

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT No. 81

MONTREAL, CANADA

SEPTEMBER 1957

Notice of Meeting

The September meeting of the Association will be held in Room 203, Transportation Building, 159 Craig Street West, on Wednesday, September 11th, 1957, at 8:15 PM. Business will be transacted at this meeting, following which a programme of moving pictures will be given by Mr. William Pharoah. In this connection, Mr. Pharoah would be interested in hearing from any members who may have 8 mm coloured moving pictures which would be suitable for this meeting.

As usual, proceedings will start promptly at 8:15 PM, and members are cordially invited to bring guests.

Association News

Members and subscribers will by now have received the advance publicity on the Annual Fall Foliage Excursion, which is scheduled for Sunday, October 6th, this year. A trip will be operated to Mont Tremblant and Labelle by Canadian Pacific Railway, using a class H1a 4-6-4 type steam locomotive of the 2800 series, air conditioned coaches and, for the first time on one of our trips, a parlour car with reserved seats.

Early reservations which have already been received indicate that the parlour car facilities will be popular. This service is being operated at an additional charge of \$2.00 for the return trip, above the coach fare of \$5.00. Optional facilities available, at extra charge, at Mont Tremblant, include a ride on the chair lift up Mont Tremblant from the chalet, at \$1.00 per person, or a 20-mile motor launch trip on Lac Tremblant at \$2.00 per person. To participate in either of these side trips, however, necessitates transportation from the station to the chalet, at \$1.00 per round trip, per person, by autobus.

Applications should be made by mail addressed to the Trip Committee, Box 22, Station B, Montreal 2, and remittance should accompany reservations, preferably in the form of postal order or money order, payable at par in Canadian Funds at Montreal. The application may be made by letter, or application forms can be obtained by writing to the Trip Committee.

Joint Week End

The Fall Foliage Excursion will form part of the Annual Joint Weekend with the Upper Canada Railway Society, which was originated last Fall at the Grand Trunk Railway Montreal-Toronto Centenary at Kingston. The outing was so successful that the two groups decided to try to make a joint outing an annual affair. Scheduled for the Saturday, October 5th, of the Joint Weekend, is a trolley tour by observation car around Montreal, and including the scenic route up Mount Royal. Reservations for this trip will be heavy -- tickets are \$1.50 each, obtainable from the Trip Committee. Remember, this is the day before the Foliage excursion



- Main Line Scene -

THE PORTAGE RAILWAY

Some notes on the
Portage Railway
Operated by the
Huntsville, Lake
of Bays and Lake
Simcoe Railway
& Navigation Co.

Information
from
Robert Sandusky

CANADA still possesses
a number of things of
interest to the rail-
wayist, in spite of
the trend toward moder-
nization and standard-
ization which can be
seen on every hand,

Insignificant from the point of view of track mileage, the other features of a trip over the Portage Railway at, or rather near, Huntsville, Ontario more than compensate for the duration of the trip, short as it is. The Portage Railway is only slightly more than a mile long; in that distance, it's 3'6" gauge track conquers a difference in elevation of 130 feet. It isn't really a "portage railway" any more, because there is no boat connection at the South Portage any longer, but the train still meets the motor launch at the North Portage, twice a day, daily except Saturday, takes the passengers over to the South Portage for a look at the Lake of Bays upon which they can no longer navigate, and then returns them to North Portage and the launch trip back to Huntsville.

LOCOMOTIVES: The Portage Railway owns two locomotives, Nos. 5 and 7. Both are 42" gauge, 0-4-0 saddletankers built in the 1920's by the Montreal Locomotive Company, and acquired from the Canadian Gypsum Company in Nova Scotia, to replace a diminutive pair of Porter 0-4-0's which had been in service since the line was opened back in 1903. No.7 is no longer used because it is much heavier than No.5 and has had many parts removed to keep the latter engine running.

ROLLING STOCK: Two open passenger cars, two flat cars and one box-car constitute the entire roster of rolling stock. The larger of the two passenger cars (Rolling stock is not numbered on the H,LoFB) is a former double-truck, double-end open trolley reported to have come from Sea Girt, N.J. The smaller used to be a single truck, double-end open trolley in Toronto. On both may be seen such traces of their electric days as conduits, a dash headlight, hood switch mounting boards, signal cord fixtures and traces of assorted underbody mounting brackets. They rest upon sprung, arch bar trucks and

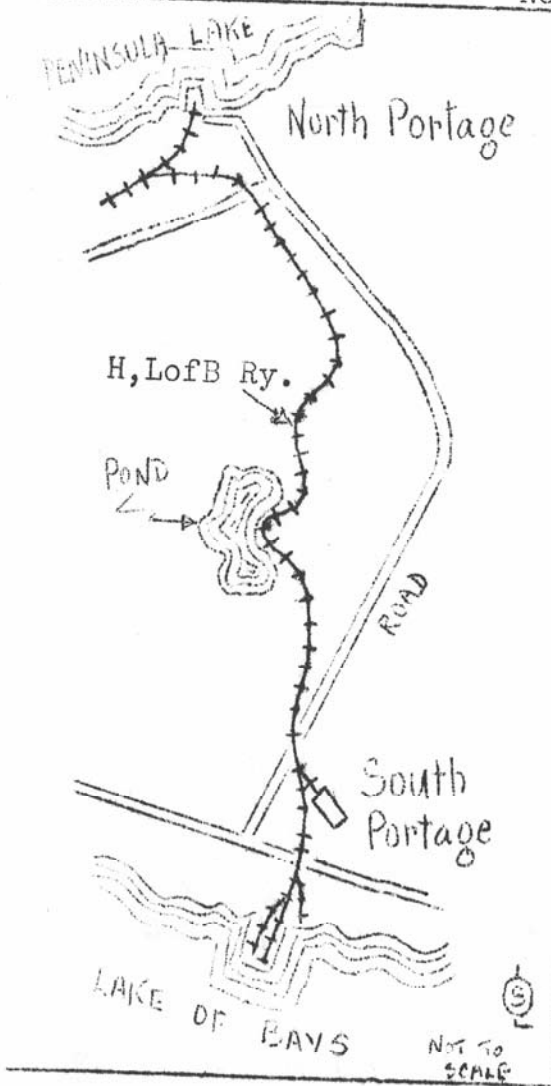
are equipped with hand brakes. Their colour scheme consists of red seats and body posts, white ceilings and blue below the seats and above the eaves very patriotic.

The "small car" does not appear to have been used this year, and possibly it may have suffered from years of resting upon double trucks rather than the one for which it was designed. The "large car" is in better physical condition than its mate; there is no sag or twist to the body in spite of its noticeable flexibility. Of the two boxcars built for the railway, one only remains. It is a tall, swaybacked affair, painted bright red and is used to transport crossties, canoes or whatever other freight comes along. Two flat-cars remain, one of which is isolated on a disconnected siding. The two usable freight cars rest upon low, unsprung arch bar trucks, while the unused one rejoices in the possession of one such springless wonder and one passenger car truck.

GENERAL: The train, consisting of No.5, the boxcar and the "large car" makes four return trips per day, Sunday through Friday, from South Portage. The motor launch, IROQUOIS II, makes two return trips from Huntsville to North Portage each day. The train, therefore, must deadhead from its "home terminal", South Portage, to North Portage, meet the boat and make a return trip to South Portage, and then deadhead back. The steamer ALGONQUIN used to make this trip from Huntsville, through Fairy and Peninsula Lakes to the railway, while on the Lake of Bays, at the southern end of the railway, another steamer, the IROQUOIS, provided service. The IROQUOIS was replaced by the motor launch IROQUOIS II, and when it became economically impractical to operate the ALGONQUIN, the latter was tied up and the IROQUOIS II was trucked from South Portage to North Portage where it took over the steamer's run, and leaving no service on the Lake of Bays.

PHYSICAL PROPERTIES: For a description of the line, let us make the 1-1/8 mile run from North Portage to South Portage, in which the line climbs 130 feet.

At North Portage, the passengers flock from IROQUOIS II to the "large car" and the boat purser collects the fares. (Can this train, and CPR Nos. 703 and 704, Toronto-Port McNicoll, be the only ones in Canada with pursers? -RJS) Traces may be seen of a large dock building which stood here at one time, also of a siding removed long ago. The everyone is aboard, the engine charges noisily up to the switchback, engine first. Here lies the overturned frame of a passenger car, quite well hidden by weeds and bushes. After the brakeman throws one of the line's three stub switches, the train again proceeds, only this time, the passenger car leads. The engine reminds the passengers of its presence by blowing "14-L" for a crossing with its deep, interurban-like whistle. From this point to the summit of the line, No.5 works quite hard to push its train through weeds and tunnels formed by the overhanging trees and sparingly-pruned bushes. Sparks often shoot twenty feet into the air from the stack, and the glowing coals in the firebox grates may be seen from the passenger car as the engine negotiates the various curves. The sharp staccatto produced by slipping driving wheels is regularly relieved by a moist, gargling sound from the safety valve..... and so it goes.



As the train nears South Portage, it skirts the edge of a small lake and makes an extremely sharp street railway type curve around a mass of rock on one bank. No.5 blows for a crossing, and descends to South Portage, first passing several crossties made from old steamer beams, then a pile of parts from the ALGONQUIN, such as a lifeboat, a searchlight and a funnel. At the level crossing, there is a coal pile, dumped from trucks over the side of a slight cut, and a siding to the engine shed; this well-ventilated structure houses No.7 which may be seen through the $\frac{1}{4}$ - $\frac{1}{2}$ " openings between the wall and roof boards, or through one of the oddly-shaped windows rescued from the ALGONQUIN.

A few hundred feet downgrade is South Portage dock with three sidings (one of which is disconnected), a station, a water tower, and an open-sided trainshed on the dock proper for the open cars. The remaining three pieces of rolling stock are kept here. On the east side of the dock is the disconnected siding, containing one flat cars and three archbar trucks, one of which rests mostly under the waters

of Lake of Bays. Under the water on the west side is the sunken hull of the ALGONQUIN.

Here, No.5 uncouples and takes water, while the passengers inspect South Portage.

While making the return trip on one occasion, we observed two barefoot boys leaving town "a toutes jambes" at the same time as No.5. They reached Borth Portage before we did, though it should be said that the road distance is considerably less than 1-1/8 mile.

-- Robert J. Sandusky.

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Home on the Rails

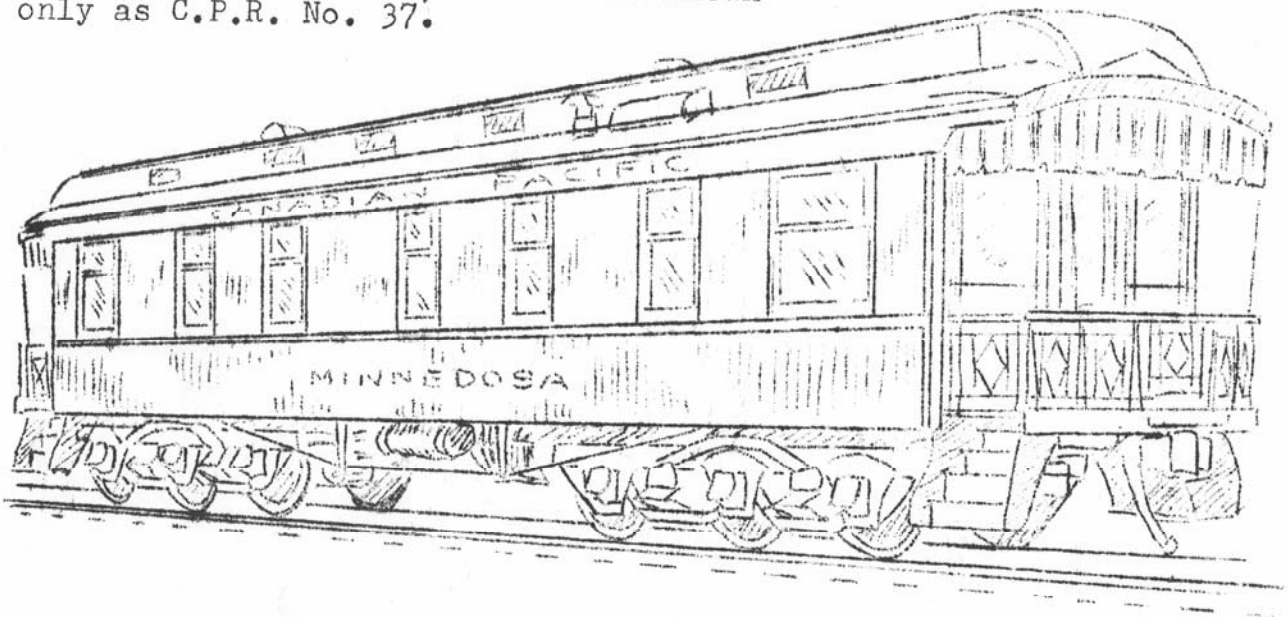
CANADIAN PACIFIC RAILWAY
BUSINESS CAR IS ADDED TO
OUR COLLECTION.

BACK WHEN THE WEST was still wild and woolly (by Canadian standards, anyway) and the Canadian Pacific was the only railway worthy of the name west of the Red River, there was projected, in the Province of Manitoba,

a little line known as the Manitoba & North Western Railway. The M&NW was one of the few lines to attain the status of actuality in

the Canadian West of the late Eighties and early Nineties. It was started with a connection with the CPR at Portage la Prairie, and pretty soon its 56 lb. rails found their way across the unsettled prairie wastes to Yorkton, N.W.T., bringing colonization and prosperity in its wake.

The Manitoba & North Western Railway of Canada was captured by the interests of Mr. (later Sir) H. Montagu Allan of Montreal, and at an early date, the railway acquired an official car, a gem of the Master Car Builder's art, which was named, "MINNEDOSA". The MINNEDOSA was the executive private car of the railway, and for many years, it carried the officers and directors on their periodic trips back and forth over the line. In 1900, the Manitoba & North Western became a part of the Canadian Pacific Railway, who inherited the motive power, rolling stock, and the MINNEDOSA. Retaining its name for a short time, it was later renamed MANITOBA, and, as more modern rolling stock replaced the older official cars, the car lost its name, and became known only as C.P.R. No. 37.



As a numbered car, it was assigned for divisional use, and, for the last twenty years or so, was the official car assigned to the Canadian Pacific Railway's Brownville Division, with headquarters at Brownville Junction, Maine, on the "International of Maine" section.

The car was a familiar sight to railwaymen in northern Maine until earlier this year, when the discovery of a slight structural weakness caused its removal from service. Stored at Angus Shops in Montreal for dismantling, it looked like the end of the line for the MINNEDOSA. However, the case for the preservation of the car was taken up by our General Superintendent, Mr. Lavallee, and sympathetic Canadian Pacific officials offered to make the car available to the Association to include in its collection of antique railway and street railway equipment. As a result, the car is presently being stored by the CPR, until a suitable location is found for the projected Museum. As the members are aware, the Executive are presently negotiating with the City of Granby on this project. The MINNEDOSA, alias No.37, was officially donated to the Association in a letter written to the Secretary by Mr. H.A. Greeniaus, Assistant Vice President of the Canadian Pacific Railway, during August.

As the sketch on page 86 shows, the MINNEDOSA is a short car, carried on two six-wheel trucks. The length over end sills, excluding the platforms, is 50'0". The car weighs fifty tons, one hundred-weight, has open platforms at each end, and the interior arrangement includes, in that order, from one end to the other, a dining room, a kitchen, two bedrooms and an observation room. It is set up to sleep eight persons comfortably, has Pintsch gas and electric lighting, and heating either by steam train line, or independent Baker hot water heater.

The interior is finished in varnished mahogany, the exterior in pine, painted CPR red. Sometime in the future, the programme will call for the removal of the exterior paint, and restoration of the varnished finish which was a very distinctive feature of Canadian Pacific passenger cars up to about thirty years ago. At such time, also, the name MINNEDOSA will be restored.

We hope that our members will rejoice with us at this most interesting and unique acquisition, which will add immeasurably to our collection once it is centralized and organized.

A SENTIMENTAL JOURNEY TO THE SEAWAY VALLEY

By Leonard A Seton, B.A., B.C.L.
Honourary Legal Counsel,
Canadian Railroad Historical Assn.

A VISIT TO THE CORNWALL-IROQUOIS area of Ontario is a moving experience these days for anyone interested in Canada's history and development. Dramatic changes are taking place in what was once a quiet countryside, interspersed with peaceful little towns and villages, as the Saint Lawrence Seaway and Power Project moves rapidly towards completion.

To one, like the writer, who combines a general interest in Canadiana with a specialized interest in railway history, such an excursion offers a wealth of interest and is provocative of some emotion. For example, there was something awe-inspiring about the double-track main line of the Canadian National Railways, with all accessories virtually intact, lying silent for a stretch of forty miles, where only a few days before the great trains had thundered as they had done over the same roadbed for over one hundred years. The rails and ballast were intact and the structures were sound -- a far cry from the classic example of the abandoned railway -- but there was no movement on the rails, only a great silence. The drama was enhanced by the fact that in the areas to be submerged, the terrain had been denuded of vegetation, and the right-of-way was visible for long distances from the higher ground.

Another spot for romantic contemplation was Cornwall Junction, where the recently-abandoned New York Central Railroad line from the International Boundary at Cornwall to Ottawa crosses the now-abandoned C.N.R. main line from Montreal to Toronto. The signal tower was still intact on August 6th last, but the intersection over which it presided -- where at one time railway traffic between the largest city in the U.S.A. and the capital of Canada intersected with traffic between

Canada's two largest cities -- was dead. The N.Y.C.'s Cornwall station, a mile to the south, still stands, but all apertures are boarded up and the weeds are high between the rails. The railway is still intact over the Roosevelt International Bridge to a point just north of its intersection with the new No. 2 Highway, which is approximately one half mile north of Cornwall Junction.

The writer's visit to this area on August 6th and 7th, 1957, was for the purpose of observing the spectacular changes now taking place there and of examining places and buildings of historic interest before they are destroyed or submerged forever by the creation of the Saint Lawrence Seaway and Power Development.

This little part of South-Eastern Ontario is rich in historical associations. It was originally settled by the United Empire Loyalists whose coming to Canada from the American colonies has given so much character and distinction to this section of Ontario. It includes the site of the Battle of Chrysler's Farm, about five miles East of Morrisburg, where on November 11th, 1813, a force of British and Canadian troops defeated the invading Americans. This site is marked by the famous Obelisk Memorial, conspicuously situated on the old Number 2 Highway. The immediate area is to be flooded in 1958. Many other historic sites and innumerable beauty spots will disappear forever, but the Ontario Government is determined that a new beauty will arise to replace the old and that as many mementos of the past as possible shall be suitably housed and preserved for all time. With these laudable objects in view, the Ontario-Saint Lawrence Development Commission was created under the Chairmanship of Mr. George H. Challies, formerly Vice-Chairman of Ontario-Hydro. The writer enjoyed a very pleasant meeting with Mr. Challies and was able to learn much about the Commission's Museum plans in general and about the prospective railway section in particular.

The Commission is now in the process of setting up, along what will become the new shoreline of the Saint Lawrence River, the "Chrysler's Farm Battle Field Memorial Park", approximately one mile East of the present site of the battle memorial, and, of course, a little inland from the present shoreline. Here are to be located parks and recreation facilities and, most important for the historian, here will be assembled a notable collection of historic homes and other buildings, including a church, from the area to be inundated. A Museum containing antique furniture, implements and weapons and other mementos will complete the pictures of the past to be portrayed here.

Whilst the greater part of the old C.N.R. main line between Cornwall and Cardinal will either be submerged or used as a foundation for the new Number 2 Highway, it so happens that a short stretch falling within the new Park area will suffer neither fate. Here, a short section of single-line track, probably 200 feet, at least, will be preserved, coincidentally at exactly mile 87 on the old line, as the nucleus of a railway exhibit (and not at Morrisburg, as reported in the July-August News Report). The two mileage indicators, the three-sided monolith and the mile board, are both still in position opposite the site selected, and as the writer had previously suggested to Mr. Challies that some mile posts be preserved for the museum,

the chance location of Mile 87 exactly at the museum site makes the preservation of these markers very easy and very logical. It is also of interest that an old culvert, about eight feet in height, will also be preserved with a section of the railway embankment. This is some fifty feet West of Mile 87.

Aultsville station, a wooden frame building, has been moved some three miles West to mile 87, and is now on blocks to the North of the right-of-way. It is intended that this station, complete with name boards, shall be preserved to look as much as possible like a Grand Trunk Railway station of the 19th Century, although it is also intended to serve as a general railway museum. It is hoped to furnish it with oil lamps, ticket racks, old G.T.R. posters, photographs of G.T.R. trains, etc. In addition, the name boards of all the abandoned stations, Mille Iles, Moulinette, Wales, Farran's Point, Morrisburg and Iroquois, have been preserved and will be housed in this station. The writer has suggested to the Commission that the former Morrisburg station, one of the original, characteristic, stone stations of the G.T.R. be preserved, since it stands alongside what will become the new Number 2 Highway, and this suggestion is still under serious consideration.

Opposite the former Aultsville Station, Canadian National locomotive No. 88, a 2-6-0, will be preserved. The writer saw this engine, now lettered Grand Trunk and displaying its former G.T.R. number 1008, in white, in a siding at Morrisburg, together with C.N.R. coach No. 3474, which is also to be preserved. Rails were then still in position between Morrisburg and the Museum Site, some five miles to the East, and the rolling stock will be moved to its final resting place before the intervening stretch of rail is removed.

The writer understands that the Commission would be most receptive to donations of antique rolling stock from other Canadian railways. At least one other steam locomotive and coach, preferably dating from the last century, would add greatly to the value and comprehensiveness of this notable railway exhibit. The Ontario-Saint Lawrence Development Commission, with offices at Morrisburg, Ontario would, furthermore, be most interested in hearing from anyone wishing to donate old G.T.R. timetables, posters, tickets, way-bills and any other documentary material to the railway museum, or from anyone knowing where such-like items may be acquired.

The story of the writer's visit to Ontario would not be complete without reference to the new stations built for the new C.N.R. main line by Ontario Hydro at Cornwall, Long Sault, Ingleside, Morrisburg and Iroquois to replace those necessarily abandoned with the deviation of the old main line. All are built in the same style and of the same materials and, with the exception of Cornwall Station, would appear to be of the same size. All are flat-roofed, one-storey buildings, with picture-window waiting rooms, finished with light-orange brick, smooth concrete slabs and aluminum trim. The waiting rooms have heavy glass doors and sound-absorbent ceilings, and are finished with large cream-coloured tiles and aluminum trim. The low picture windows furnish excellent views of the trains. Cornwall station is most impressive, with a large attractive waiting room, tiled wash rooms, platforms to accommodate the longest trains, and ample parking space for several hundred automobiles. Number 15

from Montreal came in whilst the writer was there, and many passengers descended. It was a lively, impressive and encouraging scene for those who wish the railways well. Impressive to a slightly lesser degree were the other stations. Surprising facilities are available at the stations serving the new towns of Long Sault and Ingleside. These stations are literally out in the bush, being well-removed from the towns that they serve, and are provided with all of the amenities, long platforms and parking space for approximately two hundred automobiles. Surely these stations were not built for the "Moccasin", trains 25 and 26, which are the only trains stopping at these two stations at present! Rather may we hope that they indicate a forward-looking policy on the part of the C.N.R., which will be well equipped to look after the passenger traffic needs of these new towns which are doubtless destined to grow as a result of the new stimulus given to the whole area by the Seaway and Power Project. Credit is also due to Ontario Hydro which, in providing the C.N.R. with these new stations, was evidently determined that the railway transportation needs of the new towns were not to be overlooked. Many larger towns and some cities will envy these attractive stations and the amenities that they provide.

In conclusion, the writer would like to compliment the Ontario Government and its agency, the Ontario-Saint Lawrence Development Commission, under the chairmanship of Mr. George H. Challies, on their untiring efforts to preserve so many memories of the historic past in general, and on their proposed railway exhibit in particular. The latter does indeed merit special commendation from those of us who study railway transportation and record its history. Railroading is going through such rapid changes today, particularly with the disappearance of the steam locomotive, that things which are still commonplace today may be gone tomorrow, unless something is done to preserve specimens of the older era while there is yet time. It is therefore heartening to learn of this special railway exhibit now in course of preparation by the Ontario-Saint Lawrence Development Commission. The writer can only express the hope that those who have the power to add to that exhibit will come forward in order that this museum may be as complete as possible. The excellent and praiseworthy plan conceived and now being carried into effect by the Commission is worthy of all possible support by those who have the interest of railroading at heart.

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CANADIAN RAILROAD HISTORICAL
ASSOCIATION

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PRESERVED PENNSYLVANIA RR ENGINE

Further to our note in last month's News Report concerning the preservation of a Pennsylvania Railroad steam locomotive at the Horseshoe Curve near Altoona, Pa., our subscriber Mr. H.R. Hill of Bernardsville, N.J., U.S.A., sends us a picture of the engine concerned, which is 4-6-2 type No. 1361. Mr. Hill says the engine was donated to the City of Altoona on June 8th of this year.

Following the completion of a several-thousand-mile fact-finding tour of western and northwestern points of railway interest,

Forster Kemp Reports On

THE WHITE PASS & YUKON ROUTE

SUNDAY, JULY 21ST, was "White Pass & Yukon Day" for me. The train was placed in the varnished-log station at Whitehorse at 8:00 AM. It consisted of diesel-units 93 and 94, six empty flat cars, five loads of ore in boxes on pallets, five cars of empty containers and six automobiles, each on a flat car, then a cupola-baggage car, a coach, and two parlour cars. The weather was cold and rainy, not very good for pictures. All passenger cars have open platforms with traps and gates and these make good observation posts.

The scenery from Whitehorse to Carcross is rather unspectacular, the only point of interest being Lake Lewis, which was a lake which the WP&Y tried to lower by ten feet in order to lay a straighter line. It had no outlet, so a channel was dug 10' x 5' x 500' long. The water flowed slowly at first, then the flow increased. Eventually the five-foot ditch was worn to a width of 700 feet and the level of the lake went down by 80 feet. A trestle formerly crossed this channel but the line has since been relocated.

At Carcross, the steamer TUTSHI (pronounced "too-shy") can be seen up on blocks, just before the train passes through the wooden drawbridge over the channel which connects Lake Bennett with Lake Nares. The train follows the shore of Lake Bennett for twenty-six miles from Carcross to Bennett station. On the way down the lake, a pungent odour began arising from one of the flatcars. The train stopped at a siding called Pavey and the crew got out with buckets, oil can and packing irons for the job of repacking the hotbox. It had to be cooled down with water from the lake first, and when this had been done, a melodious steam whistle was heard echoing down the lake. Minutes later, a small Mikado rounded the curve followed by eight parlour cars. The smokebox and pilot were painted in aluminum, and the boiler jacket in dark green, with white rods and wheel tires. A round Baldwin number plate adorned the smokebox front; it carried the number 72 in gleaming brass. The train turned into the siding and our train moved ahead to allow the end to clear the north switch. The passenger train left the siding and went on to Carcross, where it would turn to come back to Skagway later in the afternoon. Our crew went on with the hotbox work, then we moved on to Bennett.

This is the best stop on the line -- the lunch stop. The other train had already arrived, and all the passengers detrained and filed into the station. A large amount of steaming food awaited us on long tables: meat, vegetables, potatoew and baked beans, home-made rolls, hot coffee, peaches, pie, biscuits and even after-dinner mints. The meat tasted like beef, but was a little darker, with less fat. We were informed that it was moose meat. All this cost just \$1.50, including second helpings. I never saw so much food disappear so quickly before. This must be the best railway meal anywhere.

After leaving Bennett, the train runs alongside a number of small lakes to Log Cabin, then across a thirteen-mile plateau which is reminiscent of the Topsails country in Newfoundland, except that in this case, there are mountains around. After passing White Pass station, we go through White Pass itself. The summit is located in a rock cut which is covered by a snow shed. The retainers were turned down on all cars as we began the precipitous descent. The narrow and tortuous "Trail of '98" is visible for the first few miles as the train moves along a narrow shelf cut in the rock. Soon after leaving White Pass, the train crosses Dead Horse Gulch on a cantilever trestle with a 215-foot drop from deck to bottom. Following this, we come to the location known as Inspiration Point, from which it is possible to see the Lynn Canal just beyond Skagway, as well as the line over which the train will later pass, some 400 feet below. The Trail of '98 is visible across the gulch, and there is a monument dedicated to the 3,000 pack animals who died on the Trail. A platform is located at Inspiration Point for the use of excursion trains.

The route follows a side canyon in a horseshoe curve to Glacier station, passing over several steel and wooden trestles and through the railway's only tunnel, which has a snowshed at one end and a trestle at the other. The line then descends more gradually, but includes one more horseshoe before reaching Skagway. The Skagway River is followed into the southern terminal.

The shops are located about two miles from the end of the line. Several retired steam engines were noted and a large number of bad-order box and refrigerator cars, which are no longer used due to the adoption of containers for freight traffic. At a point just north of the shops, the remains of three engines, seven tenders and twenty three freight cars may be seen in the river. I suppose that there is not much of a market for scrap metal in Skagway. The railway line was originally laid down Broadway, Skagway's main street but now it runs close to the mountainside, direct to and out on the wharf. There is a short branch to the station at the foot of Broadway. Skagway is a quiet little semi-ghost town, with a lot of past -- perhaps not quite as much future.

It was 4:05 PM when the excursion special returned, and it proceeded right out on the wharf where the "Princess Louise" was tied up. I do not think that there is any other line on the continent where you can see a steam-powered, all-parlour-car train on narrow-gauge track. After all passengers were unloaded, it returned to the shops. I followed it a short time later, to investigate the situation. There is a twenty-stall roundhouse, part of which is used as a car shop. There is also a two-track shed large enough for six locomotives. As far as I can make out, there are five diesel units (90-94 inclusive), four steam engines (70-73 inclusive) and one spare steam engine (80) as well as one small gasoline switcher (3). I did not see diesel unit No.90 but I did see all the others. There are also eighteen parlour cars, of which two are not in service. The newest car on the line is No.1200, a depressed-centre flat car capable of carrying a bulldozer or other construction machine. It was outshopped last April. There are also a large number of all-steel flatcars used for carrying the containers, but also available for other types of lading.

These flat cars have a steel flange all around and chains to fasten the containers in place. The containers are eight feet square and are usually loaded three to each 30-foot flatcar. There are a few 38-foot flats on which four containers may be loaded but I did not see any loaded in this way.

There are four types of containers: Coloured red (explosives), green (merchandise), orange (bulk commodities) and silver (refrigerated). Only about half of the boxcar fleet is still serviceable and I did not see any serviceable refrigerator cars. There are quite a number of tank cars, but only one stock car, numbered 955. Most of the tanks are mounted on flatcar bodies, but a few have no centre sills, but only drawbars and crossbearers attached to the tank. (! - Ed.) There are apparently no cabooses used as such, but three caboose-type cars were noted used as maintenance-of-way cars. One of them is an all-steel vehicle having only one platform. Four caboose bodies may be seen around Skagway, two in back yards and two in the "bone yard". There are three old rotary plows in the yards and one in the shops. One of the old ones is an ex-D&RGW plow which is considerably larger than WP&Y equipment.

The northbound mixed train had an accident on Sunday, the same day that I went down. The rails spread at about mile 89, derailing seven freight cars. Passengers were taken off the train by bus, and brought to Whitehorse about three hours late. I returned the following day, and we met a southbound engine (72) running on the regular schedule with combination car 209. The regular equipment was met at Carcross: engines 91 and 92, 1 baggage, 1 coach, and 2 parlour cars running as passenger extra. At the scene of the affair, track had been relaid, but was not yet reballasted and work was still going on. One tank car was lying on its side and leaking gasoline. All other cars were already removed. We picked up a number of freight cars near the scene and had a full-tonnage train into Whitehorse.

At Whitehorse, the entire fleet of the British Yukon Navigation Co. is up on blocks. Following is a roster: Steamers: KLONDIKE, AKSALA, CASCA, WHITEHORSE, KENO, BONANZA KING, YUKONER. Tugs (M.S.) YUKON ROSE, LOON, NEECHEAH. Barges: IBEX, TAKHINI, KLUKSHU, TAGISH, ONEKENO, TOOKENO. The YUKONER is almost entirely dismantled, and the BONANZA KING has evidently not run for years. The AKSALA has had its funnel removed (possibly the boiler also). All of the others are intact except the barge ONEKENO which is being stripped for lumber. There is a rumour afoot regarding the purchase of the KLONDIKE by a Vancouver night club owner.

There is an old locomotive at Whitehorse, near the site of the old shops. It is White Pass No. 51, a slide-valve 2-6-0, possibly original equipment (Ed.: Yes, Brooks 1881, ex Columbia & Puget Sound then WP&Y No. 1, later 51). It is mounted on a wooden skid, as is its tender, but it is in very bad condition. The Whitehorse Chamber of Commerce are said to be considering the acquisition and restoration of the engine, to supplement other relics of this nature which they presently possess, including several pairs of wheels from the old Canyon City horse tramway, a portage line with round-log rails and concave wheels which circumvented the White Horse Rapids.

(NEXT MONTH: Mr. Kemp reports on - THE ALASKA RAILROAD.)

Commuters on Canadian National Montreal-Dorval local #228 (one of the remnants of the CNR's once comprehensive Lakeshore commuter service) who have an affectionate regard for the sturdy little 4-6-4 tank engines which handle this service, were startled on August 19th to observe a diesel, No.3089, hauling the usual four-car train. Many thought that it

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was another train and had to be reassured by the crew. That evening, No.231 was also handled by a diesel and the same situation prevailed

until August 23rd. The other Dorval locals, Nos.226 and 229, both 6-car trains and invariably crowded, have been hauled by No.47. Fortunately, the situation is only temporary. No.50 is reported condemned for tubes with no standby available. It is understood that No.49 is now out of the shops and in service. No.48 is being rushed from Wornia and No.46 should be back soon from Stratford after repairs. Mr. L.A. Seton, who sends this note in, believes that this is the first time since 1914 that any but a tank engine has hauled the Lakeshore locals on the CNR. This may be a bold statement, and consequently we would be interested in hearing from anyone who can confirm or deny the claim.

- Ottawa Transportation Commission will commence all-bus service on all lines, Saturdays, Sundays and holidays, commencing Labour Day, Monday, September 2nd. Streetcars will be used, as usual, on weekdays.
- Orders for 135 electric locomotives were placed with Metropolitan Vickers Co. Ltd. by the South African Railways recently. This is believed to be the largest contract ever placed for electric motive power, and consists of 2000 hp. 4-axle machines, weighing 80 tons each.
- The City of Stratford, Ont. is interested in acquiring Canadian National locomotive No.6400, the semi-streamlined 4-6-4 which hauled the Royal Train in 1939.
- Preparations are going forward for the installation of a lift span on the south shore of the Saint Lawrence River opposite Lachine, on the Canadian Pacific's Adirondack subdivision; to carry the double-track line over the Saint Lawrence Seaway canal at this point. It is understood that the changeover will affect only one track at a time, and during this period, single-track operation between LaSalle and Adirondack Junction will be carried on by means of an electric train staff system.
- Canadian National Railways is reportedly studying plans to enlarge and improve its railway yards in the Winnipeg area, by a comprehensive plan for Paddington, near St. Boniface.
- The Minister of Transport, Hon. Geo. Hees, was principal speaker at a dinner in Moncton on August 20th, observing the 100th anniversary of the operation of the first European & North American Railway train between that city and Shediac, near Pointe du Chene, in 1857.