 2363 feet. In the early days of the railway this was the location of a small sawmill run by Pugh and Livingstone Ltd. In later years Baker Lumber Ltd. trucked logs to Dorr for loading on to railway cars to be taken six miles to its sawmill near Waldo, called Baker's Spur at Mile 26.1. Baynes was at Mile 30.3.



The depot, customs and immigration office at Gateway, Montana, at mile 9.8 and 2260 feet elevation. In the background, looking north, is Canada. Note the horse tethered to the telegraph pole at the left and the line of coal cars at the right.

Credit: Mr. Marvin Fennessy, Fort Steele B.C.

This photo was supplied courtesy of Mrs. Ella Verkerk, who happens to be the Secretary of the Fernie and District Historical Society.

Then in the early 1920s things fell apart. There was a post war decline in iron production and so less need for smelter coke; furthermore GNR itself was converting some of its locomotives to oil. The amount of coal and coke carried by the branchline fell substantially. This was followed by a slump in the lumber market.

In 1925 the 40 miles between Michel terminus and Elko were abandoned and the passenger train was re-routed onto CPR tracks between Elko and Fernie. The latter place had become the upper terminus as the coal traffic had dwindled almost to nothing. In 1928 the steam hauled passenger train was downgraded to a gasoline-electric self-propelled coach running six days a week. This vehicle gave a poor ride as it was inadequately sprung and travelled on ill maintained track; it also proved to be cranky in very cold or very hot weather. By 1936 service had dwindled to a once-a-week mixed way-freight hauled by a steam locomotive, so within 15 years the branchline had changed from an important carrier to an almost defunct line.

In February 1936, at the height of the world Depression, the Crow's Nest Southern Railway (GNR) asked permission to discontinue service immediately between Rexford and Fernie. This was granted providing that the trackage was left in place for one year. In 1937 the railway was officially abandoned from Elko to Rexford and in 1938 the rails were lifted.

A few vestiges of this former GNR line can still be seen. Considerable parts of the track between Michel and Elko in the constricted Elk valley were converted into a provincial highway, including a tunnel at former Mile 49.2. At Elko, two miles of the former right-of-way now hold private trackage leading to a large sawmill, built in 1969, owned by Crestbrook Forest Industries Ltd. This spur is switched infrequently by C.P. Rail, perhaps twice a month. Going south, segments of the right-of-way are still recognizable but others are under water. In 1973 the Libby Dam was built across the Kootenay River in Montana and created the long and narrow Lake Kooconusa which backs up into Canada, hence the fabricated name "koo-can-usa".

In 1968 seven Japanese steel firms signed an agreement with a Canadian company to supply 40 million tons of pulverized bituminous coking coal over a 15 year period. Very soon the needed infrastructure was put in place. Opencast mines were created, C.P. Rail installed branch lines to them, and upgraded its trackage from Michel to Golden Junction on C.P.'s transcontinental line. A new coal handling port was built at Roberts Bank, south of Vancouver, and eventually eighteen 10,000-ton capacity coal carrying unit-trains were at work on a carousel system. This modern method of coal handling was in place by 1970-72 and by 1990 was handling 20 million tons of coal per annum. The author is well aware of these trains as they pass through his home town, Kamloops, never endingly and still carrying 10,000 tons of coal per trip.

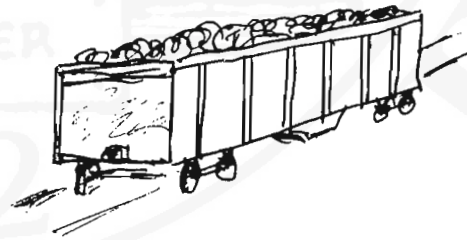
All this was too much for the Great Northern, and its successor the Burlington Northern, to behold, and this railway once again wanted to repeat what had happened 70 years previously. Application was made to build another branchline approximately along the course of the former Crows Nest Southern! However this time history did not repeat itself, for after extensive court hearings and vigorous opposition by C.P. Rail and the Canadian Government, consent was refused. So ends an absorbing fragment of Canadian - U.S. railway history in a little known corner of British Columbia.

NOTES

Note 1. The spelling of "Crows" with or without an apostrophe is used indiscriminately to this day but the GNR decided the title of its railway would be without the apostrophe. In contra-distinction the CPR's line and the coal company used it in their titles.

Note 2. Until recently it has to be remembered freight trains were usually quite short and slow. USA railway statistics for 1921 gave the following national averages for freight trains: number of cars per train = 37.4; capacity per car = 42.5 tons; net tonnage per train = 651 tons; train speed between terminals = 11.5 mph (this included switching, waiting for meets, water stops, other delays). If this speed is considered low, 1940 showed 16.7 mph and 1960 was 19.5 mph.

Note 3. There is a rumour that this GNR branchline sometimes handled 100 car coal freights, something considered an impossibility for that era. However two quotes suggest it might have happened. The first comes from page 152 of Affleck's book, cited below. In 1920 the United States went 'dry' and very soon liquor smuggling flourished along its borders. The C.N.S.Rly was used as a conduit for this trade with sacks of liquor being stashed in coal cars at Fernie. On such trips three or four cars were randomly chosen in a "100 car coal train" and despite the prodding of cars by Mounties at the border, most of the liquor got through. The second quote is on p.211 of "McCulloch's Wonder" (1977), Sandford's history of the Kettle Valley Railway in B.C. Every January from 1916 through 1925 the GNR ran trains holding blocks of lake ice from Tulameen to the fruit packing houses at Wenatchee, Washington, via Princeton, Keremeos and Oroville. Some of these trains "were in excess of 100 cars". Like the C.N.S.R., this route followed a river system and was all downgrade.



ABOVE: A sketch by the author of a typical wood-body coal car of the turn-of-the-century era.

OPPOSITE: A view showing the type of car which would have been used to haul coal on the Crows Nest Southern in the early years of the present century. A typical car would be one built in Hamilton in 1907. These cars had steel frame and planked wooden body, with a centrally placed bottom dumping door which was operated either by air or manually.

In 1904 the CPR had 7863 coal cars on its roster.

COALFIELD STATISTICS FOR 1919

(Long tons and Persons)

Tonnage Output & Employees	Coal Creek Colliery	Michel Colliery	Crow's Nest Pass Coal Co.
COAL OUTPUT - Total	306,191	172,868	479,059
Sold in Canada	25,848	13,943	39,791
Export to USA	234,797	76,672	311,469
Used to make coke	17,806	67,929	85,735
Colliery boilers, etc.	27,763	14,301	42,064
COKE OUTPUT - Total	13,628	43,573	57,201
Sold in Canada	12,640	36,356	48,996
Export to USA	988	7,217	8,205
EMPLOYEES - Total	772	483	1,255
Underground	616	319	935
Surface	156	164	320

Output ceased from 24 May to 25 August 1919 due to strike.

Source: Report of Minister of Mines, Province of B.C., for 1919. See p.348.



APPENDIX I**THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA****Judgements, Orders, Regulations, and Rulings**

Ottawa, April 1, 1936

In the matter of the proposed discontinuance of train service on the Crow's Nest Southern Railway (Great Northern Railway) between Fernie, B.C. and Newgate B.C.

(File No. 39137).

JUDGEMENT

Guthrie, Chief Commissioner:

This application was heard by the Board at Fernie, B.C., on February 20, 1936, in the presence of counsel for the railway company and for the Western Pine Lumber Company, and also in the presence of a representative of the Fernie Board of Trade.

As the case developed at the hearing it resolved itself merely into an application by the railway company to discontinue the operation of a daily passenger train between Rexford, in the United States, and Fernie, in the province of British Columbia. The passenger train in question has consisted heretofore of a gas-electric car which was operated between the above points upon the company's line of railway.

The Crow's Nest Southern Railway Company was incorporated by a statute of the province of British Columbia, Cap. 73, 1901, and it was contended by counsel for the railway company that the Board had no jurisdiction in regard to this company as it was purely a provincial road and did not come under the provisions of the Railway Act. However, it will not be necessary to determine this question upon the present application, and any order made upon this application will be without prejudice to the right of the company to raise the question of jurisdiction should occasion arise for so doing in the future.

The southern terminal point of the above railway is at Rexford in the state of Montana. The railway then extends to Gateway upon the International Boundary between Canada and the United States, a distance of approximately 8.4 miles, and from the international boundary the railway originally extended to Michel in the province of British Columbia, a distance of about 83 miles. The primary purpose of this line of railway was the transportation of coal from the Crow's Nest Coal fields to points south on the line, chiefly for use by the Great Northern Railway Company upon its lines in the United States. The line in Canada was constructed during the years 1902 and 1903, but in the year 1925 the line between Michel and Fernie, about 21 miles in length, was abandoned by the railway company.

The Crow's Nest Southern Railway still owns and operates the line from the international boundary to Elko, a distance of 33.75 miles, and also from Elko to Fernie, a distance of 19.57 miles, the last mentioned portion of the line being operated under an agreement made by the applicant company with the Canadian Pacific Railway Company whereby the applicant company obtains running rights over the tracks of the Canadian Pacific Railway Company between the above points. All the capital stock of the Crow's Nest Southern Railway Company is owned by the Great Northern Railway Company, which is a foreign corporation having its chief place of business at St. Paul, Minnesota. All the rolling stock and equipment used in the operation of the applicant company's line is owned and controlled by the Great Northern Railway Company. The applicant company has no rolling stock or equipment of its own.

Fernie, B.C., which is the northern terminal of this railway, is a town having a population of about 2,732. It is situated upon the Crow's Nest Branch of the Canadian Pacific Railway which runs east and west through the town, and it has also the advantage of the applicant company's railway running south to Rexford in the state of Minnesota [sic, should be Montana], where it is connected with the lines of the Great Northern Railway Company giving access to Seattle and thence to Victoria and Vancouver on the western side, and giving access to all eastern points upon the lines of the Great Northern Railway Company.

During the early years after construction the applicant company seems to have done a considerable business in the shipment of coal and lumber over its line, but in recent years the coal shipments have seriously fallen off largely owing to the fact that the Great Northern Railway Company has now replaced the use of coal in its locomotives to a very large extent by the use of oil fuel. From the figures submitted by the applicant company at the hearing it is apparent that during recent years there has been a heavy falling off in the business done upon the line, both in freight and passenger traffic. In recent years there has been only one mixed train per week running between Rexford and Fernie. This train started out from Rexford on a fixed day each week and returned from Fernie the following day, and this train seems to have accommodated all the freight business which was available. In addition to this mixed train there has been in operation between Rexford and Fernie one gas-electric car which made a daily trip and return between Rexford and Fernie.

The passenger business which has been done upon this car of late years, according to the returns submitted by the applicant company, is rather insignificant. For the last three years the figures for passenger traffic show the following results:-

Year	Total passengers carried	Total revenue received	Average passengers per trip	Average revenue per trip
1933	1,393	\$1213.11	2.5	\$2.17
1934	1,571	\$1,228.10	3.1	\$2.39
1935	1,543	\$1,194.63	3.0	\$2.35

The cost of operation of the gas-electric car aggregated about \$50 per day for the return trip and it is doubtful if this sum included all the actual expense of the railway in the operation of this car. In my opinion, there is no passenger traffic over this line to warrant the continuance of a daily service of the gas-electric car. It is evident from the above figures that the inhabitants of the neighbourhood do not patronize this line for travel to any extent. There is a highway from Fernie south to the international boundary which may account for a good deal of the travel southward from Fernie, while the line of the Canadian Pacific Railway would absorb travel east and west. I do not think that the residents of the district affected will be seriously inconvenienced if the applicant company be permitted to discontinue the gas-electric car, as set out in this application.

It is to be noted that the applicant company has already obtained the approval of the Interstate Commerce Commission to the abandonment of its line of railway between the international boundary and Rexford in the state of Montana, so that in future there will be no connection from the international boundary to the line of the Great Northern Railway, for either freight or passengers, from points on the line which is still operated in Canada.

It became apparent at the hearing that those who appeared for the various interests in the neighbourhood did not seriously object to the discontinuance of this daily passenger service, but the fear was expressed that if this service were discontinued a subsequent application might be made by the applicant company for the total abandonment of the line, and it was this feature of the matter which caused serious apprehension among the local community.

Under the circumstances above set out, I am of the opinion that the application should be approved and the daily train service by gas-electric car should be discontinued. An Order will be made accordingly.

March 11, 1936.

Commissioners Stoneman and Stone concurred.

ORDER No. 52883

In the matter of proposed discontinuance of train service on the Crow's Nest Southern Railway (Great Northern Railway) between Fernie and Newgate, in the Province of British Columbia.

File No. 39137

Friday, the 13th day of March, A.D. 1936.

Hon Hugh Guthrie, K.C., *Chief Commissioner.*

J.A. Stoneman, *Commissioner.*

G.A. Stone, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Fernie, British Columbia, on February 20, 1936, in the presence of counsel for the railway company, the Fernie Board of Trade, and the Western Pine Lumber Company, Limited, and what was alleged,-

It is ordered: That the Great Northern Railway Company (Crows Nest Southern Railway) be, and it is hereby, granted leave to discontinue the operation of its gas-electric car running daily between the International Boundary and Fernie, British Columbia.

H. GUTHRIE,
Chief Commissioner.

APPENDIX II

ORDER No. 53515

In the matter of the proposed discontinuance of operation of the Crow's Nest Southern Railway (Great Northern Railway) Company's line of railway between Fernie and Newgate, in the Province of British Columbia.

File No. 39137

Friday, the 2nd day of October, A.D. 1936.

Hon. Hugh Guthrie, K.C., *Chief Commissioner.*

S.J. McLean, *Asst. Chief Commissioner.*

F.N. Garceau, K.C., *Deputy Chief Commissioner.*

J.A. Stonemam, *Commissioner.*

Upon hearing the matter at the sittings of the Board held at Fernie, British Columbia, September 19, 1936, in the presence of counsel for the Crow's Nest Southern Railway Company, the Province of British Columbia, the City of Fernie, and the Western Pine Lumber Company, Limited, the evidence offered, and what was alleged,-

It is ordered: That the Crow's Nest Southern Railway Company (Great Northern Railway Company) be, and it is hereby, granted leave to discontinue the operation of the said line of railway between Fernie and Newgate, in the province of British Columbia, subject to and upon the conditions following, namely:-

(a) That the rails, ties, buildings, bridges, and fences of the said line of railway be not removed for a period of one year from the date of this order; and

(b) That this order is based on the understanding between the parties that the Great Northern Railway Company's line from Newgate, in the province of British Columbia, to Rexford, in the state of Montana, shall not be dismantled until the expiration of the said one year from the date of this order.

H. GUTHRIE,
Chief Commissioner.

Acknowledgements

Fernie & District Historical Society; East Kootenay Historical Association, Kimberley; Cranbrook Railway Museum; Library of Eastern Washington State Historical Society, Spokane; all the authors of sources listed below.

Sources

Book: "Kootenay Pathfinders" (Vol 2 of series "Kootenays in Retrospect") by Edward Affleck; Alex Nicolls Press, Vancouver, 1976, 222pp, ISBN 0-92003-02-0. [see p.139-152 'Recollections of Baynes Lake and Waldo', period 1900-30]

Book: "Canadian Pacific Railway and the Development of Western Canada" by John Eagle; McGill-Queen's University Press, 1989, 325pp. [Useful overview plus details of Crows Nest Southern Rly on p. 116-9]

Book: "Railway Mileposts: British Columbia; Vol 2, Southern Routes" by Roger Burrows; Railway Milepost Books, North Vancouver, 1984, 150pp. [Highly detailed description and maps on p.28-35]

Thesis: "Railway History of the Kootenays" by Ronald Meyer; Geography Department, University of British Columbia, Vancouver, 1970, 126 typescript pages. [see p.22 & related maps]

Article: "Crowsnest, Cranbrook and Coal" by Bruce Kelly; magazine 'Railfan & Railroad', March & April 1991 issues totalling 18pp. [current situation plus some history, maps & photos]

Book: "Industrial Locomotives of British Columbia" by Mervyn Green, Pacific Coast Division of CRHA, 1992, 222pp. [see Section 3, 'Logging', Ross-Saskatoon Lumber entry, 4 lines]

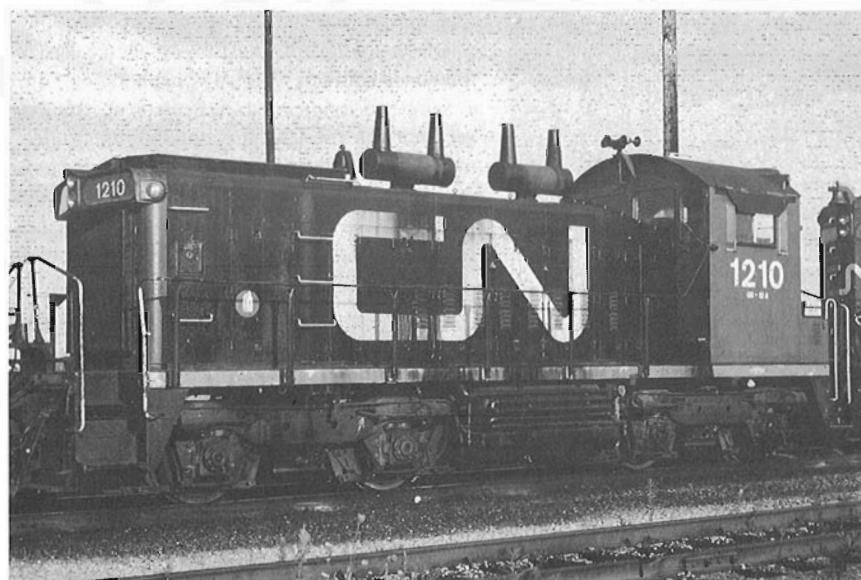
Book: "Loggers & Lumbermen: Evolution of Forest Industry in Southern Interior of B.C." by Mile Halleran; Interior Lumber Manufacturers' Assoc., Kelowna, 1994, 147pp. [see pp.3, 84, 87, 88, 92, 124, for Ross-Saskatoon, Crows Nest Pass Lumber, & Crestbrook Forest Industries]

(The Fernie & District Historical Society (Box 941, Fernie, B.C., V0B 1M0) welcomes any further information or photos concerning the subject of this article).

The SW1200RS of the Canadian National

Les SW1200RS du Canadien National

By / Par Hugues W. Bonin



SW1200RS #1210, Class GR-12d, at MacMillan Yard, Toronto, Ont., 13 August 1991.

La 1210 (classe GR-12d) au triage MacMillan, Toronto, Ontario, le 13 août 1991.

All photographs from the author, except as noted.

Toutes les photographies sont de l'auteur, sauf exceptions.

In the mid 1950's, the end of steam was clearly in sight for the Canadian National Railways and already hundreds of diesels were hauling passenger and freight trains along with numerous switchers kept busy on less glamorous tasks. The diesel locomotive models developed in the United States and marketed by the Electro-Motive Division of General Motors, the American Locomotive Company (Alco), the Fairbanks-Morse Company and the Baldwin Locomotive Works, were generally suitable for operation in Canada with only minor modifications required for mainline and switching applications. These locomotives were mostly purchased through Canadian subsidiaries or licences such as General Motors Diesel Division of London (Ontario), the Montreal Locomotive Works of Montréal (Québec), and the Canadian Locomotive Company of Kingston (Ontario).

The branchlines however caused the Canadian National motive power engineers more than a headache because of their light rails and flimsy bridges and trestles. Several older steam locomotives were given prolonged lives simply on the fact that they were light enough to thread these secondary lines and branches. By the 1950's, these old 2-6-0's, 4-6-0's and lightweight 2-8-0's were worn out and expensive to maintain and repair.

Au milieu des années 1950, la fin de l'ère de la vapeur était clairement en vue pour les Chemins de Fer Nationaux du Canada, et déjà, des centaines de locomotives diesel propulsaient les trains de passagers et de fret, ou encore prenaient soin du triage et des tâches plus obscures. En général, les modèles de locomotives diesel développées et mises sur le marché aux États-Unis par l'Electro-Motive Division de General Motors, l'American Locomotive Company (Alco), la Fairbanks-Morse Company et la Baldwin Locomotive Works, convenaient aux besoins des chemins de fer canadiens, ne demandant que quelques modifications mineures pour pour les services de grandes lignes et de triage. On se procura donc des locomotives très semblables aux modèles américains auprès des filiales canadiennes telles que la Division Diesel de la General Motors de London (Ontario), la Montreal Locomotive Works de Montréal (Québec) et la Canadian Locomotive Company de Kingston (Ontario).

Ce sont les lignes secondaires et les embranchements qui causèrent le plus de maux de tête aux ingénieurs du matériel roulant du

Canadien National, à cause de la construction des voies ferrées très légères et des ponts qui ne pouvaient pas supporter de lourdes locomotives. C'est pour ces raisons que de nombreuses locomotives à vapeur anciennes ont pu se voir accorder de nouveaux souffles de vie et survivre à la désuétude, tout simplement parce qu'elles étaient assez légères pour circuler sur ces voies secondaires et ces embranchements. Cependant, entre 1955 et 1960, ces 2-6-0, 4-6-0 et 2-8-0 légères étaient usées "à la corde" et dispendieuses à entretenir et à réparer.

En théorie, les diesels de manoeuvre étaient assez légères pour les embranchements, mais leur puissance et leurs bogies ne se prêtaient guère à cet usage. Les locomotives de ligne telles que les GP9, RS-3 et RS-18 pouvaient, à la rigueur, être allégées (en les munissant de peu de ballast ou en les équipant de petits réservoirs de carburant, comme dans le cas des GP9 des séries 4200 et 4300). On pouvait aussi substituer des bogies A-1-A, dotés d'un essieu inerte au milieu, afin de répartir le poids sur davantage d'essieux, comme dans le cas des GMD1, RSC-13, RSC-24 et "RCS-14" (RS18u). Souvent, ces solutions n'étaient pas entièrement satisfaisantes, parce que la locomotive était encore trop lourde pour plusieurs embranchements, ou encore trop puissante (donc



Locomotives #1230 (&1248) (Class GR-12f) at Taschereau Yard, Montréal, Québec, 26 April 1986.

Les SW1200RS #1230 (et 1248) (classe GR-12f) au triage Taschereau de Montréal, Québec, le 26 avril 1986.

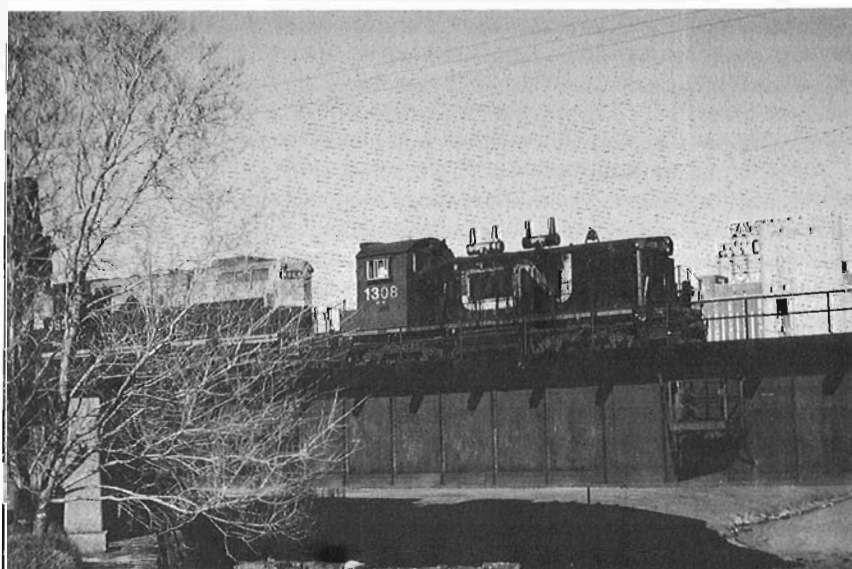
Diesel switchers were in theory light enough to run on light trackage, but their power and trucks were not fitting for branchline uses. Larger roadswitchers such as the GP9, the RS-3 and the RS-18 could have their weight reduced by adding less or no ballast or fitting them with small fuel tanks such as in the case of the CN GP9's in the 4200 and 4300 series. Another way to reduce the weight per axle was to add two idle axles by equipping the locomotive with A-1-A trucks, such as for locomotives models GMD1, RSC-13, RSC-24 and "RSC-14" (RS18u) on the Canadian National. In many cases, such solutions were not fully satisfactory since either these locomotives were still too heavy for some branches or still too powerful for the job, hence too expensive. What the Canadian National was looking for at the time was a 1000-1200 hp diesel locomotive that could run in multiple units at fair speeds (40-50 mph) on light tracks.

The search for this type of locomotive led the CN to contact all three Canadian builders and to acquire eventually quite an impressive variety of models. Surprisingly, the Canadian Locomotive Company produced a light roadswitcher, the H12-46 based of the Fairbanks-Morse 8-cylinder opposed piston engine and equipped with A-1-A trucks. Only 30 of this 1200-hp model were built all for the CN. Considering that the weight of the engine was probably close to that of a conventional 16-cylinder engine, these locomotives were most probably too heavy for a large number of branches.

trop coûteuse) pour les besoins réels. Ce que le Canadien National recherchait à l'époque était une locomotive dont la puissance était de 1000 à 1200 cv, qui pouvait être employée en unités multiples, et qui était à l'aise à bonne vitesse (40-50 mph) sur des voies ferrées légères.

La recherche d'une telle locomotive mena le CN à rencontrer les trois constructeurs canadiens et éventuellement à faire l'acquisition d'une impressionnante variété de modèles. De façon surprenante, la Canadian Locomotive Company de Kingston a réussi à produire une locomotive relativement légère, la H-12-46, basée sur le moteur de Fairbanks-Morse à 8 cylindres opposés et équipée de bogies A-1-A. Seulement 30 de ces locomotives de 1200 cv ont été construites, toutes pour le CN. Si l'on considère que le poids du moteur devait s'approcher de celui d'un moteur à 16 cylindres, on peut conclure que ces locomotives devaient être trop lourdes pour bien des embranchements.

Du côté de la Montreal Locomotive Works, certains modèles existants pouvaient et probablement ont été considérés par les ingénieurs du CN, tels que la RSC-3 (achetée par la Pacific Great Western Railway (#561-568)). Les modèles retenus par le CN furent la RSC-13 (#1700-1734), une locomotive de 1000 cv ressemblant à la populaire RS-3, mais dotée de bogies A-1-A. Il faut aussi mentionner les étranges RSC-24 (#1800-1803) qui ne ressemblaient à rien d'autre. Elles avaient aussi des bogies A-1-A, et étaient équipées de moteurs modifiés pour produire 1400 cv et



Locomotive #1308 (Class GR-12r) crossing the old Lachine Canal in Montréal, Québec, near Wellington Tower, in company of ex-Northern Alberta Railway GP9 #4603, 19 April 1990.

La locomotive #1308 (classe GR-12r) traverse le Canal Lachine près de la tour Wellington, à Montréal, Québec, en compagnie de l'ex Northern Alberta Railway #4603 (GP9), le 19 avril 1990.



In local train service, SW1200RS #1324 (GR-12r) is busy switching some cars to a local industry in Burlington, Ontario, 13 May 1981. Note the different stack heights above the spark arrestors.

En service de train local, la SW1200RS #1324 (GR-12r) s'affaire à positionner des wagons pour desservir une usine de Burlington, Ontario, le 13 mai 1981. Noter les hauteurs différentes des cheminées au-dessus du pare-étincelles.

From the Montreal Locomotive Works, some models could and were probably considered by the CN, such as the RSC-3 (bought by the Pacific Great Eastern as their #561-568). However the models retained by the CN were the RSC-13 (#1700-1734), a 1000 hp look-alike of the RS-3, but running on A-1-A trucks, and the strange-looking RSC-24 (#1800-1803) also equipped with A-1-A trucks and using derated (to 1400 hp) engines from two FPA-2's and two FPB-2's rebuilt to FPA-4 and FPB-4 standards. For some reasons, the CN did not purchase the RS-23 model acquired by the Canadian Pacific for branchline uses in 34 copies. In March 1958, the CN tested an export RSD-8 model, a 900 hp C-C locomotive that was numbered 1735 and given class number MR-9a. This locomotive was a month later tested on the CP as their #7008 and then sold to the Paulista Railway of Brazil.

General Motors turned out to be the one that produced the best locomotives for the required branchline service: they came with two 1200 hp models: the GMD1 and the SW1200RS, both using the 567C diesel engine. The GMD1 is an off-center cab road-switcher of which the CN purchased 78 units (#1000-1077) riding on A-1-A trucks and an additional 18 units (#1900-1917) equipped with 4-wheel (B) Flexicoil trucks and steam generators for passenger train service. Other models were also purchased by the CN from GM, but in small numbers, such as the G8 and the two G12 acquired with the London and Port Stanley Railway. One could add to these the models for the Newfoundland Railway (G8, NF110 and NF210). Finally, a small number of General Electric 44-ton and 70-ton locomotives were acquired by the Canadian National for operation in the Maritimes (Prince Edward Island in particular).

As for the SW1200RS, it was essentially a modified SW1200 switcher, of which the CN has acquired 19 units between

qui provenaient de deux FPA-2 et de deux FPB-2 choisies pour être reconstruites selon les spécifications des FPA-4 et des FPB-4. La MLW offrait aussi à l'époque le modèle RS-23 qui fut achetée par le Canadien Pacifique en 34 exemplaires pour ses lignes secondaires. Le CN ne fut pas assez intéressé par ce modèle pour s'en procurer.

En mars 1958, le Canadien National essayait une locomotive de modèle RSD-8 destinée à l'exportation et qui était une locomotive de 900 cv. Cette locomotive fut numérotée 1735 et on lui avait assigné la classe MR-9a. Elle fut ensuite mise à l'essai en avril 1958 par le Canadien Pacifique comme leur #7008 et, éventuellement, elle fut livrée au chemin de fer Paulista du Brésil, pour lequel elle avait été construite à l'origine.

Ce fut la General Motors qui allait produire les meilleures locomotives pour le service sur les embranchements: celles-ci furent offertes en deux modèles de 1200 cv: la GMD1 et la SW1200RS, toutes deux basées sur le moteur diesel 567C. La GMD1 était un modèle à cabine décentrée et fut produite en deux groupes distincts: une version en 78 exemplaires (pour le CN) munie de bogies A-1-A et numérotée 1000-1077, et une version de 18 unités équipées de chaudières pour le service passager et de bogies "B", et qui portait les numéros 1900-1917.

En plus de ces modèles, le CN a utilisé d'autres types en plus petit nombre, comme la G8 et les deux G12 de GMD (acquises avec le chemin de fer London & Port Stanley), et les locomotives de 44 et de 70 tonnes produites par la General Electric pour servir surtout dans les Maritimes, et notamment à l'Île du Prince-Edouard. Bien sûr, il ne faudrait pas oublier les modèles uniques au chemin de fer à écartement étroit de Terre-Neuve: les G8, NF110 et NF210.

Revenons à la SW1200RS. Elle est essentiellement une locomotive de manoeuvre SW1200 modifiée. Dix-neuf des locomotives SW1200 avaient été acquises par le CN entre 1955 et 1959. Trois d'entre elles furent construites à LaGrange Park, Illinois, par l'Electro-Motive Division de General Motors et assignées au Grand Trunk Western (#7017-7019). Les autres ont été construites au Canada et numérotées CN #7020-7035. En outre, le CN et ses filiales avaient 17 SW9 qui étaient des locomotives de manoeuvre très semblables aux SW1200 et qui furent construites entre janvier 1952 et février 1953 (CN #7000-7009 et GTW #7010-7016). De plus, la GTW fit l'acquisition de quatre SW1200 en 1955 (#1500-1503), suivies de huit autres en 1960 (GTW #1512-1519), puis de trois autres assignées au Central Vermont en 1957 et 1960 (CV #1509-1511). Il est maintenant évident que le CN était assez satisfait de ces locomotives pour en commander 192 autres, mais modifiées pour le service sur les embranchements et les lignes secondaires. Appellées SW1200RS (RS pour "road switcher"), ce modèle devint le quatrième le plus populaire sur le réseau du CN.



Retired since October 1986, locomotive #1345 (Class GR-12u) waits at Taschereau Yard in Montréal its ultimate fate on this 26 May 1990.

À la retraite depuis octobre 1986, la locomotive #1345 (classe GR-12u) attend au Triage Taschereau à Montréal son sort ultime en ce 26 mai 1990.

1955 and 1959. Three of them were built by the Electro-Motive Division of General Motors for the Grand Trunk Western (#7017-7019), with the rest of them built in Canada (CN #7020-7035). In addition, the Canadian National and its subsidiaries had 17 SW9's, a 1200 hp model quite similar to the SW1200, and built between January 1952 and February 1953 as CN #7000-7009 and GTW #7010-7016. In addition, four more SW1200's were acquired by the GTW in 1955 as their #1500-1503, followed by eight more in 1960 (#1512-1519). Finally, the Central Vermont took delivery of three SW1200's in 1957 and 1960 (#1509-1511).

Obviously, the CN was satisfied enough with the SW9 and the SW1200 model to order eventually 192 similar locomotives, but modified for road service on branchlines, making this model the fourth most populous on the CN roster. The modifications included special visored number boards/headlight assemblies, both on the front of the locomotive and on the top of the rear face of the cab. The Canadian Pacific's SW1200RS's have these only on the front of the locomotive. Most important, the SW1200RS came equipped with four-wheel Flexicoil trucks, making them B-B locomotives. With a 96-inch wheelbase, these trucks were lightweight and did not have outside spring hangers like the more common Blomberg trucks used on most B-B diesels built by GM. They were intended for switchers to be used in road service and were also used on other types of locomotives as well, such as the lightweight CN GP9's (#4200-4353). With a 62:15 gear ratio, the SW1200RS were capable of 65 mph (110 km/h) and they could be used for passenger train service, having the controls for steam generators mounted on separate cars. Other features included roller bearings and classification lights. At first, they had body-mounted handrails, but these were soon replaced with frame-mounted handrails for safety reasons. The tractive effort was rated at 40,000 pounds.

Les modifications comprenaient des assemblages spéciaux avec visières, phares et affichages numériques, installés tant à l'avant de la locomotive qu'à l'arrière (les SW1200RS du Canadien Pacifique n'ont ces assemblages qu'à l'avant). Mais, encore plus important, les SW1200RS avaient des bogies "Flexicoil" à deux essieux qui étaient relativement légers, avec un empattement de 96 pouces et dépourvus de ressorts externes (contrairement aux bogies "Blomberg" utilisés d'habitude pour équiper les locomotives B-B de General Motors). Ces bogies avaient été conçus pour permettre à des locomotives de manœuvre de servir à la remorque de trains sur les grandes voies, et servaient aussi à alléger certaines autres locomotives dont les GP9 légères du CN (#4200-4353) sont les meilleurs exemples. Avec un rapport d'engrenages de 62:15, les SW1200RS étaient capables d'une vitesse de 65 mph (110 km/h), et pouvaient tirer des trains de passagers puisqu'elles étaient dotées des contrôles pour les chaudières à vapeur (mais non des chaudières elles-mêmes qui devaient être montées sur des wagons spéciaux). Ces locomotives avaient de plus des roulements à billes et des lampes de classification. Au début, les mains courantes

étaient fixées au capot, mais elles furent bientôt remplacées par des garde-fous fixés au châssis pour plus de sûreté. Les SW1200RS étaient cotées à 40,000 livres de force de traction continue.

La General Motors construisit les SW1200RS de septembre 1955 à août 1960, et la flotte fut partagée en 9 classes: GR-12d, e, f, h, k, L, r, u, et y. Le premier groupe était constitué de cinq SW1200RS "lourdes" (246,000 livres) construites entre septembre 1955 et février 1956 et livrées comme les Canadien National #1593-1597 (Classe GR-12e). En juin 1956, elles furent renumérotées 1222-1226, puis, en août 1957, on changea encore leur identité pour les numéros 1504-1508 (2^{ème}), afin de les distinguer des SW1200RS légères.

Le second groupe composa la classe GR-12d et comprenait 18 locomotives construites de mars à mai 1956, livrées avec les numéros 1575-1592. Lors de la renumérotation de juin 1956, elles reçurent les numéros 1204-1221. Elles furent suivies par les GR-12f, un groupe de 21 locomotives. Les deux premières de ce groupe furent assemblées en mai 1956 et livrées au CN portant les numéros 2300 et 2301 (1^{er}), mais un mois plus tard, on changea ces numéros pour 1227 et 1228, de sorte que les photographies de ces deux SW1200RS arborant leur numéro d'origine doivent être plutôt rares maintenant. Le reste de ce groupe devait recevoir les numéros 2302 à 2320 (1^{er}), mais, étant livrées de juin à septembre 1956, elles ne portèrent que les numéros 1229 à 1247. On peut noter ici que la série 2300 fut utilisée par la suite pour les grosses locomotives M636 de la Montreal Locomotive Works.

Un groupe additionnel de 21 locomotives fut construit de novembre 1956 à mars 1957 et formait la classe GR-12h, arborant les numéros 1248 à 1268. Puis vinrent les 18 SW1200RS de la classe GR-12k (#1271-1288), livrées entre août 1957 et novembre de la même année. L'année 1958 vit l'arrivée de 49 nouvelles

The SW1200RS's came out of GM's erecting halls between September 1955 and August 1960 forming nine classes: GR-12d, e, f, h, k, l, r, u and y. The first batch was constituted of five "heavyweight" SW1200RS's (246,000 lbs) built between September 1955 and February 1956 and delivered as #1593-1597 (Class GR-12e). Renumbered #1222-1226 in June 1956, they were once again renumbered #1504-1508 (2nd) in August 1957. The second batch included 18 units built in March, April and May 1956 and delivered as #1575-1592 (Class GR-12d). In June 1956, these were renumbered #1204-1221.

The GR-12f then followed as a group of 21 locomotives. Built in May 1956, the first two of this class came to the CN as #2300-2301 (1st), but were soon renumbered the following month as #1227-1228. Any photographs of these two SW1200RS's with their original numbers must be very rare. The others of this group were to have been numbered #2302-2320 (1st), but were delivered from June to September 1956 as #1229-1247 instead. By the way, the series 2300 was later used for the big MLW M-636's.

The following batch of 21 locomotives was built between November 1956 and March 1957 as Class GR-12h, #1248-1268, and was followed by the 18 SW1200RS' making Class GR-12k (#1269-1288), out-shopped between August and November 1957. The year 1958 saw the arrival of 49 units in two distinct groups: Class GR-12L (#1289-1304) (January-May 1958), and Class GR-12r (#1305-1337) built between July and December 1958. General Motors then assembled Class GR-12u (#1338-1357) from May to July 1959, and finally, the last batch arrived between April and August 1960 as Class GR-12y and with road numbers #1358-1397. Except for the five heavy SW1200RS' (Class GR-12e), the "normal" weight ranged from 223,000 lbs to 226,000 lbs.

The SW1200RS' were delivered painted in the olive green and yellow road switcher livery, so that they could be immediately distinguished from their almost look-alike switcher cousins (NW2, SW8, SW9, SW900 and SW1200 models), which were painted black with a narrow yellow letterboard. The body configuration did not permit the use of the yellow "wings" on the ends, like the GP9's and the RS18's; consequently, the front end, as well as the rear face of the cab, were simply painted yellow, except for the radiator itself painted olive green.

Taking advantage of the versatility of the SW1200RS, the Canadian National used them at first in freight and passenger service on secondary and branch lines. There are little doubts that they were also used in switching and work train service, as well as in local train service on mainlines. Coupled to steam generator cars, they were assigned regularly on some passenger trains, such as Trains No. 195 and 196 between Jasper and Prince Rupert. In the 1960's and the 1970's, the SW1200RS could be found anywhere on the standard gauge CN network, even including Newfoundland, where at one time, the 1327 was assigned to the dual-gauge yard at Port-aux-Basques.



On 3 October 1993, the #1363 (Class GR-12y) is at MacMillan Yard, Toronto, in its new "CN North America" paint scheme.

En ce 3 octobre 1993, la #1363 (classe GR-12y) se repose au triage MacMillan de Toronto, dans sa nouvelle livrée "CN North America".

SW1200RS réparties en deux groupes: les 1289-1304, classe GR-12L (de janvier à mai 1958) et les 1305-1337, classe GR-12r, construites de juillet à décembre 1958. Notez que l'écriture de la classe GR-12L représente une exception du CN d'utiliser une lettre minuscule pour indiquer la sous-classe, afin d'éviter que le "1" minuscule ne soit pris pour un "1".

Plusieurs mois passèrent avant la livraison de nouvelles SW1200RS, mais les GR-12u (#1338-1357) arrivèrent de mai à juillet 1959. Finalement la classe la plus populeuse fut livrée entre avril et août 1960, comprenant 40 locomotives numérotées 1358 à 1397 et classées GR-12y. Toutes les SW1200RS pesaient entre 223,00 lbs et 226,000 lbs, sauf, évidemment les cinq "lourdes" de la classe GR-12e.

Les SW1200RS furent livrées au CN peintes aux couleurs de vert olive et jaune qui étaient réservées aux locomotives de ligne assignées aux trains de marchandises. On pouvait donc immédiatement les distinguer de leurs cousines de manoeuvre (NW2, SW8, SW9, SW900 et SW1200) dont la livrée était noire avec lettrage sur bande jaune. La forme du capot et de la cabine de la SW1200RS ne se prêtait pas bien à l'application des "ailes" jaunes qui décoraient les extrémités des GP9 et des RS18, entre autres; on préféra simplement peindre l'avant de la locomotive et la face arrière de la cabine en jaune, sauf pour la grille du radiateur qui était verte.

Le Canadian National ne perdit aucun temps à prendre avantage de la grande versatilité de la SW1200RS, qui fut aussitôt employée pour tirer tant les trains de fret que ceux de voyageurs sur les lignes secondaires et les embranchements. On ne doute pas qu'elles servirent aussi dès leurs débuts comme locomotives de manoeuvre et pour tirer des trains d'entretien des voies, aussi bien que des trains locaux sur les grandes lignes. Accouplées à des



A SPENO rail grinding train was hauled by SW1200RS #1396 (Class GR-12y) in Kingston, Ontario, 20 December 1980.

Ce train de meulage des rails SPENO était mû par la SW1200RS #1396 (classe GR-12y) à Kingston, Ontario, le 20 décembre 1980.

From the late 1960's to the 1980's, the SW1200RS' saw little changes other than the addition of winterization hatches over the radiator top, the addition of spark arrestors to the stacks, the relocation of the handrails and, of course, the modern black/red/light grey paint scheme with a large "wet noodle" taking almost all the available space on the hood. At first, the cab sides were black and the frame side was painted light grey, but later in the mid-70's, the cab sides, front and rear became all red and the frame sides were trimmed with reflective yellow colour. The early 1990's saw many of the SW1200RS' in the new "Canadian National North America" livery, with a red cab and an oblique light grey line on the hood.

Regular passenger service for the SW1200RS ended in the late sixties or early seventies, as rebuilt F7A's became available for this service. From then, hauling passenger trains became rare exceptions for the SW1200RS'. Two such occasions can be cited here: one is a fantrip from Montréal to Pierreville using green and yellow SW1200RS #1262 with a set of matched commuter coaches all in the classic green, black and yellow livery, in May 1973. At this time, the 1262 was one of the last CN diesels left in the old colours in Central and Eastern Canada, with a small number of green and yellow GP9's and GMD1's still roaming the Prairies and Western Canada. The other occasion occurred in February 1983 on a personal trip from Kingston to Toronto aboard the "Ontarian". The train consisted of two RDC's, and, by Oshawa, three of the four small diesel engines powering the RDC's had given up the ghosts. Oshawa being a landmark for the SW1200RS, one of the residents took the train in charge for the remaining trip to Toronto's Union Station at speeds exceeding 60 mph.

It has been said that happy people do not have an history. This is true for the SW1200RS' for most of their first twenty years of their lives, as they provided the CN with reliable service with very few casualties. By October 1974, only three SW1200RS had been retired (#1278, 1281 and 1340), all victims of wrecks. Three more were off the roster by 1982 (#1277, 1331 and 1333), which represents a very good performance for a fleet of locomotives

wagons dotés de chaudières à vapeur, les SW1200RS étaient assignées régulièrement à certains trains de voyageurs tels que les trains No. 195 et 196 reliant Jasper à Prince-Rupert. Durant les années soixante et soixante-dix, on pouvait trouver des SW1200RS à peu près partout sur le réseau à écartement standard du CN, même à Terre-Neuve où la 1327 (et peut-être d'autres) fut assignée à Port-aux-Basques où le triage avait des voies à écartement double. De la fin des années soixante aux années quatre-vingts, l'apparence des SW1200RS ne changea que relativement peu si l'on excepte la livrée. On ajouta des "écouilles d'hivernisation" pour conserver la chaleur du moteur, des pare-étincelles aux deux cheminées, et on remplaça la main courante fixée au capot par un garde-fou au bord du marche-pied. La livrée vert olive et jaune fut graduellement remplacée par les couleurs noir, rouge et gris pâle, complétées par un grand sigle "CN" ("nouille mouillée") qui occupait à peu près tout l'espace disponible sur les côtés du capot. Au début, les côtés de la cabine étaient noirs et le bord du chassis était gris pâle. Vers 1975, cette livrée fut revisée et toute la cabine fut peinte en rouge, tandis que, généralement, les bords du chassis étaient en jaune, le plus souvent avec une peinture réfléchissante. Finalement, vers 1992, le CN introduisit la nouvelle livrée "CN Amérique du Nord", qui fut interprétée pour les SW1200RS par un capot noir, une cabine rouge et une bande oblique gris pâle sur les côtés du capot près de la cabine.

Le service régulier de trains de voyageurs prit fin pour les SW1200RS vers la fin des années soixante, alors que des F7A reconstruites les remplacèrent. Ce n'est qu'à de rares occasions que les SW1200RS remorquèrent des trains de voyageurs par la suite. On peut citer ici deux de ces occasions: l'une d'elles était un train-excursion de Montréal à Pierreville constitué de la SW1200RS #1262 et de plusieurs vieilles voitures de banlieue. Tout le train était aux anciennes couleurs du Canadien National et était un adieu à la livrée vert olive, noir et jaune. À cette époque, soit en mai 1973, la 1262 était l'une des toutes dernières diesels du CN en vert et jaune encore actives dans le centre et l'est du Canada (il restait encore plusieurs GP9 et GMD1 dans l'ouest du pays). L'autre occasion se produisit en février 1983 lors d'un voyage personnel de Kingston à Toronto à bord de l'"Ontarien". Ce train était constitué de deux automotrices RDC et à Oshawa, trois des quatre petits moteurs diesel propulsant ces automotrices avaient rendu l'âme. Le triage d'Oshawa étant un fief pour les SW1200RS, l'une d'entre elles fut réquisitionnée et prit le train en charge jusqu'à la Gare Union de Toronto à des vitesses dépassant 60 mph!

On a souvent dit que les gens heureux n'ont pas d'histoire. Ceci est vrai pour les SW1200RS pour la meilleure partie des premiers vingt ans de leur carrière, car elles étaient remarquables par leur fiabilité. En octobre 1974, on ne dénombrait que trois d'entre elles à la retraite, les #1278, 1281 et 1340, toutes victimes d'accidents sérieux. En 1982, la flotte avait diminué de trois autres locomotives, les #1277, 1331 et 1333, ce qui représente une excellente performance pour un groupe de locomotives dont les plus jeunes avaient déjà 22 ans. Cependant, il devenait de plus en plus évident que ces diesels n'allaient pas durer éternellement.

Le Canadien National démarra en 1979 un programme visant à se doter de nouvelles locomotives de manoeuvre pour le

more than 22 years old. However, at about that time, it was then obvious that the SW1200RS fleet would not last forever.

In 1979, the CN started a program aimed at acquiring new switchers to serve in hump yards, and six SW900 and two SW1200RS were selected to be rebuilt and equipped specifically for hump service. The SW900's became the #400-405 and the two SW1200RS (GR-12d #1220 and 1221) became the SW1200RSm #425 and 426. (The "m" means "modified"). The SW1200RSm's were equipped not only with the controls for operating on humps, but also for operating with "slugs". These "slugs" were rebuilt from MLW S-3's and numbered 700 and 701. The 425 and 426 and their "slugs" were assigned to Thunder Bay, Ontario, and the locomotives were retired in 1989, while the "slugs" are still active, renumbered 269 and 270 since 1991.

In 1982, the CN took the 1292 to its shops in order to equip her with a 12-645E diesel engine. This repowering took many months, as the 1292 was officially retired in 1984, but she managed to emerge, along with the 1241, from the Pointe Saint-Charles shops in Montréal, as the 7301 and the 7300, respectively. The look of these two SW1200RS' was drastically changed: their hood had been replaced with a modified hood from a GP9, and several other GP9 components had been used, such as the main generators, the cooling fans and motor blowers. These hybrids were equipped with safety devices permitting them to operate in the lead position when mu-ed with other diesels. They were also equipped to operate with "slugs". #7300 and 7301



At Taschereau Yard in Montréal, 26 April 1986, hybrid #7301:1 (Class GS-413a) coupled to slug #351, was making a few runpasts for the benefits of the eyes and cameras of members of the Kingston Division of CRHA on one of their many field trips.

Au triage Taschereau de Montréal, le 26 avril 1986, la locomotive hybride #7301:1 (classe GS-413a), accouplée à la "limace" #351, effectuait quelques "passes" pour le bénéfice des yeux et des caméras des membres de la Division de Kingston de l'ACHF à l'occasion de l'une de leurs nombreuses excursions ferroviaires.



SW1200RSm #7102 (Class GS-413b) seen here at the MacMillan Yard in Toronto, 4 June 1994, has the front of its cab painted in red.

La SW1200RSm #7102 (classe GS-413b), vue ici au triage MacMillan de Toronto, le 4 juin 1994, a l'avant de sa cabine peint en rouge.

service des buttes. On choisit alors six SW900 et deux SW1200RS pour débiter ce programme, qui produisit les #400 à 405 (SW900) et #425 et 426 (SW1200RS). Ces SW1200RSm ("m" pour "modifié") étaient les ex-1220 et 1221 (classe GR-12d) que l'on avait équipées de contrôles spéciaux pour le service de butte et aussi pour pouvoir être exploitées de concert avec les "limaces" #700 et 701, ces "limaces" étant des anciennes S-3 de la MLW réduites à un châssis

portant une longue boîte renfermant du lest et roulant sur deux bogies dont les moteurs électriques étaient alimentés par la génératrice de la "locomotive-mère". Les 425 et 426, accompagnées de leurs "limaces" furent assignées à la butte de Thunder Bay, Ontario. Les "locomotives-mères" 425 et 426 furent mises à la retraite en 1989, mais les "limaces" sont toujours en service portant les numéros 269 et 270 depuis 1991.

Le CN choisit en 1982 la #1292 pour en changer le moteur diesel par un nouveau de modèle 12-645E. Le changement prit plusieurs mois puisque ce n'est qu'en 1984 que cette locomotive fut officiellement retirée des effectifs pour bientôt réapparaître des usines de Pointe Saint-Charles de Montréal comme la 7301, après toute une métamorphose. Le #1241 subit le même traitement et devint la #7300. L'apparence de ces deux locomotives était fort différente: seuls le châssis, les bogies et la cabine étaient reconnaissables. Le capot avait été remplacé par un capot modifié provenant de locomotives GP9 qui avaient aussi fourni plusieurs autres composantes telles que les génératrices, les ventilateurs de refroidissement et les souffleries pour évacuer la chaleur des moteurs électriques de traction. Ces locomotives hybrides étaient

made Class GS-413a, the "13" indicating a 1350 hp rating with 45,000 lbs continuous tractive effort. Although the "S" in the class designation ranks them as "Switchers", they have a 65 mph maximum rated speed limit. These two locomotives wore these numbers for less than two years since, in 1987, they were renumbered 7100 and 7101 as they were joined by six similar hybrids numbered 7102-7107 (Class GS-413b). The newcomers were the 1230, 1238, 1248, 1253, 1257 and 1237, respectively, also rebuilt with parts from retired GP9's. Their model is also known as the SW1200RSm, but more familiarly as the "Sweep". They had the standard black CN livery, but the sides of their cab is painted black and they sport golden numbers like the rebuilt GP9's in the 4000 and 4100 series.



Locomotive #7306 (Class GS-412a) is hauling a track ballast train at Belleville, Ontario, on 4 October 1989.

La locomotive #7306 (classe GS-412a) en train de tirer un train de ballastage des voies à Belleville, Ontario, le 4 octobre 1989.

Also in 1987, another group of rebuilt SW1200RS was outshopped at the Pointe Saint-Charles shops in Montréal. The 567C engines of 18 retired SW1200RS were replaced with 12V-645C engines which were rated at only 1200 hp, but producing a 47,000 lbs continuous tractive effort. Their weight at 246,000 lbs and maximum speed of 65 mph made them comparable to the hybrids, and, like them, they have safety devices installed enabling them to operate in the lead position in locomotive lash-ups. Unlike the hybrids, they retain their original hoods, but, they also have black cab sides with golden road numbers. Classified GS-412a, these SW1200RSm's are numbered 7300-7317 and, like the 7100's, they are also assigned to the Toronto MacMillan shop for maintenance. The 7300's operate from Belleville to Sarnia and, the 7100's tend to remain closer to Toronto, being regulars at the Don and MacMillan Yards in Toronto, and in Hamilton. It would be interesting to learn the reasons why the GS-413a's were renumbered to the 7100-series, instead of keeping their original numbers in the 7300-series and numbering the other "Sweeps" 7302-7307, while assigning simply the 7100-series to the GS-412a's.

While the initial plans were to rebuild many more SW1200RS', they were shelved as the CN preferred instead to rebuild its large fleet of GP9's (increased by those acquired with the Northern Alberta Railway) into switchers in the 7000-series, "mothers" for "slugs" in the 7200-series, and "slugs" in the 200-series. The remaining SW1200RS' continued to toil on daily chores: switching, branchline and local freight service for the "People's Railway". As usually the case for all fleets of locomotives toward the end of their career, appearance became a low priority and several of the SW1200RS had shabby looks to say the least, or, if you prefer, their paint scheme had become modelers' challenges or nightmares. But the CN obviously still had the SW1200RS in great esteem since, soon after SD40u #6000 was outshopped from

pourvues de systèmes de sûreté leur permettant de mener des groupes de locomotives en unités multiples. On les avait aussi équipées des contrôles nécessaires à leur exploitation de concert avec des "limaces". Les #7300 et 7301 formaient la classe GS-413a, le "13" dénotant une puissance nominale de 1350 cv, la force de traction continue étant cotée à 45,000 livres. Bien que le "S" dans la nomenclature de leur classe les désigne comme locomotives de manoeuvre ("Switcher"), les GS-413a avaient toujours une vitesse maximum de 65 mph pour service sur grandes lignes. Ces deux SW1200RSm ("m"

pour "modifié") n'arborèrent ces numéros que pour une brève période de deux ans environ, étant renumérotées #7100 et 7101 en 1987 pour coïncider avec l'arrivée de six autres locomotives hybrides semblables numérotées 7102 à 7107 et composant la classe GS-413b. Ces nouvelles venues étaient à l'origine les #1230, 1238, 1248, 1253, 1257, et 1237, respectivement, toutes reconstruites avec des pièces provenant de GP9 mises à la retraite. Toutes ces SW1200RSm avaient les côtés de leur cabine peints en noir, avec des numéros dorés comme ceux des GP9u des séries 4000 et 4100 reconstruites à Pointe Saint-Charles.

Durant la même année 1987, les ateliers de Pointe Saint-Charles reconstruisirent une autre groupe de SW1200RS. Les moteurs 567C de 18 de ces locomotives mises au rancart furent remplacés par des moteurs 12V-645C, produisant seulement une puissance de 1200 cv, mais une force de traction continue de 47,000 lbs. Leur poids de 246,000 lbs et leur vitesse maximum les rendaient comparables aux hybrides de la série 7100, et comme celles-ci, ces SW1200RS étaient dotées de systèmes de sûreté leur permettant d'occuper la position de tête. À la différence des #7100, ces locomotives avaient conservé leur capot d'origine et leur apparence générale, si ce n'est que pour les côtés de leur cabine en noir avec les numéros dorés. Elles formaient la classe GS-412a et portaient les numéros 7300 à 7317. Comme les 7100, elles étaient assignées à l'atelier d'entretien MacMillan de Toronto et les 7300 pouvaient se trouver de Belleville à Sarnia. Les 7100 avaient plutôt tendance à rester plus près de Toronto, en particulier aux triages MacMillan et Don, mais on pouvait en voir régulièrement à Hamilton. Il serait intéressant de connaître les raisons motivant la renumérotation des deux hybrides originales (de 7300-7301 à 7100-7101), au lieu de conserver leurs numéros originaux et de désigner les six autres hybrides 7302-7307, quitte à numéroté les GS-412a 7100-7117.

Les plans initiaux du CN étaient de reconstruire davantage de SW1200RS. Mais ils furent mis de côté puisque le CN préféra



One of the heavy SW1200RS', Class GR-12e #1508, was found at the Century Locomotive Parts plant in Lachine, Québec, on 21 May 1992.

L'une des SW1200RS lourdes, la #1508 (classe GR-12e), se trouvait à l'atelier de la Century Locomotive Parts de Lachine, Québec, le 21 mai 1992.

AMF Technotransport (the new name for the Pointe Saint-Charles shops) resplendant in the new "CN North America" livery in 1992, several of the SW1200RS were repainted with a variation of this livery as described above.

The rate of retirement has unfortunately picked up in 1994 and 1995. The 1995 "Trackside Guide" lists 55 unrebuilt SW1200RS still active, along with the eight "Sweeps" and the 18 7300's. At the time of this writing (March 1996) ten more have left the roster, as indicated in the tables below. Several SW1200RS' have managed to start new lives for new owners, such as #1204, 1216 (Sidbec-Feruni), 1205, 1207, 1212, 1219, 1240, 1246, 1249, 1250, 1255, 1263, 1294, 1297, 1304, 1309 and 1312 (Relco), 1211, 1227, 1228, 1239, 1283, 1284 and 1296 (World Wide Auctioneers), 1217 (Canac, then Cargill Grain), 1231, 1242 and 1287 (Independent Locomotives Sales), 1251 (Canac, leased to LASCO), 1254 (Zindar Brothers Intermodal Terminal), 1256 and 1365 (Eurocan Pulp & Paper), 1259 (Alberta Prairie Rail Tours), 1295 (AMF Technotransport), 1303 and 1323 (Chemin de Fer du Québec), 1305 (Abitibi-Price), 1356 (Canada & Gulf Terminal), and 1376 (Miramichi Pulp & Paper). Obviously, more are to follow.

Considering the aggressive program to rid itself of branch and secondary lines, the Canadian National should retire or sell the remaining original SW1200RS' within the upcoming years. As for the rebuilt ones, it is safe to bet that they should still be in service beyond year 2000, but probably not much longer since rebuilding diesels extends their lives by 15 years or so. Locomotive buffs should therefore no longer take these interesting little diesels for granted. If a diesel locomotive deserves preservation, it is indeed the SW1200RS and it is this author's wish that some of them will find their way to the Canadian Railway Museum and to other railway museums in Canada, particularly those owned by the Divisions of the Canadian Railroad Historical Association.

reconstruire sa grande flotte de GP9 (augmentée par l'acquisition des GP9 du Northern Alberta Railway) pour en faire des locomotives de manoeuvre de la série 7000, des "locomotives-mères" de la série 7200, et des "limaces" de la série 200. Les SW1200RS restantes continuèrent simplement à prodiguer leurs fidèles services au "Chemin de Fer du Peuple".

Comme il arrive à tout groupe de locomotives à la fin de leur vie utile, leur apparence devint de plus en plus négligée et plusieurs vieilles SW1200RS avaient une allure terrible (un vrai défi ou cauchemar pour le modéliste!). Il appert cependant que le CN avait toujours ses SW1200RS en haute estime, puisque peu après la sortie des ateliers de Pointe Saint-Charles de la SD40 reconstruite #6000 arborant fièrement la nouvelle livrée "CN Amérique du Nord" en 1992, plusieurs des SW1200RS allèrent à la "Fontaine de Jouvence" qui leur prodigua une nouvelle livrée consistant en une cabine toute rouge et un capot noir avec bande gris pâle oblique près de la cabine, telle que décrite plus haut.

Malheureusement, les affres du temps ont commencé leur sinistre travail et le taux de mises à la retraite s'est accru en 1994 et 1995. Le "1995 Trackside Guide" ne liste plus que 55 SW1200RS originales encore actives, en plus des huit "Sweeps" hybrides et des 18 de la série 7300. Au moment de la rédaction de cet article (mars 1996), cette liste a diminué à 45 SW1200RS originales.

Cependant plusieurs des SW1200RS retirées par le CN ont trouvé de nouveaux propriétaires: #1204 et 1216 (Sidbec-Feruni), 1205, 1207, 1212, 1219, 1240, 1246, 1249, 1250, 1255, 1263, 1294, 1297, 1304, 1309 et 1312 (Relco), 1211, 1227, 1228, 1239, 1283, 1284 et 1296 (World Wide Auctioneers), 1217 (Canac, puis Cargill Grain), 1231, 1242 et 1287 (Independent Locomotives Sales), 1251 (Canac, louée à LASCO), 1254 (Zindar Brothers Intermodal Terminal), 1256 et 1365 (Eurocan Pulp & Paper), 1259 (Alberta Prairie Rail Tours), 1295 (AMF Technotransport), 1303 et 1323 (Chemin de Fer du Québec), 1305 (Abitibi Price), 1356 (Canada & Gulf Terminal), et 1376 (Miramichi Pulp & Paper). D'autres suivront fort probablement. À lumière du programme agressif que le Canadien National s'est donné pour se départir de ses lignes secondaires et de ses embranchements, il est évident que les SW1200RS originales seront retirées des effectifs et vendues sous peu. Quant aux SW1200RSm, elles devraient demeurer en service après l'an 2000, mais probablement pas pour bien plus longtemps, puisque la reconstruction de locomotives diesel ne prolonge leur vie utile que d'une quinzaine d'années. Les amateurs de locomotives ne peuvent plus considérer la présence de ces locomotives vraiment canadiennes comme une réalité immuable. Si un modèle de locomotive diesel mérite d'être préservé, c'est bien la SW1200RS, et c'est le souhait du présent auteur que quelques-unes d'entre elles trouvent une niche au Musée Ferroviaire Canadien et aux autres musées ferroviaires du pays, en particulier à ceux qui appartiennent aux Divisions de l'Association Canadienne d'Histoire Ferroviaire.

ROAD NUMBER NUMÉRO	REBUILDINGS, RENUMBERING AND DISPOSITION RECONSTRUCTION, RENUMÉROTATION ET DISPOSITION
425	Ex 1220, rblt/rec. 1979, ret. 4/12/89.
426	Ex 1221, rblt/rec. 1979, ret. 4/12/89.
1204	Ex-1575, ret. 23/8/90, sold/vendue à Sidbec-Feruni.
1205	Ex-1576, ret. 19/8/91, sold/vendue à Relco.
1206	Ex-1577, ret. 9/11/95.
1207	Ex-1578, ret. 21/1/90, sold/vendue à Relco 6/91.
1208	Ex-1579, ret. 11/10/84.
1209	Ex-1580, ret. 4/12/89.
1210	Ex-1581, ret. 29/3/92.
1211	Ex-1582, ret. 7/1/93, sold/vendue à World Wide Auctioneers, Greenville, S.C..
1212	Ex-1583, ret. 4/12/89, sold/vendue à Relco 6/91, scrapped/à la ferraille 5/94.
1213	Ex-1584, ret. 1995.
1214	Ex-1585, ret. 14/5/86.
1215	Ex-1586, ret. 31/1/95.
1216	Ex-1587, ret. 4/12/89, sold/vendue à Sidbec-Feruni 7/10/93.
1217	Ex-1588, ret. 31/1/95, sold/vendue à Canac, sold/vendue à Cargill Grain, Thunder Bay, Ontario.
1218	Ex-1589, ret. 18/3/91.
1219	Ex-1590, ret. 16/5/90, sold/vendue à Relco 6/91.
1220	Ex-1591, rblt/reconst. SW1200RSm #425 (1979), ret. 1989.
1221	Ex-1592, rblt/reconst. SW1200RSm #426 (1979), ret. 1989.
1222	Ex-1593, r# 1504, 8/57.
1223	Ex-1594, r# 1505, 8/57.
1224	Ex-1595, r# 1506, 8/57.
1225	Ex-1596, r# 1507, 8/57.
1226	Ex-1597, r# 1508, 8/57.
1227	Ex-2300, r# 1227, 6/56, ret. 19/8/91, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1228	Ex-2301, r# 1228, 6/56, ret. 19/8/91, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1229	Ordered as/commandée comme #2302, ret. 29/3/92.
1230	Ordered as/commandée comme #2303, ret. 22/2/85, rblt/reconst. #7102, 12/4/87.
1231	Ordered as/commandée comme #2304, ret. 7/1/93, sold/vendue à Independent Locomotive Sales, Bethel, Minn., 3/4/95, resold/vendue à Strata Corp., Grand Forks, N.D.
1232	Ordered as/commandée comme #2305, ret. 18/3/91.
1233	Ordered as/commandée comme #2306, ret. 21/11/90.
1234	Ordered as/commandée comme #2307, ret. 18/3/91, to scrapper/à la ferraille 3/94.
1235	Ordered as/commandée comme #2308, ret. 21/11/90.
1236	Ordered as/commandée comme #2309, ret. 16/10/95.
1237	Ordered as/commandée comme #2310, ret. 22/2/85, rblt/reconst. #7107 (8/5/87).
1238	Ordered as/commandée comme #2311, ret. 22/2/85, rblt/reconst. #7103 (13/4/87).
1239	Ordered as/commandée comme #2312, ret. 21/11/90, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1240	Ordered as/commandée comme #2313, ret. 4/12/89, sold/vendue à Relco (6/91).
1241	Ordered as/commandée comme #2314, ret. 11/10/84, rblt/recons. #7300:1, 7/100 (85).
1242	Ordered as/commandée comme #2315, ret. 19/8/91, sold/vendue à Independent Locomotive Sales, Bethel, Minn., (4/95), resold/vendue à Strata Corp., Grand Forks, N.D.
1243	Ordered as/commandée comme #2316, rblt/recons. #7313, 22/10/87.
1244	Ordered as/commandée comme #2317, ret. 7/1/93.
1245	Ordered as/commandée comme #2318, ret. 19/8/91.
1246	Ordered as/commandée comme #2319, ret. 16/5/90, sold/vendue à Relco (6/91).
1247	Ordered as/commandée comme #2320, ret. 23/5/95.
1248	Ret. 10/10/84, rblt./recons. #7104, 1/5/87.
1249	Ret. 11/10/84, sold/vendue à Relco, 8/89.
1250	Ret. 17/4/89, sold/vendue à Relco, 8/89.
1251	Ret. 14/1/94, leased by/louée par Canac to/à LASCO, Whitby, Ont.
1252	Ret. 7/1/93.
1253	Ret. 10/10/84, rblt./recons. #7105, 28/4/87.
1254	Ret. 29/4/93, sold/vendue à Abitibi Price, Iroquois Falls, Ont, 4/93, refused and replaced by/ refusée et remplacée par #1305; sold/vendue à Zindar Bros. Vaughn Intermodal Terminal, Toronto, Ont.
1255	Ret. 22/2/89, sold/vendue à Relco, 8/89, as Relco #1298, resold/vendue à Southwest Portland Cement #18, Fairborn, Ohio.
1256	Ret. 29/4/93, sold/vendue à Eurocan Pulp & Paper, Kitimat, B.C. 3/93.
1257	Ret. 22/2/85, rblt./recons. #7106, 29/4/87.
1258	Rblt./recons. #7316, 20/11/87.
1259	Ret. 30/9/93, sold/vendue à Alberta Prairie Rail Tours, Stettler, Al., 30/9/93.
1260	Ret. 29/4/93.
1261	In service/active (Toronto).
1262	Ret. 19/8/91.
1263	Ret. 4/12/89, sold/vendue à Relco, 6/91.
1264	Ret. 17/12/91.
1265	Ret. 18/3/91.
1266	Ret. 13/2/87.
1267	Ret. 30/7/92.
1268	In service/active.
1269-1270	Central Vermont SW1200, r#1509-1510.
1271	rblt./recons. #7310, 2/10/87.
1272	ret. 26/10/95.
1273	Ret. 21/11/90, to scrap/ferraille 5/94.
1274	Rblt./recons. #7311, 1/10/87.
1275	Rblt./recons. #7312, 9/10/87.
1276	ret. 21/3/83.
1277	Wrecked in 7/77 head-on collision with 3 SD40's at Lynn Creek, B.C., & retired./Détruite en 7/77 dans une collision frontale avec 3 SD40 à Lynn Creek, C.B. et retirée.
1278	Ret. 12/59.
1279	Ret. 29/4/93.
1280	Ret. 4/12/89.

ROAD NUMBER NUMÉRO	REBUILDINGS, RENUMBERING AND DISPOSITION RECONSTRUCTION, RENUMÉROTATION ET DISPOSITION
1281	Ret. 9/70.
1282	Ret. 94-95, sold/vendue à Helm Leasing, 12/95.
1283	Ret. 30/7/92, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1284	Ret. 30/7/92, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1285	Ret. 26/10/95.
1286	Ret. 7/1/93.
1287	Ret. 1-12/91, sold/vendue à Independent Locomotive Sales, Bethel, Minn., (3/4/95).
1288	Ret. 19/8/91.
1289	Ret. 17/12/91.
1290	Ret. 4/12/89.
1291	Ret. 7/1/93.
1292	Equipped with 12-645E engine (1982) /munie d'un moteur 12-645E (1982) , rblt./recons. #7301:1 (85), r#7101 (87).
1293	Ret. 4/12/89.
1294	Ret. 11/10/84, sold/vendue à Relco 3/89.
1295	Ret. 23/5/95, sold/vendue à AMF Technotransport, Montréal, Qc, 9/94, r#AMF-01.
1296	Ret. 29/4/93, sold/vendue à World Wide Auctioneers, Greenville, S.C.
1297	Ret. 25/3/87, sold/vendue à Relco 8/89.
1298	In service/active (Montréal).
1299	Ret. 13/2/87.
1300	Ret. 94-95.
1301	Ret. 29/4/93.
1302	Ret. 29/4/93.
1303	Ret. 17/12/91, sold/vendue à Canac/AMF #1303, sold/vendue à La Société du Chemin de Fer du Québec #1303.
1304	Ret. 17/4/89, sold/vendue à Relco 8/89 as/comme #1290.
1305	Ret. 29/4/93, sold/vendue à Abitibi Price, Iroquois Falls, Ont., to replace/pour remplacer #1254.
1306	Ret. 21/11/90.
1307	rblt./recons #7314, 29/10/87.
1308	Ret. 7/2/96, to be converted to remote controlled equipment mover at Transcona, MB./ sera convertie en locomotive téléguidée à Transcona, MB.
1309	Ret. 21/11/90, sold/vendue à Relco 6/91.
1310	Ret. 19/8/91, to scrap/ferraille 5/94.
1311	Ret. 94-95, sold/vendue à Canac.
1312	Ret. 17/4/89, sold/vendue à Relco 8/89 (as/comme #1294?).
1313	Ret. 17/4/89, sold/vendue à Relco 8/89 (as/comme #1295?).
1314	Ret. 5/95, sold/vendue à Helm Leasing.
1315	Ret. 29/4/93.
1316	Ret. 16/5/90, sold/vendue à Relco 6/91.
1317	Ret. 16/10/95.
1318	Ret. 26/10/95.
1319	Ret. 17/4/89, sold/vendue à Relco 8/89 as #1292.
1320	Ret. 29/4/93.
1321	Ret. 29/4/93.
1322	Ret. 7/1/93.
1323	Ret. 14/1/94, sold/vendue à La Société du Chemin de Fer du Québec #1323, via Canac.
1324	Ret. 26/10/95.
1325	Rblt./recons. #7315 30/10/87.
1326	Ret. 15/1/96.
1327	Ret. 14/1/94, leased/louée à Noranda Metals (with option to purchase/avec option d'achat), once assigned to Newfoundland/ a déjà servi à Terre-Neuve.
1328	Ret. 94-95, sold/vendue à Helm Leasing.
1329	Ret. 26/10/95.
1330	Ret. 30/7/92.
1331	In service/ active.
1332	Ret. 11/10/84.
1333	In service/ active.
1334	Ret. 94-95.
1335	Ret. 16/10/95.
1336	Ret. 21/11/90.
1337	Ret. 16/10/95.
1338	In service/ active (Toronto)
1339	In service/ active (Toronto)
1340	Wrecked/accidentée 8/71, ret. 10/71.
1341	In service/ active (Moncton).
1342	In service/ active (Moncton).
1343	In service/ active (Montréal).
1344	In service/ active (Moncton).
1345	Ret. 11/10/84.
1346	In service/ active (Toronto).
1347	Rblt./recons. #7317, 18/11/87.
1348	In service/ active (Toronto).
1349	In service/ active (Toronto).
1350	In service/ active (Toronto).
1351	Ret. 4/12/89.
1352	In service/ active (Moncton).
1353	In service/ active (Montréal).
1354	Wrecked/ accidentée 10/5/83, ret.
1355	In service/ active (Toronto).
1356	Ret. 16/5/91, to Canada & Gulf Terminal? au Ch. De F. Canada & du Golfe?
1357	In service/ active (Moncton).
1358	Rblt./recons. 7305, 10/7/87.
1359	In service/ active (Toronto).
1360	In service/ active (Toronto).
1361	In service/ active (Toronto).
1362	In service/ active (Toronto).
1363	In service/ active (Toronto).
1364	In service/ active (Toronto).
1365	Ret. 16/5/90, sold/vendue à Eurocan Pulp & Paper, Kitimat, B.C., 5/93.
1366	In service/ active (Toronto).
1367	In service/ active (Moncton).

ROAD NUMBER NUMÉRO	REBUILDINGS, RENUMBERING AND DISPOSITION RECONSTRUCTION, RENUMÉROTATION ET DISPOSITION
1368	Rblt/recons. 7302, 30/6/87.
1369	In service/ active (Toronto).
1370	Rblt/recons. 7303, 7/7/87.
1371	In service/ active (Toronto).
1372	Rblt/recons. 7306, 17/7/87.
1373	Rblt/recons. 7308, 20/9/87.
1374	In service/ active (Toronto).
1375	In service/ active (Toronto).
1376	Ret. 16/5/90, sold/vendue à Miramichi Pulp & Paper (#711), Newcastle, N.B.
1377	In service/ active (Montréal).
1378	Rblt/recons. 7309, 11/9/87.
1379	In service/ active (Montréal).
1380	Ret. 4/12/89.
1381	In service/ active (Toronto).
1382	Rblt/recons. 7300:2, 19/6/87.
1383	In service/ active (Toronto).
1384	Ret. 28/8/93.
1385	In service/ active (Toronto).
1386	In service/ active (Toronto).
1387	In service/ active (Toronto).
1388	In service/ active (Toronto).
1389	In service/ active (Montréal).
1390	Rblt/recons. #7304, 7/7/87.
1391	In service/ active (Moncton).
1392	In service/ active (Montréal).
1393	Rblt/recons. #7301:2, 26/6/87.
1394	In service/ active (Montréal).
1395	In service/ active (Moncton).
1396	In service/ active (Toronto).
1397	Rblt/recons. #7307, 29/7/87
1504	ex #1222, née 1593, ret. 21/11/90, sold/vendue à Cargill, Iowa Falls, Ia.
1505	ex #1223, née 1594, ret. 21/11/90.
1506	ex #1224, née 1595, ret. 21/11/90.
1507	ex #1225, née 1596, ret. 21/11/90, sold/vendue à Caulfield Ltd., Riga, Mi.
1508	ex #1226, née 1597, ret. 21/11/90, sold/vendue à Century Locomotive Parts, Lachine, Québec.
1575-1592	Ref# 1204-1221, 6/56.
1593-1597	Ref# 1222-1226, 6/56.
2300-2301	Ref# 1227-1228, 6/56.
(2302-2320)	Not assigned to/ pas assignés à #1229-1247.
7100	Née-#1241, ex-#7300:1 (1987), rblt/recons. (1985) with parts off/avec composantes de GP9 #4233.
7101	née-#1292, ex-#7301:1 (1987), rblt/recons. (1985) with parts off/avec composantes de GP9 #4269.
7102	Ex-#1230, rblt/recons. 12/4/87 with parts off/avec composantes d'une GP9.
7103	Ex-#1238, rblt/recons. 13/4/87 with parts off/avec composantes d'une GP9.
7104	Ex-#1248, rblt/recons. 1/5/87 with parts off/avec composantes d'une GP9.
7105	Ex-#1253, rblt/recons. 28/4/87 with parts off/avec composantes d'une GP9.
7106	Ex-#1257, rblt/recons. 29/4/87 with parts off/avec composantes d'une GP9.
7107	Ex-#1237, rblt/recons. 8/5/87 with parts off/avec composantes d'une GP9.
7300:1	ex-#1241, rblt/recons. 1985, r#7100 (1987), parts from/composantes de GP9 #4233.
7301:1	ex-#1292, rblt/recons. 1985, r#7101 (1987), parts from/composantes de GP9 #4269.
7300:2	Ex-#1382, rblt/recons. 19/6/87.
7301:2	Ex-#1393, rblt/recons. 26/6/87.
7302	Ex-#1368, rblt/recons. 30/6/87.
7303	Ex-#1370, rblt/recons. 7/7/87.
7304	Ex-#1390, rblt/recons. 7/7/87.
7305	Ex-#1358, rblt/recons. 10/7/87.
7306	Ex-#1372, rblt/recons. 17/7/87.
7307	Ex-#1397, rblt/recons. 29/7/87.
7308	Ex-#1373, rblt/recons. 30/9/87.
7309	Ex-#1378, rblt/recons. 11/7/87.
7310	Ex-#1271, rblt/recons. 2/10/87.
7311	Ex-#1274, rblt/recons. 1/10/87.
7312	Ex-#1275, rblt/recons. 9/10/87.
7313	Ex-#1243, rblt/recons. 22/10/87.
7314	Ex-#1307, rblt/recons. 29/10/87.
7315	Ex-#1325, rblt/recons. 30/10/87.
7316	Ex-#1258, rblt/recons. 20/11/87.
7317	Ex-#1347, rblt/recons. 18/11/87.

SW1200RS SPECIFICATIONS / SPÉCIFICATIONS DES SW1200RS

ROAD NUMBERS NUMÉROS	CLASS CLASSE	BUILDER'S NUMBER NUMÉRO DE SÉRIE	BUILDING DATE DATE DE CONSTRUCTION	WEIGHT POIDS (lbs)	ORIGINAL NUMBER NUMÉRO ORIGINAL
425-426	GY-12d	A760-A761	5/56	225,000	1220-1221
1204-1221	GR-12d	A745-A762	3-5/56	225,000	1575-1592
1222-1226	GR-12e	A740-A744	9/55-2/56	246,000	1593-1597
1227-1247	GR-12f	A854-A874	5-9/56	225,000	2300-2301 (2302-2320)
1248-1268	GR-12h	A1020-A1040	11/56-3/57	226,000	
1271-1288	GR-12k	A1167-A1184	8-11/57	226,000	
1289-1304	GR-12L	A1358-A1363	1-5/58	225,000	
1305-1337	GR-12r	A1542-A1564	7-12/58	223,000	
1338-1357	GR-12u	A1788-A1807	5-7/59	223,000	
1358-1397	GR-12y	A1843-A1882	4-8/60	222,000	
1504-1508	GR-12e	A740-A744	9/55-2/56	246,000	1222-1226
1575-1592	GR-12d	A745-A762	3-5/56	225,000	
1593-1597	GR-12e	A740-A744	9/55-2/56	246,000	
2300-2301	GR-12f	A854-A855	5/56	225,000	
(2302-2320)	GR-12f	A856-A874	5-9/56	225,000	1229-1247
7100-7107	GS-413a,b		1985 & 1987	246,000	*
7300:1-7301:1	GS-413a		1985	246,000	1241,1292
7300:2-7301:2 7302-7317	GS-412a		1987	246,000	**

* : 1241, 1292, 1230, 1238, 1248, 1253, 1257, 1237, #7100-7101: GS-413a; #7102-7107: GS-413b.
 **: 1382, 1393, 1368, 1370, 1390, 1358, 1372, 1397, 1373, 1378, 1271, 1274, 1275, 1243, 1307, 1325, 1258, 1347.

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The "Idiot" at the Station - 1896

By Mary E. Angus

In the Victorian era, and for years thereafter, many Montreal families spent the summer months at the seaside or the mountains while the man of the family remained at his job in Montreal. Such resorts as the lower St. Lawrence or the Maine coast were favourite destinations, away from the heat of the city, in these days before air conditioning. One such resort on the lower St. Lawrence was Cacouna, on the Intercolonial Railway about five miles from Riviere du Loup. In the summer of 1896, just 100 years ago, Mary E. Angus, the grandmother of your editor, with her one-year-old baby Donald, her brother Fred, Sister-in-law Maude, maid Rose, and a cook, went to Cacouna to spend July and August. Every day she wrote her husband Forbes who worked in Montreal and could only come to Cacouna for two weeks, plus the occasional weekend. These letters have survived and give a fascinating picture of the times, almost like a "soap opera".

As August neared its end, it was time to return to Montreal, and there the trouble began! It seems that Mary Angus had waited too long to make a reservation on the train and there was no suitable space available. What followed is best told by these priceless extracts from her letters. The quotations are exactly as written 100 years ago, including all spelling, punctuation and underlining. So let's go back a century and have a good laugh as we see that having difficulty getting space is nothing new; it happened to our grandparents too.

Cacouna. 26th Aug. 96.

Your telegram has just come - how tiresome that you cannot secure accommodation from Montreal. Fred tells me that it will probably be very difficult to get even a section on the train owing to the rush & staterooms & sections are taken from Halifax & so on, & one only has a chance of being able to get one here. I shall not know positively until I am on the train whether I have accommodation or not, which would be pleasant! Really, I am in a quandary - of course Fred would advise the boats under all circumstances, so it is no use asking his advice. I have really no one to turn to & I do not know what to do about it.

If I get a section or a stateroom, I suppose all of us will be able to tuck in - Rose included? I think I shall telegraph you this afternoon & ask what I had better do - train or boat? It is a nuisance, is'nt it!

Now good-bye dear, Your ever loving wife.

P.S. It is the uncertainty about the train accommodation that puts me off. Otherwise, I should infinitely prefer it to the long journey by boat.

Cacouna. 27th August. 96.

If it clears I am going up to the station to try to find out something about the trains - Clara tells me I can secure the stateroom from here - she always does it - & they are bound to keep it for you if engaged. I wish I had known this yesterday & I could have asked Fred to secure it for me when he went to the train. But he seemed so determined that it could not be done. Is'nt it a nuisance.

Cacouna. 28th August.

I am going up to the station this morning to see what I can do about accommodation. We start in a few minutes. I shall let you know the result in tomorrow's letter.

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA.

Cable Service to All the World

181Q M FS 3:45.p.m. 8 Paid. Cacouna Que Aug 29

D.F. Angus,

35 St. Francois Xavier St.,
[forwarded to]
733 Pine Ave

Montreal, Que.

Have secured accommodation on afternoon train Saturday fifth.

Mary.

Cacouna. Sunday. 30th Aug. 96.

Yesterday afternoon I sent you a telegram telling you that I had secured accommodation for Saturday next - (The 5th) on the train leaving here at a quarter to five (4.45) p.m. & so, all being well, you will have your wife with you again on Sunday morning at an early hour! I have got the stateroom for Saturday & will trust to luck to get a berth somewhere for Rose - if not, she can tuck in there with the rest of us. I am awfully glad that that point is settled, as the journey by train is so much more quickly over & less fatiguing than the long trip by boat. Be sure & meet me for Sunday morning.

Cacouna. 1. Sept. 96.

I have just been down to see Gracie & have found out several pieces of information from her & Clara. I find I have to send the money for state-room to the station master so will send it by Lebel this afternoon when he goes to the station.

Cacouna. 2nd Sept. 96.

Maude & I went up to the station again yesterday to pay for & get an order for state-room as you suggested, & Clara told me too yesterday that that was the way to do it - she had done that from R. du Loup. Well it was fortunate I went, as that fool had bungled the whole affair, & it turned out that he had only spoken to the conductor! And then he did not know anything about paying for it & said that that could only be done on the train. The new arrangement is that it must be paid for at the time or they do not reserve it - & actually that idiot they have in charge knew nothing about it. So I made him telegraph to Halifax at once & I am expecting an answer any minute. I really think a person like that ought to be complained about at head quarters - I should think it would be a great draw-back to the company having such a person there. And then he did not know how to speak to a lady but sat down & talked with his pen in his mouth 'till I told him to get up!

I can do nothing more about it all, & now it is 10 to 1 I suppose, that I have missed it. If so I shall have to telegraph again & see what is the earliest date I can get accommodation. I shall be horribly disappointed if I miss this chance as I have set my heart on going. I shall telegraph you if it is all right, however, when I get the telegram. I wish now I had gone to R. du Loup, but we had such poor success that day you left, that I thought it would be best to get it from this station. I have done all I could & it is so provoking to think that things are no further advanced than at the beginning, all thro' employee's stupidity & incompetency.

Best love darling from your own Cacouna-imprisoned wife.

Cacouna. 2nd Sept. 96.

I told you all about my trouble about the state-room & finally I decided to go & ask old Brennan at the Hall what I had better do & who to telegraph to. It appears that this train is made up at Dalhousie, not Halifax & I ought to have telegraphed there. & that idiot at the station sent the telegram to Halifax & said "That was the head quarters & the only place to telegraph to". So of course I have had no answer to that & do not expect it, as they probably do not know what we are driving at. So I sent a wire from the Hall to Agent I.C.R. at Dalhousie, & the girl said she would rush it. I ought to get an answer to-night. But dearest, do not be disappointed if you do not get your wife & boy home on Sunday morning, as I think my chance now of getting the accommodation is very slim. I think the Company ought to re-fund all the money spent on telegrams as I shall have to send more if Saturday fails - all thro' their fault.

Thursday morning - 3rd Sept.

Good luck at last! A telegram came a few minutes ago from the "Idiot" saying that "The drawing-room is reserved for me", etc., so he has got it right at last, & now I shall get Maude to pay for it for me & get a receipt & order when she goes to meet Fred by mid-day train. I am sending you a telegram this A.M. to tell you that it is all right as I do not want these letters to worry you now

when there is no occasion for it. Your telegram has just come, & now I am sure that it is due to your intervention that things have come right. It is cold & rainy here to-day & I think it is high time to get home.

Cacouna. 4th Sept. 96

I hope you have recd my letters & telegram telling you that everything is now all right & we shall be home D.V. on Sunday morning. These separations make us appreciate one another, don't they?

From your own wife

GRAND TRUNK RAILWAY											
QUEBEC BRANCH											
9	7	3	1	5	STATIONS.	6	4	2	8	10	
Mix d	Mix'd	Exps. Daily	Exps.	Exps. Sun.		Exps. Fridy	Exps. Exten	Exps. Daily	Mix'd	Mix'd	
P.M.	P.M.	P.M.	A.M.	A.M.	A.Montreal 85AL	P.M.	P.M.	A.M.	A.M.	P.M.	
12 05	17 00	*7 00	7 48	7 48	(See page 15, 16.)	8 40	11 10	*7 50	8 10	14 00	
A.M.	P.M.	P.M.	A.M.	A.M.	ARRIVE LEAVE	P.M.	A.M.	A.M.	P.M.	P.M.	
8 25	4 25	3 45	12 45	4 40	Richmond A.	11 40	7 50	*10 40	12 15	7 30	
7 55	3 57	3 17	2 13	4 05	St. Cyr.	12 03	5 23	11 04	2 37	7 52	
7 30	3 35	3 08	2 02	3 53	Danville	5 31	5 23	3 08	2 55	8 10	
7 15	3 18	2 49	1 41	3 30	Kingsy	5 46	5 46	3 37	3 08	8 23	
6 40	2 29	2 08	1 19	3 07	Warwick	6 02	6 19	4 05	3 37	8 48	
6 02	2 00	2 30	1 22	2 42	Arthabaska	12 40	6 02	11 46	4 05	9 15	
5 25	1 28	2 10	1 19	2 25	Stanford	12 55	6 19	12 05	4 37	9 43	
4 57	1 05	1 55	1 22	2 01	Someset	1 24	6 31	12 17	5 00	10 02	
4 20	12 35	1 37	12 22	1 47	St. Julio	6 47	6 47	12 35	5 28	10 30	
4 00	12 16	1 25	12 11	1 50	Lyster	6 57	6 57	12 47	5 45	11 02	
11 58	11 43	1 07	11 50	1 24	Hall's Siding	7 12	7 12	1 07	6 13	11 50	
2 45	11 08	12 48	11 28	1 00	Methot's Mills	7 29	7 29	1 22	6 42	12 35	
2 20	10 45	12 35	11 14	1 43	St. Agapit	7 40	7 40	1 22	7 02	12 35	
10 15	10 20	12 43	11 43	1 43	Craig's Road	7 40	7 40	1 22	7 02	12 35	
1 47	10 13	12 18	10 55	12 22	Chaudiere	2 35	7 55	1 46	7 30	1 47	
1 15	9 45	12 01	10 35	12 01	Chaudiere Jct.	2 50	8 10	2 00	8 00	2 20	
19 35	*11 55	11 30	*11 55	11 55	Chaudiere Curve	2 55	8 15	2 05	8 00	2 20	
A.M.	A.M.	A.M.	P.M.	P.M.	LEAVE ARRIVE	A.M.	A.M.	P.M.	P.M.	A.M.	
		A.M.	P.M.	P.M.	Via I. C. Ry.	A.M.	A.M.	P.M.			
		11 30	9 30	10 55	ARR. Levis & Lv	3 20	8 40	12 30			
		9 10	4 45	7 20	Riviere du Loup	7 10	1 10	5 50			
		7 49	4 22	a 7 00	Cacouna	7 30	1 23	5 50			
		5 31	2 00		Kimouski	10 00	3 53	8 03			
		1 25			St. Flavie	10 35	4 35	8 40			
		4 55	11 00		Little Metis	11 00	5 00	8 57			
		1 54			Metapedia			11 27			
		11 40			Campbellton			12 00			
		11 39			Ive Dalhousie arr			1 30			
		10 08			Bathurst			1 40			
		8 00			Chatham Jct.			3 06			
		4 30			Moncton A			5 15			
		5 59			Ive St. John arr			8 30			
		1 15			Amherst A			6 53			
		1 29			Truro A			9 40			
		1 00			Windsor Jct.			11 02			
		1 00			Halifax			11 30			
		P.M.	P.M.	P.M.	LEAVE ARRIVE	A.M.	P.M.	A.M.			

No. 1.—Has Pullman Sleeping Car Little Metis to Montreal via I.C. and G.T. Rys.
 No. 2.—Has Pullman or I. C. Ry. Buffet Sleeping Car. and coaches Montreal to Halifax, daily except Sunday, via I. C. and G. T. Rys.
 No. 3.—Has Pullman or I. C. Ry. Buffet Sleeping Car, and coaches Halifax to Montreal, via I. C. and G. T. Rys., leaving Halifax daily except Sunday. Pullman Car Levis to Montreal on Mondays.
 No. 4.—Has Pullman Sleeping Car Montreal to Little Metis via G.T. and I.C. Rys.
 No. 5.—Has Pullman Sleeping Car, Cacouna to Montreal.
 No. 6.—Has Pullman Sleeping Car, Montreal to Little Metis.
 For train service between Richmond and Montreal see pages 14 and 16.
 For train service between Richmond and Portland see pages 14 and 16.
 a Sundays only. b Fridays only. c Saturdays only.

This Grand Trunk timetable is dated July 2nd 1894, exactly two years before the adventures recounted above. It shows the connections to the ICR lines, and indicates the special set-out sleeping cars to Little Metis and Cacouna. Note that the left-hand side of the timetable reads up while the right-hand side reads down. This is opposite to today's timetables. If Mary Angus took the train that she arrived on Sunday morning she would have been on the regular sleeper as the Cacouna one did not run that day.

The Business Car

THE END OF THE BLUE CARS AND FP9Au LOCOMOTIVES

With the new timetable in effect Sunday, April 28, 1996, VIA's northern trains "Hudson Bay", "Saguenay" and "Abitibi" were equipped with the newly-rebuilt stainless steel coaches. This allowed the retirement of the FP9Au locomotives and the blue cars formerly used on these runs. Since the rebuilt equipment was also in use in Southern Ontario, this marks almost the end of the blue cars on Canada's passenger trains. The reason for the "almost" is that such cars are still used on the mixed train between The Pas and Lynn Lake, and on the weekly mixed train between Wabowden and Churchill; all these points being in northern Manitoba. The latter train uses an ancient heavyweight combine car, one of two built in 1919 and 1928 respectively, painted in the VIA blue paint scheme and kept clean and well maintained for this service.

Willie Radford and Jean-Louis Noiseux both sent the consists of the final trains 601 "Saguenay" and 603 "Abitibi" departing from Montreal on Friday, April 26, using the old equipment. Train 601 consisted of locomotives 6309 and 6308 back-to-back, baggage car 9639, snack-bar coach 3252 and coach 5449. No. 603 was made up of locomotive 6313, baggage car 9672, coach 5464 and snack-bar coach 3217. Conspicuous by its absence was sleeper "Emperor" which was the usual sleeper on this run; it had come in on the previous southbound run, but did not make this final trip - perhaps no sleeping car passengers had been booked! Since the new schedule calls for the two trains to be combined south of Hervey Junction, the last operation of the old equipment was the combined 602 and 606 which arrived at Montreal at 10:17 P.M. on Sunday, April 28, 1996. The consist of this train was 6313, 9672, 5464, 3217, 5449, 3252, 9639, 6309, 6308, the two rear locomotives being deadheaded. It will be noted that the two trains were run back-to-back; this is the new way of running the combined train until it splits at Hervey Junction. On Monday, April 29, the first combined 601 and 603 with the "new" equipment departed from Montreal at 8:36 A.M. This train was made up of locomotive 6400, baggage car 8606, coaches 8130, 4123, 4125, 4109, 4105, 8116, baggage car 8608, locomotive 6419. On the return trip baggage car 8606 was placed between coaches 4123 and 4125, the point at which the train split, with the train running in the reverse direction, with 6419 leading.

The end of the use of the blue cars on these trains is not, of course the final end of this equipment. Of the 389 cars built for CN in the 1950s, some have been sold to various railways including Great Canadian Railtours Co. and the Ontario Northland which leases some to the Algoma Central. Many others have gone to tourist lines and museums throughout North America (including sleeper "Eureka" at the Canadian Railway Museum), and others are in work train service. Thus these familiar cars will be around for many more years.

Another significant change in the new VIA timetable is the re-scheduling of the "Skeena" which operates between Jasper, Alberta and Prince Rupert B.C. Formerly a through run which included overnight travel including sleeper service, the train now consists entirely of day runs, with an overnight stay at Prince George. While some may complain at the lack of a single through

run, the new schedule will allow travellers to enjoy the entire scenic run by day. The "Skeena" has been described as the "best kept secret scenic train" in Canada, and is well worth the trip. The fares are less than half those of the better known "Canadian", and the dome car allows one to appreciate the scenery which is fully comparable with that on the run to Vancouver. The new schedule will allow travellers to appreciate it more fully, and will also offer more convenient connections at Prince George with the even more scenic British Columbia Railway.

ETOBICOKE UPDATE AND CORRECTIONS

Mr. Raymond Kennedy of Toronto writes with the following corrections to the article on CPR and TSR tracks through Etobicoke which appeared in the November-December Canadian Rail.

Page 215, under "Credit Valley": The O&Q had already been taken over by the CPR before the West Toronto shops were built. The contract was let on April 14, 1884, but actual construction was delayed until 1890 due to a dispute with the municipality regarding an underpass and water rates. Thus the statement about 1880 is incorrect. Furthermore the original transfer table referred to has nothing to do with the roundhouse, much of which was long ago demolished. The transfer table is at the erecting shop which was not built until 1913. The roundhouse turntable still works but neither building has been used for locomotives for many years. The CVE shops at Parkdale were closed in 1890 following the move to West Toronto.

Page 221, about Canpa Sub.: This sub was not part of the Galt sub; all subdivisions are separate from each other. Regarding the Toronto Terminals Railway, first the TTR did not control traffic to Cooksville, nor did they control the CNR Oakville Sub from Toronto to Canpa. The TTR did not extend past Strachan Ave. on the Galt Sub nor Cabin D on the Oakville Sub. Clearly there is confusion between the TTR and the Toronto Terminals division.

Reference to Hydro Museum is confusing, as regards railway equipment since this was merely dead storage, there was no railway museum.

Passenger trains were not scheduled to operate via Guelph Junction to Toronto, all ran on the Joint Section over the CNR Oakville Sub.

The tower at Canpa has not controlled train movements for many years, its use today is not connected with train movements; all control rests with the RTC (Rail Traffic Controller) of either CP or CN, both at Union Station.

Appendix A: CVR parlour car Grand River was not scrapped by the E&N in 1930. It still exists at the Alberni Valley Museum.

Track mileages: This is a deceptive and confusing compilation of information of little value since mileages and places are not properly identified between past and present, and inaccuracies result from confusion about how to read an employee timetable. Many current names are not the actual named location, and this creates a reference that will repeat itself if others use it. One of the

more serious errors concerns the long demolished Hercules Sales (war surplus) building which was originally the TSR car barns (something the author neglects to include). This building was located west of the Scarlett Road underpass. It will be difficult to search for the site when it is shown as east of the street.

Page 234, TTR: Wrong limits; see previous remarks.

Page 235, Trains through Etobicoke: The Leaside Industrial never operated anywhere in Etobicoke. The numbered yard jobs are also inaccurate.

The editor thanks Mr. Kennedy for pointing out these errors, and notes that Mr. Kennedy has offered to provide further details should anyone wish them.

NEW \$200 GOLD COIN SHOWS CPR TRAIN



In April, the Royal Canadian Mint released details about the latest in its series of \$200 face value gold coins. These coins are especially made for collectors and are minted in very small quantities, for 1996 the mintage will be only 25,000 pieces. These special gold coins have been produced for more than twenty years, with a new design each year, and are struck to the highest standards of proof coins.

The 1996 coin is a real gem. It depicts a steam-hauled CPR passenger train, consisting of pre-war heavyweight cars, crossing the famed Stoney Creek bridge in the Selkirk mountains of British Columbia. Detail is amazingly good, and the depiction of the train is very accurate. The coin weighs more than half an ounce and is made of 22 karat gold (91.667% pure). The only drawback is the price; it costs \$414.95 plus applicable taxes (no, I have not bought one - yet). For those interested, the Mint has a toll-free number 1-800-267-1871, where further information may be obtained.

The 1996 \$200 gold coin is the third in Canadian history depicting railway subjects, all, interestingly enough, of the CPR. The 1981 silver dollar, commemorating the centennial of the founding of the company, showed a broadside of a CPR 4-4-0 of the 1880s. In 1986 the Mint issued a silver dollar, commemorating the centennial of Vancouver; this coin showed a CPR train of the 1880s arriving at Vancouver. Both these coins are still readily available from coin dealers.

ELDERHOSTEL PROGRAM RESCHEDULED

The railway-focused program being planned by Elderhostel Canada was to have been undertaken in April, 1996, but was cancelled due to lack of participants. However, the plan has been revised to make it even more interesting and has been re-scheduled. It is now slated to begin in Montreal and to run from October 19 to November 2. Now called Canada's Railway Dream: Track the Epic Story of Nation-Building Railway Kings, the tour will be accompanied throughout by Dr. Kenneth Mackenzie, the recently-retired chief archivist of Canadian National Railways. Visits to the Canadian Railway Museum, the Halton County Radial Railway and many other points of railway interest will be covered. Cost for the entire tour will be \$3076.50 from Montreal. For more information phone or fax Mr. W.A. Rathbun at (416) 261-8919.

THE SHARECROPPERS NEW RECORDING

Some time ago we reviewed "Natural", a cassette tape made by The Sharecroppers, a fine musical group from Newfoundland. That recording contained several songs pertaining to the Newfoundland Railway, and all the songs evoked much of the unique culture of Canada's easternmost province. The Sharecroppers' latest recording, to be available in both CD and cassette format, is entitled "Discover This NewFoundeLande". Those who enjoyed "Natural" will want to have this one as well. It costs \$20 for the CD and \$12 for the cassette and is available from: The Sharecroppers 8 Spruce Street Pasadena, Newfoundland A0L IK0. Next year will be the 500th anniversary of the "discovery" of Newfoundland by Cabot, and this recording will start the celebration a year early.

REMEMBERING THE OSHAWA RAILWAY

By Clayton M. Morgan, with Charles D. Taws.

Obtainable from: Bowmanville Museum,
37 Silver Street, Box 188, Bowmanville, Ontario L1C 3K9
Price: \$12.00 including all taxes and postage.

This new book tells the story of an electric line, well known to Canadian railway enthusiasts, but about which detailed information and history has been lacking. This 50-page 8 1/2 X 11 inch soft bound book tells the story of this line which was incorporated on June 23, 1887, but did not begin operation until August, 1895. Control of the company passed, in 1910, to the Grand Trunk, and later the Canadian National Railways. As a CNR subsidiary, electric passenger operation continued until 1940, and freight service until June 27, 1964 when the line was dieselized. Portions of it still exist, serving the General Motors plant, but the line today is merely another CN freight spur.

This book contains about 35 photos, ranging in age from 1895 to 1963, as well as maps, and a complete roster of all equipment used on the Oshawa Railway. Anyone interested in Canadian electric railways should have this book.

BACK COVER: The recent retirement of VIA's last remaining cab units and "blue" ex-CN passenger cars means that scenes like this have disappeared for good. In this picture, the date is Sunday, June 23, 1991 and the place is Herbertville, Que. as train No. 138, which left Jonquiere about half an hour before, is heading for Montreal. Today this train is numbered 602, is named the "Saguenay", and consists of rebuilt stainless steel cars.

Photo by Pierre Ozorák.

Canadian Rail

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

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