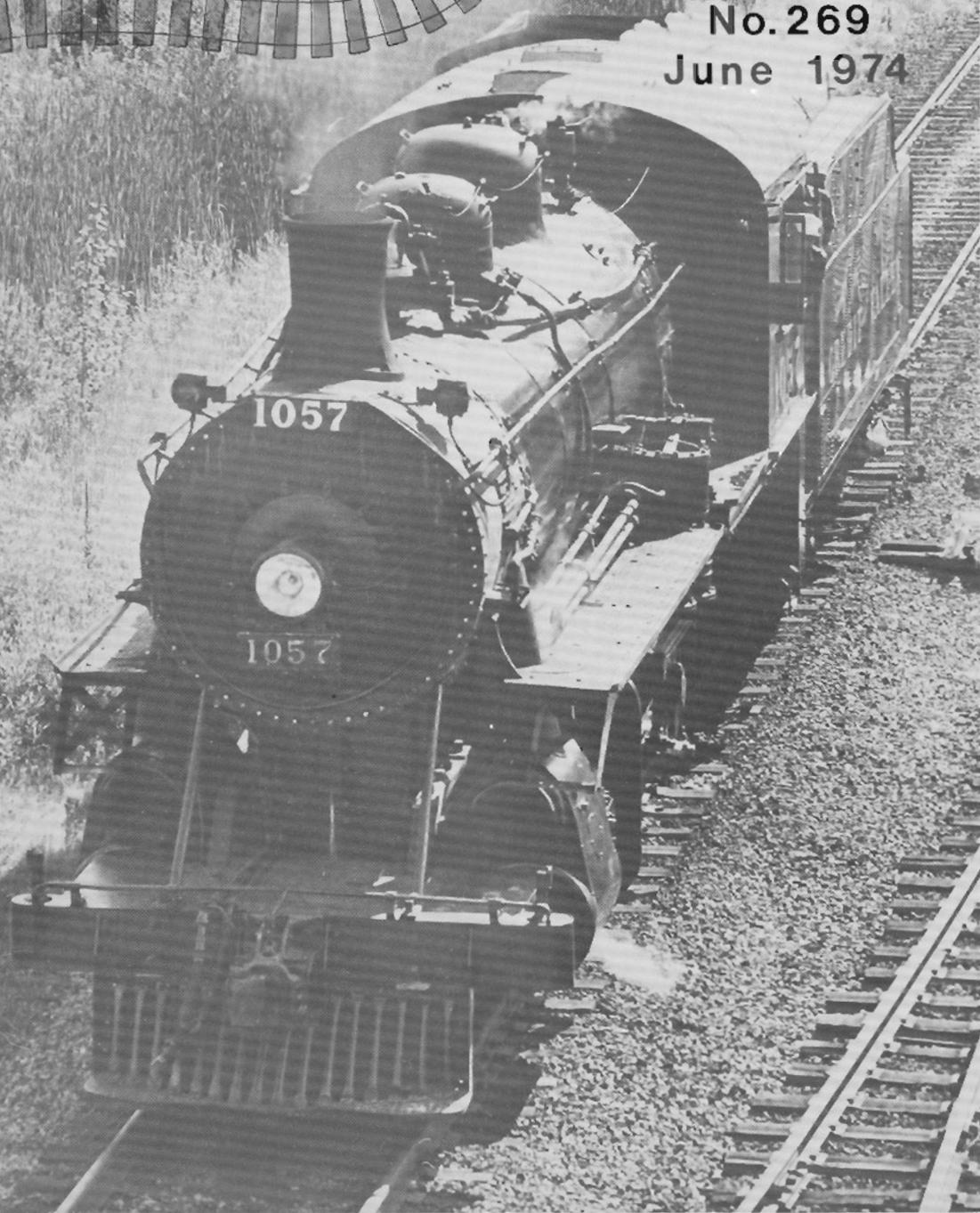
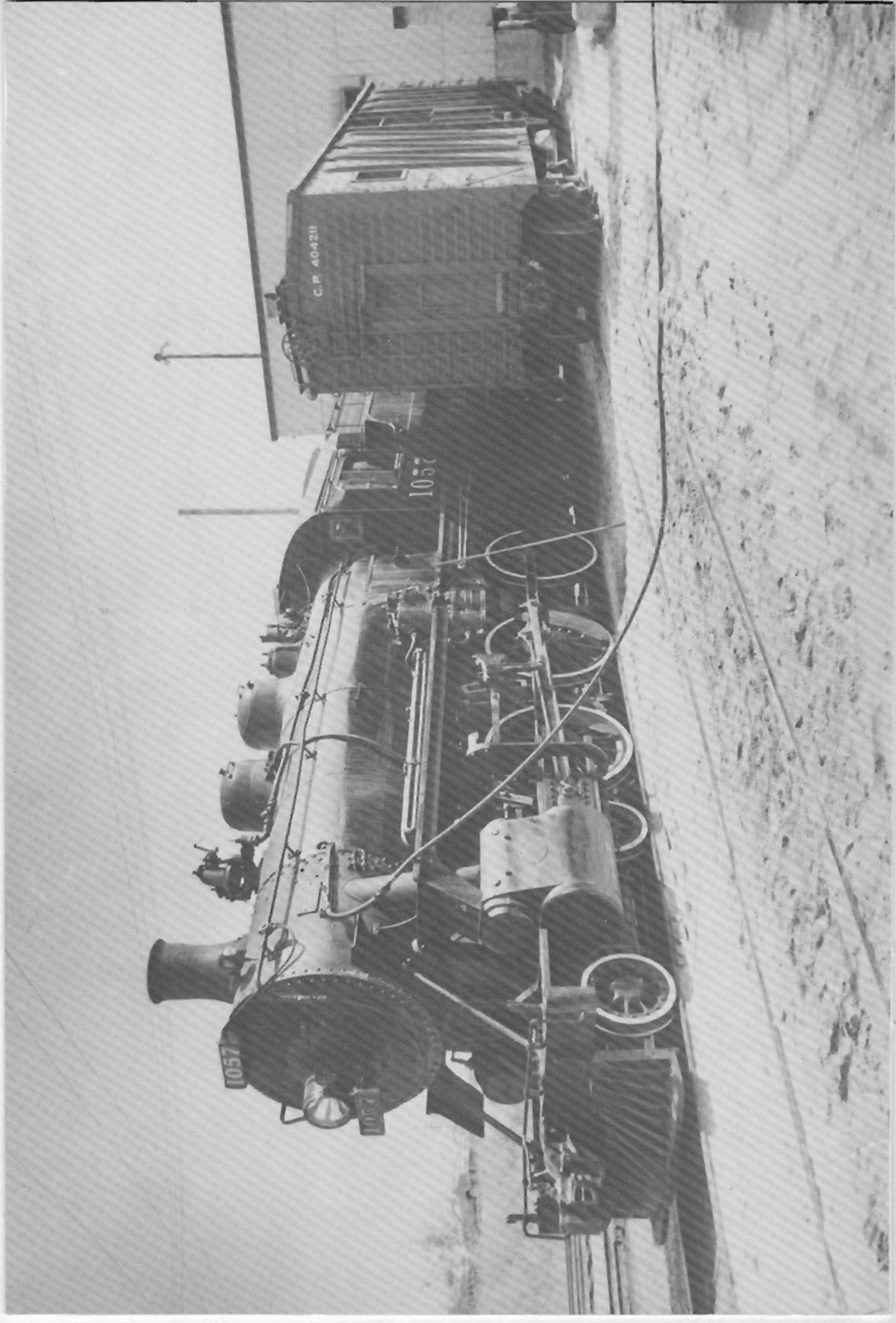


Canadian Rail



No. 269
June 1974





SHOVEL ON A LITTLE MORE COAL!

Colin J. Churcher

Should you ever decide to join the Railway Branch, Surface Transport Administration, Department of Transport, Government of Canada, you can expect to become involved in a variety of undertakings, most of which are related to a greater or lesser degree to railways.

But who could have imagined that an apparently innocent telephone call in mid-April 1973 would have projected me into the steam locomotive procurement and operation business? It was unbelievable, but it was a fact. A steam locomotive was required for operation in the Ottawa, Canada area by July 1, 1973 and I was expected to procure it. When I became involved, the terminal date was about 75 days away.

In the early 1970s, steam locomotives were like gold: precious and scarce. But there were and are a number of diligent modern-day prospectors like Mr. Duncan du Fresne of the Air Traffic Control Section, Air Administration, Department of Transport. You might think that a person working for Air Traffic Control would not know anything about railways but, in Dunc's case, the exact opposite is the case. Dunc could tell me that a group in Toronto had an operating steam engine, which just might be available for the proposed Ottawa operation.

Taking a chance, I made a telephone call and, within a short time, I had determined that Ontario Rail Association did have an ex-Canadian Pacific Railway 4-6-0 locomotive, Number 1057, which was available for the summer season. Having found the proverbial "needle in the haystack", I assumed that my part of this unusual project was completed.

How wrong I was! Next thing I knew, I was "loaned" to the National Capital Commission of Ottawa to co-ordinate the operation of a steam-hauled passenger train in the Ottawa area during the summer of 1973 and to resolve the thousand-and-one problems that were sure to be encountered.

Originally, it had been planned to operate the steam-hauled train over 19.7 miles of CP RAIL's Maniwaki Subdivision, from Ottawa to Wakefield, Québec. This is a very scenic line which parallels the beautiful Gatineau River for much of its distance.

➤ RARER THAN A DAY IN JUNE IS CREDIT VALLEY RAILWAY'S D-10 NUMBER 1057 on July 29, 1973 on this month's cover, caught by Bruce du Fresne of Ottawa on her way to Ottawa's station and immortality.

➤ OPPOSITE, NUMBER 1057 REPOSES AT HER SERVICING POINT AT OTTAWA'S NATIONAL Museum of Science and Technology, the engine's base of operations during the summer of '73. The picture is courtesy of Bruce du Fresne.

Negotiations were proceeding smoothly, when heavy rains and a mud slide severed the line to Wakefield and it therefore became necessary to select an alternate route for the summer operation. The new route was over the Carleton Place Subdivision of CP RAIL, 27.7 miles west to Carleton Place, Ontario. The use of this line would involve operation in CTC territory to Bells Junction.

Engine 1057, identified as belonging to the Credit Valley Railway, had to be stored and serviced in Ottawa between weekend trips and arrangements were concluded with the National Museum of Science and Technology, represented by Mr. John Corby, Curator of Industrial Technology, to perform part of this service. The Museum was to be a joint partner in the scheme with the National Capital Commission. The Bytown Railway Society of Ottawa agreed to clean and service the locomotive and Dunc du Fresne's experience was to prove invaluable when it came to details of steam locomotive maintenance and operation.

It is an understatement to say that I was learning - and remembering - more and more about steam locomotive operation. For example, I discovered that, in the 1970s, the high calorific coal best for use in the firebox of a steam engine, comes from West Virginia, U.S.A. Hastily, I ordered a carload. It arrived about five days before the first scheduled trip of 1057! The locomotive arrived in Ottawa via CP RAIL about a week before "The Great Day", but with her connecting and eccentric rods removed. The 175-ton locomotive had to be moved by sheer manpower to the appropriate position for installing the left-side connecting rod. That was not an easy job, but Bytown members provided the muscle to complete the task.

And then, before anyone had time to flinch at the possible operating problems, "The Great Day" arrived. In the early hours of that memorable day, a wood fire was carefully laid in the firebox of 1057 at the National Museum of Science and Technology. Right then and there, the first operational problem was encountered. How extraordinary! No one had a match to light the kindling! But by great good fortune, a pipe-smoking member was found and, luckily, he had a match. None too soon, the wood fire was blazing, a little coal had been added judiciously and, after a seemingly interminable and not a little agonizing interval, the black needle on the white face of the steam gauge slowly edged off the pin.

The engine crew for the day's run was supplied by CP RAIL, but neither the engineer or the fireman had operated a steam locomotive for nearly 15 years. With the helpful advice of the irreplaceable Dunc du Fresne, the engineer, fireman and 1057 were sure to perform flawlessly.

Now I could give a sigh of relief. My part of the project - once again - seemed to be complete.

It would have been, had not my own darned curiosity intervened. There was a time, a number of years ago, when I had a brief fling at working as a fireman on a British steam locomotive for a short period. This experience naturally led me to wonder if firing a steam engine in Canada in 1973 was a different sort of experience than that which I remembered. There was just one way to find out.

So, on a Sunday morning in July 1973, I found myself in the cab of Number 1057, preparing to play the part of fireman under the ever watchful eye of Dunc du Fresne - of the Air Traffic Control Branch. But first, what should the well-dressed Canadian steam locomotive fireman wear? I had managed to find my navy-blue British Railways

overalls in the basement of my home, but my peaked BR plastic-topped cap looked a bit out of place. So I went out and bought a conventional, flimsy, blue-denim one. I had never before worn gloves when firing a steam locomotive; on all the former Great Western Railway (England) locomotives, the levers in the cab were fitted with varnished wooden handles which did not transmit the heat too much and, anyway, a few days on the shovel soon hardened up my hands. I must admit I felt a little self-conscious in my strange new cap and new leather gloves.

Standing in the station at Ottawa, Number 1057 had a full head of steam and plenty of water in her boiler. Through the open fire-doors, I could see that the fire was well burned through and quite thin. It had been allowed to burn this way so that the engine would not blow off steam or make smoke while she was standing in the station. Wisps of steam arose from her valves and cylinders and periodically, the air-pump thumped and banged rhythmically. Cautiously, I added two or three scoops of coal, mostly around the back corners of the firebox and under the doors, with a little up front. The blower was turned on to disperse the resulting small amount of smoke.

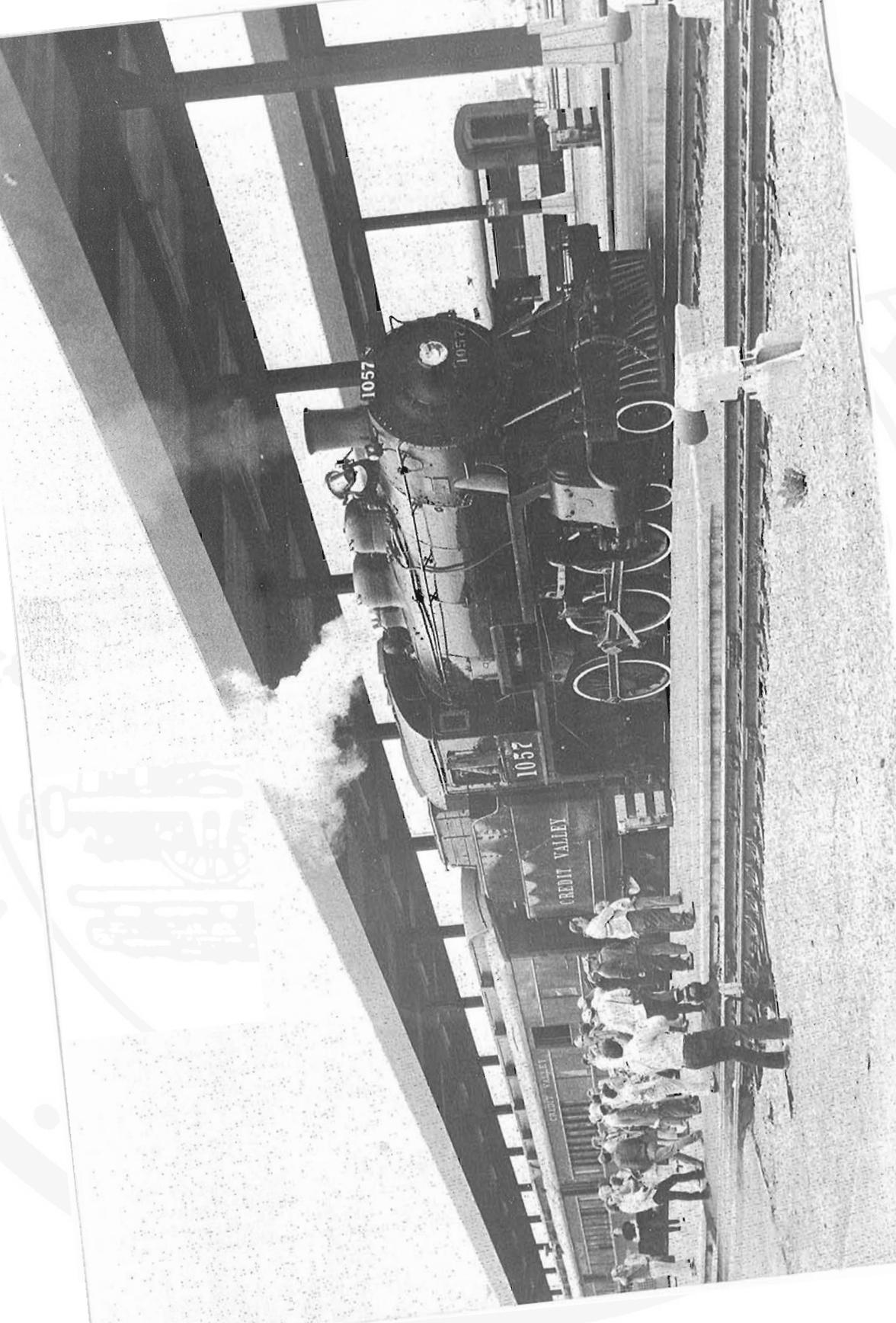
At the "All aboard!" signal from the conductor, the engineer turned on the bell-ringing valve and cracked the throttle. There was the familiar momentary pause, as the steam pressure built up in the cylinders and then, with a soft and slightly soggy "whoosh", No. 1057 led her train slowly out from under the platform canopy into the bright sunshine, to the music of several "toots" on the whistle, which added to the general excitement.

The apron and the cab floor slowly began their shifty little dance, as I stood on the deck ready for the first round of serious firing. I had that strange feeling, experienced so many times before on the footplate of an unfamiliar locomotive at the beginning of a run. I wondered if I could really fire this monster for 50-odd miles. How would she react to my firing? Could I persuade her to steam as she should? Could I judge her peculiarities well enough to keep the needle of the steam gauge and the water in the glass where they ought to be?

There was no time for conjecture. We were running and there were almost 300 passengers behind the tender drawbar. Now it was "left foot on the pedal" for the firedoors. Scoop in. Scoop out. Foot off pedal. The first shovelful of coal went just under the doors, to reduce the blast of heat. After that, shovelfuls of coal around the back corners of the firebox, with a few up front. It was easier to reach the front by bouncing the scoop off the firehole, although this added to the mounting noise in the cab.

Just when I was settling into the long-forgotten rhythm of firing a locomotive, Dunc tapped me on the shoulder. The din in the cab was now deafening, but he did not need to speak. He just pointed to the sky visible above the tender, nearly obscured by a thick pall of black smoke. Oh Heavens! This, right in the middle of one of Ottawa's swimming-pool districts, where people are pollution-hypers! And on a Sunday morning in summer, at that! Turn on the blower quickly and let the stack clear somewhat.

A little more water in the boiler was needed and Dunc put on the injector on the fireman's side. The steam pressure dropped slightly, as the locomotive was not yet properly warmed up. But, thank goodness, the stack had cleared and we were rolling through the outskirts of





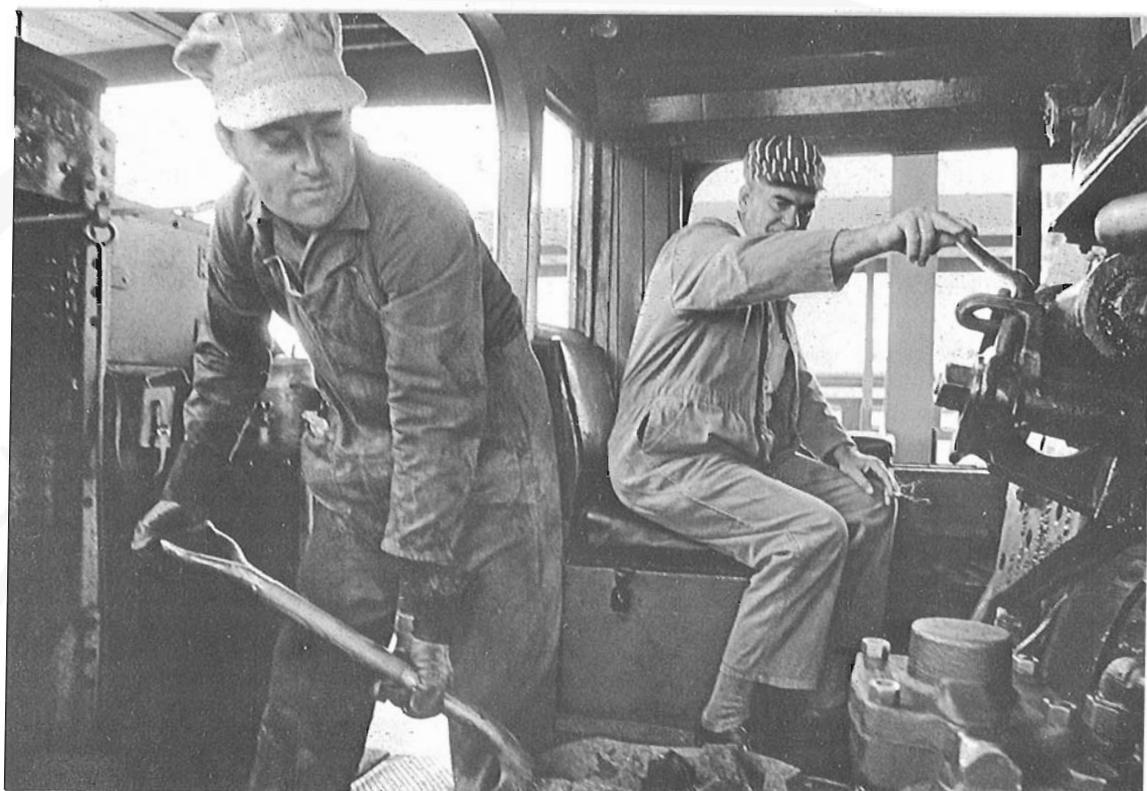
← WITH DRIVERS OUTLINED IN WHITE AND TENDER LETTERED "CREDIT VALLEY", ex-CPR D-10 Number 1057 was the cynosure for spectators and photographers on Canada's Birthday 1973. Bruce du Fresne's picture surely proves it!

↑ DUNC' DU FRESNE GIVES NUMBER 1057 A QUICK INSPECTION BEFORE TRAIN-time on "The Great Day". The engine's impatience to be off and running is evident by her humid and rapid exhalations.
Picture courtesy Department of Transport.

Canada's capital city under the traditional white clouds of steam from the stack. I had a good look at my fire, using the scoop to deflect air through the flames, so that I could see the condition of the firebed. The next round of coal went on without making black smoke, you can bet!

And so the ritual continued. A round of firing; check the stack, water glass and steam pressure. Sweep up the coal and hose down the deck. Check the stack again and it was time to get to work with the scoop. Familiar landmarks passed, but there was no time for sight-seeing. I was a slave to the white-hot inferno behind the firedoors. A glimpse of the cool, slow-flowing Rideau River contrasted sharply with the deafening noise in the hot, bucking, swaying cab.

Puffing through Ottawa's western suburbs, Number 1057 warmed to her task. The steam pressure was close to 200 pounds, with the injector on and a white-hot fire. Up ahead was the steepest grade on the run, at Nepean, and the fire needed almost continuous attention. I could not see more than six inches into the roaring red and white



↑ WITH SCOOP, GLOVES, CAP AND OVERALLS, THE AUTHOR TAKES A REFRESHER course in locomotive firing aboard Credit Valley Number 1057, as she races onward to Carleton Place, Ontario.

Photo courtesy Department of Transport.

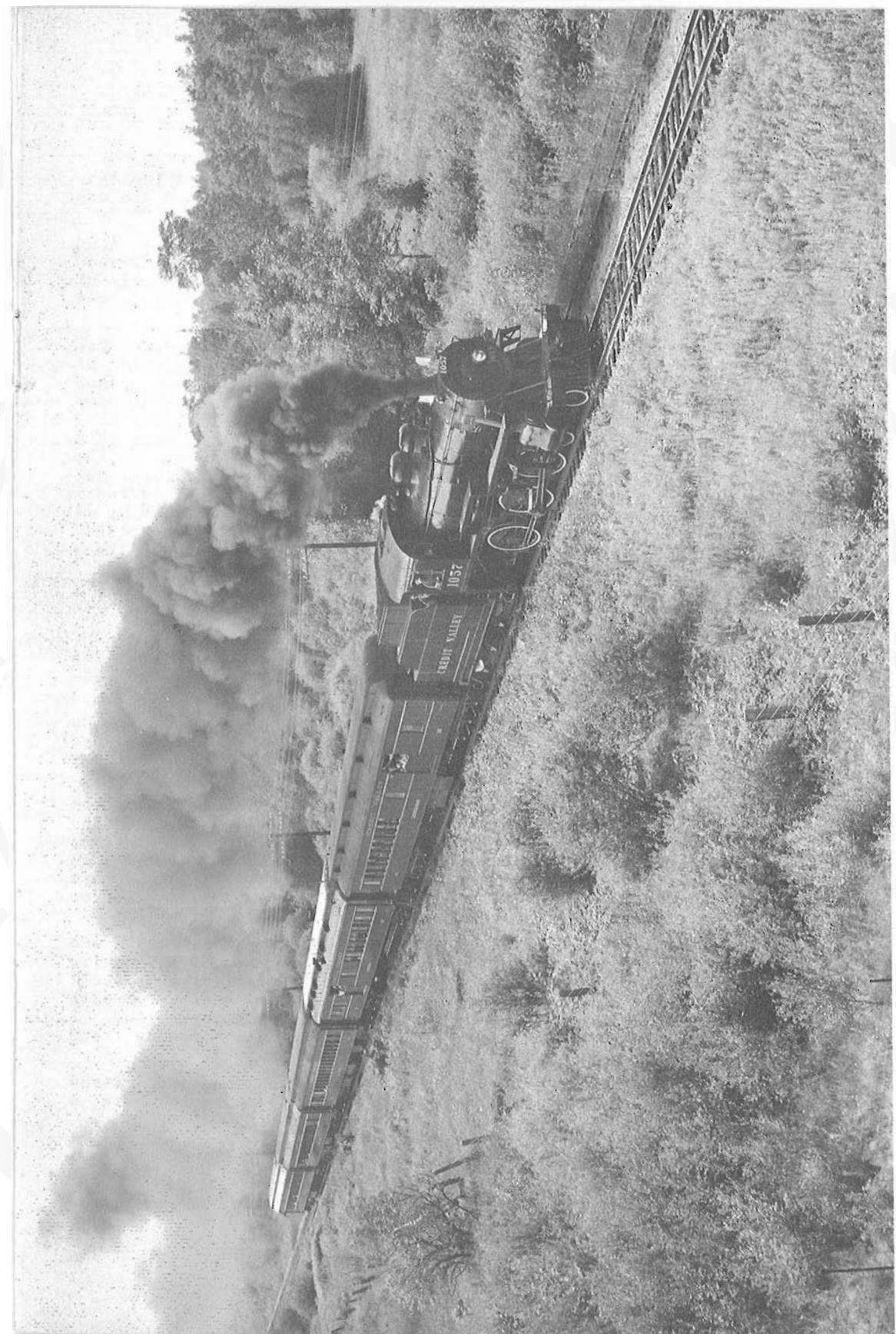
➔ THE WAY TO MAKE THREE HUNDRED PEOPLE HAPPY ON A SUMMER DAY: NUMBER 1057, with the traditional - but strictly temporary - cloud of black smoke, heads for the Nation's Capital on August 19, 1973. Our thanks to Mr. Michael A. Eagleson for recording the nostalgia.

fire, yet I had to be certain exactly where each shovelful of coal should be placed. Every time my foot hit the pedal, my left side was scorched and, just about then, I discovered that if I lifted my foot from the pedal too soon, the scoop would be trapped in the firedoors!

Wonder of wonders! We reached the top of the grade with a full head of steam and plenty of water in the boiler. Dunc indicated - with gestures - that I could ease off a bit, as the rest of the trip would be easier running. There seemed to be spectators everywhere, waving and taking pictures. We scared a few cows in a neighbouring pasture.

The engineer gradually brought the reverser back towards centre, reducing the cutoff, and the exhaust from 1057's stack softened, but the incessant banging, clanging and jolting in the cab persisted. Muscles, used to less strenuous activity, complained mildly, a warning, perhaps, of a future unpleasant consequence to this day's exercise.

I thought that Dunc would probably motion to me to shut off the injector, shortly. When he did, I would have to sacrifice the level of water in the boiler to maintain steam pressure and the fire would work down a little. But I did not know this road, and the injector stayed on. Steam pressure began to drop alarmingly and I had to hop



to it with the scoop. Luckily, we had only five cars behind the tender and I was able to resurrect my fire while 1057 coasted along with the greatest of ease.

A brief pause in firing allowed the breeze to cool my hot face and gave me a chance to exercise a privilege of my occupation in waving to the spectators at the overbridge at Ashton. And then, all at once, we were approaching the block signal for Carleton Place. It seemed impossible that we had come nearly 30 miles.

As Number 1057 came to a stop in the station, the clanging and banging in the cab ceased, to be replaced by the monotonous whine of the turbogenerator atop the boiler. Hot, grimy and sweaty, I stood in the gangway and looked down into the sea of faces of several hundred people who had come to the station to greet us. There were old-timers with a far-away look in their eyes, remembering the days when they rode the heaving, swaying deck of an engine or listened to the far-off cry of the whistle. There were the wide-eyed youngsters, gazing in wonder at this real, live, panting steam locomotive, seeing it for the first time in their lives and just a little frightened by its black, hissing bulk. The varied expressions on all these many faces reassured me that the recreation of a little piece of Canada's transportation history had truly been worthwhile.

"Isn't it hard work, shovelling all that coal?"

The ten-year-old's question snapped me out of my reverie.

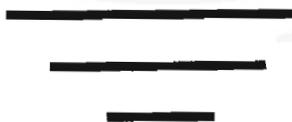
"It's not all that hard, once you know how," I replied, puffing out my chest - just a little. I just managed to stop myself from adding, "But I don't think I would want to do this for a living!"

No. In retrospect, I don't suppose I would want to do this kind of a job for a living now, but there was a time when doing the job of a locomotive fireman on an express train seemed to be all that I ever wanted, or would want to do.

The return trip from Carleton Place to Ottawa helped to confirm my happy memory. It was satisfying to know that I could still do the kind of work that I had almost forgotten how to do. Of course, times have changed from the days when I first learned this trade. Steam locomotives, by and large, have disappeared and because they have disappeared, perhaps I feel impelled to try firing one whenever the opportunity occurs.

Without doubt, there will be another summer, another July and another steam engine. When this happy occasion occurs, it is quite reasonable to suppose that on a Sunday in July, I will find myself once again at a station, dressed in overalls and denim cap, with gloves and scoop, anxious to satisfy that ungovernable urge. And I am sure that the experience will be, then as now, a satisfying and rewarding one.

I just hope that they won't change all the coal-burning steam locomotives to oil-burners! If they do, I will just have to learn a new technique!



THE TURKEY TRAIL ?

Patrick A.G.Webb

For a short period in the history of Canada's present-day Province of Alberta, a little-known, 300-mile narrow-gauge railway system flourished and, with its expansion, opened up the country through which it ran for settlement and laid the foundation for an enormous coal-mining industry.

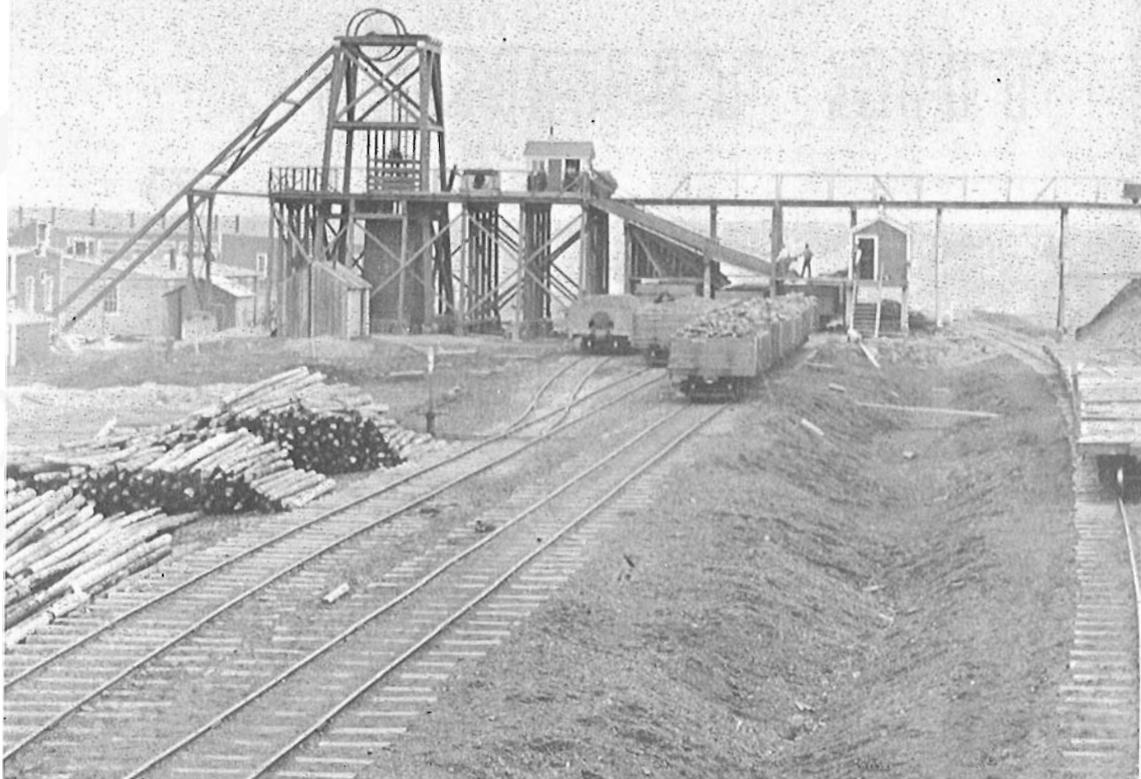
Subsequently, the industry so created would supply all of the coal burned by the locomotives and coal stoves of the Canadian Pacific Railway Company between Winnipeg, Manitoba and Vancouver, British Columbia, as well as much of the fuel used by the Great Northern Railway (USA) in the neighbouring States of Montana and the Dakotas. In addition, the narrow-gauge railway system carried coal to satisfy the increasing heating requirements of the settlements on both sides of the International Boundary in that part of the Canadian west.

The North Western Coal and Navigation Company - for that was the corporate title of the enterprise - could boast of a number of "firsts". It was the first railway - other than the Canadian Pacific - to be built in Canada west of Winnipeg. It was also the first railway to cross the International Boundary west of the territorial capital. The NWC&NCo. was in revenue operation two months before the last spike of the Canadian Pacific was driven at Craigellachie, B.C., in November, 1885. Like the Canadian Pacific, the NWC&NCo. was directly responsible for the establishment of a host of towns and at least one city in the area which it served, accomplishing all of this in a brief seven-year period.

Ultimately, most of the 350 miles of railway was absorbed into the Canadian Pacific by William Cornelius Van Horne, in the struggle to beat James J. Hill and the Great Northern Railway to the mineral riches of the Crowsnest and the Kootenays. But wily Jim Hill did manage to capture part of the narrow-gauge system in his unrelenting efforts to maintain an iron-clad monopoly in the territory adjacent to his Great Northern.

There are still traces of the NWC&NCo.'s roadbed today - sufficient to excite the interest of the railway archeologist - as much of it is still used by CP RAIL and Burlington Northern in Alberta and Montana.

Had you been standing at 14-Mile Tank, Northwest Territories, on August 29, 1885, you would have been a witness to history, just as Edward Mallandaine would be at Craigellachie, some two months later. On the August occasion, a little "mogul" with 20 loaded gondolas of coal laboured eastward from Coal Banks over the three-foot-gauge line to Dunmore (Junction) on the Canadian Pacific Railway, a short dis-



↑ THE HEAD-FRAME OF NUMBER 1 SHAFT OF THE GALT COAL MINES AT LETH-
bridge, Alberta, about 1890. The roundhouse of the North West
Coal & Navigation Company is in the right background.

Photo courtesy Sir Alexander Galt Museum Archives.

tance east of what would later become Medicine Hat, Alberta, to deliver the first of a large number of trainloads of coal to the standard-gauge CPR. This and other important local events may have passed unrecorded in the development of Canada's west but, at the time, it marked the end of a critical period for the North Western Coal & Navigation Company and its directors.

The tank at 14-Mile was no different from that at Woodpecker, 77-Mile, Grassy Lake, Winnifred or Seven Persons, trackside stops - and little more - along the bleak 109 miles of narrow-gauge to Dunmore. Man-made structures like water tanks and sheds seemed to be puny intrusions on a vast landscape, neatly bisected and balanced by the horizon with a treeless prairie below and a limitless sky above.

The rails carefully felt their way around coulees, circumvented sloughs and avoided swells and rolls in the prairie with all the finesse of a transcontinental line gingerly making its way through the Rocky Mountains. The NWC&NCo.'s new railway was aptly nicknamed "The Turkey Trail", for it most resembled the path made by these wild birds as they hunted for seeds and insects among the thickets and grassy patches of the prairie.

But this is to anticipate part of the story, for the little train brought an end to the steamboat era on the Belly River and ushered in the era of the narrow-gauge, bringing prosperity in the best Colorado tradition to a region only slightly less impressive in natural grandeur.

In 1882, Sir Alexander Tilloch Galt, who had acquired a certain reputation in and out of railway circles in eastern Canada, organized the company that developed a coal mine and started production at a

place called Coal Banks on the Belly River, Northwest Territories. The historian can identify this place as today's city of Lethbridge, Alberta, on the banks of the Oldman River, second tributary of the mighty South Saskatchewan. Coal deposits occurred frequently in this entire region, from Fort Benton, Montana Territory, as far north as Blackfoot Crossing, Northwest Territories, on the Bow River.

Sir Alexander's superintendent wisely selected Coal Banks' coal for its superior quality. The mine's first production went to the nearby Royal Northwest Mounted Police detachment at adjacent Fort Macleod, where it brought \$ 15 per ton. Additional quantities were teamed south by oxen to Fort Benton, Montana Territory, where it brought \$ 22 per ton. These were good prices and encouraged the mine operator to expand production. However, better transportation facilities were essential if the task of supplying the Canadian Pacific Railway, then still building west, was to be undertaken, together with meeting the demands of the settlements which were sure to follow. Accordingly, after the NWC&NCo. was incorporated in April 1882, it was decided to attempt transportation of 3,000 tons of coal per year by barge down the Belly River to Medicine Hat.

The proposal was rather fantastic by virtue of the logistics alone. Everything needed to build the sternwheel steamboat which would push the barge up and down the river had to be "bulled" (by ox-team)

↓ A SHORT SPUR ABOUT 2 MILES LONG RAN NORTH FROM THE YARD AT LETHBRIDGE to Staffordville Mine, Number 3 of the Alberta Railway & Coal Company about 1891. The wooden-sided gondolas are loaded with pit-props. Photo courtesy Glenbow Foundation.



from Swift Current, at the end of track on the CPR, 230 miles over the prairie to the east. The lumber, it should be noted, was obtained from the Porcupine Hills, only 60 miles to the west. Skilled shipbuilders were brought from the United States to the Coal Banks' "shipyard", via the Missouri River. By June 1, 1883, the "Baroness" was ready and was floated downriver to Medicine Hat to receive her machinery.

The following year, the Coal Banks' "shipyards" launched two more sternwheel steamboats and sixteen new barges, bringing the Company's total fleet to the surprising total of three sternwheelers and 25 barges. The same year, despite a myriad of problems, the North Western Coal and Navigation Company delivered 3,000 tons of coal to the "Hat". But as the market demands increased, so did the terrible strain imposed on the equipment. It was quite clear that the short period of high water, when the Belly River could carry the sternwheelers and barges with ease and safety, placed absolute limits on this mode of transportation. Year-round operation was essential. A crisis for the Company was at hand.

Meanwhile, locomotive superintendents on the Canadian Pacific became more and more convinced of the excellent steaming quality of Coal Banks' coal and, consequently, the infant NWC&NCo. was offered a contract of such a size that a railway line from the mine to the CPR was imperative. The NWC&NCo. directors immediately sought and were granted a charter - with the help of Sir Alexander Galt in Ottawa - to build a narrow-gauge railway. With the charter came a land-grant of 3,840 acres per mile, to be paid for at the rate of \$ 1.10 per acre, a price which the Company could not pay. Renegotiated, the Company received 1,920 acres per mile at the rate of 10¢ per acre. This sum it could afford.

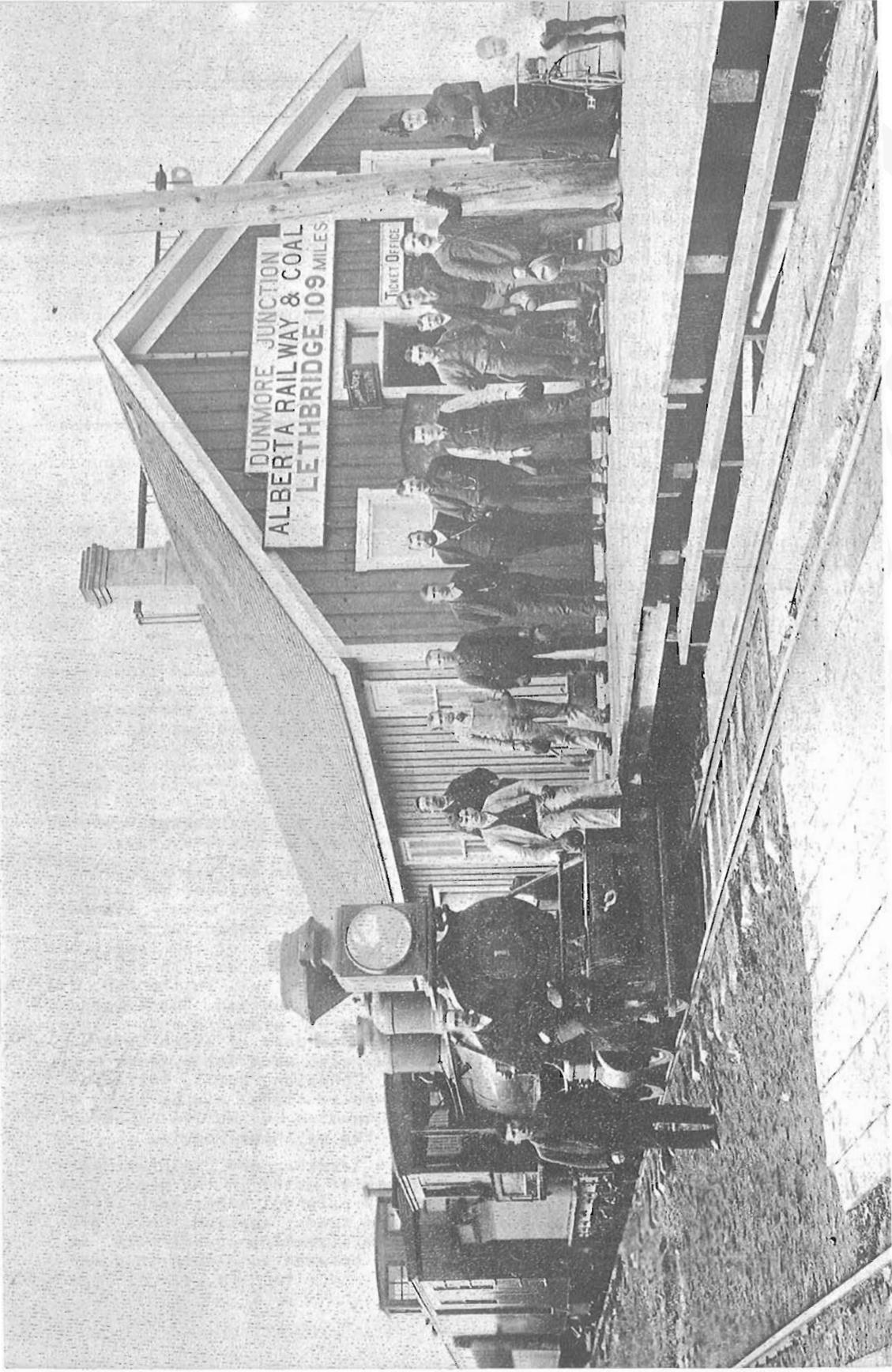
In 1884, a new company, the Alberta Railway and Coal Company, was formed, having been granted powers to build a railway from Coal Banks to Dunmore, in the event that the NWC&NCo. did not do so. The new company issued construction contracts in April 1885, only to have the commencement of the work delayed by the ominous threat of rebellion among the Métis and Indians in the northeast. Construction crews flatly refused to work on the construction sites without protection from hostile raiders and so it was May before work was under way. But there were armed lookouts scanning the horizon and wild rumors were rampant in the construction camp.

The official opening of the narrow-gauge railway took place on September 24, 1885, a little less than a month after the line had been completed. The ceremony was attended by Canada's Governor General, the Marquis of Lansdowne, Sir Alexander Tilloch Galt, "Saskatchewan Jack" McLean, the Anglican Bishop of Saskatchewan and J.M. Egan, General Superintendent of the Canadian Pacific Railway. The arrival of the special train at the newly-named town of Lethbridge was electrifying. Real estate values soared briefly to heights akin to those current in Winnipeg at the time and nothing but great achievements were forecast - if we can believe the Company's advertising! In the traditional grand style, an opera house was immedia-

→ GREAT DAY AT DUNMORE JUNCTION! IN 1890, NORTH WEST COAL & NAVIGATION Company's engine Number 1 and a very extraordinary "way-car" form the backdrop for a group photograph, starring Mrs. Dr. Kennedy and Joe Howe McKay, jr., taken by Steele & Company of Winnipeg, Man. Photo courtesy Glenbow Foundation.

DUNMORE JUNCTION
ALBERTA RAILWAY & COAL
LETHBRIDGE 109 MILES

TICKET OFFICE



tely proposed and, as it turned out, one which was to become the largest and most grandiose, west of Winnipeg.

Without doubt, coal assured Lethbridge's future. A former NWC&NCo. river captain told of a test he witnessed, soon after the first delivery of coal was made to the Canadian Pacific at Dunmore. Seven tons of Lethbridge coal and seven tons of Pennsylvania hard coal were used to power steam locomotives on the newly completed Medicien Hat - Calgary line. The locomotive using the Pennsylvania coal barely reached Calgary, while the engine burning the Lethbridge product got there - and then made the return trip.

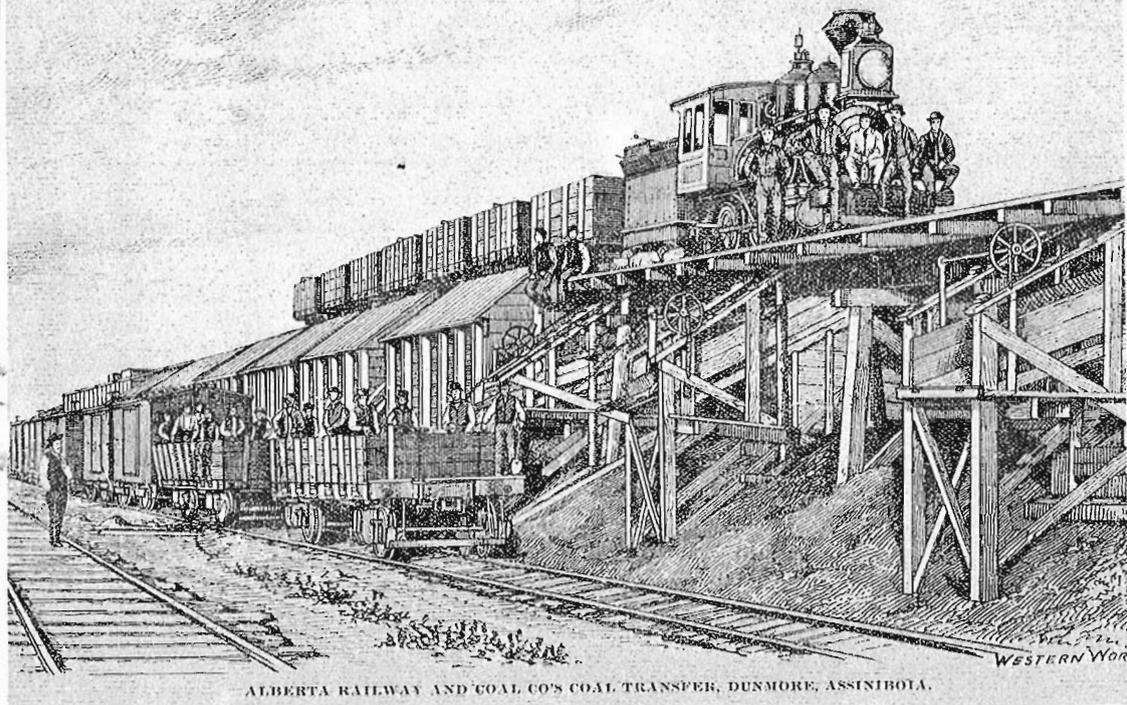
The new railway was not very impressive, as early photographs indicate. Extremely light rail way used, apparently 28 pounds per yard, yet the railway had all the accessories in the best main-line tradition. A massive coal dock was constructed at Dunmore for the trans-shipment of coal from narrow to standard-gauge cars. A round-house and wye were built at Lethbridge, in the shadow of the mine tipple, the nexus of the road's operation.

It is of interest to note that while the Alberta Railway and Coal Company was incorporated in 1884, it did not exercise its charter powers until 1890 and then indirectly. In that year, the AR&CCo. began proceedings which resulted in the purchase of the North Western Coal and Navigation Company the following year. Thus it was that in the years 1885-1890, the rolling stock and motive power on the NWC&NCo.'s railway carried the name of the original company.

Nevertheless, certain rights and franchises had been transferred to the AR&CCo. in the interim, so that, when the railway was completed, the AR&CCo. received 414,200 acres of land. It immediately undertook an extensive advertising campaign through a land sales department. Soon, the railway would consider an extension west to the Crow'snest, in anticipation of even greater things. Through the railway's telegraph line to Dunmore, Lethbridge was brought into communication with Winnipeg and the east. The West's first "hot line" - fifteen posts to the mile - was established for the Lethbridge newspaper, which carried happenings in the outside world as next-day news.

When the AR&C took over the enterprise, the railway's rolling stock was similar to that on other narrow-gauge railways in western North America. Link-and-pin couplers and hand-brakes were standard equipment on most of the cars. Locomotives were stopped with tender and steam-brakes. A rope was strung through loops for the length of the train, from cab to caboose; if - or when - the cars in the train became uncoupled, the rope tightened, ringing a bell in the cab before it broke, alerting the engineer to the situation. The Company apparently preferred Baldwin Locomotive Works' products and, over the years, owned as many as thirteen 2-6-0s, most of which were purchased new. A Baldwin 0-6-0 switcher was also used for a time, as was a Hinkley 0-4-0, purchased from the Canadian Pacific Railway. Baldwin also supplied the AR&C with consolidations, six or seven of which carried the AR&C name. As well, Canadian Locomotive Company and Brooks Locomotive Company supplied two or three moguls.

Water supplies along the line were terrible and engineers were admonished to keep not more than an inch of water in the glass at all times, in order to avoid foaming and priming. After each trip, the engine boiler was washed out and the tender emptied. This procedure was continued until chemical water-treating agents were introduced, which lengthened the interval between wash-outs to a month or more.



ALBERTA RAILWAY AND COAL CO'S COAL TRANSFER, DUNMORE, ASSINIBOIA.

↑ FROM THE NARROW-GAUGE TO THE STANDARD-GAUGE: AN UNIDENTIFIED MOGUL of the Alberta Railway & Coal Company tugs a string of tiny hoppers up the incline of the coal-pocket at Dunmore about 1890. The artist's name is not recorded; the sketch is from "The Western World". The photograph is from the Glenbow Foundation, Calgary, Alberta.

The railway was operated entirely by train-order and traffic was heaviest in the summer months, when coal was being stockpiled at Dunmore on the CPR in anticipation of the heavy demands during the cold prairie winter. Rarely did winter snow represent a hazard to operation, but the constant "chinook" winds, usually blowing at more than 50 miles per hour, could pack snow into the cuts and on the leeward side of hills which could be plowed out only with the greatest difficulty.

The railway did not own a snowplow when operation first began, but relied on enormous wedge-plows fitted at Lethbridge to the pilots of the engines, just before full-scale winter operation began. Later, a wing-plow was purchased. A wedge-plow, mounted on a flat car, was tried, but it proved to be too light for dependable operation. On only one occasion was the line severely blocked, when, for a period of two weeks in 1887, nothing could move.

Major repairs to motive power and rolling stock were made at Lethbridge, where a twelve-stall roundhouse and wye - later, a turntable - were constructed. The old turntable pit is still visible today, immediately in the rear of CP RAIL's facilities.

On the trip to Dunmore, 35-car freights were maximum tonnage, each carrying 13 tons of Lethbridge coal eastward. By today's standards, where an SDP 40 by itself lifts 60 loaded cars out of Dunmore, the capacity of the three-footers was miniscule, but the AR&C's limitation on train size was imposed by the braking requirements for the train. Oak brake-clubs were standard equipment for the brakemen on the "Turkey Trail". One of the last surviving employees of the AR&C claimed that the brakemen could bring the train to a stop with the engine at the station door at Dunmore.



↑ IN 1893, RAIL OPERATIONS IN THE DUAL-GUAGE YARD AT LETHBRIDGE HAD reached their peak. The 0-6-0 switcher in the picture is probably an Alberta Railway and Coal engine, perhaps their Baldwin Number 1. Photo courtesy Sir Alexander Galt Museum Archives.

Despite the limitations imposed by track, trains and terrain, the Company was moving 90,000 tons of coal annually by 1890. Most of the rolling stock was gondolas, of which the road had 135 at one period. There were boxcars and flats for other commodities. There were a number of passenger cars available and one was frequently attached to the end of a trainload of coal. After a trip when the "chinook" was blowing hard, the car cleaners were particularly busy. There was a regular passenger service on the line, connecting with through trains of the Canadian Pacific at Dunmore.

Another "first" for the AR&C had to be its "union" station at Coutts, Alberta, certainly the only union station in the West for some years. At Coutts, one building was later to serve both the AR&C and its United States counterpart, the Great Falls and Canada Railroad. This dual use could hardly be avoided, since the International Boundary cut straight across the platform! For a time, the station at Lethbridge also was the site of some unusual railway operations. After the Canadian Pacific took over the Dunmore-Lethbridge line, both standard and narrow-gauge trains could be seen beside the platform, an occurrence which is believed to have persisted until 1912.

By the year 1889, the AR&C was enjoying a modest degree of prosperity, but it was still largely dependent on its coal operations. At Lethbridge, the mines on the river flats were unable to keep pace with the market demands and the carrying capacity of the inclined tramway up to the railway, 300 feet above, was greatly overtaxed.

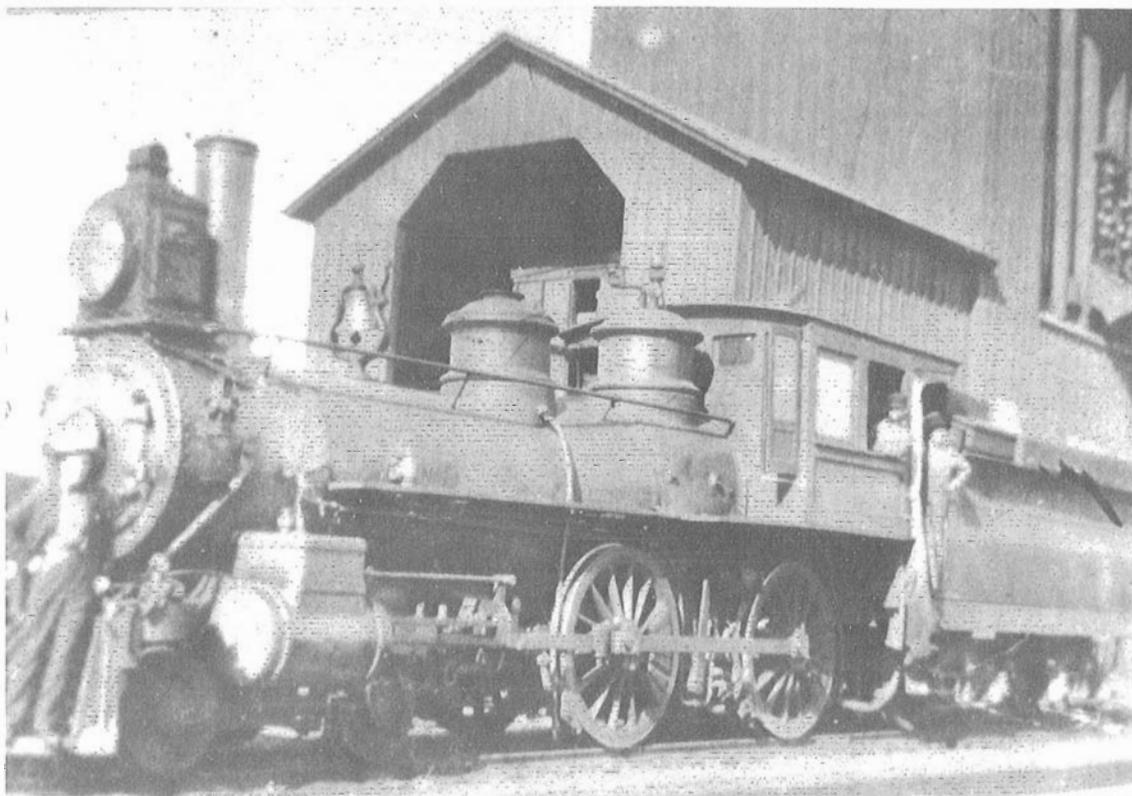
To resolve the problem, a number of new mineshafts were driven from the level of the prairie in proximity to the new town, the headframes shattering grotesquely the monotonous horizon. To the Company's directors, the prospect of the market at Great Falls, Montana, to the south, became even more alluring. There was also the Great Northern Railway, whose steam locomotives also consumed vast quantities of coal.

And so a charter for a railway to the International Boundary was solicited, which the Government of Canada at Ottawa ultimately approved and the year 1890 saw track-crews completing the 64.5 miles south-eastward over the Milk River bridge to the undefended frontier at the town of Coutts, Alberta. The junction at Ghent with the Dunmore-Lethbridge line, later named Montana Junction, is today a crossover and a switch on the eastern side of Lethbridge, immediately adjacent to Highway Number 3.

To complete the connection to Great Falls, the Great Falls and Canada Railway was chartered in the State of Montana and construction began north and west, heading for Coutts.

The line from Lethbridge to the border struck out over the flat prairie at first, but was forced into a series of tight curves as it began to climb up to the low summit of Milk River Ridge, which separated the Arctic and Gulf of Mexico watersheds. The right-of-way cut

↓ THE ENGINE IS BELIEVED TO BE ALBERTA RAILWAY & IRRIGATION COMPANY'S Number 3, a 4-4-0 standard-gauger. In the background is the then-new Canadian Pacific coaling tower. Some oldtimers assert that Number 1 was a product of the Manchester Locomotive Works, because of the unique sound of her bell. Photo from the Author's Collection.



the old "Whoop-Up Trail", whose ruts can still be seen in several places. At the time of the railway's construction, there were no intermediate settlements and the only stops made were beside the numerous water-tanks, holding the brackish liquid which was available on the desolate prairie.

There was more construction in 1900, when the St. Mary's River Railway Company, a subsidiary of the AR&C, was incorporated. The area south and west of Lethbridge, settled largely by pioneers of the Mormon faith, was clamouring for a railway and a third three-foot-gauge line was begun from St. Mary's Junction - now Stirling - on the Coutts line. The new railway headed straight west toward Cardston, following the newly-built main irrigation canal of the Alberta Irrigation Company. The track was completed to Spring Coulee, then extended to Cardston in 1904, with a branch 12 miles south to Kimball, near Whisky Gap. Unlike the Dunmore-Lethbridge-Coutts line, this 66-mile extension was not built primarily to haul coal. In fact, aside from the coal coming from Lethbridge for domestic use, the St. Mary's River Railway Company hauled not a lump. Rather, it was built to serve an expanding community and to move the general produce of an agricultural region.

As a subsidiary of the Alberta Railway and Coal Company, the St. Mary's River Railway owned no motive power or rolling stock. The engines and cars were supplied by the parent company.

While the Alberta Railway and Coal Company exercised its option and purchased the Dunmore - Lethbridge line of the North Western Coal and Navigation Company in February 1891, this was but a preface to the lease of this line to the Canadian Pacific Railway on November 27, 1893. The gauge was rapidly widened to 4 feet 8½ inches so that the CPR could carry the coal in larger capacity hopper cars.

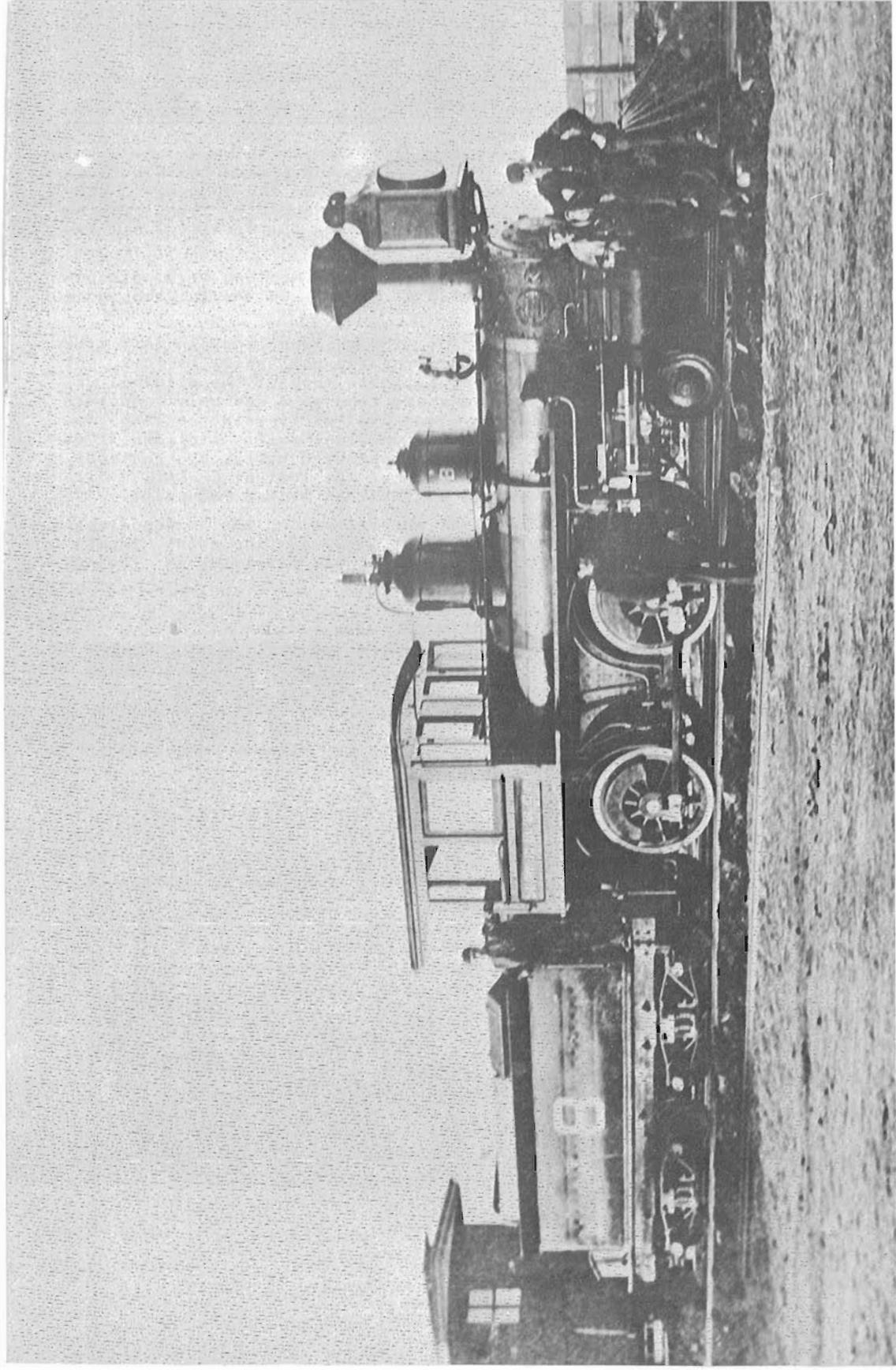
It may be that the AR&C saw the handwriting on the wall, for by 1902, it had decided to facilitate the passage of standard-gauge equipment from Montana Junction to Stirling and over the St. Mary's River Railway to Raymond. At the beginning of 1903, its U.S. extension had been similarly improved.

All of these bits and pieces of railway were gathered together in 1912, when the Canadian Pacific Railway acquired them, having obtained a lease of the Alberta Railway & Irrigation Company, under whose corporate umbrella they had sheltered. On April 1 of that year, all AR&I crews received orders that "incoming engines will go to the CPR roundhouse at Lethbridge". On that date, narrow-gauge operation passed into history as the standard-gauge CPR removed the inside rail of the dual-gauged track.

The development of three-rail operation in Lethbridge should be explained. By 1892, the Dunmore - Lethbridge line of the AR&C was the prime target of William C. Van Horne of the CPR. He visualized this line as the first stage of a railway to the Crow'snest and the Kootenays, which would prevent James Jerome Hill of the Great Northern from invading the territory. Though no money was involved, Van Horne got possession of the AR&C and standard-gauged it in six weeks, so that, by 1893, the CPR was in Lethbridge and Van Horne was championing at the bit to start westward. The yard at Lethbridge was then

→ NORTH WEST COAL AND NAVIGATION COMPANY'S 4-4-0 NUMBER 8, JUST ARRIVED from the builder, poses at Lethbridge, Alberta, about 1886.

Photo courtesy Sir Alexander Galt Museum Archives.



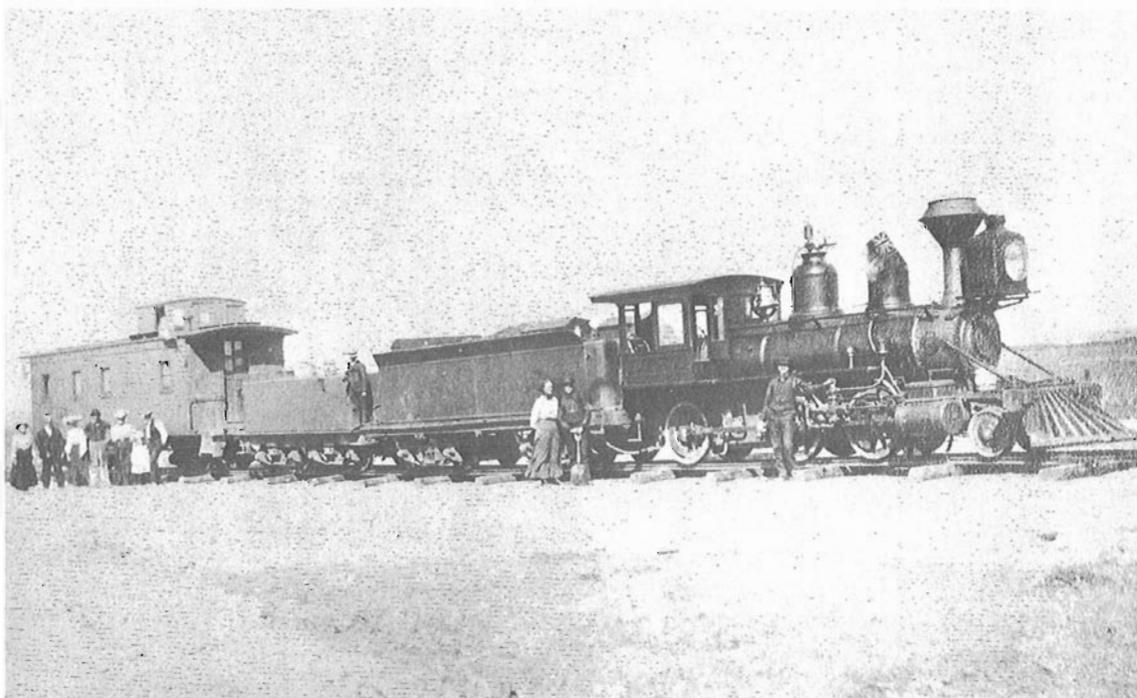
dual-gauged - three-railed - until the AR&C was leased in 1912. During the intervening two decades, motive power in the yard at Lethbridge sported both link-and-pin and knuckle couplers, for moving both narrow and standard-gauge rolling stock - the Hinkley 0-6-0 reportedly being so equipped.

In the same year, through runs to Virden, Montana were discontinued and Canadian crews terminated at Coutts, on the International Boundary.

In the second year of the 1970s, the railway lines in this area still follow the original locations, for the most part. In fact, not much has changed. Grain elevators designate many of the original villages, but the frequent water-tanks are long gone and only concrete foundations suggest the presence, long ago, of lineside coaling facilities. Gone, too, are most of the Canadian Pacific stations, as passenger service through this area disappeared early. By contrast, this region is now the stamping-ground of the last of CP RAIL's first-generation diesels, as well as a number of leased PNC units.

Despite these outward signs of modernization, the wandering "Turkey Trail", the original three-foot line, continues to impose speed and tonnage restrictions, just as it has persisted in doing for the last ninety years.

↓ THE FIRST TRAIN TO REACH CARDSTON, ALBERTA, IN 1904: ENGINE NUMBER 13, a 2-6-0 of the Alberta Railway & Coal Company, originally Number 1 of the North West Coal & Navigation Company, poses at the west end of the St. Mary's River Railway Company's line. Engineer was J. Wallcock, Fireman, Waldron McKay, Conductor Joseph Tennant and Brakesman Alexander McKay. Photo courtesy Glenbow Foundation.



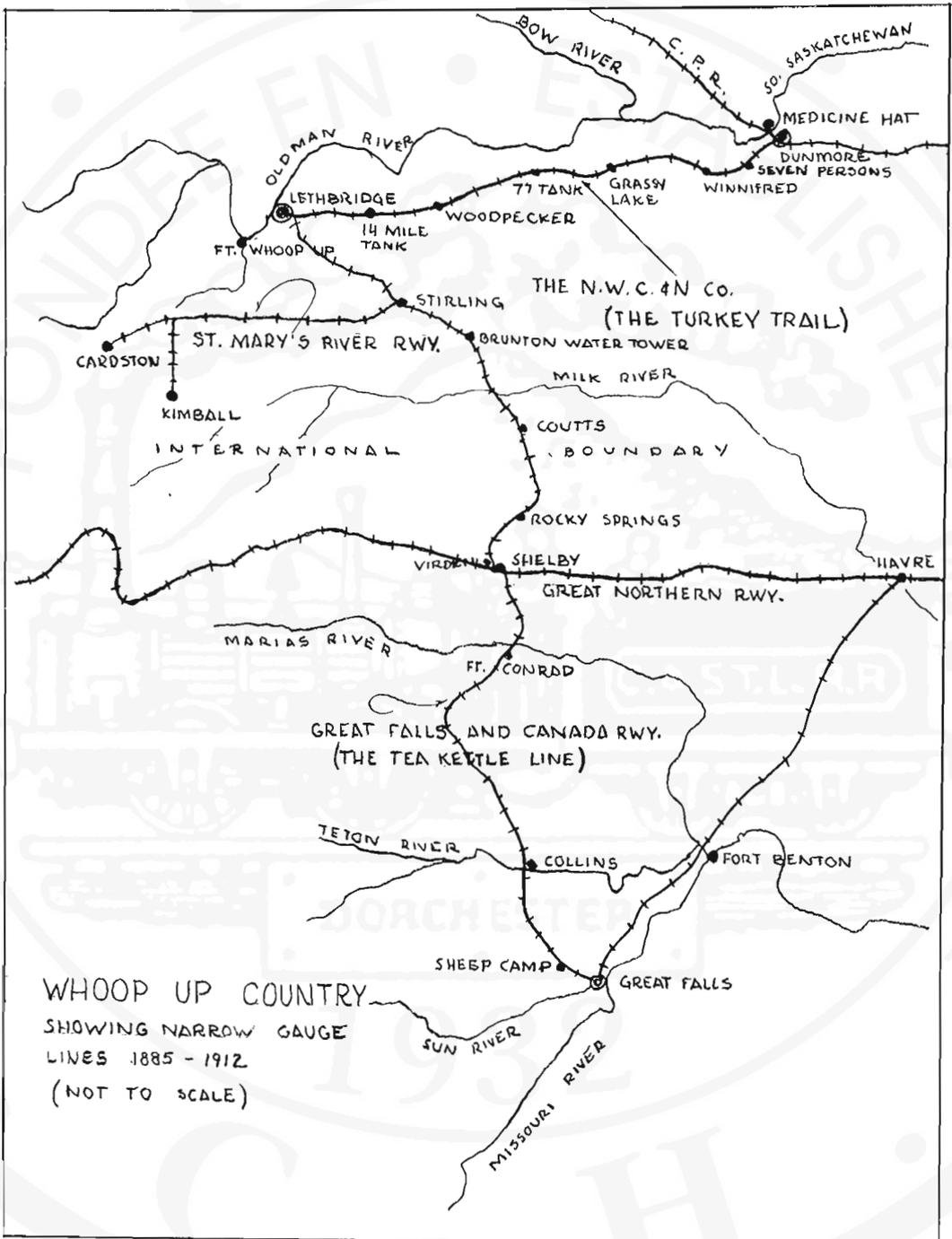
SYNOPTICAL HISTORY OF THE NARROW-GAUGE IN ALBERTA

- 1882 North Western Coal & Navigation Company incorporated in England;
- 1884 North Western Coal & Navigation Company incorporated in Canada;
- 1884 Alberta Railway & Coal Company incorporated in Canada, with powers to build a railway to Crowsnest Pass and beyond;
- 1885 First train over the NWC&NCo., Lethbridge to Dunmore;
- 1885 Canadian Pacific Railway completed from Montreal to Port Moody;
- 1890 Great Falls and Canada Railway completed and first train runs south from Lethbridge to Great Falls, Montana, U.S.A.
- 1891 Alberta Railway and Coal Company exercises option and purchases North Western Coal and Navigation Company;
- 1893 Canadian Pacific Railway leases AR&C line, Dunmore to Ghent (Montana Junction) and lays third rail under lease arrangement into Lethbridge;
- 1897 Canadian Pacific Railway purchases Dunmore to Lethbridge line. AR&C retains running rights into Lethbridge;
- 1900 St. Mary's River Railway Company incorporated; construction of narrow-gauge completed to Spring Coulee, Alberta;
- 1903 AR&C completes standard-gauging of Lethbridge - International Boundary line; Great Falls & Canada Railway completes standard-gauging of line from Great Falls, Montana to International Boundary; Montana and Great Northern Railroad Company takes over this portion;
- 1903 St. Mary's River Railway extended to Cardston, with a branch to Kimball, Alberta;
- 1904 Alberta Railway and Irrigation Company chartered from amalgamation of Alberta Railway and Coal Company, St. Mary's River Railway Company and the Canadian Northwest Irrigation Company;
- 1912 All narrow-gauge lines of the Alberta Railway & Irrigation Company converted to standard-gauge, as Canadian Pacific Railway Company leases AR&I for 999 years. CPR assumes operation on June 2, 1912. Branch of St.MRRy., Raley to Kimball, abandoned;
- 1929 Canadian Pacific Railway builds about 8 miles on former St.MRRy branch, Raley to Whisky Gap.

A NOTE ON NAMES.....

The first reference to coal outcroppings in the area today known as Lethbridge, Alberta, was to Sheran's coal banks. Sheran's mine was across the river from Sir Alexander T. Galt's original mine. The settlement was thus first known as Coal Banks. Later, the village was named Medicine Stone, briefly Coalhurst and, finally in 1885, Lethbridge, the controversy being settled by the Office of the Post Office Inspector.

Mr. Stafford, Galt's first superintendent, realized that there would be problems in moving the coal from Sheran's mine to the east side of the river. He deduced that the coal seams ran under the river to the east bank and he uncovered them with his first drift, located within a hundred feet of the footings of the yet-to-be-built Lethbridge Viaduct over which CP RAIL



freights rumble today. A cairn marks the spot, which today is in the Indian Battle Park. This park includes the entire level area in the Oldman River valley and has an almost exact replica of old Fort Whoop-Up of pioneer fame. If you were to hike from the river bottom to the top of the bank, you would emerge into downtown Lethbridge.

Sheran's original workings on the west side of the Oldman River are unmarked and, in fact, remain lost. The distance between Sheran's and Galt's mines is about half-a-mile. The original Galt mine buildings were in the river valley in what is today Indian Battle Park. Sir Alexander's luxurious mansion was demolished when the Lethbridge Viaduct was built.

The town of Coal Banks naturally coalesced around the terminal of the narrow-gauge railway, which, in turn, terminated near the top of the inclined tramway which brought up the coal from the mine in the river valley. Sir Alexander layed out the plan of the growing community which became today's Lethbridge.

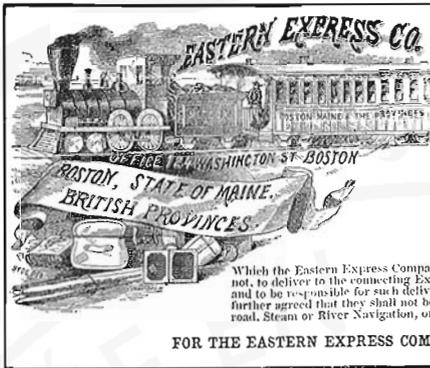
Before the turn of the century, maps of this area showed the Belly River being joined by the Oldman River and continuing eastward to join the Bow River. In 1908, the Government of Canada completed a hydrographic survey of the Belly-Oldman river system and thereafter concluded that the Belly flowed into the Oldman. This resulted in the re-naming of the section onward to the confluence with the Bow.

It is thought that both of these names have their origin in Indian legends, but just which legend of the three or four surrounding each is not clear.

ACKNOWLEDGEMENTS

The Author wishes to thank the following individuals and organizations for their assistance in the preparation of this article:

Mrs. B. Brown	Lethbridge, Alta.
Mrs. M. Toth	Lethbridge, Alta.
Mr. D. Forster	Lethbridge, Alta.
Public Archives of British Columbia	Victoria, B.C.
Glenbow Archives	Calgary, Alta.
Sir Alexander Galt Museum Archives	Lethbridge, Alta.



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FOR THE EASTERN EXPRESS COMPANY,

McKenney

THE "WESTERN RAILROADER" OF SAN FRANCISCO, CALIFORNIA, REPORTS THAT seven of the articulated chair-car sets of the Southern Pacific Corporation, stored at Bayshore Yards, San Francisco, somewhat vandalized and sold to the Purdy Company, have been re-sold to the Algoma Central Railway, presumably to increase the capacity of their summer excursion service from Sault Ste. Marie north to the Agawa Canyon on the Soo Subdivision.

BENDING BUT NOT BOWING TO PUBLIC SENTIMENT, AS EXPRESSED BY MR. Pierre Berton, among others, Metro Centre Developments Limited of Toronto, Ontario - owned by Canadian National Railways and Canadian Pacific Limited - have been asked by Toronto City Council to defer demolition of Toronto Union Station for a period of at least four months.

The developers had agreed to preserve the Great Hall of the 57-year old station, keeping it within the development, but the Council now wants to preserve the entire station as a transportation centre, working out the intricacies of an integrated road-rail terminal at a later date.

Stewart Andrews, President of Metro Centre Developments Limited said that the main question for the consultant would be whether to retain the two wings of Union Station or to demolish them and build something to complement the whole block bounded by Bay and York Streets, University Avenue and The Esplanade.

John D. Welsh

UNITED RAILWAY SUPPLY OF MONTREAL HAS RE-MANUFACTURED EX-READING RAILROAD RS 3 Number 492 into a unit designated as SMARRCO Number 16. This identity was short-lived, for the unit then became Roberval & Saguenay Number 31. Ex-Reading Number 488 was repainted as SMARRCO Number 15, was then repainted bright orange, becoming URS Number 15 and was leased to CP RAIL. Ex-Reading Number 468, which had a steam-generator when it was used in commuter service, was re-manufactured and painted bright orange, emerging as URS Number 16 for lease to CP RAIL. Ex-Reading Number 493 followed the same procedure, emerging as bright orange URS Number 17 and being leased to CP RAIL.

C. de Jean

OUR MEMBER IN THE LAC ST-JEAN AREA OF QUEBEC REPORTS THAT ROBERVAL-Saguenay Railway's M420TR units Numbers 26 & 27 have been returned to MLW Industries, Montréal, for wheel modifications. On completion of these modifications, the two units will be loaned to Canadian National Railways for trials as transfer switchers. CN seems to be very interested in these units, which are powered with the same 251-model prime movers used in CN's road units. CN is said to be looking for a heavy road-switcher capable of replacing their RS 18 and GMD 1 units.

An advertisement in a Lac St-Jean region newspaper invited tenders for the purchase of the station and grounds at Arvida, the property belonging to "La Compagnie du chemin de fer au Lac-St-Jean" and "La Compagnie du chemin de fer de Roberval et du Saguenay". Potential purchasers were requested to send their bids to the Director of Building Services, CANADIAN NATIONAL RAILWAYS, Montréal.

Our member remarks that, in view of the length of the corporate titles of the A&J and R-S, no wonder the Aluminum Company of Canada wishes to shorten them to "ALCAN-Transportation Division-Arvida".

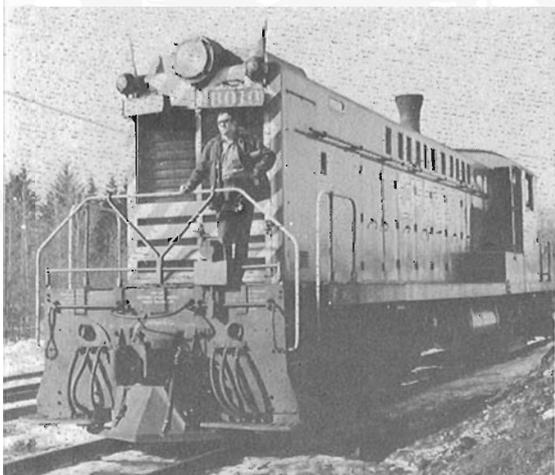
NOTRE CORRESPONDANT A GRENOBLE, FRANCE, M. FRANCOIS REBILLARD, NOUS envoie une photo de la locomotive électrique CC 6500 de la Société nationale des chemins de fer français. Cette locomotive est la plus puissante de la SNCF, avec un pouvoir de 8 000 cv. Elle a été construite en 1969, pese 115 tonnes et est limitée à 220 km/h avec les trains rapides comme "Etandard", "Aquitaine" et "Mistral". La photo a été prise à Hendaye, gare frontière franco-espagnol, en août, 1973, par M. Rebillard.



MR. FRANCOIS REBILLARD, OUR CORRESPONDENT FROM GRENOBLE, FRANCE, SENDS us a photo of electric locomotive CC 6500 of the French National Railways, taken at Hendaye on the Franco-Spanish frontier, in August, 1973. This locomotive is one of the most powerful on the SNCF being rated at 8,000 hp. Built in 1969, it weighs 115 tonnes and has a top speed limit of about 142 miles per hour when hauling express trains such as "Etandard", "Aquitaine" and "Mistral".

THERE IS NO CHANGE IN THE DISPOSITION OF CP RAIL'S BALDWIN DRS-4-4-10 units on Vancouver Island, British Columbia, writes John Hoffmeister of Victoria, B.C. For the record, here is the status as of 1 February 1974:

<u>Road number</u>	<u>Operational</u>	<u>Detail</u>
8000	Yes	Assigned to Wellcox Yard, Nanaimo.
8001	Yes	Assigned to Wellcox Yard, Nanaimo.
8002	Yes	Assigned to Wellcox Yard, Nanaimo.
8003	Yes	Assigned to Wellcox Yard, Nanaimo.
8004	Yes	Assigned to Wellcox Yard, Nanaimo.
8005	Yes	Main generator replaced Ogden Shops, Calgary, Alberta, December, 1973.
8006	No	Assigned to Wellcox Yard, Nanaimo. Stored at Wellcox Yard, Nanaimo, after wreck. Not yet scrapped.
8007	No	Stored at Wellcox Yard, Nanaimo, after wreck. Not yet scrapped.
8008	No	Stored at Wellcox Yard, Nanaimo, after wreck; partially dismantled; not yet scrapped.
8009	Yes	Assigned to Wellcox Yard, Nanaimo.
8010	Yes	Assigned to Wellcox Yard, Nanaimo.
8011	No	Stored at Wellcox Yard, Nanaimo, after wreck; partially dismantled; not yet scrapped.
8012	No	<u>SCRAPPED</u> at Ogden Shops, Calgary, Alberta, in June, 1973.



Mr. Hoffmeister sends two pictures of these Baldwin units. In the first, Mr. Tom Quinn stands on the front platform of the engine of Extra 8010 South at Courtenay, B.C., on 8 February 1972. The second shows a late afternoon meet between Extra 8000 South from Courtenay with 10 cars and Extra 8661 North with 17 cars at Wellington.

MLW INDUSTRIES OF MONTREAL WILL BUILD THIRTY MX 624-MODEL UNITS FOR the Republic of Cuba, reports Roger Boisvert. MLW Industries will also build fifteen M 420-model units for the Ferrocarril del Pacifico of Mexico and five M 636-model units for the Cartier Railway of Port-Cartier, Québec. The road numbers of the latter quintet will be 77 through 81.

LATE IN 1973, SIX EX-CANADIAN NATIONAL RAILWAYS' PASSENGER CARS WERE loaded on board the Greek freighter GEORGE N. PAPALIOS at Vancouver, B.C., for delivery in Cuba. This was the second shipment of obsolete railway passenger cars to Cuba from Canada's west coast. CN says that these cars were not in the rolling stock pool, being equipment formerly used on branch lines and mixed trains and now considered inoperable. Can one of our readers supply a description and the numbers of these cars?

David L.I. Davies

PORT WELLER DRY DOCKS LIMITED HAS BEEN AWARDED THE CONTRACT TO BUILD a \$ 12.5 million rail-car ferry to operate between Port-aux-Basques, Newfoundland and North Sydney, Nova Scotia. The 444-foot long, 7,500-ton vessel is scheduled to be delivered in August 1975 and is designed to carry 34 railway cars or truck and tractor-trailers on the railway car deck. Some members of Canada's House of Commons and the Canadian Transport Commission are very concerned because the new ferry is not designed to be an ice-breaker; that is, her bow will not be heavily reinforced to withstand the impact of ice. This could mean that her operation would be intermittent at a season of the year when her services would be most essential.

S.S.Worthen.

ENCOURAGED BY A SUBSTANTIAL INCREASE IN THE PRICE OF NATURAL GAS, THE Aquitaine Company of Canada Limited has undertaken a \$ 22 million railway project to link its two-year-old gas processing plant at Ram River, 70 miles west of Red Deer, Alberta, with an abandoned Canadian National Railways' line, 28 miles from the plant. Construction of the line has been delegated to Canadian National and will cost \$ 13 million. Upgrading of the abandoned CN line, which served a coal mine in the area until the 1960s, will cost \$ 9 million. The Ram River gas plant produces about 4,000 tons of sulphur per day, or 20% of Alberta's total production. The extracted sulphur has been stockpiled for the last two years near the plant, but Aquitaine has no plans at present to start shipment of this sulphur, since it will cost from \$ 5 to \$ 8 per ton to remelt prior to shipping.

C.W.Creighton

EX-CANADIAN PACIFIC RAILWAY 2-8-2 NUMBER 5361, ORIGINALLY DESIGNATED for the Ontario Science Centre, Toronto, and subsequently refused for display, has been stored in CP RAIL's John Street Roundhouse, Toronto, since May, 1963. Early in January 1974, the locomotive was moved to Hamilton, Ontario, where she will be stored under cover by the Steel Company of Canada. The ultimate fate of the mikado has not been determined at this time.

W.J.Bedbrook

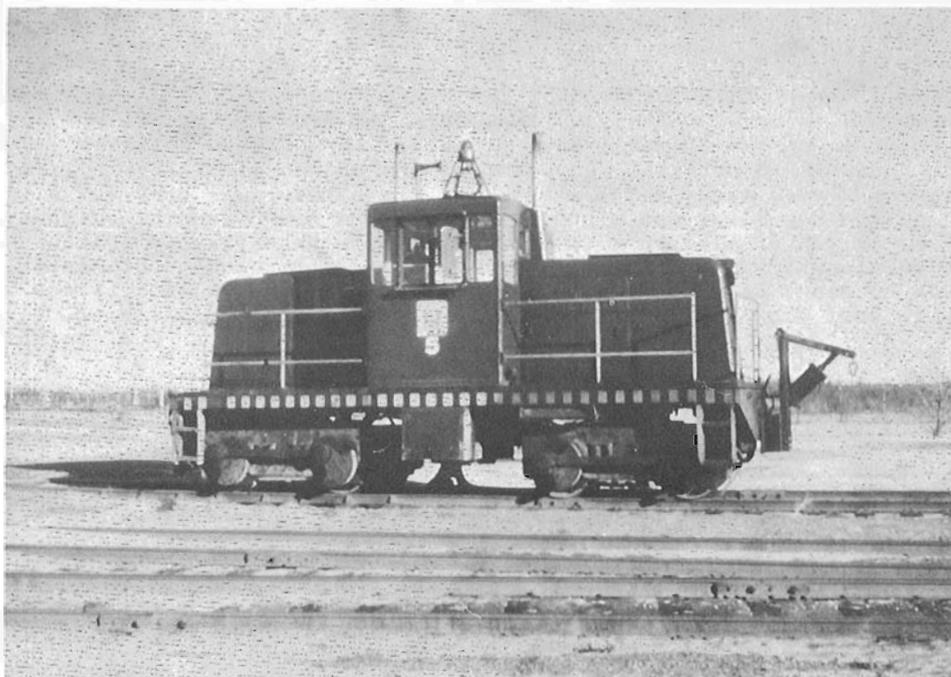
"LE PROGRES-DIMANCHE" OF CHICOUTIMI, QUEBEC, IN ITS 30 DECEMBER 1973 issue, reported the demise of the Alma & Jonquières Railway Company as follows:

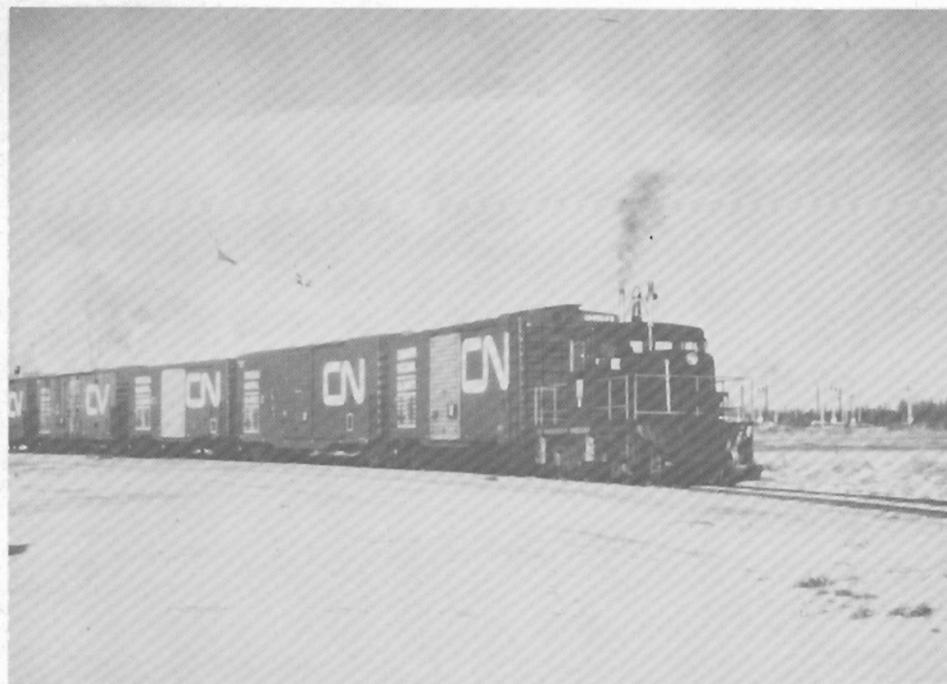
" ' The directors of the Alma-Jonquière Railway Company decided to effect the dissolution of the company and they have authorized the transfer of the enterprise and its assets to its parent company, Roberval-Saguenay, effective 1 January 1974', stated M. Raymond-J. Girard, superintendent of railway services of ALCAN in the Saguenay-Lac St-Jean area. M. Girard underlined the fact that the dissolution of the Company would result in no displacement or reduction in personnel.

' This step', he said, ' is being taken only to simplify the administrative structures relating to the operation of ALCAN railway services in the Saguenay-Lac St-Jean region. The Roberval & Saguenay Railway Company will continue to provide railway service to its regular customers at Alma and Jonquière', concluded M. Girard.

The Alma and Jonquières Railway Company was incorporated in 1912 to build a line from Hébertville to Ile Maligne, between the La Grande Décharge and La Petite Décharge in the Saguenay River at its outflow from Lac St-Jean. Another portion of the A&J was to run from St-Joseph d'Alma to Jonquières. In fact, a junction with the Canadian National Railways' main line from Québec City to Chicoutimi was made just east of Hébertville at what was subsequently known as Saguenay Power Junction, mile 183.2 on CN's Lac St-Jean Subdivision.

Initially, the A&J was constructed to serve the paper mill of Price Brothers at Riverbend, on La Petite Décharge. Later on, hydro-electric power developments were constructed on both La Grande and La Petite Décharge and the A&J brought in construction materials and heavy equipment. Some years later, the Aluminum Company of Canada built an aluminum refinery at St-Joseph d'Alma and the ever-increasing traffic between St-Joseph and Arvida assured that the A&J would have a steadily increasing volume of freight.





Over the years, main-line freights from Arvida to St-Joseph were hauled by Roberval & Saguenay locomotives. These trains used the CN's main line between Arvida and Saguenay Power Junction.

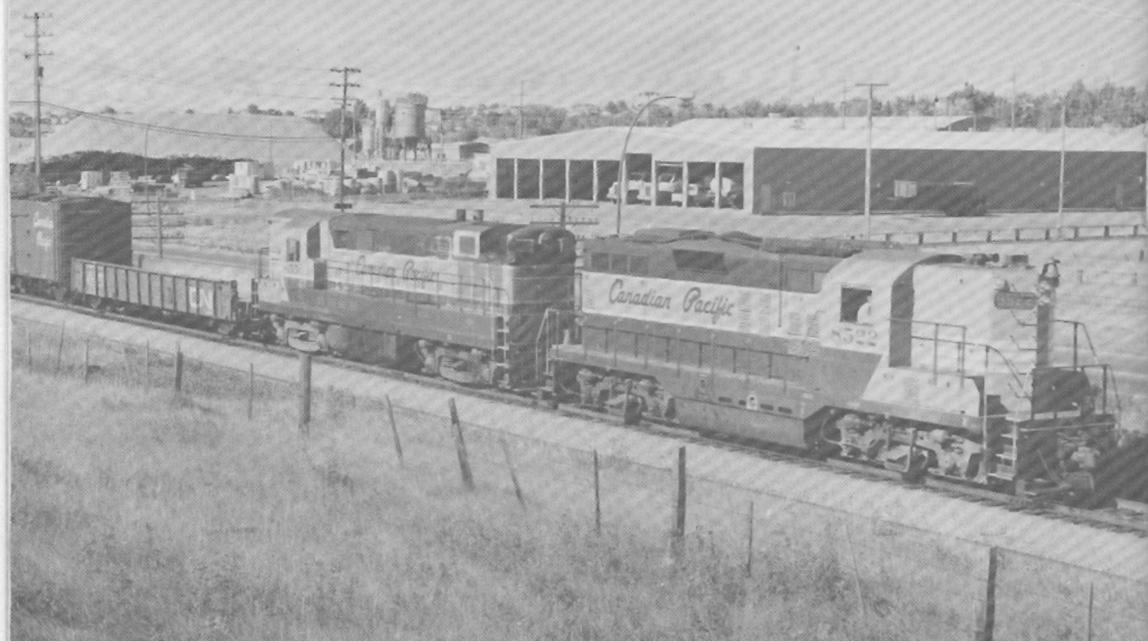
At the time of its amalgamation with the Roberval-Saguenay, the Alma & Jonquière had two S-4 switchers, Numbers 101 & 102. It owned no boxcars or other equipment such as tank cars, snowplows, etc. Most of the trains over the 11 miles to Saguenay Power Junction had been handled by R&S RS 2 and RS 3 units and it is reported that, from time to time, the two R&S M420TR units appeared on transfer trains from Alma to Arvida.

Switching at the Price Brothers paper mill at Riverbend is handled by a centre-cab, side-rodged GE switcher, similar to the one used by the Québec North Shore Paper Company at Baie Comeau, Québec. Our Lac-St-Jean correspondent, who sends us these notes, included two photographs of Price Brothers Number 5, which are reproduced herewith.

CP RAIL HAS DECIDED NOT TO RENUMBER DIESEL UNITS NUMBERS 5669 THROUGH 5674 as previously intended, writes Mr. Roger Boisvert of Québec.

Roger also reports that the fifty SD 40-2 units, scheduled for delivery to CP RAIL by Diesel Division, General Motors of Canada between November 1974 and February 1975 will have road numbers 5800-5805 and 5675-5718. The first six units are reported to be about 22 inches longer than the second group, perhaps to accommodate the LO-COTROL equipment with which these master units will be fitted.

ROBERT A. LOAT OF CALGARY, ALBERTA, SENDS US THIS PICTURE OF CANADIAN Pacific Railway Train 71 on the MacLeod Subdivision at 28th. Avenue S.E., Calgary, on 7 September 1970. Bob points out that it isn't very often that you can photograph a GP 9 (Number 8522) running with an H-16-44 (Number 8556), but it does happen occasionally around Calgary!



Canadian Rail

is published monthly by the
Canadian Railroad Historical Association
 P.O. Box 22, Station B, Montreal, Quebec, Canada/H3B 3J5

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Production; P. Murphy

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