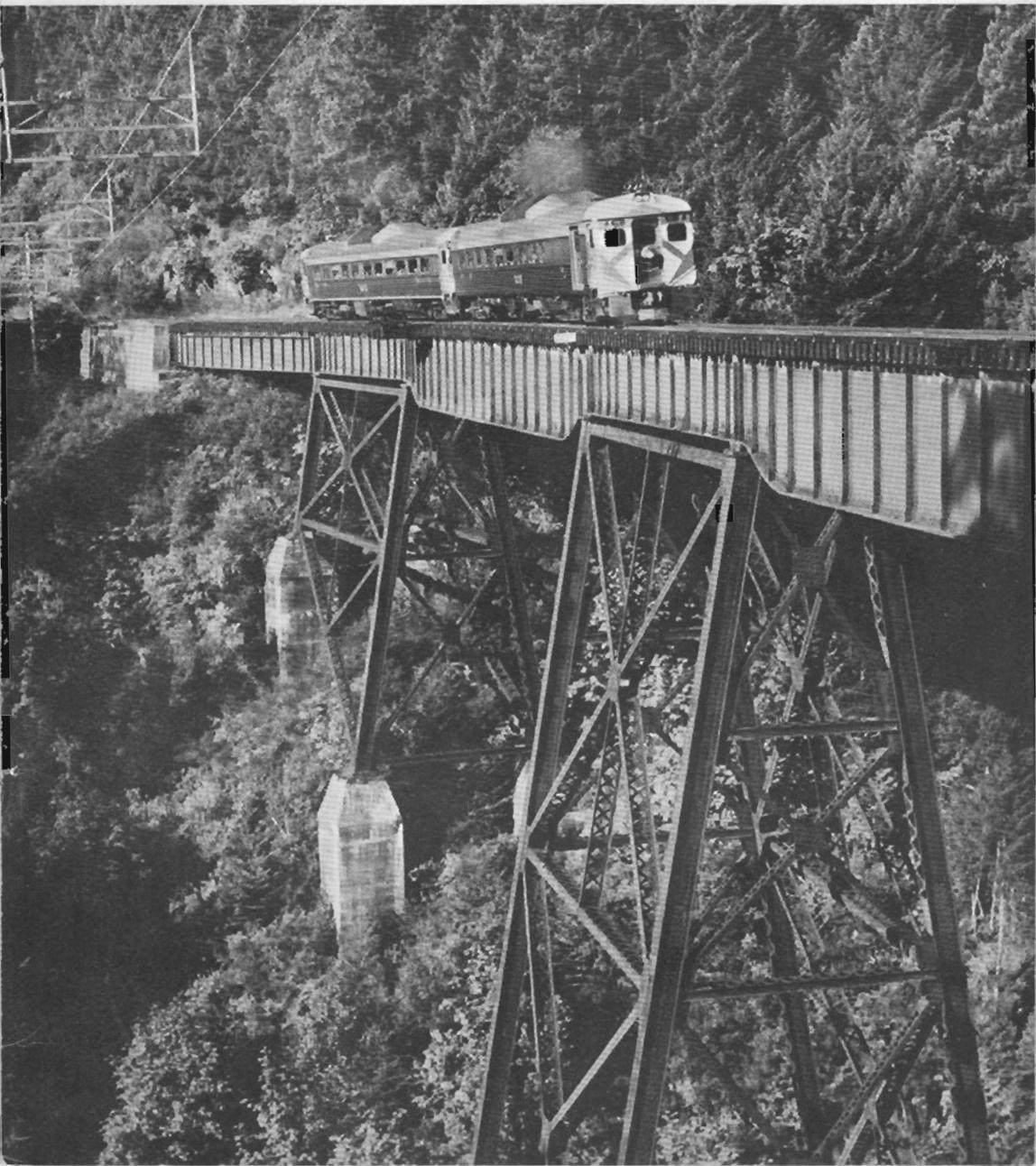
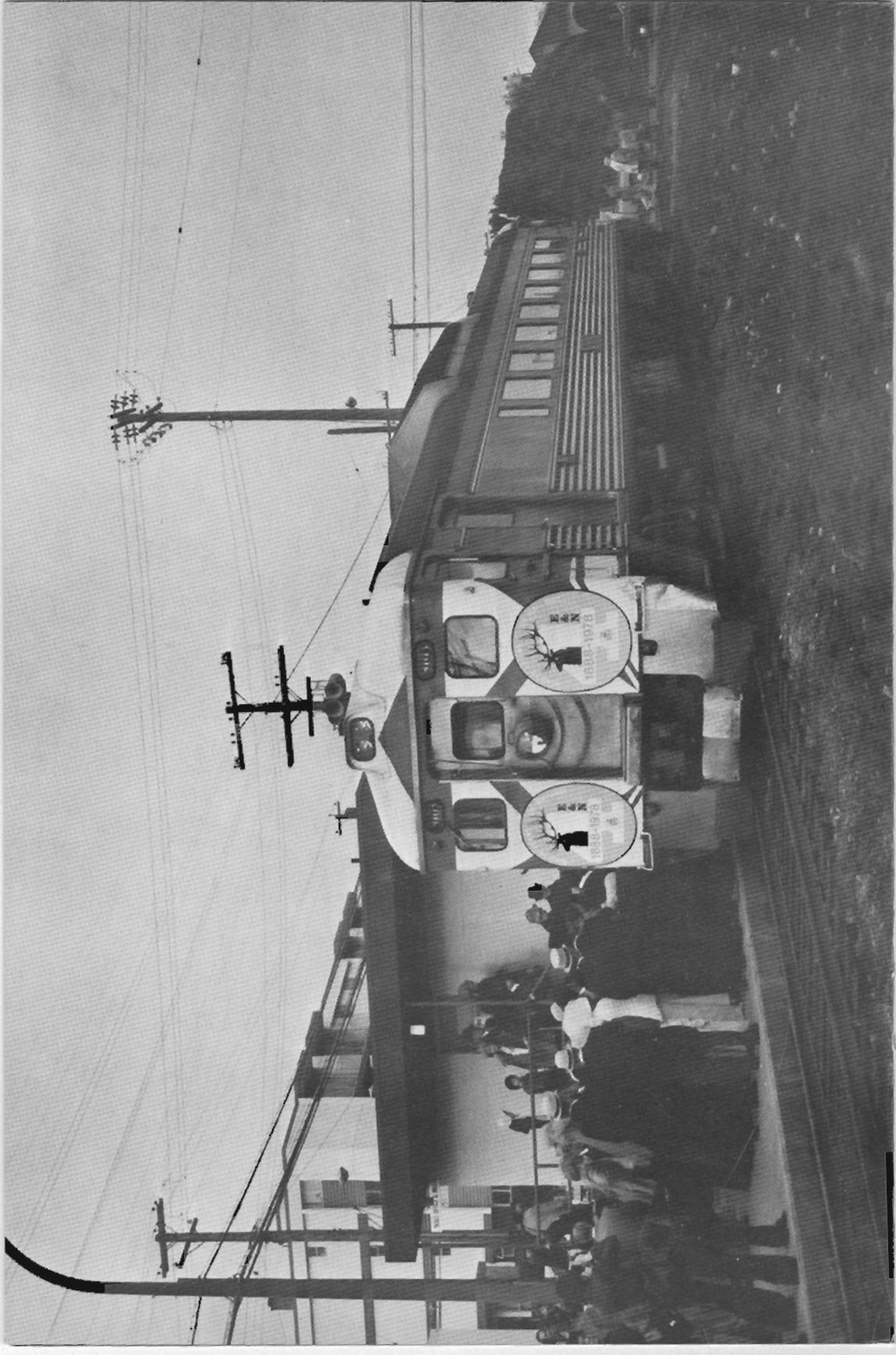


Canadian Rail



No. 321
OCTOBER 1978







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal Quebec Canada H3B 3J5

EDITOR: M. Peter Murphy
EDITOR EMERITUS: S. S. Worthen
BUSINESS CAR: John Welsh
OFFICIAL CARTOGRAPHER: William A.
Germaniuk
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN
L. M. Unwin, Secretary
1727 23rd Ave. N.W., Calgary Alberta
T2M 1V6

OTTAWA
D. E. Stoltz, Secretary
P. O. Box 141, Station A, Ottawa,
Ontario K1N 8V1

PACIFIC COAST
R. Keillor, Secretary
P. O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN
C. K. Hatcher, Secretary
P. O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

TORONTO & YORK DIVISION
J. C. Kyle, Secretary
P. O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

WINDSOR-ESSEX DIVISION
R. Ballard, Sr., Secretary
300 Cabana Road East, Windsor,
Ontario N9G 1A2

COVER PHOTO:

Esquimalt and Manaimo Train
Number 1 consisting of RDC-3 9103
and RDC-1 9067 crosses the 220
foot deep Arbutus Canyon Bridge at
mile 14.9, Victoria Subdivision.
The date was July 29, 1978 as the
E&N enjoyed a well deserved re-
vival. Photo courtesy of Dave
Wilkie, Victoria, B.C.

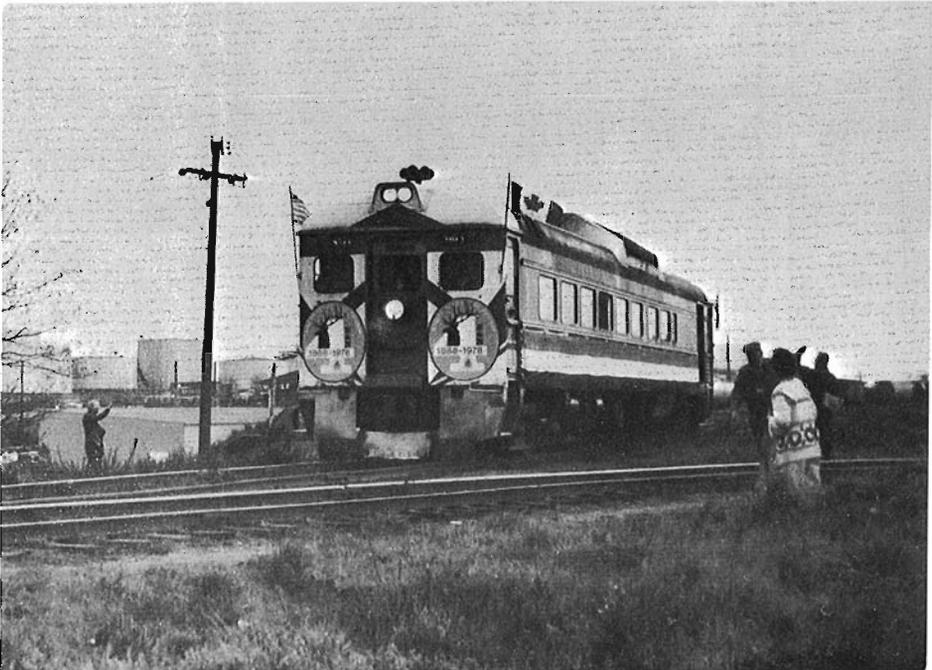
INSIDE FRONT COVER:

A large gathering took place at
the E&N Victoria Station at 5PM
on Wednesday, March 29, 1978. The
event heralded the ninetieth an-
niversary of passenger service
on the E&N. Minutes later the
RDC car proceeded downtown to
the historic Terminal at Pandora
and Store Streets. John
Hoffmeister Photo.

THE TRAIN THAT REFUSED TO DIE

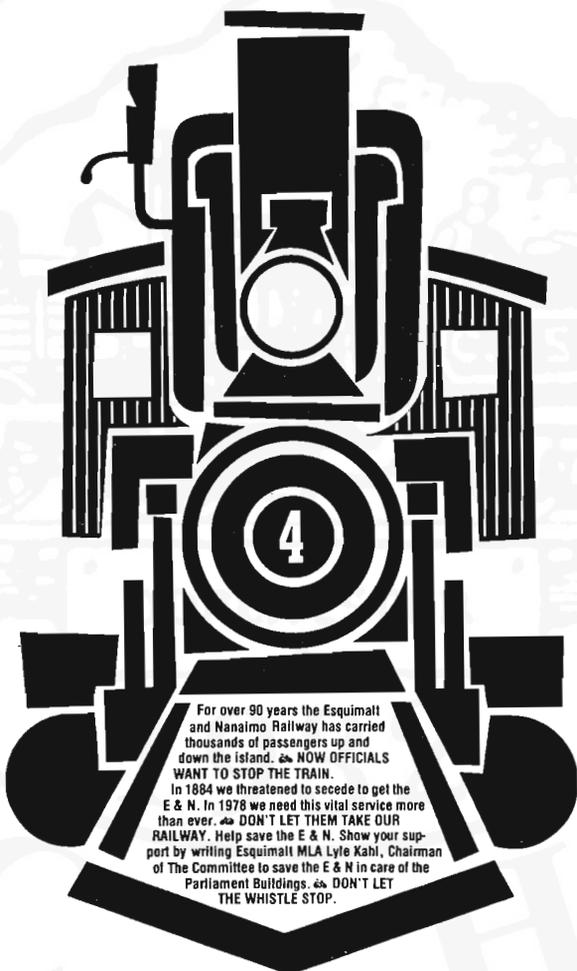
by John Hoffmeister

Early in January 1978, on Vancouver Island, it seemed as though the future of passenger service on the Esquimalt & Nanaimo Railway, CP RAIL's isolated portion of its trans-Canada route, was very dark. Then, on the eve of the E & N's ninetieth anniversary of passenger operation, there developed a growing public opinion which favoured the continuation of passenger service. Local 1051 of the United Transportation Union at Nanaimo, British Columbia, gave its support to the movement.



On trackage that since 1972 normally has witnessed only yard service, 9103 has just crossed the Esquimalt road overpass and will shortly complete her 0.8 mile special run to downtown Victoria. The track in the foreground is the CNR interchange track. Both Canadian and British Columbia flags fluttered proudly in the setting sun. John Hoffmeister Photo.

SAVE THE E&N!



For over 90 years the Esquimalt and Nanaimo Railway has carried thousands of passengers up and down the island. ☞ NOW OFFICIALS WANT TO STOP THE TRAIN. In 1984 we threatened to secede to get the E & N. In 1978 we need this vital service more than ever. ☞ DON'T LET THEM TAKE OUR RAILWAY. Help save the E & N. Show your support by writing Esquimalt MLA Lyle Kahl, Chairman of The Committee to save the E & N in care of the Parliament Buildings. ☞ DON'T LET THE WHISTLE STOP.

DON'T LET THE WHISTLE STOP.

When VIA RAIL lowered passenger fares on 03 July 1978, travel traffic escalated to a level that exceeded the capacity of CP RAIL "Dayliner" RDC2, number 9103.

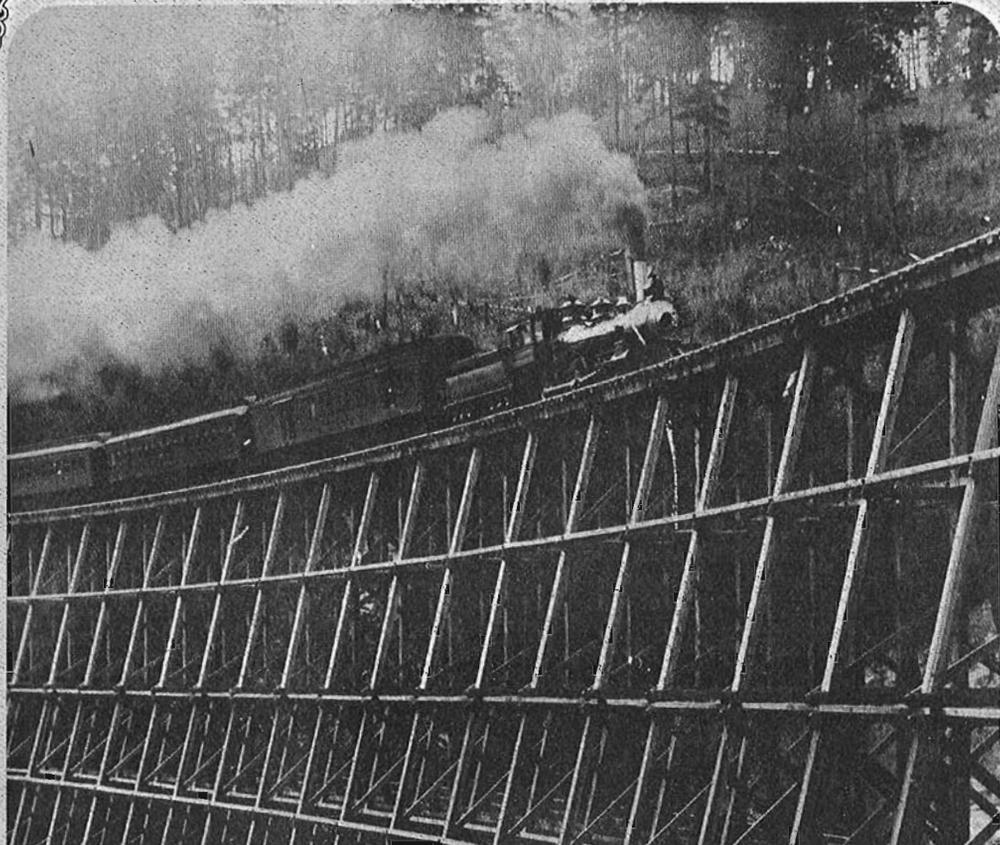
Tuesday, 11 July 1978, was a remarkable day on the E & N. British Columbia Premier William Bennett and his party boarded Train 1 at Victoria, for the trip to Courtenay. Train 1 consisted of CP RAIL "Dayliner" RDC-2 Number BC-31. The return trip to Courtenay was a great success. This marked the first use of "foreign" passenger equipment on the Island. It was also the first time that RDC units had been "MUed" on the E & N.

Nine days later (Friday, 20 July 1978), CP RAIL "Dayliner" RDC-1, Number 9067, arrived from Montreal to join Number 9103, the duo running as Trains 1 & 2, Victoria to Courtenay and return. Number 9103 led northbound and Number 9067 led southbound. Advertising in local media generated enough passengers to fill the train. Simultaneously, the United



On the Johnson Street Bridge, which carries both rail and vehicular traffic, the special run has only to cross, where on the far side a crowd of over 1000 people and prominent officials will celebrate the events of March 29, 1888. John Hoffmeister Photo.

E & N RAILWAY 1888-1978



SAVE THE E & N

Ride into history.

Take a ride through some of the world's most beautiful scenery and you'll be doing your part to save this historic railway.

SCHEDULE

		Pacific Time			
08 15	Dp	Victoria B.C.	Ar	17 00	
09 29		Duncan	15 44	
10 25	Ar	Nanaimo	... Dp	14 50	
10 40	Dp		Ar	14 40	
11 20	Dp	Parksville	.. Ar	14 00	
12 25	Ar	Courtenay	.. Dp	12 55	

IN VICTORIA PHONE 383-1104

SAMPLE FARES

Victoria to Duncan one way	3.00
Victoria to Nanaimo one way	5.00
Victoria to Parksville one way	6.00
Victoria to Courtenay one way	8.00
Minimum one way fare	3.00
Children under 5 travel free. Children under 11 half price. Ask about discounts for pensioners and group travel.	

ISLAND FARMS DAIRY. Good things from good people close by.

Transportation Union began to pressure CP RAIL to reinstate passenger service on the branch of the E & N from Parksville to Port Alberni, on the Island's west coast. The mixed train which provided this service was withdrawn in 1957. The most practicable method of providing service on this branch would be by another CP RAIL "Dayliner", which would be attached to Train 1 northbound from Victoria to Parksville and would join Train 2 southbound to Victoria at the same place.

And as a foot-note, Sunday passenger train service was reinstated on 06 August - a Sunday - after an absence of 46 years, nearly half-a-century.

Whatever may be the next act in this extraordinary presentation, it will be difficult to surpass the events of mid-1978.



'Just like old times' comments photographer John Hoffmeister on April 2, 1978 as E&N train # 51 headed up by GP-9, # 8660 crosses Lampson St., Esquimalt Township. Surprise the second unit is a real live Baldwin # 7070 back in service on the E&N which for 26 years (1949-1975) was a Baldwin stronghold. # 7070 a class DS-4-4-1000 model, has been assigned to yard duty at Nanaimo's Wellcox Terminals since January 1978. Once a month she makes the trip to Victoria for inspection and we see her here making the return trip.



Book Review

HEROES IN THEIR OWN RIGHT

S. S. Worthen

A good deal has been written about the men - and sometimes the machines - who became well-known because of their extraordinary exploits during World War II of 1939-45. The men are most famous by far, and quite rightly so. However, there are those machines whose names were a by-word during the middle years of the Twentieth Century.

In addition to the machines which became world-famous, like "Lightning", "Zero", "Messerschmidt", "Hurricane" and "Spitfire", there were other terrestrial participants, other than tanks, indeed, which performed valiant service for Great Britain and her allies. These were the steam locomotives which were constructed by British and United States' builders for use on military and paramilitary railways in the theatres of war, world-wide.

You might think that researching the history and disposition of these wartime locomotives is a somewhat extraordinary and unimportant undertaking. To some, it may be, but it is, nevertheless, a particular form of railway enthusiasm which is of importance to groups in many parts of the world like the Railway Correspondence and Travel Society of Great Britain.

Mr. R. Turret of Great Britain has written and published recently a first work on this subject titled "War Department Locomotives". These engines were not all steam, not all Stephenson gauge and not all designed and built in the United States. Some were diesel powered, some were narrow gauge and some were built in North America.

Mr. Turret's book is the happy association of considerable information which he has accumulated over the years, the research for which has been sponsored, in part, by our sister association, the Railway Correspondence and Travel Society. The whole work is published in two parts, one dealing with British War Department locomotives and the other with United States' Army Transportation Corps locomotives. Some of the research was first presented in the RAILWAY OBSERVER, from 1949 to 1958.

In brief "General Notes" at the beginning of the work, the Author outlines the difficulties of establishing a suitable framework in which these motive power units can be described. In the first section, he gives some thumbnail sketches of campaigns in the different theatres of war; in the second and third sections, he presents the histories of the British and United States' locomotive classes.

As this book is intended, in the words of the Author, "for both British and American readers", dimensions are given in British units for British engines and in American units for American engines. It might be noted here that inasmuch as both Britain and the United States are or should be proceeding to the *Système Internationale*, dimensions in metric units would have been forward-looking.

And, what a dissimilar collection of engines are described. There are bizarre 0-6-0 switchers from the Middle East, Curious ex-London, Midland and Scottish Railway 0-6-0 diesel switchers and tiny 0-4-0 150 hp diesels for Europe, as well as British and United States' consolidations for Egypt and North Africa. Speaking of North Africa, the British War Department "liberated" some very peculiar, small steam and diesel-electric engines from the colonial railways in that part of the world.

There is a most interesting section on the 52 diesel-electric 0-4-4-0 (B-B) locomotives, ordered in 1941 under "lend-lease" agreement from Baldwin of Philadelphia and built by the Whitcomb Locomotive Company of Rochelle, Illinois, U.S.A. They were Whitcomb type 65DE14. In the following year, 60 more were built, Whitcomb type 65DE14b. Both types had centre cabs. After the German defeat in North Africa, some of these units were moved to Sicily and Italy with the Allied Forces. After many adventures, some of them were still in service as late as 1960. Two were brought back to Britain early in 1943 and the last of the pair was not broken up until 1957.

Whereas, prior to World War II, the consolidations (2-8-0) built to LMS designs were the heaviest power used by British War Department, some very large "Decapods" (2-10-0) were built in 1943/44/45 by the North British Locomotive Company to the designs of Mr. R.A. Riddle, Deputy Director-General, RE Equipment, formerly Works Manager, St. Rollox, London, Midland and Scottish Railway. There were also ten metre-gauge, light, Beyer-Garratt 2-8-0 plus 0-8-2s for India in 1942, 14 additional 2-8-2 units in 1943, put into service on the Bengal-Assam Railway in 1944 and, later, 20 locomotives of the 4-8-2 plus 2-8-4 configuration for the same railway, the units previously received being transferred to other metre-gauge railways in Commonwealth possessions in the same area (Burma, Malaya, Siam).

There were also 42-inch gauge and other metre-gauge Beyer-Garratt's, and "armoured" standard-gauge 2-4-2s (can you imagine!), but discussion of these anomalies can be found in Mr. Tourret's book. Towards the end of 1941, in the face of mounting Japanese pressure, the British decided to evacuate some standard-gauge steam locomotives from Hong Kong, in China, to relieve the motive-power shortage in the Middle East. The story of their evacuation and eventual disposition makes a most interesting chapter among many interesting chapters.

While Mr. Tourret's book might be said by some to be too specialized for the general interest, it is evident that "War Department Locomotives" should be of interest of many enthusiasts, not only for its historical data but also as a description of an important aspect of World War II, which hitherto has been neglected.



WAR DEPARTMENT LOCOMOTIVES

R. TOURRET



WAR DEPARTMENT LOCOMOTIVES: Tourret, R. 1976
Tourret Publishing, 5 Byron Close, Abdingdon, Oxon,
OX14 5PA, United Kingdom; 82 pp. ISBN 0 905878 00 0
14 maps, 6 drawings, 92 small and medium b&w photos,
1 head-on collision, 1 strafed 0-6-0.
Price 3.90 postpaid.

A FIRST ATTEMPT - AND A SUCCESS!

S. S. Worthen

It was with considerable pleasure and great satisfaction that the first publication from a new publishing company was received recently. It was a considerable pleasure to read about the history of the Algoma Eastern Railway of west-central Ontario, Canada, and it was most satisfying to remark that this interesting story had been published by a new Canadian entity: "Nickel Belt Rails, Sudbury, Ontario/Fredericton, New Brunswick".

Let us first consider the history. The Algoma Eastern Railway, at one time one of the most profitable of the railway undertakings in this part of the Province of Ontario, has been mentioned in a number of other publications, but in a rather fragmented and disconnected manner. Now, Dale Wilson has assembled and reviewed these fragments, carried out a considerable amount of personal research and has combined the whole into a most interesting account of this remote railway.

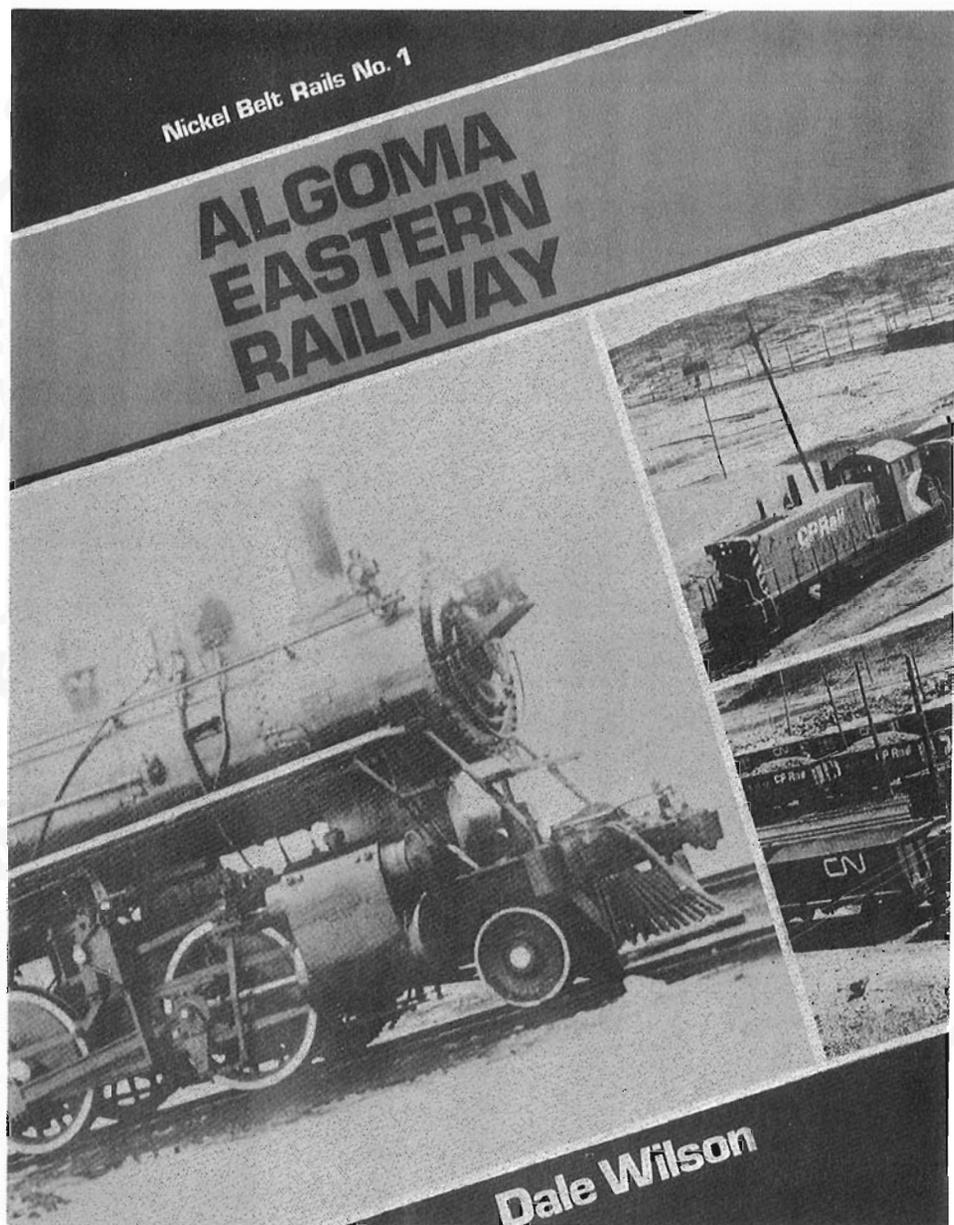
And before saying anything else about the publication, Mr. Larry Connell and the publishers must be heartily complimented for the extraordinarily expert work that they have done in selecting and preparing the pictures for "Algoma Eastern Railway". This reviewer had seen one or two of the photographs before, but the quality of reproduction obtained by Mr. Connell far exceeds anything that might have been anticipated.

Gordon Jomini's layout and printing are both pleasing to the eye and make the text easy to read. Mr. Jomini, incidentally, is the "Fredericton, New Brunswick" portion of the consortium. Mr. John Strother-Stewart drew most of the maps which are, in the opinion of this reviewer, an essential part of this and any successful book on railway history.

Dale Wilson, the author, presents the unusual history of the Algoma Eastern in a clear and readable manner. The genesis of the Algoma Eastern is often unnecessarily complicated, confused with that of the Algoma Central and Hudson's Bay, some distance to the west. True, they were both brain-children of Francis H. Clergue of Philadelphia, U.S.A., but there the resemblance ends.

Building a railway to achieve Glergue's purpose was something else. The rocky hills of the Sudbury/Espanola region were particularly resistant to the AER's contractors, just as they had been to the intrusion of the Canadian Pacific two decades before. Added to the geographical complications were the unusually frequent financial crises. During the interval 1907-1910, but ten miles of railway were built!

The Algoma Eastern was not the Algoma Eastern from the outset. The author reminds the reader that the AER in fact was born on 11 May 1911, a relative newcomer to the scene, having emerged, phoenix-like, from the ashes of the Manitoulin and North Shore Railway Company, organized previously in 1888. The name of the original company provided a good idea of the route that it intended to follow and which, in the end, it did follow, but under another name.



With mines and ore-treatment plants and yards along its line, the AER prospered, particularly during World War I. But with the closing of some of the mines after 1920, revenue became more difficult to generate. Passenger traffic was maintained at a satisfactory level, and some of the circular tours organized by the AER's passenger traffic department out of Toronto must have been a pleasure to experience.

The early environmentalists created difficulties in the early '30s and changing freight traffic patterns diverted some of the AER's business to the Canadian Pacific. Little wonder, then, that the Algoma Eastern finally acquiesced to the "modest proposals" of the CPR, with the result that the Algoma Eastern's separate existence came to an end in March, 1930.

In the concluding chapter, the author engages in a most intriguing speculation about whether or not the Algoma Eastern could have survived into the second half of the Twentieth Century, had not the arrangement with "Big Brother" intervened. Since Mr. Wilson began work on his book, many and various events have occurred in the Sudbury/Copper Cliff region, which make the survival possibility much more speculative. However, the author presents a strong and persuasive argument.

Dale Wilson's history of the Algoma Eastern Railway is a work which will be of interest to the reader about Canadian railways and of importance to the Canadian railway historian and railway archeologist, among the latter of whom this reviewer has been enumerated already in the preface.

- - - - -

ALGOMA EASTERN RAILWAY Wilson, Dale 1977
Nichel Belt Rails, P.O. Box 483, Station B. Sudbury, Ontario,
Canada P3E 4P6 ISBN 0-920356-00-1
52 pp., 70 b&w photographs, 5 maps, 3 employees' timetables,
1 locomotive roster; price postpaid first-class \$4.00.

CANADIAN RAILWAYS IN PICTURES

Robert F. Legget

Dr. Robert Leggett's primary work, "Railroads of Canada" was published by David & Charles in 1973 and, while it was well illustrated, it is true that the pictures could have been presented in a larger dimension. However, this would most certainly have increased the cost of the book.

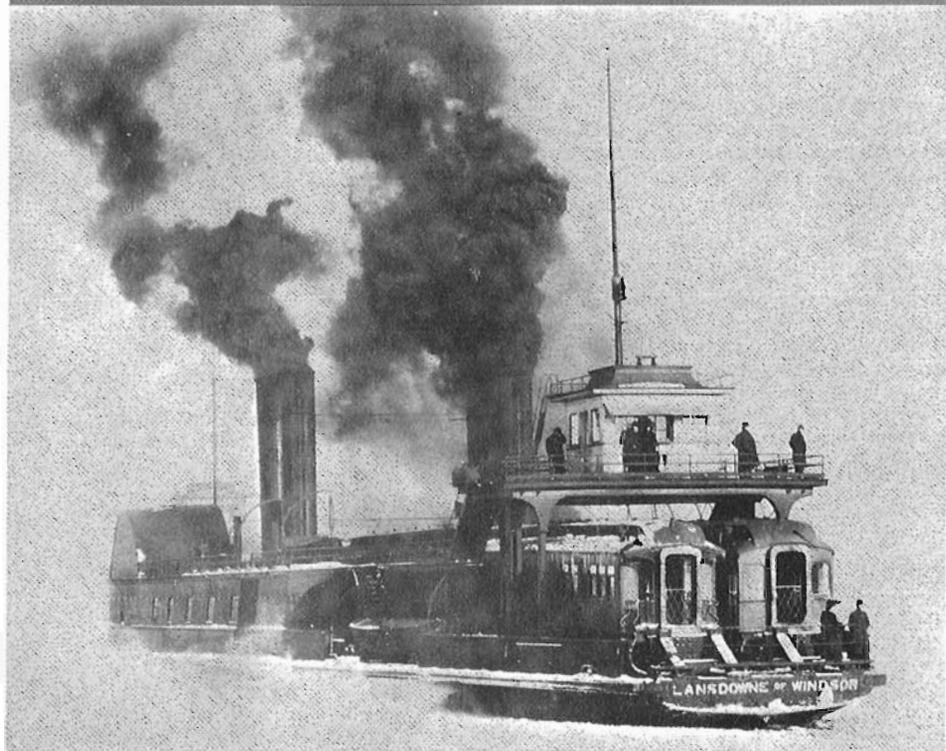
Now, Dr. Legget has achieved this larger dimension for his illustrations in his new book, "Canadian Railways in Pictures". At the same time, he has searched diligently for other rare photographs in the files of numerous Canadian publications and societies from coast to coast.

The result of this search are presented in a book about 200 x 300 mm, which presents the pictures to advantage. The front of the dust jacket is graced by the immortal midwinter portrait of the famous S.S. Landsdowne, sidewheeler car-ferry, once of the Grand Trunk Railway Company of Canada, and, at the time, in service on the Detroit River between Windsor, Ontario and Detroit, Michigan.

More surprises await the reader. The first illustration is a reproduction of the remarkable painting by the famous artist Cornelius Krieghoff of the "Tubular Bridge at St. Henry's Falls", showing a Grand Trunk train crossing this bridge over the Etchemin River at St. Henry's Falls, four miles west of present-day Levis, Québec. An extraordinary scene!

Robert F. Legget

CANADIAN RAILWAYS IN PICTURES



Two other illustrations may be mentioned without revealing too much of the book's contents. William Cornelius Van Horne - need one say, "later, Sir William ..." - is shown in his most characteristic, aggressive, hard-nosed pose, with a group of workmen at Stoney Creek, British Columbia. "I smoke all I can, I drink all I can, and ...".

The second remarkable illustration is an unforgettable portrait of a mixed train on the Cumberland Railway and Coal Company Limited's then "main line", near Springhill, in western Nova Scotia, taken expertly by the late Elmer Treloar.

There are in sum one hundred and eighteen delightful glimpses of Canada's railways, past and present, in Robert Legget's book, together with a suitable amount of explanatory text. The location of each of the views is indicated on two maps in the book's endpapers, a most effective method of orientating the reader - and viewer.

And now that Dr. Legget's selection has been inspected and considered, the reader might be persuaded to say what additions or substitutions he would recommend for the next printing.

As one reader - in a wilderness of readers, one hopes - this reviewer would exchange the buffalo at Wainwright, Alberta for a picture of a British Columbia Railway freight on the high bridge over the Fraser River near Lillooet, British Columbia. He would replace the view of the CNR Northern Number 6203 on the concrete viaduct at St. Hilaire, Québec, with a view of a 6000 class on Train 17 on the St. Francis River bridge north of Richmond, Québec. In the "Bridges and Tunnels" section, the conventional picture of the coal train on Stoney Creek Bridge could be replaced by a similar CN unit train on one of the bridges at Lytton, or more admirably, by a picture of CN and CP Rail unit trains changing sides of the Fraser River at Cisco, British Columbia.

Ah, well. Let us not be too greedy. Let us be thankful for the completion of this most entertaining publication. As Dr. Legget points out, special thanks are due to Mr. T. Stanhope Sprigg and Mr. David St. John Thomas of David and Charles, Newton Abbot, Devon, England and Douglas, David & Charles, North Vancouver, British Columbia, Canada.

There are some extraordinary pictures in "Canadian Railways in Pictures". Dr. Legget is to be complimented on putting together this remarkable selection.

CANADIAN RAILWAYS IN PICTURES. By Robert F. Legget, O.C.
Douglas, David & Charles, 1875 Welch Street, North Vancouver,
British Columbia V7P 1B7. ISBN 0-88914-052-9 96 pp.
118 illus. 290 x 220 mm Can. \$14.95

A CENTURY OF RAILROADING IN CRAWFORD NOTCH

Comments by: Stephen Wray

Basically a photo history of the Maine Central line between Bartlett and Fabyan - a distance of only 18.5 miles - this book would be of little interest if it were not for the fact that this section of line passes through Crawford Notch, perhaps one of the best known and scenic of rail photography spots in eastern North America.

Authors Benjamin W. English and Edwin B. Robertson take advantage of the above by presenting many photos of the area which have been shot in the period since construction of the line commenced in the 1870's. By showing the line, equipment and people at different times in its history the authors are able to convey to the reader just how much things have changed in some ways and remained the same in still others. Perhaps the best example of this in the book would be the awesome change in motive power made over the years - from small to larger steam locomotives and then to first and second generation diesel units. As all these changes were taking place the age old struggle between man and the elements was always continuing in ways that have not changed much since the line opened to traffic.

Through the use of many photographs and a limited text, the authors are able to outline, in brief form, the history of the line including its construction, early days, the rise and fall of the passenger train, as well as present day freight operations. An effort is also made to explain why the line was built, why it was and is important, and with which lines it connects.

Another interesting feature of the book, as mentioned previously, is the attempt to show change through the use of photographs of the same area taken at different times in the past. The contrasts are often amazing in that not only have the trains themselves evolved but also the surrounding landscape and structures. Of course, this is not always the case as the photos point out. In some instances if it were not for the inclusion of a growler from EMD many readers might think that the photo was much older than it actually is, time having seemed to have stood still in some areas.

As with any publication dealing with old photos some of the prints are rather light or in some cases underexposed. Nevertheless the reader can put up with these flaws because of the interesting way in which the photographs and complimentary text are presented. This small volume truly exemplifies the nature of mountain railroading and the people involved with it whether it be in Crawford Notch or the Canadian Rockies.

A Century of Railroading in Crawford Notch

-Edwin B. Robertson and Benjamin W. English

Soft Cover 74 Pages 78 Photographs 10 Maps, Schedules, etc.

Cost: \$4.00 (U.S. Funds)

Available from: Edwin B. Robertson

198 Saco Street

Westbrook, Maine 04092



The Maine Central Railroad's daily Portland St. Johnsbury Vt. passenger train winds its way up the 2.2% grade to Crawford Notch, N.H., having just passed Tim Sweeney's house. (the section foreman). Photo courtesy J.J. Shaughnessy from the CRHA Archives, S.S. Worthen Collection.

MAINE CENTRAL STEAM LOCOMOTIVES

Written, printed and published by Mr. Edwin B. Robertson, this soft cover publication, in handy 5" x 7" format is basically, as the title might suggest, a locomotive roster of the Maine Central Railroad. The book covers all steam classes in existence between 1923 and the end of the steam era on this particular road. Text is limited to the introduction and the photo captions, the book being largely limited to photos and data on the different classes. Roughly the first two-thirds of the book is devoted to individual MEC engine classes. For each class two facing pages are used, one featuring a photo or side elevation of one member of the class and the other giving the numbers and specifications of that specific group of locomotives.

The last third of the book is devoted to full page black and white locomotive photos. In this portion of the book captions are kept very short usually just giving the road number, the location and perhaps the year of the shot. For further information one would have to retrace their steps to the roster information at the beginning of the book.

Perhaps the only fault of the book is the almost exclusive use of broadside or three-quarter view photographs. Very few photos are what could be described as action shots. As well some of the photos are somewhat on the dark side. Because of this some of the detail is lost on some photos. Apart from these two faults the book would be an excellent buy for any railfan interested in the Maine Central and its steam heritage. Priced at only \$4.00 (U.S. Funds, postpaid) this practical book should be a welcome addition to any railfan's library.

Maine Central Steam Locomotives

-Edwin B. Robertson

Published 1977 by Edwin B. Robertson

198 Saco Street

Westbrook, Maine 04092

Soft Cover 96 pages 50 photographs 17 data sheets

Cost: \$4.00 (U.S. Funds) Available from the author





The business car

JACK BEATTY HAS BROUGHT TO OUR ATTENTION THAT CN TRAIN 725 IS not the last such joint facility movement in Canada as mentioned in our June issue and indeed there are numerous joint facility movements still in effect. We are pleased to present the following list which we are sure will be of interest to Canadian Rail readers.

JOINT FACILITY MOVEMENTS CANADIAN NATIONAL OPERATION ON OTHER LINES

<u>SUBDIVISION</u>	<u>BETWEEN</u>	<u>MILES</u>
<u>British Columbia</u>		
Okanagan	Armstrong Jct - Vernon	14.6 CP
Okanagan	Can Pac Jct - Campbell Creek	9.0 CP
Rawlinson	Livingstone-Roberts Bank	7.5 BCH
Yale	North End Fraser River Bridge- Vancouver Jct.	11.0 BN
<u>Alberta</u>		
Athabaska	N.A. Rlw.-Morin Jct.	20.2 NAR
Brazeau	Otway-Ullin	4.5 CP
Brazeau	North Jct (CP) South Jct(CP)	8.0 CP
<u>Saskatchewan</u>		
Regina Terminals	Dewdney Ave.-Regina	0.4 CP
Glenavon	Jct. with C.P.R.-Regina	0.8 CP
<u>Ontario</u>		
Kinghorn	Current Jct.-Thunder Bay North	5.4 CP
Sudbury Terminals	C.N.Jct.-Clarabelle	1.7 CP

Manitouwadge	Manitouwadge-Geco and on Willroy Spur	5.4 CP 1.8 CP
Pagwa	At Hearst Jct., use of Wye must be authorized by A.C. Rly. Dispatcher	
Kapuskasing Grimsby	Cochrane-Cochrane Jct. Suspension Bridge: Movements over Bridge are controlled by ConRail Dispatcher at Buffalo	0.3 AC
Smith Falls	Smith Falls-Brockville	27.8 CP
Quebec West Shefford	Meigs-Farnham	0.2 CP
<u>New Brunswick</u> Oromocto Centreville	Saint John-Westfield Beach South Devon-Valley	14.0 CP 65.1 CP
<u>Nova Scotia</u> Middleton	Middleton Jct. - Middleton	0.7 DAR
United States Palmer & Windsor	East Northfield-White River Jct.	73.4 B&M

Joint Facility Movements
Canadian Pacific Operation on Other Lines

<u>SUBDIVISION</u>	<u>BETWEEN</u>	<u>MILES</u>
<u>British Columbia</u> Okanagan	Vernon-Kelowna	33.5 CN
Mission	Page-Livingstone	2.0 CN
Mission	Livingstone-Roberts Bank	7.5 BCH
<u>Alberta</u> Langdon	Kneehill-Rosedale	6.9 CN
<u>Saskatchewan</u> White Fox	Sharpe-Prince Albert	18.4 CN
Melfort	Keddy-Dent	1.1 CN
Prince Albert	Humboldt-Orlebar	0.3 CN
Cutknife	Rosemound-North Battleford	38.5 CN
Meadow Lake	Prince Albert-Tobey	60.2 CN
Medstead	North Battleford-Healy	48.8 CN
<u>Ontario</u> M & O	M & O Jct.-Ottawa	2.0 CN
Carleton Place	Ottawa-Bells Jct.	10.9 CN
Port McNicoll	Coldwater-McMillan	11.9 CN
Port McNicoll	Mileage 70.9-Midland	4.3 CN
Hamilton	Bathurst St.-Hamilton Jct.	36.2 CN

Quebec		
Vallée (QCR)	Diamond-Quebec	14.9 CN
Lévis (QCR)	Harlaka-Point Lévis	5.4 CN
Beebe (QCR)	Lennoxville-CNR/CPR Conn.	0.3 CN
New Brunswick		
Fredericton	CN Yard Tracks, Fredericton	
Edmundston	Cyr Jct.-Canadian Pacific Jct.	26.4 CN
Gibson	South Devon-Una Jct.	1.3 CN
Nova Scotia		
Halifax (DAR)	Windsor Jct.-Halifax	15.7 CN

CN MONCTON SHOPS RENOVATION INCLUDES UPGRADING THE BRASS FOUNDRY to become the sole supplier for the railway. Previously, the foundry had supplied only 20 per cent of CN total brass requirements with the remainder being purchased in Western Canada. About 65 per cent of CN's 100,000 freight cars still run on brass journals, reports "Keeping Track" (June /78)

CN'S "KEEPING TRACK" (JUNE /78) ALSO CARRIED THIS ITEM: "MANY employees and pensioners have expressed concern over the possible loss of their pass privileges when VIA Rail Canada takes over passenger service. We are pleased to inform employees and pensioners that arrangements have been made with VIA to honour your present passes until the end of 1978. If necessary, this date will be extended until the next round of negotiations with the ARU are finalized."

RAIL-MOVIE BUFFS WATCH FOR A REMAKE OF "THE 39 STEPS" BASED ON John Buchan's story (first filmed by Alfred Hitchcock). "The Railway Observer" (May/78) reports that scenes have been shot at Bewdley station which, for the film story, had to be converted into St. Pancras where Richard Hannay, played by Robert Powell, disguised as a priest, boards the train for Scotland.

IN WHAT MUST RANK AS SOME OF THE MOST STARTLING NEWS OF THE year the Canadian Transport Commission not only required CP Rail to retain its once weekly round trip passenger service between Montreal and Mont Laurier but to expand it to include round trips to Labelle (approximately two thirds of the distance to Mont Laurier) each Saturday and Sunday from July 1, 1978 until late October and again from December 1978 until March 1979.

Before the introduction of these excursion trains to Labelle CP Rail ran their once a week train (No. 167) to Mont Laurier on Friday evenings and the train remained in Mont Laurier until Sunday afternoon when it returned to Montreal as No. 172. This operation has now been abandoned. When No. 167 reaches Mont Laurier it immediately deadheads back to Montreal so that the train can be used for the Saturday special leaving Montreal at 9:00 AM. After arriving at Labelle on Saturday the train remains there until departure time (5:52 PM) when it returns

to Montreal. On Sundays the same procedure is followed north-bound except that when the train arrives at Labelle it stops to allow the passengers to get off and then deadheads north to Mont Laurier. Arriving at Mont Laurier it awaits the departure time of the regular train (No. 172). Upon arrival at Labelle it picks up the schedule of the excursion and operates as both trains southbound from Labelle.

The introduction of the specials has meant that CP Rail has had to restore to service numerous Dayliners (Rail Diesel Cars) which had been out of service for over a year since their withdrawal from Montreal area commuter service. As the Canadian Transport Commission required that the new service offer baggage service it means the appearance of the first RDC-3 in the Montreal area in several years in regular service. Currently number 9022 is filling the bill. The rest of the train is made up of RDC-1s and the converted RDC-2s in the 9300series which have had their baggage sections remodelled into passenger accommodation.

It remains to be seen whether the service will take off or not. The first run was provided by five cars as opposed to the normal single RDC-1 of the regular trains. Publicity has been minimal if indeed there has been any but with a return fare of only \$8.00 return from Montreal to Labelle the trip is one that should not be missed.

Montréal - Labelle - Mont-Laurier

En vigueur le 1^{er} juillet 1978
Effective July 1, 1978



Découvrez la beauté
des Laurentides
dans le confort
d'une voiture
climatisée:

prenez
le
train

For scenic beauty
in air conditioned
comfort try the
easy route to the
Laurentians,

take
the
train

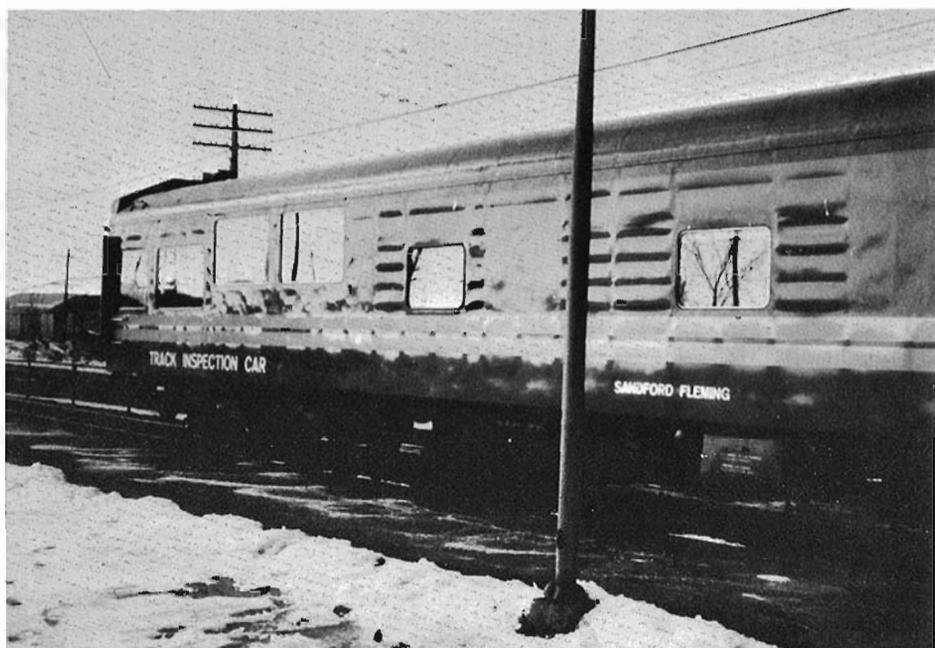
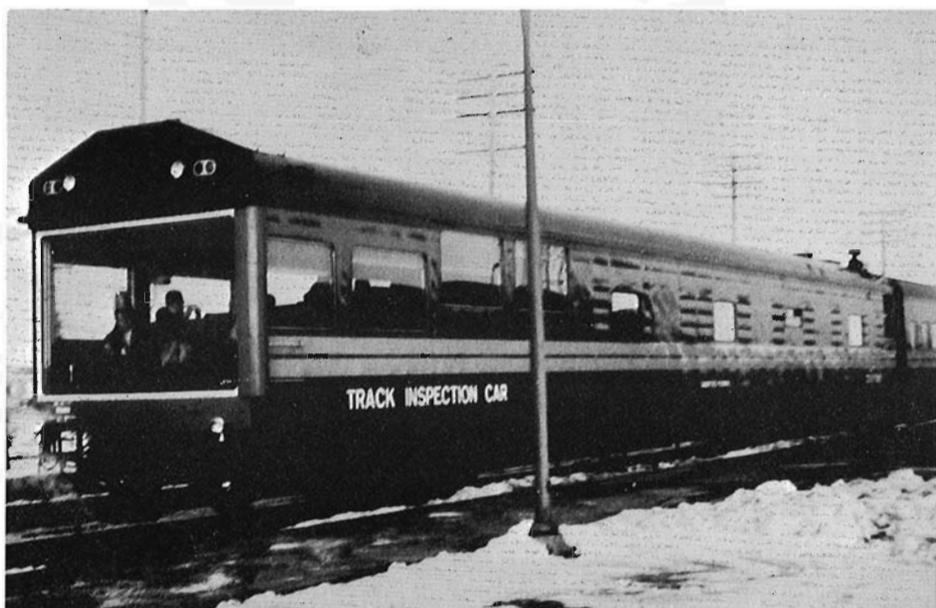
Exploité par
Operated by **CP Rail**

VIA
VIA Rail Canada

De haut en bas / Read down		MONTRÉAL-LABELLE-MONT-LAURIER					De bas en haut / Read up	
Km	MI	•	•	•	•	•	•	•
		Dim./Sun.	Sam./Sat.	Ven./Fri.	*172 Eastern Time	Dim./Sun.	Sam./Sat.	
0	0	0900	0900	1815	Dp Montréal, Qué. Ar	2100	2100	
3	2	0905	0905	01820	Westmount	2052	2052	
8	5	0910	0910	01825	Montréal-Ouest/W.	2045	2045	
19	12	0923	0923	01838	Park Avenue (Jean-Talon)	2032	2032	
25	16	0928	0928	01843	Bordeaux	0204	0204	
30	19	0934	0934	01849	St-Martin Jct.	0200	0200	
37	23	0939	0939	01854	St-Rose	0214	0214	
38	24	0941	0941	01856	Rosemère	0213	0213	
41	26	0943	0943	01858	Ar Ste-Thérèse Dp	2010	2010	
48	30	0952	0952	01900	Dp Ste-Thérèse Ar	2010	2010	
53	33	0956	0956	01910	Bouchard	0202	0202	
62	39	1005	1005	01918	St-Janvier	0158	0158	
76	48	1019	1019	01932	St-Jérôme	1950	1950	
83	52	1026	1026	01938	Shawbridge	0196	0196	
88	55	1032	1032	01944	Piedmont	0129	0129	
95	59	1042	1042	01953	Mont-Rolland	1923	1923	
101	63	1049	1049	01959	St-Marguerite	0194	0194	
105	65	1054	1054	02003	Val-Morin	0197	0197	
112	69	1107	1107	02015	Val-David	0193	0193	
133	83	1134	1134	02040	St-Agathe	1855	1855	
139	86	1142	1142	02047	St-Faustin	1830	1830	
146	91	1151	1151	02055	Morison	1823	1823	
155	96	1201	1201	02104	St-Jovite	01515	01515	
170	106	1215	1215	2117	Mont-Tremblant	01805	01805	
191	119			02135	Ar Labelle Dp	1752	1752	
197	123			02142	Annunciation	01732	01732	
208	129			02154	Laocote	01729	01729	
225	140			02211	Nominique	01716	01716	
230	145			02236	Lac-Saguay	01700	01700	
292	184			02250	Barrette	01636	01636	
					Ar Mont-Laurier, Qué. Dp	1625	1625	

<p>Définition des symboles</p> <p>• Ne prend pas de bagages enregistrés.</p> <p>• Ne prend pas de voyageurs entre les gares de Montréal et de Ste-Thérèse. Cependant, il s'arrête sur signal aux gares intermédiaires pour prendre les voyageurs qui se rendent au-delà de Ste-Thérèse.</p> <p>• Arrêt pour laisser voyageurs venant d'au-delà de Ste-Thérèse.</p> <p>• Service expérimental entre Montréal et Labelle. En vigueur du 1^{er} juillet au 8 octobre 1978 et du 9 décembre 1978 au 18 mars 1979.</p> <p>• Arrêt facultatif.</p> <p>*Autorails climatisés.</p> <p>•Gare Windsor.</p>	<p>Explanation of reference marks</p> <p>• No checked baggage.</p> <p>• Will not carry passengers between stations Montreal and Ste-Thérèse inclusive. This train will, however, flag stop at intermediate stations to entrain passengers who are going beyond Ste-Thérèse.</p> <p>• Stops to detain revenue passengers from points beyond Ste-Thérèse.</p> <p>• Experimental service between Montreal and Labelle in effect during the period from July 1 to October 8, 1978 and from December 9, 1978 to March 18, 1979.</p> <p>• Stops on signal.</p> <p>* Air conditioned Rail Diesel Cars.</p> <p>•Windsor Station.</p>
---	---

<p>Remarque</p> <p>Pas de service de repas dans les trains.</p>	<p>Note</p> <p>No meal service on trains.</p>
--	--



CANADIAN RAIL HAS BEEN UN-SUCCESSFUL TO DATE IN OBTAINING detailed information on the 'SANDFORD FLEMING' CN's new track inspection car. John Welsh caught the impressive unit on the rear end of train 34 Ottawa-Montreal on March 22, 1978. Hopefully details will be forthcoming and will be presented in a future issue.

WORK IS RAPIDLY NEARING COMPLETION ON THE SOUTHWESTERN EXTENSION of the Montreal Metro which is due to open September 4, 1978. According to MUCTC spokesman Mr. George Gariepy workmen are currently involved in track laying on the extension of Line Number One and also on Line Number Two as far as Lionel Groulx station, a new transfer point between the two lines. At the same time the Metropolitan Transportation Bureau is busy installing a modern automatic track control system, blocks being divided into 600 foot or so lengths. Signal display is shown in the control car cabs as opposed to earlier lines and equipment where signals were only located on the walls of the tunnels. The existing network is having its signalling system updated at night when the Metro is not running and the original subway cars are being modified as well. When work is completed all track will be controlled by automatic track control as opposed to the current automatic block signals.

A feature of the Line Number One extension will be a Metro garage at the southwestern terminus of Angrignon Park, the garage will have enough room for twenty nine car trains and one track will be equipped with an inspection pit to effect running repairs. Major work for cars on this line will be done at the Honoré Beaugrand shops which opened when Line Number One was extended eastward in time for the Summer Olympics of 1976.

When all present construction on the Metro is completed (on Lines One and Two) the MUCTC plans to segregate the original 1966 subway cars from the Bombardier cars delivered ten years later. The original subway cars will be used on Lines One and Four and will be maintained at the shops located near Honoré Beaugrand Station. The newer cars will be used on Line Two and on the proposed Line Five connecting the northern section of Line Two with western Montreal. These cars will be maintained at the original subway shops at Cremazie. The reason for the segregation is that the automatic couplers, although compatible mechanically on the two different types of cars, do not mate electrically so the operation has to be done manually, wasting much time.

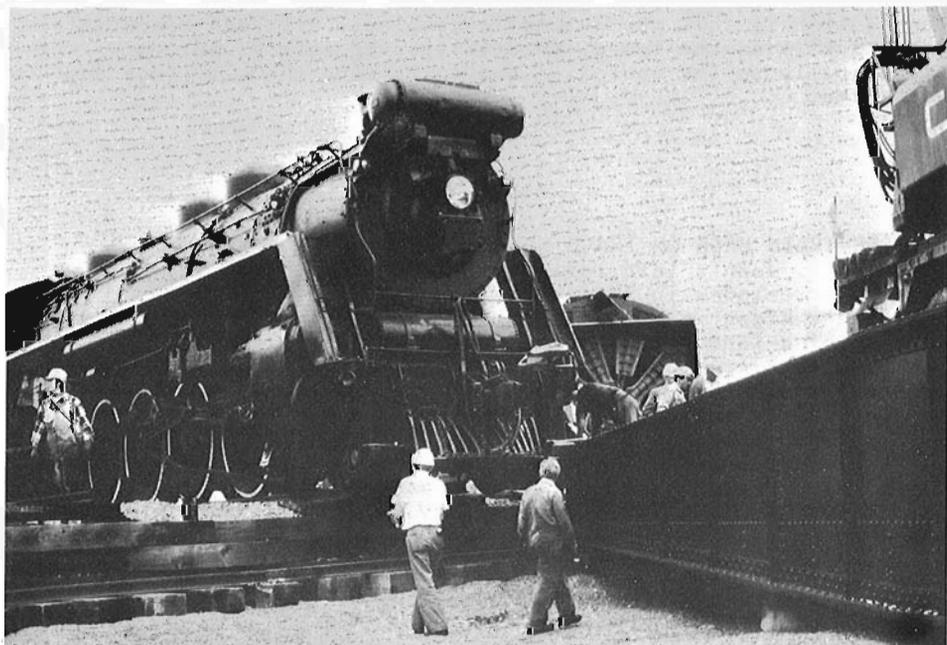
(Stephen Wray)

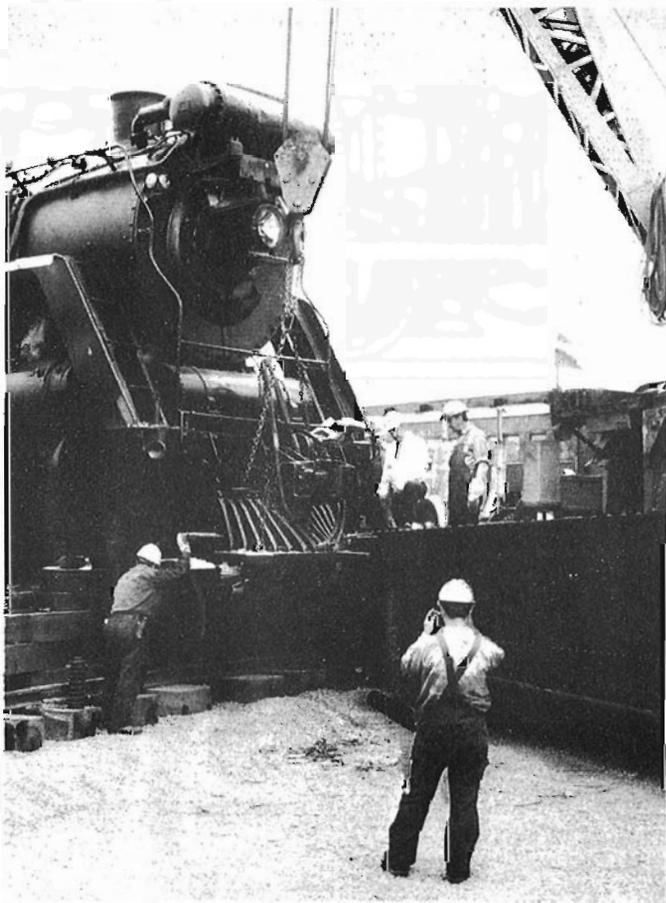
TROUTER TRAIN BACK ON TRACK WAS THE HEADING ON A STORY FROM St. John's late last May. Readers may wish to jot down a reminder in their 1979 fishing diary, to ride the St. John's-Argentia special, revived three years ago as a tamer version of a famous train that once carried anglers to their favorite fishing spots. The original Trouters' Special, started by the former Newfoundland Railway in the 1930s, was a true special in the sense that its sole purpose was to transport anglers. CN maintained the special until 1962, then dropped it as being uneconomic. This year's train was a modified version of trains 207-208/232, with three coaches and a baggage car. Traditionally, the train operates May 24, and all available seats are sold well in advance. Will some alert CRHA member please alert us when it is known that the train will run in 1979.

CANADIAN RAILWAY MUSEUM TO THE RESCUE! IN MAY OF THIS YEAR, after a very successful excursion to Grandmere, Quebec CN officials in Montreal noticed that one of the tires on the leading axle of the pilot truck of CN's only operating steam locomotive 6060, was cracked. Obviously this would have to be replaced before the scheduled excursion from Montreal to Ottawa could take place the following weekend. The problem was where could a spare wheel set identical to those on 6060 be found? They are certainly no longer stock items on the wheel tracks in the average diesel shops!

After exhausting several other possibilities and being unable to locate a suitable wheel set, CN officials contacted Charles DeJean and Gord Hill of the C.R.H.A. and the Canadian Railway Museum on Thursday. By Friday afternoon a suitable wheel set had been located on CN 6153 at the museum, details of an exchange had been finalized, and a CN crew was at the Museum ready to do the exchange.

It was an interesting operation to watch. CN had brought a 60 ton road-rail crane which was run onto the Museum turntable. The turntable was then rotated away from the lead track and 6153 was pushed down the lead track until its pilot truck was over the turntable pit. The crane lowered the front wheel set and then raised the wheel set from 6060 into position on 6153. The crack in this wheel set had been previously spot welded so that 6153 could still be moved about the Museum. 6153 was then pulled back onto the lead track and CN picked up the good wheel set and departed. On Saturday, CN 6060 ran to Coteau and back to test the new wheels, and on Sunday took the excursion to Ottawa. Since then 6060 has resumed her normal summer runs from Toronto to Niagara Falls, thanks to the Canadian Railway Museum's wheel set.





All rail movements at the Museum were carried out by C.R.M. crews and locomotives CN 77 and Roberval and Saguenay No. 20

Photographs courtesy of Mr. Charles DeJean.

STEPHEN (MINNESOTA) CELEBRATED 100 YEARS OF RAIL SERVICE OVER the St. Boniface-St. Paul line by greeting a special train from Winnipeg, July 1/78, sponsored by the Midwestern Rail Association of Winnipeg in cooperation with the Stephen Centennial Committee. Stephen, named after George Stephen, later Lord Mount Stephen, is some 40 miles south of Emerson.

The train carried some 800 passengers on its return trip, Winnipeg-Stephen-Winnipeg, using CP Rail power (diesel units 8693 and 8490), CN and VIA coaches, and the CP Rail business car "Strathcona". It followed the route of the Pembina Branch (St. Boniface-Emerson) and the connecting St. Paul & Pacific line (now Burlington Northern). Nick Andrusiak's photo shows the Rail Heritage 100+1 Special at Emerson, Man.





*Midwestern Rail Association
in cooperation with
Stephen Centennial Committee
Presents*

RAIL HERITAGE TOUR - 100 plus 1



*Travel the Route of the
Countess of Dufferin.
Unique rail excursion on
July 1st 1978, from
Winnipeg, Manitoba to
Stephen, Minnesota.*

*For information & reservations
contact Manitoba Historical
Society, 190, Rupert Street,
Winnipeg, R3B 0N2
Tel 943-7037
Tickets \$14 Adult
\$ 8 Children*



**MIDWESTERN RAIL
ASSOCIATION (1975) INC.**
Box 1855, Winnipeg, Manitoba R3C 3R1



Next December 4th, the Midwestern Rail Association will hold a centennial banquet at Winnipeg's Fort Garry Hotel, to celebrate passage from St. Boniface to St. Paul.

B.C. RAILWAY'S 1977 CARLOADINGS AND REVENUES REACHED RECORD levels in 1977, operating loss showed improvements, but net loss was \$58.3 million. Annual report showed carloadings up 28 per cent from 1976. Capital budget for 1978 is \$37 million including \$18 million for upgrading the Fort Nelson extension.

Work on the Fort Nelson line will proceed despite a royal commission recommendation that it be shut down, according to Premier William Bennett (Toronto Globe & Mail, May 30/78). He said most of the upgrading will extend over the next three years at a cost of between \$35 million and \$40 million. He expects the federal government to share 50 per cent of the costs.

CP RAIL HAS BECOME THE FIRST CANADIAN RAILWAY TO USE A MOBILE train analyzer/simulator for teaching train-handling techniques to enginemen, reports "CP Rail News". The unit, which travels by road, is capable of visiting all areas on the system. The analyzer is housed in a specially modified Olsen-Kerbmaster truck. The training area of the mobile unit seats seven people including a supervisor. It holds a locomotive control panel, a telex machine, a keyboard about the size of an office calculator to tie in with the computer, a mini-computer and a cathode-ray tube monitor. The system can duplicate anything from a single engine unit and a caboose to a 200 car unit train with remote control slave engines.

CANADIAN RAILWAY THEME STAMPS HAVE BEEN CATALOGUED BY MEMBERS of CRHA's Toronto & York Division. The May/78 issue of "The Turnout" has a detailed list prepared by Earl Barr, of the twelve known stamps, plus one of Newfoundland (pre-Confederation). The Canadian issues begin with the 1851 3 pence red designed by Sandford Fleming and end with the 1977 .12¢ brown which shows Sir Sandford.

GORD TAYLOR OF LONDON , ONTARIO SENDS ALONG THESE THREE PHOTOS of recently outshopped units from General Motors Diesel. GO Transit F 40 PH road number 515 is pictured from outside the plant area and is the last of an order recently placed for units with the new body style. CN switcher 1267 had just picked the units up for transfer to Toronto on May 31, 1978 when Gord took the picture. In June CP Rail took delivery of two new SD-40-2's # 5785 - 5786. Note the ditch lights which have become standard equipment on GMD units for CP Rail. On June 22 that same unit 5785 was sanded for the first time and later that same evening left for her first run-in on a light freight. Our thanks to Gord Taylor for being 'johnny on the spot' and submitting these current photos.





The un-mistakable touch of Jim Shaughnessy is evident in this night time shot of CPR Budd Car 9023 switching in the Glen Yard passenger facility.

9023

