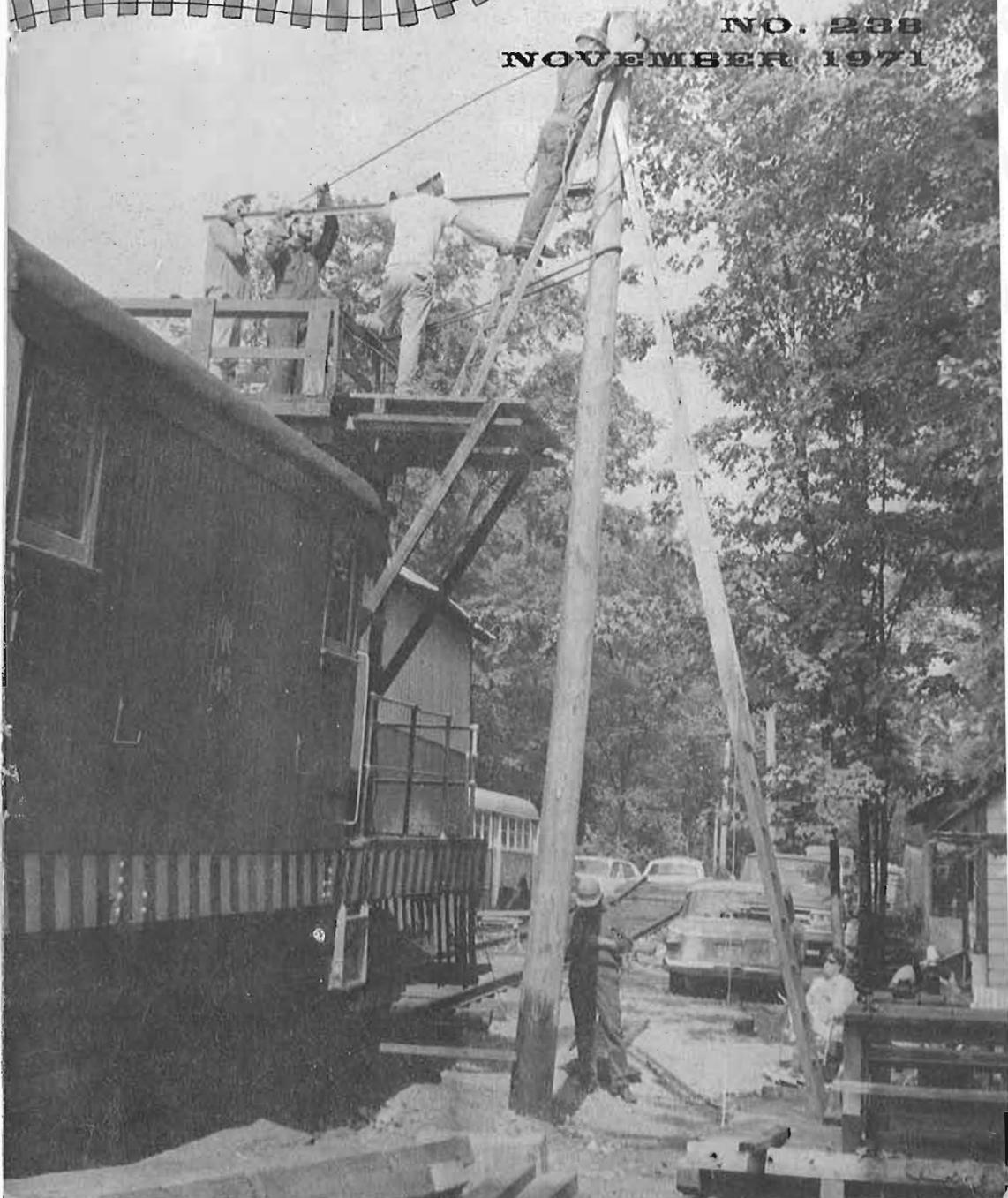


# Canadian Rail



NO. 238  
NOVEMBER 1971





# PRESIDENT JOHNS, YOU MAY TURN ON THE POWER!

S.S.Worthen.

When you're zipping along at 70 per -  
on Ontario's Highway 401 -  
otherwise, the double-divided  
Macdonald - Cartier Freeway,  
heading west from Toronto,  
you may not remember -  
and you'll never guess  
that less than ten miles away  
there was once a busy electric  
interurban railroad!

Back in what some trolley enthusiasts nostalgically refer to as "The Good Old Days", the Toronto Suburban Railway had an interurban line to the not-too-distant city of Guelph. And this line passed through this very locale. The old roadbed is still quite visible for most of the distance. As far as Georgetown, power line poles located upon the old right-of-way mark its path.

In other places - would you believe - there are today streetcars once again operating on the line - on sunny summer Sunday afternoons, that is.

As you zip along the double-divided highway, you should keep a lookout for Interchange 38. Let nothing prevent you from turning on your right flasher and exiting to the Campbellville Road. You should then continue up the road for about seven miles, whereupon you will reach the enterprise which is the chief activity of the Ontario Electric Railway Historical Association. This activity is the HALTON COUNTY RADIAL RAILWAY - since May 24, 1971, the only operating streetcar line in Canada - not counting, of course, the commercial enterprise known as the Toronto Transportation Commission!

When it is completed, the Halton County Radial Railway will have more than 1.25 miles of electrified trackage - street or inter-

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MEMBERS OF THE HALTON COUNTY RADIAL RAILWAY ARE HARD AT WORK INSTALLING bracket arms for the overhead, using ex-Oshawa Railway line car number 45. Do not be misled - the pole is supposed to lean 10° away from the track. Photo O.E.R.H.A. Halton County R.R.

Ex-Montreal & Southern Counties Number 107 - not yet regauged - stands at Nassagaweya Junction in 1957, opposite Carhouse Number 1, then under construction. Photo O.E.R.H.A. Halton County Radial Railway

urban, whichever you prefer - with all the necessary appurtenances. It is located on and will be built through an adequate property of some 38 acres. Two-thirds of the HCRR's main line is located on the former roadbed of the Guelph interurban portion of the Toronto Suburban Railway of yesteryear, as previously stated. The main-line rail laid to date is heavy enough, being 85 pounds to the yard. Barn and yard trackage is slightly lighter. The main-line overhead thus far erected is of catenary construction, suspended from pole brackets, and designed for either pantagraph or trolley-pole operation.

Power for the cars is presently supplied by a solid-state rectifier with a capacity of about 200 hp., housed in a concrete-block substation. Within two to three years, it is planned to supply power in more lavish amounts to the catenary from a 500 kw. motor-generator set, obtained from the Oshawa Electric Railway of Oshawa, Ontario. The m-g set is installed but has not yet been placed "on-line" (a power company term for "in operation"). The electrical department of the HCRR has constructed a comprehensive dispatching - communications telephone system along the more-than-mile-long line.

It should be pointed out that since the emphasis at the Halton County Radial Railway is on operation - rather than simple preservation and display, the connotation "museum" has been omitted intentionally from its name. Moreover, buildings on the site are designed exclusively as storage structures. Carhouse Number 1 is 170 x 25 feet and provides covered, closed storage space for all but four of the HCRR's cars. Carhouse Number 2 - presently under construction - is a steel-framed building and will contain the remaining vehicles.

Passenger terminal facilities are provided by a large station building, the former Canadian National Railways' station at Rockwood, Ont. It is a classic wooden railway station of Grand Trunk Railway Company design, measuring some 30 x 60 feet and was purchased by the HCRR in August, 1971. It is scheduled for removal "as is" from its present location over the seven miles intervening to the HCRR late in 1971. At times things move fast for the HCRR. After receiving title to the station in September, it was necessary to remove the building from Canadian National's property within 90 days!

Plans call for the partial restoration of the operator's office, to serve as dispatching headquarters for the HCRR. The baggage room will become a display area for small artifacts relating to railways. The elaborate bronze and plate-glass ticket windows, salvaged from the Toronto Transportation Commission's old head-office in downtown Toronto some fifteen years ago will be installed.

There is also an essential concrete-block substation, two storage buildings, a souvenir shop, a general utility building and two former garages - all of which have been erected for various but vital purposes. Plans provide for the construction of a shop for heavy repairs to equipment and a woodworking shop, as a necessary adjunct to the repair facility.

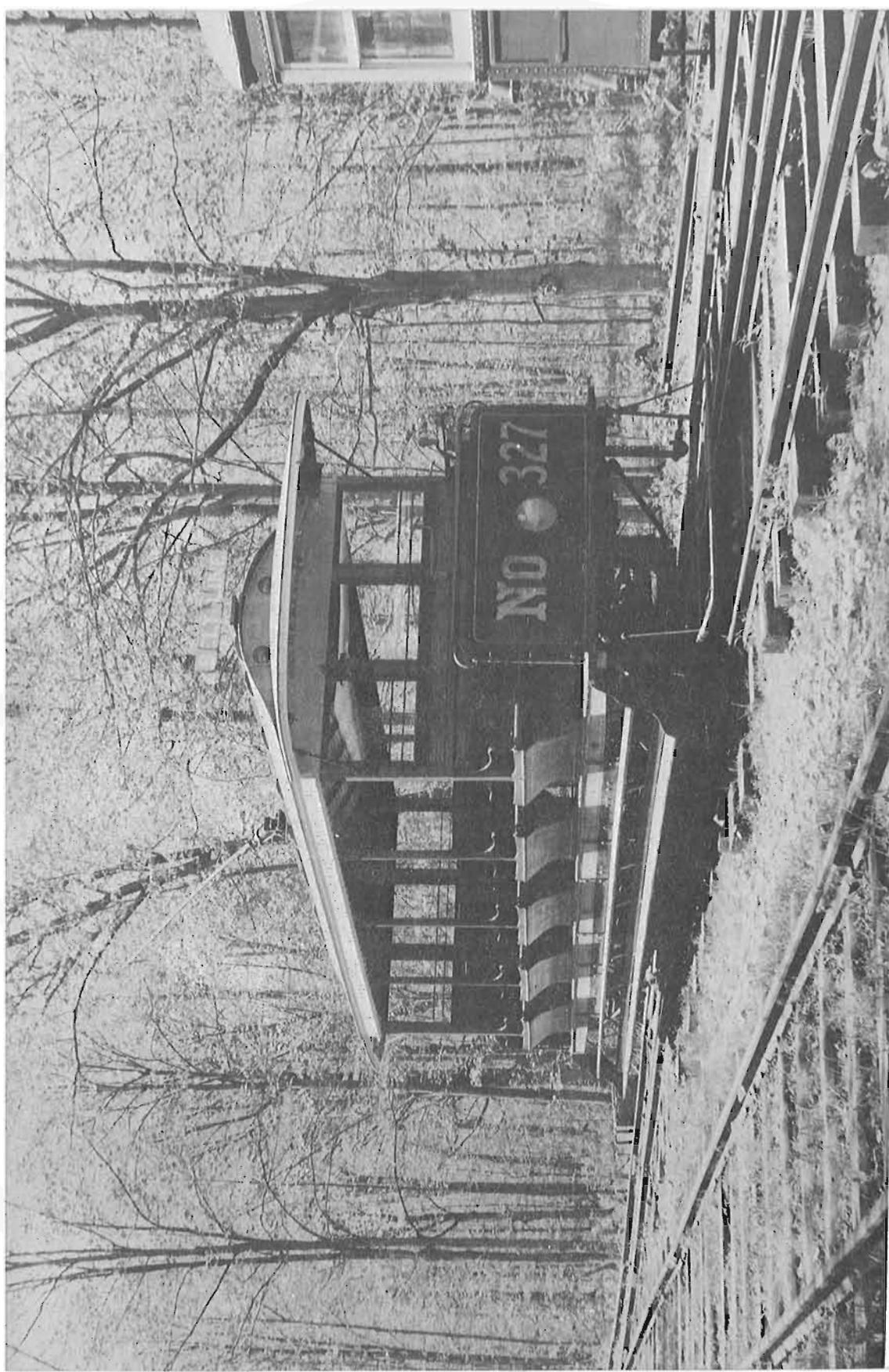
From the list of equipment given at the end of this article, two things will be apparent. The preponderance of former Toronto Transportation Commission equipment reflects the close and cordial relationship with that public transportation body. In addition to facilitating the acquisition of many pieces of equipment, either through donation or purchase at the lowest possible value, the TTC has allowed the HCRR to carry out restoration work on Cars Numbers 4000 and C-1 at its Hillcrest Shops. Moreover, the TTC has stored for considerable periods of time a number of cars, until the HCRR could prepare a site for their reception.

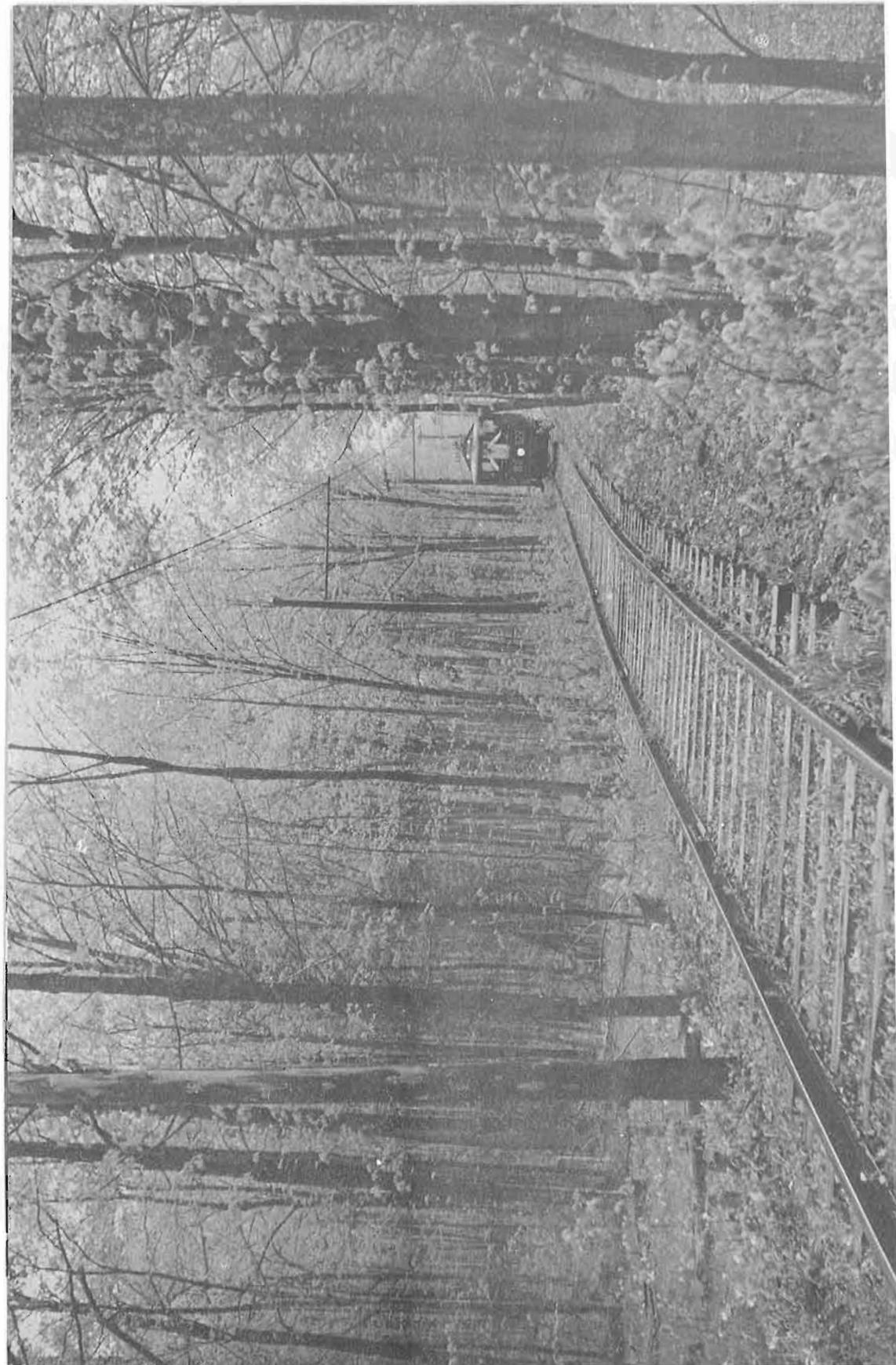
The second obvious characteristic of the HCRR's collection is the high proportion of non-passenger electric railway cars. The reason for this is quite logical. The HCRR's right-of-way is accessible to road vehicles only at its two ends, where the concession roads cross the former roadbed of the interurban line. All construction on the HCRR must therefore be accomplished using rail vehicles. The middle portion of the Halton County Radial Railway is quite remote and the Management is determined to keep it that way! No motorcaders for this line!

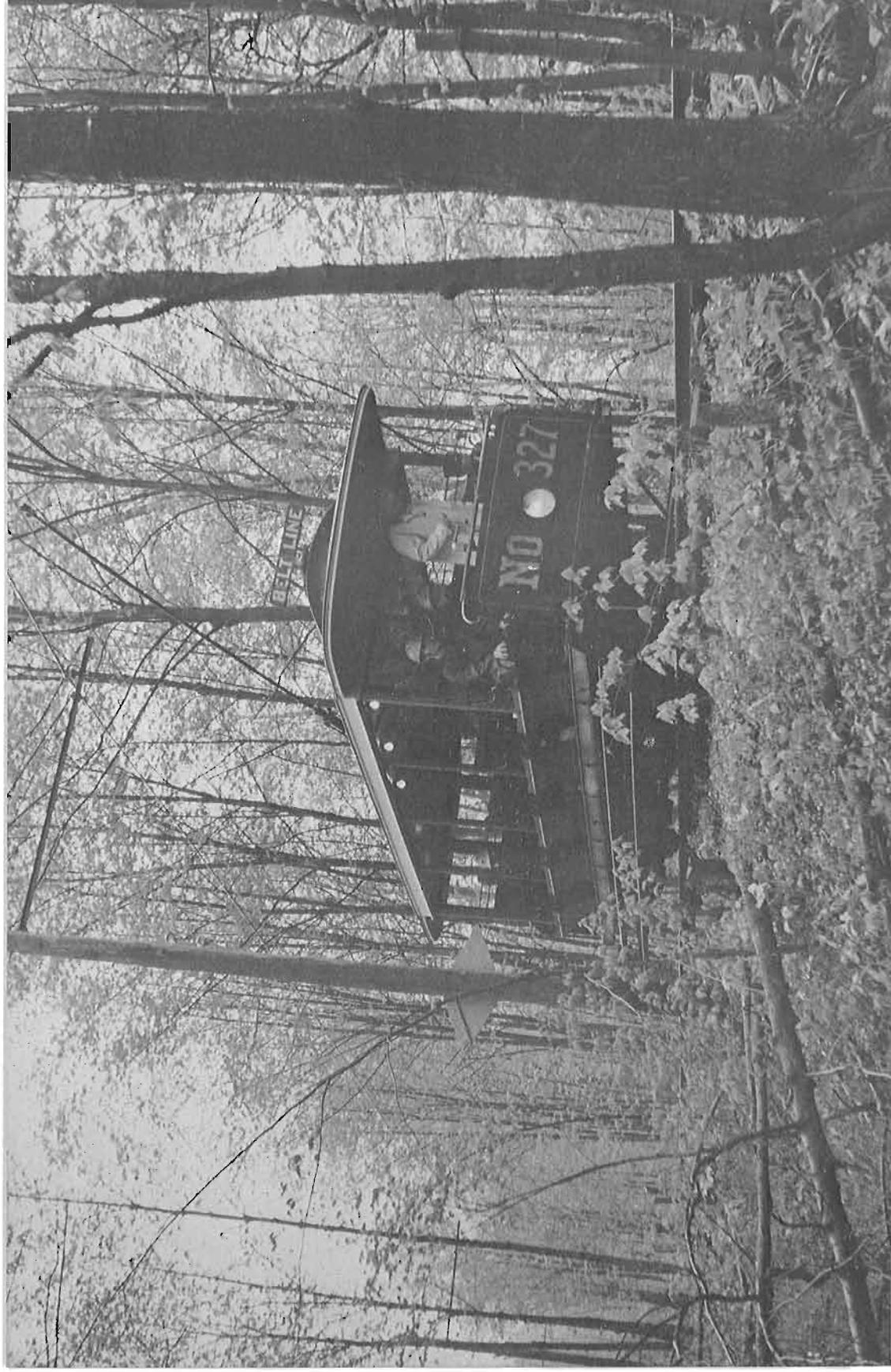
All of the vehicles on the HCRR's roster - except for Rail Grinding Car Number W-25 (ex-TTC) which is used for materials storage purposes - have either been rehabilitated or are presently being restored - inside and outside and underneath! Particularly extensive repairs have been carried out on Cars Numbers 55, 107 and 1326. Work on Cars Numbers 2890, 4000 and C-1 has been completed. The latter two were rehabilitated by the HCRR personnel at Hillcrest Shops - by courtesy of the TTC - before being shipped to the Halton County line at Rockwood. Other cars, such as Numbers 8, 327 and 2424 were in good condition when they were received by the HCRR and only regular maintenance work has been required to keep them that way.

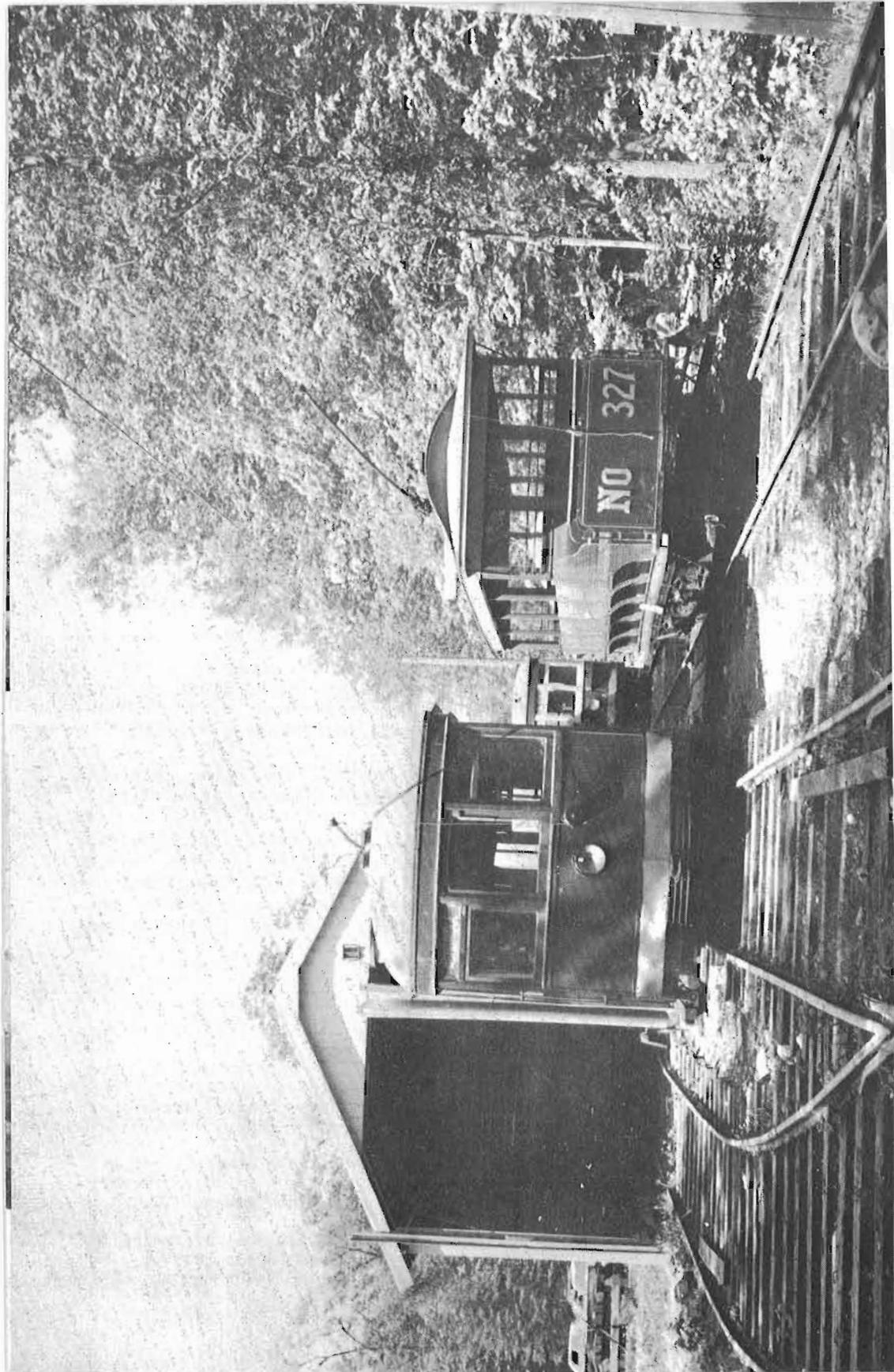
Another aspect of the Halton County Radial Railway which is different from most other street or interurban railways in North America is its gauge. The line has been constructed to the unique Toronto Street Railway gauge of 4 feet 10  $\frac{7}{8}$  inches - close to 1.5 meters - and all of the standard (4 feet 8  $\frac{1}{2}$  inches) gauge cars acquired by the HCRR have been wide-gauged, except former Montréal and Southern Counties Railway Car Number 107, which will be re-gauged during the winter of 1972-73.

The 1971 season certainly was a busy and eventful one. Power went into the overhead for the first time on May 24, 1971. It was, despite what might be described politely as "inclement" weather, a memorable weekend. Notwithstanding a late spring - two weeks be-









fore Easter, snow to a depth of ten feet remained on parts of the main line - car motors were dried out with infrared heat lamps on Saturday. The wire - 0000 phosphor-bronze, grooved - went up that afternoon. Early Sunday morning, Car Number 327 had a burned-out resistor repaired and while this was being done, the catenary hangers were being installed. By Sunday night, the latter job was completed and Cars Numbers 327 and 2890 had been dried out, cleaned and inspected. Operation on Monday seemed certain.

The next morning - undismayed by a slight drizzle of rain - a final inspection of the cars and overhead was made. The feeders and the lightning arrestors were installed. The drizzle became an adolescent shower.

Excitement increased. So did the rain.

In a positive downpour, a rail joint was repaired.

After a somewhat soggy lunch - and impelled by that sixth sense peculiar to electric railway enthusiasts - a crowd of some 75 people had gathered to watch the proceedings. President R.H. Johns of the Ontario Electric Railway Historical Association announced that the overhead would be energized at 1410 hours and that Car Number 2890's trolley pole would be placed in contact with the energized wire at precisely 1415 hours.

Excitement again increased. So did the rain.

At 1410, President Johns turned on the power!

At 1415, Car Number 2890 was filled to overflowing with passengers. A test run was attempted. Nothing happened.

This result was puzzling until it was discovered that one of the control fuses was "blown".

More cautious attempts at operation were made, again with no results. This time, an inspection detected a faulty line-switch.

Anticlimax succeeded anticlimax. It was decided that the repair of Car Number 2890's line-switch would take too long and so President Johns ordered out open-bench Car Number 327 for the inaugural run. He pointed out to the undaunted, enthusiastic (wet) passengers that in all probability - and in view of the inclement wea-

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↖ Ex-TTC Car Number 327 and ex-TTC small "Peter Witt" stand in front of Carhouse Number 1 - as yet unwired. Photo "Awful Kids" D.E.R.H.A.

Ex-TTC Car Number 327 - an open-bench, 4-wheel car - rattles through the woods on the main line on the first day of operation - May 24, 1971. The motorman is wearing a yellow raincoat owing to the torrential downpour. Please note the excellent interurban catenary. Photo "AWFUL KIDS" DERHA.

On "Opening Day" the rain came down but the enthusiasts stuck it out, as the "First Day Special" backs up - with pole reversed - which was necessary until the loop was built. Photo Junior Members H.C.R.R.

The line-up in front of the carhouse: ex-Toronto Civic Railway Number 55, ex-TTC Car Number 327, ex-TTC Number 2890 - the three cars currently in operation at the Halton County Radial Railway. Photo Junior Members H.C.R.R.

ther - they would feel the damp more when they rode on Car Number 327's unprotected benches. Someone remarked that if the President was waterproof enough to drive Car Number 327 from the front (exposed) platform, the passengers were likewise waterproof enough to ride it. And so the inaugural trip commenced.

In a matter of minutes, Car Number 327 was out on the main line, the appropriate operating tests had been made and the "inaugural vehicle" was ready to go. Seventeen years of blood, toil, tears and sweat on the HCRR's Rockwood site, leading to this momentous occasion would now be put to the ultimate test. Would all go well?

Amid sighs of relief, gasps of surprise and shouts of satisfaction, Car Number 327 moved cautiously up to Car Number 2890 - in which some of the more perishable passengers had taken refuge - and the courageous participants were loaded. Car Number 327 then moved off slowly and cautiously westbound to Pole Number 26, at which point the trolley pole was reversed and the car ran back to the carhouse to pick up the remainder of the "invited guests" and other excited passengers.

About six trips were made up the line - in the pouring rain - and, by 1700 hours, the "first day" celebrations were almost at an end and the cars were safely housed in the carhouse. Afterwards at a buffet supper held for the HCRR members, President Johns congratulated them on their perseverance in the construction of their very own operating electric railway, through the attractive stretch of second-growth timber on the property; the building of the concrete-block substation and the erection of the catenary. No less courageous was the construction of the other facilities; the carhouses, the garages and the auxiliary buildings. Finally, the President spoke of the financial support and physical exertion which the members and supporters of the Halton County Radial Railway had provided in the construction. Special praise was accorded the dozen-and-a-half "Rotten Kids" - Junior Members of the OERHA - without whose enthusiasm, urgency and support the project could not have been completed well before the projected opening date. President Johns reiterated that without the support of all of the members, the success affirmed by the day's events could not have been achieved.

Car Number 2890 was inspected, repaired and was in operation the following weekend. Car Number 55 was placed in operation in August, 1971.

After this happy inaugural celebration, "shakedown" and training runs were made with four-wheeled cars on the 1,600 feet of track that had been wired. While other cars were operational, the 80 hp. available allowed only Cars Numbers 327 and 55 to operate. Passengers were carried on most Sunday afternoons during the summer on an informal basis (intermittent service: Sunday only). The minor difficulties resulting from as much as 17 years of enforced idleness were eliminated from the cars scheduled for operation in the 1972 season. The substation capacity - initially only 80 hp. - was increased. Tracklaying continued until the end of the 1971 season.



There was, in fact, more track beyond the end of the wire than under it. The erection of a further 1,800 feet of catenary was planned for 1972.

As President Johns pointed out in his remarks, all of the work at and on the Halton County Radial Railway is done by members, on a voluntary basis. No subsidies or grants - either municipal, Provincial or federal - have ever been requested or received and, in addition to the voluntary work performed, essential financing has to be found by HCRR and OERHA members.

Plans formulated for the 1972 season include operation on the Halton County Radial Railway from mid-May to mid-October, every Sunday afternoon from 1330 to 1700 hours - weather permitting. Cars will operate over about 0.67 miles of main line, from the parking lot at the west end of the property, through the woods to what is currently the main car storage area at the east end.

A display of exhibits relating to the history of electric railway transportation in eastern Canada will be organized in the former baggage room of the Rockwood Station and visitors will be taken on guided tours of the cars stored in Carhouse Number 1.

So, when you come zipping up double-divided Highway 401 from Toronto next summer, SLOW DOWN - for safety's sake - and take Interchange 38 and the Campbellville Road. Seven miles farther on, weather permitting, you can ride on Canada's first operating electric "suburban" street railway and relive what dedicated trolley fans refer to (in tones husky with suppressed emotion) as "The Good Old Days".

And the musical clang of the trolley gong will resound through the forest at Rockwood on the Halton County Radial Railway.

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The author wishes to thank Mr. John Mills of the Ontario Electric Railway Historical Association for the information and photographs which made this article possible.

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← Putting the finishing touches on the lettering of ex-TTC Car Number 2890 at the Halton County Radial Railway. Photo Junior Members HCRR.

↻ While the trucks of ex-London & Port Stanley Railway's Car Number 8 were at Hamilton, Ont., being regauged, the body was brought to the H.C.R.R. and put on blocks. The job was well done by Charles Matthews, who is a member of the O.E.R.H.A. and the Halton County Radial Railway. Photo H.C.R.R.

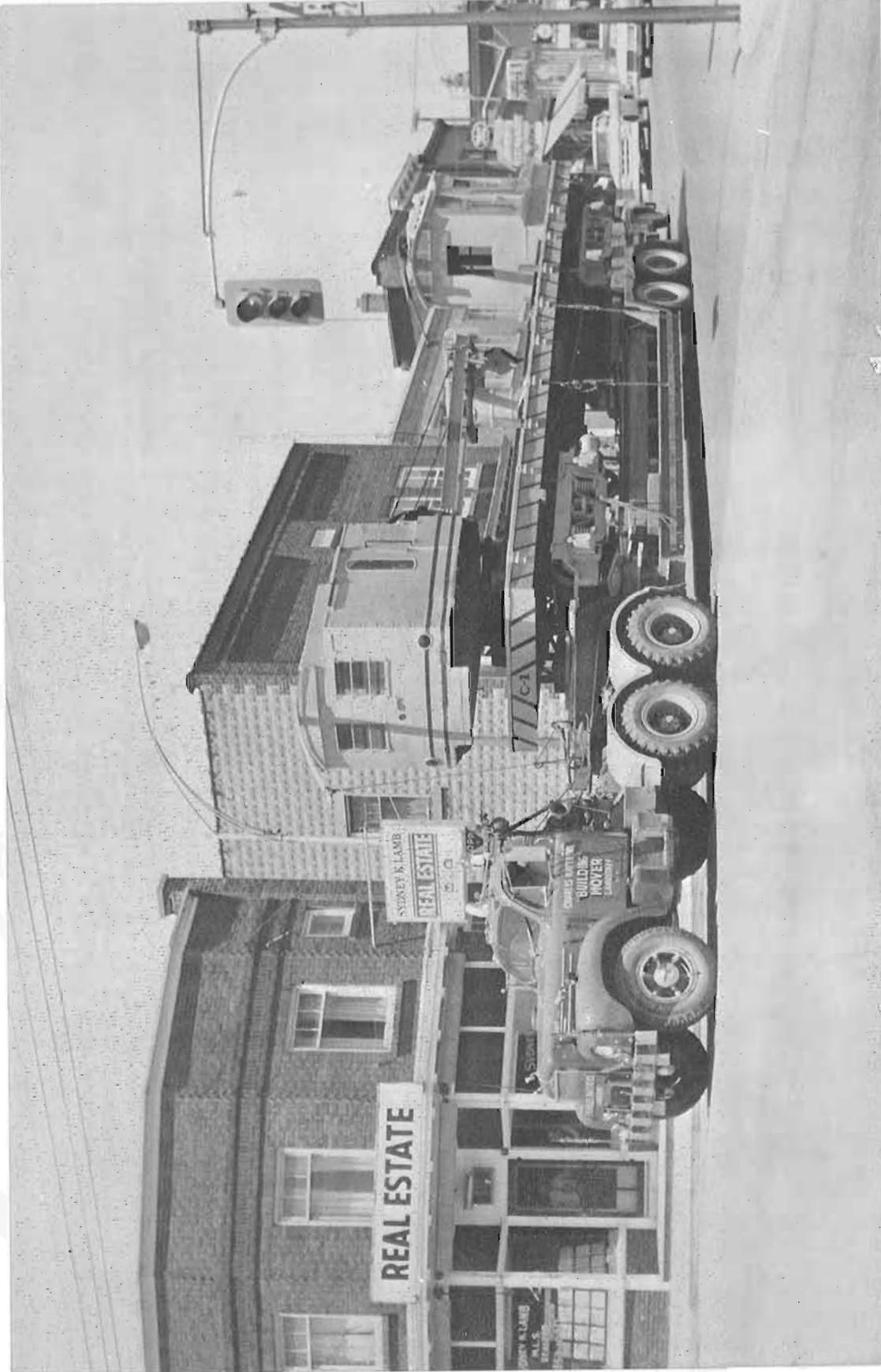


HALTON COUNTY RADIAL RAILWAY

Roster of Equipment.

| <u>Original number</u> | <u>Original company</u>            | <u>Type</u>          | <u>Builder</u>                                 | <u>Year built</u> |
|------------------------|------------------------------------|----------------------|------------------------------------------------|-------------------|
| 8                      | London & Port Stanley Railway      | Steel interurban     | Jewett Car Company, Newark, O.                 | 1915              |
| 55                     | Toronto Civic Railway/TTC          | 4-wheel, wood, city  | Preston Car & Coach Co., Preston               | 1915              |
| 107                    | Montreal & Southern Counties Ry.   | Wood interurban      | Ottawa Car & Mnfg. Co., Ottawa                 | 1912              |
| 327                    | Toronto Transportation Commission  | 4-wheel, wood, open  | Toronto Transportation Comm.                   | 1933              |
| 1326                   | Toronto Transportation Commission  | Wood, city           | Toronto Railway Company                        | 1910              |
| 2424                   | Toronto Transportation Commission  | "Peter Witt", large  | Can. Car & Foundry Company                     | 1921              |
| 2890                   | Toronto Transportation Commission  | "Peter Witt", small  | Ottawa Car & Mnfg. Co., Ottawa                 | 1923              |
| 4000                   | Toronto Transportation Commission  | P.C.C.               | St. Louis Car/Can. Car & Foundry               | 1938              |
| 45                     | Oshawa Railway                     | Line car             | Niagara, St. Catharines & Toronto              | 1925              |
| C-1                    | Toronto Transportation Commission  | Crane car            | Toronto Railway Company                        | 1913              |
| W-25                   | Toronto Transportation Commission  | Rail grinder         | Toronto Railway Company                        | 1912              |
| M-4                    | Lake Erie & Northern Railway       | Rail bonder          | Electric Railway Improvement Co.               | 1915              |
| M-5                    | Canadian Westinghouse Company      | Trackmobile          | Whiting Company                                | (?)               |
| M-6                    | Lake Erie & Northern Railway       | Gas line-motor       | Ford Motor Company<br>(rebuilt by LE&NRY 1946) | 1934              |
| M-7                    | New York Central Railroad (CaSoRy) | Speeder              | Fairmont                                       | 1945              |
| 20                     | Kitchener Public Utilities Comm.   | Bus, gas, 27 psgr.   | Ford Motor Company                             | 1947              |
| -                      | Canadian National Railways         | "Irish Mail"         | Sylvester                                      | (?)               |
| -                      | Canadian National Railways         | Two 4-wheel lorries  | (unknown)                                      | (?)               |
| -                      | New York Central Railroad (CaSoRy) | 4-wheel, wood, lorry | (unknown)                                      | (?)               |
| -                      | Toronto Transportation Commission  | 4-wheel tower car    | Toronto Railway Company                        | (?)               |
| -                      | Halton County Radial Railway       | 4-wheel lorry        | Halton County Radial Railway                   | (?)               |

- NOTES:** 1. Toronto Transportation Commission became the Toronto Transit Commission in 1954;  
 2. Car Number 327, ex-TTPC, was built as an operating replica of the original built in 1893; original was withdrawn from service in 1915 and scrapped in 1924. Original owned and operated by the Toronto Railway Company.



REAL ESTATE

STANLEY W. LANG  
REAL ESTATE

CRANE BUILDING  
HOVER

STANLEY W. LANG  
REAL ESTATE

# AND ALL THE TRUMPETS SOUNDED

S.S.Worthen

**O**n October 9 & 10, 1971, the citizens of Cornwall, Ontario and a multitude of visitors from near and far enjoyed a final opportunity to ride on the electrified Cornwall Street Railway, Light and Power Company's lines.

Not very far, to be sure. But powered by electricity, none the less. The opportunity was not one to be neglected.

The celebrations were appropriate to the occasion. All the essential speeches were made; all the necessary remarks were made. And the next day, the power was shut off forever.

And the diesel-electric switchers had won. The hotly-contested game was over.

But the visible flags flew and the inaudible trumpets sounded for the long-gone streetcars and the remaining electric locomotives.

Some mementos will be preserved - a former streetcar in Cornwall and Locomotive Number 6 - perhaps - at the Museum of Science and Technology at Ottawa. But the days of freight trains with electric engines on Water Street have passed - quite definitely.

The following selection of photographs of CSR operation - yesterday and today - is presented to commemorate this regrettable but inevitable occasion.

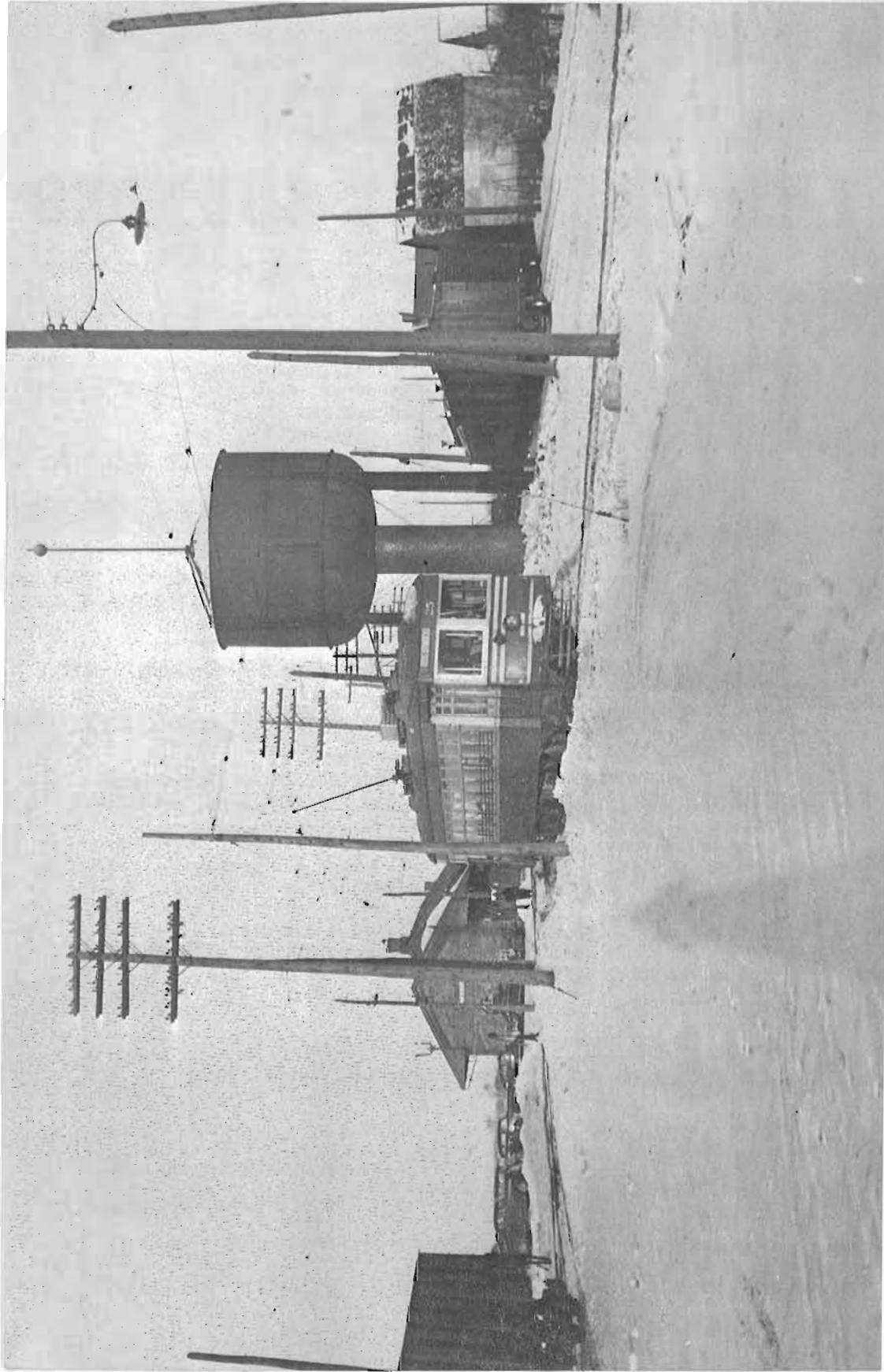
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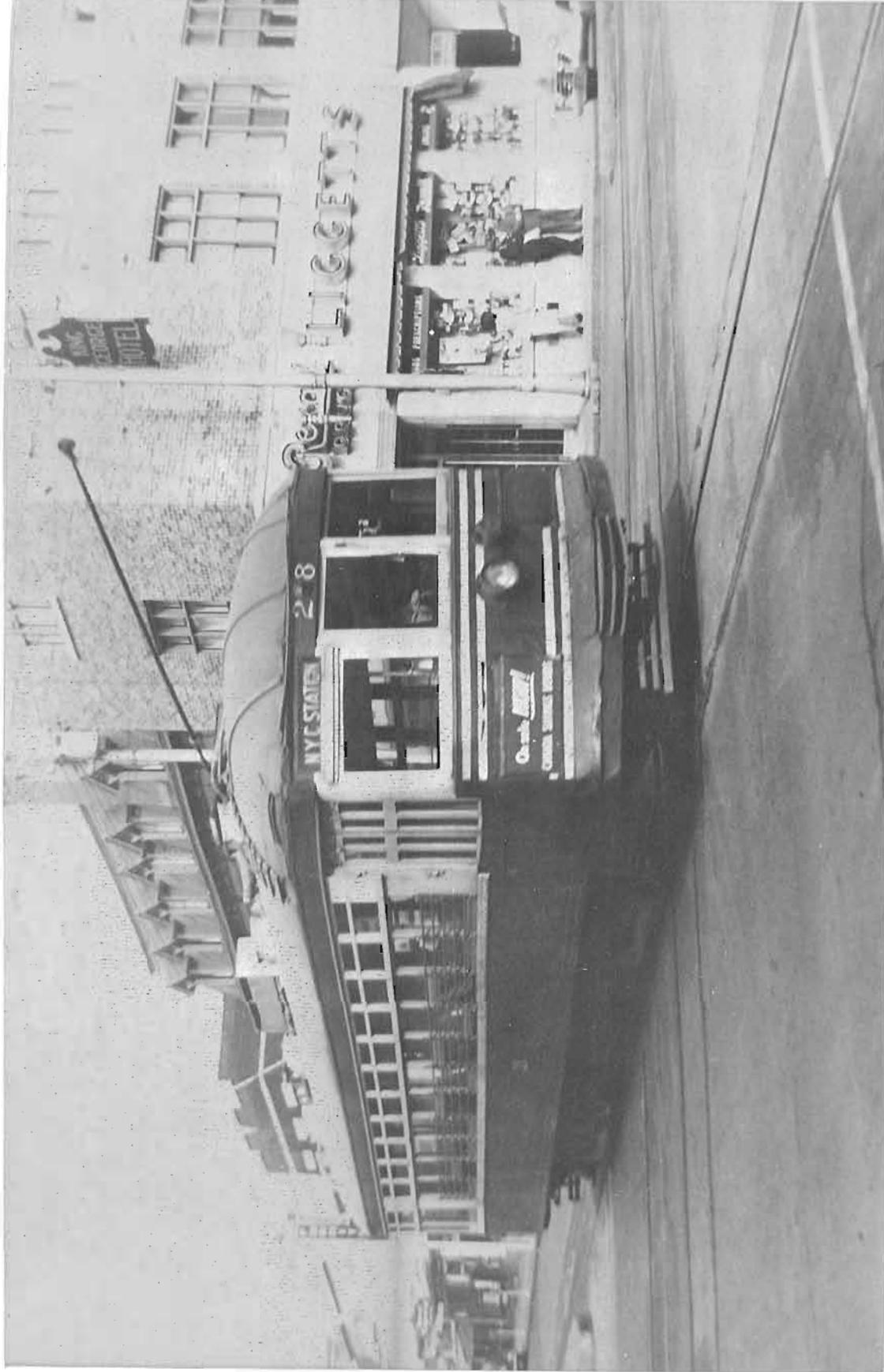
**R** In "The Good Old Days", Cornwall Street Railway, Light & Power Company's Car Number 25 leaves the then-C.N.R. station at Cornwall Ontario in the late afternoon of January 18, 1948. Photo C.R.H.A., E.A. Toohy Collection.

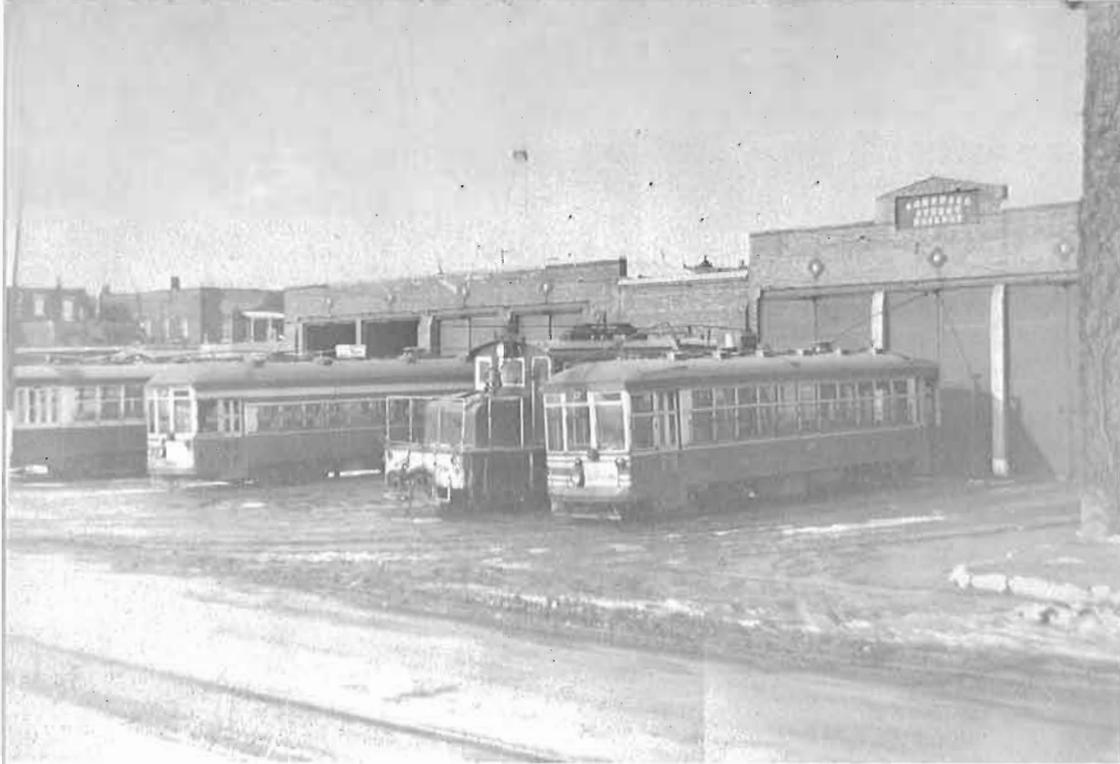
Coming down Pitt Street, crossing Second Street, C.S.R. Car Number 28 clatters through the intersection on October 19, 1947. Number 28 was built by the St. Louis Car Company in 1916 for the Jamestown (N.Y.) Street Railway as Number 86 and was sold to Cornwall in 1938.

Photo C.R.H.A., E.A. Toohy Collection.

**←** Crane Car Number C-1, ex-TTC, moves majestically through the streets of Acton, Ontario on June 5, 1968, on the way to the Halton County Radial Railway. Photo Halton County Radial Railway.





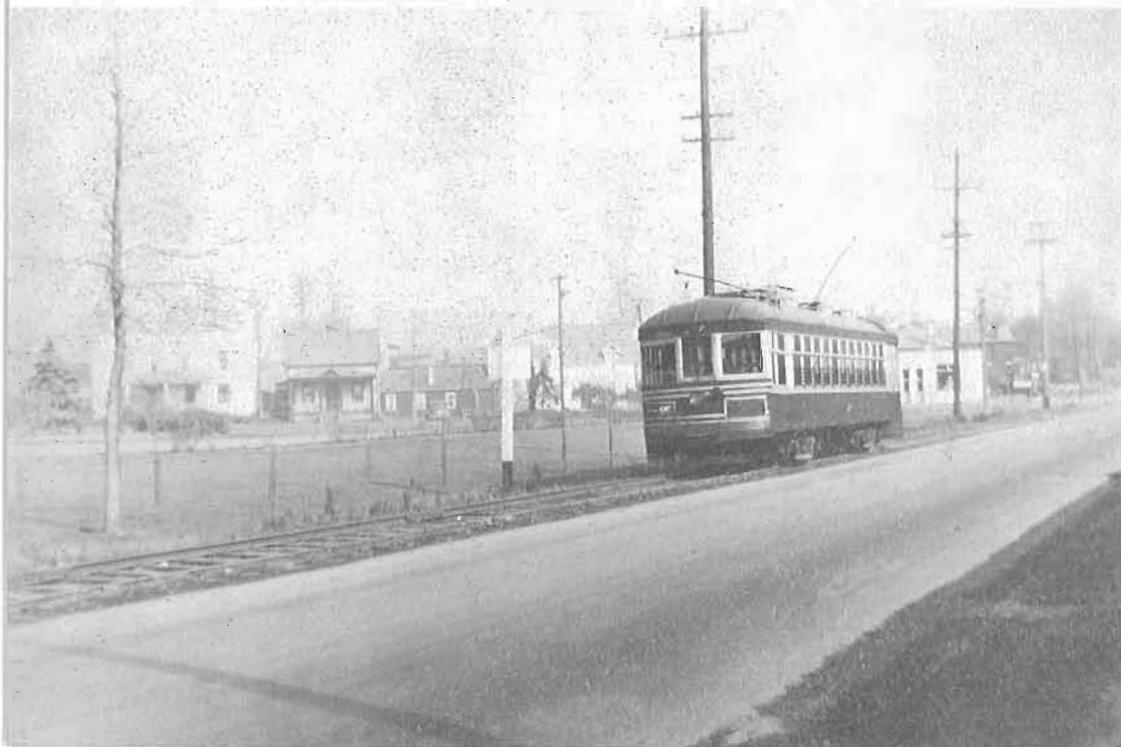


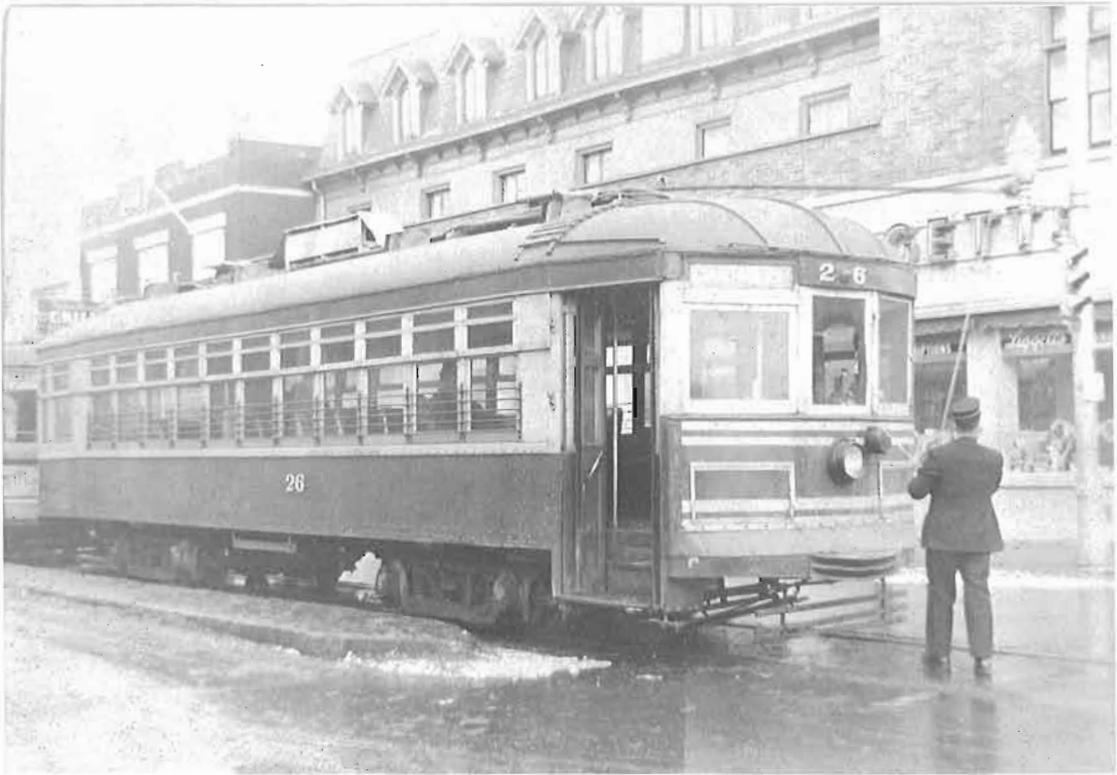
An unusual scene at the C.S.R.'s Water Street Barns. Right to left: Car Number 37, Locomotive Number 8, Cars Numbers 33 & 35. January 4, 1948.

Photo C.R.H.A., E.A. Toohy Collection.

Westbound on Second Street West, C.S.R. Car Number 27 passes the Howard Smith Paper Mills. October 19, 1947.

Photo CRHA, E.A. Toohy Collection.





Car Number 26 of the C.S.R. stands at the corner of Pitt and Second Street, while the motorman changes trolley poles. January 4, 1948.  
Photo C.R.H.A., E.A. Toohey Collection.

On October 19, 1947, C.S.R. Car Number 28 rumbles along Cumberland Street.  
Photo C.R.H.A., E.A. Toohey Collection.





Switching the yards of the Howard Smith Paper Company on October 19, 1947 is C.S.R.'s electric Locomotive Number 10.

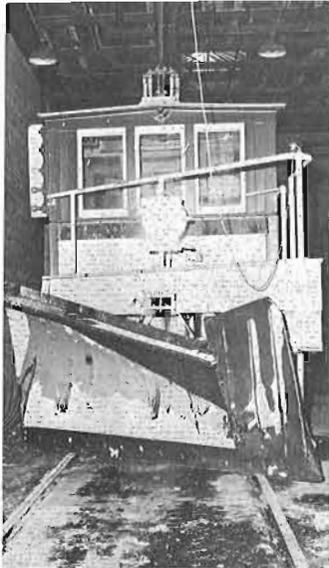
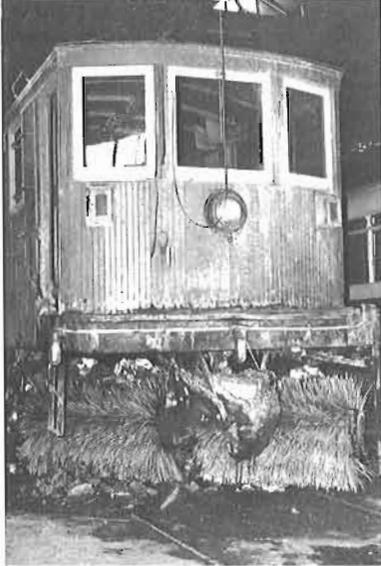
Photo C.R.H.A., E.A. Toohy Collection.

One of the C.S.R.'s efficient electric locomotives switches the tank cars into the C.I.L. yard in Cornwall in February, 1971.

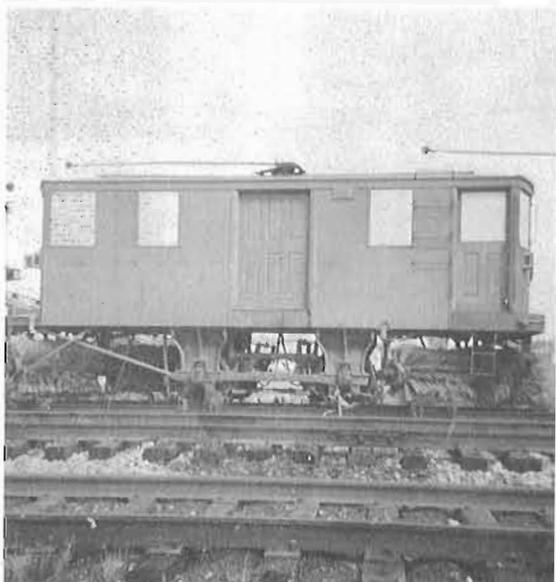
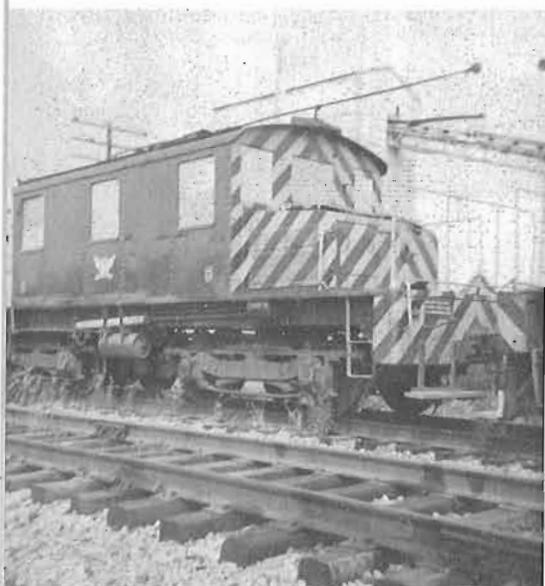
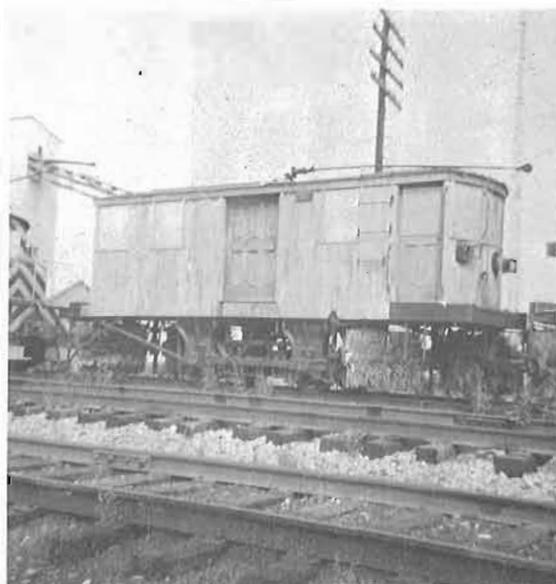
Photo courtesy Cornwall STANDARD-FREEHOLDER.

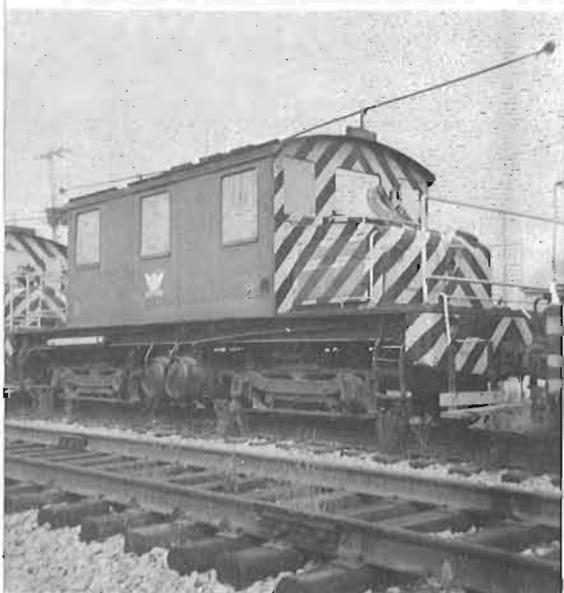


The C.S.R.'s snow-fighting equipment consisted of three essential elements: An efficient sweeper, a powerful plow and an experienced motorman. Photo courtesy Cornwall STANDARD-FREEHOLDER.



**R** Mr. E.H.Heath of Cornwall,Ont.,sends the following selection of pictures of the C.S.R. equipment,as it appeared towards the end of the summer of 1971,awaiting final disposition: The CSR's faithful line car,with its invaluable hydraulic life platform;a single-truck sweeper,ideal for the CSR's tight curves;Electric locomotive No. 8 - probably one of the pair purchased from the Lake Erie & Northern;another single-truck sweeper,the newest one the CSR had;electric locomotive number 11,displaced by one of CN's diesels;a double-cab wing-plow,once chiefly responsible for keeping the CSR's tracks free from snow;freight motor number 12 was in service towards the end of electric operation; last,but not least,CN unit 8019 with modified trucks to negotiate the streetcar curves which abound on the CSR's former right-of-way.





# WAYBILLS

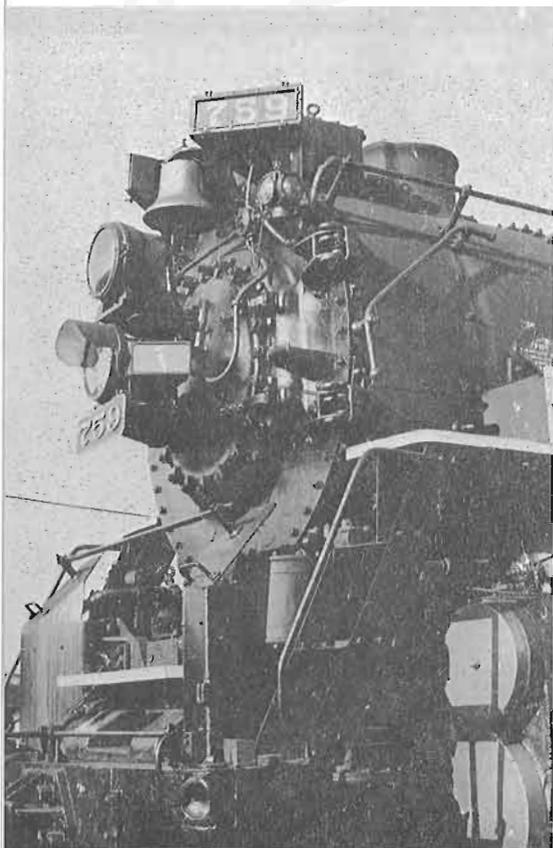
Editorial Staff

CANADIAN RAIL

## PLAGUED BY SOME LEAKING BOILER TUBES

and sundry other signs of wear-and-tear, High Iron's "Berkshire", ex-Nickel Plate Number 759 made a final trip from Hoboken, New Jersey to Binghamton, New York and return on August 14-15 last. Northbound via the old Erie Railroad main line, over the summit at Calicoon, No. 759 panted through Port Jervis, N.Y. with 900-plus enthusiasts. Next day's return to Hoboken, via the former Delaware, Lackawanna & Western Railroad, visited the city of Scranton, Pa. It was a memorable two-day trip.

The return of Number 759 to STEAMTOWN U.S.A. at Riverside, Vermont - a suburb of Bellows Falls - began the following Tuesday. She worked back to Binghamton, via Scranton on the one-time "Route of the Phoebe Snow" on August 17 and stayed overnight in the former city. Next day at 0830 hrs., she began the trip north over the old Albany & Susquehanna - now the Delaware & Hudson - to Mohawk Yard, near Schenectady, with Marvin Davis - D&H's Road Foreman of Engines - at the throttle. She had about 1,000 tons of revenue freight on her drawbar - just enough tonnage to provide the braking power necessary to save her brakeshoes on the descent of Richmondville Hill.



After spending the night at Mohawk Yard, Number 759 left on Wednesday at 0830 hrs. with northbound tonnage for Whitehall, N.Y. and the D&H's branch to Rutland, Vermont and the rails of the Green Mountain Railroad. Number 759 handled the regular train from Whitehall to Rutland, with tonnage for interchange at the latter city with the Vermont Railway and the Green Mountain Railroad.

From Rutland to Riverside, Green Mountain Railroad's Clyde Sessions was at the throttle. Presumably, Number 759 negotiated the famous bridge over Mill River at Cuttingsville safely and, at this writing, is back again on display at STEAMTOWN U.S.A. (J. Shaughnessy)

EFFECTIVE JULY 10, 1971, ALL OF CP RAIL'S PASSENGER services between Montréal and Québec City were changed to RDC DAYLINER equipment. Mondays to Thursdays, one RDC-1 - No. 9053 on one train and No. 9055 on the other - was used. On weekends, RDC-1 No. 9056 and RDC-2 No. 9196 are used as second cars for these trains. RDC-1's have been fitted with reclining seats, surplus from passenger cars 2242, 2263, 2267, 2280, 2286, 2288 and 2296, now in Angus Shops, Montréal.

RDC-2 No. 9196, which had one end damaged in an accident, was repaired with the remains of No. 9198, now retired (!). No. 9198 was severely damaged in an accident near Calgary, Alta., in the winter of 1970. (Roger Boisvert)

#### A FURTHER CHAPTER HAS BEEN WRITTEN

in the mysterious meanderings of the "Flying Scotsman" - with two tenders - until recently resident on various portions of Canadian National Railways' property in Toronto. On August 14 last, in a very effective cloak of secrecy, "Flying Scotsman" and train left Toronto and passed into the United States, through the Niagara Falls-Suspension Bridge gateway, apparently bound for Buffalo, N.Y., where it was said the train would be refurbished for subsequent exhibition. Rumor has it that "Flying Scotsman" and train are headed for Atlanta, Georgia and the comparative safety of the Southern Railway, with the possibility of a transcontinental trek, later in the year, to Fisherman's Wharf, San Francisco, to participate in British Trade Week celebrations. Another visit to Canada has been suggested - this time in 1973 - for the purpose of participating in the Tricentennial Celebrations at Kingston, Ontario. It is hoped that the intervening exhibitions will be sufficiently profitable to permit a return to Canada without any strings attached. (S.S. Worthen.)

#### ALGOMA CENTRAL RAILWAY RECENTLY PURCHASED

CP RAIL passenger cars nos. 2244, 2254 and 2265, for use on the "Agawa Canyon Express" service, between Sault Ste-Marie, Ontario and Hearst, Ont. Algoma Central did not have time to repaint and renumber the coaches before placing them in re-

venue service. The consist of this train is normally 4 diesel units on the head-end, 1 steam-heater car, 3 baggage cars, 12 coaches and two diners - not a bad load for one of Canada's lesser railways! (Roger Boisvert.)

CANADIAN NATIONAL'S LATEST UNIT-TRAIN CAPER will not haul coal, but yellow "slated" sulphur, from Kaybob, Alberta - 175 miles northwest of Edmonton - to Vancouver Wharves, North Vancouver, B.C. This move is scheduled for once-a-week operation. (CN KEEPING TRACK.)

CP RAIL'S E-8's, NUMBERS 1800 AND 1802, formerly used in passenger service between Montréal and Québec City, have been transferred to Montréal-Saint John, N.B. runs on Trains 41 & 42. (Roger Boisvert.)

MODIFIED-DESIGN TRILEVEL AUTOMOBILE CARRIERS - 150 of them worth (the usual) \$ 5 million, have been ordered by Canadian National Railways from National Steel Car Corporation of Hamilton, Ontario. CN car-design engineers and representatives of the automotive industry thought them up. They will be 89 feet 4 inches long and will weigh 70 tons. Delivery starts in November, 1971 and ends in February, 1972. (CN KEEPING TRACK.)

SPENDING SEVERAL DAYS IN MID-AUGUST train-watching and photographing on the White Pass & Yukon Route, Ken Goslett writes that the WP&YR are seriously considering a 115-mile extension north from the main line to Carmacks, to reduce the road-haul distance for the ore coming out of the Anvil Mine at Faro. On the road between Carmacks and Whitehorse, Yukon, there is sometimes a truck every 15 minutes. A railroad extension would be more economical in the long run, but the capital cost would be considerable.

THROUGH SERVICE FOR PASSENGERS BETWEEN MONTREAL AND CHICAGO has been resumed by Canadian National Railways, in conjunction with AMTRAK, albeit by a somewhat devious route. Passengers journeying to Chicago by rail ride CN's RAPIDO service from Montreal to Toronto and TEMPO service from Toronto to Windsor, Ontario. From (CN's) Windsor Station, passengers are bussed to mid-town Detroit to a connection with AMTRAK service to Chicago. Through ticketing from Montreal to Chicago is once again possible. (CN KEEPING TRACK.)

EAGLE-EYED MEMBER JOHN D. WELSH REPORTS that ESSO Touring Centre's map of the City of Ottawa - Canada's Capital - dated 1971, shows a railway line not far from the "Queensway", identified with the initials "N.Y.C.". Wonder

what they could stand for?  
"North York Central" - perhaps ??

THE MOST ENCOURAGING STATEMENT FOR 1971 for the long-suffering railway passenger was made recently in CN's KEEPING TRACK. Affirming that the passenger train is far from dead, CN's General Manager, Passenger Sales and Services Alex Olynyk pointed out that significant progress was being made in the plan to restore international passenger train services, to improve existing passenger equipment and to develop new passenger transportation modes. He noted a recent statement by CN's President Mr. N.J. MacMillan that CN is still negotiating with United Aircraft of Canada about putting an improved TURBO back into service and highlighted the Company's participation in the LRC (Light, Rapid, Comfortable) equipment being designed and built in conjunction with ALCAN and MLW Industries. The encouraging remark was Mr. Olynyk's summation: "I, by God, am not running any Toonerville Trolley!"

THE WEEK OF AUGUST 2, 1971, WAS THE OCCASION in Cobalt, Ontario of the Second Miners Festival - dedicated to the proposition that silver mining is more attractive than gold mining. Special events and prospector-style meals were enjoyed, but the highlight of the occasion was the appearance of Ontario Northland Railway's Centennial (1967) Train, fresh from its resounding success in a starring role at Kapuskasing's Semicentennial celebrations. Press reports estimated the crowd of local and vacationing passengers at more than 1,000 - all of whom enjoyed the round trip from Cobalt to nearby Bass Lake via (of course) the Ontario Northland Railway.

ONE IMPORTANT DECISION WHICH GOVERNOR NELSON ROCKEFELLER of the State of New York will have to make before long, is whether or not the State will "compensate" AMTRAK for the operation of Delaware & Hudson's passenger service from Albany to the International Border near Rouses Point, N.Y. thereby prolonging the life of the PA-1's - dear to the heart of Jim Shaughnessy and many, many others. The Government of Canada has already indicated that the D&H can expect to receive financial assistance for the remaining distance to Montreal when the service is resumed. The next question concerns which terminal in Montreal the D&H will use - Windsor Station of CP RAIL or Central Station of CNR. The argument goes like this: When Canadian Pacific was operating twenty or thirty passenger trains in and out of Windsor Station daily, D&H paid terminal charges in proportion to the number of trains (cars) it operated against the total number of trains (cars) operated in total. Uncomplicated mathematics suggest that with CP RAIL passenger trains getting fewer and fewer, D&H's share is getting larger and larger. The answer to the "high cost of living" for the D&H may well be to go where the action is - and that is CN's Central Station. This could be a reversion to the status quo ante, since when D&H came to Montreal first, the stopping place was Grand Trunk Railway's Bonaventure Station, later CN's terminal.

RECENTLY, McCLELLAND & STEWART, TORONTO PUBLISHERS, announced that Volume 2 of Pierre Burton's history of the Canadian Pacific - "The Last Spike" - would be released on or about September 13, 1971. This caused considerable conjecture about the success of Volume 1 - "The National Dream". Said to require a 60,000-copy sale to make it worth Jack & Pierre's while, it appears that its election to the Book of the Month Club list may have guaranteed its success. "The Last Spike" is advertised as having a first printing of 75,000 copies - 25,000 more than the first run of Volume I. Meanwhile, Volume III of Colonel G.R. Stevens' history of the "Canadian National Railways - Sixty Years of Trial and Error" - covering the period 1923 to 1970, has been ready for publication for some time, but because of an agreement between the Colonel and CN, when the whole work was undertaken, it cannot be published for another ten or more years - in Canada, that is. This agreement did not extend to publication in other countries, which gives substance to the rumor that Volumes I & II will be combined with unpublished Volume III for production in a single volume - replete with illustrations - by MacMillan & Company of New York in the spring of 1972.

THE MOST INDECENT REMARK MADE SO FAR IN 1971 - tantamount to heretical to many - was the recent suggestion of CN's Atlantic Region V-P D. W. Blair, who had the courage to say that CN would like to standard-gauge the Newfie narrow-gauge if "any proposal which would make it financially possible" could be found. At the same time, Mr. Blair reassured the members of the Newfoundland and Labrador Chamber of Commerce, meeting at Grand Falls, Nfld., that CN was NOT about to terminate rail service on the Island. He opined as how Newfoundland would need its railway for a good many years to come. So it looks like the Newfie narrow-gauge will continue to fulfill its important role in the Island's transportation picture and while narrow-gauge aficionados may not be able to ride it from end to end, there is always the possibility that they can get a little of the action, somewhere along the line.

WORK ON THE EASTWARD EXTENSION TO THE CITY'S CENTRE of Montreal's spaghetti-dish of expressways has required considerable construction near Mountain & St. Antoine Streets, necessitating the closing of Tracks 7 to 11 inclusive of CP RAIL's Windsor Station. Apparently the closure is not exactly temporary, since the rails of these five tracks have been removed. At the same time, construction work has begun on the former site of the Provincial Transport bus terminal on Dorchester Boulevard at Stanley Street - a site forming part of the total area to be developed by Marathon Realities. Pessimists (realists) are putting this and that together and are concluding that the days of Windsor Station are indeed numbered.

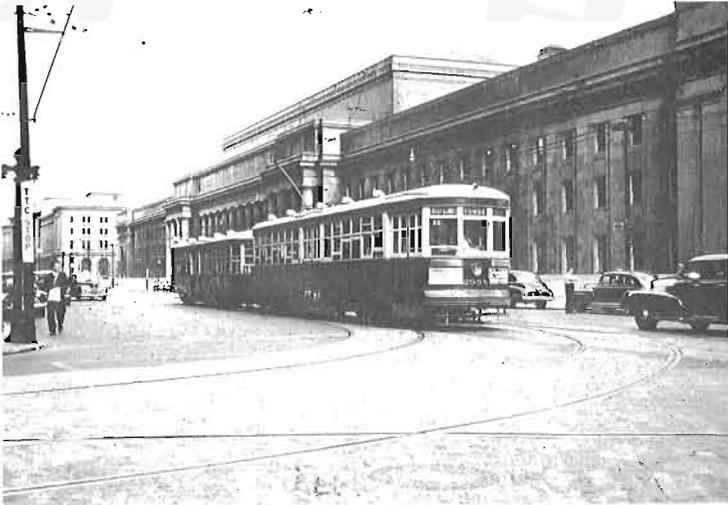
MOST MORNINGS OF THE YEAR, CANADIAN NATIONAL'S Train 51 - the "Lakeshore" - rumbles out of Central Station, Montreal at 0830 hours - 10 minutes after its high-speed sister, Train 61 the "Rapido", both westbound for Toronto. Most mornings, Train 51 gets a yellow board at the top of 40th. Avenue, Lachine and a red block at the 55th. Avenue highway underpass, while Train 61 loads passengers at Dorval Station, about a mile up the line. August 4, 1971 was no different in this respect. Engineer Max Basset and Helper Jean St-Germain found the difference when Train 51 eased to a stop at the 50th. Avenue signal and they saw five odd figures running along the track-side. Seconds later a quintette of rubber-faced bandits, armed with a variety of submachine guns, subdued them and the baggage man. A frantic and frenzied search of the mail bags ensued, with no apparent result. Spitting curses and threats, the bandits fled in a car previously cached in a thicket of trackside trees. Max, Jean and the baggage man pulled themselves together and after an hour's investigation, were allowed to take Train 51 west to Brockville, arriving at that place - as one Montreal paper put it - "only 80 minutes late". A CN spokesman and a post office authority denied that a rumored shipment of \$ 50,000 was in the baggage car. The desperados were not available for comment.

IN AN AUGUST 3RD., 1971 EDITORIAL, TORONTO'S "GLOBE AND MAIL" waxed highly indignant about the shroud of secrecy which - it claims - descends over every accident that occurs on a Canadian railway. A DC-8 crashes - there is an immediate and detailed government inquiry. A cruise ship catches fire - even if it is of foreign registry, there is an immediate hullabaloo, complete with allegations and inferences. The "Globe & Mail" feels that the statutes of Canada should be revised to permit railway accidents to be subject to the same scrutiny. As things stand now, the Canadian Transport Commission does the investigating but does not make its findings public. Regardless of the average citizen's "need to know", the "Globe and Mail" states: "If there was ever a time when railways merited the trappings of privilege (to keep the findings of every railway accident secret..Ed.) it is no longer with us today. It is unwarranted, unjust and unsafe to place the railroads beyond the laws the rest of us must live by". Besides, it is robbing the "Globe and Mail" of some first-class gory headline material. Alas, poor Rochdale!

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2 Toronto Transit Commission's Car Number 2958 (motor) and Trailer Number 3013 rumbled west on Front Street in Toronto on July 17, 1948, passing in front of the Union Station. Photo C.R.H.A., E.A. Toohy Collection.

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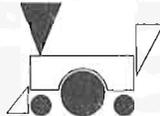
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