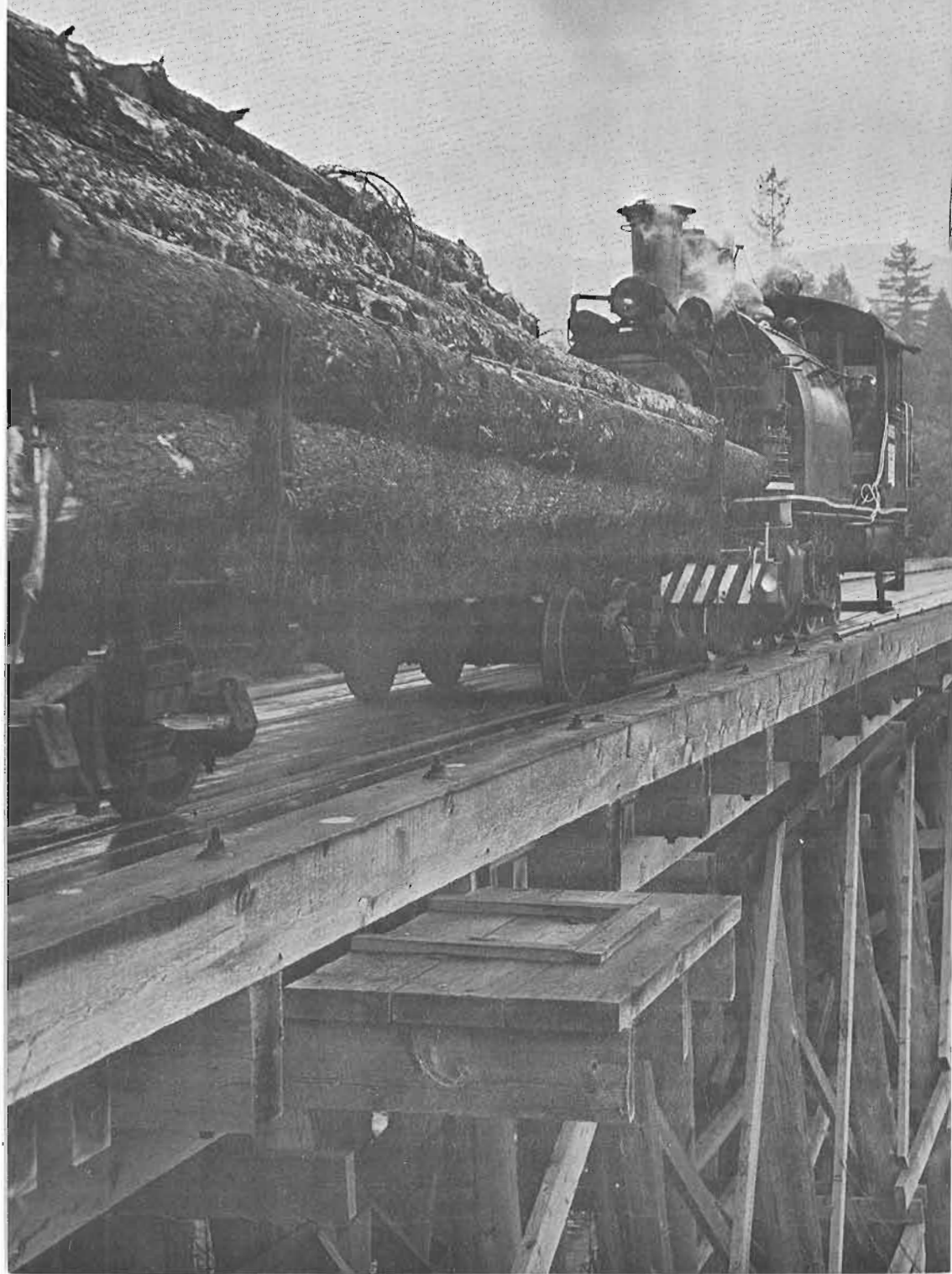


Canadian Rail



NO. 228
JANUARY 1971





LOCIES FOR LOGGERS

by

John Hoffmeister.

Editor's note: Mr. Hoffmeister's article was written late in 1969 for CANADIAN RAIL. Some changes in the disposition of the locomotives mentioned may have taken place since that time.

Not so very long ago, the song of the Shay could be heard in nearly every mountain valley along North America's Pacific Coast, from British Columbia to California. Railroad logging, in Canada, centred chiefly in British Columbia and was most important on Vancouver Island and along the southwestern coast of the mainland. Today, three logging railroads are still active on Vancouver Island, which once boasted a total of nearly 2,000 miles of railroad, built and torn up in varying amounts over a 60-year period.

One Company, the Comox Logging and Railway Company Limited, operated over 900 miles of logging railway in the Courtenay and Nanaimo lakes regions. Most of that vast mileage consisted of temporary spur lines which vanished after short periods of intense use. Today, under Crown-Zellerbach Corporation ownership, Comox's Baldwin diesel still trundles loads 23.5 miles from Nanaimo Lakes to Ladysmith, Vancouver Island, over an immaculate roadbed. But in the days of steam-hauled logging trains, the motive power was affectionately known, regardless of size or wheel-arrangement, as the old "locie".

Vancouver Island's logging railways boasted the only two "mallet" logging-railroad locomotives in Canada. The abandoned Macmillan and Bloedel Railroad show at Franklin River on the west coast of the Alberni Canal stabled Baldwin 2-6-6-2T no. 1006, which came from Saginaw Logging at Brooklyn, Washington. Canadian Forest Products immense 100-mile long line, from Beaver Cove, bragged about no. 111, a 2-6-6-2 Baldwin which originally served on the Vail, Washington line of the Weyerhaeuser, Incorporated operation. Unfortunately, these locies were both scrapped in the early '60's.

WHAT COULD BE MORE APPROPRIATE FOR THE COVER THAN THIS PHOTO OF FIREMAN Fred Lawes, looking back along MacMillan Bloedel no. 1055's train, winding around the curves on the way to tidewater, Photo MacMillan Bloedel Limited.

2,000 TONS OF LOGS ON 30 LOGGING BUNKS TRUNDLE ACROSS THE TRESTLE BEHIND M&B's no. 1055 on the way to Ladysmith, Vancouver Island, B.C. Originally ox-teams were used for hauling the logs, but by 1917, there were 62 logging railways in Canada's west coast province using 410 miles of track, 98 locomotives and 1,295 cars. By 1948, there were only 16 lines left and the end of the steam "locie" was in sight. Two-and-a-half hours later, the last trip of no. 1055 was completed. Photo courtesy MacMillan Bloedel.

In the heyday of railroad logging, the empty train was run right to the end of the spur in the woods, where the loader placed the logs on the waiting flats or sometimes on the sets of paired, unconnected trucks, known as "disconnects". After the train was loaded and the cars of logs on trucks were coupled up, the train started its descent through the woods over tortuous grades, behind a bubbling rod-engine, or more commonly, a thrashing geared locie. The end of the line was always either a sawmill or a "dump", where the logs were tumbled off the disconnects into water, for subsequent tug-towing to a distant mill. While the typical main line from the woods to the terminus sported heavy rail and adequate ballasting, the temporary woods spurs were laid with second-hand rail, which was used continuously until it was too far gone for any further purpose. Grading and ballasting on the spurs varied from little to none. The versatile Shay locomotive found the widest acceptance with the smaller logging outfits.

The Shay locomotive was the original type of geared engine. Two, or more commonly three cylinders, positioned vertically on the right side of the boiler, transmitted power vertically to a longitudinal drive-shaft, running along the right side of the locomotive. By means of notched pinion gears, the drive-shaft powered each axle of the two or three trucks, through corresponding gears on the right wheel faces of the axles. To compensate for the placement of the cylinders, the engine boiler was offset slightly to the left, thus balancing the weight evenly. A Shay, cranking up grade in the woods, produced a rapid, cracking, shotgun-like exhaust, often creating very misleadingly the sound of a speeding engine. As one oldtimer remarked, "fifteen per is about it, - although she might do fifty - over the side of a trestle, depending on how high it is!"

Next most popular of the geared variety - the Climax, sported a set of cylinders on each flank of the boiler. Unlike the cylinders of the Shay, the Climax's cylinders worked in the same direction as the locomotive moved. A series of reduction gears from the cylinder crankshafts powered the central drive-shaft, running "amidships" down the frame of the locomotive. Through further gearing, the drive-shaft powered each axle of each truck, in turn.

Last but by no means least in the family, came the Heisler, which was a sort of combination of the Shay and the Climax. These locomotives had a V-shaped engine, mounted laterally just in front of the cab. The pistons worked at right-angles to the direction of motion and powered a central drive-shaft, as in the Climax. One axle of a two-axled truck was usually driven by the central drive-shaft and consequently the truck wheels were siderodded, giving the engine the appearance of being a rod-engine.

In terms of tractive effort, the Climax probably proved the most powerful of the three, although the thrashing piston rods had a tendency to set up terrific vibrations, which the crews generally disliked.

Conventional "rod" engines came in every size and wheel arrangement, from vest-pocket 0-4-OT's to giant mallet articulateds. Saddle and side-tanks, located over the driving wheels, served not

only the obvious purpose but also increased the tractive force, by the additional weight they added to the drivers. For main line hauling, the larger companies such as Alberni Pacific, Elk River Timber, Comox Logging & Railway and Canadian Forest Products, stabled oil-fired 2-8-2's on their properties.

By the early 1940's, the end of most of these lines was in sight. One by one, the logging railroads disappeared from the Island. The reasons for abandonment were varied. Ageing motive power needed replacement, but the heavier axle-loadings of the diesels required a more substantial roadbed than most of the outfits had. Another reason was that the timberlands served by the rail networks had been logged out. Reluctantly, British Columbia Forest Products wound up their railroading operation at Port Renfrew, on Vancouver Island's west coast, in 1958.

No longer did the Shays snake their long trains of skeleton flats down the San Juan River valley. When it was all over Pacific Coast Shays numbers 17 and 19 were cut up where they stood. Canadian Forest Products and Comox Logging invested in diesels, while Macmillan & Bloedel stayed with steam at Nanaimo River. Even today, a main line rail-haul of more than 20 miles proves more efficient than a road-truck operation. The maintenance and appearance of the C.F.P. and Comox track puts that of the other two common carriers on the Island in the "deep shade".

On August 20, 1968, Harry Wright cracked the throttle on 3-truck Climax no. 10 of the Hillcrest Lumber Company at Mesachie Lake, 22 miles west of Duncan, for the last revenue trip over the 7.5 miles of private short-line mill railroad. With the demise of all other Climax-operated runs, the Hillcrest line had become famous. Although Hillcrest ceased operation of railroad logging, as such, in the late '40's, the Company continued their short operation between the Esquimalt & Nanaimo interchange at Cowichan Lake and the huge Western Forest Industries mill at Honeymoon Bay. The last ten years witnessed a decline from daily operation to twice or three times a week. It was usual practice for the little 2-truck Climax no. 9 to remain on standby to the no. 10. Remarkably, through the interest and concern of the owners of the operation, the Stone family, the entire Hillcrest roster of four locies survives intact. No. 1, a 2-truck Shay and no. 2, a Climax, may be seen today, preserved at the Cowichan Valley Forest Museum, at Duncan, 40 miles north of Victoria, on Vancouver Island. Pacific Coast-type Shay, no. 11 was sold to Canadian Forest Products as their no. 115 and afterwards C.F.P. sold the locie to Mr. Robert E. Swanson, for use in North Vancouver, where she is today, in company with no. 114, ex-Western Forest Products no. 5. Hillcrest's no. 10 has recently been sold to private interests in Vancouver for a proposed excursion railway service in nearby Lulu Island.

The huge Macmillan-Bloedel mill at Chemainus, 50 miles north of Victoria, is served by its own mill railway. Log cars arriving from the Company's Nanaimo River camp are nursed down an incredibly steep switchback, by either a Porter 2-6-2T, no. 1044, or a Baldwin 2-8-2T, no. 1066. No. 1044, the prettier of the pair, is pre-

ferred,since she is easier on the rail. Recently,the possibility arose of moving no. 1066 to the Nanaimo River camp,in the event that a planned 4 to 12-mile extension of the logging railway should be made there. Next summer,the easiest way to see this locie if she is still working,is to continue south past the mill at Chemainus,thence turning east on the Halstead Road.

Seven miles north of Chemainus lies **Ladysmith**, terminus of both the Comox Logging and Railway Company and another Macmillan-Bloedel line. Actually,both companies use the same track as far as Nanaimo River Junction,17 miles northwest of Ladysmith. Comox currently hauls from the Nanaimo Lakes reload,using an ancient Baldwin "VO" diesel-switcher. Under load,you can actually watch each of the six cylinders of the diesel engine firing individually,with smoke-rings made to order! Recently,some thought has been given to removing Comox 2-8-2,no. 11,off the display block at the Ladysmith Arboretum,where she is presently on view and returning her to active service. The Company dieselized with the second-hand Baldwin in December,1960,primarily because of the greater hauling power of the diesel.

Macmillan-Bloedel stable Baldwin 2-8-2T,no. 1055 in the engine shed at Nanaimo River Camp,together with a very lovely Montreal Locomotive Works 2-6-2,no. 1077. The 1077 is unique, being the only survivor in Canada of the "prairie" type,built by a Canadian builder. During 1968,the Company spent nearly \$ 80,000 in first-class overhauls on nos. 1044,the Porter and 1055.

Presently,Macmillan-Bloedel trains leave the Camp at 8.00 a.m. and 12.30 p.m.,with one of the locies hauling the turn to the Ladysmith interchange with the Esquimault & Nanaimo. The run takes a little better than 1 hour,each way. The Comox Logging train departs from Ladysmith around 9.00 a.m.,arriving back about 2.00 p. m. You can get a lovely picture of the logger by driving 4 miles north of Ladysmith on Highway No. 1 (TransCanada).Then turn left on the Timberland road,cross the E. & N. and continue half-a-mile further to the logging railway line. An easy,short walk north along the grade will bring you to Haslam Creek Trestle,an excellent site for an even better sight!

Northern Vancouver Island,which is more rugged than the southern part and exceptionally scenic,boasts standby steam on two operations. Crown-Zellerbach's Elk Falls Division at Campbell River employs ex-Comox Logging no. 15,a 2-truck Shay,to bat box and chemical cars about the huge pulp mill. At least once a week,when traffic proves to be too heavy,she replaces the tiny side-rodged Whitcomb gas locomotive. When you visit this area,an excellent industrial tour may be taken at Crown-Zellerbach's mill.

Almost at the extreme northern tip of Vancouver Island lies Beaver Cove,tidewater terminus of the giant Canadian Forest Products railway. The main line to the back of the timber limit at Schoen and Klaklakama Lakes is an 80-mile run,laid with 100 - pound or better steel. Three GM SW-type,dynamic-braked,yellow and black diesels normally handle the trains,which often manage to total 75 to 100 accumulated cars. In periods of high production ,ALCO 2-8-2 no. 113 gets into the act,as well. This aesthetically-

satisfying and well-kept locie came north from Oregon's Portland, Astoria & Pacific Railway. During the summer of 1968, she piloted tourists from the main camp at Woss to a new recreational area, several miles down the line.

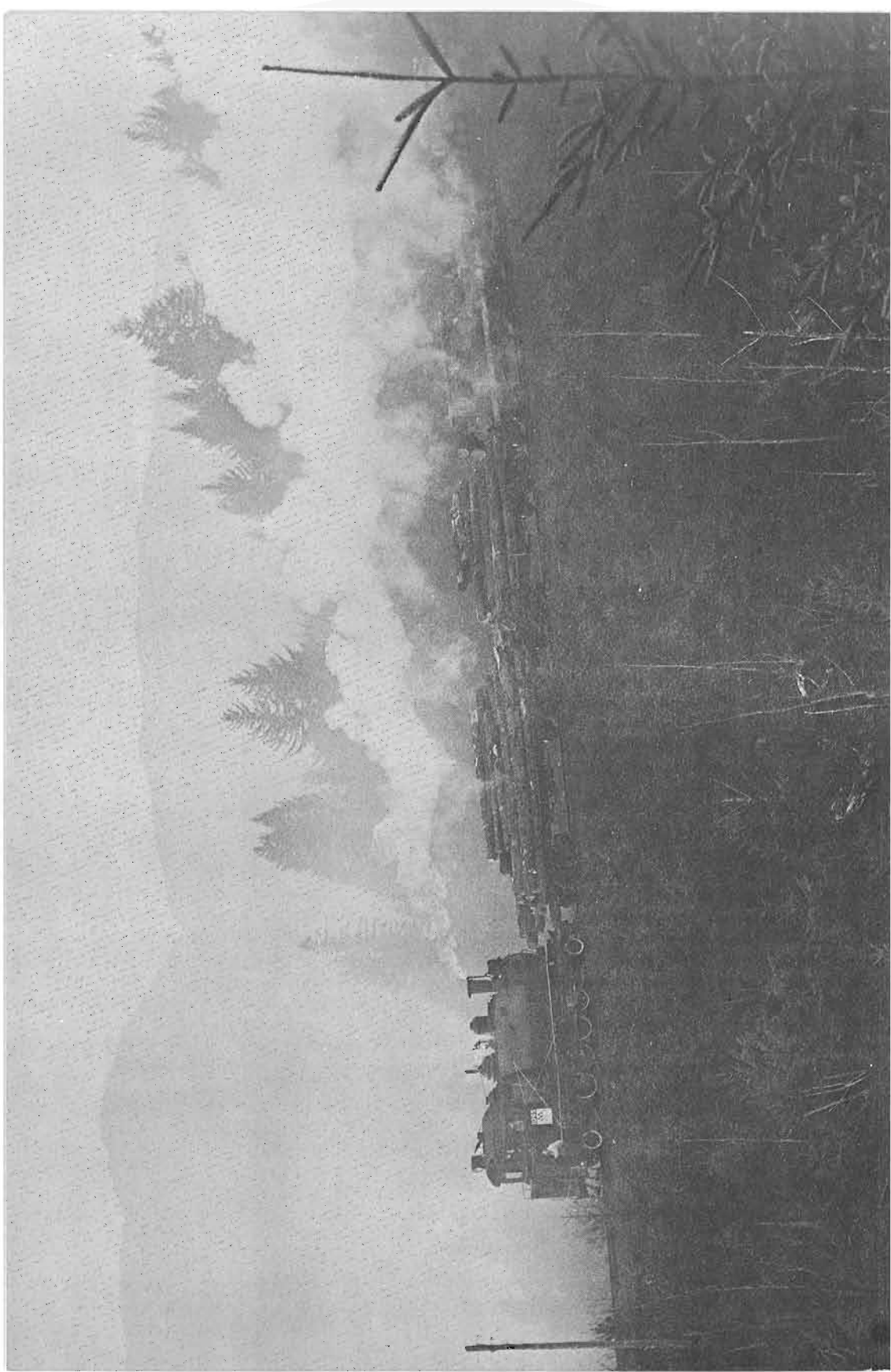
However, the uniqueness of Canadian Forest Products' operation resides in two geared oddities that still see periodic use. Some time back, when an ageing 2-truck Climax and a rundown Shay had steamed their last, their boilers were cast aside and diesel-equipped car-bodies were positioned on their geared frames, making a most peculiar result. At Woss Camp, one may also see a squat Porter 2-6-2T, no. 116, on open display. Canadian Forest Products' interesting show can be reached by road from Campbell River, or by car-ferry from Kelsey Bay, but one should secure permission from the Company at Campbell River, before setting out to inspect this intriguing operation. There is some sensitivity, since acute vandalism to a stored locie, several years back, forced the Company to scrap her.

Nearer to the Province's largest city, at North Vancouver, Vancouver Wharves sees the operation of two Pacific Coast-type Shays. A more detailed report on these two locomotives is anticipated in the pages of this magazine, so it is sufficient to say that they are still operating in the summer of 1968.

Finally, it should be mentioned that those locies that are still running should continue to do so for several years to come. A roster of those operating and some retired and displayed side-kicks concludes this article.

CANADIAN FOREST PRODUCTS COMPANY, Beaver Cove, V.I., B.C.

113	2-8-2	ALCO c/n 61859	1920	On standby; ex P.A. & P., no. 102 Alberni Pacific no. 6 Macmillan-Bloedel 1st. no. 1055
116	2-6-2T	Porter c/n 6821	1924	On display at Woss Camp; ex Powell River Company Salmon River Logging no. 4
251	2-truck Shay	LIMA		Rebuilt 1951 by Tyee Machinery to diesel- Shay.
252	2-truck Climax			Rebuilt by Canadian For- est Products to diesel- Climax.
253	0-4-0 gas	Canadian Forest Products		
301	SW	General Motors Diesel 14829	1956	1,200 hp.
302	SW	G.M.D. 14830	1956	1,200 hp.
303	SW	G.M.D. 14831	1956	1,200 hp.





COMOX LOGGING AND RAILWAY CO., Nanaimo Lakes & Campbell River, B.C.

2	2-6-2T	BALDWIN	c/n 34921	1910	On display at Tourist Information Centre, Courtenay, B.C. ex Canadian Western Lumber no. 2.
7	2-6-2	BALDWIN			On display at Squamish, B.C., under combined name of Pacific Great Eastern-Crown Zellerbach. ex P.G.E. no. 2.
11	2-8-2	BALDWIN	c/n 57409	1924	On display at Arboretum, Ladysmith, V.I., B.C. ex Donovan-Corkery no. 4.
12	2-truck Shay	LIMA	c/n 3311	1927	On display at Arboretum, Ladysmith, V.I., B.C. ex Squamish Timber no. 2.
15	2-truck Shay	LIMA	c/n 3289	1925	In service in 1968 at Elk Falls mill, Campbell River, V.I., B.C. ex Merrill-Ring Lumber Co.
16	2-8-2	BALDWIN	c/n 61159	1929	Donated to West Coast Railfans Association, Vancouver, B.C. In 1967, operated on Alaska Railroad, Anchorage, Alaska. ex C.R. McCormick no. 101.
7128	"vo" diesel	BALDWIN	1943		In service 1968, Ladysmith V.I., B.C. ex United States Navy.

COWICHAN VALLEY FOREST MUSEUM, Duncan, V.I., B.C.Operational engines:

1	2-truck Shay	LIMA	c/n 3147	1920	Converted from standard to 36"-gauge in 1964. ex Osborne Bay Wharf Co. 1 Hillcrest Lumber, no. 1
24	0-4-OT	VULCAN			36" gauge; named SUSIE.
25	0-4-OT	KINGSTON			36" gauge; named SAMSON.
(none)	0-4-0 gas	PLYMOUTH			36" gauge; named SANDY.



PROBABLY THE MOST THOROUGHLY "ATMOSPHERIC" PORTRAYAL OF MACMILLAN BLOEDEL no. 1055, as she winds her train down the 16-mile line from the Company's logging limits to the shores of the Strait of Georgia, 1,000 feet below.
Photo courtesy MacMillan Bloedel Limited.

THE LAST ACT FOR MACMILLAN BLOEDEL'S NO. 1055 was on Monday, December 1, 1969, when Engineer Peter McGovern and Fireman Fred Lawes brought the last logging train out of the woods. This was the conclusion of 41 years of faithful service in the forests of Vancouver Island.

Displayed engines:

1	2-truck Shay	LIMA	c/n 2475	1911	Owned by Mr. G. Wellburn ex Mcmillan-Bloedel no.1. First superheated Shay in British Columbia; donated to C.V.F.M. by Mayo Lum- ber Co., Paldi, B.C. ex Mayo Lumber Co. no.3.
3	2-truck Shay	LIMA	c/n 3262	1924	
9	2-truck Climax	CLIMAX	c/n 1359	1915	Donated to C.V.F.M. by Hillcrest Lumber Co. , April, 1967. ex M.D.Olds, Michigan, U.S. Hillcrest Lumber Co. 44 Hillcrest Lumber Co. 9

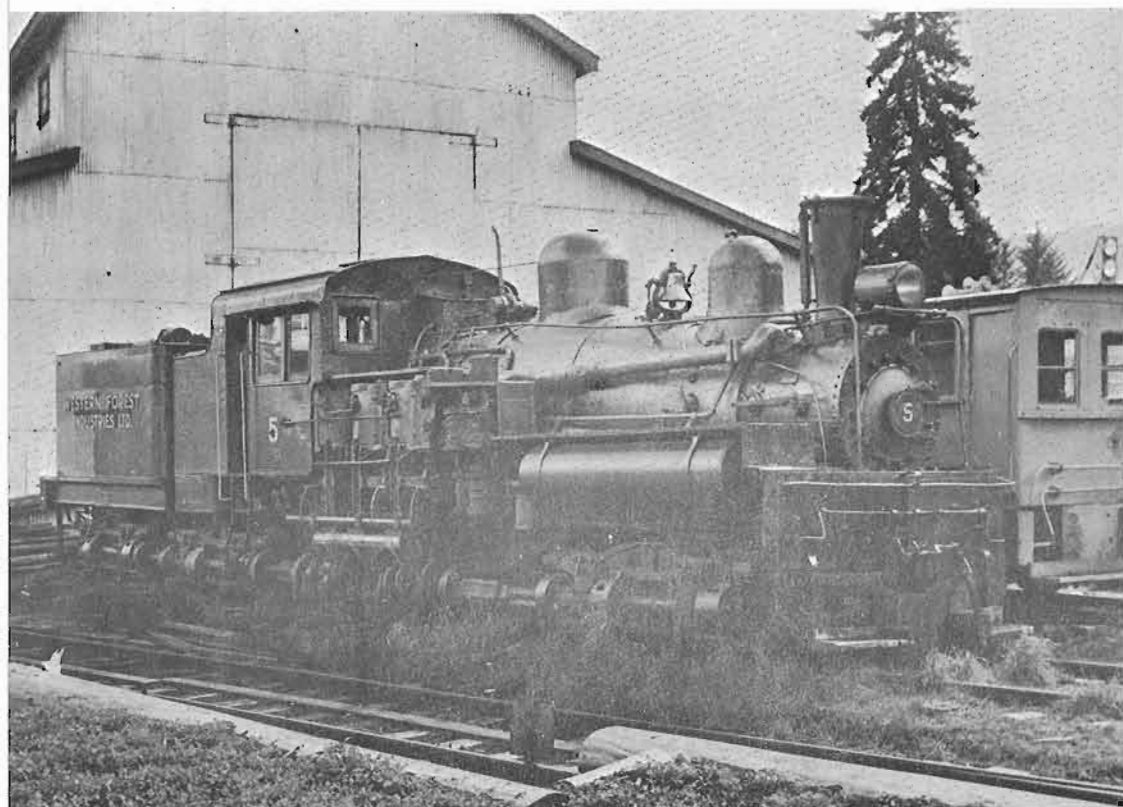
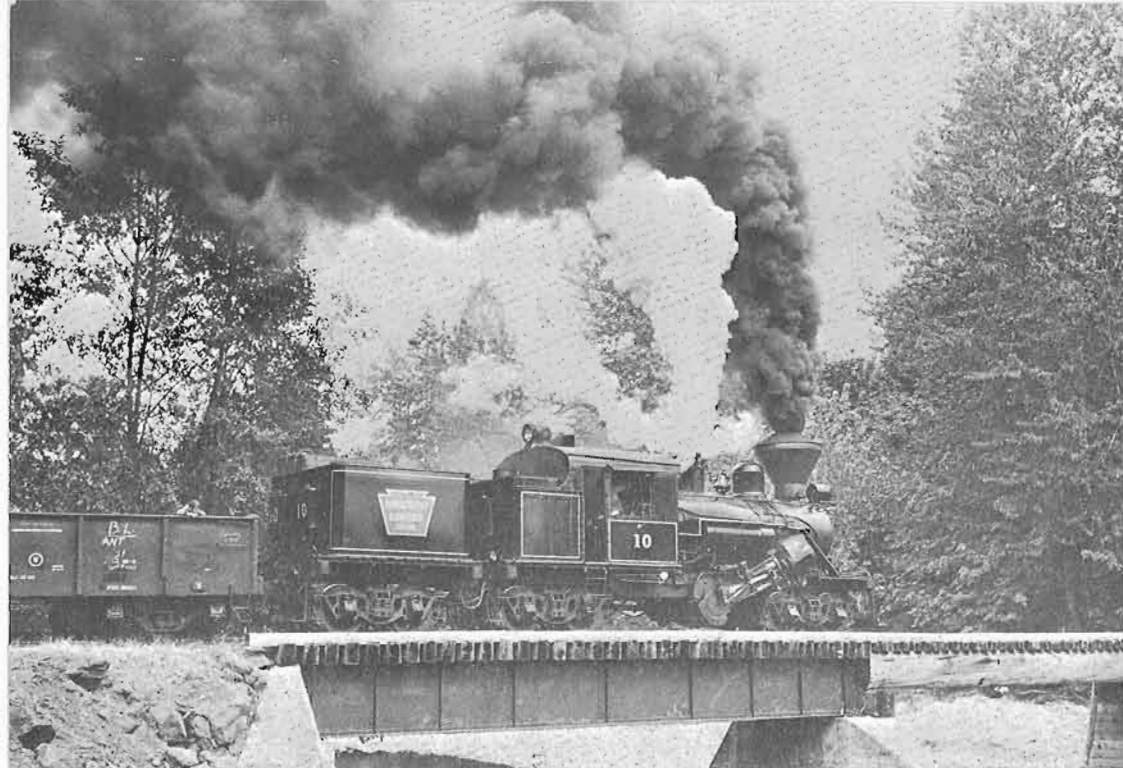
(Cowichan Valley Forest Museum is open to the public from May through September of each year. Information available on request.)

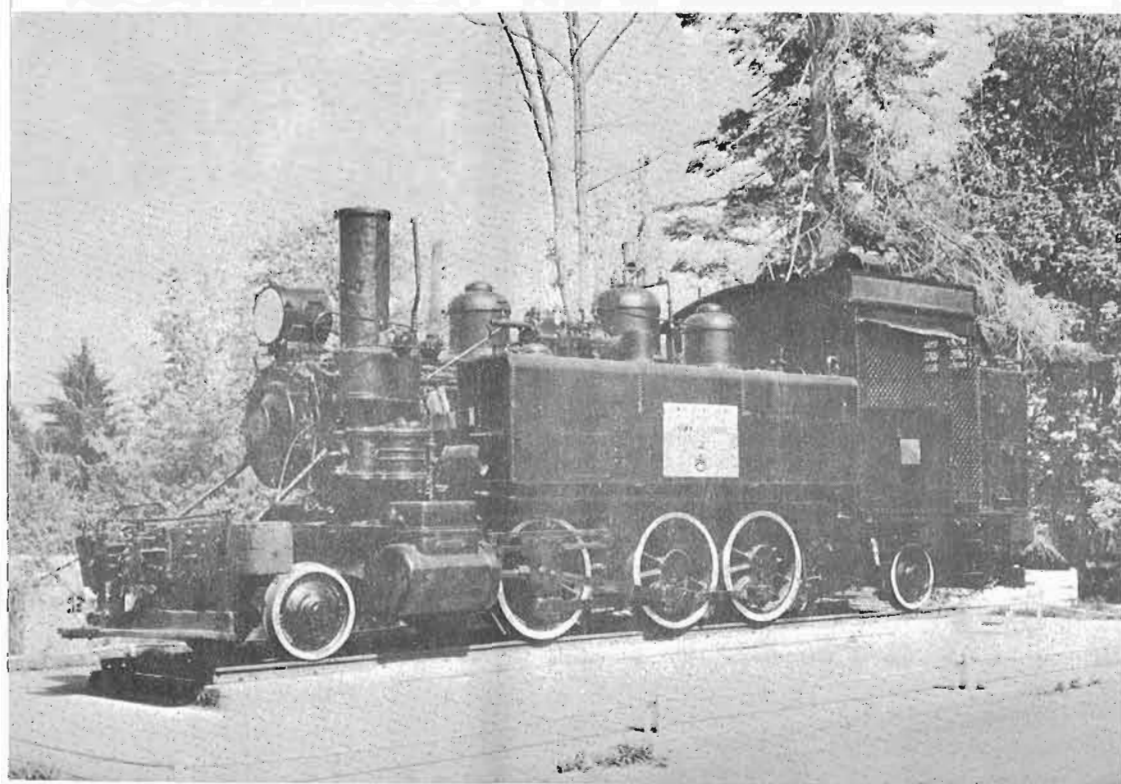
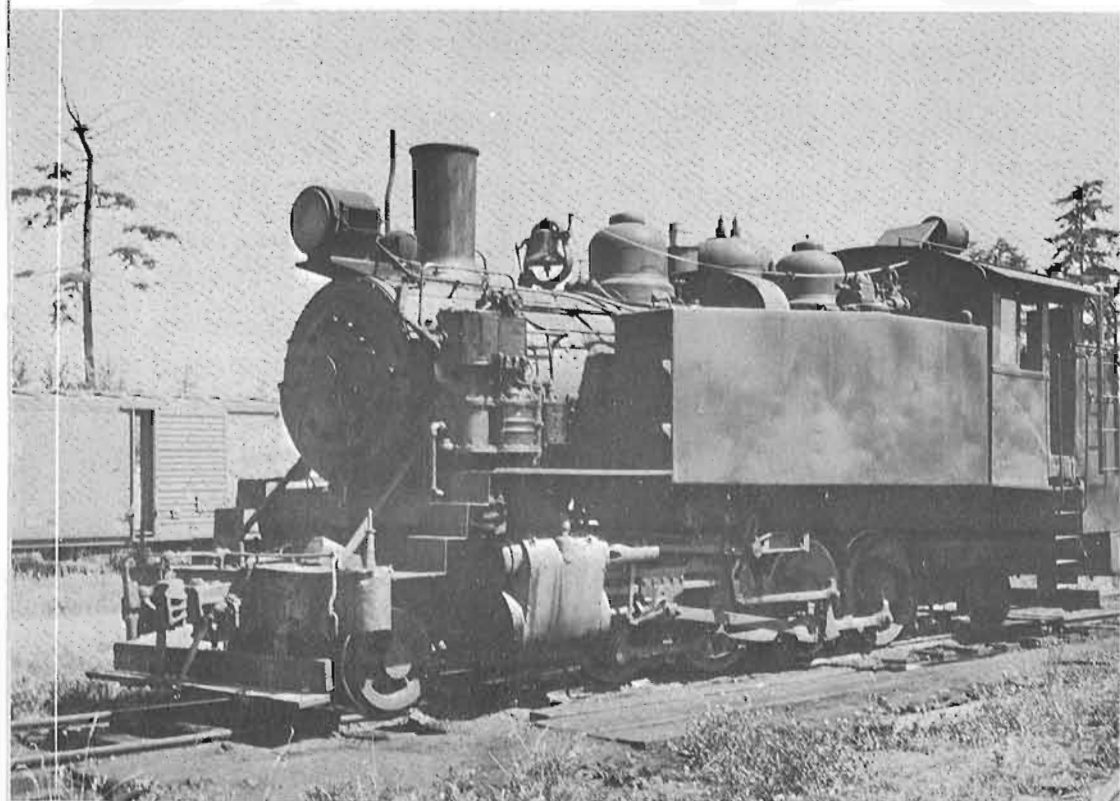
HILLCREST LUMBER COMPANY, Mesachie Lake, V.I., B.C. (Operation closed)

10	3-truck Climax	CLIMAX	c/n 1693	1928	Purchased new by Hillcrest. Sold to private interests in February, 1969, of Van- couver, B.C.
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MACMILLAN-BLOEDEL LIMITED, Chemainus and Nanaimo, V.I., B.C.

2	2-truck	LIMA			On open display, Port Alberni, B.C.
1011	(diesel)	General Electric	380 hp.	In use at Harmac Pulp Division, Nanaimo, B.C.	ex Nanaimo Sulphate & Pulp no. 1.
		c/n 29936	1949		
1012	(diesel)	General Electric	600 hp.	In use at mill, Port Alberni, V.I., B.C.	ex P.G.E. no. 551.
		c/n 29951	1948		
1044	2-6-2T	PORTER	c/n 6877	1924	In use at mill, Chemainus, V.I., B.C.
					ex Victoria Lumber no. 4 Timberland no. 4
1055	2-8-2T	BALDWIN	c/n 60942	1929	In service on log run at Nanaimo River Camp, V.I.
					ex Campbell River Timber 2 Macmillan-Bloedel 1007
1066	2-8-2T	BALDWIN	c/n 58687	1925	On standby to no. 1044 at Chemainus, V.I., B.C.
					ex Bloedel, Stewart & Welch, no. 4.
1077	2-6-2	MONTREAL Loco. Works	c/n 65337	1923	In service on log run at Nanaimo River Camp, V.I.
					ex Victoria Lumber, 2nd. no. 7 Cathel & Sorenson no. 1.





4012 0-6-0 LIMA

Sold in 1964 to Dr. P.d'Es-
trube, Victoria, B.C.
Stored on own spur at Na-
naimo Camp, V.I., B.C.
ex Pacific Coast Terminals
no. 4012.

BRITISH COLUMBIA FOREST PRODUCTS, Victoria & Crofton, V.I., B.C.

9 (diesel) GENERAL ELECTRIC

In use at mill at Crofton,
V.I., B.C. Centre-cab
unit.

(?) steam- (unknown)
crane

In use in drying yard, Vic-
toria Mill, Victoria,
B.C.

VANCOUVER WHARVES LIMITED, Vancouver, B.C.114 3-truck LIMA c/n 3320 1928
Shay

In service, 1969.
ex Mayo Lumber Co. 4
Western Forest Pro-
ducts no. 5.

115 3-truck LIMA c/n 3350 1930
Shay

In service 1969.
ex Canadian Forest Produc-
ts no. 115
Hillcrest Lumber no. 11.

IN THE SPRING OF 1969, HILLCREST LUMBER COMPANY of Mesachie Lake, Vancouver Island, B.C., abandoned the last of its railroad and Climax no. 10, shown here crossing Robertson River, became redundant. By June, it was reported that No. 10 had been sold to Mr. Terry Fergusson, a Vancouver student, who planned to operate the 41-year old "locie" as a tourist attraction. This excellent photo was taken by Doug Cummings of Vancouver, B.C.

Pacific Coast Shay no. 5 of Western Forest Industries relaxes along with 0-6-0 Cummins diesel no. 7 at the Honeymoon Bay mill. No. 5 was sold in 1965 to Robert Swanson, for use on the Vancouver Wharves Railway at North Vancouver, where she runs today as Railway Appliance Research Limited No. 114. Photo by John Hoffmeister.

Nameless and numberless, MacMillan Bloedel & Powell River 2-8-2T no. 1066 has just finished a day's work around the Chemainus Mill. Six years after being caught on film, the little pot still relieves 2-6-2T no. 1044 when the latter is laid up for repairs. Over her numberplate hangs a metal strap used as a safety connection to the train should the car bet

Comox Logging & Railway Company Limited 2-6-2 no. 2, on display at Courtenay, B.C.'s tourist centre. The little 1910 Baldwin served most of her 51-year career on the Courtenay operation. On her last trip before being set up for display, she ran over the Esquimalt & Nanaimo from Ladysmith to Courtenay under her own steam. Photo by John Hoffmeister.

THE SAD SEQUEL.....

Early on the foggy morning of December 1, 1969, engineer Peter McGovern and fireman Fred Lawes nudged their faithful 2-8-2 saddle-tank steamer No. 1055 up to the first coupler of the final train of 32 loads. The event was more than the end of another logging railroad. It was also the very end of the daily revenue service of the steam locomotive in western North America. Since the beginning of the age of steam in Vancouver Island railroad logging, with the old British Columbia Mills Timber & Trading at Rock Bay in 1899, now for the first time the woods are silent and the sound of the steam pot is no more.

In 1970, Crown Zellerbach's two-truck Shay no. 1 is infrequently used at the Elk Falls pulp mill, Campbell River, B.C. and of course there is the annual pilgrimage of Canadian Forest Products' 2-8-2 no. 113 over part of their line at Woss Camp in the Nimpkish Valley, the first weekend in June.

With the departure of no. 1055 from the Nanaimo River Camp, the long history of steam railroad logging draws to a close. The 17-mile run to the Ladysmith diamond only took about 40 minutes. On arrival at the interchange with the Esquimalt & Nanaimo (Ladysmith diamond), engine no. 1055 was retired in a brief ceremony and the loads were turned over to the E&N for transportation to the Chemainus mill. At Chemainus, another 2-8-2T, no. 1066, with engineer Ed Marty, took the final train down the long switchback to the log dump.

The decision to convert completely to truck haulage was not made by MacMillan Bloedel until late in 1969. The main reason for the decision was the high rate for trans-shipment over the E&N, in addition to the fact that the capacity of the aging skeleton flats, compared to that of modern logging trucks, was quite limited. Ironically, No. 1055 had undergone extensive rebuilding just the winter before. By the spring of 1970, no logs had been brought out over the new truck road into Copper Canyon, which leads to the Chemainus Mill.

At the time the railway line was closed, two steam locomotives were kept at both Nanaimo River and Chemainus, with one in service and the other as standby, in each operation.

The future of the Comox Logging & Railway Company's line, a subsidiary of Crown Zellerbach Building Materials Limited, is also in doubt, since MacMillan Bloedel shared both operation and upkeep of the line from Ladysmith to Nanaimo Lakes on that part of it which was jointly-operated.

Comox Logging have used an eight-cylinder Baldwin VO diesel engine for the 23.5-mile log haul, since 1960. During November 1969, the mechanical marvel hauled an average of four round trips with 30 cars each.

Thus, the most likely solution to log transport would be the retention by Comox of one of the former MacMillan Bloedel steam engines, on a standby basis, since Comox's timber is in much shorter supply than MacMillan's and a total conversion to trucks for a period of perhaps only five years would not be very logical.

In the final analysis, it appears probable that MacMillan Bloedel will need the services of a locomotive around the barge slip, drying yard and interchange at the Chemainus Mill. If this is the case, two of the four steam locomotives might still be used occasionally.

LOCOMOTIVE ROSTER.

CHEMAINUS MILL OPERATION:

No. 1044 2-6-2T Porter 1924 b/n 6877
ex Timberland Development Company no. 4 Youbou, B.C.
ex Victoria Lumber & Manufacturing no. 4 Chemainus, B.C.

As of November, 1969, no. 1044 was inoperable at Chemainus. She will probably be placed on display at the mill.

No. 1066 2-8-2T Baldwin 1925 b/n 58687
ex Bloedel Stewart & Welch no. 4 Menzies Bay, B.C.

As of November, 1969, no. 1066 is used in limited service at the Chemainus mill.

NANAIMO RIVER OPERATION:

No. 1055 2-8-2T Baldwin 1929 b/n 60942
ex Campbell River Timber no. 2
ex MacMillan Bloedel no. 1007
ex Comox Logging & Railway Company Limited no. 18

No. 1055 will likely be retained by MacMillan Bloedel.

No. 1077 2-6-2 Montreal 1923 b/n 65337
ex Cathel & Sorenson no. 1 Port Renfrew, B.C.
ex Victoria Lumber & Manufacturing 2nd. no. 7, Chemainus.
No. 1077 eventually went to Nanaimo River Camp as standby for no. 1055.
She will be preserved.



WELCOME !

A HEARTY WELCOME TO THE "PACIFIC COAST BRANCH"

IT IS WITH CONSIDERABLE PLEASURE
AND NO LITTLE PRIDE
THAT WE WELCOME TO THE ASSOCIATION
THE PACIFIC COAST BRANCH
MOST RECENTLY ORGANIZED
OF THE ASSOCIATION'S THREE BRANCHES.

The result of many months of careful planning was approved by the Association's Board of Directors on August 31, 1970, when the certificate ratifying the formation of the PACIFIC COAST BRANCH of the Canadian Railroad Historical Association was granted.

The following members of the Association made application for this certificate:

D.L.Davies	E.W.Johnson	W.Joyner
D.E.Cummings	T. Fergusson	J. Lambert
R.W.Lockie	A.Lill	D.McGougan
	R.Meyer	

The first official meeting of the new Branch was held on October 27, 1970. Enthusiasm for projects such as field trips, railway research, a museum and a model layout is running high.

It is expected that officers and committee chairmen will be elected at a meeting to be held in December. Meanwhile, interested persons in the Vancouver area have been asked to complete questionnaires relating to their special interests in railways.

The official address of the PACIFIC COAST BRANCH is P.O.Box 1006, Station A, Vancouver 1, B.C. Information may be obtained by communicating with this post office box.

A HEARTY WELCOME TO THE "PACIFIC COAST BRANCH" !

EXPLORATIONS

with

David L. Davies

The south-central portion of British Columbia-Canada's most westerly Province, which in 1971 will celebrate its Centennial - is still a focal point for the Canadian railway historian. For many years the locale of a complex and unique rail-water transportation system, today this region contains many interesting railway relics.

The accompanying photographs taken by Mr. David L. Davies in this section in the summer of 1970 portray some of the more interesting of these relics.

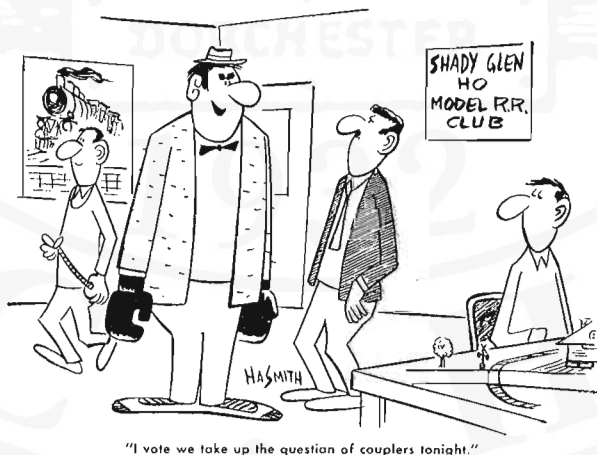
Just beyond the "station" at Nakusp, B.C., on the shores of Upper Arrow Lake, the rails of CP RAIL's "Main Line", as well as those in a pile of "discards" beyond the shack on the right-hand side of the track are dated 1884, 1885 and 1886 and are identified as being rolled variously by Barrow (England), Borchum (Krupp-Germany), Blaenavon and Dowlais (Wales).

At the north end of Kootenay Lake, CP RAIL today maintains about a quarter-of-a-mile car-barge switching layout. This was formerly the ship-to-shore portion of the line from Lardeau to Gerrard - 33 miles built in the period 1900-1908. The rails leading to the wharf are mainly Cammell-Sheffield (England) 1885, but there are some Barrow (England) 1880 at odd places. There is also a stub-switch (Rocky Mountain Branch please note).

The switch-stand shown is not that belonging to the aforementioned stub-switch, but is not more than 50 yards from it. The car-barge loading slip at Lardeau can be seen in the upper right-hand portion of the photograph.

Mr. Davies took these photographs in September, 1970.

Cartoon courtesy MODEL RAILROADER



"I vote we take up the question of couplers tonight."





BY F.A. KEMP

TIME-TABLE TUMULT and BUDD-CAR BOW-OUT = = = =

Canadian National made most of its schedule changes on September 14th., this year (1970), but has not yet issued a new public system time-table, apparently preferring to wait until the end of 1970. Meanwhile, to fill the interval, two condensed pocket folders have been re-issued, designated CE1 and CW1. In addition to the usual adjustments to the Montréal-Gaspé and Montréal-Toronto-Vancouver services which are made each September, the Montréal-Toronto morning TURBO Trains 62 and 63 were rescheduled to leave at 0910 instead of 0745. To accommodate this change, RAPIDO Trains 60 and 61 and LAKESHORE Trains 50 & 51 were each set back 10 minutes, leaving at 0920 and 0930, respectively.

The afternoon TURBO Trains 68 & 69 were retimed from 1610 to 1630. All TURBOs stops at Guildwood were eliminated, but Trains 63 and 68 stop at Montréal's Dorval suburb. Ottawa-Montréal Train 36, whose earlier departure time was often a source of complaint now leaves at 1730. Ottawa-Brockville Trains 40 & 41, which connect with Trains 50 & 51 at Brockville had the same 10-minute adjustment made in their schedules.

One change was made on November 8th., when Ottawa-Toronto overnight Trains 48 & 49 were combined with Montréal-Toronto Trains 58 & 59 at Belleville. The Montréal-Port Huron Sleeping Car Service was also discontinued, ending the last sleeping car service into southwestern Ontario.

CP RAIL's new timetable reflects the drastic cuts made in Montréal-Ottawa and Montréal-Sherbrooke services on August 1st. 1970, but the arrangements for the end of the Toronto-Owen Sound service were made just a little too late. The last run was to be made by Train 305 on Friday, October 30th., five days after the change of time! The Toronto-Buffalo-New York service, formerly an overnight coach and sleeper with a two-hour lay-over in Buffalo, was changed to a Toronto-Buffalo "Dayliner", operating as Trains 321-376 and 371-322, connecting with Penn Central's "Empire Service" Trains 74 & 71, to and from New York City.

Montréal-Québec (City) Trains 151 & 152 were reduced to "except Sunday" operation from "daily", while afternoon Trains 153 & 154 were named MAISONNEUVE, after Paul Chomedey, Sieur de..., founder of Montréal. All trains were slightly rescheduled and the local stops are made by Trains 151 (153 on Sunday) & 156. It is noteworthy (but probably unimportant) that Train 155 has a 3-minute connection at Montréal with Delaware & Hudson Train 10.

On the Montréal-Vaudreuil-Rigaud suburban line, there was considerable rescheduling and renumbering of trains, resulting in the elimination of one trip each way between Montréal and Hudson, (Trains 261 & 264), but restoring the number of train-sets used from six to seven. Trains eliminated were "return trips" which carried

few passengers, but allowed one train-set to make two runs. The two "late runs" were made half-an-hour later, leaving Montréal at 2130 and 2330, while two rush-hour trains reverted to their former departure times of 1640 and 1750. The "gallery" cars now go to Vaudreuil on Train 243 at 1640, return on Train 248 arriving at 1830 and leave again at 1845 as Train 275 for Rigaud, returning the following morning.

Hallowe'en 1970 may be remembered by residents of the area of southwestern Ontario bordering on Lake Huron as the time when they had their last passenger train ride. Passenger service ended October 30 & 31 and November 1 on five regional branch lines (four CN, one CP RAIL), all of which were served by the fast, versatile, self-propelled rail-diesel car. Most of the "trains" carried over-capacity loads of children and others, riding for short distances during the last few days of operation, including a party of 50 costumed Hallowe'eners, who probably failed to realize that it was CN who was playing the trick or that riding buses from Kincardine to Toronto would be no treat!

Trains affected were 670-671-672, Toronto-Owen Sound; 656-668-669, Palmerston-Southampton; 662 to 667 inclusive, Stratford>Listowel-Palmerston-Kincardine; 660-661, Stratford-Goderich and CP RAIL Trains 304-305-306, Toronto-Orangeville-Owen Sound.

All trains ran "passenger extra" after October 25th. Cars used in the last days of operation were CP RAIL 9103 and CN 6101, 6110, 6118 and 6354. Car 6110 is the original Budd Company RDC-1 demonstrator no. 2960 which first appeared on CN's rails in 1950. Its unusual Pioneer III trucks were of interest to last-day-of-operation photographers.

The fusillade of exploding torpedoes, as the last trains passed through Palmerston marked not only the end of passenger service but the eclipse of this once-busy railway centre's importance. Service on most of these lines dates back to the 1870's when the Grand Trunk and the Great Western Railway interests built branch lines into the area during the competitive period which terminated in the GTR-GWR merger in 1882. The Stratford-Goderich line was part of the Buffalo & Lake Huron Railway, opened in 1856 and later acquired by the Grand Trunk. It has enjoyed passenger service for most of the ensuing 114-year period, but was apparently closed for a month after the change of gauge in 1873 and used for storage of broad-gauge rolling stock while the Stratford Shops caught up with the back-log of conversion work.

The CP RAIL Toronto-Owen Sound line was the result of the efforts of two predecessor companies, the Credit Valley Railway and the Toronto, Grey & Bruce Railway, both of which built lines from Toronto to Orangeville in the early 1870's via different routes. The T.G. & B. built westward to Teeswater (with Grand Trunk support), but was bought out by the Canadian Pacific in 1884, one year after it had acquired the Credit Valley. Canadian Pacific then built northward to Owen Sound, thus securing a base for steamship operation on the Great Lakes, which continued until after World War II. The present line uses the Credit Valley from Toronto to Melville and the T.G. & B. from Melville to Fraxa (delightful name!). The pine-clad

slopes of the Credit River valley, with the high bridge at Forks of Credit, is the principal scenic attraction and well-remembered by railway enthusiasts.

CORNWALL STREET RAILWAY - OVER AND OUT? = = = =

The City of Cornwall in eastern Ontario has been served for 101 these many years by a company which was typical of many such enterprises which formerly operated in small cities and towns everywhere in North America. The Cornwall Street Railway, Light and Power Company - to give it its full title - provided public transportation in and around Cornwall with electric streetcars until 1948 and thereafter with trolley coaches and motor buses. It also switched an ever-increasing number of freight cars between the Canadian National and CP RAIL and most of the local industries. It sold and distributed electric power through its own system in the area. It operated school buses under contract with the local school boards.

Following the replacement of the streetcars by trolley coaches and buses, a belt-line was built to eliminate most of the middle-of-the-street trackage. Spur lines were extended to new industries. Replacement electric locomotives, sweepers, a plow and spare parts were acquired from other electric lines as the latter were abandoned or converted to diesel unit operation.

Recently however, the Company has been feeling the financial squeeze. To reduce expenses, rail switching services were cut back, resulting in complaints from the industries and the connecting railways, which were themselves hard-pressed to retain the high-rated Cornwall freight traffic against aggressive highway competition. This led to an option being taken by CP RAIL to purchase the CSR's rail facilities. The option was later retailed to Canadian National, this company to purchase the property on or before December 31, 1970. The purchase would include existing trackage, ten electric locomotives, service units and one building. Measures to protect the interests of CSR employees were to be included in the agreement.

CN proposes to abandon existing trackage of the "old Main Line" between York and McConnell Streets, over which the CSR has been operating; re-lay track on the former New York Central roadbed to a connection with the Kingston Subdivision (CN's present main line) and use this route instead of the old one between the east and west sections of Cornwall. Presumably the electric operation would be phased out as soon as possible after the purchase, as was the procedure several years ago at Oshawa and St. Catharines, Ont.

The transit operation has contributed greatly to the CSR's financial problems, as it has been run at a loss for several years. The trolley coaches ended their service May 31, 1970 and were sold to the Toronto Transit Commission to provide spare parts for the electrical components of the TTC's rebuilt vehicles. December 31 was the terminal date for the CSR's transit operation and at the time of writing, City Council is considering a number of proposals for continuing transit service. Some form of stop-gap service will have to be arranged after the end of the year until another operator can resume the service.

Most of the proposals made to date anticipate a deficit operation, the deficit being paid by the City. This requires referendum approval, which would not be possible to obtain until the end of the year, at the earliest.

"FLYING SCOTSMAN" 'MID FLYING SNOWFLAKES = = = =

The eight-car exhibition train hauled by Alan Pegler's pacific-type locomotive ex-INER no. 4472 "Flying Scotsman" completed its tour of the central United States and Ontario and Québec early in October, 1970 at Niagara Falls, Ont. After spending some time in Canadian National's yard at the border city, the train was brought back to Toronto October 31 for storage. The locomotive will be kept at CN's Spadina Roundhouse and indoor storage will be provided for the pullman parlor car "Lydia" and the observation-lounge car. Mr. Pegler is attempting to organize a tour to Canada's west coast in 1971, with a possible side-trip to westcoast United States cities. If he is successful in this endeavour, the exhibition train may make the trip over Canadian National rails. The possibility that the exhibition train will return to the United Kingdom is quite remote and in some quarters it is rumored that the "Flying Scotsman" will be sold in North America if a purchaser can be found.

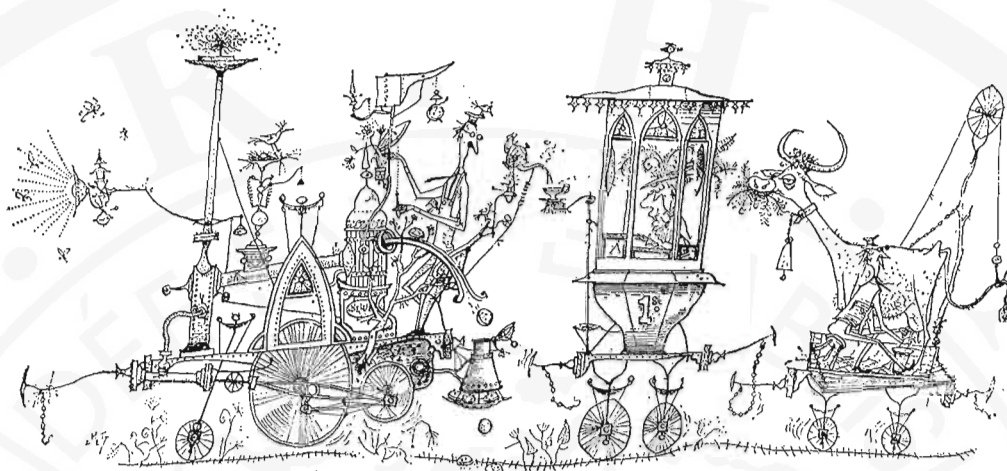
RIDDLE: WHEN IS A PASSENGER TRAIN SERVICE? = = = =

The Canadian Transport Commission recently answered this enigmatic question when Penn Central applied for a subsidy for its two passenger trains which operate through Canada between Fort Erie, Ont. and Windsor, Ont., in each direction, on their Buffalo-Detroit-Chicago journeys. This application was promptly refused by the Commission on the ground that the service was not a passenger train service within the meaning of the Canadian Transport Act.

Penn Central thereupon retaliated by discontinuing all stops in Canada except for Canadian Customs' inspection and crew changes. Stops are normally made at Fort Erie, St. Thomas and Windsor, Ont. The trains, numbers 14, 17, 52 and 351 formerly served Welland, Waterford, Tillsonburg and Ridgeway, Ont. They form part of the Penn Central's blanket application to discontinue all passenger train service west of Buffalo and Harrisburgh, which is still pending before the United States' Interstate Commerce Commission.

URBAN REDEVELOPMENT: KEEP YOUR CITY BEAUTIFUL = = = =

Canadian National opened its Saskatoon, Sask. civic centre project on the site of the former conveniently-located passenger station and coach yard, recently. On November 14, 1970, the Algoma Central Railway, not to be outdone by the two larger systems, announced plans for a new civic centre, to be built along the water-front area of Sault Ste. Marie, Ont. To cost \$30 million, it would include a new city hall, shopping plaza, hotel and apartment buildings. Shades of Clergue!



The AFTERNOON TEA-TRAIN TO WISTERIA HALT

by E.M. ET

CANADIAN RAIL

published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION

P.O.Box 22, Station "B"
Montreal, Que.

Associate Membership including 11 issues of
"Canadian Rail" 8.00 annually.

EDITOR S.Worthen

PRODUCTION P.Murphy

EDITORIAL ASSOCIATE - F.A.Kemp

DISTRIBUTION J.A.Beatty & F.F.Angus

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