Canadian Rail

1932 - 1972

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC. ESTABLISHED 1932

40th. anniversary

NO. 246
JULY 1972


8005
8005

Once Upon a Roller Coaster.

John E. Hoffmeister

Photos by the Author.

CP Rail Vancouver Island subsidiary, the 196.5-mile Esquimault & Nanaimo Railway, is very well-known for a variety of reasons to a variety of people. To most persons resident on the Province of British Columbia's Vancouver Island, this railway shuttles an endless procession of freight cars back and forth, up and down, over its seldom-level profile.

For those whose interest is passenger trains - either through necessity or inclination - CP RAIL operates over the E&N the only remaining local passenger service in British Columbia - Trains 1 & 2, currently (1971) composed of RDC-2 DAYLINER Number 9199 - daily except Sunday on the 140-mile Victoria Subdivision between south-island Victoria and northeast coast Courtenay. This run is renowned for its scenery and has become a favourite jaunt for tourists and railfans, over the years.

Curiously enough, perhaps the most remarkable feature of the Esquimault & Nanaimo in 1971 is its motive power, unique in Canada. Driving along the Island's famous "Island Highway", the well-maintained railway right-of-way plays hide-and-seek with the highway. The casual observer would conclude that GP7s, M-636s or some equally common kind of diesel-electric unit would be used, but a closer inspection will reveal what the casual observer will surely miss!

A NOON-HOUR IN MAY, 1970, AT DUNCAN, VANCOUVER ISLAND, BRITISH COLUMBIA, graces this month's cover, with CP RAIL units Numbers 8001 and 8004, waiting for switching orders for their Train 51. Compare No. 8004's face with the way it looked at Nanaimo in 1954 - seventeen years before! Engineman: Bruce Palak

A FABULOUS MONSTER= the "first Nitinat" logger, headed by Numbers 8005 and 8012 on the crossing of the old Cowichan Lake road at Sahtlam, B.C. shortly after the retainers had been set on the 40 trailing cars. Engineman: Cecil Darby.

Until 1948, the E&N Division, in common with most other "rural" divisions of the Canadian Pacific Railway Company rostered typical CPR small motive power. In the latter years of steam - just prior to dieselization - the ubiquitous D-10 class 4-6-0s patrolled the Island system, working in all classes of service. Before their time, ancient, squat D-4 class ten-wheelers of the 400-series held down the numerous passenger runs, while equally ancient Belpaire-firebox, wooden-cabbed 3100 and 3200-series 2-8-0s majestically handled the freight services.

The majority of these truly-remarkable grass-cutters were scrapped shortly before World War II. One former E&N class D-10 steam locomotive, Number 926, fortunately is preserved under cover at the Museum of Science and Technology, Ottawa, where - last summer - members of the Ottawa Branch of our Association have installed a brand-new front buffer beam. A picture of this engine, taken at Nanaimo in 1947, appeared on page 199 of the September, 1971 issue of CANADIAN RAIL.

Back in 1947, the Mechanical Department of the Canadian Pacific Railway was very interested in the feasibility of total dieselization on the E&N Division and a decision was taken to convert two subdivisions entirely to this relatively new type of motive power, using the diesel-electric road switcher. Selected for conversion were the Lyndonville Subdivision in southeastern Québec (and the neighbouring State of Vermont, U.S.A.) and the Esquimault & Nanaimo Division on Vancouver Island, British Columbia. Five ALCO(Schenectady)-GE 1,500 hp. units, Numbers 8400-8404 inclusive, were purchased for the eastern operation, while 13 BALDWIN-WESTINGHOUSE 1,000 hp. units, Numbers 8000-8012 inclusive, were bought for the E&N in the west.

The BALDWINS were the only units of their kind manufactured for a Canadian railway. They were of the DS-4-4-10 model, which design was even rarer in the United States. The 8000s were built with the famous Delavergne diesel motor, similar in appearance and operation to a marine diesel engine. The actual motor, generators, blower and most of the electrical circuitry are housed in the long hood, directly in front of the cab, with the radiator compartment fitted in the nose.

A traction motor is geared to each axle of the four-wheeled Symington trucks. The short hood on the "rear" end of the units once housed a steam generator on Numbers 8000-8004 for the period 1949 to 1956, when they were in passenger service prior to the advent of the Budd RDC DAYLINERS. On units Numbers 8005-8012, the short hood now houses the fuel tank, which rides between the trucks on the former passenger units. This one difference is the only readily-visible structural distinction.

At the same time that the 8000s were acquired for use on the Island, the class DS-10g switchers, Numbers 7065-7075 inclusive, also BALDWIN-WESTINGHOUSE products, were acquired for use in the Vancouver B.C. area. The only real difference between the two designs is that the 7000s are true switchers, lacking the short hood behind the cab. From time to time, one to half-a-dozen of the 7000-series have been transferred to Vancouver Island as auxiliary units to the 8000s. For

example, Number 7068 served from 1948 to 1958 as the regular yard engine at Victoria, necessitated primarily by the industrial spurs along Store Street, where the curves are too tight for the longer 8000s to negotiate without actually stripping their speedometer cables. More recently, ALCO S-3, 660 hp. Number 6573 has been assigned to this service.

For roughly the first ten years of their service up and down Vancouver Island, the BALDWINs handled the average train of 10 to 15 cars with very few problems. Gradually, an increase in the lumber traffic resulted in longer log trains and increased export traffic from on-line pulp and paper mills at Crofton and Port Alberni, for example. Something had to be done about the existing motive power arrangements on the E&N!

Apart from getting rid of these units altogether, the only other alternative seemed to be multiple-unit operation. By the end of the year 1965, all of the BALDWINs had been M-U equipped, albeit with GM-EMD jumper cables! Not only did M-U operation enable longer trains to be hauled, but it actually reduced the number of runs, principally out of Victoria at the southern end of the system. In case you come looking for them, 10 of the 13 units assigned to the E & N can generally be found on the Island, with 2 of the remaining three working in the lower mainland B.C. area. The remaining unit is most often at Ogden Shops in Calgary, undergoing heavy repairs. At the time this article was written in November, 1971, Number 8005 was at Ogden with a broken crankshaft.

Nowadays, the BALDWINs are running in three colour schemes. Numbers 8001-8005, 8008, 8010-8011 are handsomely decked out in the new CP RAIL colours, with the "multimark". Numbers 8000, 8007 and 8012 appear with the wide-band "Canadian Pacific" script, leaving Numbers 8006 and 8009 in the old narrow-band "Canadian Pacific" colours. Unfortunately, the lettering on Number 8009 is completely faded out, making the "9" the least attractive in appearance, although the unit has the best-souding tri-tone horn of the lot. Number 8004 is presently altogether unusual, having been painted in all three Canadian Pacific colour schemes, in addition to the CP RAIL colours - from the short-lived tuscan red and yellow of 1948 to the current glamour of "red and white and MULTIMARK". Number 8003 was the first BALDWIN unit to sport the CP RAIL colour scheme, being redecorated just in time to show it off by participating in the retirement ceremonies of MacMillan-Bloedel's steam-powered Nanaimo River Railway at Ladysmith Diamond on December 1, 1969 (See CANADIAN RAIL, Number 228, January, 1971) .

During the last 23 years, the BALDWINs have run up an average of 600,000 miles in revenue service and today are showing signs of their age. Ground relay and associated electrical equipment problems are becoming increasingly more frequent.

Present operations on the E&N vary with the day of the week. Yard switchers work at Port Alberni, Wellcox Yard on the Nanaimo waterfront and Victoria at the south end. Most trains originate and terminate at Wellcox Yard, the only exceptions being the Victoria-


8003
8003

based freight runs, Trains 51 & 53. Train 53 seldom runs except on holidays when Train 51 is annulled. Train 51 generally departs Victoria's Russells Yard midmorning daily except Saturday and returns as Train 52 daily except Sunday from Wellcox - from which point it usually leaves around midnight. These trains handle all normal work between Victoria and Nanaimo, including the immense British Columbia Forest Products pulp and paper mill, located at the far end of the Crofton spur.

A maximum of four units may be multipled because of weight restrictions on bridges over the Niagara and Arbutus Canyons, along the highly scenic Malahat section, above Saanich Inlet. Wellcox Yard rosters both a day and a night road-switcher most days of the week. Usually only one of Trains 63 or 67 run from Wellcox to Port Alberni daily except Sunday, with Train 63 being the early-morning departure and Train 67 a suppertime departure. These trains run over the Victoria Subdivision north to Parksville,Mile 95.2, from whence they take the 38.8-mile Port Alberni Subdivision, cresting the 1,215-foot backbone of the Island at Arrowsmith. These trains return as "extras east", so designated by the road number of the leading unit.

Because of the unusually heavy volume of traffic on the steeply-graded "Port" (Port Alberni) Subdivision during the last two summers, CP RAIL GP9s have been used on Trains 63 & 67. In the summer of 1971, units Numbers 8643, 8649 and 8688 were working these trains. These units were rostered primarily because their dynamic-braking equipment eliminated the necessity for setting the retainers on the cars for the return journey. One or two log trains of roughly 40 cars each run weekdays on the Lake Cowichan Subdivision, hauling Crown-Zellerbach logs from the loader at Lake Cowichan, east to the boom-grounds at Ladysmith. Generally, two multipled BALDWINs - along with a water car and a caboose - depart Wellcox, picking up the empty string of log flats from the storage tracks at Ladysmith, at the beginning of the run known as the "nitinat". On the return journey down the branch retainers are set full on all the loads at Sahtlam, mile 9.2 on the 18-mile Cowichan Lake Subdivision. The trip from the Lake to the junction with the Victoria Subdivision at Hayward takes a little under an hour.

A cultural highlight of this trip is the hippie Commune located on a farm adjacent to the right-of-way at mile 2.1 . This unusual establishment is known locally as "Dogpatch", for obvious reasons. Researching sociologists are not encouraged!

After setting out the logs at Ladysmith, the units return to Wellcox, either to tie up for the night or to go out again with a fresh crew. On Wednesdays and Saturdays, the Mill Crew depart Wellcox early in the morning, with high cars for loading at the shingle mill at

THE AFTERMATH OF A SNOWSTORM IN THE QUIET WOODLANDS AT MUD BAY, VANCOUver Island, December 1,1970. By degrees, a distant throb becomes audible and five-car Train 65, headed by unit No. 8003, crunches northward to Courtenay. Engineman: R.J.Scott.

IN THE GOOD OLD SUMMERTIME OF 1954. SOUTHBOUND TRAIN 2 STOOD AT NANAIMO with unit No. 8004 on the head-end. Less than two years later, the ancient, comfortable, gas-lit coaches would be gone and No. 8004 would be hauling freight, while RDC DAYLINERS took over the run.
Photo courtesy J. Cowie, Cowie's Machine Shop,Nanaimo,V.I.,B.C.

Lake Cowichan for later delivery to the Western Forest Industries private-haul industrial railway interchange at the Lake.

Western Forest Industries operate an 0-6-0 Cummins industrial diesel over their 7-mile line, connecting their mill at Honeymoon Bay with the E&N. Generally the Mill Crew runs about a dozen cars and seldom requires the services of a second unit, unless - as sometimes happens - there are a few surplus logs to go down to Ladysmith.

Probably the most scenic rural run is the Courtenay Turn - Train 65 - which is carded as a daily train, but seldom runs more frequently than Tuesdays and Fridays. It originates and terminates at Wellcox and runs to the end of the division at Courtenay. Especially scenic are the 44 miles between Parksville and Courtenay, where the train passes through quaint fishing villages and resort communities, with such extraordinary names as Qualicum Beach, Bowser, Mud Bay, Fanny Bay, Buckley Bay, Union Bay and Royston. Train 65 is strictly a local freight, having very little work to do except at Courtenay. Its consist is mostly bulk chemicals for trans-shipment to highway transport for Campbell River, Gold River and Port Hardy on the Island's east and north coasts. Cattle feed, propane, gravel and general merchandise are also carried. Southbound traffic from Courtenay is mostly empties, mineral concentrates from Western Mines Limited and

poles. The "Courtenay Turn" comes south as an extra, so designated by the diesel unit road number.

It is not possible to say how much longer these remarkable BALDWIN units will remain in service. The fact that most of them have undergone major overhauls and repainting is a hopeful sign that they will be in service for a few more years. It is likely that - sooner or later - the GP9s or some other diesel power, made redundant on the mainland, will find their way to Vancouver Island. To the Island residents living along the E&N right-of-way, the characteristic burbling and faint drumming of the BALDWINs have become familiar sounds. But in spite of the fact that their life-span may not be long, in the meantime, under the guidance of their genial, capable crews, the 8000s of Vancouver Island continue to do their job very well!

The Author, in a post-scriptum, sincerely hopes that when some of the BALDWIN units are retired, one of them may find a place of honorable retirement at the Canadian Railway Museum, Saint-Constant, Québec, where so many other noteworthy steam and diesel-electric locomotives are preserved.

AT 1158 HOURS ON A VERY WET JANUARY 8, 1971, EXTRA SOUTH 8008 WAITS at Courtenay, B.C. with eight cars and CP RAIL caboose 436733. Then, highball! Engineman: Harley Aeichelle.

THUNDERING THROUGH MALAHAT, V.I., B.C. ON A RAINY ST. VALENTINE'S DAY, 1971, units Nos. 8010 & 8009 head Train 51 with 14 cars. Note the 3rd. car in the consist - the road car! Engineman: Gene Grogan.

THE BALDWIN-WESTINGHOUSE-CLC UNITS OF THE ESQUIMAULT AND NANAIMO DIVISION OF CP RAIL.

Builder: Baldwin-Westinghouse; Canadian Locomotive Company, Kingston, Ontario.

Builder's Model: DRS 4-4-1000

Builder's Date: December, 1948

Railway Class: DRS-10a

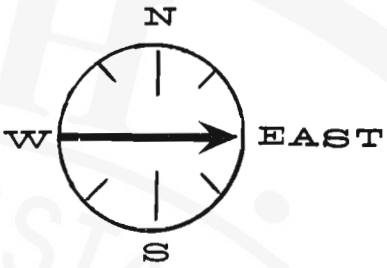
Road number	Tractive effort	Unit weight	BLW serial	Paint scheme Jan. 15, 1972
8000	42,000 lbs.	239,000 lbs.	73967	CP RAIL MULTIMARK
8001	42,000	239,000	73968	CP RAIL MULTIMARK
8002	42,000	239,000	73969	CP RAIL MULTIMARK
8003	42,000	239,000	73970	CP RAIL MULTIMARK
8004	42,000	239,000	73971	CP RAIL MULTIMARK
8005	42,000	223,000	73972	CP RAIL MULTIMARK
8006	42,000	223,000	73973	Canadian Pacific Old '54
8007	42,000	223,000	73974	Canadian Pacific Script
8008	42,000	223,000	73975	CP RAIL MULTIMARK
8009	42,000	223,000	73976	Canadian Pacific Old '54
8010	42,000	223,000	73977	CP RAIL MULTIMARK
8011	42,000	223,000	73978	CP RAIL MULTIMARK
8012	42,000	223,000	73979	Canadian Pacific Script

Notes: These units ride on Symington B-B trucks.

Each unit is powered by a Delavergne 1,000 hp. 4-cycle, 6-cylinder, in-line, 606-cubic inch, turbocharged diesel engine.

Units Numbers 8005 through 8012 were originally intended to be numbered 8200 through 8207, but this fortunately never came about.

DIESELS



SECOND SECTION

Photos - Pierre Patenaude.

ONE OF THE CHESAPEAKE & OHIO UNITS - NO. 6183 - WHICH TOGETHER WITH 39 others are on lease to Canadian National Railways, is shown here at Montréal Yard on 22 April, 1972.

PRIDE OF THE LINE, CANADIAN NATIONAL'S TRAIN 1, THE "SUPER CONTINENtal", leaves Dorval, Qué. on May 9,1972 with FP9 No. 6540 and F9Bs No. 6630 & 6616.

CN'S TORONTO-HALIFAX FREIGHT TRAIN 306 at Dorval, Qué. on May 9,1972, with SD40s Numbers 5075 & 5036 on the point.

ONE OF CANADIAN NATIONAL'S UBIQUITOUS CONTAINER TRAINS, 207, ROLLS through Dorval, Qué. on May 9,1972. Power was SD40s Numbers 5041 & 5031.

CANADIAN NATIONAL'S MLW-I M-636s NUMBERS 2312 AND 2303 ON FREIGHT B/313 at Dorval, Qué., 29 April 1972. CN Operated fourty M-636s,Nos. 2300-2339.

CANADIAN NATIONAL FREIGHT 390, HEADED BY THREE GP9S, NUMBERS 4484-4488-4490, rumbles off Victoria Bridge through St. Lambert Station on 7 May, 1972.


6540
6540


5075
5075
503


5041
5041


2312
2312


4484
4484

IN 1901 AT THE FOOT OF INDIA STREET

S.S.Worthen.

Surely one of the most handsome panoramas of the many which particularly embellish the eastern seacoast of the United States is that to be obtained in the City of Portland in the State of Maine.

From the cool, shady heights around Observatory Hill on a sunny, summer day, the entire roadstead of Casco Bay extends as far as the eye can see, the island-studded waters being bounded on the north by Tukey's Bridge across Back Cove and to the south by the more modern South Portland Bridge across the Fore River.

Casco Bay was and is one of those splendid natural deep harbours that could, as the saying goes, safely and securely harbour the entire United States Navy. It was very likely for this reason - but not in anticipation of the event - that Charles Levett of York, England, built a fort in 1623 on an island in Casco Bay. Following the hostilities of that period between England and France, the first English settlers - George Vleeves and Richard Tucker - arrived on this peninsula, known in 1632 as Casco Neck and today the site of the City of Portland.

Casco Neck was renamed Falmouth in 1658 and, following a raid and concurrent massacre by the local Indians in 1676, a fort named Loyal was built in 1680 near the foot of present-day Portland's India Street.

Fort Loyal was soon to justify its construction, for it sheltered the citizens during the French and Indian War of 1689-90. In May, 1690, a force of several hundred French and Indians attacked Falmouth and besieged Fort Loyal. Captain Sylvanus Davis, the doughty commander of the fort, was forced to surrender after the fort had been mined and threatened by fire. The Captain and a few men-at-arms were taken captive to Québec. The civilians were summarily massacred by the Indians, who took the scalps of their victims for war-trophies and the anticipated bounty-money. The village of Falmouth was utterly destroyed.

The ruins of Falmouth gradually became part of the natural landscape, but in 1692, Sir William Phipps anchored his ship in Casco Bay and a shore-party buried the remains of the victims. Finally, in 1699 a peace treaty was concluded with the Indians.

By 1775 and the dawn of the struggle for independence by the English colonies in eastern North America, a new town had arisen on the ruins of the old. Falmouth was again of sufficient importance to be selected for bombardment by the English fleet from Nova Scotia. The damage was rapidly repaired and the town was subsequently reincorporated in 1786 as the Town of Portland, receiving its charter as

a city in 1832. From 1820 to 1832, it was the Capital of the State of Maine.

The year 1866 was remarkable in the City of Portland. Perhaps as a result of the general public rejoicing at the end of the War Between the States, the Independence Day celebrations on July 4 were so vigorous and so universal that the city was set on fire and many of its principal buildings were burned to the ground. It is for this reason that many of the older buildings in Portland today date from that period.

It is now time to consider the further development of the City of Portland, with respect to the Grand Trunk Railway Company.

The first truly international railway in North America was the St. Lawrence and Atlantic-Atlantic and St. Lawrence Railroad Company. The two parts to its corporate title were interchangeable and the one taking precedence depended on whether the speaker was from Maine or from Canada.

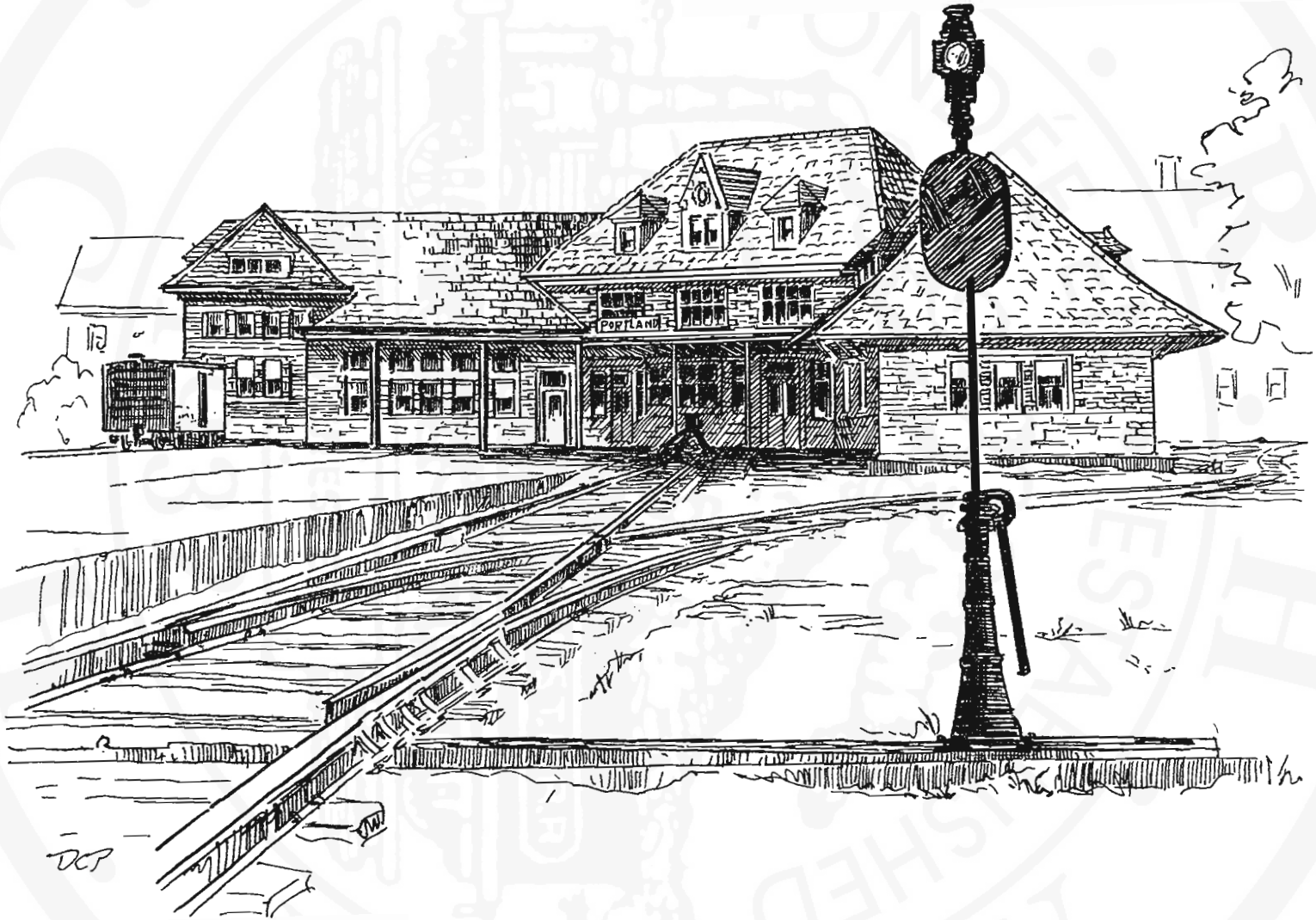
In any event, the Atlantic & St. Lawrence Railroad Company was chartered in the State of Maine in 1845 and the first train arrived in Portland on March 10, 1851, from a point intermediate between Portland and Island Pond,Vermont, about 16 miles south of the International Boundary.

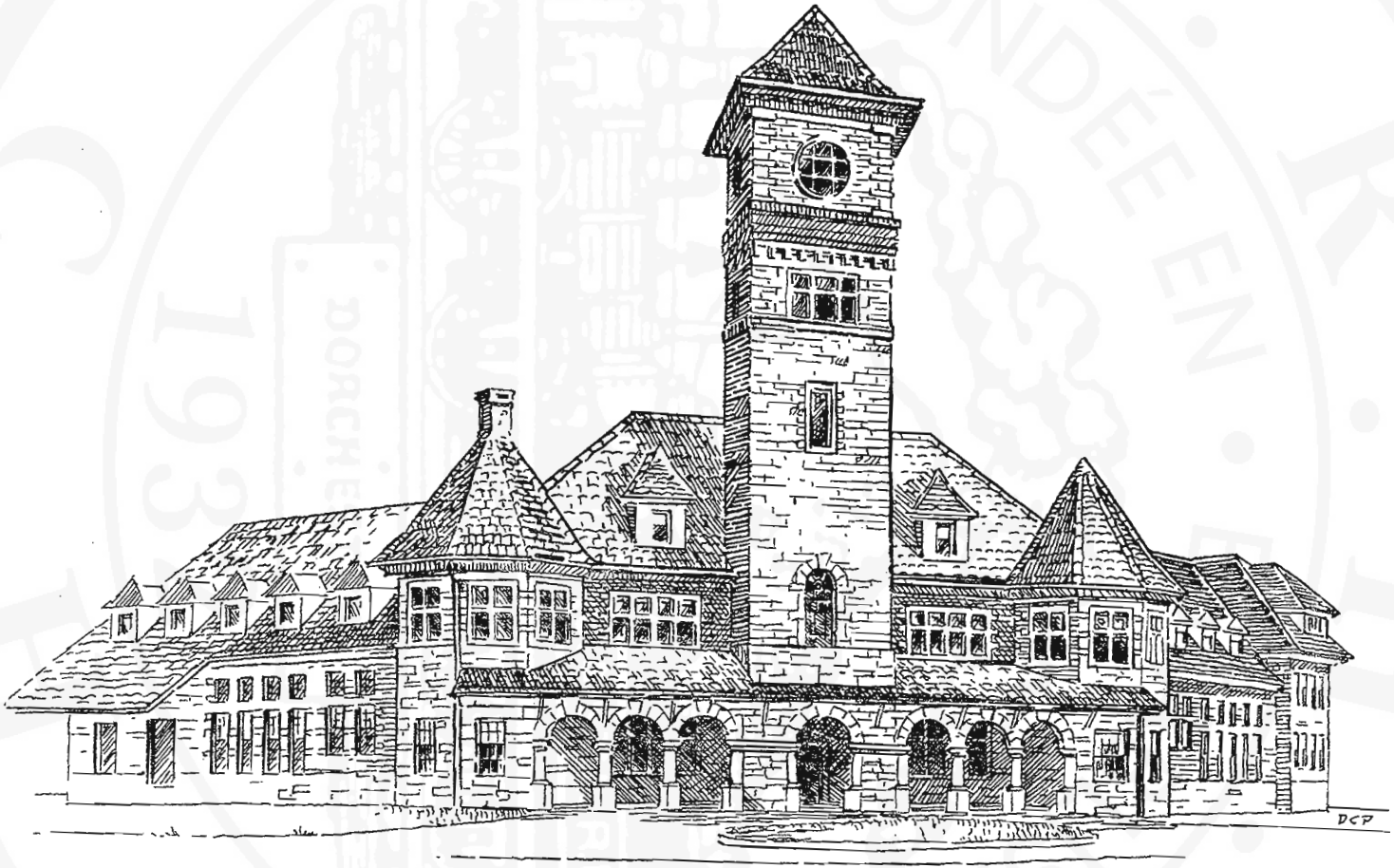
According to a footnote in the February, 1937 issue of the "Canadian National Railways Magazine", Fort Loyal - or its remains - is said to have been "demolished" for the erection of the first Grand Trunk Railway station in 1848, the year the line was opened to North Yarmouth, across Back Bay. This station was at the foot of India Street.

The City of Portland was soon to be bound inextricably to the fortunes and misfortunes of the City of Montréal, the northern terminus of the "siamese-twin" railway. The first train crossed the International Boundary between the Province of Canada and the State of Maine on July 18,1853. The Grand Trunk Railway Company of Canada, incorporated for the specific purpose of building a "trunk" line of railway from the Atlantic seaboard to the Great Lakes, lost no time in leasing the Atlantic & St. Lawrence-St. Lawrence & Atlantic, concluding the lease on July 1,1853 for the usual term of 999 years.

The foot of India Street on the southeast side of Portland's lovely peninsula was the centre of activity for the Grand Trunk. Its passenger station was there erected,facing the roundhouse which had been removed from its original waterfront location. While a passenger station may have been built in the first years by the Atlantic & St. Lawrence adjacent to the docks, there is no record of its construction or demolition.

In 1901, the Grand Trunk Railway Company commenced construction of the India Street Station, which was to be a landmark for travellers for nearly 60 years. The station was opened to passengers on November 2,1903. It was erected at or near the site of Fort Loyal and according to "Canadian National Railways Magazine" of February,1937, the Sir William Phipps Chapter of the Daughters of American Colon-


PORTLAND
DCP


DCP

ists of Maine dedicated a tablet fixed to the station wall early in 1937, to commemorate the history of Fort Loyal, "which stood on the site of the station grounds".

With its tall, classic tower, this handsome station was a welcome and familiar sight to thousands of travellers - many of them vacationing Canadians - arriving in the City of Portland. In the period before World War I, hundreds of Grand Trunk employees from the Pointe-St-Charles Shops boarded three or more special holiday trains in the railway yards adjacent to the shops, for the fast overnight journey to the Maine coast resorts south of Portland. Their return a fortnight later at the end of their annual vacation caused a further multiplication of problems for the Operating Department.

The summertime traffic to the resorts on the Maine coast was not entirely confined to Company employees. The Grand Trunk enjoyed a very healthy tourist traffic, bringing vacationers east from points as distant as Chicago, Durand and Grand Rapids at very attractive rates.

In the winter, the advantages of Portland's ice-free harbour were exploited to the full. For most of the year, immigrants arriving by ship from Europe were taken to Montréal, Toronto, Chicago and the midwest by train after train.

Although trade through this remarkable eastcoast port declined after World War I - as indeed it did in most eastcoast ports - the Grand Trunk's international railway was to achieve even greater importance during World War II, when Portland became a most desirable harbour and trans-shipment point.

But with the advent of the motor car, the highway bus and the aeroplane, passenger train traffic between Montréal and Portland began its slow decline. With the natural beauty of the White Mountains of New Hampshire midway in the journey from the St. Lawrence River to the Maine coast, travel by private automobile became the preferred mode.

And so, in 1962 - fifty-nine years after the first passenger had walked along the brick platform to the station concourse - passenger service on the Grand Trunk Railway into Portland was terminated. And the station at the foot of India Street no longer welcomed the traveller.

Empty it was, except for certain Company offices. To all intents and purposes, it was unused. But the City of Portland continued to levy municipal taxes on the property at an apparently ever-increasing rate. Before long, Grand Trunk cost accountants became acutely aware of these increasing charges and one day at the end of March, 1964 ,a hurried decision was taken to demolish the India Street station before it could be reassessed for tax purposes on April 1.

And that was just what happened!

When the tax assessor arrived on April 1,1964, there was nothing left of the station at the foot of India Street but a pile of rubble.

The pen-and-ink sketches of the Grand Trunk Railway's India Street Station,Portland,Maine,U.S.A., which accompany this article - and

which were in fact the primary stimulus for the article - were executed by Mr. Donald C. Patterson and illustrate the station's appearance from India Street and from the platform side (rear), after the imposing tower had been demolished.

These sketches are reproduced through the kind permission of Mr. Patterson and The 470 Railroad Club of Portland, Maine.

The Author is very much indebted to Mr. J-G. Coté, Research Analyst, Headquarters Library, Canadian National Railways, Montréal, Québec, for information basic to the article's composition.

WAYBILLS

Editorial Staff CANADIAN RAIL

MR. RAYMOND J. HARROD SENT THE SUGGESTION OF THE YEAR - SO FAR - TO the Editor of the Chicago "Tribune" recently. Commenting on AMTRAK's cancellation of passenger train service over the Buffalo-Cleveland-Toledo-South Bend-Chicago ex-Penn Central ex-New York Central "Road of the Centurys", Mr. Harrod suggested that a self-propelled vehicle was the answer to the low average patronage, normal for passenger trains on this run. He also expressed the opinion that instead of winning passenger business for the railroads of the U.S., AMTRAK's managers seemed to be making a real effort to lose money by competing with the airlines for a very limited (about 12%) percentage of the market, while making little or no effort to carve off a slice of the automobile-bus segment, amounting to about 86%.
Most observers of the railway scene in both the United States and Canada will reply that this observation is not a new one. This is quite true. But the observation has never yet been logically rebutted, even by the pre-AMTRAK railroad managements. S.S.Worthen.

"CP RAIL NEWS" - THE NEW TABLOID-TYPE COMMUNICATIONS MEdium published by CP RAIL under the guidance of Supervising Editor Ron Grant - announced in a recent issue that Burlington-Northern had failed in its ongoing attempt to secure a portion of the coal traffic from the Kootenay-Crows Nest region of British Columbia to the westcoast superport at Roberts Bank. For more than two years, B/N has been promoting permission to construct - or rather reconstruct - a railway to be called the Kootenay and Elk from the International Boundary to (probably) Morrisey, B.C., on the abandoned roadbed of the one-time Crow's Nest Southern Railway. Trackage rights from CP RAIL would have enabled B/N trains to reach Sparwood, Fernie and perhaps the upper reaches of Elk Creek. B/N planned to route coal unit-trains south over this line to a connection at the International Boundary with a B/N branch at Gateway, Montana and the main line at Great Falls, Mont. The trains would run west and cut back north into Canada at Sumas, B.C., proceeding thence to Roberts Bank superport.
The Canadian Transport Commission denied the B/N's ap-

plication on the grounds that the Railway Act prohibits the connection of a common carrier - such as the B/N - with annindustrial railway - such as the Kootenay & Elk. The CTC also questioned the right of the B/N to cross the International Boundary and operate in Canada without (federal) statutory authority - the K&E being incorporated only in the Province of British Columbia.
Needless to state, the B/N and K&E appealed this decision to the Supreme Court of Canada.

OTTAWA MUSEUM OF SCIENCE AND TECHNOLOGY'S
ex-STELCO 0-6-0 steam locomotive Number 40, which last year performed so nobly at the Museum, was referred to Canadian National Railways' Point St. Charles Shops (Montréal) for a very thorough inspection which hopefully would have paved the way for repairs to the boiler and firebox, enabling extended operation in 1972. However, the inspection revealed that the firebox and crown sheet were irreperable and subsequently, Number 40 was returned to Ottawa for exhibition as a static display.

SUNDAY EXCURSIONS OVER CP RAIL TRACKAGE
from Ottawa to Wakefield shortly thereafter raised the hopes of the railway enthusiasts in and around Ottawa. Mr. Douglas Fullerton, Chairman of the National Capital Commission - which is a power to be reckoned with in our Nation's Capital City - made minor headlines in most of Canada's Canadian Press newspapers, when on April 11 he announced that steam-hauled Sunday excursions via CP RAIL up the Gatineau Valley were imminent. This trip has long been a favourite of Ottawa area railway enthusiasts and berry-pickers alike.
At a meeting held as early as April 6 - which Mr. Fullerton did not attend - NCC spokesmen said Dr. David Baird of the Museum of Science and Technology at Ottawa would supply the essential motive power from among the locomotives displayed at the Museum. However, Dr. Baird declined this privilege, but this in no way deterred Mr. Fullerton, who held his press conference just the same. According to Mr. Fullerton, there will be leisurely excursions up to Wakefield and back, on sunny, summer afternoons, this year. "Only the details remain to be arranged".CP RAIL officials, when they recovered from their surprise, said that it was a little more complex than that!

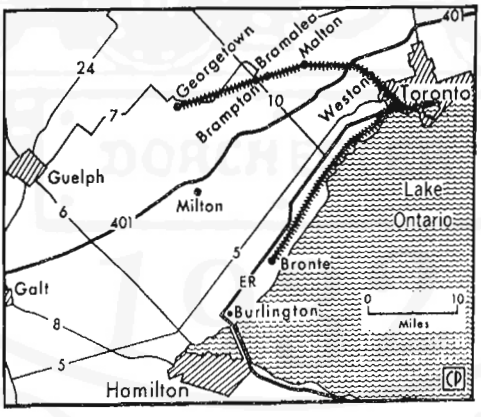
EX-CANADIAN PACIFIC RAILWAY ROYAL HUDSON
4-6-4 Number 2839, longtime tenant of CP RAIL's John Street, Toronto, roundhouse, recently left for the Niagara Falls gateway en route to the Atlantic Central Steam Company of Allentown, Pennsylvania. CP RAIL are much relieved for a variety of reasons, the most important of which is that it reduces the steam locomotive population at John Street by one and secondarily that there is now no possibility that this engine will be a candidate for operation on CP RAIL lines, a proposal that has been frequently stated as fact in one of the well-known monthly railroad enthusiast publications. S.S.Worthen.

FROM CORNWALL, ONCE THE HOME OF

The Cornwall Street Railway, Mr. E.H.Heath writes that the locomotives and cars of the CSR are being disposed of rapidly. Locomotive Number 14 was loaded on a flat car at the end of May for shipment to the Illinois Railway Museum, Union, Illinois. Snowplow Number 8 was purchased by the Branford Electric Railway of East Haven, Connecticut, while Sweeper Number 10 has been acquired by the Seashore Trolley Museum of Kennebunkport, Maine. As previously reported, streetcar Number 17 and Line-car Number 4 will be preserved at Cornwall, near the Ontario Hydro Power Dam. Locomotive Number 16, sweeper Number 1 and Tower-car Number 5 have been donated by Canadian National Railways to the Museum of Science and Technology, Ottawa. Waiting disposition at Cornwall are locomotives Numbers 6, 7, 11 and 15.

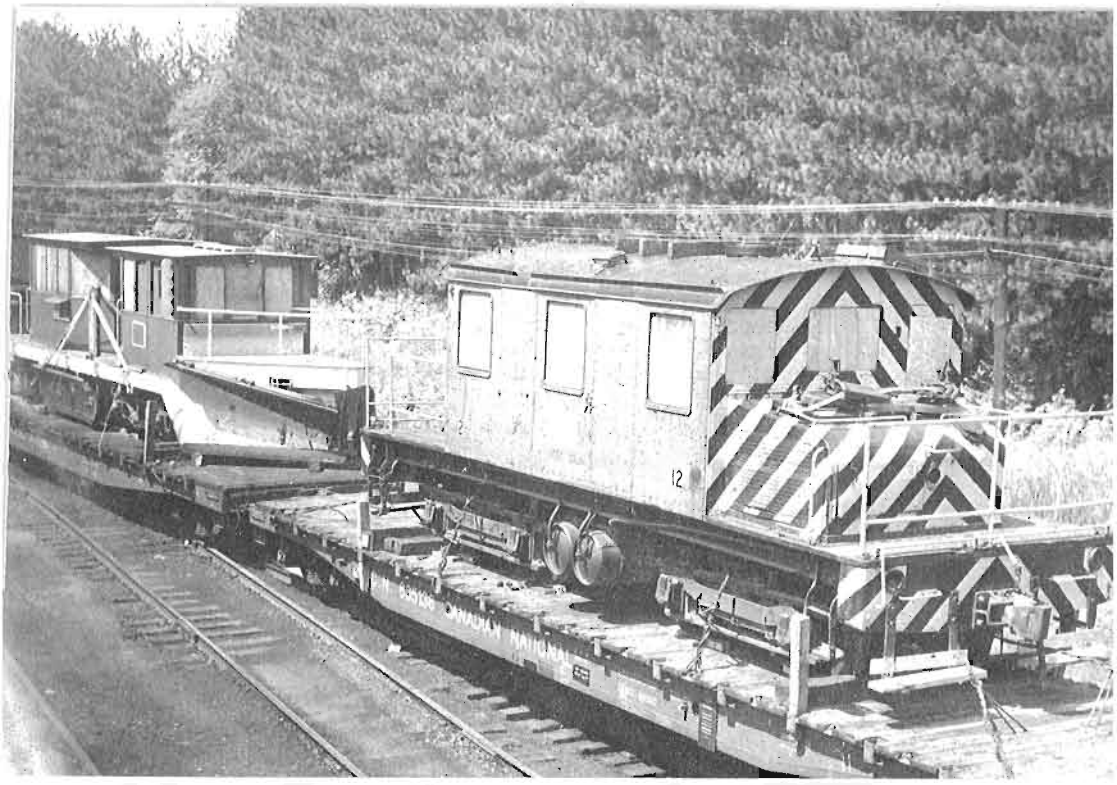
ONTARIO'S MINISTER OF TRANSPORTATION

and Communications, Mr. Gordon Carton, announced recently that GO TRANSIT, Ontario's commuter rail service, had ordered thirty commuter coaches from Hawker Siddeley Canada Limited. The cost will be a cool $ 6 million and the cars will be built at HS's car division at Thunder Bay, Ontario. Mr. Carton made the voters of Thunder Bay happy by pointing out that the order would mean continuing work for 225 citizens through a slack period which could have resulted in a shut-down and lay-off at the HS plant. Twenty of the new cars will be used for a new GO TRANSIT service running northwest from Toronto via CN to Malton, Bramalea, Brampton and Georgetown, scheduled for operation by mid-1973. The other 10 will be integrated into the present Pickering-Oakville GO operation. Mr. Carton eschewed gallery cars or a similar design, saying that cost studies had shown such a design to be too expensive. Too expensive? It didn't take a cost study to reach that conclusion! S.S.Worthen.



CANADIAN NATIONAL RAILWAYS ORDER FOR

twenty SD40s from Diesel Division, General Motors of Canada, road numbers 5241-5260, has been deferred to November, 1972. These units are six-motor jobs and will ride on DD-GMC's "High Adhesion" trucks.



CORNWALL STREET RAILWAY,LIGHT & POWER'S Motor Number 12 and double-truck snowplow en route to the Branford Electric Railway's museum at East Haven,Conn., photographed at Mohawk Yard, Schenectady,N.Y. on July 4,1972 by Jim Shaughnessy.

The sixteen GP38s recently acquired were assigned to Toronto,with road numbers 5500-5515. They have four D-87 traction motors, exerting 48,000 lbs. tractive effort. They do not have dynamic brakes.

Pierre Patenaude.

A QUESTION HAS BEEN RAISED.....

regarding the accuracy of some of the news items which appeared in the "Waybills" section of the June, 1972 issue, Number 245, of CANADIAN RAIL. The year "1971" in the first paragraph should be 1972. This is a typing error and happens occasionally even in the best proofed copy.

Of more importance are the statements made regarding the results of lateral-force tests conducted by Canadian National Railways,early in 1972. A spokesman for Canadian National has reminded the Editor of CANADIAN RAIL that 6-axle diesel-electric units do produce greater lateral forces on rail than do 4-axle units and several technical papers to this effect have been published in engineering journals.Further, it is not correct to say that the DOFASCO truck, used on MLW Industries units, produces a greater lateral force on the rail than does the truck used by Diesel Division, General Motors of Canada, on their SD40s.

The restriction of 6-axle units from the Garneau-Chicoutimi service of CN preceded the lateral-force tests referred to, and, in fact, special permission had to be obtained to operate the 6-axle units on this subdivision to conduct the tests.

It is also quite wrong to say that the DOFASCO "Hi-Ad" truck is in any way inferior or suspect, based on the results of these tests.

Contributors to "Waybills" are urged to check their information before submitting it. The Editor of CANADIAN RAIL will, in future, require verification of information, submitted as factual, before publication.

TORONTO TRANSIT COMMISSION CHAIRMAN
and Honorary Vice-President of the C.R.H.A., Mr. Ralph Day , announced recently that the 1967 decision to terminate streetcar service in Toronto by 1980 had been recinded. New cars will be purchased to maintain the roster of 394 streetcars presently in service. Toronto motorists, today the most disenchanted segment of Toronto travellers and once the most vocal in the battle to scrap the streetcars, have lost much "face" with the Toronto public and are also notorious contributors to pollution and traffic congestion. A total re-evaluation of urban transportation in and around Toronto will doubtlessly be necessary. S.S.Worthen.

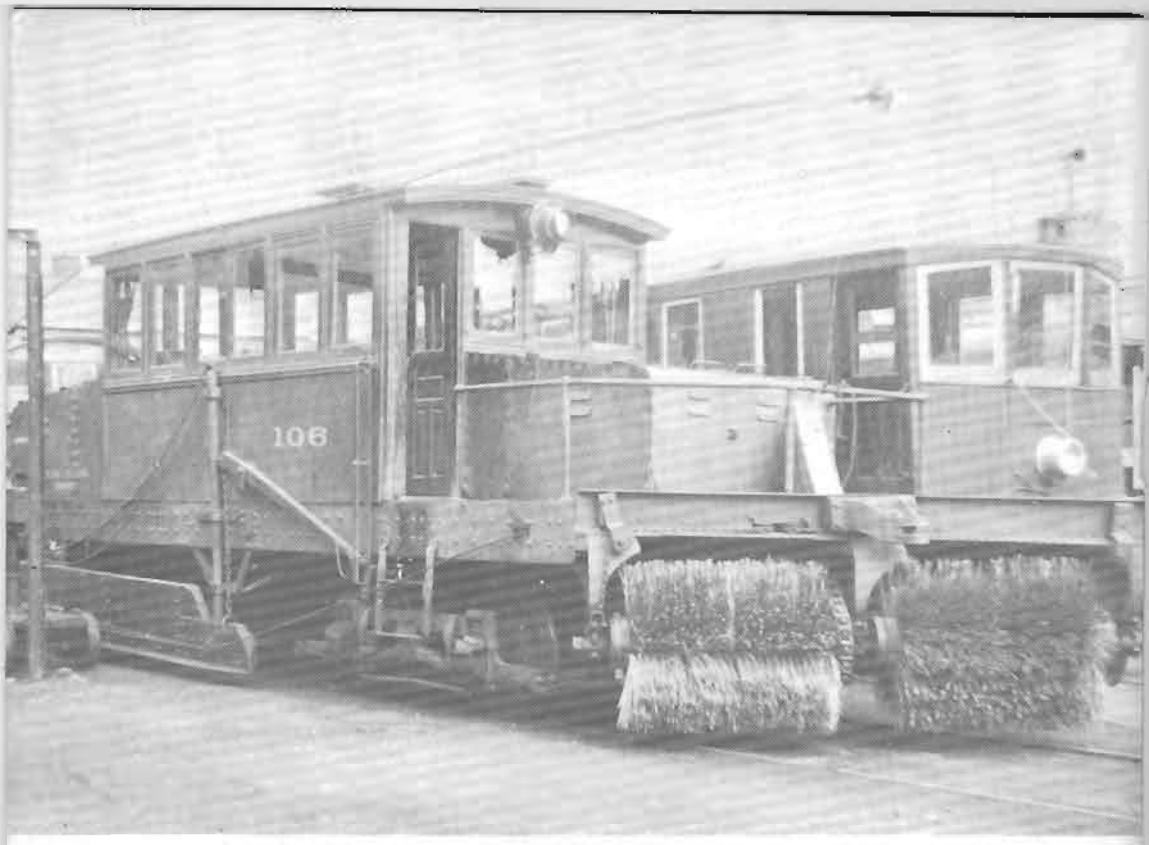
SOUTHERN PACIFIC TRANSPORTATION COMPANY
of sunny California recently "took the cake" - if a conclusion can be drawn from a quick estimate of mileages involved. It appears that this railroad has rumbled off with the record for long distance unit-train operation. On April 11, 1972, the first of a series of unit-trains of rolled steel coils left Kaiser Steel Corporation's Fontana,California plant for the Chicago area, the steel coils destined for reprocessing there for reshipment to General Motors' automobile manufacturing plants throughout the eastern United States. The first train carried 5,000 tons of coils in 50 special 100-ton capacity cars and represented the first shipment of an estimated 300,000-ton per annum order.
Two unit-trains are used,operating eastward from Fontana every six days. Southern Pacific has ordered 125 of the totally new coil freight cars from Thrall Freight Car at Chicago. The last of these special cars were delivered in late April. They can handle steel rolls ranging in size from 34 to 86 inches,nested in an open cradle mounted on a flat car. The cars are engineered to handle any combination of steel coils within the 100-ton weight capacity. In current shipments, coils range from 6.5 tons to 15 tons each, so a single car can handle a maximum of 7 of the heaviest coils. The coils are loaded by a gantry crane adjacent to Kaiser's rolling mill. A unit-train can be loaded in 24 hours. Trains move by Southern Pacific from Fontana to Tucumcari,New Mexico and thence via Rock Island and Milwaukee lines to destination. Each train makes a round trip in 12 days.

THE ROBERVAL AND SAGUENAY RAILWAY COMPANY
and the Alma and Jonquières Railway Company have applied to the National Assembly of Québec for the adoption of an act to amalgamate the two companies. New entity will be the Transportation Division of ALCAN and the new M-420TRs from MLW Industries were so lettered when they left for Arvida.

PRAIRIE DOG CENTRAL'S NUMBER 3

has a few new accessories for the 1972 season. On May 13, 1972, Number 3 left Canadian National Railways' Transcona Shops with a square, oil-type headlight and a diamond stack, which fitments are said to be reminiscent of her original condition, some 90 years ago. On May 28, Prairie Dog Central hosted the Thousand Lakes Region Rally of the National Model Railroad Association. Several special trains will be operated for the Boy Scouts of Canada. Prairie Dog Central has also acquired a 1912 caboose from CP RAIL and will restore it this summer. The complete operating schedule for 1972 has not been received. The photo is here reproduced through the kindness of Mr. Jack Ablett of the Winnipeg FREE PRESS.

CORNWALL STREET RAILWAY, LIGHT & POWER COMPANY electric sweeper Number 106, ex-Hull Electric Railway, Hull, Qué. - just purchased! October 19, 1947 CHRA E.A.Toohey Collection.



"CANADIAN RAIL"
published by the - - - -
CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O.Box 22, Station "B" Montreal, Que.

Associate Membership including 12 issues of "Canadian Rail" 6.00 annually.

EDITOR S.S.Worthen PRODUCTION P.Murphy

VISIT THE
Canadian Railway Museum
OPEN MAY - SEPT.

VISITEZ LE
Musée Ferroviaire Canadien
OUVERT MAI - SEPT.

DIRECTOR OF MEMBERSHIP SERVICES - J.A.BEATTY

ASSOCIATION BRANCHES

OTTAWA	W.R.Linley, Secretary, Box 141, Terminal A, Ottawa, Canada.
PACIFIC COAST	Barry Sanford, Secretary, Box 1006, Station A, Vancouver, B.C.
ROCKY MOUNTAIN	D.W.Scafe, Secretary, Apt.101, 12407 Lansdowne Dr., Edmonton, Alta.
TORONTO & YORK	Peter Obergold, Unit 12, 206 Lakeshore Road West, Oakville, Ont.

ASSOCIATION REPRESENTATIVES

AUSTRALIA	L.S.Launitz-Schurer, Dept.History, National Univ., Canberra, Aust.
FAR EAST	W.D.McKeown, 6-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan.
MANITOBA	K.G.Younger, 257 Vernon Road, Winnipeg, Manitoba.
SASKATCHEWAN	J.S.Nicholson, 2306 Arnold Street, Saskatoon, Sask.
SOUTH AMERICA	D.J.Howard, Caxia Postal 1978, Sao Paulo, Brazil.
SOUTHERN ONTARIO	W.J.Bedbrook, 50 Cedarbrae Blvd., Scarborough, Ont.
UNITED KINGDOM	J.H.Sanders, 67 Willow Way, Ampthill, Bedfordshire, England.

Printed in Canada on Canadian Paper