

Canadian Rail



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CANADIAN RAIL

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FRONT COVER:

"C.P.R. NORTHERN 3101". Artist George Nott has depicted the scene as a youngster waves to the engineer of the predecessor of the "Atlantic Limited" as it goes by on a summer day in 1954.

INSIDE FRONT COVER:

TOP:

"OLD 974 OF COURSE, SHE'S GOOD FOR ONE MORE TRIP". Thanks to George Bliss of Moose Jaw Sask. we are able to show a photo of C.P.R. 974 the star of the story of the snow plow run in the 30's that appeared in our last issue. Mr. Bliss took the photo at Mc. Cord Saskatchewan in April 1951.

BOTTOM:

"CANADA'S NEWEST RAILWAY" is the Salem & Hillsborough run by the New Brunswick Division of the C.R.H.A. The S. & H. got off to a good start on November 13 1983 as the 1899 steam locomotive 42 pulled into Hillsborough with the equipment recently moved from the museum in Delson to New Brunswick.

Photo by James L. O'Donnell.

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RAILROAD DAYS (or A tale of two Artists)

It was a "first" for the annual "Railroad Days" summer festival held in the greater Moncton, New Brunswick area, but from all indications, proved out to be one of the most popular of the many attractions.

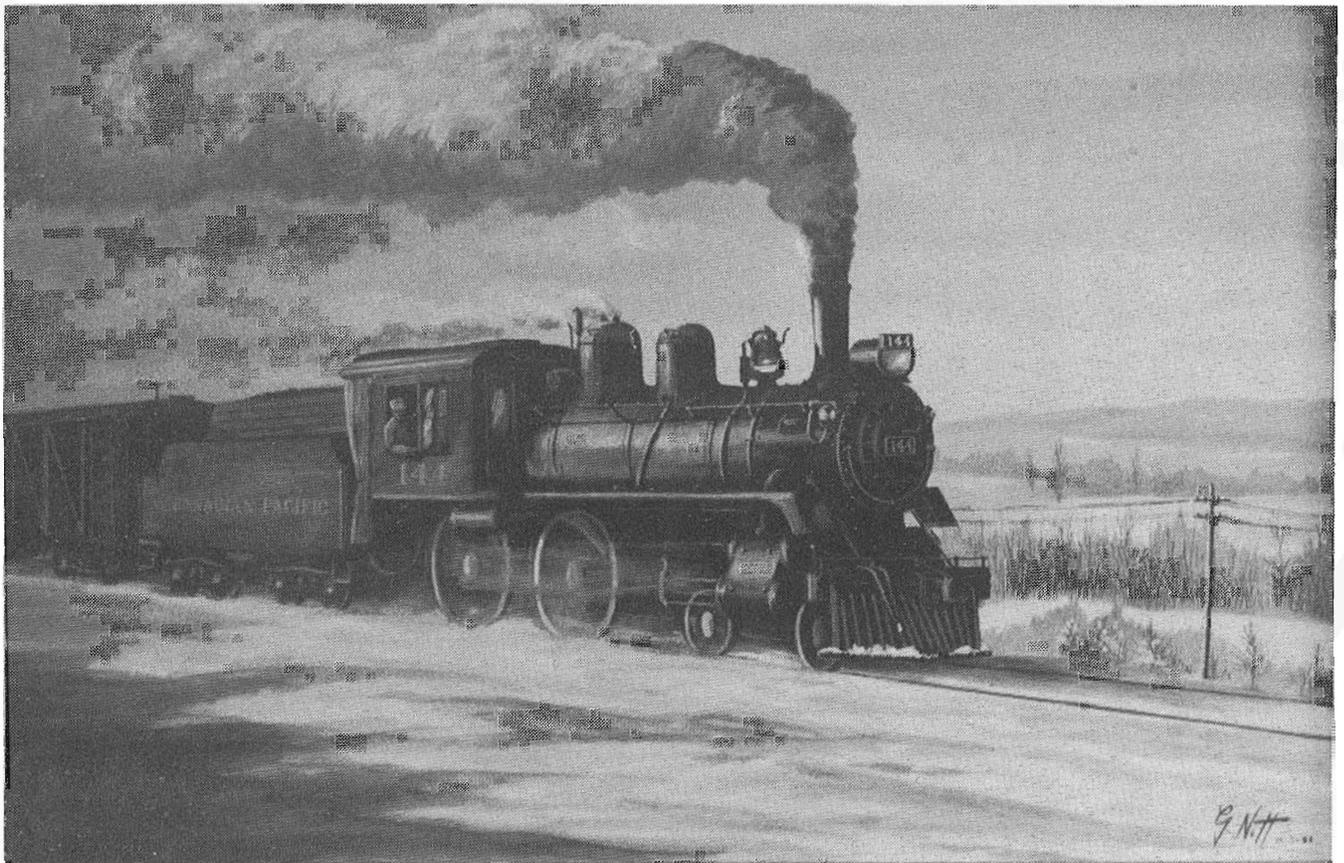
It took from early in March of 1983, when two of the Maritime's known railroad artists; Cameron King (Fredericton) and George Nott (Saint John), agreed to pool their talents and stage a Two-Man exhibit. What better place and occasion to exhibit railway art than Moncton's "Railroad Days"? So, at the invitation of Mr. Robert Cameron, manager of that city's larger complexes; Highfield Square, both painters got on track and aimed their brushes in that direction.

(Now the most learned and experienced of rail buffs know that having a tolerant wife is a pre-

quisite to pursuing their interest. This is where Betty King and Gloria Nott both exercised their tolerances beautifully; relinquishing their artist-husbands to sealed-off studio doors to dig in to the task ahead).

Opening day June 22, dawned, and after the initial task of hanging each of the twenty-five completed works on separate easels in the mall's busiest of areas, the onslaught of viewers began. An how they came!

Of course both artists were subjected to the customary and age-old questions, such as, "How long did it take you to paint the CNR 6100 class steam locomotive"? or "However did you get the lettering on that Canadian Pacific tender so perfect"?. Another common query was, "Why did you choose to paint engines and trains"?.



"BOUND FOR CHIPMAN". C.P.R. 144 at Belleisle N.B.
George Nott.

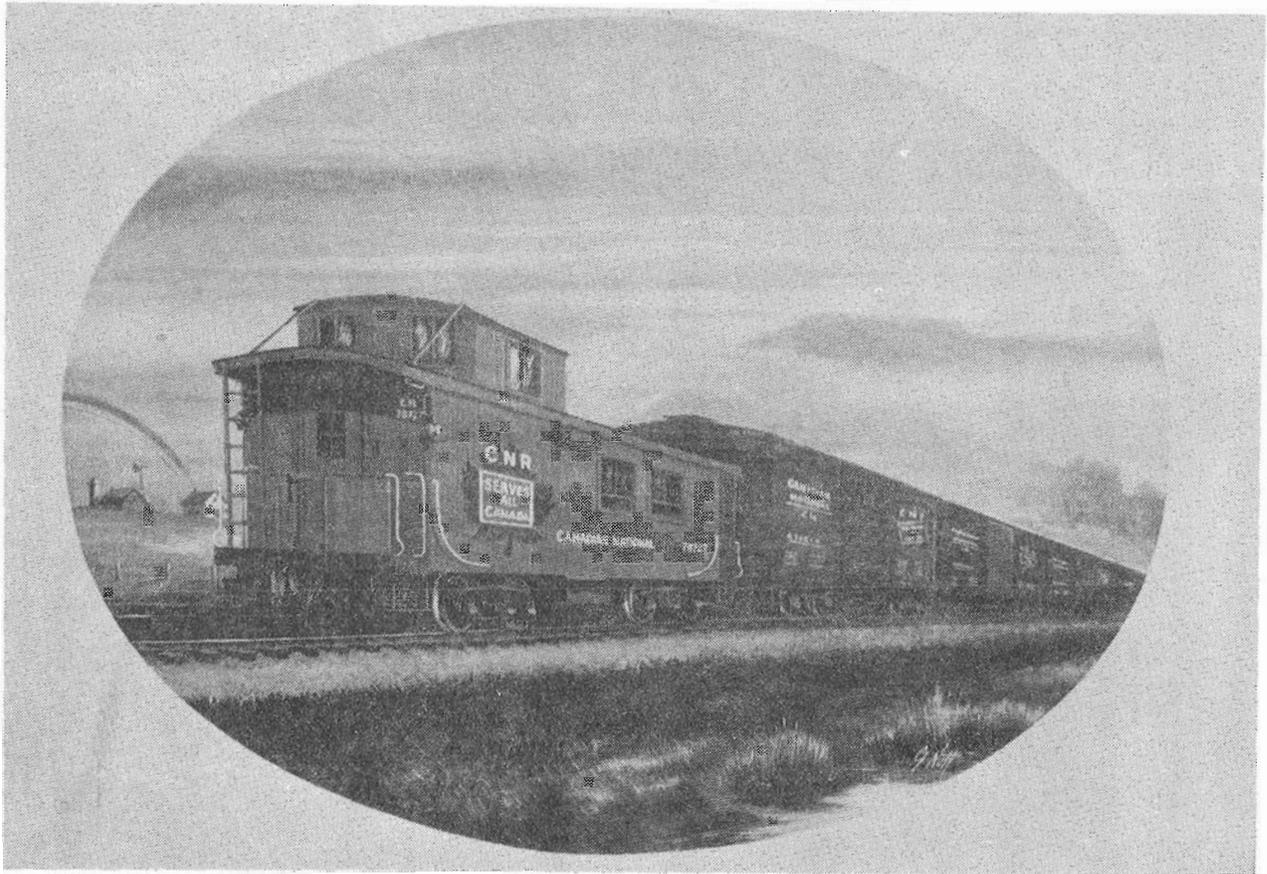
Between "fencing" with the standard questions, greeting old friends and making new ones, the lines of interested viewers grew; the very young, to the very old and the in-betweens. Both artists had to agree that their mutual delights stemmed from the comments, musings, memories, and tall tales of the elder, retired railwayman.

The memories that their paintings, locomotive side-elevations, and running "action shots" evoked among the old railway men (and women too) were priceless and deemed most rewarding to their efforts. An old retired "hoghead" or "ashcat" would gaze at a painting of a particular Pacific or Northern class, and remark, "What a son-of-a-gun that old lady was to fire"! or, using churning arms to further demonstrate a point, would say, "How that stubborn old (.) would slip and spin her drivers before digging her heels in and grabbing onto some rail"! One delightful lady related her experiences in passing up the hooped orders to passing crews on the fly. To them, this was railroading!!

Then came other rewards, when both painters were requested to appear before the television

cameras, along with one or two of their works. As Walter Cronkite may have put it, "This was the Week when the great age of steam railroading was relived". As stated before, the exhibit had something that appealed to varied age brackets. Persons of the 25-and under category would view a painting of a steamer in full stride and remark on the fact that fate had dealt them a bad hand; having been born on the outer fringes of the steam age; envying their elders that had experienced it in all its glory. Within this realm of human discussions lay an aura of sadness for the younger species.

Other comments were based generally around the pitiful state that present day rail passenger services have been relegated to. Such are the emotions generated in railway centres such as Moncton, when governmental policies and cut-backs eat into the very core of local economies. But, on the other hand, some measures of consolation were derived out of the knowledge that a CRHA railway museum and steamtrain excursions were underway in neighboring Hillsborough. Here was a chance to partly relive the "golden days of railroads" and glance



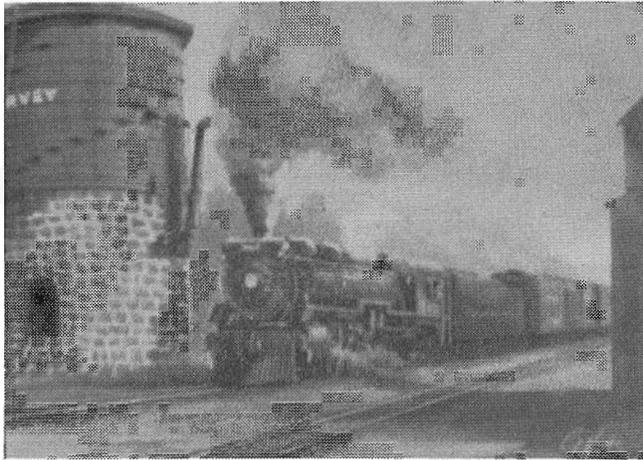
"BRINGING UP THE MARKERS". C.N.R. caboose 78727.
George Nott.

firsthand into their history; to experience again, or for the first time, the smell of coal smoke and sooty cinders on white shirt fronts.

At the end of the week, Cameron King and George Nott, "ambassadors-at-large, painters of railroading a la Canadian, and preservers of the past, left Moncton, for their habitats. Accompanying them was a shared feeling of "mission accom-

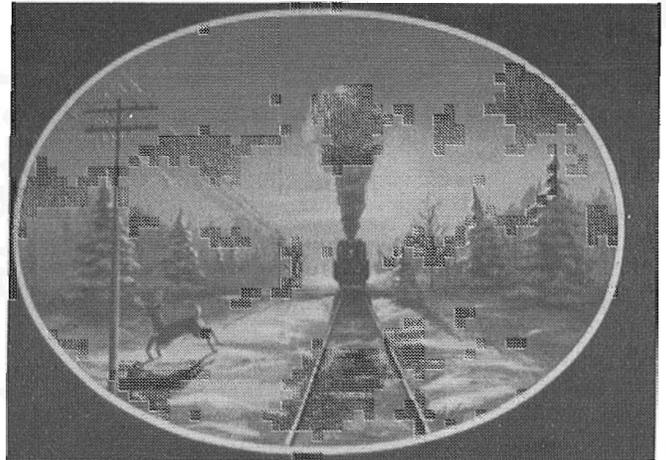
plished" in rekindling the fires of fond memories, and sharing the emotions of so many.

Upon remarking of the hospitality of Monctonians, one of them expressed it this way; "Although one of us is a King in name only, we were in actual fact, made "Kings for a Week". But that was only natural; Monctonians are Railroaders.



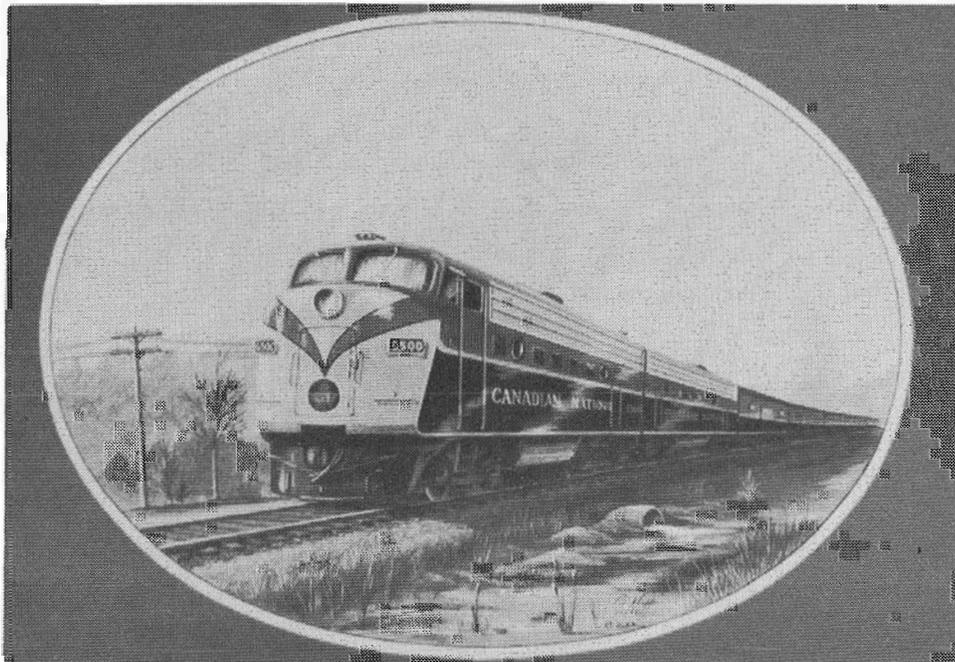
"WATER STOP AT HARVEY N.B.". C.P.R. 5400. Water Colour 16" X 20".

George Nott.



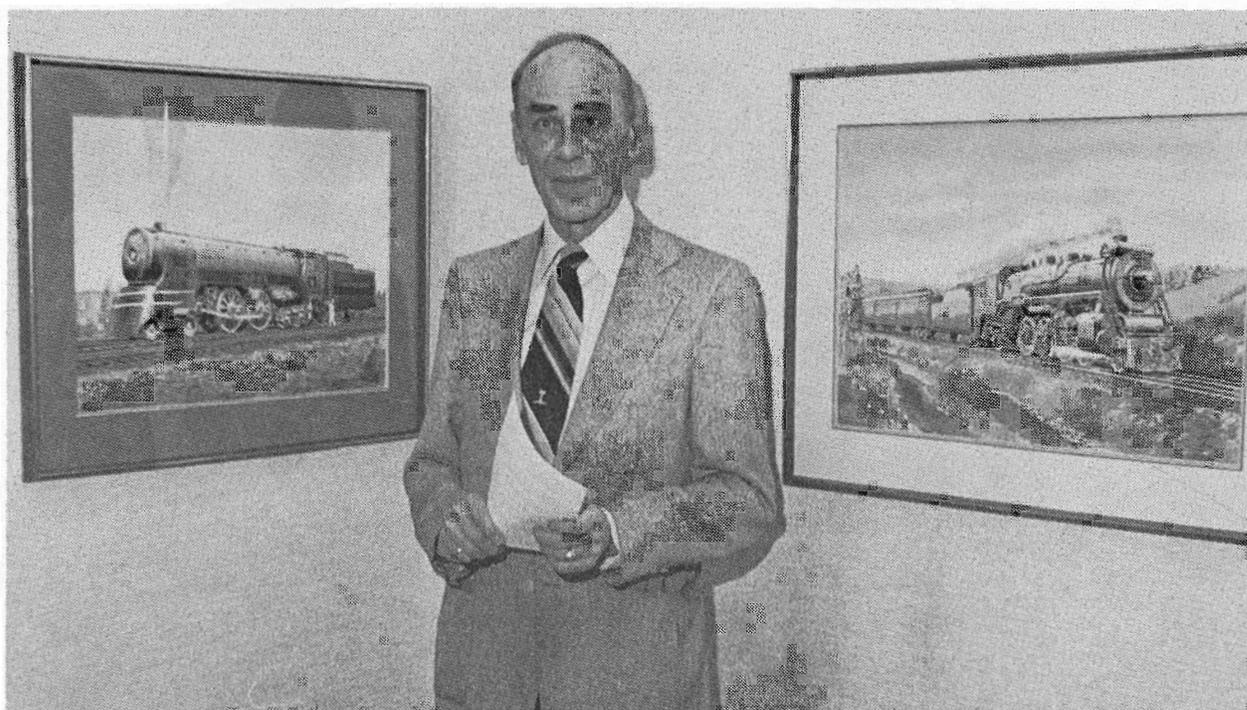
"THE TWILIGHT OF DAY.....AND STEAM". Acrylic 22" X 27".

George Nott.

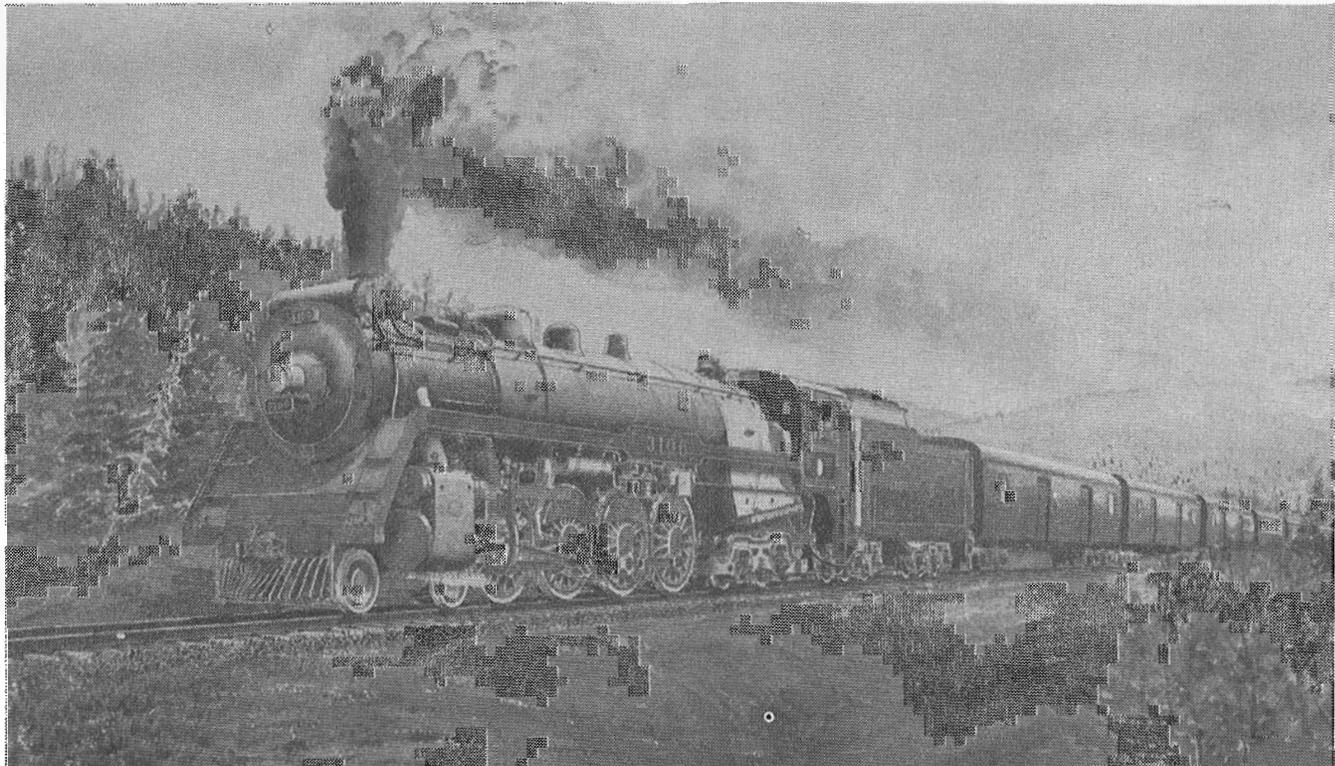


"ENTER THE NEW BREED". C.N.R. 6500. Acrylic 22" X 27".

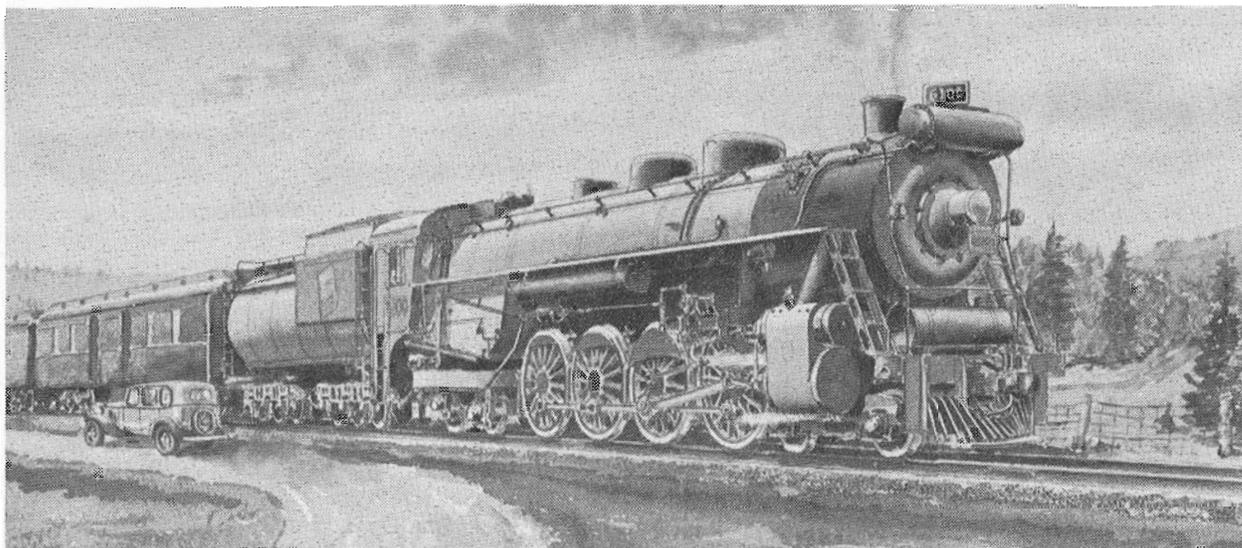
George Nott.



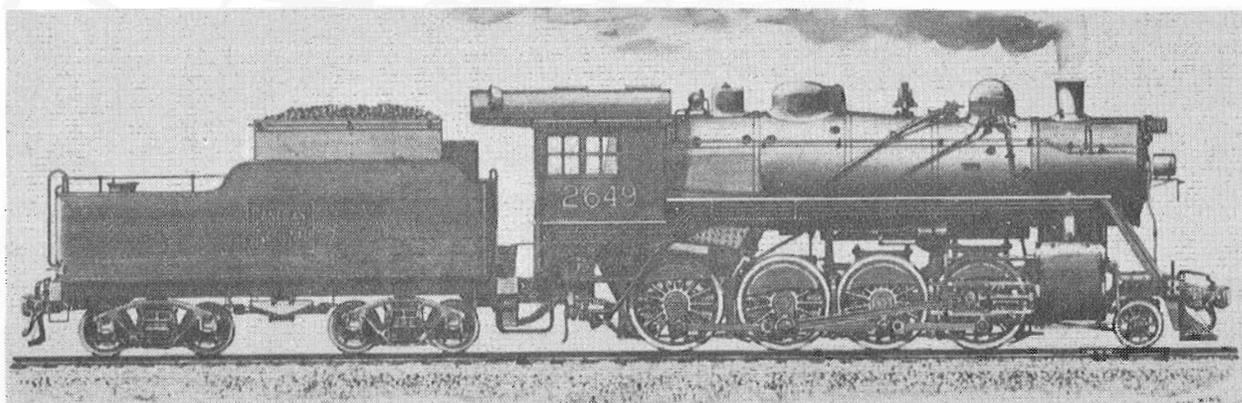
Cameron King with two of his paintings.
Photo by Sterling Kneebone.



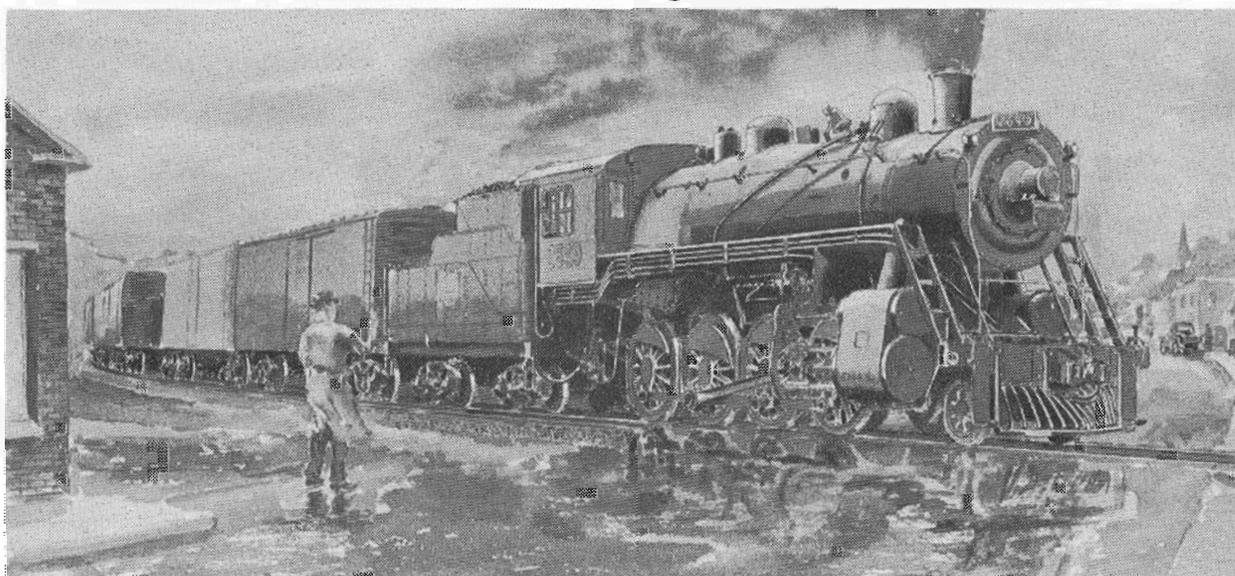
C.P.R. Northern No. 3100. Watercolour 22" X 30".
Cameron King.



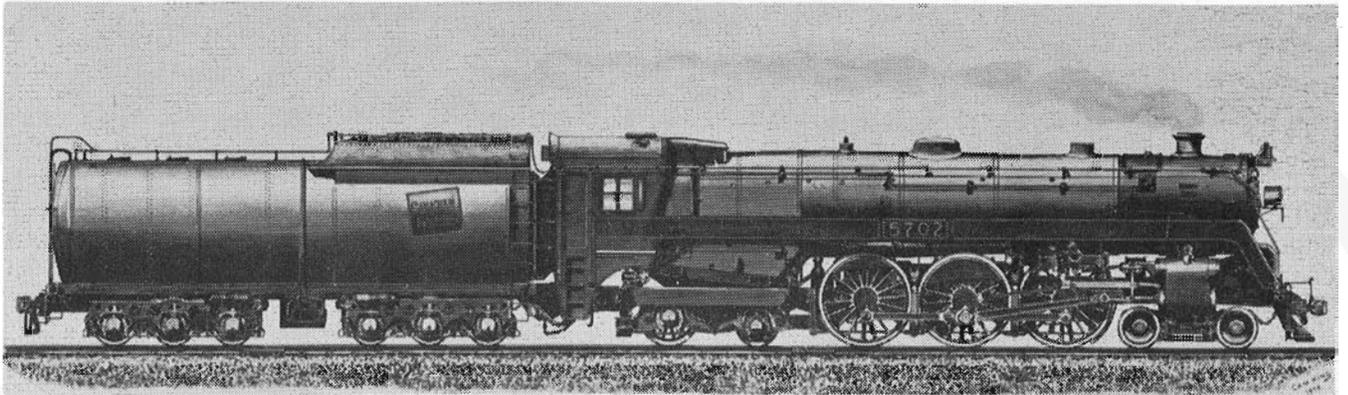
"MAIN LINE WITH C.N.R. 6100". Watercolour 19½" X 26".
Cameron King.



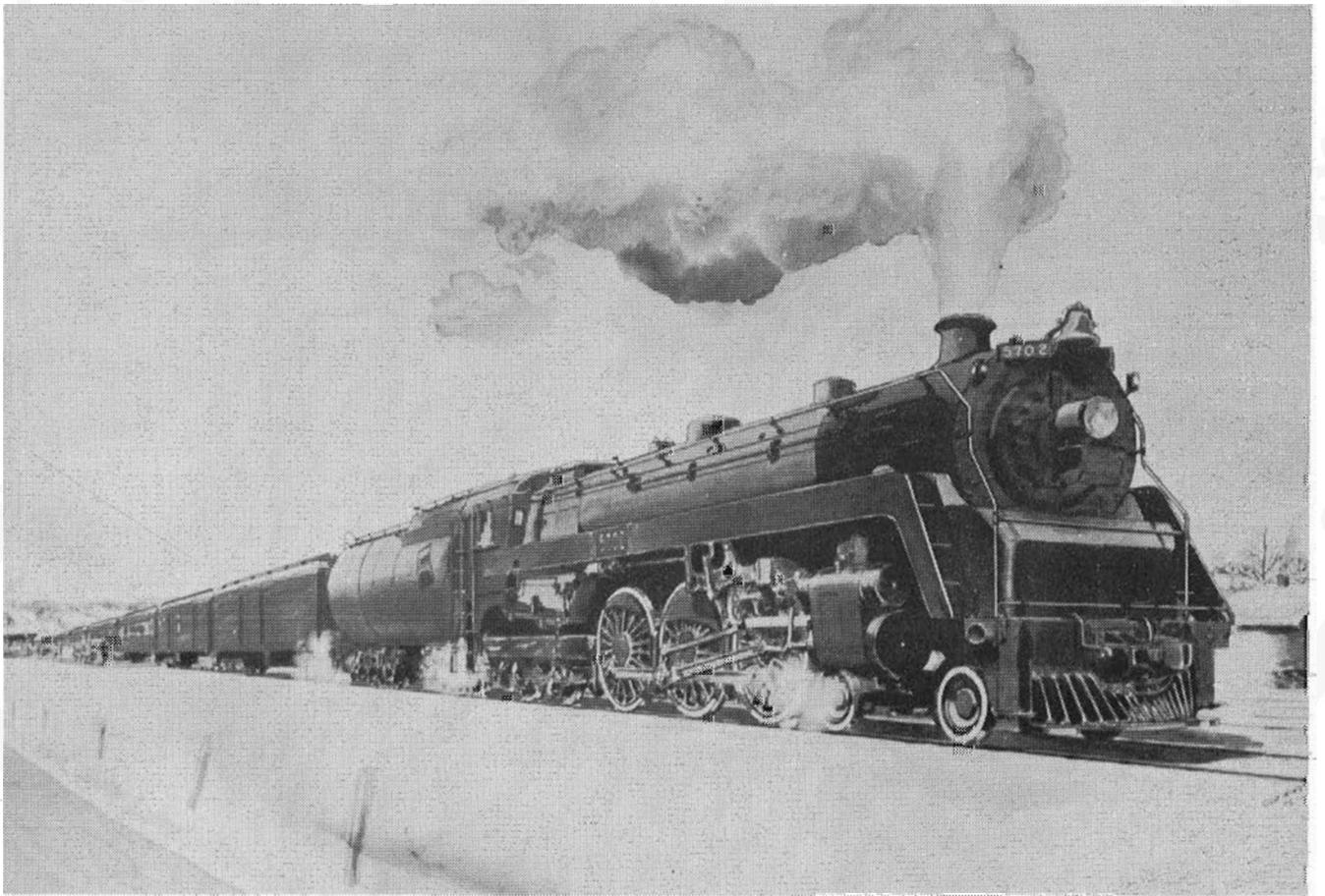
C.N.R. No. 2649 side view.
Cameron King.



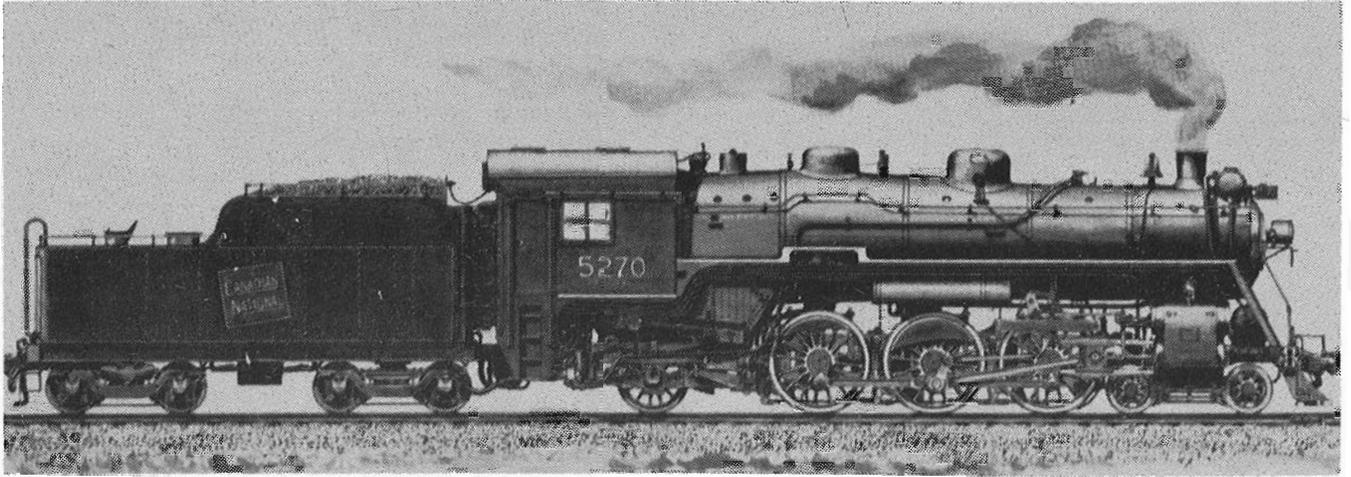
"FREIGHT WITH C.N.R. 2649". Watercolour 18" X 25".
Cameron King.



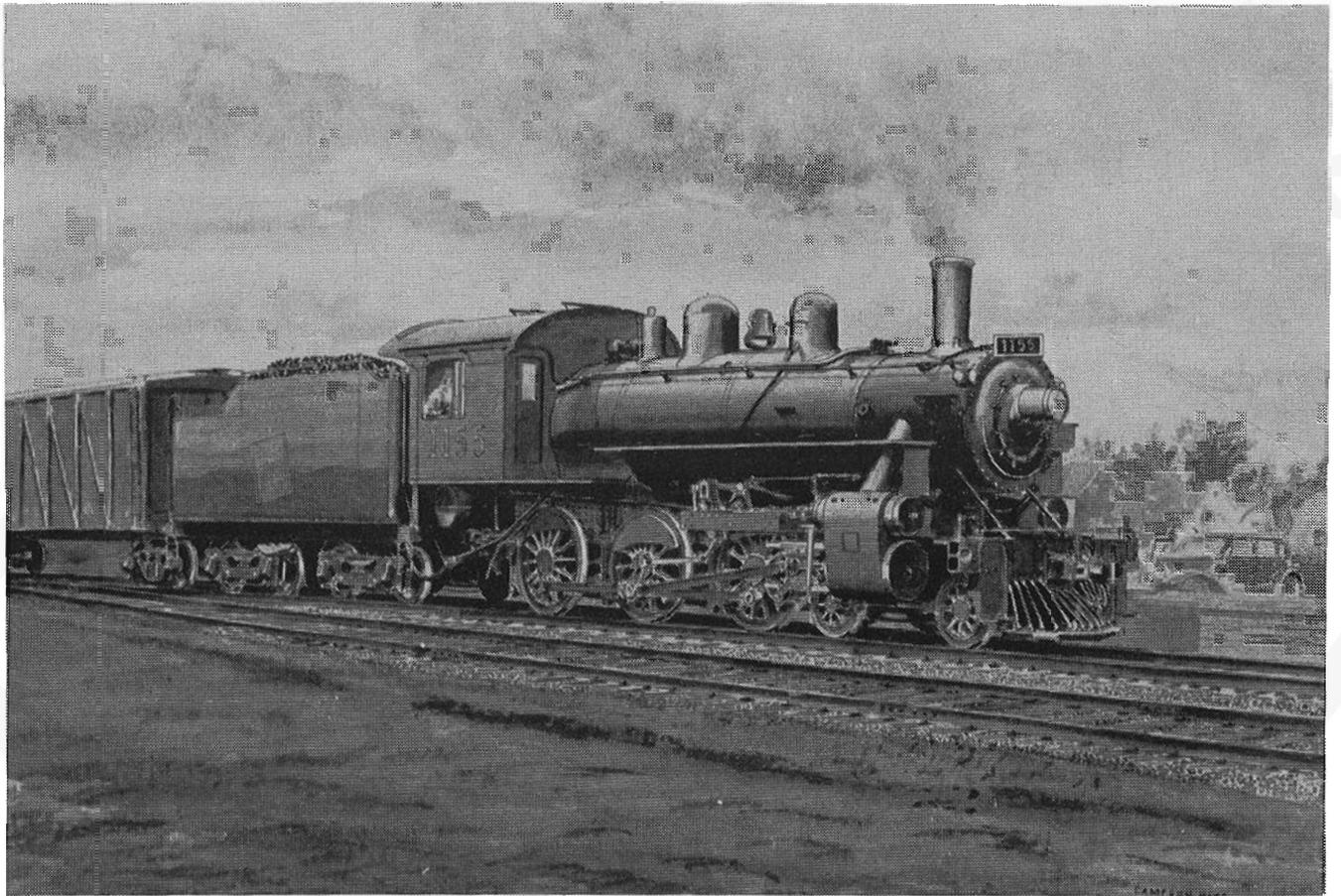
C.N.R. No. 5702 side view.
Cameron King.



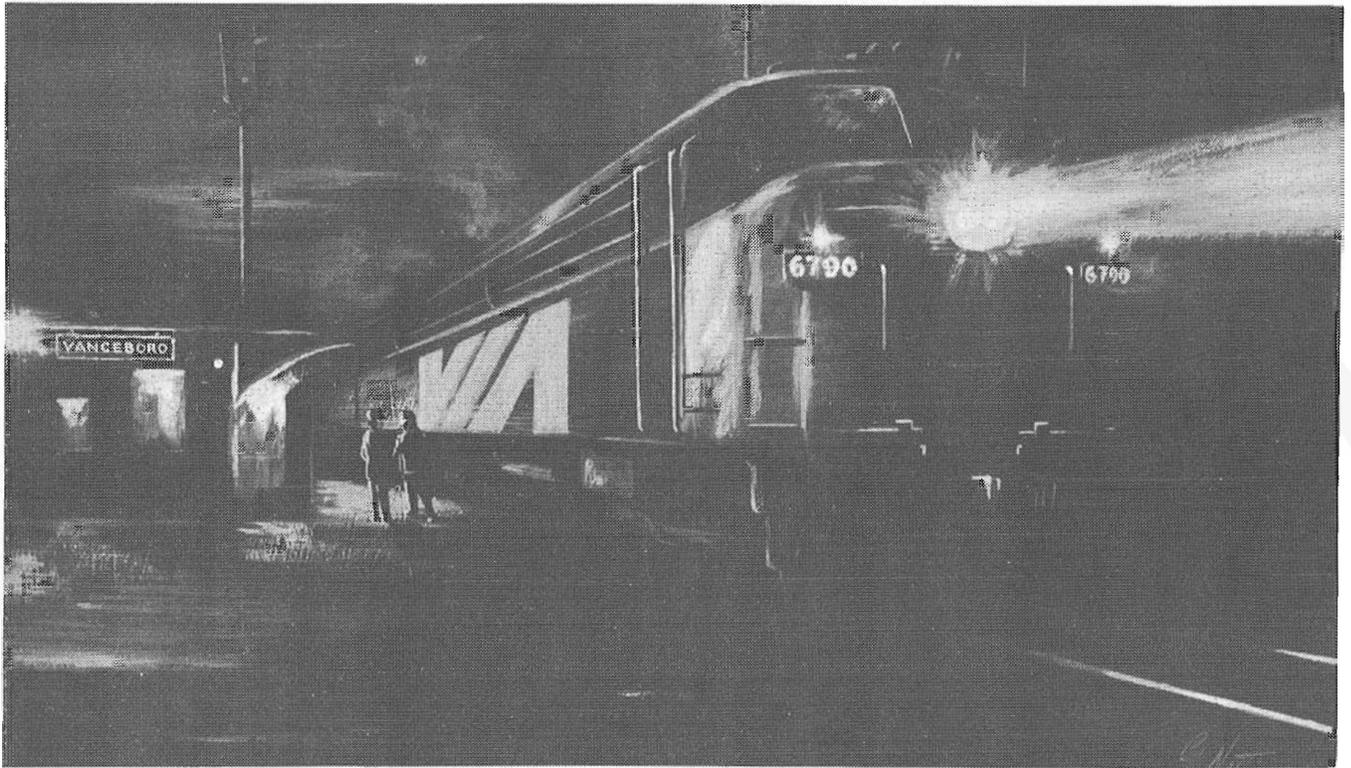
"DEPARTURE". C.N.R. 5702. Watercolour 19" X26".
Cameron King.



C.N.R. Pacific No. 5270.
Cameron King.



"BRANCH LINE WITH C.N.R. 1155". Watercolour 18" X 24".
Cameron King.



"NIGHT TRAIN TO EXTINCTION". Last VIA Atlantic Nov 15 1981.
George Nott.

“The Salem and Hillsborough Railroad”

A LOCOMOTIVE THAT CUT ITS TEETH ON the coal fields of Cape Breton at the turn of the century became the steam-belching, whistle-blowing pride of Hillsborough.

A few thousand people lined the route of the new Hillsborough and Salem Railroad in southern New Brunswick as No. 42 chugged by with eight cars in tow.

The railway will open in June as an attraction for train buffs and tourists, who will be able to ride the 20-kilometre stretch behind the old iron horse.

No. 42 is the centrepiece of an attraction that will include a rail museum, a train station replicating one from the late 1940s and more than 20

coaches, boxcars, baggage cars, and other rolling stock in this village outside Moncton.

Nostalgia washed over those gathered for the railroad's christening and those who got together at dawn to begin stoking the fires for the afternoon debut of No. 42.

"I never dreamed of anything this big or this wonderful," said Abel Bastarache of the Railroad Historical Association of Saint John.

A youngster unaccustomed to the sound of the train's whistle was in awe.

"It sounds spooky," he said.

The 1899 locomotive ran out of steam twice on its initial run — an event some joked wouldn't have happened if it had been burning Cape Breton

coal it had once hauled for a living.

The project is coming together with volunteered spit and polish and government money.

No. 42 is on loan for five years from Robert Tibbets, a paint manufacturer from Trenton, N.S. Canadian National and Canadian Pacific railways donated cars and the project will display two more steam locomotives from the coal fields of Minto.

S. Cornwall Standard Freeholder

The Salem and Hillsborough Railroad got its inaugural start on Sunday, November 13th, 1983, when its equipment was finally moved to its site.

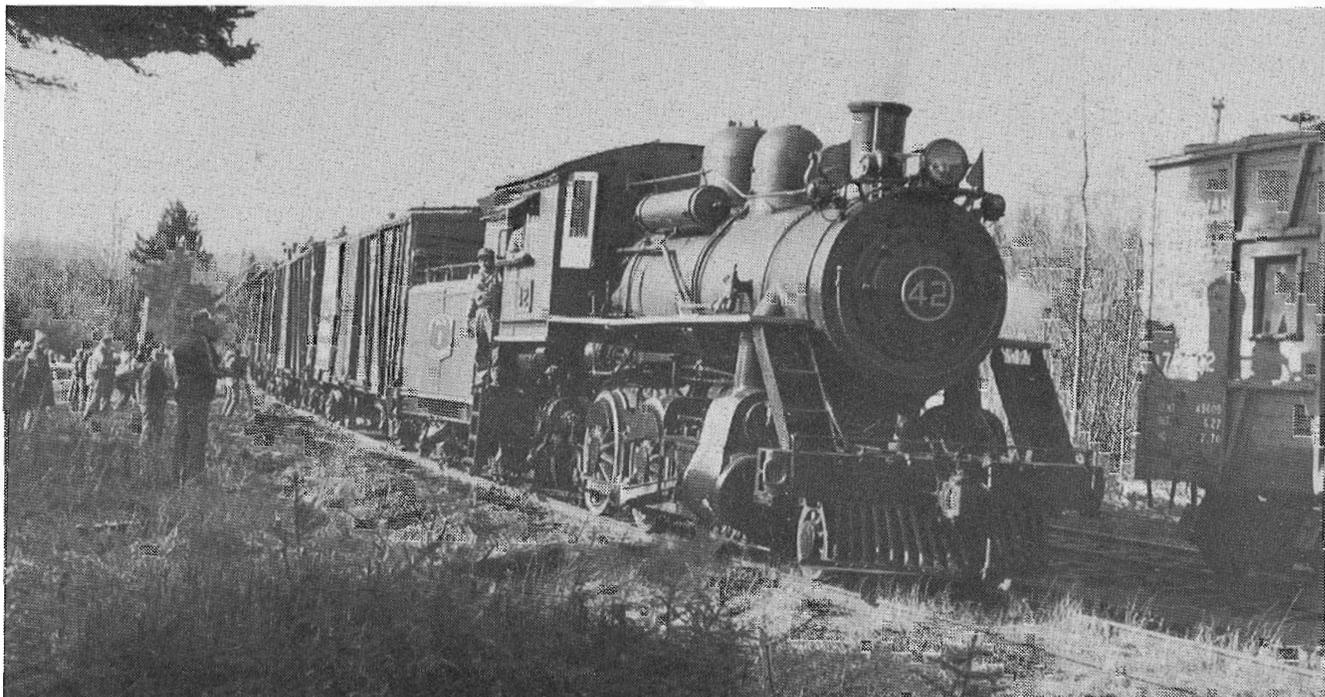
The Railroad is a project of the New Brunswick Division of the Canadian Railroad Historical Association and will be an operating tourist rail-

road along with a Museum. The Museum is located in Hillsborough, N.B., which is located 15 miles south east of Moncton, a major CNR terminus.

The Railroad has two operating locomotives No. 42, an 1899 Alco 2-6-0 and an ex CN NW-2 switcher. On loan from the CRHA Museum at Delson, Quebec are CPR No. 29, a 4-4-0 and CNR No. 1009, a 4-6-0.

The Museum also has several interesting pieces of rolling stock such as CPR 100 ton steam crane and a CNR early wood sheathed colonist passenger car.

The Museum portion is currently under development; however, the Railroad will be in operation from June 30th to September 30th, 1984. Photos courtesy of Scott O'Donnell.



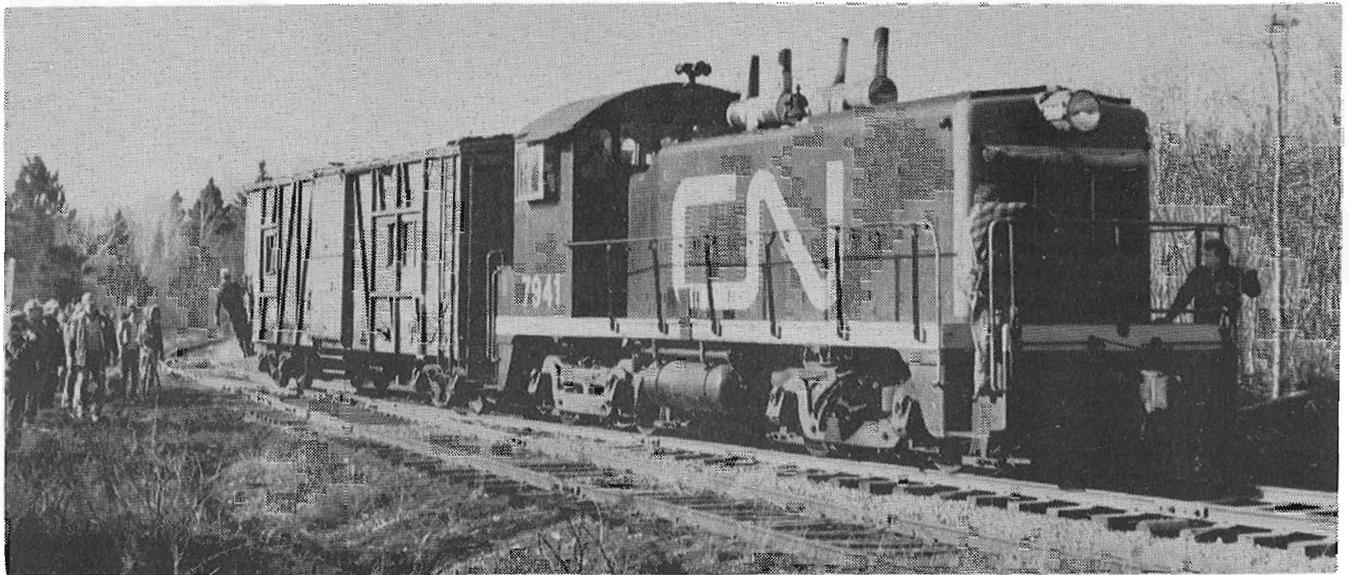
NO. 42, an 1899 Alco 2-6-0, is shown at Salem N.B. on November 13 1983 en route to Hillsborough.

Photo by Scott O'Donnell.

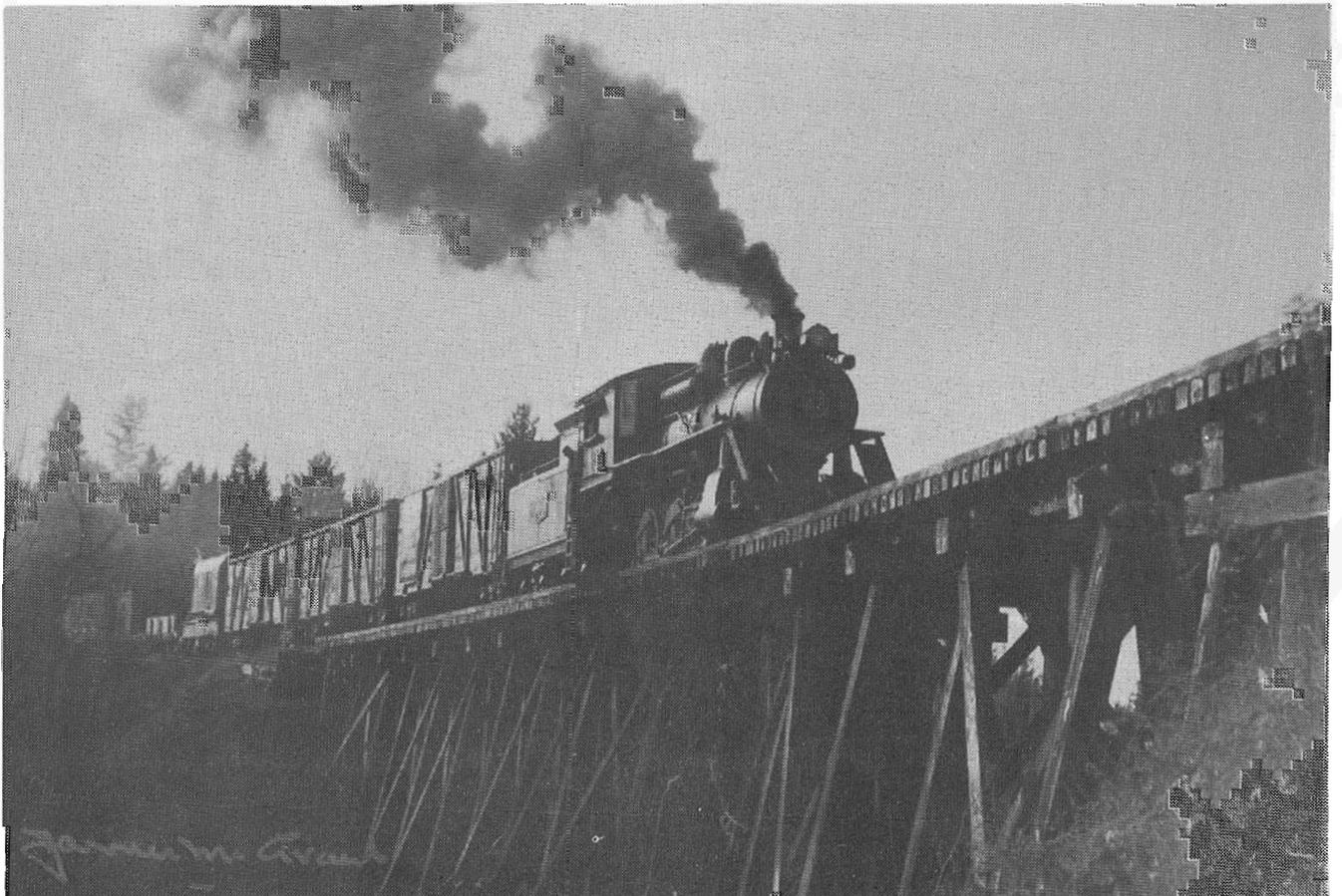


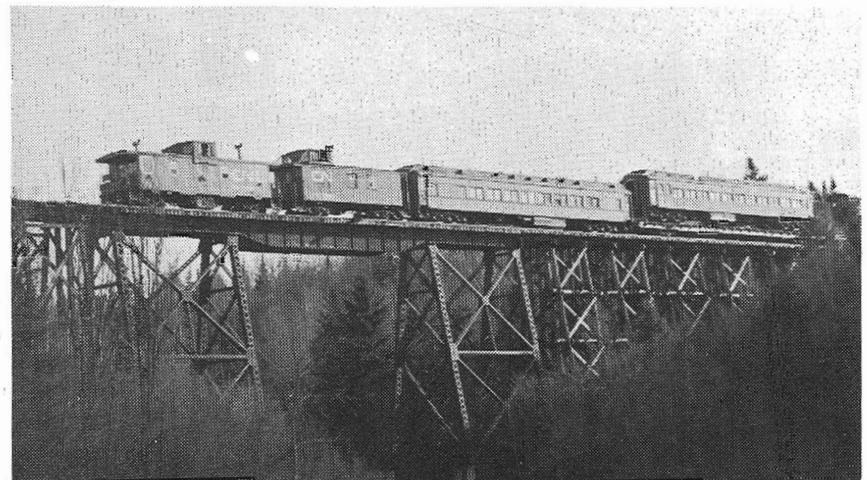
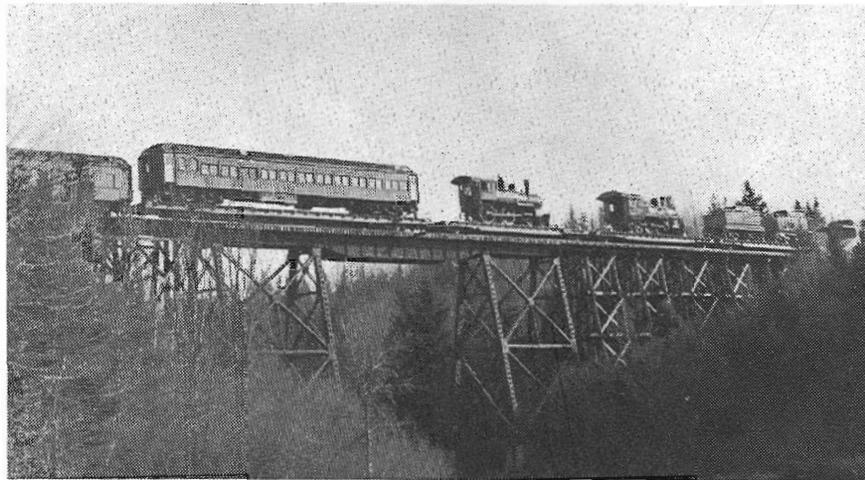
No. 42 and its train crossing the New Brunswick countryside on November 13 1984.

James L. O'Donnell.



FORMER C.N. DIESEL 7941 was bought by the members of the New Brunswick Division and is now in perfect working condition.
Photo by Scott O'Donnell.



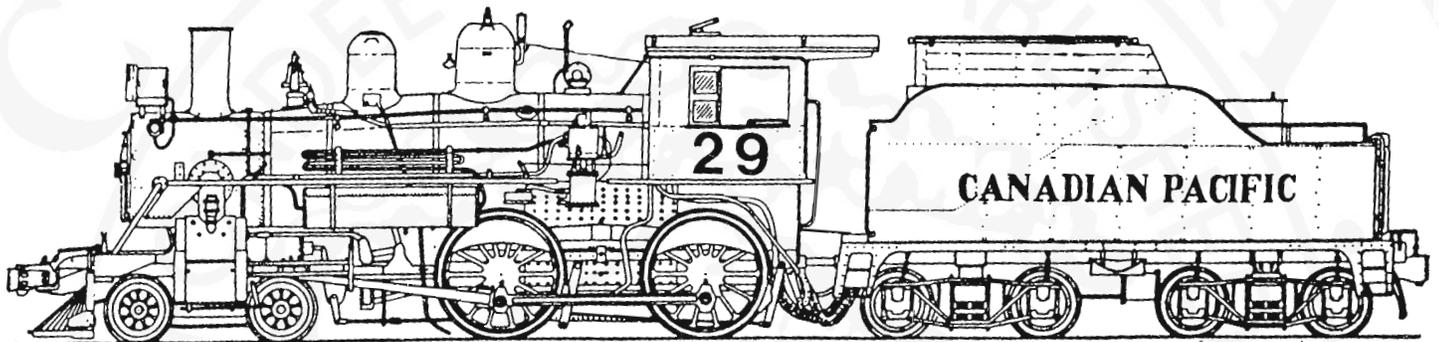


A SPECTACULAR SERIES OF FOUR VIEWS as the equipment for the Salem and Hillsborough crosses the Weldon Creek trestle en route to its home at Hillsborough N.B. The date was Sunday, November 13 1983.

James L. O'Donnell.

"The Homecoming"

by George Nott



Homecomings are most always an event that is filled with much human emotion, excitement, and sentimental memories. Sunday, November 13th, 1983, was that kind of event.

The late fall air in Hillsborough was chilly, reminding the gathering crowds of people that the snows of winter were fast approaching. But the biting winds did not deter these villagers, young and old, from turning out for this special occasion. It was the homecoming of a grand old New Brunswick lady, after an absence of nearly a quarter century.

She would be wearing her traditional garb of black, with gold and white trimmings. Despite her age of 96 years, she had fared well on her lengthy trip from St. Constant, Quebec. Indeed, she was a much-travelled lady in her lifetime;

surpassing the one million mile mark.

How well this writer remembered her, and anxiously awaiting her reappearance! I would often visit her during her New Brunswick tenure, at any one of her three homes of Norton, Chipman or McAdam. She had two older sisters nearby but to me, she always had the most appeal (although my love affair encompassed all three of them).

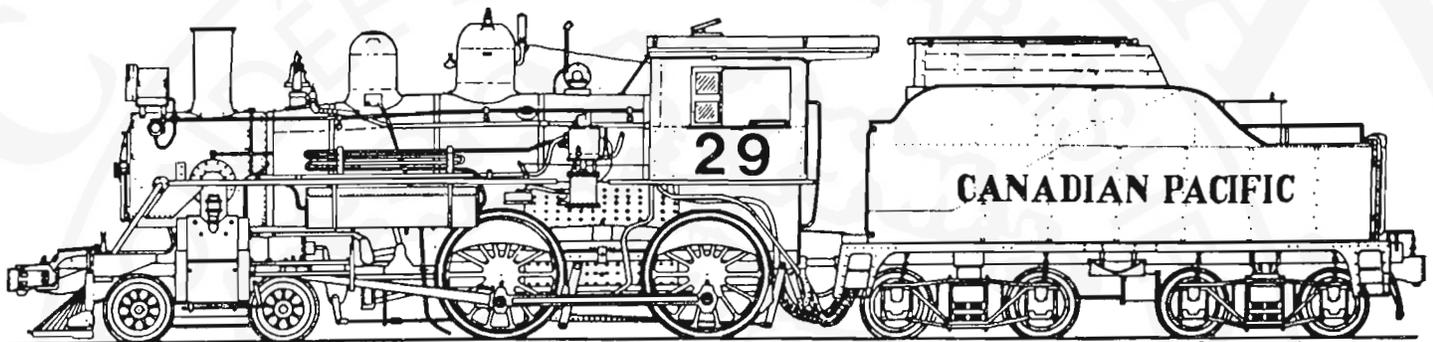
It was 1955 when I had seen her last but she was frequently subject matter for me in either a painting or an article. Such was the spell that this dear old lady had woven over me! Assured am I, that I speak multitudes of New Brunswickers, rail fans especially, when I say,

"WELCOME HOME, MISS 29"



"The Homecoming"

by George Nott



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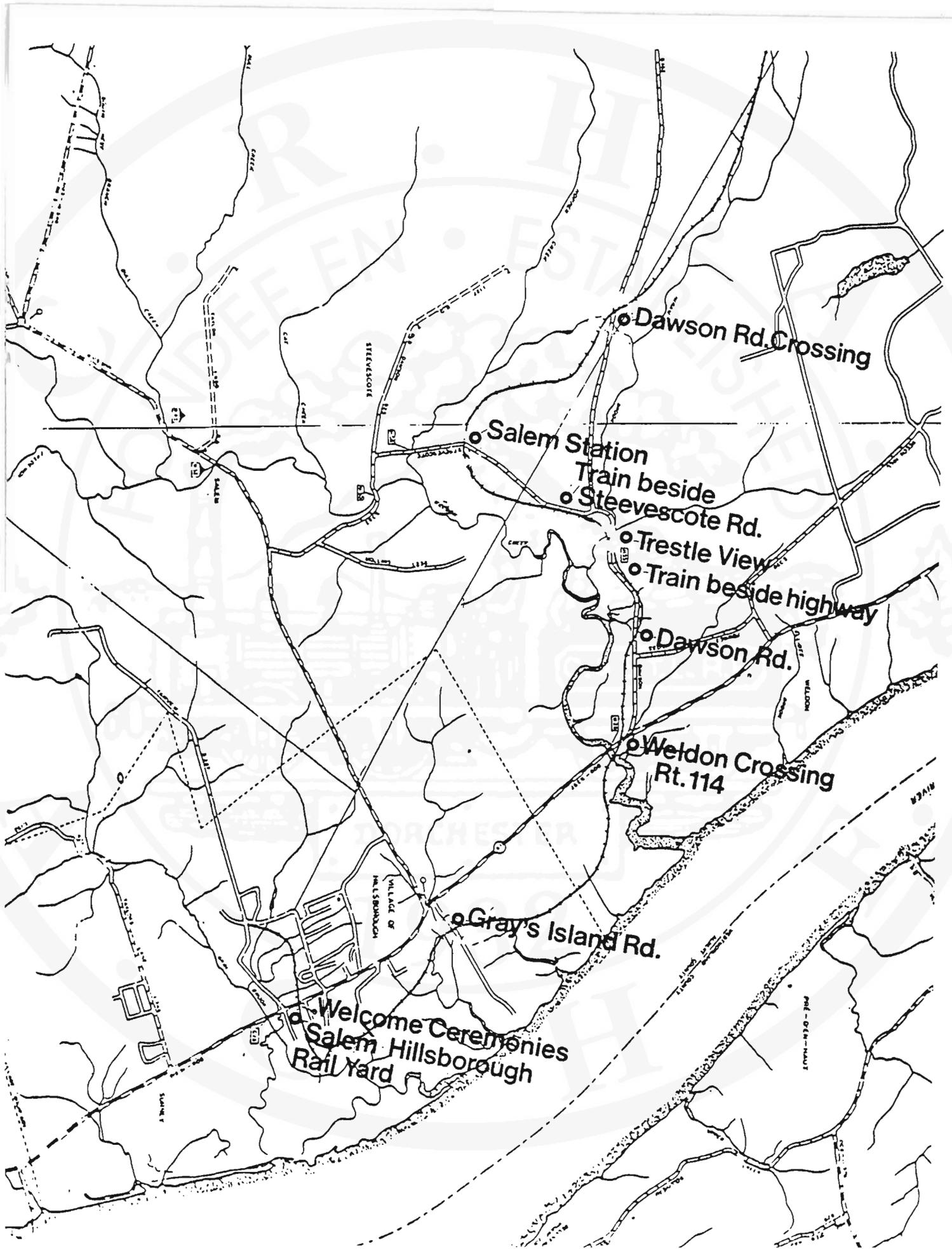




TRAIN NO. 1 leaving Salem for Hillsborough. Abel Bastarache, shown on the steps of the engine, was the originator of the idea of an operating steam line which became the S. & H. James L. O'Donnell.



BAGGAGE CAR 8605 was completely restored in the winter of 1982-83. James L. O'Donnell.



o Dawson Rd. Crossing

o Salem Station
Train beside
o Steevescote Rd.

o Trestle View
o Train beside highway

o Dawson Rd.

o Weldon Crossing
Rt. 114

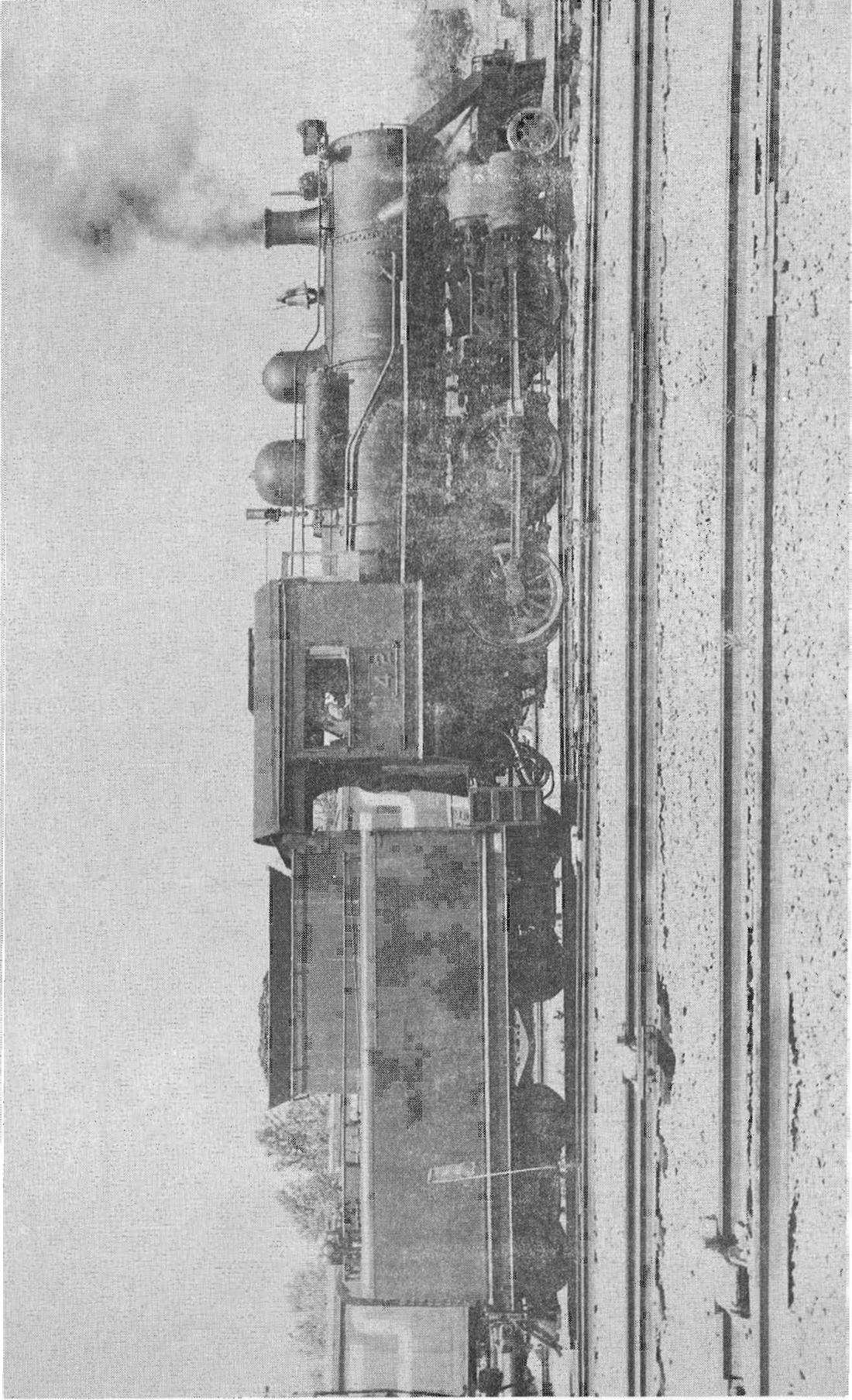
o Gray's Island Rd.

o Welcome Ceremonies
Salem Hillsborough
Rail Yard

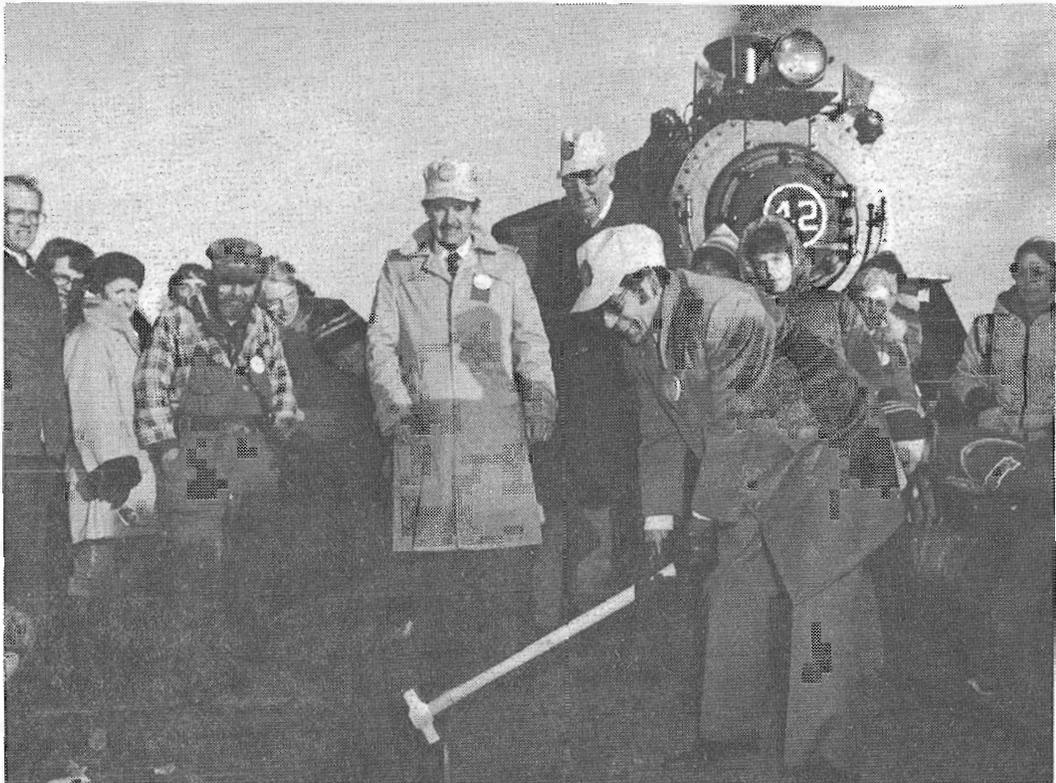
STEEVESCOTE

VILLAGE OF
HILLSBOROUGH

Prof - Olen - MAINT



No. 42 in Moncton Yard August 16 1983.



FEDERAL GOVERNMENT REPRESENTATIVE Romeo Boudreau drives the last spike as other dignitaries watch.
Arnold's Studio Ltd. Moncton N.B.



NEW BRUNSWICK AGRICULTURE MINISTER Malcolm Macleod throws the switch, watched by John Pollard of the C.R.H.A., Eric Steeves the mayor of Hillsborough, and Mr. Boudreau.
Arnold's Studio Ltd. Moncton N.B.

Whistle stop

One formula for moving small groups of passengers at low speeds over the short haul.

by Stuart Munro

Rail travel at high speed is not possible, said Dr. Dionysys Lardner, professor of natural philosophy and astronomy at University College, London. Passengers, the 19th century professor claimed, would be unable to breathe and would asphyxiate.

He was criticising Richard Trevithick and his successors. Trevithick's steam coach had carried small groups of passengers around a tiny circular track in London in 1801, and a modest admission fee entitled the curious to ride in the new-fangled contraption while the more fearful merely watched.

George Stephenson is usually credited with the invention of what we now call the train. True, Stephenson greatly improved James Watts' steam engine. Stephenson also overcame the many obstacles that had robbed Trevithick of success — insufficient steam, lack of traction, broken axles, fire and public hostility. And, perhaps most important of all, he was able to gain support to create a socially and politically acceptable environment for rail travel, which many felt frightening, even threatening.

Richard Trevithick was a clever and imaginative English engineer. But his most extravagant flights of fancy could never have foreseen what would happen to his steam coach in less than 200 years.

Supertrains carry hundreds of passengers at a very high speed, comfortably and quietly. The French TGV, the fastest train in the world, runs regularly between Paris and Lyons at an average speed of 250 km/h. The Japanese Shinkansen, or Bullet train, runs the length of the Japanese islands at 200 km/h and has carried two billion passengers since 1964 without a single accident or injury. Canada's entry in the high speed passenger race is VIA Rail's LRC — light, rapid, comfortable. Aimed at high density markets in the Québec/Windsor corridor, the LRC has a design speed of 200 km/h.

In terms of passenger volume, conventional railroading has proven most efficient as a mover of large numbers of people. Conversely, it is least efficient for moving small volumes. One example

of a railway carrying small volumes in the Winnipeg-Churchill run which passes through the Métis communities of Thicket Portage and Pikwitonei. These communities of 200 people each are less than 80 kilometres from their regional centre at Thompson but there is no road and no immediate hope of building one.

There is a direct rail line to Thompson but passenger trains run only three days a week and schedules make return trips on the same day difficult. The schedule gives passengers from Pikwitonei all day in Thompson. But if medical or other appointments in the late afternoon force them to miss the return train they have to wait two nights for the next one. The train from Thicket Portage arrives on Mondays, Wednesdays and Fridays at 4:30 p.m. and returns in the morning, two days later.

The alternative is to charter a plane at a cost of \$80 or pay \$30 for a seat on the twice weekly Twin Otter flight. They could, of course, take a boat or snowmobile trip to the end of the lake and then hike 40 kilometres through bush. Or they might take advantage of something like Trevithick's steam coach — something simple that can move small groups of passengers at relatively low speeds over the short haul.

Criteria for this type of transportation would, of necessity, be quite rigid — rural areas with an existing rail line but inadequate passenger service and no connecting roads.

Some answers have been suggested. The Science Council of Canada has opted for passenger travel on freight trains — in the caboose. About 20 passengers, the council claims, could ride in relative comfort in the caboose on such runs as the Winnipeg-Churchill route and the Rouyn-Senneterre route in Québec.

The railbus — literally a bus on rails — has its supporters, too. Winnipeg Hydro has operated buses converted to run on rails since the early 1920s, and a school bus on rails in use today has room for 29 passengers and nearly a cubic metre of baggage. In some parts of Canada, con-



The cost of running a railbus is said to be about half the current operating cost of a locomotive two-car train, now running about \$15 a kilometre. But there have been other objections. Heavy snowfall and the extreme cold of Canadian winters may aggravate safety problems and affect passenger-vented automobiles and station wagons are used on rails, and there would appear to be some advantages to this concept in isolated areas with no passenger services.

In England, in the 1920s — at the same time that Winnipeg Hydro started its railbus operation in Canada — Lieutenant-Colonel Harry Stephens put flanged trucks (wheels) on buses. The London, Midland and Scottish Railway then tried what they called a Karrier Ro-railer in the 1930s — a bus with two sets of retractable wheels for use on rails or roads.

Recently, British Rail (BR) gave the green light to its new railbus. Initially, 20 of these, at a cost of £ 7 million (\$13 million), will begin to replace 3100 elderly diesel-powered multiple unit commuter trains.

Scientists at BR's Derby research centre were the brains and the motivating force behind this new development. The change was opposed by dyed-in-the-wool rail buffs and BR's mechanical engineers.

The scientists took two British Leyland National buses, already in mass production, and welded them back to back on the chassis of a proven high speed freight wagon. The bus bodies were relatively cheap, and the freight chassis is a simple four-wheel design with no bogies. It worked.

Then the experimental design was turned over to BR's mechanical engineers. In the words of the *New Scientist*, the engineers then reinvented the train. The bus seats were ripped out and replaced with heavy train seats, and the unit was beefed up to withstand the same stresses and loads as BR's standard electric trains. The weight of the railbus car was increased from 14 to 20 tonnes, and — as if this wasn't enough — they converted it into a less flexible double unit. Not only did this entire engineering exercise increase costs by 50 percent, it reduced acceleration while increasing energy consumption, not to mention track wear.

The scientists countered by putting the original model into experimental service. The U.S. Federal Railroad Administration bought one, and one was sold to Northern Ireland. The BR scientists have won approval to introduce their overdue — if slightly battered — baby into service in Yorkshire.

comfort. The advantage of the lightweight railbus is in acceleration and fuel economy, but this may be a double-edged sword in collisions with wildlife, although railbus advocates claim that a permanently attached snowplow provides adequate protection. Critics also say that new or revised safety regulations will be necessary; point to incompatibility with conventional rail operations and equipment; and predict difficulties with grade crossing devices and signal operation.

Railbus proponents admit the BR version was never designed for the Canadian north. But they point out that Manitoba Hydro and the City of Winnipeg have been operating a variety of buses and other road vehicles on rails without problems since the early 1920s. It also has been said that a number of Canadian vehicle and rolling stock manufacturers would be interested in producing a railbus. This interest was stimulated by a U.S. federal government trial of the BR railbus between Concord, N.H., and Lowell, Mass., as a feeder for conventional commuter trains to Boston.

Wesley Graham, manager of the passenger policy branch for the Manitoba Department of Highways and Transportation would like to see a two-year demonstration project, similar to the Ottawa/Montréal STOL service evaluation.

"The concept of the railbus is not new," he says,

"but may well be a practical solution for essential services in low density traffic markets."

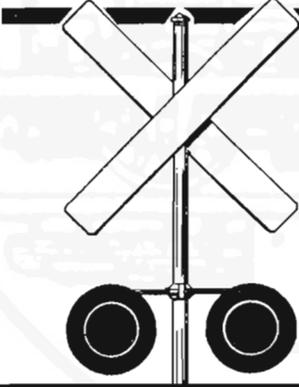
Graham feels the approach should be to provide a Cessna 172 service instead of the Boeing 727, which rather neatly sums up the developing dilemma of the rail companies.

"Is this really a low cost form of transportation for isolated communities on existing rail lines or is it just as expensive as services now being cancelled?" asks Graham. "I think it's certainly worth taking a close look at this alternative," he says.

A step was taken in this direction April 19 at Thompson. The Canadian Transport Commission approved a pilot project for Northern Manitoba. Now funding must be found to realize the CTC's concept, which may ultimately mean a three-year, \$1.2 million project using three Greyhound-type buses.

The railbus may very well form part of the plug to fill an increasing gap in surface transportation. Like Trevithick's steam coach, such vehicles could, theoretically, move small groups of travellers over the short haul quite economically at relatively low speeds. There has been opposition to the idea of the railbus, but didn't Trevithick face that problem 200 years ago?

Reprinted from TRANSP0 83, Dept. of Transport Ottawa Vol. 6/2



Book Review

RAILWAYS OF SOUTHERN QUEBEC

Volume 1

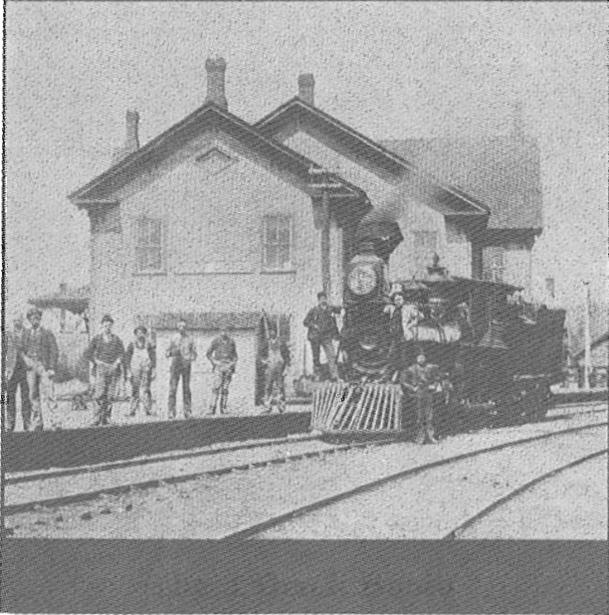
J. Derek Booth

During the first third of the nineteenth century, in the Eastern Townships area, southeast of Montreal, settlers travelled along forest trails, back-packing their belongings. As small farms developed, communications changed as stage coaches inched their way along undeveloped roads. The second half of the century witnessed the struggle of early

entrepreneurs to develop a network of railways. By the end of the century, railways had been developed beyond the needs of the forest-based, agricultural and light manufacturing industries.

Derek Booth presents, in very readable form, an accurate history of the development and building of two of the dominant railways of the era -

Railways of Southern Quebec



The South Eastern Railway; and the Missisquoi and Black Rivers Railway. Frequent reference to a series of 12 Figures assists the reader of railway history in following the flow of events. Five pages of selected bibliography, and six pages of notes and references attest to the author's considerable efforts to present accurately all of the pertinent facts. The extensive presentation of early photographs requires three pages simply to list. Their quality is excellent.

Additional features are numerous: The presentation on the inside cover pages of coloured plates of tickets issued by The South Eastern Railway. (Such a pity that so many of us were not able to buy a ticket to travel on the Sunday School Special from West Farnham to St Pie behind a wood-burning locomotive on July 9th. - 1884, that is!) Some SER posters, its 1883 Locomotive Roster, and an up-to-date list of Railway Abandonments in the area add their special interest.

Railways of Southern Quebec
Published by Railfare Enterprises Limited
Box 33, West Hill, Ontario M1E 4R4 C\$16.95
U.S. Readers: Railfare Enterprises,
Box A-248, Hanover,
New Hampshire. 03755 US\$16.95
To Overseas, add C\$4.25 to the Canadian price.
Reviewed by Stephen Walbridge.



The business car

— A TRIPARTITE AGREEMENT TO STUDY whether Mayor Jean Drapeau's latest dream - a supertrain linking Montreal and New York City — makes economic sense was signed yesterday in Albany.

Vermont and New York State will jointly fund the \$200,000 study while Quebec undertakes a traveller survey to gauge the potential market.

Preliminary work by Quebec transport officials indicates that a high-speed train linking the two

cities in travel time of about three hours is technically feasible.

The next step is to determine "whether anybody could afford to buy a ticket to use it," said Jack Bryan, a spokesman for the New York Transportation Department.

Drapeau attended the signing ceremony at the Albany railway station.

Pauline Marois, vice-president of the treasury board, signed on behalf of Quebec, Governor Mario Cuomo for New York and Transportation Secretary Patrick Garahan for Vermont.

Drapeau has said a high-speed train link running from the low-traffic international airport at Mirabel to New York City would make Mirabel a major continental gateway. The line would also foster links between Quebec and the north eastern states.

Preliminary cost estimates for the high-speed trains and special right of way similar to the new TGV (Très Grande Vitesse) trains in France, which reach speeds of close to 300 kilometres an hour, are "more than \$1.5 billion," said New York transportation officials.

Skeptics say there isn't enough traffic to justify building such a line.

As currently proposed the trains would run south from Montreal through Vermont and then cross into New York state north of Albany. From Albany to New York City a relatively high-speed right of way already exists.

The section north of Albany would require almost entirely new track.

Two rail routes currently link New York City and Montreal but the quickest still meanders through the scenic Adirondack mountains and along the shores of Lake Champlain. It takes 8 1/2 hours to make the journey.

Planes link the two cities almost hourly but getting to and from airports stretches the hour-long flight to close to the three hours the trains would take between city centres.

Drapeau, who has turned pipe dreams into realities before, said when he first suggested the rail link: "I couldn't even find people to laugh at me."

S. The Gazette

UPGRADING PROGRAM BRIDGES REPLACED SPECIAL PROJECTS FUND

— WORK IS WELL UNDERWAY ON CN'S MOUNTAIN Region's massive \$265 million capital spending program for 1983. This will involve the completion of another 201 km of double track

between Edmonton and Valemount by year-end, and a \$92.5 million upgrading program in the B.C. North division.

As part of the region's \$79.5 million road maintenance program, 233 km of rail will be replaced with new, heavier, continuous welded rail, at a cost of \$35.7 million. The P-811 is being used to install much of this rail together with 25,712 concrete ties, costing \$12.5 million, on the Clearwater, Alberta and Edson subdivisions.

The balance of the road maintenance program includes wooden tie renewal, ballast, culvert, bank widening, drainage, bridge and grade stabilization work and the purchase of new roadway machinery.

Upgrading program

The ten-year, \$600-million program to upgrade the B.C. North division, in preparation for the movement of northeastern coal, is continuing. This work program is the largest ever undertaken on the line from Red Pass to Prince Rupert.

More than 113 km of rail and 37,000 wooden ties are being replaced, at a cost of \$21 million. A further \$22 million is being spent this year as part of a three-year project to install a centralized traffic control system along the B.C. North division.

Terminal expansion work at Prince George, including the start of construction of a new diesel maintenance shop, will involve \$13 million in expenditures. Modifications to terminals in Smithers, Watson Island, Terrace and Rideley Island, at Prince Rupert, are also underway.

Bridges replaced

Fifteen wooden trestle bridges on the B.C. North division are being replaced with steel structures this year, and another is to be replaced with a culvert and fill, at a cost of \$4.7 million.

The \$92.5 million remaining in the 1983 capital fund for the B.C. North division is being spent on grade stabilization, bank widening, ballast, drainage and siding extension work, along with crew accommodation and a dispatcher's radio system.

Work is progressing well on 13 sections of double track west of Edmonton. This part of the region's \$84.3 million main line plant expansion program. Terminal expansion work included in this program is also underway in Edmonton, Jasper, Kamloops, Boston Bar and Vancouver.

Special projects fund

The \$8.4 million special projects fund includes \$4.6 million for centralized traffic control work and additional trackage on the Alberta coal branch.

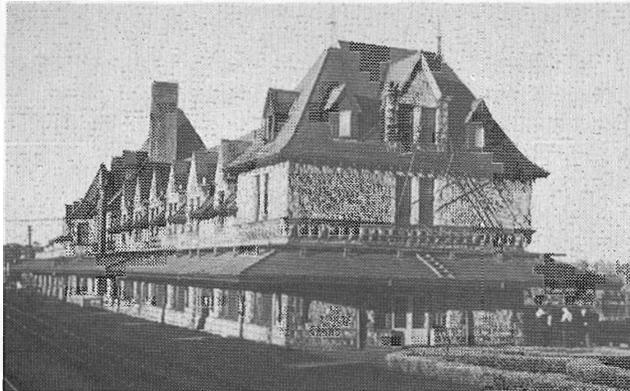
The fund is also being used to purchase highway equipment and machinery, construct industrial trackage, install hot box and dragging equipment detectors and expand the intermodal facility in Calgary.

During this year's peak construction period, 1,725 engineering personnel will be involved in the three major work programs: 650 for basic maintenance, 750 for the upgrading program on the B.C. North division and 325 on the plant expansion.

S. Keeping Track

-- THE 83-YEAR-OLD RAILROAD STATION AT

McAdam, New Brunswick, has been designated a national historic site by the Canadian government. Representatives of national and provincial governments, town officials led by Mayor Ralph Annis, and many residents of McAdam participated in a dedication ceremony in a railroad park near the massive granite station recently. Jean Daigle, a representative of Canada's National Historic Sites Commission, spoke at the dedication. He said the railroad station had a special historical significance because it was built of granite quarried at McAdam more than 80 years ago. The



Victorian-era railway station was built for Canadian Pacific Railroad Co. and served as a passenger train facility until Nov. 16, 1981, when the last Montreal-to-Saint John train was canceled by the Canadian Government. A small first-floor office was retained for railroad employees involved in freight-train service. The imposing three-story, 285-foot-by-45-foot station was built at the end of the 19th century. It was constructed in three stages, with the center portion completed about 1900. Additions to the east and west ends of the station were completed in 1910 and 1911 respectively. In the heyday of passenger-train travel, in the mid-1920's, McAdam station housed a hotel, a lunch counter, a large dining room, kitchens and the staff employed by the hotel. The building

also had news-stand, men's and women's waiting rooms, a supervisor's office, mail and baggage rooms, a telegraph and train-order office, offices for the general agent, clerks, yardmaster, Canadian Customs officials and other members of the station staff, an express office, a police station and a small jail.

S. The 470.

VIA RAIL CANADA INC. WILL REINTRODUCE downtown-to-downtown service between Montreal and Quebec City early in 1986, as one of a series of moves designed to get the oft-criticized rail passenger network on the right track.

In 1976, using federal grants, rail lines leading to Quebec City's downtown Gare du Palais were ripped out and the station converted into a farmers' market.

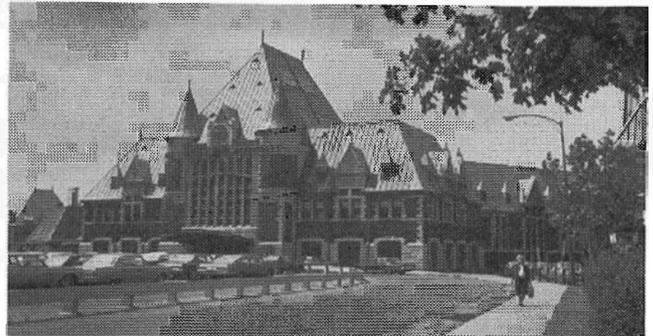
Since then, a station in suburban Ste-Foy, more than half an hour by bus from the city centre, has been the eastern terminus for Via's Montreal-Quebec City run.

Finance Minister Marc Lalonde told a Montreal news conference yesterday about eight kilometres of new roadbed and rails would be laid, again using federal grants, to restore the link with the downtown station.

NO COST ESTIMATE

Lalonde did not say how much it would cost to restore the link.

Via also plans to upgrade the CP Rail line on the north shore of the St. Lawrence River between Montreal and Quebec City and switch its trains to that route from the heavily travelled south-shore CN Rail line, cutting half an hour off the travelling time between the two cities.



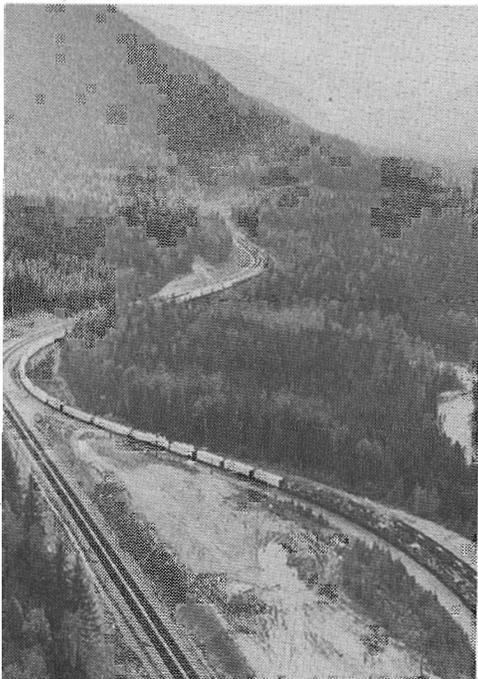
The finance minister also confirmed Via's plans to spend a total of \$306 million to build new maintenance facilities in Montreal, Toronto, Winnipeg and Halifax. The new centres would allow entire passenger trains to be serviced indoors.

S. The Gazette.

– CP RAIL HAS AWARDED EMIL ANDERSON Construction Co. Ltd., of Hope, contracts to increase the vertical clearance in tunnels along the railway's main line through the Fraser Canyon and along the Thompson River Valley.

The work will increase the height of six tunnels along the rail line between Hope and North Bend and another just west of Kamloops and will allow the railway to operate new enclosed multi-level auto transporters and other over-sized and dimensional-load rail cars.

About 3,700 liner feet (1,128 metres) of tunnels will be drilled, blasted and scaled to increase their overhead dimensions by between 12 and 20 inches (30.5 and 50.8 centimetres), bringing all clearances to a standard 22 feet (6.7 metres) from rail head to tunnel roof.



Double tracking: At Twin Butte, approximately 12 miles (19 kilometres) east of Revelstoke, new streamlined double track is nearly completed and will replace existing track being used here by west-bound freight.

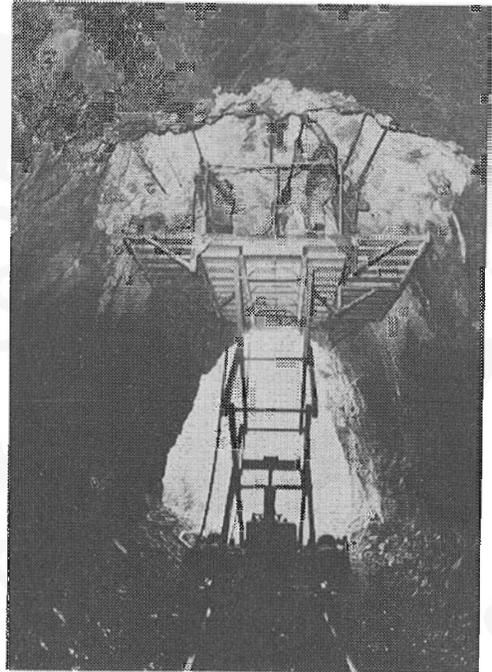
CAPACITY IMPROVEMENTS

Approximately \$450,000 will be spent on the tunnel work which includes rock bolting and "shot creting" (applying a concrete mixture to rock faces to prevent weathering).

Meanwhile, CP Rail's capacity improvement work in the Twin Butte, B.C., area has been completed this month.

About 7.4 miles (11.0 kilometres) of double track was laid at various points three miles (4.8 kilometres) east of Revelstoke.

The work, which included new bridges at Twin Butte and Greeley last year, is specifically designed



to improve service on the Mountain subdivision between Revelstoke and Field.

Other work included the grading of the right-of-way and construction of 7.4 miles (11.9 kilometres) of track and the installation of automatic signals, bridges and culverts. Some 155 men were employed in this season's program.

In addition to the track work, this year's program included clearing and grading for the 1984 double tracking project which will see an additional 8.7 miles (14 kilometres) of double tracking constructed in the area.

In Lachine Que., CP Rail will spend \$246,000 to purchase and install an electronic weigh scale and complete paving at its bulk products distribution centre at South Yard.

The scale will be purchased from Howe-Richardson of Canada Inc. of Pointe Claire at an approximate cost of \$40,000. The installation of the scale as well as the paving of the truck operating area will be completed by Ross & Anglin Ltd. of Lachine. It will take about seven weeks to complete the work.

The South Yard bulk distribution centre opened in April, 1982 with potash and salt being the principal commodities handled. In December, 1982, CP Rail expanded the centre to transfer, without commodity contamination, synthetic resins in the form of plastic pellets.

The computerized weighing system will eliminate delays in processing the documents required for delivery to the customer, establishing maximum load limits for truckers and billing data for the railway and trucking firms.

— THE PUBLIC WILL HAVE ITS SAY ON THE route for a proposed light-rail rapid transit system to link Hamilton and Oakville, but the system won't be shelved, officials say.

Critics have questioned the speed at which decisions are being made on the \$420-million line, dubbed GO-ALRT for Government of Ontario Advanced Light Rapid Transit.

Some wonder if the system, expected to be operational by 1988, is even necessary.

Hamilton Mayor Bob Morrow, a strong proponent of the scheme, intended to replace GO Trains, stresses that to go or not to go isn't the question.

"We're going ahead with it," he said, but allegations that the public is not being heard from "are just not true."

ELEVATED TRACKS?

Critics of the proposal can air their views at a public meeting, to be held within three weeks, before final decisions are made on the line's route and related matters, he added.

"A strong consensus" has already emerged about the best route for GO-ALRT, eventually to be extended to Oshawa, Morrow believes.

The trains, developed by the province's Urban Transit Development Corp., would enter and leave Hamilton along existing Canadian National Railways tracks at the lakeshore and head up Ferguson Ave. to a new station located near the existing bus terminal, he said.

While Morrow said he doesn't care whether GO-ALRT uses an elevated system for part of the way or not, other groups are adamantly against any raised track.

Real estate values can be expected to plummet wherever the tracks appear, said Lorna Kippen, chairman of the Coalition On Sensible Transit (COST).

Citizens lack sufficient information to assess the proposed system, she charged.

Hamilton needs improved transit, Kippen said, but it's doubtful whether the current proposals are improvements at all. The new system would run three or four trains an hour from Hamilton to Oakville, where passengers would transfer to a second train to Toronto's Union Station.

Existing bus lines take Hamilton passengers non-stop to the Eaton Centre in less than an hour, she said.

GO-ALRT project manager Kevin Pask said thousands of leaflets have been mailed to citizens explaining the proposal and numerous public meetings held to gather opinions on it.
S. Toronto Star.

A LOW BID BY A WEST GERMAN MANUFACTURER to build streetcars for Sacramento, Calif., is interpreted by officials of Urban Transportation Development Corp. Ltd. as an attempt to blunt Canadian penetration of the North American light rail transit business.

The West German Siemens group and UTDC were the survivors out of six competitors for the 26-car contract when bids were opened this week.

The West German offer of \$785,000 (U.S.) a car — a saving of \$200,000 a car on the UTDC bid — has left the Canadians baffled.

"We are concerned about what it might mean," said Philip Stevenson, vice-president, corporate affairs. "It was a very strange bid . . . It bore no relation to anything we expected in terms of world prices. We think they are concerned about stopping us from intruding into their traditional marketplace."

Siemens AG and Duwag AG of West Germany have built LRT systems in Calgary, Edmonton and San Diego, but late last year lost to UTDC in a competition for 50 articulated streetcars for Santa Clara County, California.

Owned by the Ontario Government, UTDC recently signed an agreement to build 126 subway cars for the Toronto Transit Commission, and is still awaiting the outcome of a proposal to build 81 streetcars for the Toronto system.

Other work in hand includes LRT systems for Vancouver, Detroit and southern Ontario. The company is also low bidder for a \$50-million contract to build 44 subway cars for Boston and expects to sign the agreement with Massachusetts Bay Transportation Authority within six weeks.

Last week, a bid was entered for construction of subway cars for Singapore, but hopes for a similar contract in Colombia have dimmed. "We were not the first bidder selected for negotiations," Mr. Stevenson said.

UTDC urban rail transit systems are produced by Toronto-based Railtrans Industries of Canada Ltd., which operates plants at Thunder Bay and Kingston. Railtrans is 80 per cent owned by UTDC and 20 per cent by Hawker Siddeley Canada Inc. of Toronto.

S. Globe and Mail

— THE SALE OF THE OLDEST U.S. TRANSPORTATION company, the Delaware and Hudson Railway Co., to Guilford Transportation Industries Inc. was completed at a formal ceremony.

Guilford acquired the D and H following an agreement on a series of government subsidies.
S. The Gazette.

VIA RAIL INVESTIRA \$146,8 MILLIONS A

Pointe Saint-Charles pour se doter d'un centre d'entretien de 350 000 pieds carrés. Les travaux débuteront au printemps prochain et seront terminés à l'été de 1986. Des centres seront également construits à Toronto, Winnipeg et Halifax, l'investissement total atteignant \$306 millions en incluant Montréal.

C'est ce qu'ont annoncé hier le ministre fédéral des Finances, Marc Lalonde, à Montréal, et le ministre des Transports, Lloyd Axworthy, à Winnipeg.

VIA Rail estime que ces centres lui permettront de réduire de \$55 millions ses coûts annuels d'entretien, qui s'élèvent dans le moment à \$165 millions et constituent le quart de ses dépenses totales. Les sommes requises pour les investissements seront données à VIA Rail par Ottawa.

La construction du centre de Toronto, au coût de \$98,6 millions, débutera prochainement et la mise en service est prévue pour le début de 1985. Les installations de \$28 millions de Winnipeg seront érigées à compter d'octobre 1984 et seront complétées vers la fin de 1985. Quant à Halifax, le centre de \$32,6 millions ne sera construit qu'à compter d'avril 1986 et terminé au milieu de 1987.

Les travaux de construction à Montréal créeront au chapitre de l'emploi l'équivalent de 3 600 personnes-année. Ce centre présentera deux grands avantages pour la compagnie: d'abord, l'entretien se fera à l'intérieur, plutôt qu'à l'extérieur, comme c'est le cas présentement et sur un autre plan, on pourra faire l'entretien d'un train complet qui entrera par une extrémité et sortira par l'autre.

VIA sera propriétaire du centre et s'occupera de l'administration. Les travaux d'entretien proprement dits continueront toutefois d'être effectués par le CN, mais le contrat entre les deux parties sera renégocié. Il n'y aura pas de création d'emplois suite à l'établissement des ateliers, mais un transfert des lieux actuels de travail au nouveau. Le site exact de la nouvelle bâtisse, qui sera loué du CN, fait l'objet d'une négociation.

M. Lalonde a par ailleurs confirmé que la liaison de centre-ville à centre-ville entre Montréal et Québec sera rétablie en 1986, grâce à la remise en service de la gare du Palais, située à côté du nouveau Palais de justice de la Vieille-capitale. Présentement, on utilise une gare située quelque part en bordure du fleuve à Saine-Foy.

Des travaux d'envergure devront être entrepris étant donné notamment que les voies d'accès et de la gare ont été enlevées et que l'édifice, datant du début du siècle, devra être réaménagé. Ils dureront 18 mois et, selon VIA Rail, pourraient débuter au milieu de l'an prochain.

Le gouvernement fédéral a sur un autre plan transféré à VIA la propriété des deux trains LRC qui avaient été loués à la compagnie américaine Amtrack. Cette dernière a décidé de ne plus s'en servir, et ils sont présentement garés à l'usine de leur constructeur, Bombardier, à La Pocatière.

Ces trains n'étant pas de la même famille que les LRC en service au Canada, VIA étudie la possibilité de la adapter et de les mettre en service sur une liaison partant de Montréal.

Par ailleurs, les cinquante voitures LRC retirées il y a une semaine à cause d'un risque de bris d'essieu sont progressivement remises en service après inspection et, s'il y a avait lieu, réparations. Huit trains (28 voitures) parcouraient le corridor Québec-Windsor hier, nombre qui augmentera à douze trains (40 voitures) lundi ou mardi prochain.

S. La Presse.

THEY FORGOT JUST ONE THING AT THE NEW train passenger depot at Sicamous in the southern B.C. Interior.

Access. There is no road in.

It seems that when CP Rail built the new passenger shelter, it failed to get a right-of-way agreement through certain property.

The woman who owns the land simply told the railway it couldn't go through her property and threatened it with trespassing if it tried. She lives in Oregon and the case is in litigation.

That is no help to the people who want to get in and out of Sicamous, to and from Vancouver and Calgary. Right now, they have to mount or dismount in the twice-daily train up the highway a bit, where the tracks cross the road.

S. Vancouver Sun.

THE ESQUIMALT & NANAIMO ROLLS ON

Since the last hearings were held on this service,

VIA has assumed responsibility from CP. As the original discontinuance application was filled by CP, the railway was again named as the applicant in this month's hearings. As the service no longer costs CP anything, the CTC decided in its first day of hearings that it was conducting a regulatory review rather than an application for discontinuance. VIA stated that while it was not willing to spend any money on improvements, it would continue it until the future of the PCL bus service had been determined. The CTC indicated that it wants improvements made and will hold future hearings to deal with the matter.

S. Transport 2000
Calgary.

--- CN'S ATLANTIC REGION HAS COME UP with a sure-fire way to let all Canadians know New Brunswick celebrates its 200th anniversary in 1984.

What looks like a giant billboard on wheels is actually a fully functional 15.2-m steel box car. The car will work its way from coast to coast in 1984 carrying freight and, wherever it goes, spreading the word that New Brunswick is having its 200th birthday.



The box car officially went into service at Moncton with New Brunswick premier Richard Hatfield officiating.

The car will be placed in general revenue service and, when this is not possible, will travel on company service. It will return to its home base at the Moncton main shops periodically for cleaning, touch-ups and inspections.

The all-white car has the bicentennial symbol and other approved material applied in the official blue and green shades.

The inaugural trip took it on a newsprint delivery to the Globe and Mail in Toronto from Chandler, Quebec. Subsequent trips will take it all the way to Canada's West coast with stops in most of the provinces along the way. The box car will continue travelling on CN Rail mainlines until December, 1984.

S. Keeping Track.

VIA RAIL CANADA INC. AND BOMBARDIER Inc. of Montreal have solved problems with the hydraulic banking system on LRC passenger trains so they should be as "light, rapid and comfortable" as their name suggests by mid-February, says Via president Pierre Franche.

The modifications have been field-tested and the fleet of 50 coaches is being adjusted as equipment can be brought into the shop.

However, the banking system — which allows the LRCs to take turns at higher speeds than conventional passenger trains — will not be used until all the coaches have been modified.

"We have to interchange our cars," Mr. Franche said. "You can't put one coach that's banking with another coach that's not banking. You have to wait for the whole fleet to be converted."

Restoring the banking system will save seven minutes on a Montreal-Toronto trip that now takes four hours, 35 minutes.

S. The Gazette.

IF YOU NOTICE ANY NEWS ITEMS THAT MAY be of interest to our readers please clip them and mail along with a black and white crisp photo if available to :

The Business Car c/o Peter Murphy,
75 Sevigny Ave., Dorval, P.Q. Canada H9S 3V8.
Please indicate the source of the item so it may be correctly credited.

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Photographs used this month courtesy of B. C. Rail, C.P. Photographic Services, C.N. Photographic services and from our contributors.

C.R.H.A. communications



CRHA COMMUNICATIONS is published by the Canadian Railroad Historical Association. Contributions of items about CRHA Divisions, members, etc. including photographs, newspaper articles are solicited and should be sent to: Bruce Ballantyne 266 McElroy Drive, Kanata, Ontario Canada, K2L 1Y4. Telephone 613-836-5601.

All membership enquiries including change of address notice should be sent to Jim Patterson, Membership Services at Box 282, St. Eustache, P.Q. Canada, J7R 4K2. Telephone 514-473-7766.

Mail for the Canadian Railway Museum and the Board of Directors of the CRHA should be sent to P.O. Box 148, St. Constant P.Q. Canada J0L 1X0 Telephone 514-632-2410.

The addresses of all CRHA Divisions appears on page three of this magazine.

MEMBERSHIP

Your efforts are being rewarded, there are over 1000 members renewed to date with over 50 new members included therein. The 1983 delinquents will have received their second notice by the time you read this and membership kits will have been sent to those whose names appeared on the 1984 invoices as prospects. We still need your help in promoting the CRHA and Canadian Rail when ever possible. We have lots of promotional literature available and a quantity has been sent to each Division. If you need some please let us know. We will keep you posted on the membership situation throughout the year.

TO OUR AMERICAN MEMBERS

A few U.S. members have asked why do we request that they remit their dues in U.S. funds. The CRHA maintains a U.S. fund account for the deposit of your cheques. As you know the U.S. dollar is converted to Canadian at approximately \$1.15 Cdn. to \$1.00 U.S. However the cost of postage to the United States is no longer the same

as for Canada and we pay \$.21 per issue in extra to U.S. destinations. For our international members we pay an extra \$2.25 per mailing. This is only for the bare Canadian Rail. The gap widens if inserts are included therein and don't forget the extra is also applicable to the mailing of membership cards, invoices, notice of meetings and the like. Canadian Rail contains no advertising our only source of revenue is your dues. In the case of our U.S. members the exchange on your currency pays for the extra cost of postage. In addition it saves you the trouble of obtaining a Canadian money order or bank draft, all you do is write us an ordinary check. We hope this explains it and we're proud to have you as members of the CRHA.

CRHA DIRECTOR HONOURED

On Dec. 22, 1983 it was announced that the Governor General had appointed Dr. Robert V.V. Nicholls to be a member of the order of Canada.

Dr. Nicholls who is, of course, our Honorary President, joined the C.R.H.A. in 1932, the year of its founding, and served as President from 1961 to 1963. He has continued in an active role in the association ever since, and is presently archivist as well as a member of the Board of Directors. He and Mrs. Nicholls have established the Miner-Nicholls Fund to provide financial support for the Nicholls Archives.

In 1936, Dr. Nicholls became the first editor of the first C.R.H.A. publication The C.R.H.A. Bulletin. This publication was a casualty of World War II, being discontinued in 1940, but its successor is Canadian Rail.

The order of Canada is the latest in a series of honours for Dr. Nicholls who previously received The Confederation Medal (1967) and the Queen's Jubilee Medal (1977) for his work in preserving Canada's Railway Heritage.

Canadian Rail congratulates Dr. Nicholls for this well deserved honour.

NEWS FROM THE DIVISIONS

Calgary & Southwestern Division

The Division's participation in the November Calgary and area Model Railway Show resulted in an encouraging amount of interest in CRHA and the Division. There was sufficient material and artifacts to result in plenty of conversation between visitors and members minding the booth.

Work continues on plans to restore the ex-Milwaukee road signals that the Division recently acquired. A trip to Deer Lodge Montana (900 miles!!) was required to bring it back to Calgary. It will be erected in Champlain Park when refurbishing work is completed.

The annual general meeting was held in November with the election of the following officers:

President: Hadrian Evans
Secretary Treasurer: Lorne Unwin
Directors: Eric Johnson
Jim Wallace
John Sutherland
Editor - Flagstop: Mike Western

Niagara Division

The Division held its Christmas Party at a local restaurant at which movies were shown and a small N scale layout was displayed. Mention was made of one member mistaking a tree on the layout for a bit of parsley! The book "Steam in Niagara" previously mentioned in Communications is now available at \$22.95. It is a 112 page picture book on Steam Railroading on both sides of the Niagara River. Historical captions describe each photograph. There is even a laminated colour dust jacket. The supply is limited so order now from the Division (address on page 3).

Rideau Valley Division

The Division has been busy in the Smiths Falls Ontario area with respect to two railway landmarks. Efforts are being made to have the CN Scherzer Rolling Lift Bridge preserved along with the old Canadian Northern Railway Station nearby. By the time you read this it is hoped the station will have been declared a national historic site.

The Division, besides having the old CP Rail Speeders in its collection now have acquired the CN outside frame boxcar from the Tunnel Bay Railroading of Brockville. It will be moved to Smiths Falls when lease arrangements for some of the CN yard have been finalized.

Bytown Railway Society

Work continues of the interior restoration of car 27. Crews are also hard at work refurbishing the locomotives in the National Museum of Science and Technology.

The 1984 edition of the Society's book "A Trackage Guide to Canadian Railway Motive Power" will be available by mid-March. The new edition is expanded and now includes VIA passenger equipment, rapid transit equipment and streetcars. The railway and industrial locomotive listings have been updated.

There are now 158 pages (1983 edition had 118). Price is now \$9.50 postage paid. Order it from the Society. Whose address is on page 3.

The annual meeting was held in January and the following resulted from the election of officers.

President: Earl Roberts
Vice Pres: Ches Banks
Secretary: Helen Tucker
Treasurer: Mike Iveson
Directors: John Halpenny
Dunc du Fresne
Paul Bown

St. Lawrence Valley Division

At the Divisions recent meeting the following directors were elected.

Pierre Com ete
Lionel Bissonnette
Fred Angus
Jim Bouchard
Bob Cox
Stephen Wray

The officers will be elected at a future meeting of the Division. Membership to the St. Lawrence Valley Division is \$4.00 for 1984 and dues may be sent to the address on page 3 of this magazine. Regular meetings are held the second thursday of every month and any members wishing to present a program should drop the Division a note with his proposal. Meetings are held at the Snowdon Campus of Vanier College, 5160 Decarie Blvd. Montreal at 19.30 hrs.

Pacific Coast Division

Better late than never On May 14, 1983 members of the Pacific Coast Division enjoyed a guided tour of BC Rail's Squamish Shops. All members wore the official PCD hard hat for pro-



tection each emblazoned with the Division's crest and members name. Norris Adams is behind the camera. other members from left to right are as follows:

- No. 1 Ron Meyer
- No. 2 Bill Cooke
- No. 3 Bernie Tully
- No. 4 Bob Kerr
- No. 5 Percy Jones
- No. 6 Greg. Kennelly
- No. 7 Doug. Battrum
- No. 8 Mike Green
- No. 9 Rick Shantler
- No. 10 Ralph Oakley
- No. 11 Bob Deno
- No. 12 Earl McKeown
- No. 13 Sam Macrae

NEW CRHA DIVISIONS?

There are three geographic areas of Canada where the CRHA is not represented: Saskatchewan, Manitoba and Newfoundland. We are pleased to announce that interest is being shown in two of the three areas for the creation of CRHA Divisions.

In Winnipeg Mr. Paul Schuff, 14 Reynolds Bay, Winnipeg, Manitoba, R3K 0M4 (204) 837-2714 is proposing the organization of the 'Keystone' Division to serve members in the Province of Manitoba. If you live in Manitoba or would like to be a founding member of a new division please contact Paul at the above address.

Anyone living in Newfoundland or interested in the unique narrow gauge Newfoundland Railway is invited to join the Newfoundland Transport Historical Society. You may contact Dr. Ben Hogan 35 Pine Bud Ave., St. John's, Newfoundland, A1B 1M4 (709) 726-6028. The Society is interested in all modes of transport in Newfoundland and has secured a 99 year lease on a museum site to display its exhibits. The Society is extremely busy at this time trying to get their

museum established for the summer season and it is hoped that they will formally join the CRHA family in the not too distant future.

SPECIAL NOTES

John Prigge of the Fort Erie Historical Railroad Museum sends along information on the museum's tenth anniversary events in 1984. He has also provided a number of pictures of some of their restoration work on CN 6218 and two railway stations.

On June 30 there will be special celebrations for the anniversary and for Ontario's bicentennial. Guides will be available in the Ridgeway and B-1 stations, within the CN 6218, the caboose and on the grounds to answer questions and instruct. There will be displays of railroading in Ontario, and the actual dispatching of telegraph messages will be performed by former CN employees. The International Division/NFR of the National Model Railroaders will provide a display of Canadian model railroad craft. A miniature live steam engine will travel through the grounds.

Local officials, our MP and representatives of the CNR will be present to dedicate the newly refurbished B-1 station and a fireless Porter 0-4-0.

THE FT. ERIE RAILROAD MUSEUM - Historical Background

The CN 6218 was delivered in September 1942 from the Montreal Locomotive Works. It is the 18th locomotive of a class of 34 designed for fast passenger and freight service. Routing from Montreal, it traveled to Halifax, Toronto, New York, White River Jct., Vt. and crossed the praries to Saskatoon. The engine served 18 years until replaced by the diesel in 1960. In the Fall of 1964 it was put into service for excursions with 50,000 railfans enjoying the ride.

The last of a once 4,064 strong fleet of CN steam was finally retired in July 1971. The railroad wanted a permanent home for the engine. Many organizations and communities across Canada expressed interest in obtaining this significant historical artifact. Ft. Erie was chosen.

On October 27, 1973 the engine was presented to the town at the Catharine St. rail crossing for official ceremonies led by Mayor John Teal and Maurice Archer of Canadian National. CN 6218 remained in the CN yards until a suitable location could be found.

The 6218 Citizen's Committee was formed in the Fall of 1973, headed by Ken Rayner. A portion of Oakes Park was acquired. Donations and volunteer labor by local citizens and businesses prepared the locomotive and newly acquired CN caboose for their permanent location. June 30,

1974 marked the official opening of what was to become the Ft. Erie Railroad Museum.

6218, trailed by a bright orange caboose was in its present location. There was no Ridgeway station, no B-1 station, no landscaped yards. Action by the museum and the town saved these buildings from demolition. They now join the 6218 in a constantly enlarging exhibit of steam-era railroading.

This is our 10th Year! We are proud of the museum and what it offers the citizens of Ft. Erie and visitors from all over the world.

The most frequent comment we receive is "Take care of our past".
We will.



ROYAL HUDSON 1984 SEASON

Norris Adams has provided the schedule for the Royal Hudson excursion train out of Vancouver B.C. for the 1984 season as follows:

Train Schedule

First run - Saturday, May 19th
Final run - September 16th
Train will operate five days per week -
Wednesday to Sunday and holiday Mondays
which are:

May 21
July 2
August 6
September 3

Departure time - 10:30 a.m. from B.C. Railway
Station - North Vancouver
Boarding starts 9:30 a.m.
Arrive at Squamish - 12:20 p.m.
Stop over - 1 hour 40 minutes
Depart Squamish - 2:00 p.m.
Arrive North Vancouver - 3:55 p.m.

TICKET PRICES

Return Fares

Adults - \$12.00
Senior and Youth - (12 to 18) - \$9.00
Children (2 and under 12) - \$7.00
Children under 2 - free
Group rates for May and June are being determined.
Master Charge and Visa accepted.

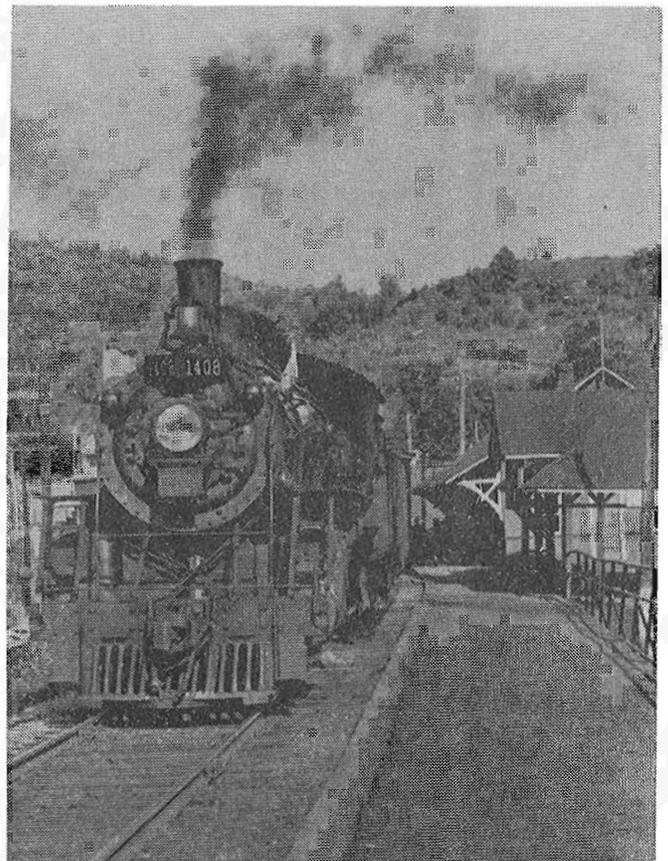
SWITCH LIST

Item 84-6

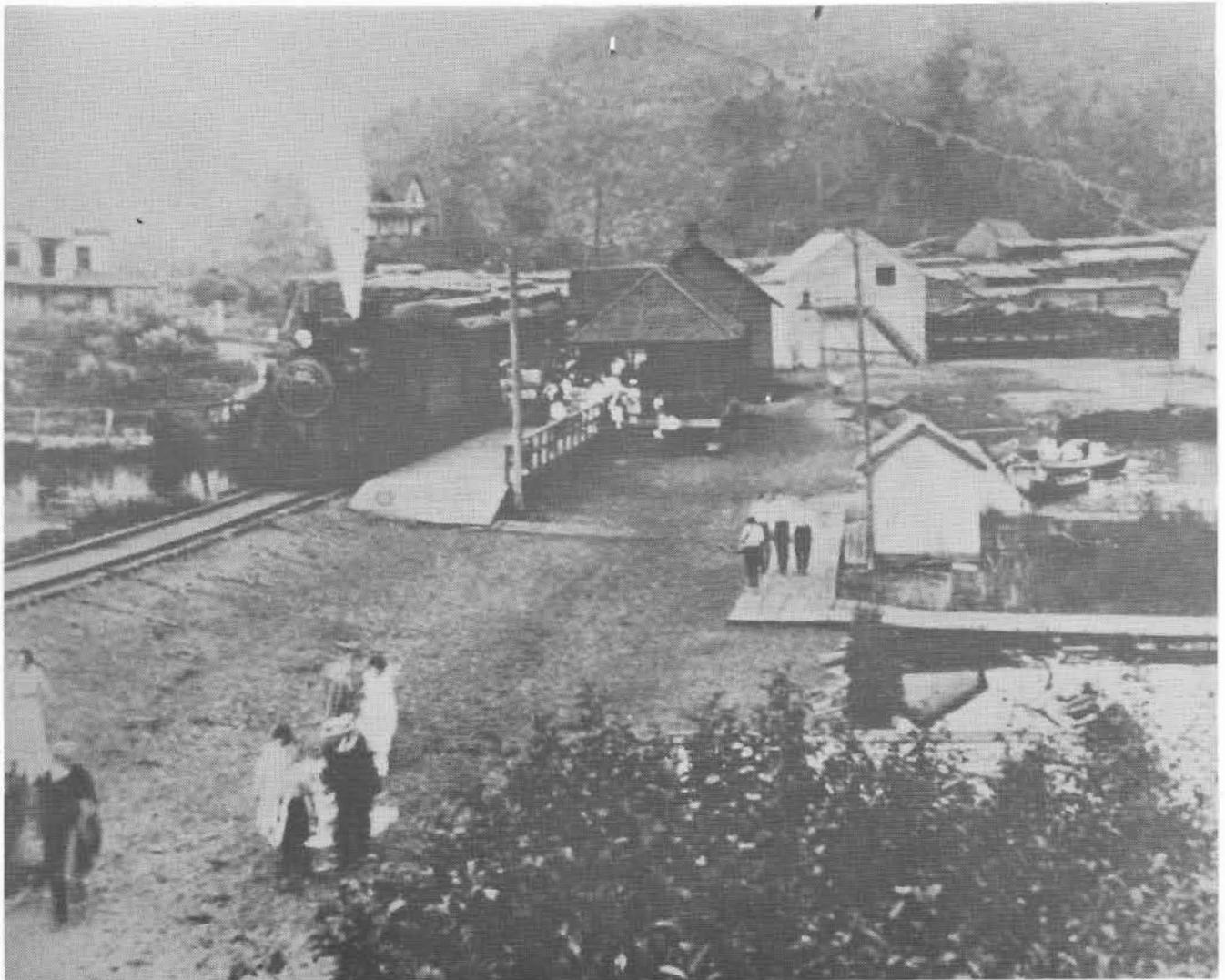
John Mayell, 7 Littlefield Rd. Amherstview
Ontario K7N 1S1 is looking for photographs
of CP 4-6-0 No. 1095 while in regular service
No. 1095 is now on display in Kingston
next to the old Kingston and Pembroke
Railway Station - John believes the engine
ran out of McAdam New Brunswick at one
time.

PHOTOS FROM MEMBERS

Mr. André Corbeil of 636 rue du village, Morin
Heights, P.Q. JOR 1H0 submitted the following
two photos of CN's now abandoned Montfort
Sub. Both pictures were taken at Sixteen Island
Lake the first in 1910, at that time the sawmill
was still in operation, it was dismantled in 1920.
The second photo taken August 1948 shows CN's
4-6-0 No. 1408 and train at the station. 1408 was
ex Canadian Northern (as was the railway) and
was built by Montreal locomotive works in 1913.
She had 22 x 26" cylinders, for submitting the
photos and to CN Steam Power for the technical
information.



IF YOU NOTICE ANY NEWS ITEMS THAT MAY
be of interest to our readers please clip them
and mail along with a black and white crisp
photo if available to The Business Car c/o Peter
Murphy, 75 Sevigny Ave., Dorval, P.Q. H9S 3V8.
Please indicate the source of the item so it may be
correctly credited.



BACK COVER:

SALEM AND HILLSBOROUGH No. 42 at Hillsborough N.B. on November 13 1983, the day the S. & H. was inaugurated by the New Brunswick Division of the C.R.H.A. The number 42 brings to mind the days of C.P.R.'s train "The Atlantic Limited" which carried numbers 41 and 42 and provided fast overnight service between Montreal and Saint John N.B.

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