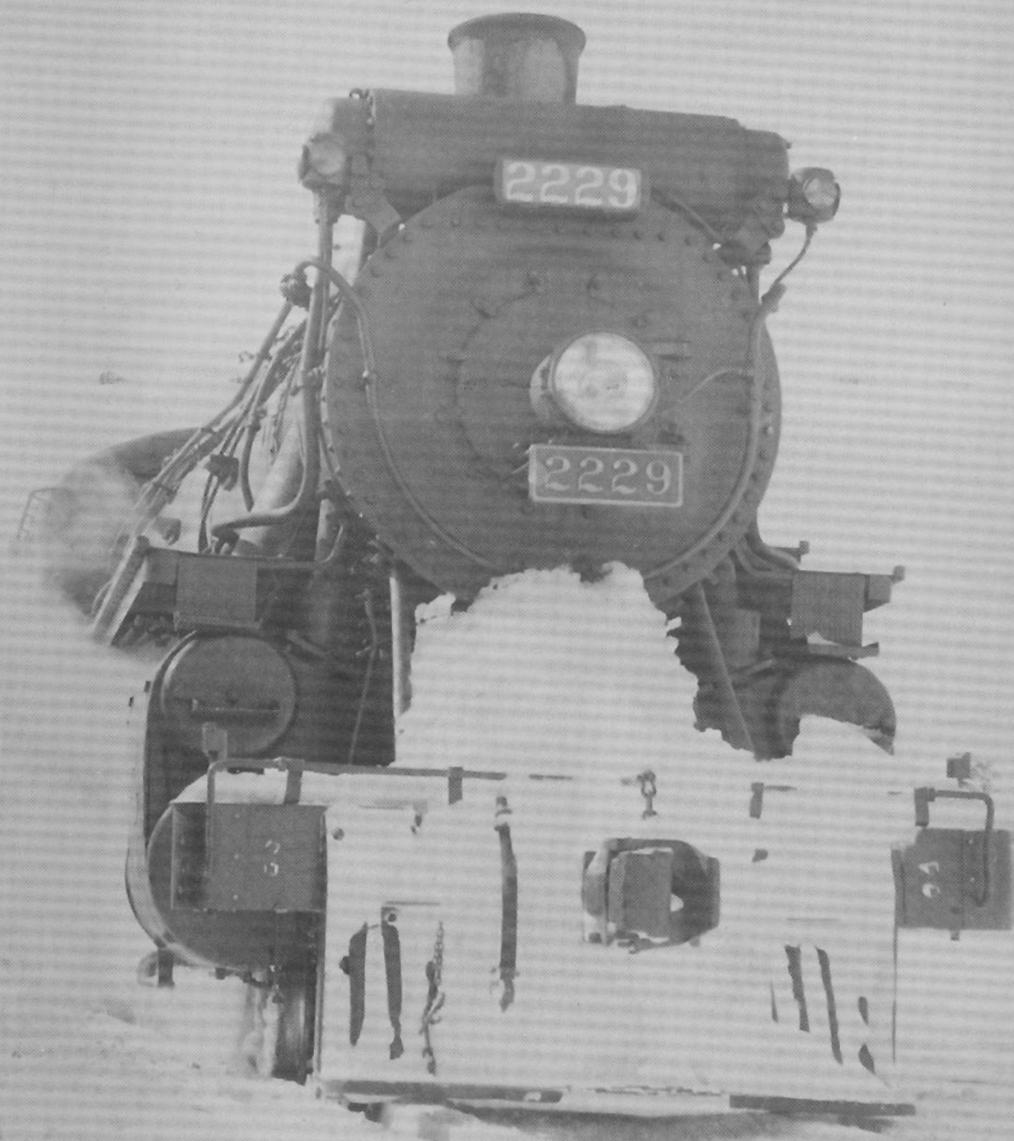


# Canadian Rail



No.275  
December 1974





# THE BIG HILL AND THE MOUNTAIN SECTION !

The late

Thomas Huntley Crump.

## Editor's Note

Mr. Thomas Huntley Crump, the father of Mr. Norris R. Crump, was successively a brakeman, conductor, trainmaster and divisional superintendent for the Canadian Pacific Railway Company, beginning in 1890 and ending when he retired in 1935. At varying times in the period 1890-1910, Mr. T.H. Crump worked out of Field, British Columbia.

On October 21, 1940, the following notes were assembled by the late Mr. Crump to describe some of the turn-of-the-century operations around Field, before the days of the Spiral Tunnels and grade reductions.

These notes have been provided through the courtesy of Mr. H.A. Price of Vancouver, British Columbia and Mr. Norris R. Crump of Calgary, Alberta.

Additions to the notes are placed in parentheses.

↪ ON A COLD, SNOWY DECEMBER DAY IN 1952, JIM SHAUGHNESSY WAS AT THE STATION at Jackman, Maine, to catch the Megantic-Brownville Junction, Me. Canadian Pacific Railway mixed train with engine Number 2229 heading an abbreviated consist.

↪ SAFETY SWITCH NUMBER 1, AT THE TOP OF FIELD HILL, 6 MILES EAST OF Field, British Columbia, at the beginning of the 4.4% descent. The switch-tender, standing beside the switch-stand, has the switch lined for the main line and the unidentified 4-4-0 coming up the hill from the bridge over the Kicking Horse River, shown on the diagrams of Safety Switch No. 1. The picture was taken by M.M. Stephens, the CPR agent at Field, in 1898. The switch-tender was Pete Thibodeau. The photograph is from the collection of Mr. N.R. Crump.

In the early days, the Western Division of the Canadian Pacific Railway extended from Port Arthur, Ontario to Donald, British Columbia. Mr. W. Whyte was General Superintendent; Mr. W. Cross, Master Mechanic; both (were located) at Winnipeg. Canmore, Alberta to Donald, British Columbia was known as the Mountain Section and came under Superintendent J. Niblock of Medicine Hat (Alberta), where the dispatcher's office was located. Mr. J. Cardell was Locomotive Foreman and Trainmaster at Canmore. Mr. G. Ericson was Roadmaster at Field.

Operating rules were embodied in the timetable. Five minutes was allowed for variation of watches on time order moves. Red signals, displayed on the engine, indicated a following section. Trains going toward Winnipeg - eastward - had the right of track. The stations at Laggan - (today's) Lake Louise - and Field, were old cars. The pay-car ran monthly from Winnipeg on freight trains and employees were paid in cash.

Trains were searched at Laggan by the North West Mounted Police (today's Royal Canadian Mounted Police) to prevent liquor smuggling from British Columbia to the Territories. Passenger trains usually consisted of five or six cars, (with) no diner. A 30-minute stop was made at Field for meals. On one day a week, there was no mail car.

Passenger engines, at first the small 4-4-0s and 4-6-0s and finally consolidations (2-8-0s), ran between Canmore and Donald (119.4 miles). The passenger train crews worked through between Medicine Hat and Donald (364 miles). Later, they worked (from) Medicine Hat to Banff to Donald, and return.

Many operating problems were met and handled by rather extraordinary measures. At Laggan, trainmen applied clamps to the miller-bars on the coaches to prevent uncoupling on the Mud Tunnel curve, west of Palliser. At Hector on Field Hill, westward passenger trains were met by hill crews. Here, the small passenger engine was cut off and run light (down the steep grade) to Field. The train was taken down the Hill with the hill engine, using reverse-motion or water-brake on the heavy 4.4% grade. Hand-brakes were used on the train. Eastward passenger trains were pushed up Field Hill and the pusher was cut off on the fly west of Hector. Hill crews handled the pusher engines.

There were four consolidation (2-8-0) engines stationed at Field. These were Numbers 313, 314 and 315, Baldwin-built consolidations with 24,000 pound tractive effort, and Number 404, (a) CPR-built consolidation (with) 20,000 pound tractive effort. These engines handled all the business between Laggan and Donald. Freight business between Canmore and Laggan was handled by the small 4-4-0 engines, 13,000 pound tractive effort. One freight crew was stationed at Canmore and three at Field. At first, the small engines were not equipped with air-pumps and had hand-brakes on the tender only. Freight cars were equipped with hand-brakes on one truck only and had link-and-pin couplers. Freight trains were handled down the Big Hill by consolidation engines only, using reverse motion on the heavy grade from what was known as the "Blue Cut", about  $1\frac{1}{2}$  miles west of Hector, to the "Little Tunnel" two miles east of Field.

Hill engines were equipped with two air-pumps, straight - air brakes on the drivers and automatic air-brakes on the tenders. In

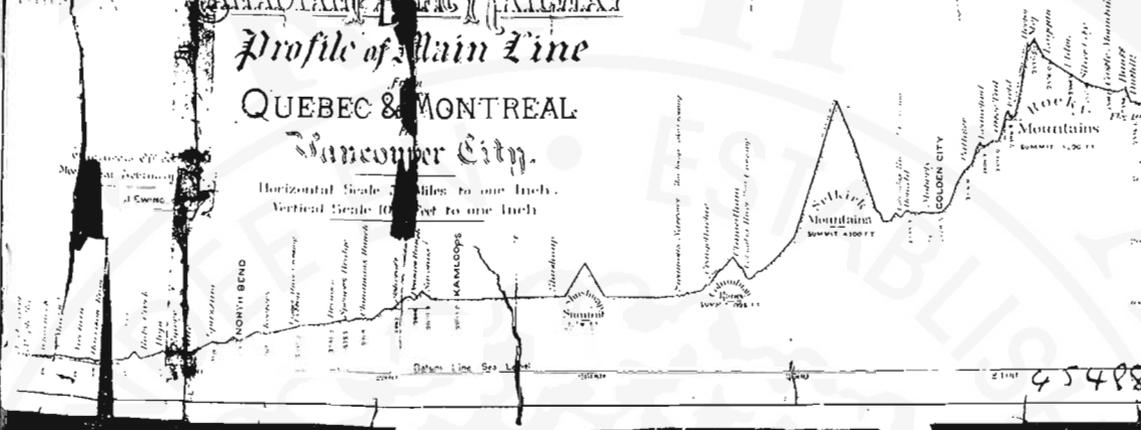
# CANADIAN PACIFIC RAILWAY

## Profile of Main Line

QUEBEC & MONTREAL

Vancouver City.

Horizontal Scale 1/2 Miles to one Inch.  
Vertical Scale 100 Feet to one Inch.



↑ FROM THE ENGINEERING OFFICE OF CP RAIL, THIS PROFILE OF THE CANADIAN Pacific Railway main line between The Gap, Alberta and Pitt River, British Columbia, on the line from Québec and Montréal to Vancouver City. The profile is dated February, 1886. Courtesy of Mr. R.W.Webb.

addition, each had back sand-boxes and headlights. When descending the Hill, trainmen would drop off the head-end to watch for skidding wheels and would catch the last car as it passed.

Between Hector and Field, there were three safety switches. The normal position for each switch was lined for the safety track, which ascended rapidly and was designed to "catch" a train or cars not under control. As a train approached the safety switch, the engineer would whistle a pre-arranged signal to the switch-tender, to indicate to him that he had his train under control, whereupon the switch-tender would line the switch for the main track. Before leaving Hector, conductors would 'phone the first switch-tender, who would advise the others in turn: "Train coming down".

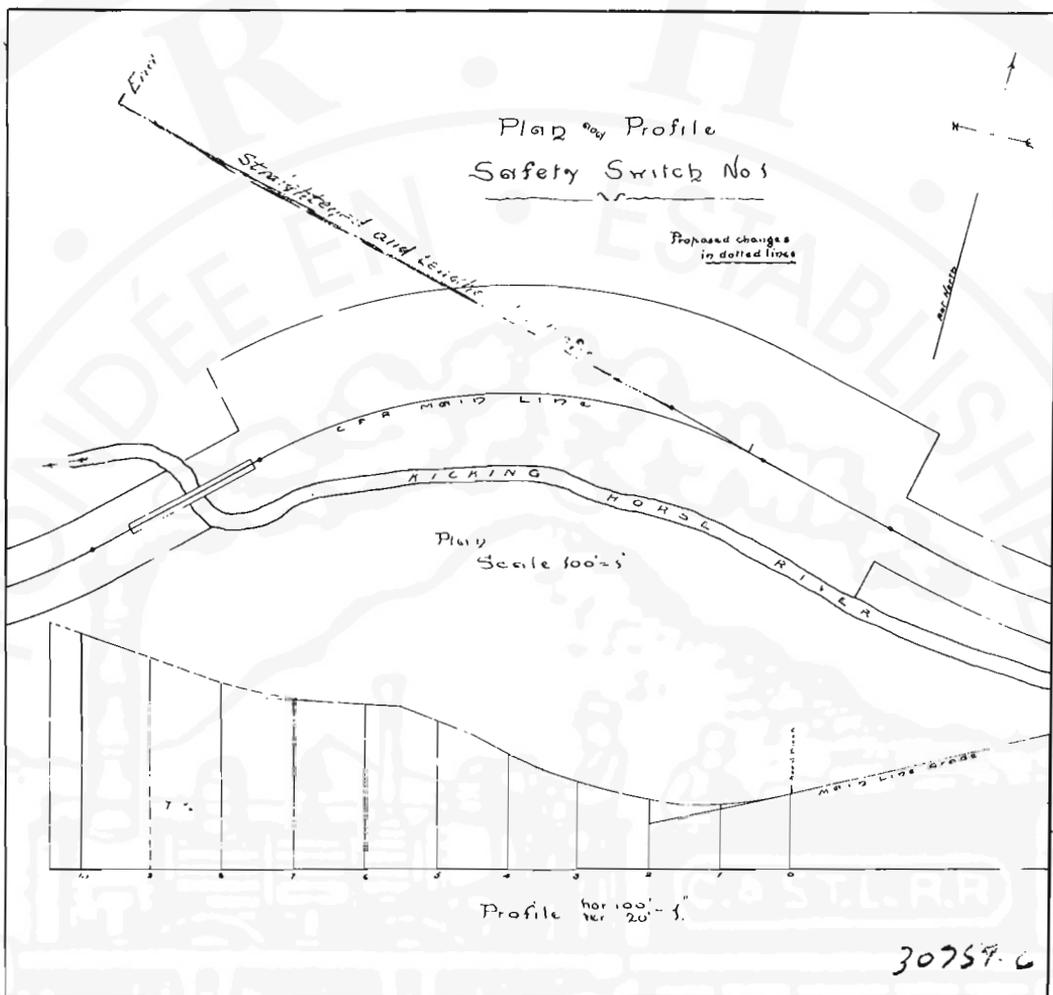
The switch-tenders registered all trains. Later, an electric recorder was installed.

In later years, the link-and-pin couplers were slowly replaced with automatic couplers - Trojan, Heins, Simplex and others. About this time, Superintendent J.N.Niblock, or "J.N." as he was commonly called, wrote to the conductors asking them for their opinions of the new couplers. One day, "J.N." noticed a conductor (T.H.Crump) wrestling with a knuckle at Hector and promptly fined him one dollar for not answering his letter!

Owing to the different types of knuckles breaking frequently, emergency knuckles were used to a great extent. About the time this was corrected, freight cars began to be equipped with air-brakes, although the instructions were not to use them to control, unless four-fifths of the train was so equipped.

No caboose was used between Laggan and Field. Trainmen rode the last car and, at night, displayed a red lamp. When a train with only one engine was run from Field to Hector, the cars were pushed and a trainman rode the leading car.

In the spring of 1892, there was a strike of trainmen for about one week. A strong detachment of the North West Mounted Police was



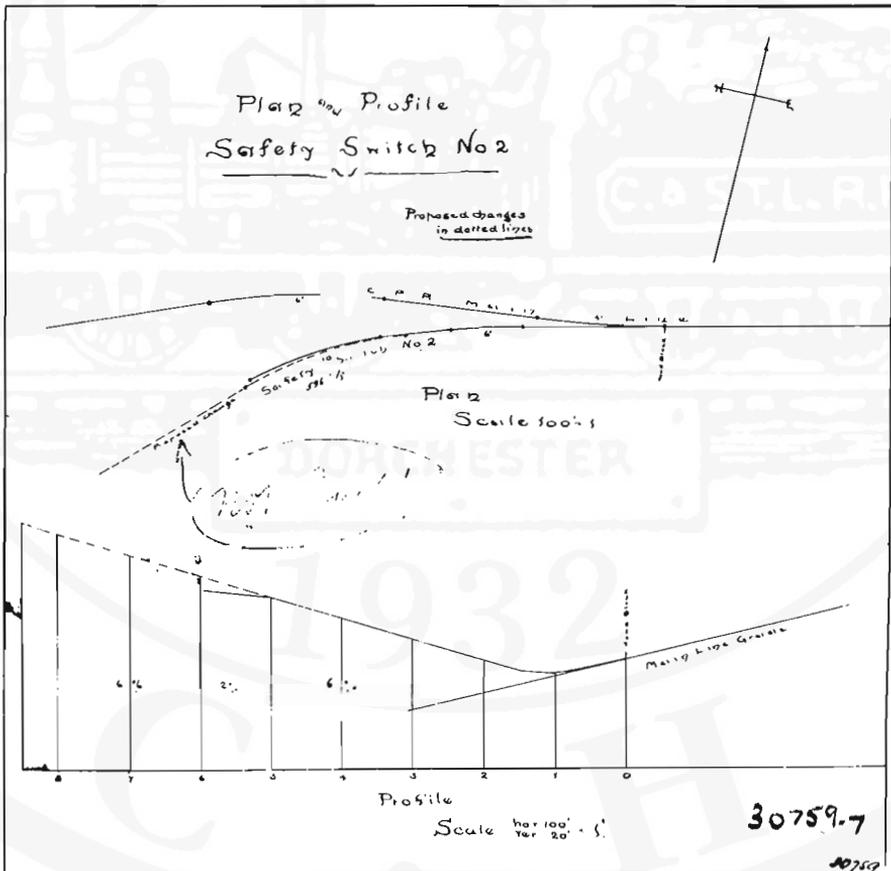
sent to Field, which was considered to be a key point. However, very few of the trainmen belonged to the organization, so, being in doubt as to the affair, (they) booked sick and went to Banff. The strike was settled by an arbitration board of three engineers, chairman, the late Ash Kennedy, without prejudice. Shorter hours per day were gained by the trainmen. The gang at Banff were having a good time, so (Locomotive Foreman) J. Cardell wired Dr. Brett to get them going back to work. The N.W.M.P. detachment was given a good send-off and returned to Calgary. One of their number became, a few years later, a bank manager at Penticton (British Columbia). Another, some years later as a British Columbia Provincial Constable, was shot by a prisoner escaping from (the sternwheeler) S.S. SICAMOUS.

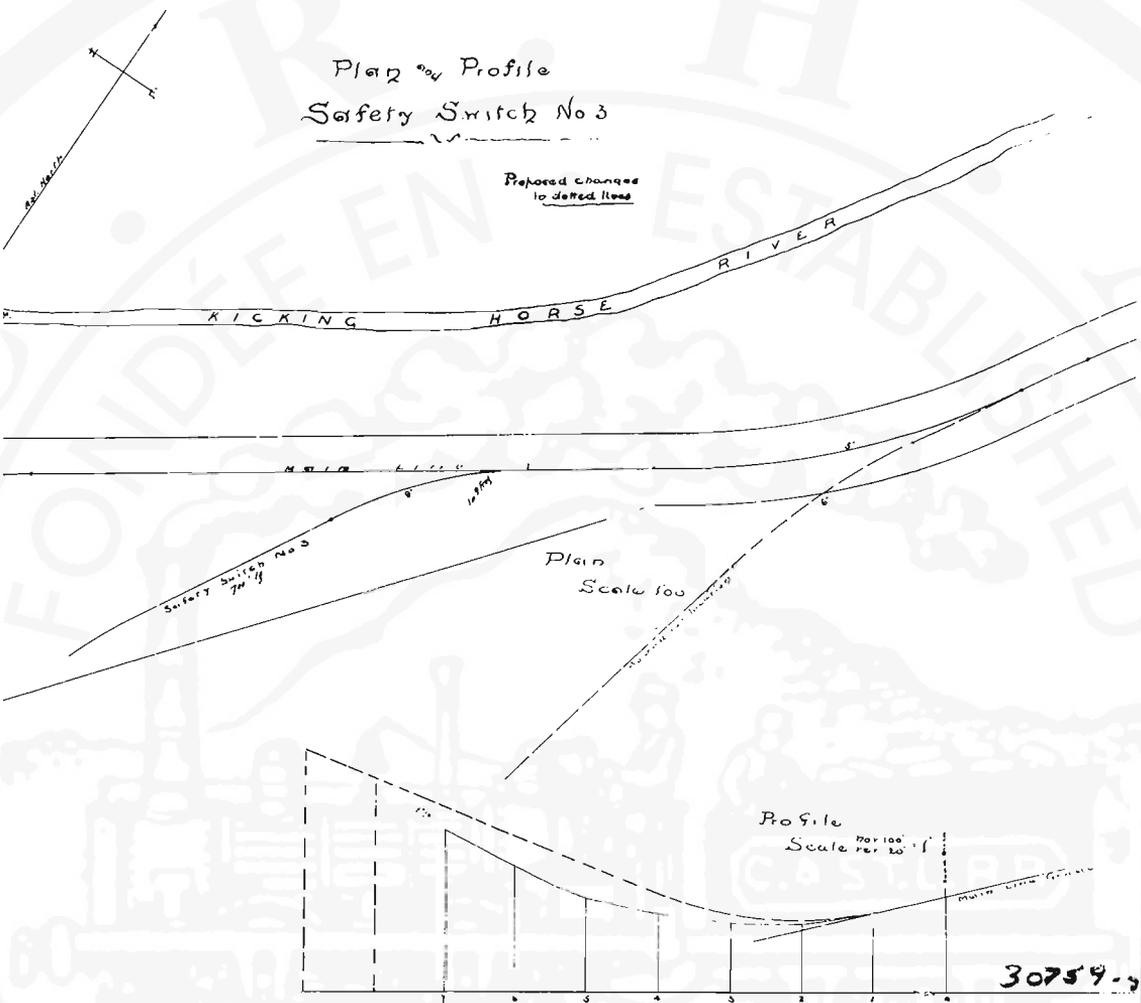
The winter and spring, 1893-1894, saw many events. It was a period of depression and the train crews waived their guarantee for a while. The winter was very severe and snow-plows, of wooden construction and entirely hand-operated, were scarce. On one occasion, a Field plow worked through to Swift Current (Saskatchewan). In the spring, the Mountain Section was badly disrupted by washouts, especially between Palliser and Golden. A pile-driver, equipped with a straight-air pipe, was brought from Winnipeg on a passenger train. The train, with "J.N." (Niblock) aboard, was held at Ottertall be-

cause the water was over the tracks. After the situation was looked over, it was considered that the track was unsafe for an engine but would carry the pile-driver. Work train engine 313 was west of the trouble spot, so the crew waded over to the pile-driver, unreeved the line, coupled it to some spare lines and took it over to engine 313 and commenced to pull the pile-driver over the bad spot.

"J.N." was riding it, when about half-way across, the track slid out and the pile-driver overturned on the south side, clear of the track. "J.N." jumped off and waded over to engine 313, which went west to make repairs around Palliser with brush and rock. This was continued until the curve west of what is now Cloister was reached. The entire curve to the tunnel portal was washed out. This was known as the "Big Washout". The water then went down and pile-drivers reached both ends to effect repairs. During the several days which were occupied in repairs, passenger trains were transferred.

Upon another occasion, engine 314, working west of Glenogle, had the dump slide out from under it, leaving the engine in a precarious position off the track. The engineer could not get a turn out of the drivers. A pile-driver cable was secured and tied onto the marooned engine and about 200 men heaved and assisted getting the engine moved to a safe place. A large amount of cedar cribbing was later placed in the Kicking Horse Canyon, some of it remaining to this day.

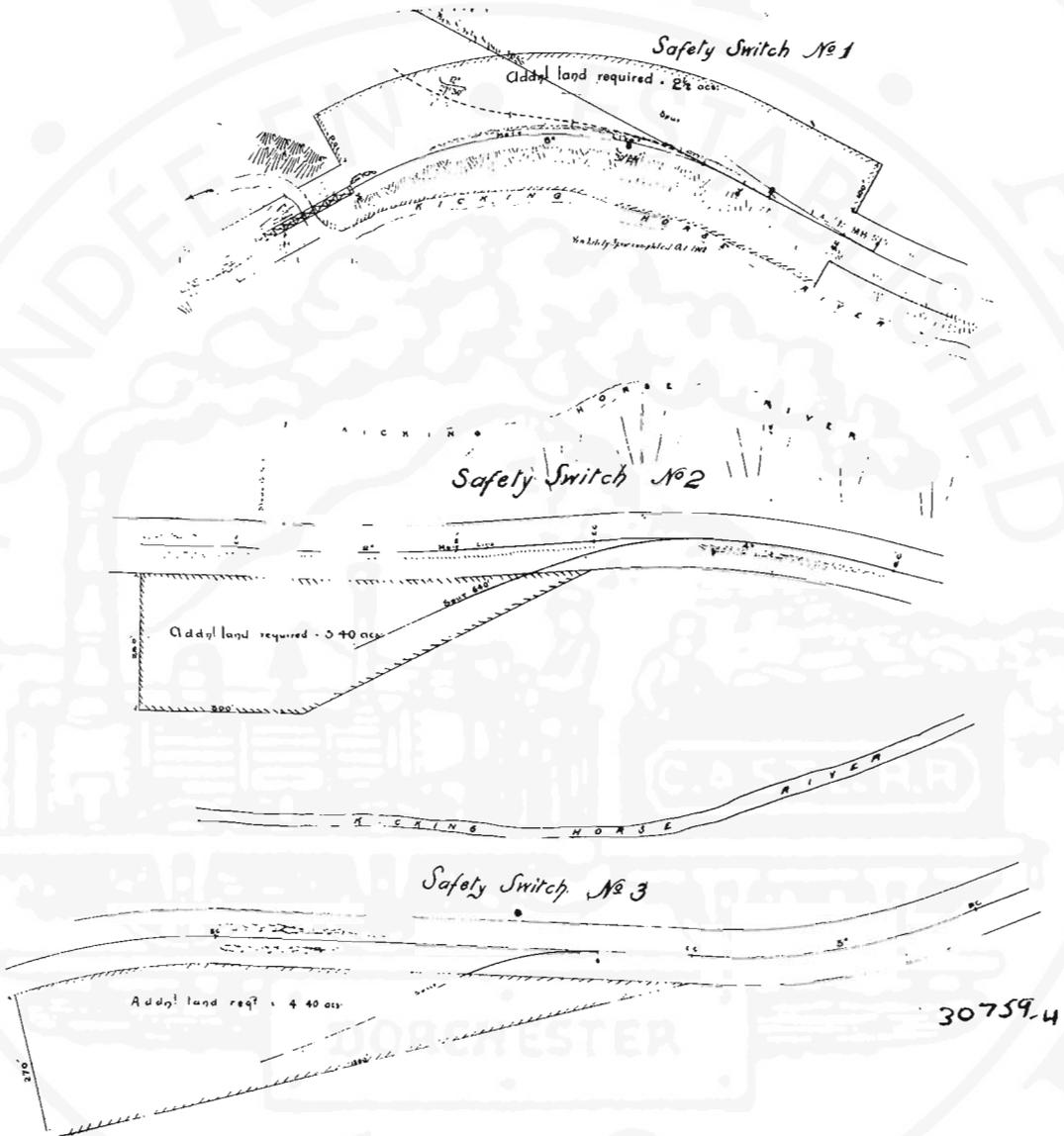




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↺ PLAN AND PROFILE OF SAFETY SWITCHES NUMBERS 1, 2 AND 3 ON FIELD HILL, British Columbia, after some relocations and improvements had been made in 1902. The pencilled notation on the plan for Safety Switch No. 2 notes that the extension and realignment of the tail-track had not been built. Courtesy of Mr. R.W.Webb.

In 1897, when the Klondike boom began, the first detachment of N.W.M.P. under Inspector Constantine was handled through on (a) passenger (train), bound for the Yukon. Troops and supplies followed later.

In 1898, the heavy increase in lumber shipments to the Crows Nest construction necessitated a large increase in power at Field. In addition, three crews with engines 200, 201 and 202 were assigned to what was known as through-run, Canmore to Donald, westbound. These crews were met at Hector by a hill crew, with two engines. The 200-class engine was cut off and ran light (down) to Field. The hill crews brought the train (down) to Field in two sections, where it



DIAGRAMS OF SAFETY SWITCHES NUMBERS 1, 2 AND 3 ON FIELD HILL, BRITISH Columbia after the 1922 improvements. The relocation of Safety Switch No. 1 is shown. The additional land required for the tail-tracks is noted.

Courtesy of Mr. R.W. Webb.

was consolidated and pushed by a hill crew to the summit three miles west of Field. Eastbound freight trains were handled by hill crews (from Field) to Hector and Stephen. Hill crews also assisted through crews to Stephen, where they filled out (the train's tonnage). A dispatching office was established at Field to cover this territory.

(Also) in 1898, the Pacific Division took over (the line from) Donald to Laggan. The Mountain and Selkirk Sections were consolidated into the Mountain Section. Passenger engine crews ran Laggan to Revelstoke and train crews Laggan to Kamloops. By this time, passenger trains were all equipped with the latest type of air-brake and were handled down Field Hill by the regular crews. Freight trains between Field and Laggan continued to be handled by hill crews. Wyes were built at Hector and Golden. Cabooses were used between Hector and Laggan. Laggan became the terminal for Alberta District crews; Field, the terminal for Revelstoke Division freight crews.

In 1901, the Governor General's Train and the Royal Train were handled west and eastbound. Westbound, double-headed engines cut the lead engine off on the fly and (it) took Stephen passing track without stopping (the) trains. A trainman stood on the pilot, uncoupling the air-hoses, and running tests were made on the level. The Royal Train had five engines, including three helpers cut in the middle and one on the rear, which was cut off on the fly at Stephen.

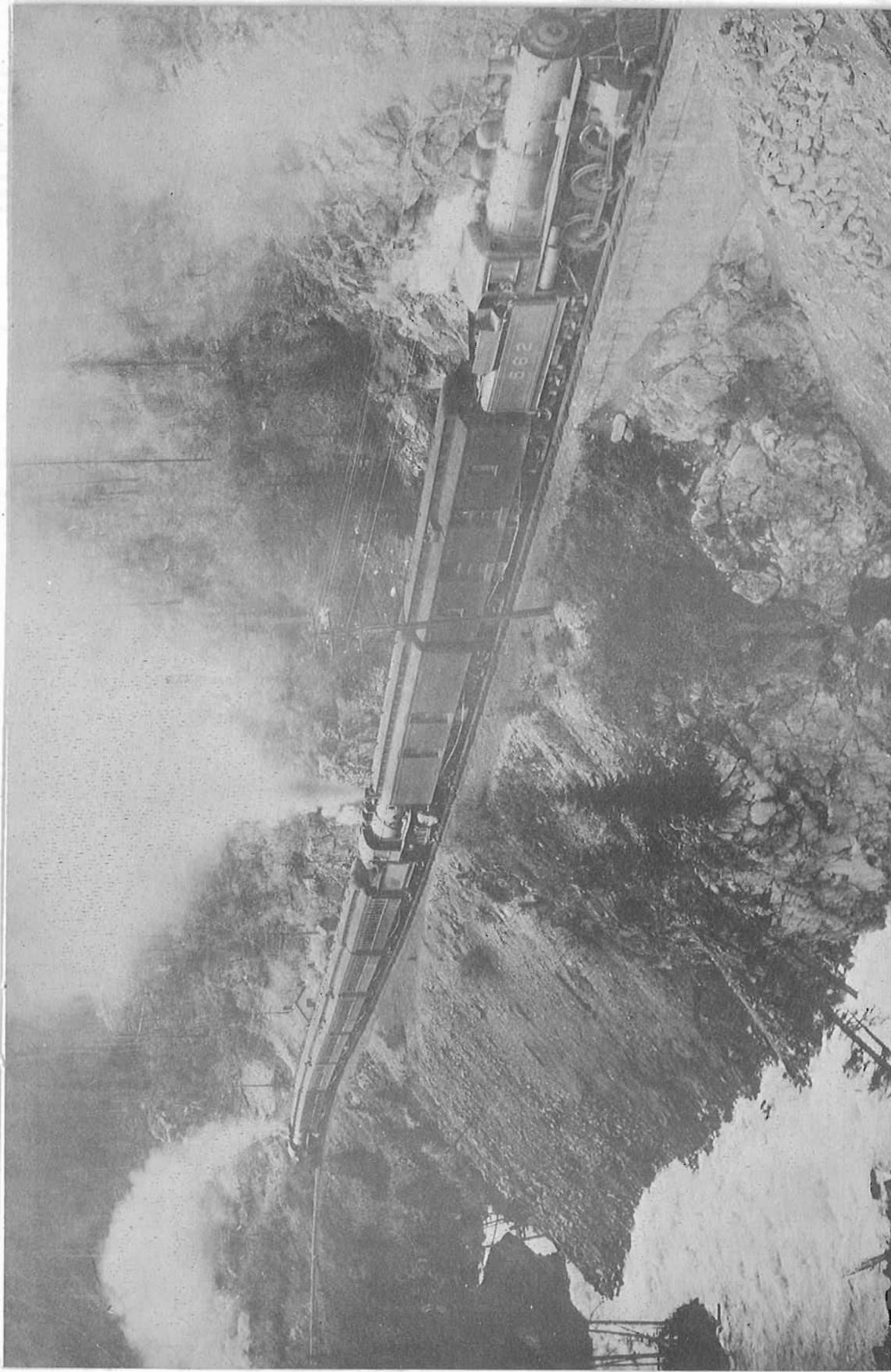
In 1902, the Ottertail grade-revision eliminated the need of a helper westbound from Field to Ottertail. Helpers were begun between Golden and Leancoil. Later in this year, trains and the right-of-way were closely watched by the N.W.M.P. for a desperado named Cashel, who had escaped from the guardroom at Calgary. Eventually, he was captured near Calgary and executed.

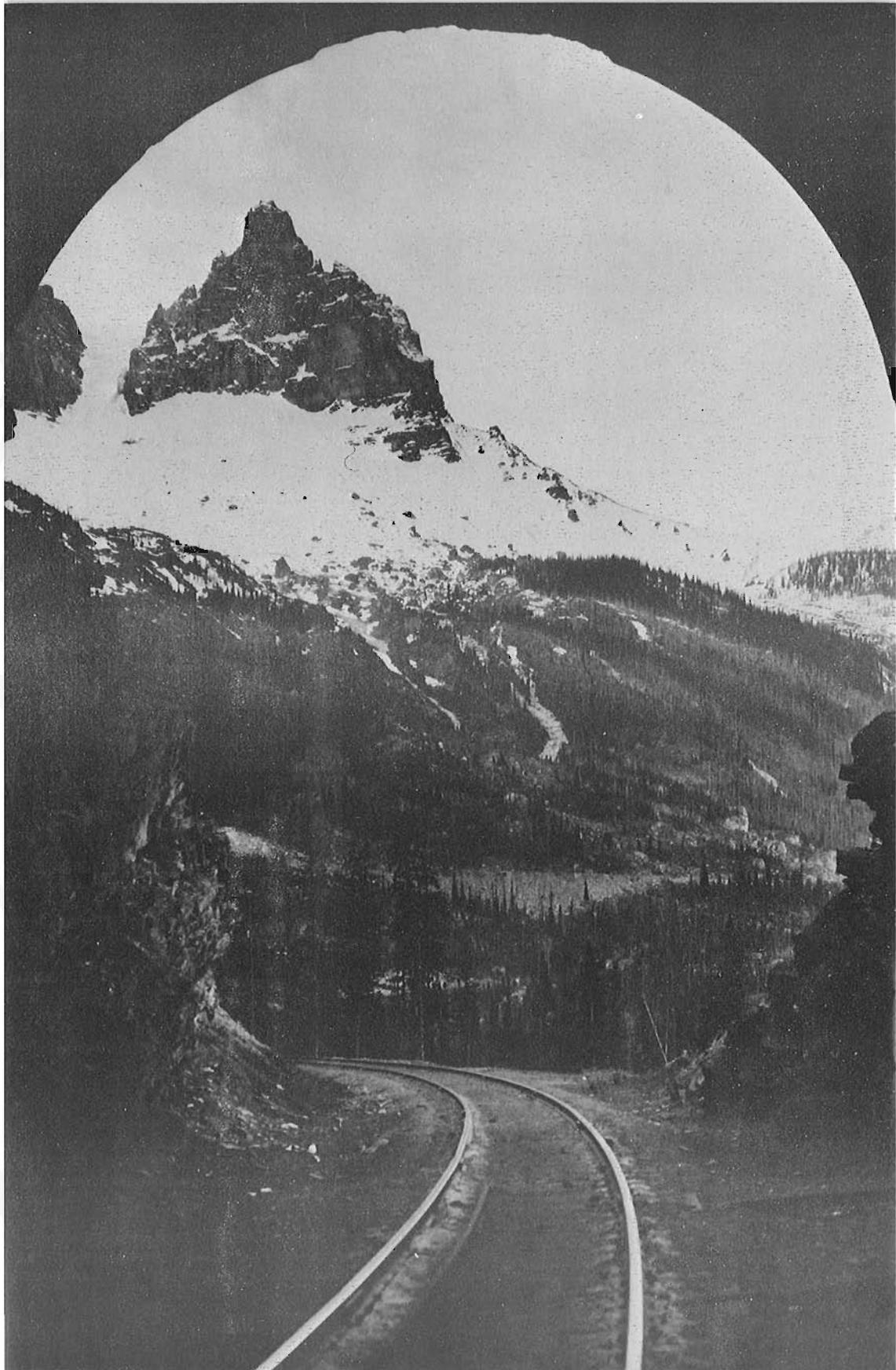
In 1906, the grade revision was commenced between Field and Hector. Construction camps were established at various sites. Portions of the new track were built from Hector west and from what is now Yoho west to the portals of Number 1 or upper tunnel and from Yoho east and from the tunnel east of Field to the portals of Number 2 or lower tunnel. This enabled all equipment and supplies to be delivered at (the) work (sites) by unassigned crews. No assignments were made until required for ballasting from Hector Pit. At this time, the staff system was put in operation between Field and Hector. Work proceeded without interruption until the fall of 1909, when it was completed. Laggan to Field was absorbed into the Alberta District. Field became the terminal for all crews and the old "Big Hill" became a thing of the past.

A few days after the new grade was completed, a rock-slide from Mount Stephen came down on the track, bringing with it a shed which contained a carload of dynamite and a quantity of gasoline for a mining company - which was difficult to clean up.

During the twenty-three years of operation on the Big Hill, there were four mishaps due to freight trains getting out of control. In 1889, engine 314, backing down the hill, derailed west of the third safety switch. The fireman and one trainman were killed. The engineer had jumped about a mile back. The conductor and trainman were on the last car. In 1895, engine 317, backing down, derailed at the third switch. The engine turned over and, as it was still in front gear with the throttle open, the drivers were still turning.

➔ THE EASTBOUND TRANSCONTINENTAL PASSENGER TRAIN THUNDERS UP FIELD HILL with engine Number 562, a 4-6-0, and two unidentified consolidations, about 1905. The switch-tender's cabin is visible over the top of the third passenger car and the safety siding can be seen through the smoke of the pusher engine on the rear. It took three engines to move eight cars up Field Hill in that era. Photo courtesy Corporate Archives, Canadian Pacific Limited.





There were some boarding cars in the spur at that point and the cook went out and closed the throttle. The crew had all jumped some distance back, as soon as the train got up speed. No one was injured, but the general opinion was that the crew had farked it.

Backing down (the Hill) in 1898, engine 317 went into the first safety switch. The engine went over the end and butted into the rock. Several cars buckled and turned over. The crew stayed with the train (and were) uninjured. It was New Year's and 50 degrees below zero. A section man, picking ice at the switch, stepped aside and, after the train went by, calmly resumed picking ice until told by the switch-tender to see if anyone was killed.

Among the several cars turned over was one of eggs and one of whisky in barrels. The eggs had to be transferred quickly to avoid freezing and, while this was under way, a supposedly reliable man was assigned to guard the whisky. Presently, it was noticed that the extra-gang labourers, working on (transferring) the eggs, were getting somewhat hilarious. The water-boy was filling his pail from the whisky barrels and distributing the rye by the cupful.

In 1903, engine 732, heading down with eleven loads of coal, went into the third switch and left the track at the (switch) points. The engine went into the hole and the eleven cars piled on top. The engineer and the fireman were killed. One trainman was injured.

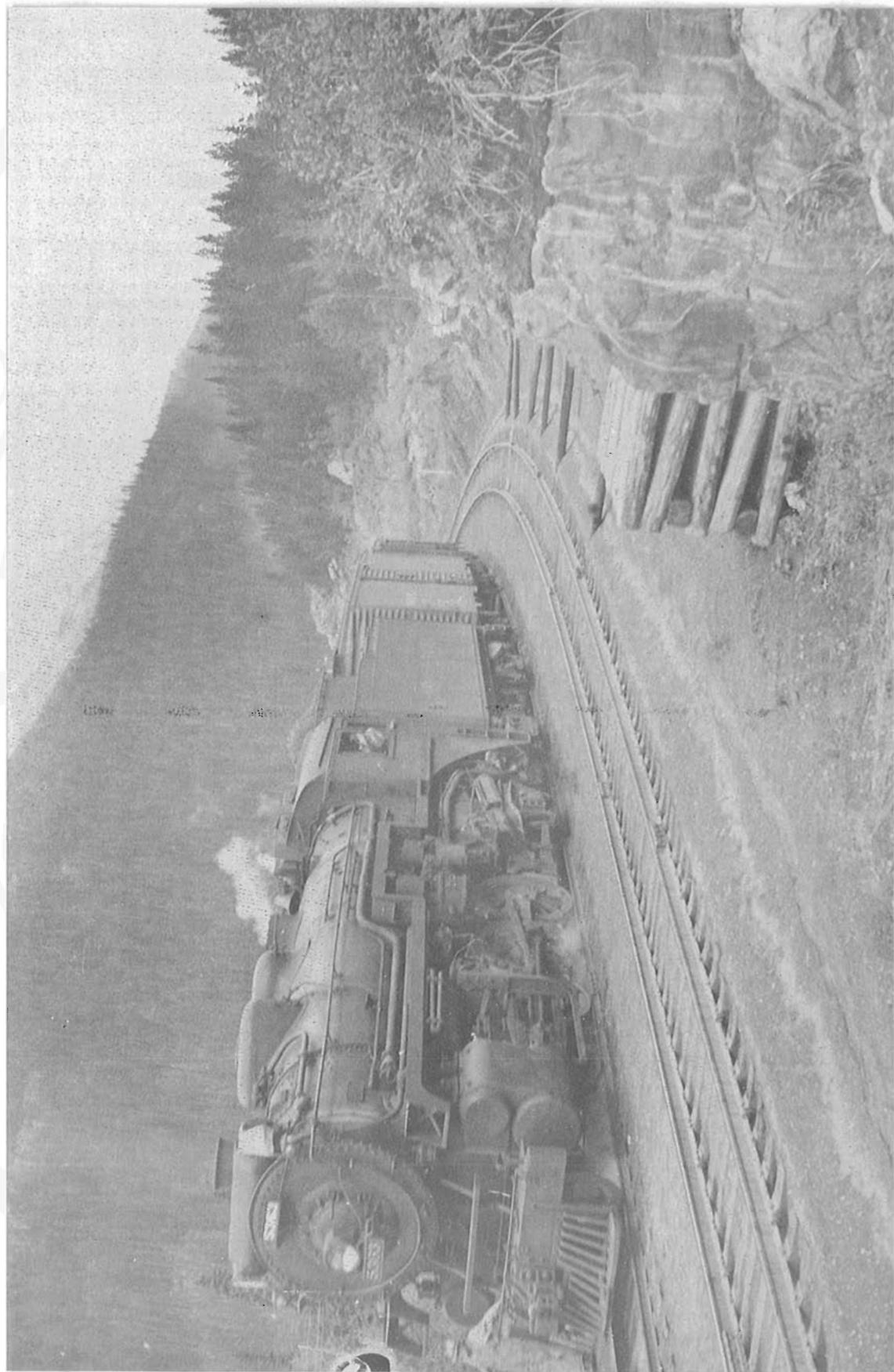
Then, there were what might be called freak mishaps. In 1900, an engine with a snowplow left Field in a severe blizzard. Snow was drifting badly between Field and the tunnel to the east. The plow was hand-operated and a number of boxes of spikes were in the front to weigh the nose down. There were about seven men, including the trainmen, in the plow. About two miles east of Field, the plow derailed and went down the dump about 200 feet, nose first, and cut a swath through the trees. No one was injured. The engineer did not miss the plow until the engine went into the tunnel. He shut off the throttle and said to the fireman, "Where the hell is the plow?"

"Damned if I know", replied the fireman, "she was on when we left Field!"

In 1902, when the Ottertail grade revision was under way, the switch leading to the new line was just west of Field west mile-board. Field yard limits extended to the summit three miles west of Field. Engine 409, on a construction train, had automatic air-brakes on the tender and steam-brake only on the engine. One foggy morning, engine 736 was taking water at Field tank, when the work-train loomed out of the fog, caboose on the point. No particular attention was paid to it; however, it kept coming and, in moments, the caboose had piled into engine 736. The fireman was knocked into the coal pit, but not injured. The trucks of the caboose went under the tender and were still on the track. Next, were two flats of rock, then the engine, headed east.

As none of the crew showed up, the engine was looked over and was found (to be) minus crew and tender, lever in front gear, throt-

← SHORTLY AFTER THE UPPER AND LOWER SPIRAL TUNNELS EAST OF FIELD, BRITISH Columbia, were completed in August, 1909, this view was taken from the upper portal of the lower spiral tunnel. Directly across the Kicking Horse River valley, on the lower slope of Cathedral Mountain, the new line is visible, emerging from the upper spiral tunnel. Photo courtesy Corporate Archives, Canadian Pacific Limited







THIRTY-ONE YEARS AFTER THE SPIRAL TUNNELS EAST OF FIELD, BRITISH COLUMBIA, were completed, Mr. A.F. Trickey of Calgary, Alberta, went with his camera to the siding at Yoho, B.C., midway between the Upper and Lower Spiral Tunnels.

First to appear on the scene was Extra 5363 east, puffing slowly up the siding, in anticipation of a meet with a westbound freight. The head-end brakeman was riding Number 5363's pilot, so that he could open the switch at the east end of the siding, without bringing the heavy freight to a stop.

The pusher for Extra 5363 east turned out to be engine Number 5310, cut into the train ahead of the van. The westbound freight, coming down the hill on the main track, has a clear on the semaphore signal, visible over the caboose marker-light.

Before engine Number 5310 and the van could clear the road crossing, westbound Extra 5125 came coasting down the hill on the main line, while the wig-wag, light and bell of the crossing-signal oscillated, flashed and rang excitedly. Soon, Extra 5125 would rumble over the Kicking Horse River, while Extra 5363 east blasted through the Upper Spiral Tunnel east to Stephen and Lake Louise, Alberta. These pictures were taken by Mr. Trickey in July, 1940.

the wide open and steam driving brake not set. About this time, the crew showed up, walking in. It developed that (engine) 409, backing west, had collided with an eastbound train - engine 683 - about a mile west. The fireman, who was running engine 409 when engine 683 showed up, threw the lever into front gear, opened the throttle, and jumped. The tender jammed into engine 409 and, as there was no automatic brake on the cars or engine, the whole remaining consist started back to Field. The train crew, expecting a collision, jumped.

In 1907, engine 408, with caboose only, was backing down, Hector to Field. West of the second (safety) switch, the engine began to skid. The engineer and fireman, who were green on the hill, jumped. The train crew then cut off the caboose and were able to slow it down, but could not bring it to a stop. Engine 408 ran up the switch and stopped, with the rear wheels of the tender over the track-end. Then, as the engine was in front gear with the throttle open, it started ahead. The tender wheels climbed the rails again and the engine went full speed down the (safety switch) track, meeting the oncoming caboose opposite the switch-tender's shack. The train crew (in the caboose) jumped, without injury. The caboose was badly damaged. The switch-tender was some time figuring out what had happened at his very door.

# Once, Near Winnipeg !

George Harris

**N**ot so many years ago, there were many and interesting sights to be seen of railways and their equipment, in and around Canada's midwest city of Winnipeg, Manitoba. Today, many of these once-familiar sights are no more, but, happily, photographic records of them remain.

In the series of pictures accompanying this text, most railway enthusiasts will recognize the familiar outline of the City of Winnipeg Hydro engine Number 3, the famous ex-Canadian Pacific Railway 4-4-0 which nowadays is Number 3 of the Prairie Dog Central Railway. This picture was taken when Number 3 was back in the bush, before her pilot plow was removed and she was brought out to the bright lights of Winnipeg's suburbs.

On a fine day in August 1937, Canadian Pacific Railway's Train 3 stopped for water - and passengers - at Brandon, Manitoba, on its way to the Pacific Coast. Royal Hudson Number 2829 was on the head-end.

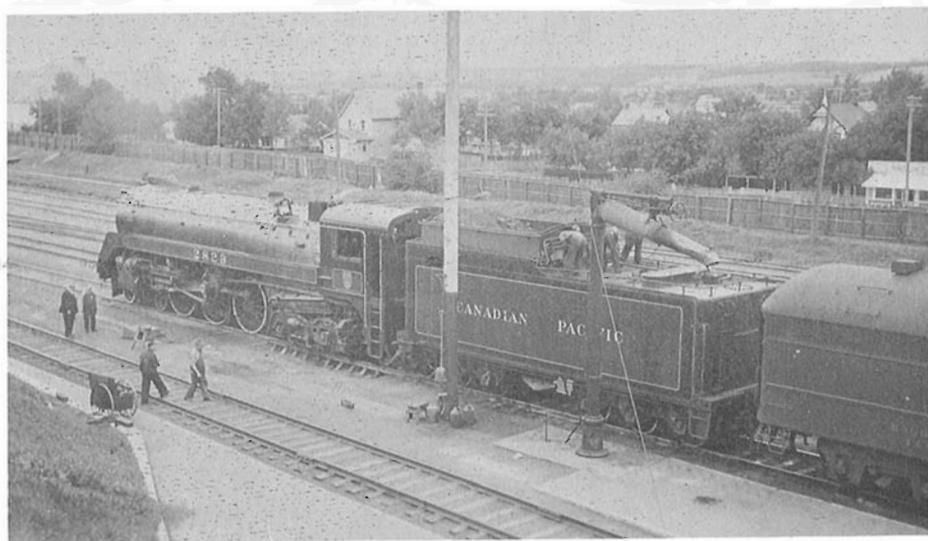
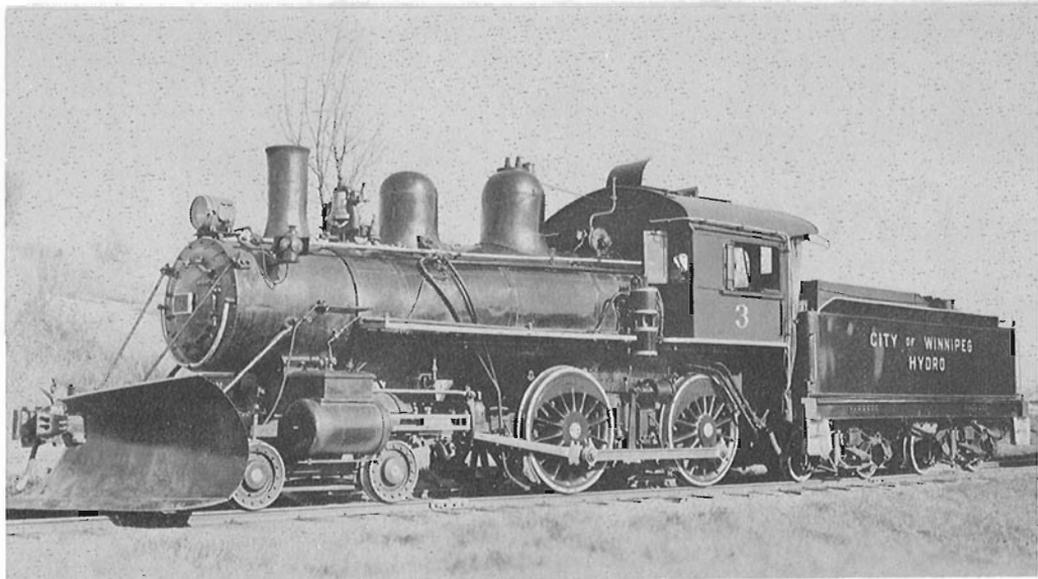
In 1974, many prairie stations like that of CP RAIL at Deloraine, Manitoba, are being closed and removed. This picture was taken on a day in September 1955.

For more years than most of us can count, a passenger train in a railway station was a familiar sight across most of Canada. A Canadian Pacific Railway post-war passenger train, with pacific-type Number 1200, paused at Treherne, Manitoba, about 75 miles southwest of Winnipeg, in September 1955.

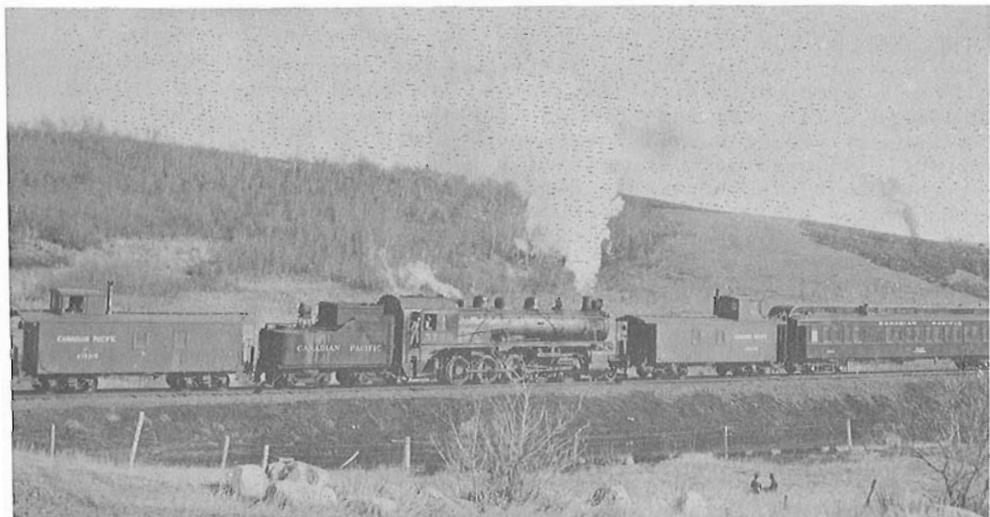
That same month and year, Canadian Pacific passenger Train 3 rumbled into the station at Elkhorn, Manitoba, 1,603 miles west of Montréal.

And just in case you were under the impression that the country on Canada's prairies is flat, here is a view of the "East Prairie Freight" of Canadian Pacific on the east hill at Minnedosa, Manitoba. In October 1938, the consist included an ancient daycoach, used as a drovers' car, and 2-10-0 Number 5790, pushing on the rear. The smoke of the train engine was visible over the top of the coach, around the shoulder of the hill at the right of the picture.

These are but a few of the many interesting railway scenes near Winnipeg, in the era of the steam locomotive.



C.P. STA. DELORAINE MAN.



December 1974

# WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass or other fragile goods.

FOR THE EASTERN EXPRESS COMPANY, *McCarvell*

WE ARE GRATEFUL TO MR. W.B.McCARVELL OF GUELPH, ONTARIO, FOR ADDITIONAL information on the lake steamers pictured on page 151 of the May 1974 issue Number 268 of CANADIAN RAIL. The S.S.NORTHUMBERLAND was built at Newcastle-upon-Tyne, England, in 1891, for the Charlottetown Steam Navigation Company, for service between Prince Edward Island and the mainland. She was bought by the Government of Canada in 1916 and sent to Lake Ontario for the Toronto-Port Dalhousie service, running opposite the S.S. DALHOUSIE CITY. The NORTHUMBERLAND had accommodation for 1,050 day passengers. She was powered by two triple-expansion engines generating 2,500 horsepower. She was destroyed by fire at Port Dalhousie, Ontario, the day before her first voyage of the 1949 season.

The S.S.TORONTO was built by the Canadian Shipbuilding Company of Toronto in 1899 for the Richelieu and Ontario Steam Navigation Company. She was approximately 3,000 tons and had 330 berths. From the beginning to the end of her career, the TORONTO sailed in the Toronto-Rochester NY-Prescott service, first for the Richelieu & Ontario and, after 1913, for Canada Steamship Lines. She was laid up at the end of the 1938 season and was scrapped in 1948.

The S.S. CAPE TRINITY, builder and year built unknown, was purchased by Canada Steamship Lines and operated on the Toronto-Bay of Quinte-1000 Islands Route until 1929, when she became a victim of the "Depression". In the photograph mentioned, the legend "Canada Steamship Lines" appears on the ship's bow. The S.S. CAPE ETERNITY, her sister ship, was formerly the S.S. ROCHESTER, which operated from Rochester NY to the 1000 Islands. She was bought by Canada Steamship Lines and used on the Toronto-Bay of Quinte-1000 Islands Route until 1929, when she was taken out of service.

WHEN THE TENDERS FOR AN ADDITIONAL 423 CARS FOR MONTREAL'S "METRO" were opened by the Montréal Urban Community Transit Commission in mid-1974, two of the three companies which had tendered were surprised to find that the successful bidder was Bombardier Limited, the well-known manufacturer of SKI-DOO\* snowmobiles. While Bombardier's successful bid of \$ 117.79 million was higher than that of Canadian Vickers Limited of \$ 117.65, the MUCTC said the latter was rejected because it did not specify the required type of couplers on the cars. Vickers called the award "misguided", and, after considerable publicity in the local papers, made no further public comment.

Delivery by Bombardier from one of its plants not yet designated will begin late in 1975 and will be completed by 1978.

Editorial Staff.

A FEW H-16-44 FM UNITS AND C-LINERS CONTINUE TO APPEAR ON THE CROWN-  
nest Pass route of CP RAIL fairly regularly, Pat Webb

of Lethbridge, Alberta reported in July 1974. C-liners Numbers 4105, 4104 and 4065 were operated quite frequently, but their days seemed to be numbered. Number 4057 had not been in the Lethbridge-Macleod area for some time.

THE MAINE CENTRAL RAILROAD HAS BEEN ORDERED TO RESTORE SERVICE FROM North Stratford, New Hampshire to Beecher Falls, Vermont, parts of which were damaged and washed out in June 1973 by a torrential rain. The MEC asked the Interstate Commerce Commission for permission to abandon the 23 miles and, in anticipation of approval, ceased service. The States of Vermont, New Hampshire and the ICC asked the courts to compel the MEC to restore service until the request for abandonment was ruled on. U.S. District Court Judge Albert Coffrin ordered resumption of service, the lack of which has cost the Ethan Allen Furniture Company of Beecher Falls, Vermont, about \$ 200,000 in additional freight charges for the 12 months the line was out of service.

Under the court order, the Ethan Allen Furniture Company will pay \$ 52,000 towards repair of the track, with the remainder of the estimated total cost of \$ 100,000 coming from the MEC.

In August 1974, the MEC appealed the ruling and the case was pending in the U.S. Court of Appeals, New York City. THE 470.

RECENTLY, THE EDITOR HAD AN EXCHANGE OF CORRESPONDENCE WITH MR. DUN-can du Fresne, past-President of the Ottawa Branch of our Association, on the subject of volunteer organizations in general and "irreplaceable" officers, directors and members, in particular. While volunteer organizations of all kinds rely heavily on the abilities and/or talents of their members, the adjective "irreplaceable", characterizing these members, must be used with care.

To support this contention, Mr. du Fresne submitted the following poem:

#### THE IRREPLACEABLE MAN

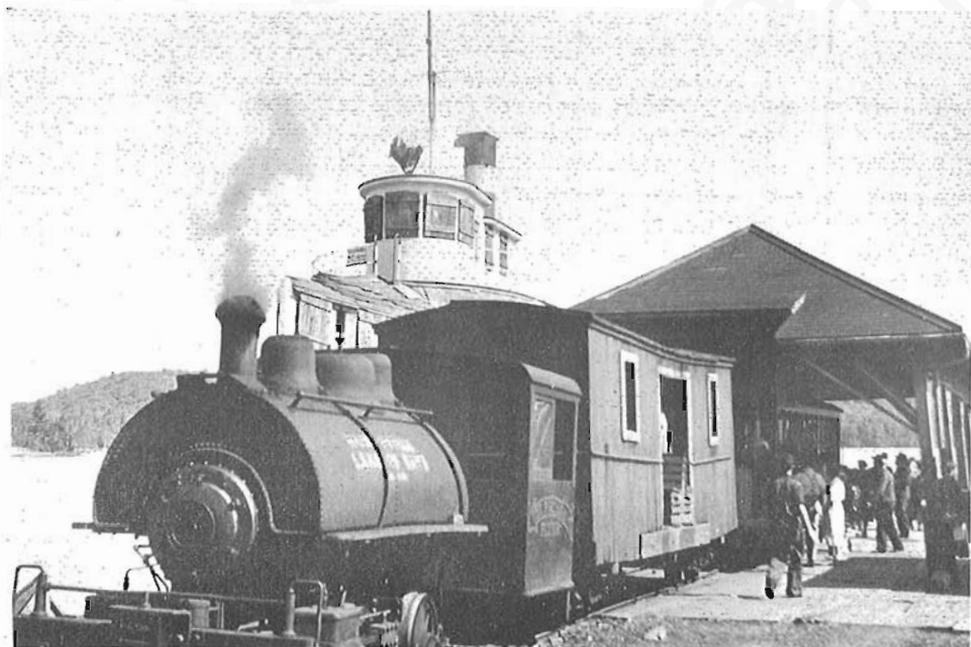
Sometimes when you're feeling important -  
 Sometimes when your ego's in bloom -  
 Sometimes when you take it for granted  
 You're the best qualified in the room;  
 Take a bucket and fill it with water,  
 Put your hand in it up to the wrist,  
 Pull it out, and the hole that's remaining  
 Is a measure of how much you'll be missed!

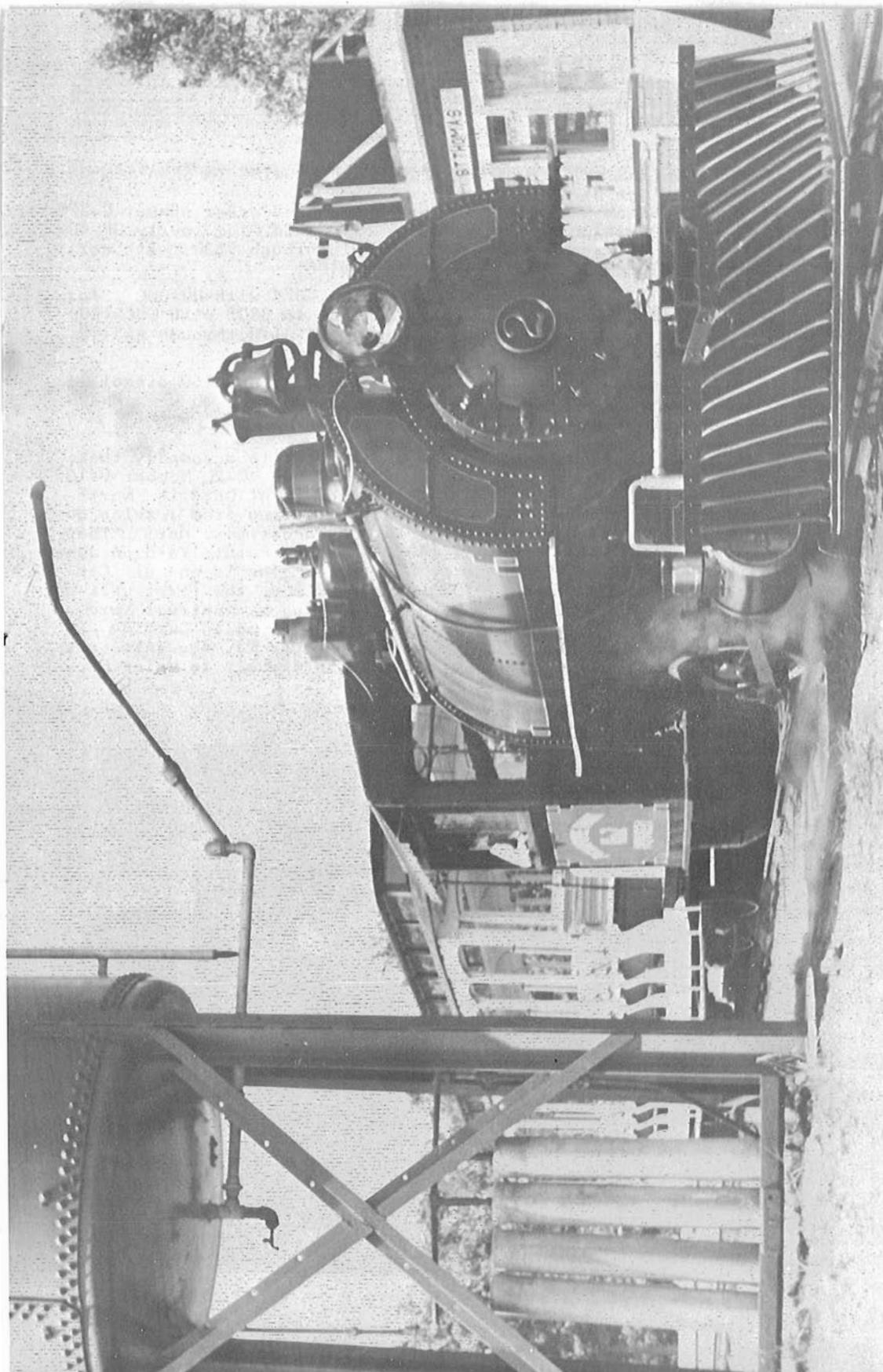
ONCE UPON A TIME (1902-1959) THERE WAS A CURIOUS LITTLE RAILWAY, ONE and one-eighth miles long, near the village of Huntsville, Ontario, in what is today Algonquin Park. Being quite remote, it was relatively unknown to railway enthusiasts. Its corporate title was very nearly as long as its main line: The Huntsville, Lake of Bays & Lake Simcoe Railway and Navigation Company.

Mr. Carol Homuth of Harriston, Ontario, discovered this anachronistic 3-foot 8½-inch anachronism in 1940, and photographed its "name" train, "The Portage Flyer", first at South Portage and then at North Portage, the two termini.

Twenty-three years later, Mr. Homuth was interested to find that the HLB&LSR&NC had been moved, lock, stock and barrel - as you might say - to Percy Broadbear's "Pinafore Park" at St. Thomas,

Ontario. Today, after considerable refurbishment performed by Mr. Broadbear, the diminutive 0-4-0ST steam locomotives and the open-bench, former electric streetcars merrily puff along, carrying crowds of happy passengers. Mr. Homuth photographed this operation, too, and has kindly sent us the result.





PIERRE PATENAUDE HAS WRITTEN TO PROVIDE THE FOLLOWING INFORMATION ON various diesel doings:

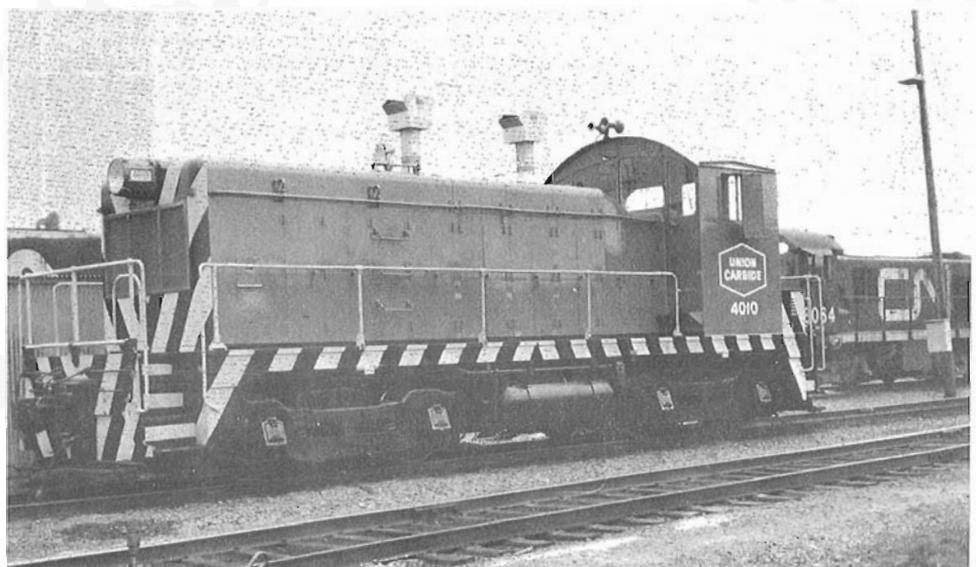
Canadian National Railways has placed order number C-372 with the Diesel Division, General Motors of Canada, for forty GP 40-2 L units. These will have road numbers 9491 through 9530, with corresponding serial numbers A-3069 through A-3108.

CP RAIL has placed order number C-374 with DD-GMC for fifty SD 40-2 units. Road numbers will be 5800 to 5805 with LOCOTROL and 5675 through 5718. Serial numbers will be A-3113 through A-3118 and A-3119 through A-3162.

Canadian National Railways has a total of 160 diesel locomotives on order, 130 GP 40-2L units from DD GMC and 30 M-420 wide cabs from MLW Industries, Montréal.

Pierre kindly sends some photographs to accompany these items. The first is Canadian National Railways' GP 40-2L Number 9416 at Montréal Yard on April 17, 1974; the second is of Ontario Northland Railway's two RS 3 and two RS 10 units, retired from service on November 26, 1973 and thereafter sold to MLW Industries. Here they are - Numbers 1403, 1305, 1309 and 1402 at Longue Pointe Yard on June 8, 1974, bound for MLW. The third of Pierre's photos is one of Canadian National Railways' Number 2530, class MR 20b, the first unit of the second order of M 420 wide-cab units, waiting at Montréal Yard on June 15, 1974. Last, but not least, Number 4010 of Union Carbide is a re-manufactured ex-Reading Railroad NW 2, Number 90. The unit was in CN's Longue Pointe Yard on June 8, 1974, in transit to Union Carbide's plant in Montréal East.





OUR DEDICATED TRAIN-WATCHER FROM THE SAGUENAY-GASPE-PRINCE EDWARD IS-land region has reported that Roberval-Saguenay SW-1200 Number 23 has been purchased by the Canada & Gulf Terminal Railway - Chemin de fer de Matane et du Golfe. In mid-August, the unit was in the CFMG shops, becoming that road's Number 103.

The car-ferry service to PEI operates only at night in the summer, with a triple-header of Canadian National RSC 13 units, class MR 10d 1700-series units leaves Sunnyside every second day for the ferry port at Borden. Our friend is trying to obtain a good photograph for publication in CANADIAN RAIL of the natural stone station at Kensington, PEI. This is a rare sort of building; it was constructed about 1905.



NOTRE CORRESPONDANT DE PORT ALFRED, QUEBEC, M. GERMAIN BOULIANNE, nous a informé en mi-août 1974 que les deux M420 TR du chemin de fer Roberval-Saguenay sont revenus et ont circulé entre Port Alfred et Arvida depuis le début de juin, après diverses modifications aux ateliers de la MLW Industries à Montréal et plusieurs essais sur les rails des chemins de fer Nationaux.

Les modifications les plus apparentes concernent les surfaces vitrées de la cabine qui ont été diminuées, comme vous le verrez en comparant la photo ci-jointe avec celle publié dans CANADIAN RAIL, édition 268, mai 1974.

On a également amélioré l'isolement et l'insonorisation de l'habitacle. D'autres changements ont été faits aux bogies pour améliorer les qualités de roulement à basse vitesse que les équipages trouvaient inconfortables. Apparemment ces derniers perfectionnements auraient beaucoup amélioré le roulement.

Our Port Alfred, Québec correspondent, Mr. Germain Boulianne, has advised us that, in mid-August 1974, the two M420 TRs of the Roberval-Saguenay Railway returned to the Port Alfred-Arvida run at the beginning of June, after undergoing various modifications at the shops of MLW Industries, Montréal and several test runs on Canadian National Railways lines.

The most obvious modifications to the units were in the window portions of the cabs, which were reduced in size, as can be seen by comparing the accompanying photo with the one published in

the May 1974 issue Number 268 of CANADIAN RAIL.

In addition, the insulation and sound-proofing of the cab was also improved. Other modifications were made to the trucks to improve their adhesion at low speeds; the crews found that the riding qualities of the trucks were poor at low speeds. Apparently, these latter improvements in fact greatly improved the riding characteristics.

THE FOLLOWING DELIVERY DATES AND ASSIGNMENTS HAVE BEEN RECEIVED FROM Pierre Patenaude for the Diesel Division, General Motors of Canada order for GP 40-2L units from Canadian National Railways:

<u>Road number</u>	<u>Serial number</u>	<u>Date delivered</u>	<u>Assigned</u>
9400	A-2978	19 Mar 1974	Toronto Yard, Great Lakes Region
9401	A-2979	19 Mar 1974	Toronto Yard
9402	A-2980	23 Mar 1974	Toronto Yard
9403	A-2981	23 Mar 1974	Toronto Yard
9404	A-2982	27 Mar 1974	Toronto Yard
9405	A-2983	29 Mar 1974	Toronto Yard
9406	A-2984	30 Mar 1974	Toronto Yard
9407	A-2985	30 Mar 1974	Toronto Yard
9408	A-2986	30 Mar 1974	Toronto Yard
9409	A-2987	30 Mar 1974	Toronto Yard
9410	A-2988	08 Apr 1974	Toronto Yard
9411	A-2989	08 Apr 1974	Toronto Yard
9412	A-2990	11 Apr 1974	Toronto Yard
9413	A-2991	11 Apr 1974	Toronto Yard
9414	A-2992	16 Apr 1974	Toronto Yard
9415	A-2993	16 Apr 1974	Toronto Yard
9416	A-2994	19 Apr 1974	Toronto Yard
9417	A-2995	19 Apr 1974	Toronto Yard
9418	A-2996	19 Apr 1974	Toronto Yard
9419	A-2997	19 Apr 1974	Toronto Yard
9420	A-2998	24 Apr 1974	Montréal Yard, St. Lawrence Region
9421	A-2999	24 Apr 1974	Montréal Yard
9422	A-3000	27 Apr 1974	Montréal Yard
9423	A-3001	27 Apr 1974	Montréal Yard
9424	A-3002	30 Apr 1974	Montréal Yard
9425	A-3003	30 Apr 1974	Montréal Yard
9426	A-3004	30 Apr 1974	Montréal Yard
9427	A-3005	07 May 1974	Montréal Yard
9428	A-3006	07 May 1974	Montréal Yard
9429	A-3007	10 May 1974	Montréal Yard
9430	A-3008	08 May 1974	Montréal Yard
9431	A-3009	10 May 1974	Montréal Yard
9432	A-3010	14 May 1974	Montréal Yard
9433	A-3011	14 May 1974	Montréal Yard
9434	A-3012	16 May 1974	Montréal Yard
9435	A-3013	16 May 1974	Montréal Yard
9436	A-3014	17 May 1974	Montréal Yard
9437	A-3015	17 May 1974	Montréal Yard
9438	A-3016	23 May 1974	Montréal Yard
9439	A-3017	23 May 1974	Montréal Yard
9440	A-3018	25 May 1974	Montréal Yard
9441	A-3019	25 May 1974	Montréal Yard
9442	A-3020	29 May 1974	Montréal Yard
9443	A-3021	29 May 1974	Montréal Yard

9444	A-3022	31 May 1974	Montréal Yard
9445	A-3023	31 May 1974	Montréal Yard

Pierre sends us some pictures of CN motive power, as follows:

- (1) DD GMC GP 40-2L units Numbers 9418 & 9412 and GP 9 Number 4505 at Montréal Yard, west departure yard, for Train 937 on May 16, 1974.
- (2) CN GP 40-2L units Numbers 9424 & 9434 were used as power on piggy-back express Train 202. After cutting off the train, the units waited at Turcot West for a clear block to proceed west to Montréal Yard, on June 15, 1974.
- (3) More GP 40-2L and GP 38-2 wide-cab units on CN: Numbers 9416 and 5563 on Train T-090 at Parsley, Montréal Yard on May 5 1974. Clearly visible is DD GMC's version of the wide cab.



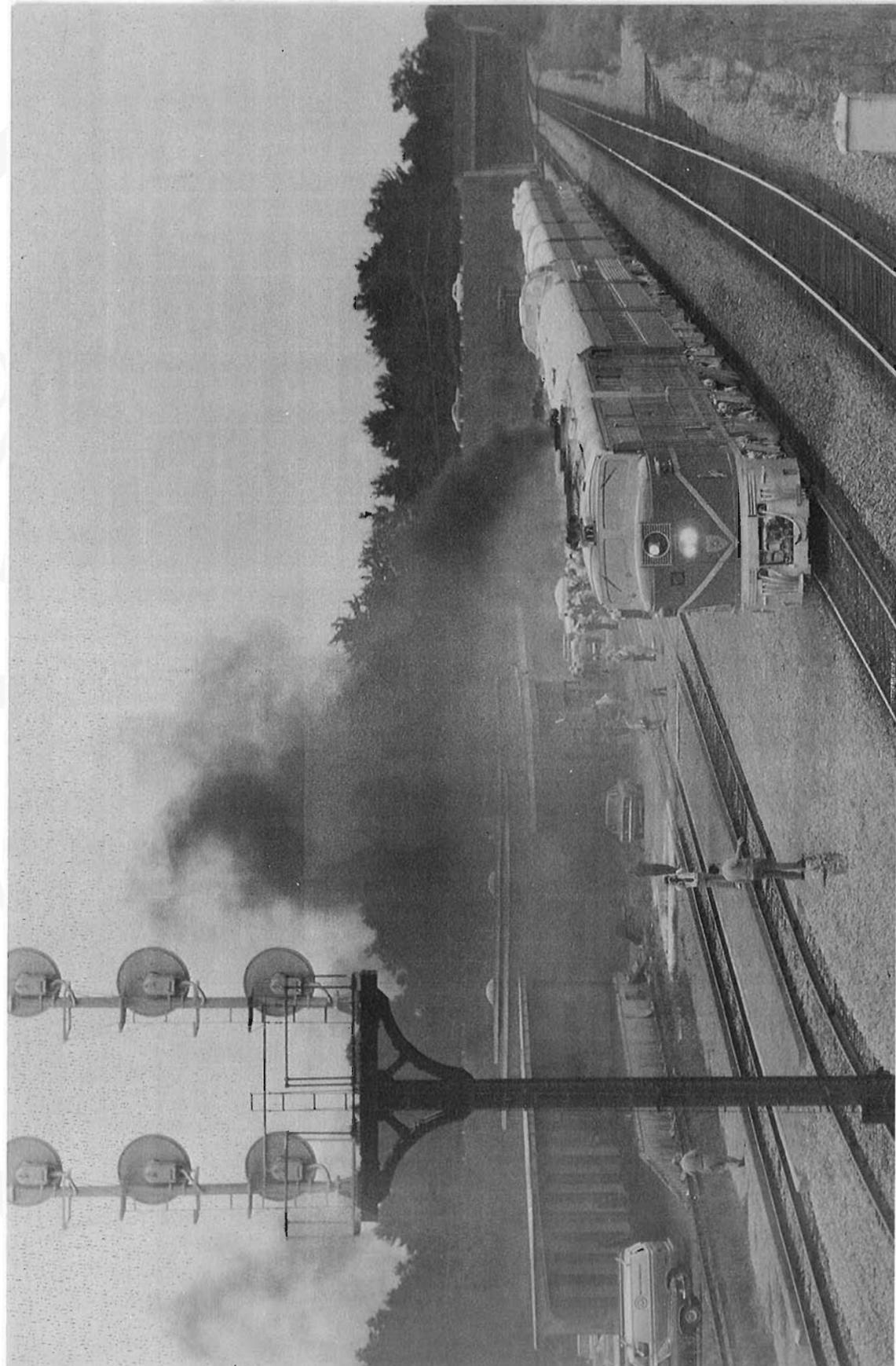


IN A LAST-QUARTER 1974 COMMUNICATION, EXECUTIVE DEPUTY COMMISSIONER John K. Mladinov, Department of Transportation, State of New York, clarified the arrangements between AMTRAK, the Department of Transportation of the State of New York and the Delaware and Hudson Railway Company, as follows:

"Funds from (State of New York) Governor Wilson's \$ 30 million Rail Services Preservation Program made it possible for the New York State Department of Transportation to negotiate with AMTRAK and the Delaware & Hudson Railway to resume passenger operation which was discontinued, as I'm sure you remember, in 1971 when AMTRAK assumed the responsibility for intercity trains. The \$ 30 million program is in direct response to the most immediate rail needs in our State and to those expressed by the National Regional Rail Reorganization Act.

Each part of this triad is doing its part to make the operation a success. The State has provided the initial funds necessary to restore a much needed service to economic self-sufficiency. State funds are being used to buy equipment and to improve facilities which our railroads cannot presently finance themselves. The D&H is operating the train for AMTRAK, as well as providing trackage and passenger cars. Under an agreement with the State DOT and the D&H Railway, the service will become part of AMTRAK's national rail passenger network by their paying 1/3 of any operating deficits, if the cost of service is not met from revenue. Two-thirds of any remaining deficit will be absorbed by the State. It is for this reason that AMTRAK is advertising its service.

Under the (U.S.federal) law which created AMTRAK, railroads which had been providing intercity rail passenger services at the time of AMTRAK's creation had either to enter into a contract with AMTRAK (which then absolved the railroad from having to continue to provide



passenger service on its own) or to continue to provide passenger service without the possibility of abandonment until January 1, 1975. Since the D&H entered into the AMTRAK contract in 1971, it was then absolved of providing passenger services as of May 1, 1971. The contract however provided that rail passenger services could not be provided by the railroad in the future, other than through AMTRAK. Thus, the State of New York and the D&H had no option but to have AMTRAK operate this New York to Montréal service. It is being done under the provisions of Sections 403b and 403c of the Rail Passenger Service Act of 1970, by which the State has to bear no less than 2/3 of any operating deficit.

The State's objective is to restore the railroad's economic viability by restoring its competitive position as a passenger and freight carrier. Our investment will benefit every citizen of the State, not only in the form of lower costs of products moved by rail, but also in energy conservation and environmental improvements.

According to reports compiled by the Delaware & Hudson Railway and AMTRAK, the ridership figures for the first three weeks of operation are extremely successful. It should be even moreso when AMTRAK publishes its new national rail passenger timetable this month (September, 1974) including the "Adirondack" service."

We are very much indebted to Mr. Mladinov for this detailed information and for his permission to publish it.

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← THE INAUGURAL RUN OF THE NEW YORK STATE DOT/AMTRAK/D&H "ADIRONDACK" passenger train service on August 5, 1974 was of intense interest to the citizens of every village, town and city along the route from Albany, New York, to Montréal, Québec. Jim Shaughnessy, skilled photographer and D&H Official Historian recorded the passage of the first "Adirondack" through Saratoga, New York.

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↻ ON 24 APRIL 1973, DOMINION ATLANTIC RAILWAY'S BUDD RDC "DAYLINER" Number 9059, bound for Halifax, Nova Scotia from the "Valley", made a connection with westbound Canadian National Railways' passenger trains at Windsor Junction, Nova Scotia. Carl Sturner of AUDIO VISUAL DESIGNS, Earlton, NY, who took the picture, affirms that the cut of tank cars was on an adjoining siding and not part of the passenger train!



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### Association Representatives

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