

Canadian Rail



No.360
JANUARY 1982



Portrait of Sir John A. Macdonald



THE INSIGNIA OF THE C.R.H.A. has taken various forms over the years. The earliest we have noted, seemingly in use by 1933, is depicted above and has almost everything but the proverbial kitchen sink displayed on it! By 1941 it had assumed more of its present form, but still underwent a number of changes including an ultra-simplified design with no wording at all, and in use until recently. The present symbol, here shown in both English and French forms, is a modification of one designed by John Loye, the Association's founder, and used as early as 1939.



CANADIAN RAIL

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FRONT COVER:

WILLIAM CORNELIUS VAN HORNE
(1843-1915) who became General
Manager of the Canadian Pacific
Railway in January 1882, exactly
one hundred years ago this month.
This photo was taken in the
1890's, and was given to his
friend Hugh H. McLean of Saint
John N.B. on April 14 1894. It is
hand signed and dated by Van
Horne himself.

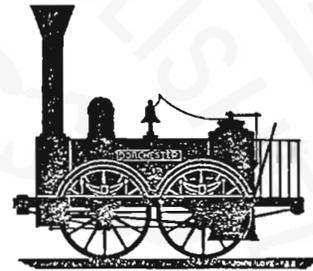
50 Years 1932-1982

Fifty years ago, on the evening of Tuesday, March 15 1932, the Canadian Railroad Historical Association was formed in the Montreal room of the Chateau de Ramezay in Montreal. The occasion was the conclusion of the Canadian Railway Centenary exhibition which had been held for three weeks in the Elgin Gallery of the Chateau under the auspices of the Antiquarian and Numismatic Society of Montreal. This exhibition was to commemorate the 100th anniversary of the granting of the charter of Canada's first railway, the Champlain and St. Lawrence Rail Road, on February 25 1832.

Considerable interest in Canadian railway history had been created by the exhibition, and a few far-seeing persons felt that this interest should not be allowed to die, but should work towards the commemoration of the more important 100th anniversary, that of the opening of the C. & St. L., which would occur four years hence, in 1936. Accordingly, the momentous step was taken of forming an association devoted to the study of the history of railways in Canada, as well as the collection and preservation of items relating thereto. Thus was the C.R.H.A. born, with twelve charter members. John Loye was the first president, Victor Morin the first chairman, and Robert R. Brown the first secretary.

From the viewpoint of 1982 it is difficult to appreciate the significance of founding such an association. Today there are many railway historical groups, not to mention other "railfan" organizations, but in 1932 such associations were almost unknown. Not one existed in Canada, and even in the United States the oldest was little more than a decade old. It certainly was not the most auspicious time to found an historical association. If the economic situation seems bad today, 1932 was infinitely worse. The world was in the midst of a major depression with few resources available for hobby interests. On the positive side, however, much historical material was available, and much of Canada's rail heritage was then intact. Railway operation was almost 100% steam, street cars ran in most major cities, passenger trains were frequent even on small branch lines, and much pre-1900 motive power and rolling stock was still in regular service. There were then still living many older railway employees and pensioners some of whose recollections would have gone back as far as the 1860's. But "familiarity breeds contempt", and little notice was taken of this in those days with the result that many opportunities to document and photograph were irretrievably missed as the railways changed over the years.

Canadian Railroad Historical Association



FOUNDED 1932

Canadian Railroad Historical Association
CERTIFICATE OF MEMBERSHIP

M.....

is a duly qualified member for the year
ending December 31st, 1932.

Signed.....

Secretary.

No.....

Canadian Railroad Historical Association



HEADQUARTERS, CHATEAU DE RAMEZAY,
MONTREAL

The Canadian Railroad Historical Association

was founded on the night of March the 15th, 1932, in the Montreal Room of the Chateau de Ramezay Museum, at the conclusion of the CANADIAN RAILWAY CENTENARY EXHIBITION, which had been held for three weeks in the Elgin Gallery, under the auspices of the Antiquarian & Numismatic Society of Montreal, in observance of the 100th anniversary of the granting of the charter of the first railway in Canada, THE CHAMPLAIN & ST. LAWRENCE RAILROAD, February the 25th, 1832... Victor Morin, first Chairman; John Loye, first President; Robt. R. Brown, first Secretary.

CHARTER MEMBERSHIP

- | | |
|--------------------|-----------------|
| L. W. POWERS. | H. RAKE. |
| W. E. FOSTER. | JOHN LOYE. |
| VICTOR MORIN. | H. D. GUILLET. |
| C. L. TERROUX. | ROBT. R. BROWN. |
| W. M. SPRIGGS. | L. A. RENAUD. |
| J. E. DOLMAN. | P. O. TREMBLAY. |
| GEO. W. SINGLETON. | THOS. O'DOWD. |

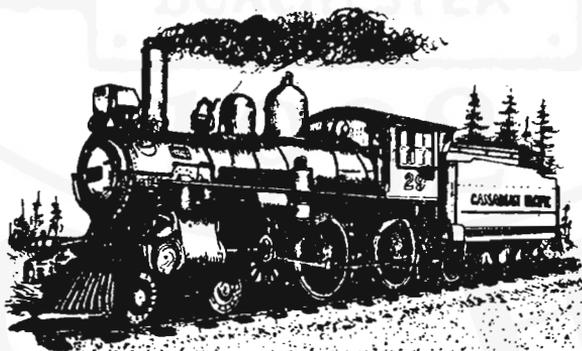
THE ORIGINAL MEMBERSHIP CARD of the C.R.H.A. was in the form of a folded card which therefore had four faces or pages. In addition to a certificate of membership, the card also depicted the Chateau de Ramezay, the locomotive "Dorchester", a brief history of the Association, and a complete list of the original members! The example shown is one of the few cards from 1932 to have survived the intervening fifty years.

Once founded, the C.R.H.A. grew quite rapidly. The original membership of 12 had grown to 26 by the end of 1932, to 60 by the C. & St. L. centennial in 1936, and to 78 by 1939. World War II then brought a halt to expansion, and membership declined until by 1947 scarcely twenty active members were left. However, in the post-war years interest grew dramatically as the railways modernized and the branch lines and old equipment disappeared. By 1950 the idea of preserving full-size rolling stock was begun, and Montreal street car 274 was the first to be saved by the C.R.H.A. From this, the creation of a museum was the next step, and so the Canadian Railway Museum was born in 1961.

The twelve founding members have all passed away, but the association they founded is now a nationwide organization with many divisions and museum exhibitions. The aims of 1982 are the same as those of 1932, namely the collection, preservation, and dissemination of information and artifacts relating to the history of railways in Canada, and this is being more and more recognized as a major part of Canadian history. Much of what has been saved is due to the efforts of private groups such as the C.R.H.A., since government initiative on these lines has been conspicuous by its absence. (For example in 1936 the Post Office rejected a request for a special stamp to commemorate the railway centennial). Therefore to ensure the survival of significant examples of railway heritage it is necessary that the C.R.H.A. and similar-minded groups should remain strong. What could be a better way to celebrate this, our semi-centennial year, than for each member to ask friends and relatives to join the C.R.H.A.? This would increase membership, and help to assure the perpetuation of the association in the years ahead. Surely the difficulties today are not as bad as they were in 1932.

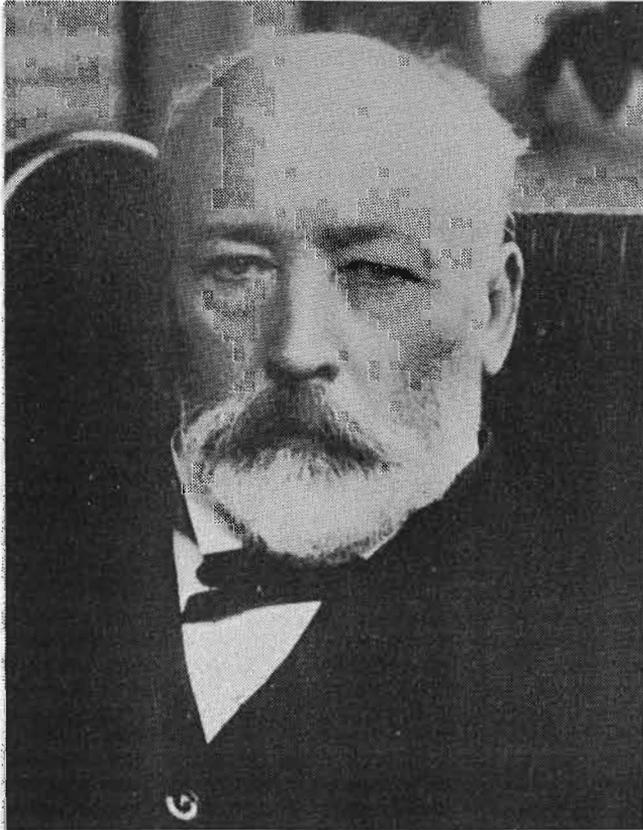
The last fifty years have been a "long haul", but have seen much progress by the C.R.H.A. We all sincerely hope that the next fifty will be equally interesting and productive.

F.A. January 1982.



William Cornelius Van Horne

ONE HUNDRED YEARS AGO THIS MONTH the Canadian Pacific Railway Co., then less than one year old, hired as its General Manager William Cornelius Van Horne who was soon to become a legend in Canadian railway history. His greatest achievement was, of course, the completion of the C.P.R. main line in less than five years; half the specified time, but he had many other accomplishments in his long career. The following article by Harvey Elson tells of some of the events of this career, and gives an insight into the character of the person who may well have been the greatest railroader that Canada ever had.



SIR WILLIAM C. VAN HORNE (1843 - 1915) who became General Manager of the Canadian Pacific Railway in January 1882, exactly 100 years ago this month. This photo shows him in later life not long before he died at the age of 72.

WILLIAM CORNELIUS VAN HORNE

By Harvey W. Elson.

Termed by many as "the ablest railway general in the world" Sir William Cornelius Van Horne was much more than just a dedicated and experienced railwayman. He was, above all else, a man of character, an incredible human being, with limitless energy and a multitude of activities to keep him busy. He was a marathon poker player, a cigar smoker whose Havana's became so much of a trademark that a brand was actually named after him, a gourmet who loved to eat and drink but who did not above all else tolerate drunkenness in himself or others. He was a man who seldom knew sickness and was able to go without sleep depending on what he called his secret to keep him going. He would often say "I eat all I can - I drink all I can, - I smoke all I can and I don't give a damn for anything." He had the unique ability to turn rapidly from one form of activity to another and to avoid over anxiety about any of his enterprises.

Van Horne was a massive thick-set bearded man whose interests other than the building of a railway were many and varied. He designed and built his own house making it an expression of himself. He was an avid gardener, specializing in roses, a violinist, a conjurer, a mind reader, a caricaturist, a practical joker and an amateur geologist who was given the honour of having some specimens named "Van Horne" after him. Van Horne was also a painter of some merit and two of his paintings are preserved in the Canadian Railway Museum at Delson. William C. Van Horne was born on the 3rd of February 1843 in Chelsea Will County, Illinois of Dutch ancestry. His family moved to Joliet in 1851, where he got his first job with the railroad in the spring of 1857 at the age of fourteen. His first job was that of a telegraph operator with the Illinois Central but here his reputation as a practical joker soon got him fired. He had devised a stunt in which a ground wire ran from the office where he worked to a steel plate in the yards. There every man who stepped upon the plate felt a distinct, though harmless shock. The yardmen were baffled and angry but they didn't know who or what to blame as Van Horne watched from the window, but this soon ended. The superintendent himself stepped on the plate and like all the others got an unexpected shock, but he knew about electricity and traced the wire back to the office where he confronted Van Horne. Here Van Horne's honesty became his downfall for he confessed and was fired. From here Van Horne never looked back, that fall he got himself a job as a freight checker & messenger with the Michigan Central and soon was instrumental in persuading the line that installing an independant telegraph service would be profitable. He took over operation of this service in 1858 and remained there until he joined the Union Army for Civil War service as a telegrapher in 1861. His army service was short however as it was soon decided that his services would be far more valuable in keeping the railways operating. In 1862 he joined the Chicago and Alton Railway as an operator and ticket agent at his home town of Joliet and soon won promotion on that line. He was made trainmaster at Bloomington in 1864 and superintendant of the entire telegraph system of the C & A in 1868.

SIXTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Chicago & Alton Railroad Co.

FOR THE

YEAR ENDING DEC. 31, 1868.

ISSUED FEBRUARY, 1869.

CHICAGO:
 RAND, McNALLY & CO., PRINTERS, 51 CLARK STREET.
 1869.

Directors.

WM. F. WELD.....	BOSTON, MASS.	} Term of Service Expires first Monday in April, 1869.
JOHN A. STEWART.....	NEW YORK.	
PEYTON R. CHANDLER.....	CHICAGO, ILL.	
JOHN CRERAR.....	CHICAGO, ILL.	} Term of Service Expires first Monday in April, 1870.
LORENZO BLACKSTONE.....	NORWICH, CONN.	
JOHN J. MITCHELL.....	ALTON, ILL.	
T. B. BLACKSTONE.....	CHICAGO, ILL.	} Term of Service Expires first Monday in April, 1871.
JAMES G. GARNER.....	NEW YORK.	
JOHN B. DRAKE.....	CHICAGO, ILL.	

Officers.

T. B. BLACKSTONE.....	President.
JOHN CRERAR.....	President pro tem.
W. M. LARRABEE.....	Secretary and Treasurer.
J. C. McMULLIN.....	General Superintendent.
O. VAUGHAN.....	Asst. Superintendents and Train Master.
W. C. VAN HORNE.....	} Division Superintendents.
C. M. MORSE.....	
K. F. BOOTH.....	Chief Engineer.
JOHN A. JACKMAN.....	Superintendent of Machinery.
R. RENIFF.....	Superintendent of Car Department.
JAMES SMITH.....	General Freight Agent.
AUGUSTUS NEWMAN.....	General Ticket Agent.
A. V. HARTWELL.....	Purchasing Agent.
A. W. CHURCH.....	Attorney.

THE SIXTH ANNUAL REPORT of The Chicago and Alton, issued in 1869, shows, in its list of directors and officers, W.C. Van Horne. This was almost 13 years before the start of his C.P.R. career, but already the 26-year old Van Horne was a division superintendent, and well on the way to the top of his profession.

Southern Minnesota Rail Road,

1875.

Trustees.

Hon. SAM'L B. RUGGLES, *New York.*
A. P. MAN, *Esq.*

Receiver.

CHARLES McILRATH, *Esq., St. Paul, Minn.*

Committee of Construction Bondholders.

CHARLES JOHNSON, - *Norwich, Conn.*
GEORGE P. BISSELL, *Hartford, Conn.*
CORNELIUS B. GOLD, *New York.*
HERMANN H. CANNANN, "
WALTON FERGUSON, "

Committee of Second Mortgage Bondholders.

HENRY G. DE FOREST, *New York.*
MORRIS K. JESUP, "
GEORGE W. MOORE, *Hartford, Conn.*
HENRY GRAVES, - *New York.*
PETER M. MYERS, - "
General Manager, - WM. C. VAN HORNE, *La Crosse, Wis.*
Auditor, - H. G. HAUGAN, "
Gen. Fr't & Ticket Ag't WILLIAM H. BARRON, "
Land Commissioner, JOHN K. BROWN, "
Engineer, - O. D. BROWN, "
Supt Machinery, - J. B. HENNEY, - *Hobak, Minn.*

BY 1875 Van Horne was General Manager of the Southern Minnesota Rail Road, and his name appears on the front page of the annual report. His own report, printed in the same publication, shows the great work he was undertaking to improve this financially-troubled line. Very likely his work at this time drew the attention of James J. Hill, also in Minnesota. Hill, of course, was later one of the founders of the G.P.R., and it was on his recommendation that Van Horne was hired as General Manager effective at the start of the year 1882.

Here his steady income persuaded him that he could marry so in March 1867 he took Miss Lucy Adaline Hurd as his bride. In 1870, Van Horne was made superintendent of transportation over the entire C&A system and progressed in 1872 to the post of manager of one of the smaller lines owned by the C&A - the St. Louis, Kansas City and Northern. On the first of October 1874, Van Horne assumed the post of president and general manager of another C&A owned road the Southern Minnesota and five years later in 1879 he assumed the added duties of the general superintendent of the entire C&A system. It was here that he did his first work with the railway dining cars - a task which later in life was to prove quite beneficial. In 1879 he left the Chicago and Alton to take over the post of general manager and superintendent of the Chicago, Milwaukee and St. Paul. Here during his first year in office he increased the lines trackage from 2,231 miles to 3,755 miles.

In 1882 on January 2nd, William Cornelius Van Horne assumed the position of General Manager of the fledgling Canadian Pacific - responsible for pushing the line through to the Pacific. Here he proved his worth, his vast knowledge of the railway, and his ability to command the respect of the men who worked under him. He undoubtedly made his name with the construction elements of the railway but even before he joined the railway he commanded the respect of many every-

where he was. His fearless nature was obvious while travelling in a second class carriage on the "Milwaukee" Road somewhere in the western states. When a negro woman entered carrying a small child, three or four toughs in the car began teasing the baby, scaring it by making faces and slapping it. The mother, terrified pleaded with them to stop, but to no avail when Van Horne finally could stand it no longer. He strode up the aisle and grabbed the worst of the lot by the collar so tightly that the man was almost choking. He had an incomparable command of what his friends called "forcible language". He told the man that if he did not leave the child alone he would throw him off the train by himself.

"All Right, Capt'n" the man spluttered as he went back to his seat leaving the child alone. Soon other members of the gang that had been in the other car returned and would be heard proposing that they fight it out with Van Horne but one of the gang said "You just deserved it" and all was forgotten as they got off at the next station. When they were on the platform, the conductor grabbed Van Horne and tried to push him to the floor fearful that they would shoot him through the window but he just stood his ground and settled back in his seat. The Conductor went on "Didn't you know who they were? That was the notorious train robbers and murderers Jesse James and the two younger brothers"; but Van Horne was not fazed and just went on as if nothing had happened.

It was this sort of thing that gained him the respect of his men and they would not hesitate to follow him. At one particularly dangerous trestle in the Canadian west the engineer balked at taking the locomotive across. Van Horne told him to get down and he would take the locomotive across himself. Hearing this the engineer stated "Well if you ain't afraid, I guess I ain't neither." He was a pusher - he would push his men to the limit of their endurance and get the most work possible out of them. He led the construction crews riding flat cars, hand cars and cabooses. Where rails were not laid he rode buckboards and wagons visiting survey and grading parties. He was continuously at the end of track either organizing supply brigades or sketching his men at work. He above all knew the value of honesty - when he discovered that his Chief Engineer on the prairies, General Rosser was involved in land speculation he fired him immediately. During this term as president this honesty showed another side of his character - his deep concern for his fellow man.

With the completion of construction, Van Horne moved on to the job of running a railway. He took particular delight in designing sleeping and parlour cars. He engaged notable artists to do the interior decoration and was of the opinion that any imitation could well reflect the attitude towards us of either employees or passengers. Thus he insisted that all woodwork in the cars be hand carved.

He loved to eat and would often inspect the railway dining cars. He had quite an effect on the menus, personally approving most of them himself; he designed others which would have blank spaces in which the steward could write in the special selections which he had on hand. He issued strict orders by which absolutely no one including himself would be able to have free meals on the dining cars and he changed the service according to public demand. One incident occurred when a passenger wrote to Van Horne complaining about the fact that the company carried whiskey among the many beverages served on its cars - Van Horne agreed saying that it was indeed beneath the dignity of the Canadian Pacific to serve whiskey and immediately ordered it removed from the menus. (At that time whiskey was considered the drunk of a labourer or lower class of person).

A significant letter to William C. Van Horne

Although the official date of Van Horne's appointment as General Manager of the C.P.R. was January 1 1882, much preliminary work and correspondence was undertaken between the company and Van Horne before that date. This letter, six pages long, was written by Richard B. Angus, one of the original members of the C.P.R. "syndicate", on November 30, 1881. Some of the more interesting items in the letter are as follows:

"The official communication which you will receive herewith is intended to give precise embodiment to the terms of your engagement. I trust it will be found satisfactory, but it can be altered hereafter if in any detail you think amendment is required."

"I may mention the Executive Committee has all the power and authority of the Board, but its proceeding will be confirmed by the latter at its first regular meeting."

"I enclose copies of General order and circular announcing your appointment and also copy of circular we propose to issue in reference to Exchange passes. If you approve, your lithographed signature will be appended."

"McIntyre is at present in New York. He and others are of opinion that several hundred teams of horses can be got from Quebec and Ontario to undertake scraper and other work in the North West. The means of securing them can be determined when you visit us in January."

"I hope before closing this note to procure for you a memorandum of the dates on which deliveries of Locomotives and Cars may with some celerity be expected. Mr. Blackwell has returned from England and I understand is well satisfied with the results of his mission. After he has attended to some business on the Eastern Division he will seek an interview with you in the West."

This letter was sent to Van Horne, presumably with various enclosures, in Milwaukee, with copies to A.B. Stickney (Van Horne's predecessor), General Rosser, Major Rogers (later of Rogers Pass fame), and H.R. Baker in Winnipeg. Just over a month later, Van Horne arrived in Winnipeg and took up his duties as General Manager.

30th Nov 1881.

Dear Mr Van Home:

The Official communication
which you will receive
herewith is intended to give
precise embodiment to the
terms of your engagement.
I trust it will be found
satisfactory, but it can be
altered hereafter, if in any

of the matter will be made
at Ottawa as soon as possible

Yours faithfully,

W. J. Jones

W. C. Van Home Esq

Montreal

He took a deep and concerned interest in the service, often taking the time to inspect the dining and sleeping cars making suggestions on how to improve service. He took special delight in designing passenger cars - especially sleeping and parlour cars. He insisted that all Canadian Pacific cars be constructed of larger dimensions especially with longer and wider berths. This in itself probably originated from Van Horne's own immense size and his realization that standard lengths at that time were indeed a little small. He insisted that all interior woodwork in cars be genuine hand carved as he firmly believed that every foot of imitation would have an affect on the opinion and attitude towards the company of employees and the travelling public.

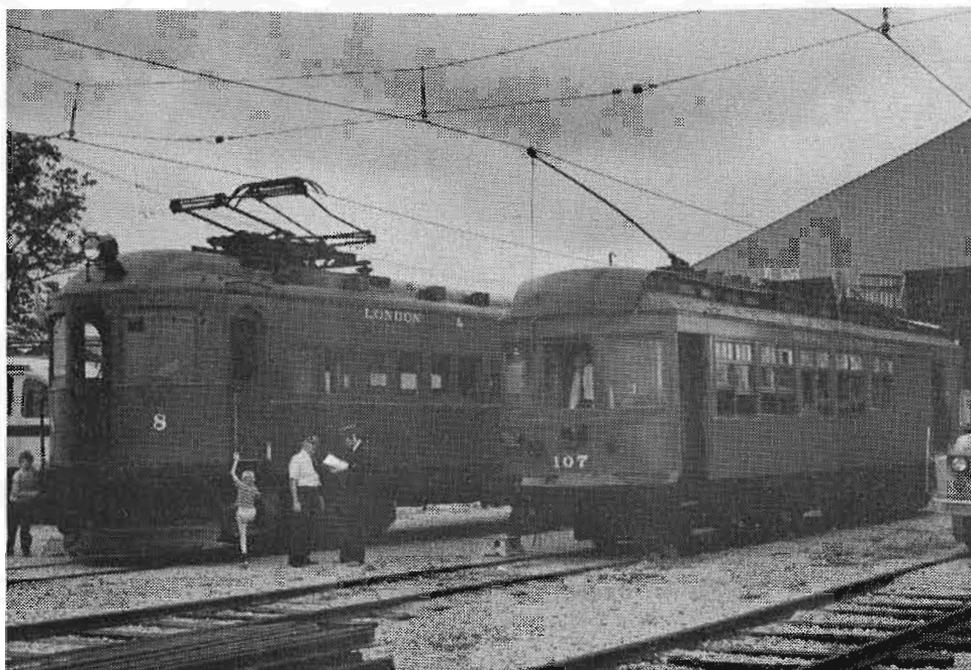
During his career with the railway, he gained the total respect of his men, actually working side by side with them. When the roadbed was still quite new in 1886, Van Horne was conducting a number of Eastern gentlemen on a tour of the line in regard to the valuation of the gov't section of the road built by Andrew Onderdonk. While they were still on the CP-built section of the road in the mountains at Field B.C., Van Horne walked up the platform and spoke to Chas. Carey the engineer with whom he had become quite friendly, "Let her out a bit, Charles, and we will show these fellows that they are on a railroad fit to run now, even though the gov't section is not." Well Charley, a fearless and skillful engineer did let her out and made a fifty-one mile run in one hour, doing a particular 17 mile section from Donald to Golden safely in just 15 minutes. When they pulled up with a flourish, flashing fire on the rails, and the brakes put down had to prevent running by the platform, the gentlemen from the east needed no further demonstration of the superiority of the railway's own lines - Van Horne's close relationship with his men had once again proved to be of value.

While Van Horne was President he was honoured in 1894, by an honor he had twice refused - a knighthood he had been offered ever since attaining the rank of President on August 7, 1888. Van Horne resigned from the post of President on June 12, 1899 allowing his hand-picked replacement Thomas Shaughnessy to succeed him, but he stayed on as chairman of the Company.

Despite his resignation as President, Van Horne's unyielding strength carried him on. He went to the tropics undertaking the electrification of the streetcar lines in Havana, Cuba. While working on this he realized the need for a railroad across the island. He arranged the financing of this venture during a visit to New York and returned to construct the road changing what was once a ten day trek to a one-day jaunt. He went on to build the Guatemalian Railway before retiring as chairman in 1910. After his retirement him and his wife; with their 3 children divided their time between their four homes, a huge summer one on an island in Passamaquoddy Bay N.B., a farm at Selkirk, Man., a luxurious winter estate in Cuba, and their main residence - a 52 room mansion, on Montreal's Sherbrooke street, corner of Stanley. This home, much to the distress of the majority of Montrealers was destroyed in September 1973, a victim of so-called progress.

On September 11, 1915, at the age of 72, Sir William Cornelius Van Horne passed away at Montreal. As a tribute to him, Windsor Station in Montreal was draped entirely in black as his body was taken on his private mahogany - pannelled business car the Saskatchewan on its final journey - to Joliet, Illinois for burial. When his train left Montreal on the day of the funeral, the railway paid to Van Horne a tribute it has given no other man - all trains across the entire system stopped completely for fifteen minutes. Thus the Canadian Pacific paid to Sir William Cornelius Van Horne - the railway general - their final and most fitting tribute.

PHOTO SECTION

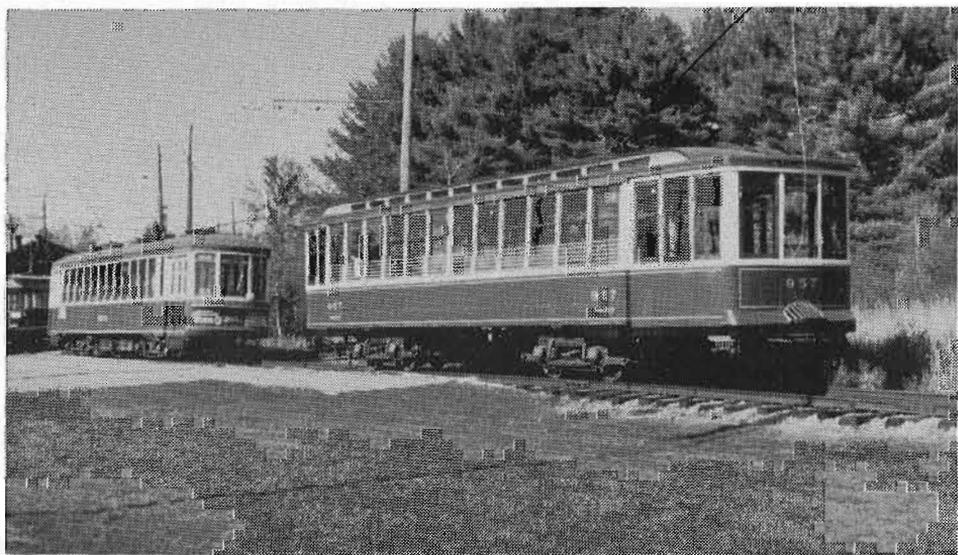


MEMBERS WHO ENJOYED THE TWO "M & S C SPECIAL" ISSUES last year will be interested in seeing these photos of M. & S.C. combine car 107 in operation at the Halton County Radial Railway museum at Rockwood Ont. Inactive for many years due to difference in gauge, car 107 has now been re-gauged to the Museum's 4' 10 7/8" and is here seen during the summer of 1981. Note the difference in size between 107 and L. & P.S. car No. 8 which is also at Rockwood.

Both photos by Gordon R. Taylor.

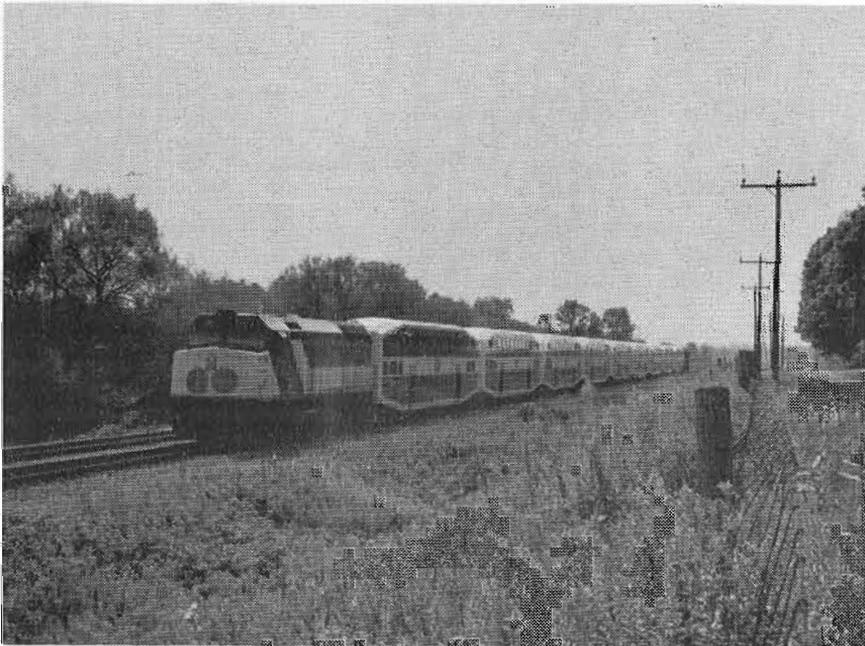






ANOTHER MONTREAL ELECTRIC CAR preserved outside the Montreal area is former Montreal Tramways Company street car 957. This car was built by the Ottawa Car Co. in 1911 and remained in passenger service until 1952. It was then used for painting white clearance lines on the streets until the end of tramway service in 1959. In 1963 it went to the Seashore Trolley Museum at Kennebunkport Maine, and it has been restored during the last few years. Car 957 bears the paint scheme that it had in the early 1940's, after the folding rear doors were installed (1942), but before the large front numerals were abolished (1945). The work has been done with extreme care and great accuracy, including the duplication of the difficult-to-match olive green paint. 957 is a splendid example of how one of the older cars looked during World War II when they did so much to carry workers in that difficult time.

Photos by Fred Maloney, October 12 1981.



JUST EAST OF WOODSTOCK ONTARIO ON THE DOUBLE-TRACK C.N. MAIN LINE, we see two views of VIA train #73 with an all-GO consist, heading for Windsor on the Labour Day holiday, September 7 1981. GO units 505 was leading, and 511 was trailing, and both units were working.

Both photos by Gordon R. Taylor.



C.N. locomotive 4535 shut down at Stratford Ontario on October 11 1981. The Stratford shops are now closed, and C.N. has assigned a transfer caboose to the stratford area for way freight service.
Photo by Gordon R. Taylor.



HUMP BOOSTER UNITS 110, 168, 167, 113 at the arrival yard of C.N.'s Taschereau Yard about to push a long cut of cars over the hump on June 28 1981.

Photo by Pierre A. Patenaude.

A SWELL ACCIDENT IN BRITAIN

And now, a quick traffic report from a railroad crossing in the Midlands of Britain. Willenhall, to be exact. The Ontario Provincial Police News passed it along to Page Six.

According to the official British accident report, it was 11:30 a.m. when the automatic gates at the level crossing went down to block traffic for a train.

Waiting at the crossing were an Austin mini, a Norton motorcycle, a horse and cart loaded with scrap metal, and a Maxi. And behind it a Ford Cortina and last in line, a Mercedes.

As they waited in line for the train to pass, the horse suddenly whinnied and dripped spit on the the motorcycle driver's neck.

Thinking the horse might bite him, the cyclist ducked, throwing his right elbow in the horse's face, his foot slipping off the clutch.

The motorcycle lurched forward and hit the back of the Mini, the cyclist falling off his machine.

The horse, punched in the face, reared up, tipping its cart so the scrap metal fell on the Maxi.

This pushed the Maxi backwards a few feet, ramming the front of the ford Cortina.

At this point, a man walking his dog (a Jack Russell terrier, the report sez) happened on the scene. He hurried to aid the injured motorcyclist, but first tied his barking dog's leash to the automatic gate.

Since the train had passed, the automatic gate went up, yanking the yapping dog 20 feet into the air.

Seeing the dog in the air, the owner shouted to a nearby pedestrian to lower the barrier.

The far-from-the-gate driver of the Mercedes at the end of the line pulled out into the passing lane and headed across the railroad tracks.

At this point the gate came down, crashing on top of the Mercedes, with the yapping dog dangling from the roof.

Thus endeth the accident report.

Why do we never have fun accidents here?

WHERE IS CN 417?

One of the mysteries which authors Clegg and Corley could not solve in "Canadian National Steam Power" was the final resting place of locomotive 417, a 2-6-0 acquired in 1919 from J.D. McArthur Company (#22) and formerly operated on the predecessor roads of the NAR.

In October 1920 the CN's official retirement record shows: "In Armstrong Lake - could not be recovered". Unlike other entries, no CN Region for disposition is shown.

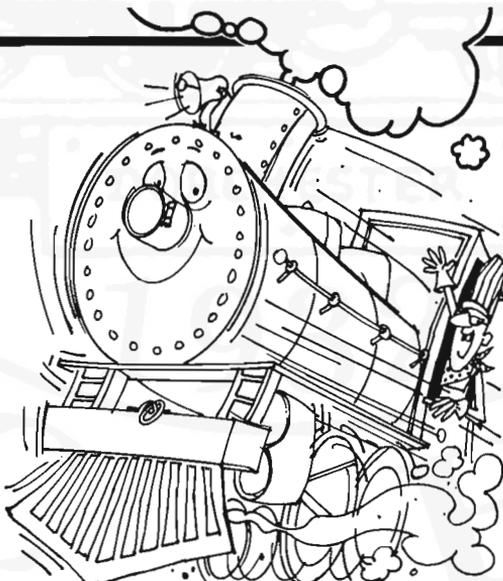
The question is - which Armstrong Lake? It must have a railway track beside it - unless it was on a barge! Presumably on CN - or had it happened on the NAR, and in October 1920 someone finally recorded that CN would never get the engine? How did it get in the lake, and when? Has the lake now another name?

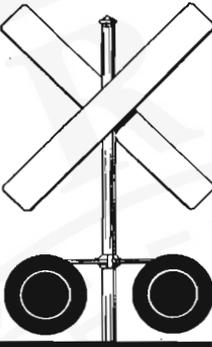
The CN record appears to indicate it had not yet been renumbered to 417 - either because it had been in the lake some time previous, or had not yet been repainted (as other engines had not, in 1920).

For any definitive information the authors (and other historians) would be thankful. Please write -

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- and if the story does unfold, it will appear in a later issue.





Book Review

By H. Elson

ALL ABOARD

R.J. Meyer

Published by the New Zealand Ry & Locomotive Society Inc.
P.O. Box 5134; Wellington, New Zealand.

NZ \$21.80 or £10 Sterling

196 pages 245m x 185m with maps, photos and drawings

The book spans the period of rail service serving the Lake Wakitipu area - a period which spanned one hundred and one years, four months two weeks and two days. The lure of gold was undoubtedly the initial stimulus for the opening of transportation in the area and in this book you will find not only the story of more than a century of ships and shipping on Lake Wakitipu, but also the history of the railways and trains that have been associated with the lake. Until 1936, steamships provided the main transportation link between Queenstown and the outside world, connecting at Kingston with trains to Invercargill Gore and Dunedin. In this second edition, the author delves deeply into the history of the line which closed forever on 21/February/1980 and which included the famed "Kingston Flyers" in both original and revised versions.

With more than twice as many illustrations as the first edition, this second edition of "All Aboard" must be of absorbing interest in this part of New Zealand and in New Zealand history in general. Appendices give details of the numerous vessels and ships that have served on the lake, and a comprehensive index completes this valuable work. The book must be considered an excellent source of reference for historians and others interested in this area of operation and includes the full story of the steamer S.S. Eamslaw which began its career on the lake in 1912.



The business car

A RAIL LINE TO THE PACIFIC THROUGH THE PEACE REGION, A HIGH-RISK investment scheme and major medical-science projects are among plans for Alberta, says Economic Development Minister Hugh Planche.

He told the legislature's heritage trust fund committee Monday that fund dollars are doing a lot to improve Alberta, but the best is yet to come.

As early as next month, Mr. Planche intends to unveil a plan to promote "venture capital" investments using some government money.

"The opportunities in Alberta for business are soaring, but we are short of patient (long-term) money."

He hinted one approach may be for the government to own some buildings that high-risk companies could use for research and development work, thereby cutting down on overhead.

Mr. Planche spoke highly of a proposed rail line from the Peace region to Prince Rupert, which he called a strong possibility. He noted that planners are considering adding a rail line on top of Dunvegan dam when it is built on the Peace River.

Dunvegan is now the railhead on the Edmonton-to-Peace region rail line.

Mr. Planche said moving some agricultural products through the Peace region may ease some problems for grain shippers.

"We will be rationing grain cars by 1984, because the railways don't want to move products at the statutory (Crow) rates."

He suggested the federal government give the railways more money, and added provinces like Alberta could help by buying up some less-used railbeds and renting them back to the railways.

Large amounts of provincial money won't be committed to rail lines because Ottawa holds all the authority, and won't give any to the provinces in exchange for sharing new capital costs, he said.

TERRATRANSPORT'S PLAN TO INTRODUCE RAIL CONTAINERS IS SEEN AS A MAJOR step towards revitalization of the Newfoundland railway and nearly all rail traffic on the island could be containerized within three years.

Federal Transport Minister Jean-Luc Pepin announced that Ottawa would commit more than \$50 million to the project over a five-year period.

Administered through Canadian National's TerraTransport system, the plan calls for the introduction of containers as early as the fall of this year.

Mr. Pepin said federal and provincial governments and CN saw the program as a means of halting a severe decline in rail traffic in recent years.

CONTAINERS BOUGHT

The purchase of approximately 1,400 containers is well under way and once the program is implemented containers will move initially on the CN Marine ferry Frederick Carter across the gulf to Newfoundland.

Mainland railway flat cars will be used on board the ferry for the gulf crossing.

The containers will be transferred to Newfoundland flat cars at Port Aux Basques, then delivered to distribution centres at Corner Brook, Grand Falls and St. John's.

PHASED PROGRAM

The new method of moving rail freight on the island will be introduced in three phases to permit an orderly shift to containers.

The first block of traffic to experience the shift will be traffic moving in box cars now, such as food products and building materials.

Traffic will be moved from origin in containers to inland terminals at Toronto, Montreal or Moncton where they will be loaded on flat cars for movement on high-speed container trains to the gulf ferry terminal at North Sydney, N.S.

The second block of traffic to be shifted to containers - possibly in early 1982 - will be commodities such as lumber, plywood, brick and pipe. It will move in bulk form on conventional flat cars and will be loaded into bulkhead flat containers at North Sydney.

The third and final block of traffic to be shifted will include bulk commodities such as fertilizers, flour, feed grain, oil and gas.

EXPRESS CHANGE

The improved service profile offered by the rail container plan will enable TerraTransport to reduce its linehaul costs by shifting all express traffic to and from Newfoundland from highway trailers to rail containers.

This will also be attempted, as much as possible, for express traffic moving within Newfoundland.

KEEPING TRACK

MALL BOOTH TO PROMOTE VIA RAIL CANADA TRAINS: THE FIRST INTENSIVE passenger train promotion in Maine in more than 20 years took place in Bangor beginning Thursday May 21, when a sales management team from VIA Rail Canada Ltd. opened an information booth at the Bangor Mall. The three-day exhibit featured VIA Rail's "Great Trains of Canada" one of which served the six Maine communities of Jackman, Greenville, Brownville Jct, Mattawamkeag, Danforth and Vanceboro. The promotion focussed on Maine train service, integrated into VIA Rails transcontinental schedules. Trains 11 and 12, known as "the Atlantic" make regular stops at five of the six Maine stations en route between Montreal and Halifax. The train provides dining and sleeping car accommodations as well as day-coach facilities. Bangor was the only Maine city on the promotional tour. (Herb Cleaves)

The 470

ON NOVEMBER 15 1981 VIA RAIL, ON ORDERS OF THE FEDERAL GOVERNMENT, discontinued service on many rail passenger routes amounting to about one-fifth of the system. This most unfortunate move has removed service from the following routes:

Victoria-Courtenay
Vancouver-Jasper Super Con.
Edmonton-Drumheller
Regina-Prince Albert
Winnipeg-Thompson
Winnipeg-Armstrong Ont.
Capreol-Hornepayne
Toronto-Barrie
Toronto-Stouffeville
Toronto-Havelock
Montreal-Sherbrooke
Mtl.-Halifax Atlantic Ltd.
Mtl.-Hull-Ottawa (N. Shore)
Ste-Foy-Chambord
Moncton-Edmundston
Montreal-Mt. Laurier

This surgery occurred without the benefit of public hearings, although the CTC has already recommended retention of 15 of the 21 affected services and is studying several others. This "end run" authority does exist in section 64 of the National Transportation Act enabling cabinet to vary or rescind decisions of the CTC.

The rationale of the move is to reduce last years \$300 VIA losses which transport minister Pepin claims will reach \$550 million by 1984. About \$100 million of the current figure is due to overcharging by CN and CP, according to VIA's J. Frank Roberts. Les Benjamin says passenger rail travel has increased 35-40% in the last year, that the government should increase rather than reduce spending. He adds that the preoccupation with VIA costs doesn't extend to subsidies for other forms of transport.

TRANSPORT 2000, in vigourously opposing the proposed cuts, says

this negates the "off oil" government policy. A fleet-wide replacement of some 1000 passenger cars would produce a very cost-effective, energy-efficient, and passenger-attractive service.

TRANSPORT ACTION

CP RAIL PLANS TO FILE AN APPLICATION WITH THE CANADIAN TRANSPORT COMMISSION for authority to undertake the biggest single rail-building project since it completed the transcontinental railway almost 100 years ago.

The project will include driving two tunnels with a total length of about 10 miles, building 11 bridges and laying 21 miles of new main line track through the Rogers Pass area of the Selkirk Mountains in British Columbia. It will take four years to complete, cost \$500 million and employ up to 800 workers.

In announcing the application, W.W. Stinson, president of Canadian Pacific, said the railway wants to start construction next year, but will only be able to proceed with the project if a way can be found for the railway to be compensated for multimillion-dollar losses it incurs moving export grain traffic.

"The start date depends on a solution to the grain revenue problem because CP Rail cannot carry the burden of new investment and the burden of grain losses," he said.

The Rogers Pass project is part of a 10-year, \$7 billion capital investment program planned by CP Rail for replacement, improvement and expansion of its rail plant and equipment to meet transportation demand during the 1980s.

ADDITIONAL EQUIPMENT

The new trackage is designed to eliminate the most restrictive bottleneck on CP Rail's main line between Calgary and Vancouver. With its reduced grades, the line will allow the railway to run more and longer freight trains which will carry increasing tonnages of Western Canada's coal, sulphur, potash and grain to the Pacific coast for shipping to overseas buyers.

By 1990, the railway expects to buy about 12,000 additional freight cars, more than 600 new locomotives, about 200 new cabooses, plus more containers and associated terminal handling facilities for intermodal operations.

During the same period, the company plans to build longer passing tracks at key locations on the main line, make major improvements to yards at Vancouver, Calgary, Winnipeg, Toronto and Montreal, expand its centralized traffic control system and add new repair and maintenance facilities.

"To do all of this and get the new capacity in place by the time it will be required, we are going to need the assurance of an earnings base large enough to meet the expected capital requirements," Mr. Stinson said.

"In my view, the best way to do that is to resolve the loss burden incurred by the railways in moving export grain at the so-called Crow rates." Canada's two major railways expect to incur losses of more than \$335 million this year in handling prairie grain.

The Rogers Pass project will reduce the westbound grade from a maximum of 2.6 per cent to a maximum of one per cent. Reduction of the grade and construction of the tunnel will permit the railway to increase capacity of the line by about 50 per cent.

Notice of CP Rail's intention to file the application was submitted June 27 and will be published in the Canada Gazette.

This was the first step in the regulatory process to CTC approval to construct the new line. The second step, which will be taken before July 30, involves filing with the CTC engineering plans and track layouts, plus an assessment of environmental impacts and measures to mitigate them.

Rogers Pass is a narrow pathway that rises to 4,000 feet above sea level in the midst of mountains towering to more than 11,000 feet. More than 30 feet of snow falls in Rogers Pass in an average winter, and snow avalanches used to block the original railway route through the pass from time to time.

To avoid the worst of the avalanche paths and to speed up early train operations, the railway opened the Connaught Tunnel under Rogers Pass in 1916. Five miles in length, the tunnel eliminated many of the curves of the original rail route, cut out almost five miles of snow sheds and reduced the summit of the rail line by 540 feet.

The proposed rail line begins at Rogers, B.C., a railway stop in the Beaver Valley about 150 miles west of Calgary. From Rogers, the new track parallels the existing main line for about eight miles, then enters a milelong tunnel under the Trans-Canada highway.

FINAL PHASE

At the base of Mount Macdonald, it enters a nine-mile tunnel, which will be the longest railway tunnel in the western hemisphere, passing almost 300 feet under the Connaught Tunnel and some 840 feet below the summit of Rogers Pass. The west portal of the tunnel is in Cheops Mountain and the line reconnects with the existing rail track about 3.4 miles west of Glacier, B.C.

The project is the last of four double-tracking projects designed to increase main-line track capacity between Calgary and Vancouver. The other three projects, costing a total of \$46 million, are located at Notch Hill and Revelstoke in British Columbia and at Lake Louise in Alberta. The Notch Hill and Revelstoke projects were completed in 1979 and the Lake Louise project is scheduled for completion this summer.

When the Rogers Pass project is complete, heavy westbound trains will use the new route with the maximum one percent grade and lighter eastbound trains will use the existing route.

Engineering investigation and planning for the Rogers Pass project began in 1975. Since most of the project is within the boundaries of Glacier National Park, authority for surveys and other exploratory work was obtained in advance from Parks Canada.

Consulting firms were engaged to evaluate environmental and geotechnical concerns and to prepare a detailed report on measures necessary to mitigate the impact of construction on the environment of the area. This report meets the guidelines established under the federal environmental assessment and review process.

CP RAIL NEWS

THE 21-MILE ROGERS PASS PROJECT, WHICH INCLUDES A NINE-MILE TUNNEL under Mount Macdonald, will complete a four-phase program by CP Rail to increase its main line capacity between Calgary and Vancouver.

During the 1980s, rail traffic in Canada is expected to grow by 60 per cent, with almost three-quarters of that growth in the West.

Most of the increased traffic in the West will be in export-destined commodities: coal from British Columbia and Alberta; sulphur and petrochemicals from Alberta; potash from Saskatchewan; and grain from all parts of the Prairies. Traffic in other commodities such as manufactured goods, forest products and general merchandise is also expected to grow significantly.

By the mid-1980s, CP Rail will not have the main line capacity to accommodate the increased traffic on its main line through the mountains of British Columbia.

To meet the need the company began a double-tracking program in 1974 designed to reduce the westbound grade to a maximum of one per cent on the main line between Calgary and Vancouver.

Four separate grades had to be reduced from their maximums of 1.8 per cent at Lake Louise, Alta., 2.6 per cent at Rogers Pass in British Columbia, 1.7 per cent at Revelstoke, B.C., and 1.8 per cent at Notch Hill, B.C.

IMPROVEMENTS

The Notch Hill and Revelstoke grades have been improved, and the Lake Louise project will be completed this summer. Total cost of the three projects is \$46 million.

At Rogers Pass the existing grade limits daily train movements to 15 trains in each direction on a sustained basis.

The steep grade requires that westbound trains stop at the Rogers pusher station to pick up as many as five additional locomotives to power them up the steep grade to the Connaught Tunnel. In the case of 14,000-ton coal trains 12 locomotives, each generating 3,000 horsepower, are needed.

This final bottleneck will be removed in the four-year project

at an estimated cost of \$500 million in current dollars. Involved will be the driving of two tunnels totalling more than 10 miles in length, building 11 bridges, and laying 21 miles of new main line track.

CP RAIL NEWS

TRI-PAK - IT'S NOT HALF OF A SIX-PACK - IT'S CN RAIL'S NEW IDEA FOR improving piggyback transportation.

Each Tri-Pak unit consists of three flat cars permanently joined together through an articulated connection which is seated in a common truck. This arrangement is used at two points. The articulated feature makes these cars handle curves more effectively.

"We're building five of these units and expect they will not only be more energy efficient, but less costly for maintenance, safer to operate and give better rideability to reduce damage claims from customers," said Fred Robinson, director, intermodal services, for CN Rail.

"The units will be lighter and, therefore, will require less motive power to haul, which in turn, will produce a saving on fuel.

"They are designed to carry the biggest trailer now in use - the 45', 11" or 14 m. trailer. A nose-mounted refrigerator unit adds 22 inches to the length.

SHORTER PACKAGE

"The Tri-Pak is shorter than the regular three-car linkup by about six feet. We will be able to put more trailers in a train consist of a given length and haul more freight with less fuel.

Kelly Arrey, system mechanical engineer, car, said the Tri-Pak units were designed by CN Rail and built "from scratch" by CN Rail employees at the Point St. Charles shops.

"Some other railroads in the U.S. have similar units, but they can only be top loaded whereas ours can be top loaded or circus loaded (the trailer is backed up onto the flat car)."

He said the main reason CN Rail went to Tri-Pak was because of the problem of carrying the 45 ft. road trailers.

The longest cars we now have are 89 feet, which are too short to handle two of these trailers. This means low utilization of available hitches and consequent waste of equipment and energy.

TWO CHOICES

"There were two choices, make a longer flat car or move into some sort of articulated unit that would accommodate more trailers.

"A longer flat car was out of the question since the 89-foot car is the longest allowed in interchange service and is more demanding as far as track condition and maintenance are concerned.

"The articulated unit was the answer since it would add length and flexibility to the unit for a safer, smoother ride."

The new Tri-Pak units which Point St. Charles shops employees began building earlier this year, came out of the shops in early summer and were slated testing in the Montreal-Toronto corridor before going into full service in the highdensity traffic zones of the CN Rail system.

KEEPING TRACK

THE CPR RAILWAY STATION AT MCADAM, N.B., HAS BEEN DECLARED A NATIONAL historic site. A plaque will be installed on the structure September 19 in special ceremonies. The inscription on the plaque will refer to the construction of the building, noting the steeply-pitched roof and dormer windows.

ATLANTIC ADVOCATE

CN RAIL'S NEWEST INNOVATION IN PIGGYBACK TRANSPORTATION -- THE Tri-Pak -- is now being test run in the Montreal-Toronto corridor. The five units, each consisting of three flat cars permanently joined with articulated connections seated in a common truck, individually carry three of the largest road trailers now in use. The articulated feature allows for a smooth and safe ride on the 150 foot Tri-Pak. Above, CN Rail employees at Montreal's Turcot yard fasten a trailer to the hydraulic hitch on the Tri-Pak.

AN ARTIST'S RENDERING DEPICTS THE TICKETING BUILDING TO BE ERECTED at GO Transit's Oakville train station this summer. Part of renovations to the entire station site, the 3,400 sq. ft. building will include ticketing and waiting facilities, washrooms, and a link-up with the existing pedestrian tunnel to the train platform.

BUILDINGS TO BE ERECTED AT FIVE STATIONS ON GO TRANSIT'S NEW MILTON GO Train line will be of similar design to the Cooksville building depicted in this artist's rendering.

BACK COVER:

NAPIERVILLE JUNCTION TRAIN 200 with Alco G420 40S at St. Luc Yard on way to trackage at Delson P.Q. on May 31 1981.

Photo by Pierre A. Patenaude.



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DELAWARE & JENSON

automated
all way



CUSHIONED LOAD