

newsletter

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newsletter

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James A. Brown, Editor

Members are asked to give the Society at least five weeks notice of address changes.

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Please address NEWSLETTER contributions to the Editor at 3 Bromley Crescent, Bramalea, Ontario. No responsibility is assumed for loss or nonreturn of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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NOTICE TO PURCHASERS OF THE CN PASSENGER EQUIPMENT REGISTER: The owners of the following numbered copies of the CN Passenger Equipment Register have not returned their numbered registration slips, and thus we cannot update their books with revision supplements: 11/14/23/24/28/36/38/39/59/60/69/72/74/76/77/80/84/85/96/102/108/114/119/122/124/125/128/131/132/133/135/137/138/142. This updating service is complimentary, but cannot be carried out unless we have a record of your name, address and book number.

The Cover

With the forthcoming demise of Toronto's Union Station so much in the news these days, it's only right that we should devote some time to reflections on its past. Here, for example, is a noonday lineup at the east end of the trainshed, circa 1930. Prominent in the picture is Toronto, Hamilton & Buffalo 16, backed up by Canadian National 5114, 5284 and 5594, Pacifics all.

--- Canadian National

Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Sept 19: Regular meeting. Stu Westland will discuss (Fri) 'Traction in Rural Ontario'.

Oct 25: Keep this date open for a Fall Steam Excursion (Sat) to St. Thomas, Ont., with CN's 6218.

Readers' Exchange

HO GAUGE CP 2-8-0 FOR SALE: Pacific Pike's all-brass replica of CP's N-2-b Consolidation. Loco has been test run only, and comes in its original box; \$47.50. James A. Brown, 3 Bromley Crescent, Bramalea, Ontario.

WHAT LIONEL EQUIPMENT HAVE YOU in trade for a good copy of the 1952 Locomotive Cyclopaedia? I am particularly looking for No. 736 2-8-4 and NYC/ATSF A units. Robert F. Buck, 229 Nile Street, Stratford, Ontario.

PHOTOS WANTED OF CN 6218 operating on the July 6/13 1968 excursions between Toronto and Montreal; also 8mm movies of 6218. L. Mayhew, 238 Labuterry Road, Redcat, Teesside, Yorkshire, England.

WANTED: 35mm colour slides and any size b&w or colour negs of all ex-NKP passenger cars operated by CN; also 35mm slides of diesels of Cartier Rly and Midland of Manitoba, and electrics of Noranda Mines. T.J.C. Gascoigne, Box 565, Oshawa, Ontario.

CANADIAN NATIONAL 6218 will make four round trips daily between Belleville and Anson Junction on September 13th and 14th as the railway helps Belleville kick off its United Appeal campaign. Proceeds from the \$1.00 Adult and .50 Child fares will go to the United Appeal.

HAD YOU NOTICED WE'RE LATE ?? Disturbingly so, we realize, and for this we apologize. This jumbo combined May/June issue is a start, we hope, at getting back on the track.

Why so late? It's the old question of spare time (or lack of it), of course. During the past year, other activities have made it more and more difficult for me to give the NEWSLETTER the large amount of time it requires and unquestionably deserves, and for this reason the present issue, my largest in terms of total lines of content, will also be my last, as Editor.

While there's no denying that the past four years and 51 issues represent uncounted hours of plain, unglamorous bullwork, the job would have been infinitely more onerous without the able and generous help of the Lavalles and Corleys, Hamiltons and Henrys, Bromleys and Munros and many more who contributed their literary or artistic talents to the success of the NEWSLETTER. And through it all, there was that particular elation each month as a brand new issue rolled off the press.

However, as Shakespeare put it, "What's past is prologue" (as we've heard so frequently in this Golden Spike Centennial Year). Looking forward, Bob McMann will be your Editor in months to come; Alf Nanders will assume the Traction Topics responsibility, while I will endeavour to keep the news and equipment notes columns up to date.

The NEWSLETTER has come a long way from the days of single mimeographed sheets. I am confident that 'under new management' and with your support it will become even better!

RAILWAY NEWS AND COMMENT

IS THE HONEYMOON OVER FOR CN PASSENGERS ?

Critics of U.S. rail passenger service have been pointing to Canadian National Railways for almost a decade, as working proof that good service and passenger-oriented management could bring riders back to trains. But now North America's last, best hope for self-supporting rail passenger service is fading.

In a few weeks the government-owned CN is expected to apply to the Canadian government for abandonment of most of its extensive passenger network. CN will ask for subsidies to cover losses on the routes it is ordered to continue.

This recourse to government help marks an apparent reversal of CN's campaign to prove that an honest, businesslike effort to get new passengers can turn a profit. Since 1962, CN has cut fares, added new trains, and promoted their service extensively and imaginatively. As a result, it doubled its revenue passenger miles.

But all this has gone mostly for naught, say CN officials. Costs of operating aging equipment at high labor rates have risen faster than passenger revenues, which totalled \$70.6-million last year.

Dr. Robert Bandeen, CN Vice-President for corporate planning, surprised a Toronto audience recently by admitting that CN's experience proves that it can no longer hope to make money, under foreseeable circumstances, on any of its inter-city segments on the transcontinental run west of Ontario, nor in the Maritime Provinces. The road long ago gave up hope on its branch lines and long-haul runs.

'There is one area of hope left, at least for the time being,' Dr. Bandeen adds. CN passenger routes in the heavily populated strip running from Quebec City through Montreal and Toronto to Windsor, Ont., are either making money or could make it if they got new rolling stock.

CN's President, N.J. MacMillan, says CN is interested in wiping out passenger deficits rather than downgrading passenger service. But Dr. Bandeen believes that Canadian railways should 'get out of the financial responsibility of the passenger business,' says an official CN statement. This very emphasis on putting financial responsibility ahead of service worries some passenger proponents because it points up a new situation in Canadian transportation that practically forces CN to go hat in hand to the government asking for subsidies.

The 1967 National Transportation Act says Canada's railroads will be allowed to abandon unprofitable passenger lines or will be granted subsidies covering 80 per cent of losses on lines that are retained -- provided they can prove the losses using a government cost formula. Release of the formula is imminent.

Once the formula is out, CN and the nation's other big railroad, Canadian Pacific, will put their accountants on round-the-clock summer duty justifying passenger losses according to the government yardstick. Then, probably starting this fall, the railroads will begin to make formal applications for abandonments as a necessary prelude to obtaining subsidies, even if the actual abandonments are denied as being against the national interest.

Since 1967, both CN and CP have been paid a yearly general subsidy intended primarily to make up for losses during a ten-year freeze on passenger abandonments. The general subsidy, set to decline 12½ per cent yearly, is now down to \$82-million, \$55-million of which goes to CN. It will no longer be paid when the new 80 per cent specific subsidies surpass it.

There's a lot of pressure at CN's Montreal headquarters to prove as fast as possible that most of its passenger business is losing money. Dr. Bandeen says the \$55-million general subsidy already is below what CN can expect to get in specific subsidies -- and it soon will be far lower.

-- BUSINESS WEEK

While the foregoing item is sober enough, Canadian National stresses that it has no intention of downgrading its passenger service; rather, it will apply for discontinuance of unprofitable services as the necessary first step toward a federal subsidy, and those services which are deemed to be in the public interest will be maintained.

Meanwhile, the London (Ont.) FREE PRESS notes that the Canadian Transport Commission will likely hold public hearings early in the fall on an application of CN to abandon passenger service in the triangle of western Ontario between London, Owen Sound and Toronto. The application was made nearly a year ago but has been filed pending publication of the government's cost formula.

GOVERNMENT HIKES GO TRANSIT FARES

Fares on GO Transit from Union Station to all stops but Bronte, Burlington and Hamilton increased from five to 15 cents per trip, on July 1st. The increases -- the first since the Government-owned commuter service started two years ago -- were necessary to meet increased railway labour costs, said George Gomme, Ontario's Highways Minister.

Commuters between Union Station and Bronte, Burlington and Hamilton escaped the increase 'in recognition of the decline of fixed costs for a trip exceeding 23 miles.'

GO Transit's minimum fare, from Union Station to Danforth, Scarborough, Eglinton, Exhibition, Mimico and Long Branch, rose to 60 cents from the original 50 cents. Tickets in books between the corresponding stations are now 50 cents, up eight cents each. Single fares from Union Station to Oakville or Pickering now cost \$1.05; formerly they were 95 and 90 cents respectively.

OUTLOOK BLEAK FOR GO TRANSIT EXTENSION

Subsidies for municipal road and subway construction will take precedence over extensions to the GO Transit rail commuter system, as far as the Ontario government's present thinking is concerned. Premier John Roberts said that he would not rule out future extension of GO into new areas. He made it clear, however, that the government is not satisfied that GO is the solution to the province's transportation problems; he repeatedly described GO Transit as an experiment and the tenor of his remarks suggested that the government thinks highways, monorails, shuttle and express buses or longer subways may be more economical than trains after all, in coping with commuter traffic.

High capital and operating costs seem to be the rub. For example, it would take an initial capital outlay of \$14-million to extend GO to Oshawa, and more than \$30-million to give Hamilton full service. To provide full commuter service on five new routes serving Metro Toronto would require \$94-million for right-of-way improvements alone, and CN and CP Rail would still own (and control) the rights-of-way. Another \$35-million would have to be spent on rolling stock.

GO Transit's existing service is popular, the economics notwithstanding. In the 12-month period ending last August 31st, GO collected 4.5 million fares -- an average of 15,100 weekdays, 5,300 Saturdays and 2,500 on Sundays. Operating costs soared beyond expectations, to \$5,128,000. Revenue amounted to less than half of that figure -- \$2,524,000 -- leaving the province to cover a \$2,604,000 deficit, \$600,000 more than anticipated.

CP Rail has applied to the Canadian Transport Commission for permission to establish a customer service centre at London, Ontario, and close a total of 48 stations on the company's London Division. Agents would be removed from the following points:

Owen Sound*	Mount Forest	Woodstock*
Markdale	Fergus	Zorra*
Flesherton	Erin	Thamesford
Dundalk	Goderich*	Caradoc*
Shelburne	Blyth	Glencoe
Orangeville*	Milverson	Thamesville
Brampton	Elmira	Chatham*
Walkerton	Guelph*	Tilbury
Hanover	Guelph Jct.*	Haycroft
Durham	Waterdown North	Ingersoll*
Teeswater	Streetsville*	St. Thomas
Wingham	Milton	St. Marys
Gorrie	Galt*	Port Burwell
Arthur	Ayr	Tillsonburg*
Grand Valley		

*Stations will remain open for operating purposes only. Caradoc is not presently an agency station.

Caretakers will be removed from Belle River, Strathfordville, West Monkton, Belmont and Kent Bridge.

Meanwhile, on CP's Smiths Falls Division, approval to open a customer service centre at Ottawa -- and replace agents or caretakers at 42 stations -- was granted July 24th by the CTC. The following agency stations will close:

Pembroke*	Waltham	Kemptville
Petawawa	Port Coulonge	Bedell*
Cobden	Campbells Bay	Cornwall*
Haleys	Shawville	Prescott
Braeside	Quyon*	Eganville
Arnprior	Maniwaki*	Merrickville
Almonte	Stittville	Mountain
Renfrew*	Gracefield	Winchester
Carleton Place*	Wakefield	Finch
Smiths Falls*	Osgoode	Chesterville*
Hull West*	Brockville*	

*Stations will remain open for operating purposes only.

Caretakers will be removed from Pakenham, Jasper, Messines, Kazabazua, Chelsea, Manotick, Avonmore, Monkland, Apple Hill, St. Clet, St. Lazare, Oxford.

CP RAIL REORGANIZES ITS MANAGEMENT STRUCTURE

In recent months, CP Rail has been quietly realigning its operating and marketing organization to increase its flexibility in anticipating and meeting customer requirements.

At the top level, S.M. Gossage, vice-president, Canadian Pacific, has been appointed senior executive officer responsible for the overall operation of CP Rail as a separate entity within the Canadian Pacific corporate group. CP Rail's top officers at the system level -- J.M. Roberts, vice-president, marketing and sales, and D.M. Dunlop, vice-president, operation and maintenance -- will report directly to Mr. Gossage under the new arrangement. Also reporting to Mr. Gossage are four regional vice-presidents of CP Rail who have been made responsible for both sales and operations in their respective regions, with a larger measure of autonomy to get the job done.

The decision to consolidate both marketing and operating functions at the regional level, under regional vice-presidents, is a major innovation for CP Rail. The concept is not to create four railways, but to give each region the greatest autonomy consistent with the operation of the railway as a single enterprise. Each regional vice-president will be responsible for setting marketing and operating policy on his territory. Working with him will be a regional manager of marketing and sales and a regional manager of operation and maintenance who will have direct responsibility for the day-to-day performance of the regional rail organization.

Eastern Region officers, with headquarters in Toronto, are L.R. Smith, vice-president, W.J. Presley, regional manager, operation and maintenance, and Ian Ramsay, regional manager, marketing and sales.

The Vintage Locomotive Society Inc., of Winnipeg, has been given permission by Metro Winnipeg council to operate former Winnipeg Hydro 4-4-0 No. 3 during the summer months on a three-mile section of the Greater Winnipeg Water District Railway, 39 miles southeast of the city. The group expects to be operating the locomotive on Sundays for public rides, beginning about mid-July.

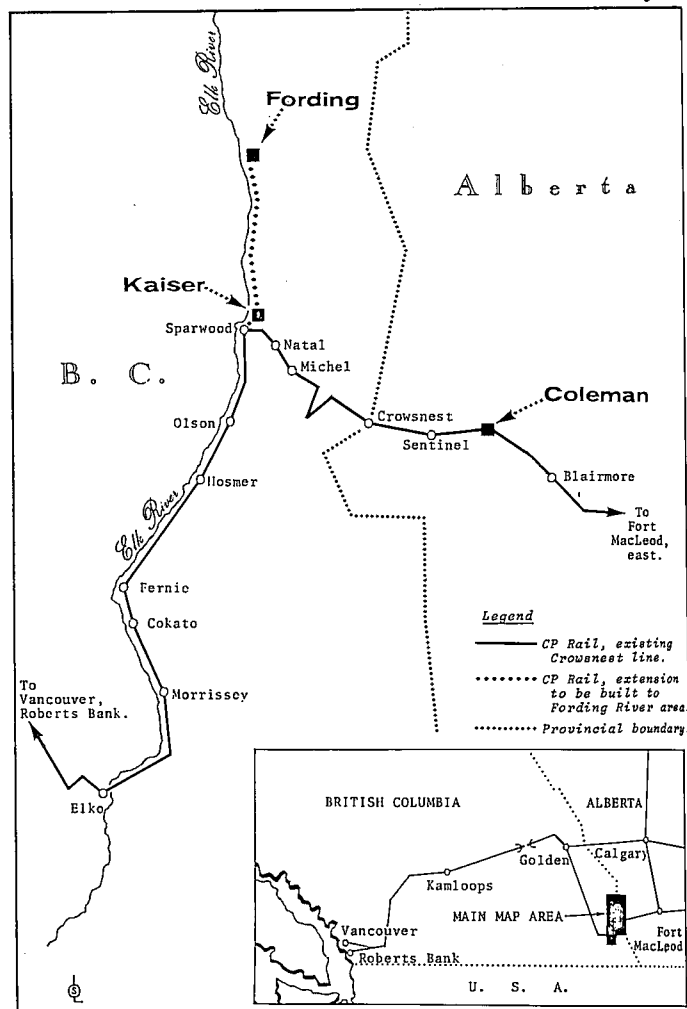
Built in Scotland in 1882 for Canadian Pacific, the 4-4-0 carried the number 86 when it was sold to the Hydro in 1918. It still carries unmistakable traces of its CP lineage.

The locomotive was brought to Winnipeg in 1966 from Point du Bois by city council, who entertained stillborn thoughts of operating it in the Metro area as a tourist attraction during Centennial year. The Locomotive Society is hopeful that the present plans may lead to a permanent operation.

CTC APPROVAL GRANTED FOR NEW CP RAIL BRANCH

The Commons Transport Committee has approved a Canadian Pacific application for a new rail route between the Natal, B.C. coal fields and the new port of Roberts Bank, near Vancouver. The application was for construction of a 34-mile branch line from the Natal field north to the existing CP Rail line, and for operating rights on about 40 miles of track between Mission and Roberts Bank, owned by B.C. Hydro, Great Northern and Canadian National.

The route is necessary because of long-term contracts signed between Canadian and Japanese steel firms for the sale of high grade metallurgical coal to Japan. CP Rail expects to ship three million tons of coal yearly for the next 15 years from Natal. Cost of the new branch line is estimated at \$10-million.



ALBERTA RESOURCES RAILWAY OPENS FOR BUSINESS

The kind of dream that led to Canada's transcontinental railways was fulfilled again on May 28th as an official train rumbled through 234 miles of northern Alberta wilderness to open the Alberta Resources Railway.

Premier Harry Strom drove a chromed spike in the traditional final act, a gesture few believe will end the controversy that has plagued the railway since its beginning more than five years ago. The total bill for the Alberta Resources Railway -- to be operated by CN for the provincial government -- was \$96-million, nearly 150 per cent more than the \$40-million estimated when construction began in 1965.

Critics have called the ARR a white elephant, an embarrassment to Alberta's Social Credit government, a naive big-league gamble on an empty grab bag. However, criticism dwindled each time an announcement was made of the development of another piece of northwestern Alberta's resources.

Linking Grande Prairie (on the Northern Alberta Railway) with a point near Hinton (on CN's main line), the ARR affords a 300-mile short cut between Grande Prairie and the west coast. Grande Prairie, of course, is the ARR's gateway to the Great Slave Lake Railway, and the resource wealth of the Northwest Territories. The ARR lies within reach of vast coal, timber, petroleum, iron ore and gypsum deposits; it has the potential of opening up at least 30 million acres of undeveloped agricultural land suitable for grain or livestock; plans are afoot to use numerous hydro-electric sites in the Rocky Mountain foothills along the ARR's line.

Controversy notwithstanding, the opening ceremonies would have done credit to a line many times the magnitude of the ARR. Dignitaries were conveyed to the last spike site at Grande Prairie by a 20-car special train which departed Edmonton the night before, on May 27th. In charge of SD-40's 5000, 5001 and 5002, the special consisted of steam generator units 15487 and 15486, battery charging car 15207, baggage-dormitory 9207, sleepers Campbell, Valpoy, Val d'Espoir, Val d'Amour, dome Athabasca, lounge Bon Voyage, dining car 1350, sleepers Val Jean, Val Brillant and Val St. Michel, observation car Burrard, and official cars 24, 95, 87, 94 and 23.



The final barrier to the Alberta Resources Railway was symbolically broached as former Alberta Premier Manning and former CN regional Vice-President G.R. Graham cut a ceremonial log. Then, after the bolts were tightened on the last rail by A.O. Aalborg, Provincial Treasurer and President of the ARR, Premier Harry Strom drove home the final spike and the railroad was complete. The 'first train' to cross the newly-spike rail consisted of the three SD-40's of the special, plus Mountain Observation car 15097, newly repainted for the occasion.



"The Last Spike is driven; the Alberta Resources Railway is completed!" These might have been the words on May 28th as Alberta Premier Harry Strom (above) performed the final act. Mountain observation car 15097, a favoured inspection car for several major CN projects in recent years, was on hand again as part of the 'first train' (below). The celebrated 'O Canada' horn from the Confederation Train was borrowed from Ottawa for the occasion, and was carried on the nose of unit 5001 (left).

— all photos, Clayton Jones



MONTREAL-TORONTO AEROTRAIN UNDER FEDERAL SCRUTINY

The Canadian government is considering an ACV (air-cushion vehicle) train for service between Montreal and Toronto. Talks are now under way with Jean Bertin, developer of the Aerotrain -- which is soon to get a full-scale demonstration in France; the experimental Aerotrain will be operated on a 12-mile-long, 16-foot high concrete guide track a few miles outside of Orleans.

Some officials see the 185-m.p.h. Aerotrain as the long-range answer to the need for high-speed transportation in the Montreal-Toronto corridor.

MEET PEAKS WITH OLD EQUIPMENT -- JAMIESON

Transport Minister Don Jamieson thinks Canada's railways would be willing to put some old passenger equipment into service to meet the twice-yearly passenger peak. The minister said the extremely heavy demand for passenger accommodation occurs on Canadian railways in early July and in September. If the demand is to be adequately met, he said, it would require the purchase of a great deal of equipment which would not be used except during the two peak periods. He said he would recommend that the railways use old equipment, and that it be advertised accordingly. (Underlining our own -- Ed.)

THE DERAILMENT SCENE

Both passenger and freight trains figured in recent derailments on Canadian railways.

On May 12th, CN's Campbellton-Montreal Railiner left the rails at St. Bruno, Quebec, south of Montreal. Several persons were injured. Cause of the accident was later determined to be track misalignment caused by a privately owned earth moving machine striking one of the rails at a grade crossing.

May 12th also saw the derailment of five cars of CP Rail's eastbound train 74 at Milton, Ont. While auxiliary crews from Toronto Yard and London (the latter being a CN crane) cleared the tracks, Windsor-bound RDC 339 detoured via CN's Oakville Subdivision to Hamilton Jct and thence over the Goderich Sub to Guelph Jct, where it resumed its journey.

The most serious recent mishap occurred at about 2050 on May 21st at Pointe à la Garde, Quebec, when the west-bound Chaleur, train 119, collided head on with an express train. Two persons were killed and 21 others injured. The collision occurred in a cut beneath a highway overpass; shortly after the impact, fuel from a ruptured tank car ignited, and in the confined space the entire locomotive consist of both trains burned furiously throughout the night. Equipment involved included engines 1802 (one of the rare RSC-24's) and 3874, plus SGU 15412 on train 119; engines 3851, 3859 and 3863, plus SGU 15615 on the express train. (Engine 3874 survived the Pepperlaw wreck of March 16, 1968.)

CP Rail's 8143 and several cars derailed on the light steel of the Elora Subdivision at Belwood on June 16th, necessitating the services of an engaging little steam wrecker from Toronto Yard, 100-ton No. 414339. Another June derailment on CP Rail, at Dorval, Quebec, saw a number of grounded cars flung foul of CN's adjacent main tracks.

About 40 cars ended up accordion-style after a CP Rail freight left the rails near Eagle River, Ont., 66 miles east of Kenora on the main transcontinental route. No one was injured in the spectacular pileup.

SWITCHLOCKS INADEQUATE -- CORONER'S JURY

A coroner's jury investigating the deaths of two persons in the sabotage derailment of CN's Tempo in a west Metro suburb on April 20th (April NL, page 41), concluded that locking devices on existing switches are inadequate. Fireman Charles Baker of Sarnia, and 18-year-old Gladys Brennan, of Barker's Point, N.B., were killed when the Toronto-Sarnia train derailed at an open switch near Woodbine race track. The padlock on the switch had been sawn off with a hacksaw a short time before the accident.

The jury also recommended an increase in inspection of track in the area because of widespread vandalism, and advocated acceleration of the introduction of automatic signalling. The inability of coroner's juries to make realistic recommendations in railway matters was brought home once again in this instance. Had the derailment been caused through a signal failure or legitimate deficiency in the switchlock, their suggestions may have had merit. However, where deliberate sabotage is involved, one can hardly conceive of a safety device that could be considered foolproof. Even increased patrols of the area would at best be random.

'NEWFIE BULLET' MAKES ITS LAST RUN

It took a long time to die, but CN's Caribou -- popularly known as the Newfie Bullet -- turned its last wheel on July 3rd. A total of 205 persons rode the 15-car final train from Port aux Basques to St. Johns, Newfoundland, over 547 miles of three-foot-six CN track. The Bullet has been replaced by a fleet of buses which cross the island in 14 hours, 15 minutes, as compared with the train's 22-hour journey. Despite loud protestations from Newfoundlanders that they were being sold out by CN, the buses enjoyed heavy patronage from the start, and in May, they handled 11,273 passengers; just 1,951 stayed on the rails. In all, CN reports an increase of over 100 per cent in passenger traffic since the buses went into service.

We'll have a first-hand look at the Newfie Bullet's last days in next month's NEWSLETTER.



CN, CP Rail cranes clear CP tracks at Milton, Ont.

-- D.M. More



Diminutive CP Rail steam hook restored order on the Elora Sub.

-- Tom Henry



CP Rail's big hook clears wreckage a stone's throw from CN's main line at Dorval, Que.

-- Jim Sandilands

CN GETS NEW NEWFOUNDLAND SPUR

Canadian National has received authority to operate freight trains over the former United States Air Force spur from Stephenville Crossing to Stephenville, Nfld. The 7.8 mile spur was one of the facilities turned over to local authorities when the Americans withdrew from the Harmon Field base. Carload freight service will now be available to new and developing industries on the former base.

CN OFFICIALLY OPENS NEW OSHAWA YARD

Canadian National officially cut the ribbon on its new \$2.5-million Oshawa Yard on June 4th. The new facility, with a daily capacity of more than 500 cars, includes some 12 miles of new trackage. Located south of the Kingston Sub. main line between Oshawa and Whitby, the new yard is already relieving congestion in traffic to and from the growing industries of the area. Not surprisingly, a large percentage of the cars handled by Oshawa Yard serve the sprawling General Motors complex at Oshawa.

WORTH NOTING...

- * The Great Northern discontinued its morning Internationals, Nos. 357 and 358, between Seattle and Blaine, Wash., on June 16th, but continues to operate the Vancouver-White Rock, B.C. portions of the schedules until CTC permission is obtained to drop them. The trains consist of a baggage car and a single coach.
- * An aggressive program of research into causes of loss and damage to freight and express traffic earned CN the distinction of being the only railway on the continent to halt the upward trend of claim payments.
- * Penn Central's manual interlocker at Hagersville, Ont. (crossing with CN's Hagersville Sub.) was converted to automatic operation on June 21st, and the tower is now closed.
- * A senior source in the Manitoba government has indicated that Canadian National and CP Rail are considering merging their Winnipeg passenger operations under one roof. No comment is available from the railways.
- * CP Rail officially opened its fourth 'one-spot' car repair shop, a facility costing \$3.6-million, at Montreal's St. Luc Yard on June 17th. Unlike conventional repair tracks which repair cars where they stand throughout the rip track area, the spot concept involves bring the bad order cars to a central repair point where men and materials are readily available. CP Rail operates 'one-spot' shops at Toronto, Winnipeg and Coquitlam, B.C., in addition to the new St. Luc facility.
- * CN will boost its commuter fares on the Mount Royal Tunnel and South Shore lines in Montreal by five cents a trip, effective August 1st.
- * Canadian National and CP Rail are among 16 major North American rail lines named as winners of the National Safety Council's 'Gold Spike' award for outstanding efforts in public safety.
- * Ramsey REC Ltd. of Richmond Hill, Ont., has been awarded world-wide rights for the manufacture and marketing of an electronic scale developed by CN for weighing freight cars at speeds up to 15 m.p.h.
- * South Africa's state-owned railway plans to introduce what it terms the world's most luxurious passenger train, to connect Pretoria with Johannesburg and Capetown. Passengers on the 'New Blue Train' will be offered air-conditioned, sound insulated suites with bathrooms and dressing rooms, instead of the usual compartments.
- * A recent convention of the Canadian Brotherhood of Railway, Transport & General Workers denied CBRT leaders a mandate to pursue a proposed merger with the American-based Brotherhood of Railway, Airline & Steamship Clerks.
- * CN opened its new \$300,000 piggyback and container terminal at Sudbury on June 12th.
- * CP Rail is seeking to establish a new customer service centre on its Revelstoke Division. Plans for a new centre at Nelson, B.C. have been approved by the Canadian Transport Commission.
- * CN is investigating the feasibility of establishing a ferry service across the St. Clair River between Sarnia and Port Huron, Mich., to handle railway cars that are too large to pass through the Sarnia tunnel.
- * The executive secretary of the Port of Halifax Commission feels that the comparative economics of unit trains should be investigated thoroughly before any further investment is made in enlarging locks or deepening canals in the St. Lawrence Seaway system.
- * Construction will begin shortly on the first \$600,000 two-storey phase of a multiple-stage CN station and office complex in Prince George, B.C. The new station should be completed by February 1970, when the existing CN station and administration buildings will be torn down.
- * The Canadian Transport Commission has ordered that effective May 1st all new locomotives and cabooses will have to be equipped with toilets (of the incinerating or chemical type) and water coolers. Applications of toilets and water coolers to existing equipment must be completed by May 1, 1974 and May 1, 1970 respectively.
- * Two automated freight terminals costing a total of \$5-million were opened simultaneously in Montreal and Toronto on March 31st by CP Express. CN opened a new piggyback facility in Toronto just two weeks later.
- * Canadian National formally opened a new 7.7-mile rail line on May 6th, which links a number of potential industrial parks on the South Shore of the St. Lawrence, across from Montreal. The new line also permits the removal of 2.6 miles of track -- with 22 level crossings -- from local residential areas. Some \$500,000 of the \$1.3-million cost of the new line was contributed by the federal government because of the grade crossing eliminations that were made possible.
- * CN plans to operate its Jasper Park Lodge throughout the winter months; it formerly was open only during the summer.
- * PGE has beefed up its Williams Lake, B.C. diesel facilities with a new fuelling station capable of supplying 600 gallons of fuel per minute to as many as five locomotives simultaneously.
- * CP Rail has been upgrading its line between Leaside and Agincourt, Ont., prior to the laying of welded rail.
- * The Lachine truckdriver whose truck was struck by CN's Turbo on its maiden run at a level crossing west of Kingston, has been fined \$15 for 'ignoring traffic regulations.'
- * A London, Ont. MP has suggested that unprotected level crossings be equipped with stop signs to reduce the number of car-train accidents.
- * Canadian Pacific and Shell Canada Limited plan to establish a jointly-owned company to undertake research and development in solids pipelines.



The long-awaited visit of ex-LNER 4-6-2 No. 4472, 'Flying Scotsman', to this side of the Atlantic will definitely materialize this October. However, the Canadian portion of the tour will be limited to the run from the Port of Montreal to Boston, where the U.S. exhibition circuit begins. Intended to promote British trade, the special train will be comprised of four BR coaches fitted out with displays by various U.K. manufacturers.

The train will probably be assembled at Montreal about October 6th, for the journey to Boston where the exhibits are scheduled to open on October 8th. Brief details of the itinerary are as follows: October 9-11, in Boston; Oct. 12, 111-mile journey to Hartford; Oct. 14, 109 miles to New York; Oct. 15-18, New York; Oct. 19, 90 miles to Philadelphia; Oct. 20-22, Philadelphia; Oct. 23-25, Baltimore; Oct. 26, 38 miles to Washington; Oct. 27-28, Washington; Oct. 29, 386 miles to Charlotte, N.C.; Oct. 30, 210 miles to Gainesville; Oct. 31, 53 miles to Atlanta; Nov 1-4, Atlanta; Nov 4, 167 miles to Birmingham; Nov 5, 292 miles to Vicksburg; Nov 6, 255 miles to Mineola; Nov 7, into Dallas; Nov 8-10, Dallas; Nov 11, 150 miles to Bryan; Nov 12, into Houston; Nov 13-15; Houston.

The possibility of a second trip, to the U.S. West Coast next year, in conjunction with a British Government sponsored exhibition, is already under discussion.



"... no kidding, it must have been hell in the old days ... cinders, smoke, freezing cold, hard rods ... no radio, no dome cars, no modern corporation-image identification ..."

-- Barron/The Calgary ALBERTIAN



EQUIPMENT NOTES...

CONSTRUCTION PROCEEDING ON CP RAIL'S DOUBLE-DECKERS

* Additional strengthening of the underframes will delay the introduction of CP Rail's new double-deck commuter equipment in the Montreal Lakeshore suburban territory until early fall. Meanwhile, the cars are taking firm shape at Canadian Vickers' Montreal plant.

Seven of the cars will be trailers, seating 168 persons each; the remaining two will have control cabs, and will seat 156. Modelled after similar rolling stock used in the Chicago area, the new stainless steel cars

will measure 85 feet in overall length, and stand 15'-11" above the rail, as compared with the 13'-6" height of conventional stock.

The lower level will have two-abreast seating on each side of a centre aisle; the upper level will consist of two galleries with single seating and an aisle on each side of the car. Three-abreast loading and unloading will be possible through remote-controlled sliding doors located at mid car. Each car will have its own self-contained diesel power plant for supplying lighting, heating and cooling power requirements. Trains of the new equipment will be handled by conventional locomotives.

The total cost of the order is \$2.8-million.



The characteristic double-decker 'look' shapes up at Canadian Vickers' Montreal plant. — CP Rail



The second-level galleries show clearly in this view of the interior framing — CP Rail

* Eighteen further SD-40's, class GF-30e, have been received from the Diesel Division of General Motors of Canada:

5086 -- Apr 25/69	5095 -- Jun 18/69
5087 -- Apr 25/69	5096 -- Jun 18/69
5088 -- May 8/69	5097 -- Jun 27/69
5089 -- May 8/69	5098 -- Jun 27/69
5090 -- May 22/69	5099 -- Jul 10/69
5091 -- May 22/69	5100 -- Jul 10/69
5092 -- May 27/69	5101 -- Jul 23/69
5093 -- Jun 6/69	5102 -- Jul 23/69
5094 -- Jun 6/69	5103 -- Jul 24/69

Nos. 5086-5097 are assigned to Toronto Yard; Nos. 5098-5103 are assigned to Symington (Winnipeg).

* C424's 3230-3233, 3234-3237 and 3239-3240 were transferred from Toronto Yard to Montreal Yard on May 1st, June 1st and July 1st respectively.

* Electric Generator Units 15301 and 15302 -- converted from baggage cars, and using the alternator sets from damaged units 3151 and 3153 -- were delivered to Spadina shop for Tempo service on June 13th and 17th respectively. Meanwhile, the two units mentioned have also returned to duty, sporting strobe-type flashers on their cab roofs, replacing the rotating mirror lights that are undergoing tests on the other Tempo units and on certain GM cabs in Rapido service.

* More 8200's are moving to Great Lakes Region from Moncton; Nos. 8206-8208, 8209 and 8210 moved to Sarnia, London and Toronto Yard respectively on June 15th.

* SD-40's 5048 and 5049 have been returned to Toronto Yard from the GTW at Battle Creek, Mich.

* Grand Trunk Western has ordered a total of 21 SD-40's from the Electro Motive Division of General Motors Corp. An original order for 12 units -- to be delivered in August -- was later followed by an extension of the order, covering the additional nine units. The GTW SD-40's will carry road numbers 5900-5920, class GF-30f.

* Turnabout! GM has been buying locomotives from CN -- and not its own, either! On January 17th, CLC B unit 6801 was sold to GMDL, at London. More surprising, however, was the purchase of 12 1,200 h.p. CLC units by EMD. The units sold, as of May 26th, were 1617, 1622, 1625, 1634, 1635, 1636, 1641, 1645, 1648, 1650, 1653 and 1654.

* Reg Button has solved the mystery of CN 2217 (April NL, page 42). The unit, lettered IM 001, was delivered to International Machinery in east Hamilton on April 5th, presumably for scrapping.

* A total of 28 locomotives were removed from the CN roster during the first five months of 1969. Several of these have already been reported in the NL, but for ease of record keeping, the entire list is reproduced here:

27 -- Apr 29/69.	Retirement program
1035 -- May 15/69.	Wreck, Camrose Sub; Dec 27/68
3009 -- Feb 24/69.	Retirement program
3024 -- Feb 13/69.	" "
3039 -- Feb 24/69.	" "
3089 -- Apr 29/69.	" "
3091 -- Mar 11/69.	" "
3801 -- Apr 29/69.	" "
3811 -- Jan 31/69.	" "
4807 -- May 8/69.	" "
6702 -- Mar 11/69.	" "
6703 -- May 23/69.	" "
6753 -- Mar 11/69.	" "
6802 -- May 23/69.	" "
6805 -- May 23/69.	" "
7963 -- May 8/69.	" "
8131 -- Mar 11/69.	" "
8155 -- May 8/69.	" "
8159 -- Mar 11/69.	" "
8469 -- May 29/69.	Sold to Vancouver Wharves Ltd.
8474 -- May 8/69.	Retirement program
9036 -- May 8/69.	Wreck, Yale Sub; Feb 28/69
9047 -- Apr 29/69.	Retirement program
9112 -- May 15/69.	Wreck, Camrose Sub; Dec 27/68
9136 -- Apr 29/69.	Wreck, Albreda Sub; Jan 22/69
9413 -- Feb 13/69.	Retirement program
9421 -- Jan 31/69.	" "
9437 -- Mar 11/69.	" "

With the completion of retirements of its CLC passenger units on May 23rd, CN eliminated the last Canadian Locomotive Company products from its roster.

* In addition to the large numbers of units habitually on lease to the Great Slave Lake Railway, the Northern Alberta Railways and the Alberta Resources Railway, CN leased GR-12 1282 to the Pacific Great Eastern on Feb 28th, and MR-18 3719 to the Roberval & Saguenay Railway on May 21st.

* The first road A unit built in Canada, CN's MLW FA-1 No. 9400, has been beautifully restored in its original livery by the road's Pt. St. Charles shop, in preparation for its presentation to the National Museum of Science & Technology at Ottawa.

* GTW 4900's resumed Chicago-Toronto operation on trains 158/159 and 156/155 on July 18th, releasing CN 6500's for Canadian duties (Feb NL, page 20).



Looking for all the world like a brand new locomotive, CN's 9400 (right), first A unit constructed in Canada, will soon go on permanent display at Ottawa's National Museum of Science & Technology.

-- Charles DeJean Jr.

* To enable complete conversion of its passenger car fleet to electro mechanical air conditioning, Grand Trunk Western has purchased 18 deluxe coaches from Union Pacific. The cars are apparently being refurbished at CN's Transcona Shops, at Winnipeg.

An overnight upgrading of GTW's caboose fleet will be possible with the arrival soon of 40 steel vans from the Santa Fe.

PACIFIC GREAT EASTERN NOTES

* PGE has placed an order with Radiation, Inc. of Florida for Locotrol equipment for installation in two of its new C630's, now under construction at MLW. This equipment will enable enginemen to control locomotives marshalled at mid-train, from the head end. Squamish shops are at present fabricating a slave control car (Robot, to use CP Rail terminology) from Spokane, Portland & Seattle B unit 210, recently purchased by PGE.

* PGE leased two units in May from Alco Products Inc., which had been turned in to Alco as trade-ins on new power. Columbia & Cowlitz FM switcher D-1 is now working PGE's North Vancouver yard, while SP&S FA-2 No. 868' managed only one trip on the PGE before throwing a piston. This latter unit may be purchased by the road for spare parts.

* RDC-3 BC33 suffered substantial damage recently when it collided with a logging truck north of Squamish. Repairs are being made at the Winnipeg backshops of either CN or CP Rail.

GO TRANSIT EQUIPMENT TO GET NEW NUMBERS

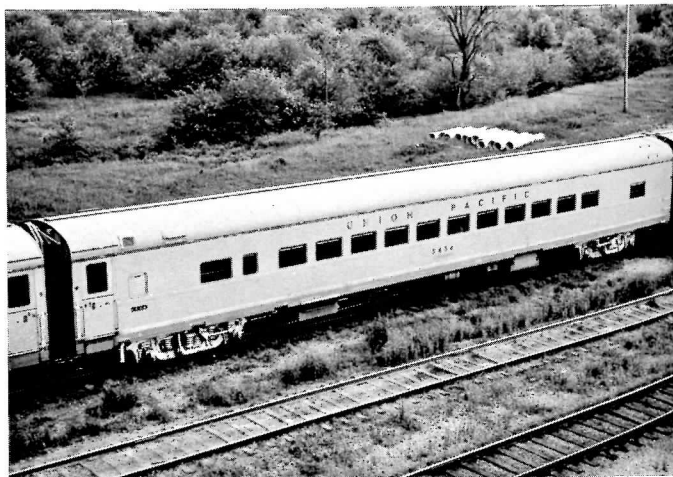
* As part of a general streamlining of its number series to minimize the possibility of error as ACI and automated data processing becomes even more prevalent, CN has assigned new numbers to the GO Transit stock it operates for the Ontario government. The old and new numbers are given below:

	Old numbers	New numbers
Locomotives:	600 - 607	9800-9807
Self-propelled cars:	D700 - D708	9825-9833
Cab Cars:	C750 - C757	9850-9857
Coaches:	4700 - 4731	9900-9931.
	4740 - 4753	9932-9945



White Pass & Yukon's little 1,200 h.p. C-C's resemble scaled-down Century units, a far cry from the carbody-type GE units which up to now ruled the WP&Y. Here's 101 loaded for shipment at MLW-Worthington's Montreal works.

-- CP Rail



This Union Pacific coach was on its way to CN's Transcona Shops for refurbishing for the Grand Trunk when Dave More discovered it in Sarnia, Ont., on June 22nd.

CP RAIL MOTIVE POWER NOTES

* CP Rail has extended its current orders with MLW-Worthington by a total of 16 units, eight C630's (class DRF-30f) and eight C636's (class DRF-36c), to follow the 21 C630's and 29 C636's now on order.

The C630 fleet will provide the motive power for CP Rail's B.C. unit coal trains, and various number series have been established to reflect the application of specialized equipment for this service. Units 4570-4581 will be 'Locotrol' equipped for head-end control of mid-train slave units; units 4550-4557 will have 'Pacesetter' slow speed control equipment for control of locomotive consists at fractional m.p.h. speeds during loading and unloading of the trains; units 4500-4516 will have 'Pacesetter' slave or repeater equipment, to enable slow-speed operation when controlled from a 4550-series unit.

The various DRF-30 subclasses, chosen to reflect the ordering and delivery sequence, are scattered throughout the three categories of C630's to permit CP Rail to begin assembling complete consists before the end of the year. Here's the breakdown:

DRF-30c:	4500-4507 (existing units)
DRF-30d:	4508; 4550-4553; 4570-4575.
DRF-30e:	4509-4516; 4554-4555.
DRF-30f:	4556-4557; 4576-4581.

Eight of the DRF-36a C636's will be temporarily derated to 3,000 h.p. for unit train service, pending delivery of additional C630's. Subclass breakdown of the C636's is as follows:

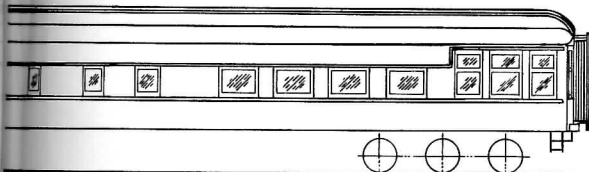
DRF-36a:	4700-4719.
DRF-36b:	4720-4729.
DRF-36c:	4730-4737.

The experimental 4,000 h.p. unit will now carry the number 4719 (instead of 4729), and will be included in the DRF-36a class, at least until evaluation is completed.

BRIEFLY...

* BC Hydro's 911 is model SW-900, not SW-1200 as reported in the April NL, page 42. It is fitted with a 1,000 h.p. model 645 engine.

* Despite the fact they were built by MLW-Worthington, White Pass & Yukon's seven new 1,200 h.p. DL-535's carry Alco builder's plates, tangible evidence that MLW acted as a subcontractor in this contract. The new units, of conventional low nose road switcher configuration, bear no similarity to the unique shovel-nosed GE units so long associated with WP&Y. The C-C's have been delivered to the West Coast on CP Rail flat cars, and should by now be in service on the three-foot-gauge Yukon-Alaska line.



SOLARIUM DEBUT

Photos and Tabular Data from James A. Shields

In 1929, Canadian Pacific introduced its first steel solarium lounge cars to Canadian travellers. The latest word in spaciousness, luxury and good taste, the 15 'River' class cars typified the respectable solidity of Canadian Pacific's heavyweight steel passenger equipment that was never quite achieved in the later age of tight-lock couplings, picture windows and smooth contours.

Opulently finished in walnut, the cars afforded the traveller such amenities as individual ladies' and gentlemen's showers, leather-upholstered smoking rooms, ladies' lounge and observation parlor. At the rear, replacing the traditional observation platform -- perhaps for the same climatological reason that favoured vestibuled cabs over their open counterpart on Canadian locomotives -- was a high-windowed solarium, furnished with eight leather chairs. The gastronomical needs of the passengers were satisfied at a small but well equipped buffet. Exhaust fans sufficed for ventilation in a pre-air-conditioned era.

The shells of the 'River' cars were fabricated by National Steel Car, of Hamilton, Ont., for \$66,300 apiece. The interiors were finished by Canadian Pacific's own craftsmen, at Angus Shops.

Though their assignments were by no means continuous, the 'River' cars (and their later metamorphoses) were most extensively used on Canadian Pacific's transcontinental route, or on portions of it. Upon outshopping, 'Rivers' were assigned to the Toronto-Vancouver Dominion and the Chicago-Vancouver Mountaineer. The latter train travelled over the rails of CP-affiliate Soo Line in the United States, and to the Mountaineer's consist the Soo contributed four of its own cars -- Wisconsin River, Chippewa River, St. Croix River and Mississippi River -- which were duplicates of the CPR cars, built in 1929 by Pullman.

As the Depression settled over the country, industries everywhere sought means to reduce their costs of operation, and Canadian Pacific was no exception. Inevitably non-revenue cars were sidetracked, and a line of 'River' cars formed at Angus Shops, to remain dormant until the economy took its upward turn at the outset of World War II. A few cars remained in operation, on the Mountaineer and Soo-Dominion, and in 1936 these were given ice-activated air conditioning; the trend to 'modernization' had begun.

In 1939 another 'River' received air conditioning for a singularly honourable assignment. River Clyde was

assigned to bring up the rear of the Pilot Train for the 1939 Royal Tour.

The year 1941 saw a significant overhaul of the 'River' fleet as Canadian Pacific sought to align its equipment with the travel requirements of wartime. All ten remaining non-air-conditioned cars received the air cooling equipment. Eight of them lost their day sitting room accommodation in favour of sleeping capacity -- four double bedrooms and a single compartment; the buffet, lounge and solarium remained unscathed. With this rebuilding came a name change, to the 'Cape' series.

Two cars, River Rouge and River Dee, were altered even more, as an 18-chair dining section took the place of the former room accommodation and they became Cafe Parlor cars 6590 and 6591.

The five 'River' cars that had been air conditioned in 1936-1939 were also modified to the 'Cape' configuration in 1943-1945, and a general renaming of the 'Cape' cars took place about 1946, to give the car names a Canadian (rather than British) mien.

In the forties, the 'Capes' held forth on the Montreal-Vancouver section of the Dominion, and retained this prestigious assignment until the Canadian's stainless steel and domes displaced them in 1954. This period also saw 'Cape' cars on the Soo-Dominion, on Toronto-Montreal trains 21 and 22, and -- for a short time -- on the Montreal-St. John Atlantic Limited.

By the mid-1950's, uses for the 'Cape' cars were becoming scarce. Budd stainless steel equipment had made significant inroads on the territory that had been the sole preserve of the heavyweights.

The Soo Line's 'River' cars became hospital cars for the U.S. Army in 1943, and the Soo-Dominion/Mountaineer thus provided secure employment for several 'Capes' from that time until 1960. For several years in the mid-fifties, four 'Capes' served Vancouver-Calgary passengers by way of the Kettle Valley/Kootenay Express, operating over CP's spectacular Crownsnest Pass route to Fort McLeod and thence to Calgary; this employment terminated when RDC's took over both the Kettle Valley and the Fort McLeod-Calgary services.

Around 1950, 'Lake' cars (one drawing room, four compartments, buffet-lounge, but no solarium) took over from the 'Capes' on the Toronto-Montreal overnight service. However, it was a relatively common sight to

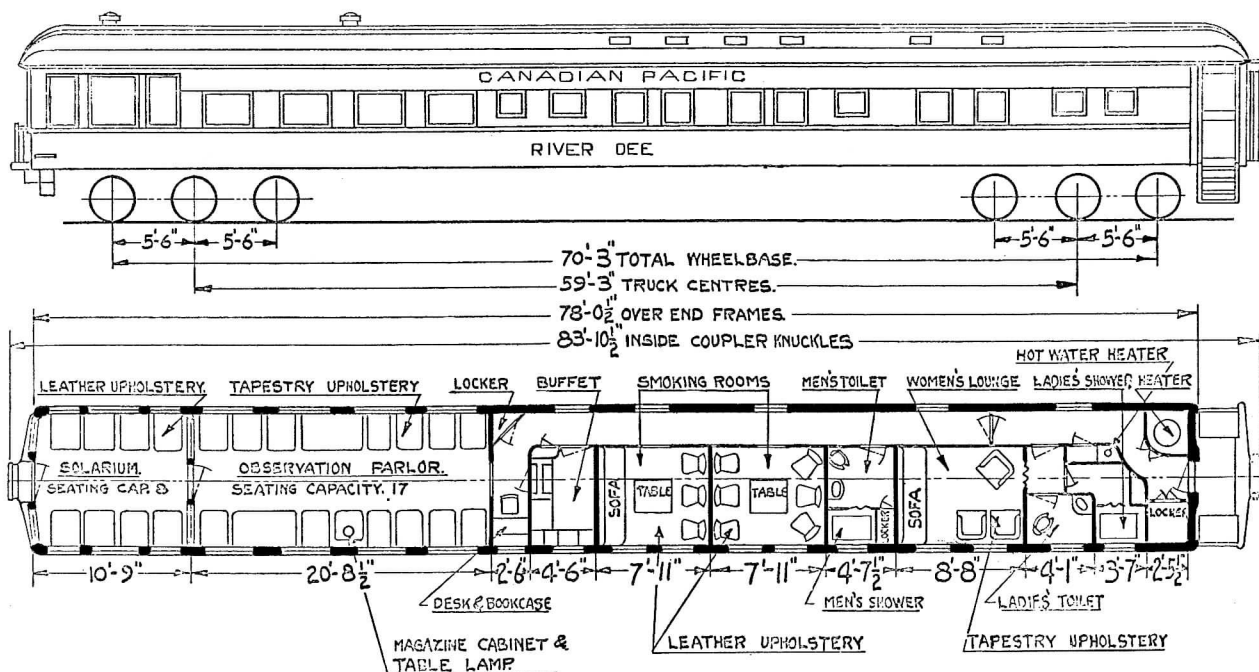
see a 'Cape' on these trains as late as the early 1960's, when equipment shortages rendered the usual 'Lake' -- or latterly the stainless steel 'View' car -- hors de combat.

The first casualties of the fleet occurred in 1960, when the two Cape Parlor cars were converted to boarding cars -- the only 'Rivers' to meet this fate. From 1962 on, eight cars were converted for official service, requiring little alteration from their 'Cape' configuration; in most cases, this consisted simply of creating a master from two of the original bedrooms, establishing a dining room (or merely dining area) in the lounge, and installing a small stove in the lounge area to supplement the output of the Baker Heater when operating in freight service.

Five of the cars have been scrapped outright, or are awaiting dismantling. Thus, while ten members of the class are still extant, none of them can be considered to be in revenue service.

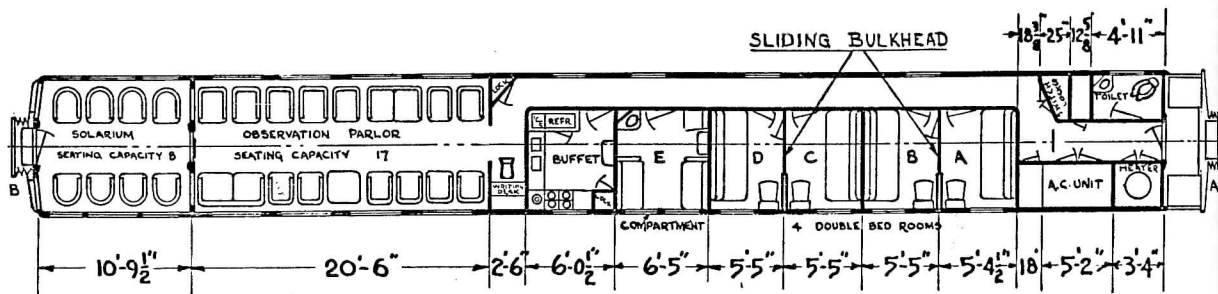


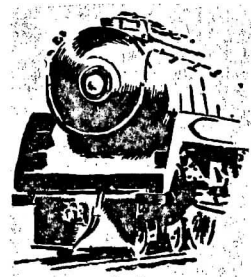
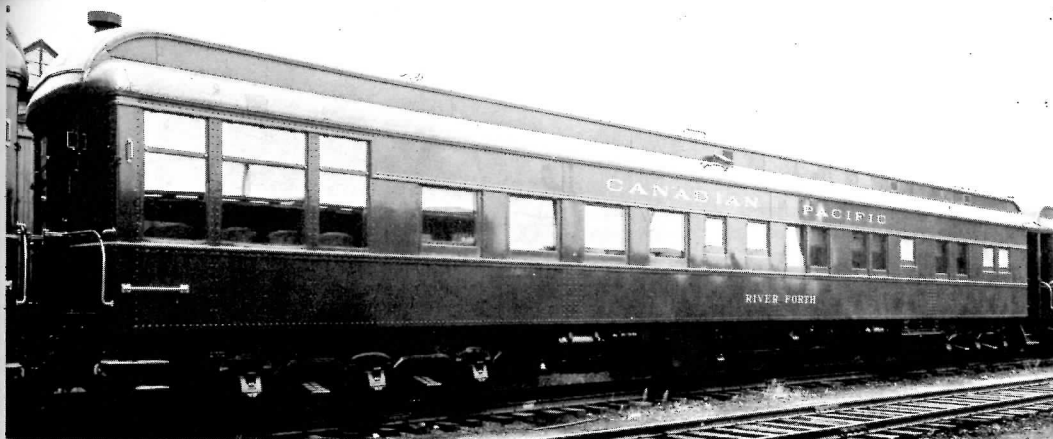
Cape George (above) is typical of these cars as they appeared from the mid-forties on. Newly air conditioned, and finished in the Tuscan Red, striping and crests introduced on the lightweight equipment of the day (below), River Clyde stands ready for duty with the Royal Tour of 1939.



'RIVER' ARRANGEMENT

'CAPE' ARRANGEMENT





Diaphragms were omitted from the rear end of the 'River' cars in their early days; River Forth (above) sported a rudimentary railing instead.

Significant changes in window arrangement characterized the two Cafe Parlor cars, 6590 (right) and 6591.



ORIGINAL NAME (1929)	FIRST REBUILD	SECOND REBUILD	RENAMED	DISPOSITION
RIVER FRASER	air conditioned (1936)	CAPE GEORGE (1945)	- -	Conv. to Bus. Car 6 (1962)
RIVER ROUGE	Cafe Parlor 6591 air cond. (1941)	- -	- -	Conv. to Brdg. Car 411294 (1960)
RIVER AVONMORE	air conditioned (1936)	CAPE AVONMORE (1943)	CAPE MUDGE (1945)	Conv. to Bus. Car 37 (1966)
RIVER TYNE	CAPE TYNE air cond. (1941)	- -	CAPE BEALE (1946)	Awaiting Destroyal (4-1969)
RIVER MADAWASKA	CAPE ROUGE air cond. (1941)	- -	CAPE CAUTION (1946)	Scrapped, Angus
RIVER LIARD	CAPE LIARD air cond. (1941)	- -	CAPE RACE (1947)	Conv. to Bus. Car 13 (1963) Sold to UCRS; 3-25-69
RIVER OTONABEE	CAPE DEE air cond. (1941)	- -	CAPE BRETON (1946)	Scrapped, Farnham (1968)
RIVER THAMES	CAPE THAMES air cond. (1941)	- -	CAPE COOK (1945)	Conv. to Bus. Car 15 (1963)
RIVER DEE	Cafe Parlor 6590 air cond. (1941)	- -	- -	Conv. to Brdg. Car 411658 (1960)
RIVER CLYDE	air conditioned (1939)	CAPE CHURCHILL (1945)	- -	Conv. to Bus. Car 36 (1966)
RIVER CLARE	air conditioned (1936)	CAPE CLARE (1943)	CAPE HURD (1946)	Conv. to Bus. Car 14 (1963)
RIVER MOIRA	CAPE MOIRA air cond. (1941)	- -	CAPE BAULD (1946)	Awaiting Destroyal (4-1969)
RIVER SEVERN	CAPE SEVERN air cond. (1941)	- -	CAPE SCOTT (1946)	Scrapped, Farnham (1968)
RIVER HUMBER	CAPE HUMBER air cond. (1941)	- -	CAPE RAY (1946)	Conv. to Bus. Car 4 (1963)
RIVER FORTH	air conditioned (1936)	CAPE KNOX (1944)	- -	Conv. to Bus. Car 21 (1964)

One 'River' car now enjoys the distinction of being privately owned. Car 13, ex Cape Race, Cape Liard and River Liard, came to the Upper Canada Railway Society in April at the conclusion of a 40-year career with Canadian Pacific that took it over Company lines from coast to coast.

Car 13 replaces the all-wood Nova Scotia which was no longer operable without extensive repairs. Nova Scotia has been moved to London, Ontario, where the London & Middlesex Historical Society plans to place it on permanent display together with a number of other railroad artifacts -- a fitting retirement for a fine car!

For the UCRS purpose -- a meeting place, a lounge car for excursions, and a car capable of being handled without restriction on regular trains -- Car 13 is ideal: Its lounge/solarium occupies nearly half of the car's length, enabling groups of up to 30 to ride together or meet for informal gatherings; its rooms provide 'homes' on excursions for such necessary functions as the publications sales desk and the public address system; the glassed-in solarium affords fine all-weather views without the ever-present falling-overboard danger inherent in crowded open platforms; air conditioning gives welcome relief on long, hot journeys; and its all-steel, relatively modern construction will relieve the Car Committee of many of the headaches experienced in keeping the all-wood Nova Scotia on the road.

A thorough documentation of the car's assignments since 1929 is not available; possibly some readers of this brief account may be able to contribute additional information. It is known that from the builder's River Liard (as Car 13 was then known) operated in the trans-continental pool until Depression austerity forced its temporary storage. In 1941, with many of its kin, it acquired air conditioning, new accommodations and a new name, and went back to work on the transcontinental Dominion. Cape Liard -- and from 1947 on, Cape Race -- operated for a short time on the Montreal-St. John overnight, and was one of the regular cars operating between Vancouver and Calgary via the Kettle Valley route. In 1963, following its conversion to Business Car 13, it was assigned to the Company's superintendent at Kenora, Ont., where it remained until about 1967, when it was recalled to Montreal for general pool use, and later stored.



The first operation of Car 13 in its UCRS livery took place on July 5th. The inauguration of the car was made official at Washago, as a bottle of bubbly was broken against the rear coupler knuckle (above) by three distaff members of the Car Committee, Ann Brown, Carol West and Noreen McNairn.

With its sunroom-like lounge, Car 13, seen here at Washago (above right) and Beaverton (right), was predictably one of the train's most popular attractions.

-- photo above; Brian West others; J.A. Brown

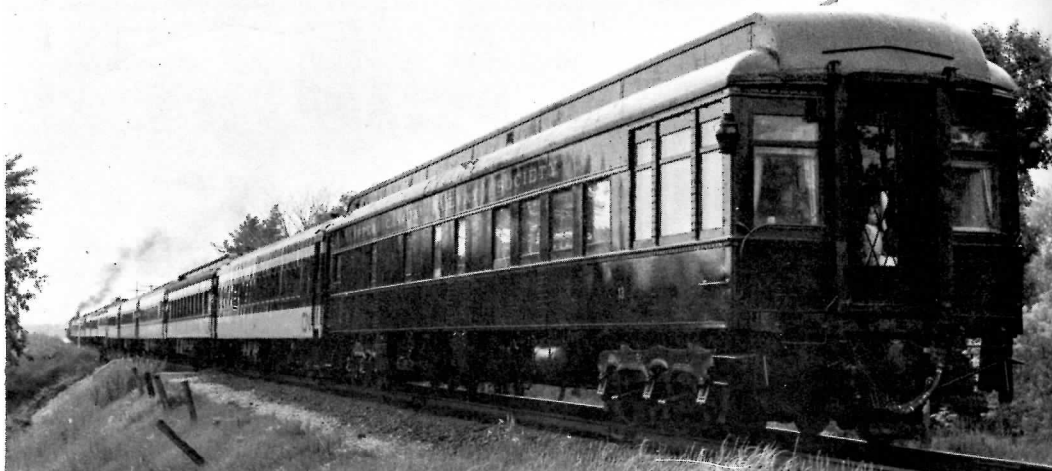


Freshly interchanged from the Canadian Pacific, Car 13 poses in front of the downtown Toronto skyline on April 12th.

-- J.A. Brown

Car 13 arrived in Toronto on April 12th, 1969, and was moved immediately to CN's Spadina Coach Yard, where Canadian National contracted to perform the few mechanical inspections that were needed to make it roadworthy. Stalwarts of the UCRS Car Committee initiated the exterior restoration by finishing the car with a new coat of Tuscan Red and appropriate Railroad Roman lettering. And on the July 5th excursion, a simple ceremony near Washago inaugurated officially the Upper Canada Railway Society associations of the gleaming car.

A footnote: This car carries the distinction of being the first in Canadian Pacific's history to bear the usually-avoided number 13. It therefore seems appropriate that the number be considered a good-luck, rather than a bad-luck, sign, and hence it has been retained on the car's flanks. A name may be added in the future, but recourse to one of the earlier names would not, strictly speaking, be accurate since the car no longer resembles accurately its earlier metamorphoses. (A more compelling argument against the use of 'Cape Race' exists in the presence of CN's own 'Cape Race' weekly in Spadina Coach Yard as it cycles in on the Super Continental!)



WESTERN CANADA — PRO

THE PAS — THOMPSON — CHURCHILL

WINNIPEG — HUDSON BAY — THE PAS

91	92	90
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W. GRAHAM CLAYTOR, JR., rail president and rail enthusiast, leans from the cab of No. 750, a Pacific 4-6-2, whose throttle he took for part of the trip.

Ever wonder what the railways think about steam excursions? Here's the Southern's view, reprinted, with permission, from RAILWAY AGE.

Special steam run promotes good will

"In this business we need friends," says Southern President Claytor. One way to get them is to run special steam trains.

By FRANK MALONE, Washington Editor

Gaillard, Ga., pop. 20, lies 104 miles south of Atlanta. It gets pretty hot there around one o'clock on a July afternoon. The temperature, however, wasn't the main reason why Mrs. Jennie Reed, age 89, was out one recent day on her front porch, just a peach's throw from a Southern Railway branchline.

Mrs. Reed was wearing an engineer's cap. She was waiting for a train called the "Georgia Peach Special." The train was something strange. It had passenger cars. It was pulled by two steam locomotives. It was going to make a stop just for Mrs. Reed. Southern's president, W. Graham Claytor, Jr., was going to get off the train to say hello.

It all happened just about on schedule. The train was four minutes late out of Atlanta. It was about 1:45 p.m. when Claytor walked up to the white frame house. "So nice to see you. We wish you could be with us. We're delighted to have a chance to stop by and see you, anyway," the Southern president said. He presented the cane-supported lady with a Southern travel clock, complete with dial light.

As he walked back to the train, Claytor said, "We can't get by without seeing Miss Jennie."

Behind the warm scene on a hot day were these basic facts:

—W. Graham Claytor, Jr., is a rail fan as well as a rail president.

—Claytor believes in the power of steam trains to promote good will.

—Jennie Reed, as a child, was aboard the first passenger train through Gaillard in 1886 on the old Atlanta & Florida railroad.

—Jennie Reed was a former Gaillard Postmistress and station agent.

—Jennie Reed's family owned a local sand pit that gave Southern regular but low-revenue traffic.

—Because of poor health, Mrs. Reed this year could not ride the annual steam excursion as in the past.

—Claytor thought it only proper that Mrs. Reed get some official recognition.

• **Friends are needed.** The stop at the Reed house was an example of how Claytor's steam philosophy is carried out. His views are expressed succinctly like this: "In this business we need friends, and we'll take them any way we can get them if it's not too costly."

If the steam excursions can make enough money to cover the railroad's out-of-pocket costs, Claytor says, then what is there to worry about?

• **Trains make money.** The steam trips actually bring Southern some revenue, Claytor says. Capacity of the "Georgia Peach Special" was 652 passengers. The train could have been filled, but ticket sales were stopped after 570 seats were sold by the trip sponsor, the Atlanta Chapter of the National Railway Historical Society, Inc.

Adult tickets cost \$9, children's were \$5.75. The operation cost Southern nothing. Total paid passengers showing up were 548, with 467 adults. Southern's share of the fares was \$3,085. Out of pocket costs totaled \$2,485

Claytor says; profit was \$600. Some of that goes to maintain No. 630.

Meeting costs, however, is not the only requirement Claytor sets for would-be excursionists. The sponsor must take full responsibility for getting the trip to run smoothly. "The sponsoring organization really has to do all the work. They tell us when they want to go and where they want to go, and we work out an accommodation," he says.

• **A railfan, at heart.** Nevertheless, the Southern president doesn't exactly sit back and just let things happen. He keeps his eye on every detail, from locations of coal and water stops to the varying speed limits governing the trip.

Behind this interest is Claytor's strong belief in the public relations value of such ventures. He's a self-admitted rail fan as much as the passengers on his special trains. He's the kind of fan who says: "I love to sleep on a train. I like to feel the wheels rolling under me."

He's enough of a railfan to listen to the prolonged monologue of a rail buff describing tape by tape the recordings he's made of steam sounds. Claytor's enough of a fan to tell that kind of fan—after the dialogue is finished—where the best place is on the train to make some more recordings.

Aboard the Peach Special, Claytor could be seen talking with fans he recognized from previous trips, and with new passengers like the one "who came all the way from Dallas to be with us."

Southern's president says without embarrassment: "I enjoy these trips." But he adds: "Every county newspaper along the line will carry a favorable article."

Can the benefits be measured in any way? Claytor replies that you can't measure the PR results in dollar and cents any more than you can determine how much "you get out of running a full-page ad in Railway Age."

The excursions, however, go a long way to offset bad publicity generated by misfortunes like crossings accidents and train derailments, he believes.

• **25 excursions.** For Claytor, the Georgia Peach Special represented approximately the 25th fan trip he's made since coming to Southern in 1963 as a law vice president.

"I was interested then in these things. By default I sort of got put in charge of fan trips for the railroad," he says.

Claytor adds that he was told that if he really was interested, he should go ahead and "do something."

That interest has kept him on steam trips ever since, from a 3,000-mile ride in 1965, to the 230-mile excursion that took him past the Reed house.

• **Southern's locomotive.** The second steam locomotive on the Special was Southern's No. 630, a Consolidation 2-8-0 type built in 1904 by American Locomotive Co. Although built for Southern, No. 630 was sold to the East Tennessee when the diesels came in. Southern re-purchased the steam locomotive in 1968.

The other locomotive was the NRHS Atlanta chapter's No. 750, a former Savannah & Atlanta Pacific 4-6-2 type. It also was an American Locomotive Co. product. Florida East Coast took delivery of No. 750 in 1910. It went to the S&A in 1964. S&A donated it to the NRHS in 1964. For a short distance after the "Georgia Peach Special" left Griffin, Ga., 42 miles south

of Atlanta, Claytor took over the throttle of No. 750.

Both locomotives were manned by volunteers from the ranks of retired steam engineers and firemen.

• **The route.** For the southbound segment of the Special's route, Central of Georgia tracks were used from Atlanta to Griffin (42 miles), and Southern branch trackage from Griffin to Fort Valley (71 miles).

Approximately 80 miles south of Atlanta, the train stopped near an abandoned highway for the customary photographers' run-by.

Mid-point of the trip, Fort Valley, Ga., was the scene of a two-and-a-half hour layover in the sun-baked peachland. The train was turned around on a wye track. The locomotives were coaled and watered.

Fort Valley responded adequately. The town's 1925 LaFrance fire engine provided the water. The mayor led a welcome ceremony. The Jaycees manned a peach market. And there was a Georgia barbecue right in front of the station.

The return was made on Central of Georgia track from Fort Valley to Macon (29 miles) and on Southern high-iron mainline from Macon to Atlanta (88 miles). About 75% of that line is equipped with welded rail. The steam locomotives could go full throttle for the first time. The speed on the return often was so fast that the hard rain of cinders forced abandonment of the ex-gondola car on the end of the train.

That brings up another indication of Claytor's empathy with railfans. The former gondola once was a Southern inspection car. It had been converted by cutting down the sides and putting a railing around and a roof above. For fan trips, however, the roof had to go. "I didn't like the roof," Claytor says. He added eight brightly-varnished benches, too.

There were 10 coaches in the train consist, two of them with open windows for the real buffs. At one point on the return, Claytor slipped unnoticed into an open-window seat. For much of the trip the open cars turned out to be the most comfortable. The air-conditioning on the closed cars couldn't work unless the train was moving at high speed. It was hard, however, to find a railfan very much upset by that inconvenience.

The train also carried a baggage car transformed into a commissary by the Atlanta chapter. There were available soft drinks, box lunches, goggles, caps, decals, patches, postcards and red neckerchiefs. The wide doors were left open, wooden crossbars protected the buffs hanging out for a lungful of soot.

Throughout the trip, spectators lined the track in varying numbers. They had been alerted by the publicity effort of the Atlanta NRHS supplemented by a Southern press release distribution to 20 major TV, radio and newspaper media along the route.

Things like the Fort Valley barbecue and the crowds along the way were the evidence to prove Claytor's conviction about steam's good-will potential.

However, another form of evidence came as the train moved into the Atlanta terminal in the evening.

A young mother looked out the window and then said to her two children: "There's a freight train."

She looked out again. She seemed to focus on one thing for a few seconds. Then she said with emphasis: "Southern serves the South." ■



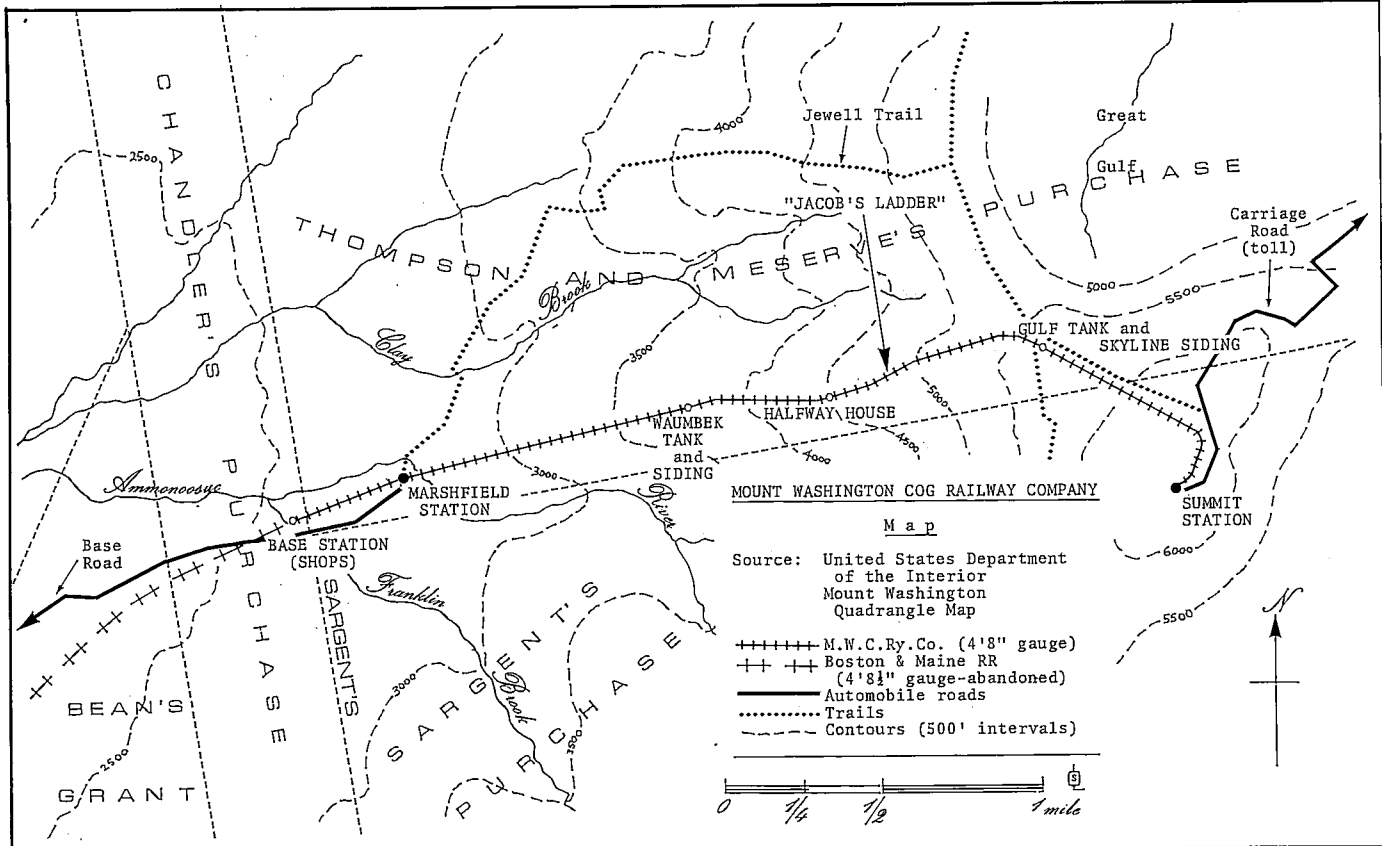
ON JULY 3, 1969, one of the most durable tourist attractions in the New World observed its centenary. That Thursday marked one hundred years of operation for the Mount Washington Cog Railway Company, a 3½-mile summer-only tourist carrier in New Hampshire's White Mountains, which lays valid claim to the title of the world's first mountain-climbing rack railway.

The Mount Washington line was the brain-child of a native son named Sylvester Marsh whose personal challenge of a lifetime was the provision of rail service to the very top of the 6,288-foot peak, one of the tallest mountains in the United States east of the Mississippi River. His achievement became known far beyond the borders of the U.S.A. -- as far as Switzerland, in fact, whence a delegation came to invite Marsh to repeat his feat on the Rigi near Luzern. The railway from Vitznau, on the Lake of Luzern to the top of the Rigi was opened in 1871 with Marsh's advice and blessing, but without his active participation. The conquest of Mount Washington was his "thing", and his spirit reposes peacefully, serene in the knowledge that native New England persistence, bolstered by liberal doses of fabled Yankee ingenuity, has carved a niche for him in history's halls.

Accompanied by John Collins and Jim Sandilands of Montreal, your commentator visited the railway on its exact centennial day. Apart from a few national flags and several attractive young ladies in "period" attire, nothing either at the Base Station or the Summit apprised the casual visitor of the fact of the centennial, though the ticket office at the Base had a rather faded copy of a proclamation issued by the Governor of New Hampshire designating July 3, 1969 as Mount Washington Railway Day. For the officers, employees and other dignitaries, there was a centennial banquet at the Crawford House, and a display of fireworks was scheduled for the evening. Otherwise, the staff was busy preparing for the normal expected influx on the following day, the beginning of the long Independence Day weekend observed in the United States.

There had been reports that the Railway would use the centenary to inaugurate a new steam locomotive -- the first motive power addition since 1908 when No. 9, "Waumbek", came new from the builder's works in Manchester, New Hampshire.

But centenary day found the new addition still only in a half-completed state, wait-



ing patiently at the enginehouse until a few hours could be spared from the demanding task of keeping its seven very much older sisters in operating condition. A staff member's conservative guess was that it would not make its first trip until 1970 or 1971. But this is but a short delay when one can count one's years upward from that mystic century mark. Given good care, it will scarcely be surprising if the second centenary in 2069 will not see many of the same quaint locomotives still in operation. After all, the newest locomotive in use on the line, No. 9 "Waumbek", is all of 61 years old. The eldest, No. 2 "Ammonoosuc", is a venerable ninety-nine!

Impressive though the Cog Railway's record is, its period of service is but a fraction on the scale of the mountain's documented history. The first recorded ascent of this impressive peak named after the first President of the United States was made as long ago as June, 1642, when Darby Field of Exeter, New Hampshire, accompanied by two Indians, climbed to its top. This event occurred in the month following the foundation of Montreal by Chomedey-de-Maisonneuve.

It took, however, almost 180 years for the mountain to become generally accessible. In 1819, a trail was cut from Crawford Notch to the summit, and improved into a bridle path for horses in 1840. In 1852, the first hotel, the Summit House, was built on the mountain, followed in 1853 by the Tip Top House, which still stands. By this time, three bridle paths led to the top, two from the Ammonoosuc slope and one from the Pinkham Notch side. In August 1861, the Mount Washington Carriage Road, a toll route, was opened. This eight-mile climb

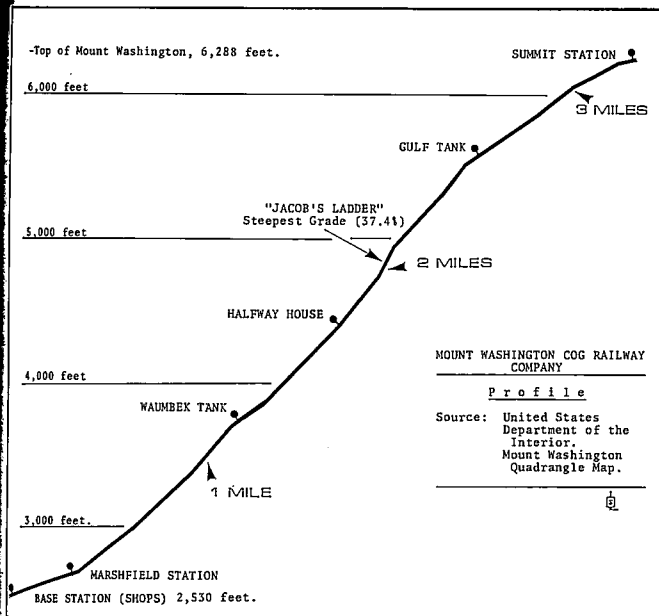
was effected for many years by six- and eight-horse stagecoaches, but in the 1920s, seven-passenger twin six Packard touring cars were introduced to the ascent. Today, it is open (at \$5.00 for car and driver, plus \$1.00 per passenger) to anyone who cares to make the ascent. It is a thrilling experience, especially the descent, and perfectly safe for an experienced motorist, but not recommended to those who are adversely affected by height.

ENTER SYLVESTER MARSH

Sylvester Marsh was born in New Hampshire in 1803; his life story is the typical Horatio Alger "boy-makes-good" tale, as it traces his movements westward to Chicago where he became one of the pioneers of the meat-packing business. He retired in 1855, and turned his inventive talents to a number of projects which interested him, associated with Herrick Aiken of Franklin, NH.

Aiken had conceived the idea of building a rack railway up Mount Washington and had built a small working model of a locomotive and car and stretch of track. The idea appealed to Marsh, who joined with Aiken. In June 1858, Marsh appeared before a committee of the New Hampshire legislature to obtain a charter to build a railway up Mount Washington and Mount Lafayette. The charter was finally granted on June 25th of that year, though with some misgivings. One of the representatives thought that the idea was so fanciful that he seriously proposed an amendment which would allow the railway to be extended, in time, to the Moon.

The Civil War (1861-65) created a lull in the implementation of Marsh's plans but at



its conclusion, the Mount Washington Steam Railway Company was organized, with the intrepid Marsh as president. In the winter of 1865-66, Marsh commissioned Campbell & Whittier of Cambridgeport, Mass., to build the first full-sized locomotive for \$2,000. This engine, officially named "Hero", was present at the ceremonial inauguration of a first section of a quarter of a mile of track over the Ammonoosuc River just to the north of the present track beside the Marshfield House. This took place on August 29, 1866 when the 2-2-OT upright-boilered "Hero" hauled 40 passengers up a grade of 1,700 feet to the mile.

It was not destined to be known as "Hero" for long. An unidentified guest at the opening ceremonies, likening the upright boiler to a hot sauce bottle, christened it "Peppersass" and so it has remained for 103 years. Its official title was equally apt as the engine performed "Hero"-ically for about fifteen years, until it was completely worn out. Its preservation for posterity is due, like so many other railway objects of the same period including Canada's "Samson" and "Albion", to the foresight of the Baltimore & Ohio Railroad who acquired and kept it until 1929 when, like the two Nova Scotia engines, it was returned to its original home. An attempt to take it to the summit under its own steam in July 1929 to celebrate its homecoming met with disaster when the engine ran away, killing a photographer. Its parts were subsequently recovered from Burt's Ravine; put back together, it has since been displayed at the Marshfield Station.

THE SUMMIT ATTAINED

During 1867, about half a mile of track was laid. The season of 1868 saw the track completed for two more miles, including the steepest portion of the road, 37.4% on the trestle known as "Jacob's Ladder". A second locomotive was added in 1868. The railway

was finally completed to the summit and service begun on July 3, 1869. Seven weeks later, on August 27, 1869, the cog railway was honored by a visit from General Ulysses S. Grant, the President of the U.S.A.

The 1870s were a period of great railway activity in the White Mountains. The White Mountains Railroad Company was chartered in 1849 and completed to Littleton in 1853. The Boston, Concord & Montreal Railroad Company was chartered in 1844, reaching Wells River in 1853. The BC&M purchased the WMRR in 1872 and the two roads were consolidated in 1873 under the name of the BC&M. In 1874, the rails were extended from Littleton through Wing Road to Fabyans, and in 1876 on to the Base Station of the Mount Washington line. With the arrival of the BC&M, the Mount Washington extended its line down about another half mile from the Marshfield Station to the Base, to allow direct transfer of passengers. Meanwhile, the Portland & Ogdensburg Railroad, chartered in 1867, was opened through Crawford Notch to Fabyans on August 7, 1875, connecting there with the BC&M.

The gauge of the Mount Washington Railway, well into the Twentieth Century, was 5'3"; About 1907, it was changed to the present width of 4'8". In its early years, it was capitalized at \$129,500 and was a consistent money maker. Its financial statements for the year ending March 31, 1881, for example, show an operating ratio of 49%, resulting in a 10% dividend being declared in November of that year. Twenty-odd years later, in 1904, the operating ratio was still about 62%. This impressive record may be explained, in part, by a report to the effect that the officers received no salaries for their services up to the time that control of the railway was obtained by the Boston & Maine Railroad around 1910.

The railway was not operated in the World War I year of 1918.

About 1930, the Boston & Maine abandoned the steeply-graded branch from Fabyans to the Base Station. The Mount Washington line thereupon utilized the Base site exclusively for shop purposes and since that time, passenger services start from the original 1866 terminal at Marshfield House.

In 1931, the B&M sold the Mount Washington Ry. to Henry N. Teague for \$100,000. When the railway was damaged by the 1938 hurricane, funds to effect repairs were loaned by Dartmouth College at Hanover, N.H., of which Teague was a graduate. When he passed away in 1951, he left the railway to the College.

During Henry Teague's administration, the railway was provided with passing sidings for the first time. They were built at the Marshfield Station and at Waumbek Tank in 1941 and at Gulf Tank ("Skyline Siding") in 1942. The railway was not operated in the war years of 1943, 1944 and 1945.

* sometimes given as 4'7½".

THE COG RAILWAY IN CENTENNIAL YEAR

On November 20, 1962, Dartmouth sold the railway to a new corporation headed by Col. Arthur S. Teague (no relation to the former owner); Colonel Teague passed away in 1967 and the Mount Washington Cog Railway Company is now headed by his widow, Mrs. Arthur S. Teague.

1967 was also the year that saw the only passenger fatalities mar the safety record of the cog railway. In the autumn of that year, a train descending with locomotive No. 3 was derailed at the switch at Skyline Siding, apparently due to the fact that one of the many movable parts of the switch had been disturbed by persons unknown. The locomotive and car toppled from the track and two passengers were killed as a result. Since this incident, rigorous safeguards have been introduced and trains are now inspected from the ground at all times when passing over the line's three switches. In fairness, it should be recorded that this incident was a derailment and had nothing to do with the steepness of the line. Fortunately, public confidence in the safety of the railway remains unimpaired and it usually operates at capacity, weather permitting.

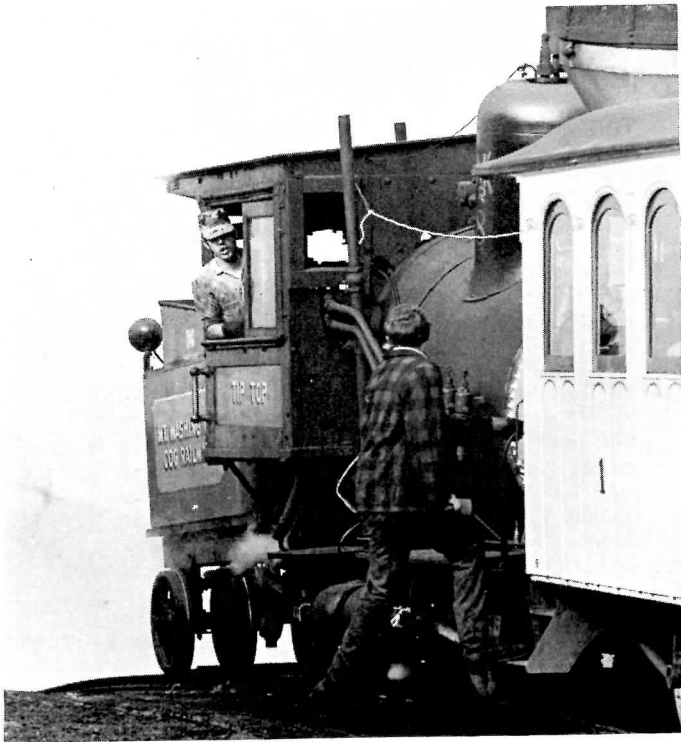
Within the past decade, two new steel-and-aluminum passenger cars have been built in the Railway's own shops to supplement the original wooden rolling stock, much of which was built by the Laconia Car Company of Laconia, N.H. Two of the wooden cars are said to date back to the mid-1870s; recently, the management of the railway has

decided to restore the original livery of straw paint with maroon striping to these cars -- a decided improvement over the silver-and-green treatment carried by the cars for many years. It is understood that as other rolling stock is shopped, other earlier paint schemes will be restored.

An interesting aspect of operation of Mount Washington railway is the summer employment of university students as engine and train crews. The railway states that some 40 colleges and universities have been represented among its employees since this practice was started forty years ago. We talked with the permanent engineer of No. 8 "Tip Top", an affable and courteous young man from the deep South who has spent a number of summers with the railway as shopman, fireman and now engineer. We were invited to inspect the cab and enjoy the familiar hot-grease smell while he and his fireman carried out a meticulous examination of the running gear and brake system in preparation for the descent from the Summit. As the train started its downward journey, the brakeman took up his customary position on the downhill platform of the coach next to the locomotive. In no way do these crews take their duties less seriously than do men of longer experience.

We left the Mount Washington Cog Railway with a strong impression that it is in good administrative and operating hands as it starts on the long trek towards its second centennial and recommend it as well worth a visit to those who have not yet made its acquaintance.

- Omer Lavallée



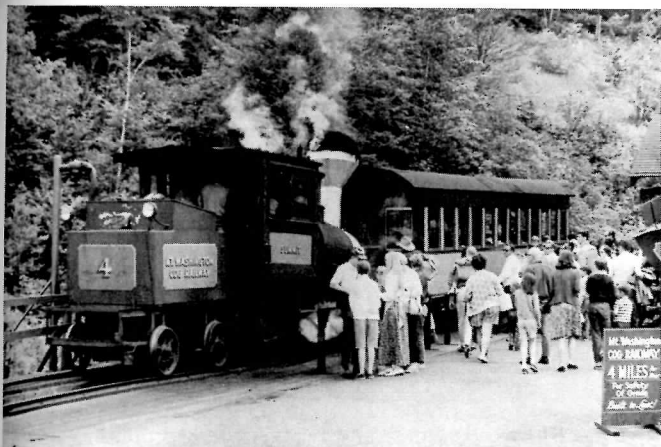
University students are employed as train and engine crews. The brakeman here is being exhorted to move sharply ere he miss the train.

-- Jim Sandilands



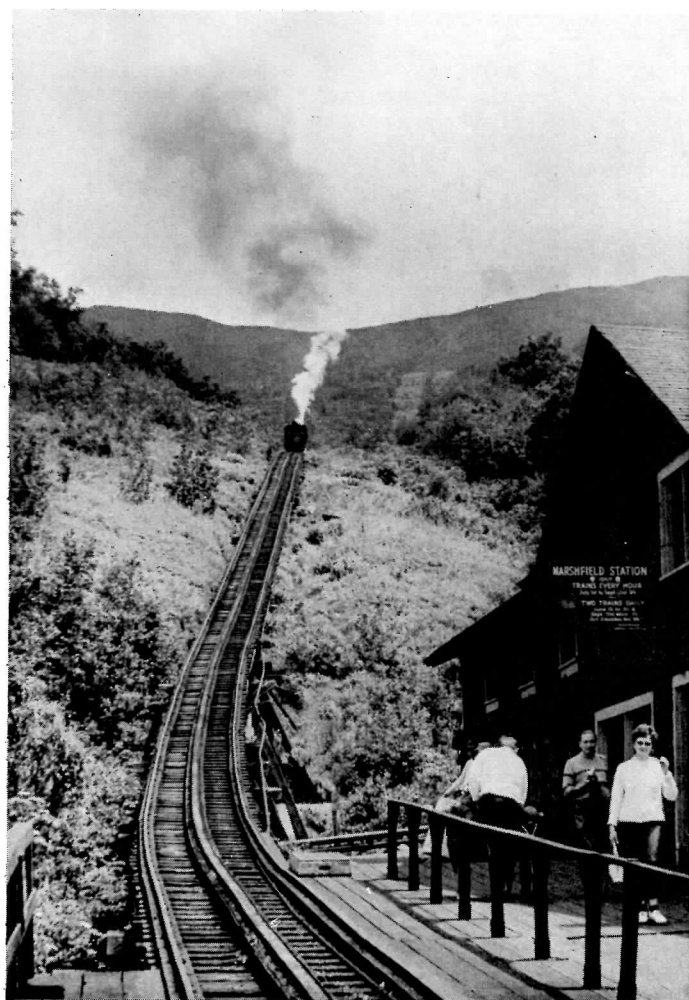
Hand-firing a soft-coal-burning engine is hardly conducive to 'mod' fashion. Here the fireman of No. 4 takes water from a standpipe of British configuration.

-- Omer Lavallée



Train time at Marshfield Station. Cog railway passengers pay scant attention to their motive power as they entrain for the $3\frac{1}{4}$ -mile, $1\frac{1}{2}$ -hour trip to the summit (above). Steam and soft coal smoke are provided in abundance (below) as No. 4 starts its climb from Marshfield. Though trains run on one-hour headways, one can be seen on the skyline (right), about $2\frac{1}{2}$ miles away, as No. 4 climbs toward the summit.

— Omer Lavallee



MOTIVE POWER

THIRTEEN LOCOMOTIVES have been used over the years by the Mount Washington Cog Railway. Seven of them are still in use, while an additional one --the original 1866 loco, is preserved as a relic. A fourteenth unit is now under construction.

As explained in the text, the first locomotive was built in 1866. Its upright boiler design was copied in four subsequent but larger locomotives built in 1869 and 1870 (Nos. 2,3,4,5) by Walter Aiken of Franklin, N.H., the son of Marsh's associate, Herrick Aiken. All five locomotives had two cylinders driving on the rear wheels. Since the fuel and water was carried on the engine frame, the wheel arrangement might be described as 2-2-0T in the Whyte notation. No. 6 was a Manchester product of 1874 and differed from the others in having four cylinders, though retaining the upright boiler. Its type was thus 0-2-2-0T.

In 1874, Manchester rebuilt two of the Aiken locomotives (Nos. 3 and 4) to 0-2-2-0 tender type and converted them to horizontal boiler. Subsequently, Nos. 2, 5 and 6 were rebuilt similarly. Between 1878 and 1892, Manchester built three horizontal-boilered 0-2-2-0 tender engines for the Mount Washington Railway.

One of the directors of the line for many years was Emmons Raymond, president of the Connecticut & Passumpsic Rivers Railroad. It therefore became the practice to store and overhaul Mount Washington locomotives in the C&PRRR shops at Lyndonville, Vt., during the winter season. This custom continued after the "Passumpsic" had been integrated into the "Boston & Maine system. In 1895, fire broke out in the Lyndonville shops, damaging four Mount Washington locomotives -- two of them so extensively that they had to be scrapped. The other two were rebuilt and put back into service.

To replace the two scrapped engines, the Mount Washington line purchased two (Manchester, 1883) locomotives from the Green Mountain Railway, a rack line similar to the Mount Washington Railway which operated on Mount Desert Island in Maine, and which had discontinued operations several years previously.

In 1895 also, a new engine was purchased from Manchester, only to be wrecked on the mountain two years later. The last locomotive to be purchased was No. 9 built by Manchester (by now a part of the Alco organization) in 1908. Interestingly, the earlier engines built by Manchester were apparently not assigned builder's numbers, at least in the locomotive series. Quite possibly they were considered in the same category as stationary boilers or steam pumps. The 1908 Alco-Manchester locomotive, No. 9, was given a builder's serial number.

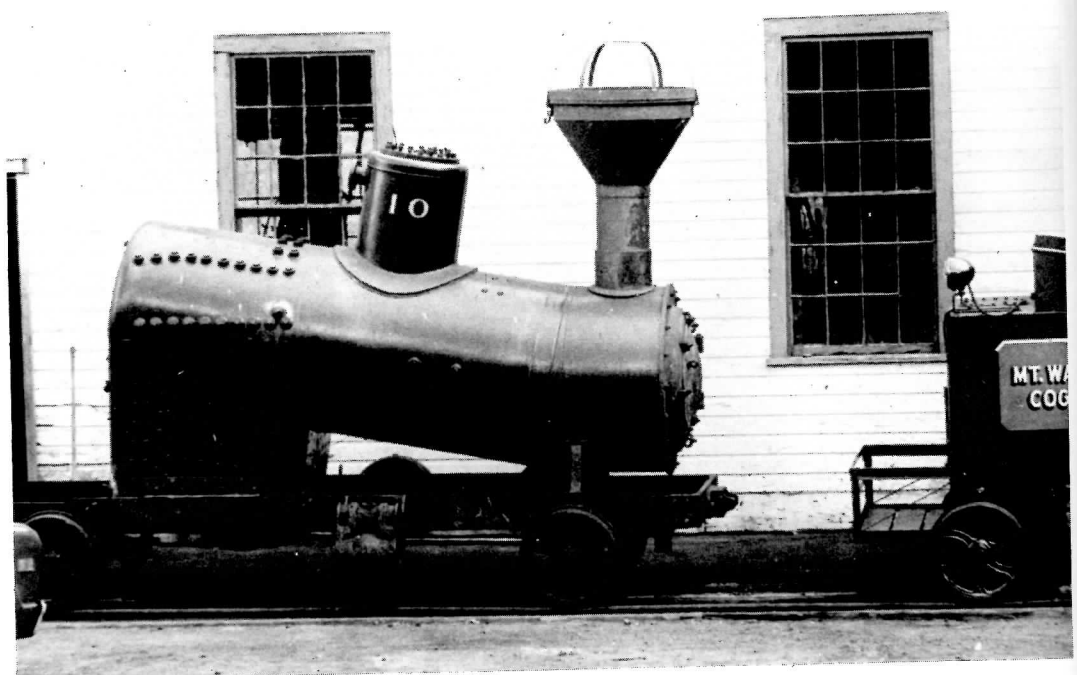
Over the years, the locomotives have exchanged numbers and names frequently, and the roster attempts to explain as much of these permutations as is known at the present time.

Of the seven operating locomotives, the "dean" of the roster is No. 2 "Ammonoosuc" originally built by Aiken in 1870 and subsequently twice rebuilt. It was one of the engines in the Lyndonville fire. Next year will mark its centenary in regular service, an impressive and unique accomplishment and one deserving, we suggest, of a suitable ceremony.

As the roster will show, the others still in use date respectively from 1874, three from 1883, one each in 1892 and 1908. Hopefully, the next season or two will see the intrepid seven joined by No. 10, "Col. Teague", which as of July 3rd consisted of a boiler, firebox and smokebox, surmounted by a stack and a dome, on a four-wheeled frame with one pair of cylinders.

Construction of an eighth operating locomotive was a target for the hundredth anniversary year. This is as far as the new addition had progressed on centennial day.

-- Omer Lavallee



MOUNT WASHINGTON COG RAILWAY COMPANY - Locomotive Roster

Unit	PARTICULARS:				IDENTIFICATION:			Existing 1969
	Date and Builder	Cylinders	Boiler	Type	Dates	Number(s)	Name(s)	
a	1866 Campbell & Whittier (#1)	2-	8x12"	Vert. 2-2-0T	1866-c1880	1st No.1	"HERO" or "PEPPERSASS"	
					c1880- *		Preserved as relic.	Yes
b	1869 Walter Aiken(#1)	2-	10x16"	Vert. 2-2-0T	1869-1878	1st No.2	"GEO. STEPHENSON"	
					1878		Scrapped	No
c	1869 Walter Aiken(#2)	2-	10x16"	Vert. 2-2-0T	1869-1934	1st No.3	"HERCULES"	
	1874 rb Manchester	4-	8x12"	Horiz. 0-2-2-0	1934		Scrapped	No
d	1870 Walter Aiken(#3)	2-	10x16"	Vert. 2-2-0T	1870-1895	1st No.4	"ATLAS"	
	1875 rb Manchester	4-	8x12"	Horiz. 0-2-2-0	1895- ?	3rd No.2	"ATLAS"	
	1895 rb ? **	4-	8x12"	" "	? - *	3rd No.2	"AMMONOOSUC"	Yes
e	1870 Walter Aiken(#4)	2-	10x16"	Vert. 2-2-0T	1870-1895	1st No.5	"CLOUD"	
	1876 rb Manchester	4-	8x12"	Horiz. 0-2-2-0	1895		Scrapped **	No
f	1874 Manchester (no#)	4-	8x12"	Vert. 0-2-2-0T	1874- ?	No. 6	"TIP TOP"	
	1878 rb Manchester	4-	8x12"	Horiz. 0-2-2-0	? - *	No. 6	"GREAT GULF"	Yes
g	1878 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1878-1895	2nd No.2	"EAGLE"	
					1895		Scrapped **	No
h	1883 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1883-1895	1st No.7	"FALCON"	
	1895 rb ? **	4-	8x12"	" 0 "	1895- *	2nd No.1	"MT. WASHINGTON"	
	? rb MWCRy (2 rear- 8x12") (2 front-9x12")		" "	" "				Yes
i	1883 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1883-1895	Green Mountain Ry. No.1	"MOUNT DESERT"	
					1895- *	2nd No.4	"SUMMIT"	Yes
j	1883 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1883-1895	Green Mountain Ry. No.2 (no name)		
					1895-c1935	2nd No.5 "	? "	
					c1935- *	2nd No.5	"BASE STATION"	Yes
k	1892 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1892- ?	No.8	"PILGRIM"	
					? - *	No.8	"TIP TOP"	Yes
l	1895 Manchester (no#)	4-	8x12"	Horiz. 0-2-2-0	1895-1897	2nd No.7	"FALCON"	
					1897, July		Wrecked.	No
m	1908 Alco (Manchester) (#45091)	4-	8x12"	Horiz. 0-2-2-0	1908- ?	No.9 (no name)		
	? rb MWCRy (2 rear- 8x12") (2 front-9x12")		" "	" "	? - *	No.9	"WAUMBEK"	Yes
n	197? MWCRy	4-		Horiz. 0-2-2-0	197?- ?	No.10	"COL. TEAGUE"	***

NOTES: *In existence July 3, 1969. **as a result of the Boston & Maine shop fire at Lyndonville, Vt., in 1895. ***Under construction July 3, 1969
Units f, g, h, i, j, k, l were not assigned serial numbers as Aretas Blood, an officer of Manchester works, did not consider them to be locomotives.
(Mr. C.E. Fisher, July 11, 1969)



TRACTION TOPICS

Edited by Steve Munro

* On Sunday, June 22, the TTC instituted its summer schedules containing changes which will probably last into the fall and winter seasons:

Rush hour service on many lines was reduced in the normal manner. QUEEN lost four trains, KINGSTON ROAD Tripper changed from every five to every six minutes, and DUNDAS headways went from 4½ to five minutes on each of the two branches. ST. CLAIR and EARLSCOURT — which until now have run on four-minute headways all year — were changed to 4½-minute intervals; ROGERS cars continue on four-minute headways. As usual, the YONGE Subway lost one morning rush train.

Major changes occurred on the CARLTON and BLOOR Subway routes. On the former, base service frequency increased from four to five minutes, while on the latter Monday-to-Friday six-car train service was re-introduced. Full length trains were not operated on BLOOR after the opening of the extensions as TTC owned too few cars. Now, headways have been increased in the rush hour from 2½ to 3½ minutes to allow the change; base service runs every five rather than every four minutes.

Weekend service on QUEEN, CARLTON and ST. CLAIR was modified with wider headways being the change in all cases.

* Extensive trackwork will continue through the summer with paving and track renewal slated for Queen Street between Parliament and Church, Dundas from Ossington to Sorauren, and, possibly, Queen from Dovercourt to west of Dufferin. Specialwork will be replaced at the inter-sections of Queen with Parliament and Victoria. Only one track job was under way at the time of writing: Coxwell from Queen to Upper Gerrard, including the intersection at lower Gerrard. New T-rail was laid in place of the old twisty tracks so well remembered from the days of the COXWELL car.

* Crane Car C-2, in need of extensive repairs, may soon be scrapped and replaced by front-end loaders. While the car has been coaxed along for several years, its condition has not been good for some time. Although track jobs would be more difficult without C-2, it must be remembered that the TTC has survived its frequent shop visits with the assistance of flat car W-4 and a few front-end loaders fitted with hooks for carrying rail tongs.

* Negotiations are underway between the Ohio Railway Museum (of Cleveland) and the TTC for the purchase of sweeper S-40 and Peter Witt 2778. The cars would be shipped and regauged by TTC, shipped to Cleveland and operated over a part of the Shaker Heights system to reach a loading point for movement to the museum. Also under consideration is the possibility of a Toronto fan trip with 2778 before its regauging. More details later.

* On Monday, June 16 magnetically-coded combination tickets appeared on TTC vehicles for use at a test installation at Islington Station of a CEGELEC ticket acceptor (April NL, page 48). Both old and new style tickets are being sold as stocks of the former are used up.

* Cars 4321 and 4333, both with severe damage, have been stripped of some parts at Hillcrest in the manner of many air cars before their ultimate demise. It would appear that major repairs such as rebuilding of car ends have stopped. This may eventually affect the streetcar operations as there are not many spare cars. Other long-term Hillcrest tenants which might suffer similar fates are 4455, 4712, 4755 and 4760.

* Corrections: The PCC's scrapped at Danforth Carhouse last summer were as follows:

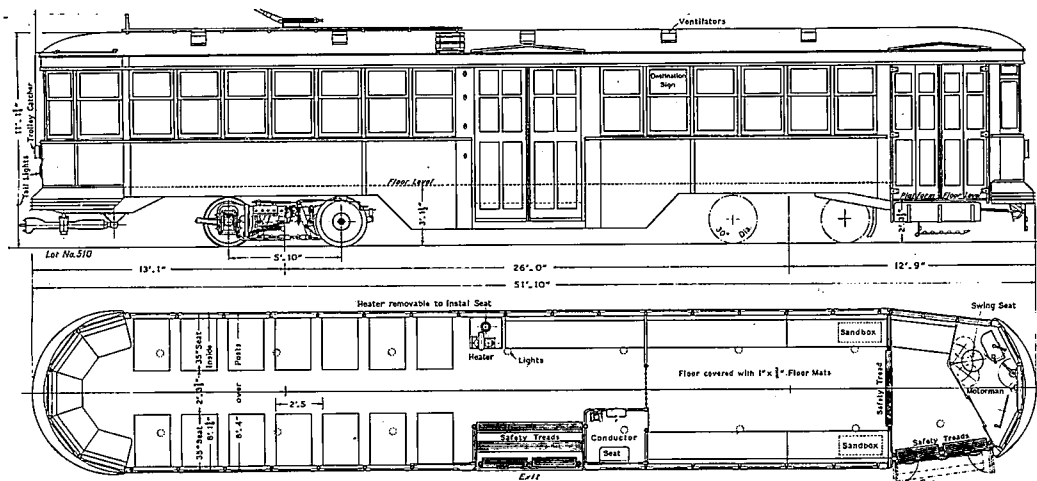
July 1968: 4053, 4100, 4104, 4110, 4124, 4152, 4153.
August 1968: 4009, 4020, 4032, 4045, 4070, 4072, 4092, 4096, 4107, 4117, 4130, 4154, 4158, 4173, 4177, 4197.

The total number of cars shipped to the United Arab Republic in 1966 was 48, not 46 as listed in the December 1966 NL, page 184. The two additional cars, 4037 and 4108, were taken to the docks two days after the initial group, for shipment to Alexandria on the SS Orient Mariner.

* Several cutbacks in Pittsburgh streetcar service were made in June: Route 44 (Knoxville-Penna Station) cars now turn back on their downtown loop at Smithfield and Liberty Streets, and no longer operate to the railway station. Buses replace Route 44 cars from South Hills Jct. out after 9.33 p.m. weekdays and 6.15 p.m. week-ends. Route 49 (Belzhoover) cars outbound in the a.m. rush no longer battle up the wrong side of the Arlington Ave hill against inbound traffic, but run via the Mt. Washington tunnel; service on the outer end of route 49 is replaced by the 44 shuttle bus after 10.10 p.m.

Meanwhile, the three remaining lines — all of which operate mainly on private right of way except on their downtown loops — may have a brighter future. Pressure is growing for retention and upgrading of these routes as trolley operations rather than replacement with the still-experimental Skybus. Some PAT directors are eyeing plans for new streetcars in Boston and San Francisco as well as the possibility of rebuilding and MU-ing the remnants of Pittsburgh's PCC fleet.

* Attention all trolley bus enthusiasts! Now there is a club just for you! The North American Trackless Trolley Association (NATTA) publishes Trolley Coach News, a small but good monthly newsletter giving current developments on trackless systems. A 12-page bulletin has just been issued covering all past and present trolley bus operations. Annual dues are \$5.00 U.S. funds. Correspondence should be addressed to Mr. Tom Gascoigne, Box 565, Oshawa, Ontario.



TTC 2300-2578
(even numbers)

Built 1921 by
CC&F Co., Montreal

