



Canadian Rail

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**Building CPR's Fording River Railway, Fuelling at Brent,
Photo gallery, Book Reviews, Heritage Business Car**

*Le CPR à la rivière Fording - Le plein à Brent -
Chronique de livres - Patrimoine*



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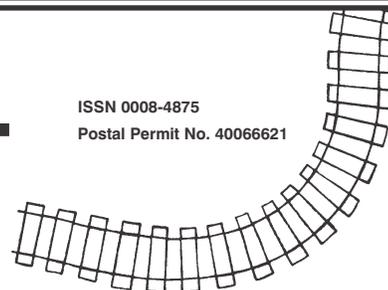


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FRONT COVER: Passing the ABS Station Protection Signal west of Hyde Park Jct., eastbound intermodal, CN's 'Chicago Laser' #238 kicked up a snow cloud as it dropped into the Thames River valley west of London on March 20, 1988. Besides 9414 from the first batch of GP40-2LWs, power that day included GTW Burdaken blue EMD GP40-2 6414 (nee DT&I 414) and class unit CN 9400. Don McQueen 200mm photo #20035.

BELOW: CP Rail's survey camp at Ewing Creek in 1970, with 9,494 ft. high Beehive Mountain on the British Columbia - Alberta border in the background. Barrie Sanford.

PAGE COUVERTURE : *En traversant le signal de protection ABS à l'ouest de la jonction Hyde Park, le convoi intermodal no 238 du CN, le "Chicago Laser", soulève la neige alors qu'il descend dans la vallée de la rivière Thames à l'ouest de London en ce 20 mars 1988. En plus de la locomotive no 9414 de la première livraison de GP40-2LW, la traction, cette journée- là, inclut une EMD GP40-2 bleu Burdaken no 6414 du GTW (née DT&I no 414) et la CN no 9400. Don McQueen, photo 200 mm no 20035.*

Ci-DESSOUS : *Camp d'arpentage du CP Rail à Ewing Creek en 1970, à la frontière entre l'Alberta et la Colombie-Britannique et; en arrière-plan, le Mont mont Beehive avec ses 2894 mètres de haut. Barrie Sanford.*

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Building CP Rail's Fording River Railway

By Barrie Sanford

All photos by the Author

This interesting account of the building of CPR's Fording River Railway in British Columbia first appeared in *The Sandhouse*, the journal of the CRHA's Pacific Coast Division. We are pleased to present this first-hand account of railway surveying and building in the 1970s.

Author Barrie Sanford was born in New Westminster and raised in White Rock, British Columbia. Barrie has a civil engineering degree from the University of British Columbia as well as a business administration degree from Simon Fraser University. In 1972 he won an award for best technical paper in British Columbia from the Corporation of B.C. Land Surveyors. Author of numerous books on B.C. railway history, we welcome Barrie to the pages of Canadian Rail.



Leased AC4400CW locomotive CEFX 1029 leads a loaded train southbound from the Fording River Mine coal load-out on May 2, 2010.

Le 2 mai 2010, la locomotive AC4400CW louée des CEFX 1029 tracte vers le sud un chargement de charbon en provenance de la mine de Fording River.

Forty years ago, in the spring of 1970, I set out to build a railway. At the time, I was 22 years of age and had just completed my fourth year at the University of British Columbia in the study of civil engineering. I had also just been offered a job as a surveyor on CP Rail's planned rail line from Sparwood to the Fording Coal Company's open-pit coal mine under development in the Fording Valley, north of Sparwood. For a budding engineer with a passion for all things railways, it was a job prospect out of a dream.

I left Vancouver for Crows Nest Pass on the evening of May 18. It was two weeks short of 60 years after Andrew McCulloch had left CPR's Windsor Station in Montreal headed west to build the Kettle Valley Railway, and I had no difficulty imagining myself being in the same league as this great pioneer railway engineer or others like him, such as John Stevens, Albert Rogers and Henry Cambie as they set out to survey the railways that made them famous. The fact I had to ride a Greyhound bus rather than a train to reach my initial destination only modestly subtracted from my sense of impending destiny.

In the afternoon of the next day I arrived at

Natal, just east of Sparwood. I had not previously been into the Crows Nest region and I wasn't quite sure what to expect. I was surprised to say the least. My first reaction was that the town was on fire. However, I observed no panic among the locals, and I quickly learned that the heavy plume of black smoke rising over the east side of town was not a conflagration consuming the community but simply the normal output of pollution from the coking plant in nearby Michel. The buildings around me were all ramshackle and covered in what appeared to be half a century of coal dust. I thought I'd overslept on my bus ride and had stepped off in Appalachia.

At the time, Crows Nest Pass was undergoing sweeping changes. Coal mining had been going on in the local area ever since the CPR's Crows Nest Pass rail line arrived in 1897- 1998, but through the 1950s the fortunes of the coal mines and their associated communities had waned as the railways switched from coal-fired steam locomotives to oil-fired diesel locomotives, and homes and factories switched away from coal for heating and industrial purposes.



Looking north along the cleared right-of-way at mile 23.4 in May 1970, with 9,403 foot-high Mount Gass on the British Columbia - Alberta border in the distance. At the time work was just starting on the location survey to establish the centre-line of the future railway.

Face au nord, au PM 23.4, le long du tracé dégagé, on aperçoit au loin le mont Gass, d'une altitude de 2866 m (9403 pi) sur la frontière entre la Colombie-Britannique et l'Alberta. On en est encore à l'étape des relevés topographiques pour déterminer le centre de la future voie ferrée.

Larry McKee (seated) and Don McQueen (standing) calculate the next step of surveying along the rock bluff near mile 19. The bluff in the background would be removed to create the railway roadbed. Larry later designed the avalanche protection for the line, which was surprisingly sophisticated.

Larry McKee (assis) et Don McQueen (debout) calculent les prochaines étapes des relevés le long de l'escarpement rocheux près du PM 19. Ces rochers seront utilisés pour réaliser la plateforme de la voie. Plus tard, Larry concevra un pare-avalanche particulièrement sophistiqué.



In the early 1960s, coal mining in the area underwent a modest revival as steel mills in Japan came to recognize that Crows Nest Pass coal was excellent for steel-making. Later in the decade this modest resurgence turned into a tsunami, as Crows Nest Pass coal production ramped up nearly ten-fold on the strength of huge coal supply contracts between Japanese steel interests and Crows Nest Industries and Kaiser Resources Limited.

The coal contracts led to the development of the Roberts Bank 'superport' and the introduction of 100-car unit coal trains on CP Rail, which had started operation only three weeks before my arrival in the centre of British COALumbia.

As part of the massive changes underway in the area at the time, the federal and provincial governments

had signed an agreement whereby the towns of Natal and Michel would be phased out, and their small populations relocated to nearby Sparwood, a few miles to the west. Sparwood was planned to become the area's central community and also house the employees and families of the massive open-pit coal mine of Kaiser Resources at Harmer Ridge to the northeast.

I quickly learned that I was witnessing the final days of Natal and Michel after nearly three-quarters of a century of existence. Many buildings of the two towns were gone by the time I finished my work on the Fording River rail line in August. I confess I did not feel nostalgic about the loss of such run-down buildings.

The Elk River is the dominant river of the region, originating in the Kananaskis Valley near Banff, Alberta,

and flowing south and southwest to the Kootenay River near Elko. Michel Creek flows west from Crows Nest Pass to join the Elk River at Sparwood. The Fording River parallels the Elk Valley on the east side of Greenhills Ridge, joining the Elk River about 10 miles north of

Sparwood. North of that is the community of Elkford, built at the same time as the railway to accommodate the Fording miners, and later the employees of the other mines opened in the region.



Well bronzed by exposure to the elements, the author's survey crew poses for a photo on August 15, 1970. Left-to-right are Bob Cunliffe, Steve Hill, Dave Tobin, Brian Stone and Brian Murfitt.

L'équipe de l'auteur de ces relevés pose pour la postérité en ce 15 août 1970. De gauche à droite : Bob Cunliffe, Steve Hill, Dave Tobin, Brian Stone et Brian Murfitt. Tous sont basanés à la suite d'une longue exposition aux éléments.

Engineering student Barrie Sanford is seen at work surveying 'Sanford's Curve' on August 5, 1970. His assistant, Mert Pederson, appears in the distance. (Both photos by Barrie Sanford)

Le 5 août 1970, l'élève ingénieur Barrie Sanford est à l'œuvre sur la « courbe Sanford ». Son assistant, Mert Pederson, se tient un peu plus loin. (Photos de Barrie Sanford)

Like nearly every river valley in Western Canada, both the Elk River and Fording River valleys had seen their share of proposals for railways in the early years of the 20th century. But it was not until 1968 that a commitment was made to develop a coal mine and railway in the Fording Valley.

The coal mine development was under the control of Fording Coal Ltd., which was owned 60% by Cominco and 40% by Canadian Pacific Investments Ltd. Since Cominco was already a wholly-owned subsidiary of the CPI conglomerate, the entire mine and supporting railway project was effectively a completely Canadian Pacific undertaking.

The Fording River rail project was challenging from both surveying and construction viewpoints. The elevation at the CP station in Sparwood was 3,637 ft. But the base of the Fording mine was nearly 5,500 ft. in elevation, higher than either the CP mainline at Kicking Horse Pass (5,321 ft.) or Crows Nest Pass (4,449 ft.). In fact, upon completion of the Fording River line, the



A view of 'Sanford's Curve', looking south down the valley of the Fording River on August 5, 1970. Mount Lyne, 8,866 ft. in elevation, appears in the distance. This photo makes an interesting comparison with the front-cover view taken five years later.

Une vue de la « courbe Sanford » le 5 août 1970 en regardant vers le sud dans la vallée de la rivière Fording; au fond, le mont Lyne, d'une altitude de 2702 m (8866 pi). Cet aperçu offre une excellente comparaison avec celui de la photo en couverture, prise cinq ans plus tard.



In the centre of this view, Mert Pederson and Al Fries wait by the survey transit for the author to run down the hillside for a photo looking geographically east at the point that became the northern tip of the loop track at Fording River Mine. In the distance is Eagle Mountain, comprising a "layer cake" of rock and coal. This mountain became one of the main areas stripped for coal at Fording.

Au centre de la photo, Mert Pederson et Al Fries attendent près du théodolite que l'auteur descende et prenne une photo face à l'est, à l'endroit qui deviendra le point le plus au nord de la boucle du chemin de fer, à la mine de la rivière Fording. Au loin, on voit le mont Eagle, avec ses strates de charbon et de roc. Il deviendra un des principaux gisements de charbon à Fording.

loop track at Fording mine usurped Kicking Horse Pass as the highest point on standard-gauge rails in Canada.

To cover the rise of 1,800 ft. in only 32 miles required an average climb of 56 ft. per mile, or a grade of just over 1.0%. However, most of the elevation gain had to be achieved in the first 20 miles from Sparwood, unless a lengthy tunnel was included, so CP opted for a ruling grade of 1.8%. Considerable saving in construction costs could have been achieved by adoption of an even steeper grade, say 2.5%, and with only empty coal trains expected to be travelling upgrade, CP no doubt seriously considered this option. However, CP ultimately decided on the lowest grade realistically feasible, even if this necessitated some difficult and costly construction.

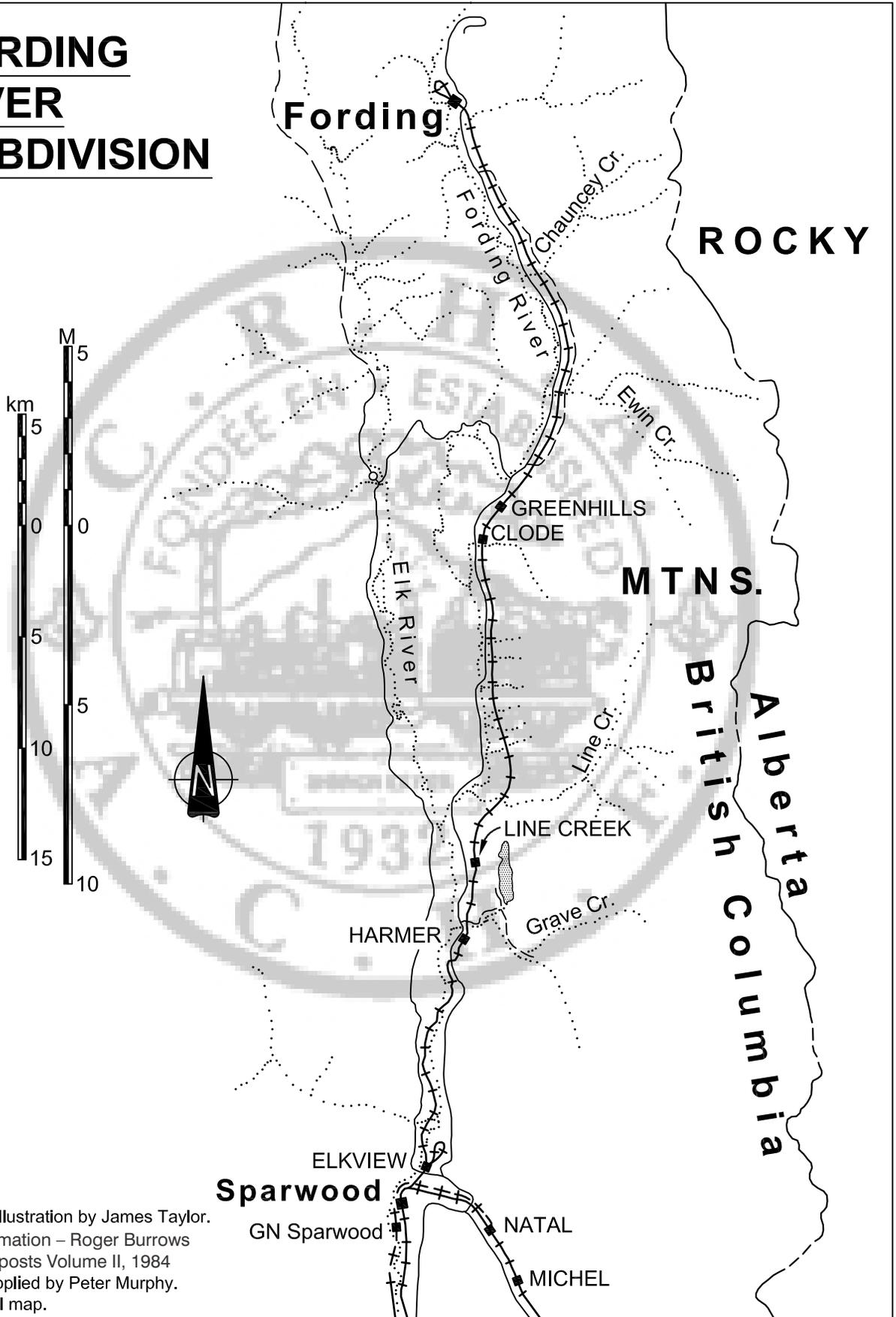
The 1.8% ruling grade meant much of the mid-section of the line, between mile 12 and mile 20, would be located on the west slope of the Wisukistsak Range, high above the floor of the Fording Valley. This produced some major challenges for surveying and constructing the

railway, but also produced some spectacular vistas for railway photographs. The author is somewhat at a loss to account for the near total absence of photos from this section of railway to be published thus far, as the photo sites here rival anything on the CP mainline or the Crows Nest line for scenic backdrop.

The Fording River rail line project was under the jurisdiction of CP's Special Projects unit, based in the CP station at Vancouver. Special Projects had four projects underway that summer – the Fording River line, the Cranbrook Diversion, Lake Louise and Rogers Pass.

The Fording and Cranbrook Diversion projects involved surveying and construction, the first significant new trackage to be built in southeastern B.C. since the Kootenay Lake trackage in 1929-30. The Lake Louise and Roger Pass projects were survey-only, although the surveys done that summer became the basis for future construction as CP went forward with a bold program over the next two decades to reduce grades on its

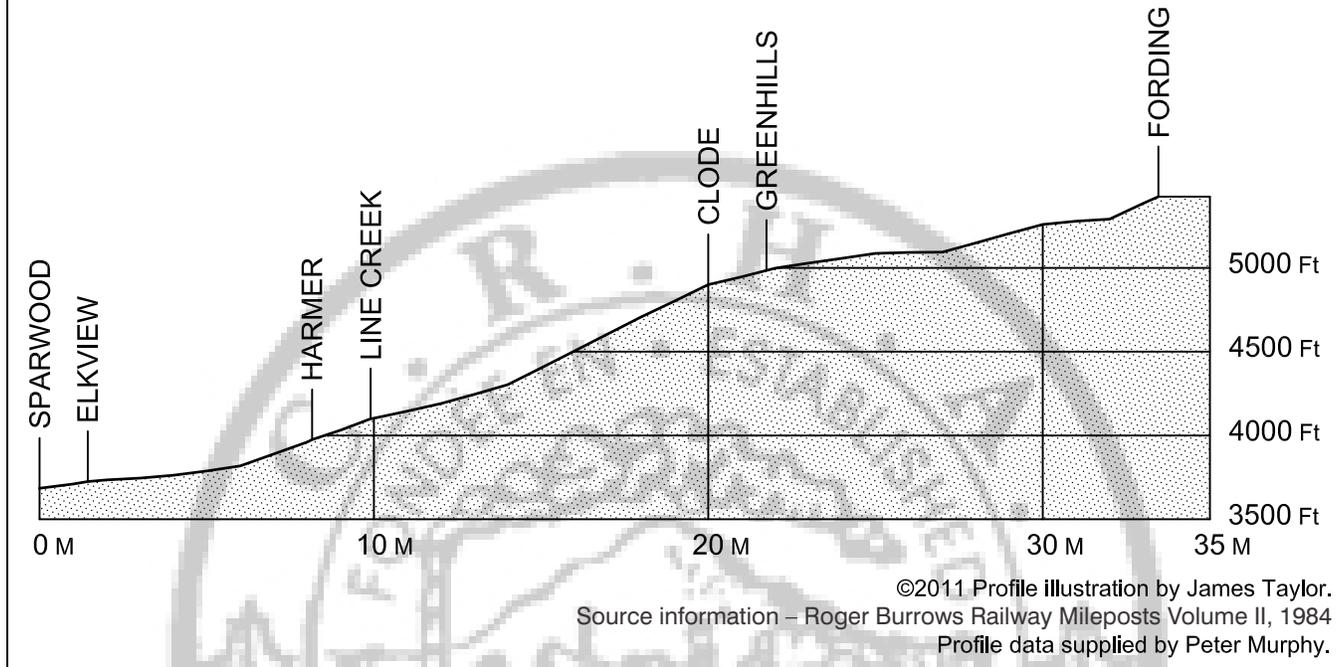
FORDING RIVER SUBDIVISION



©2011 Map illustration by James Taylor.
 Source information – Roger Burrows
 Railway Mileposts Volume II, 1984
 Map data supplied by Peter Murphy.
 Not an official map.

PROFILE

CP FORDING RIVER SUBDIVISION



transcontinental mainline.

Chief Engineer of Special Projects at the time was James Cherrington, a veteran of CP's engineering department, who had been Divisional Engineer of the Kettle Valley Division from 1941 to 1948. Resident Engineer on the Fording Project was Milton Laurie 'Mit' Page, a 1965 graduate in civil engineering from the University of Auckland, New Zealand. Mit had three recently graduated civil engineers under him: Larry McKee, Don McQueen and Al Fries. Each of them had responsibility for a section of approximately 11 miles of the 33 miles of new construction required.

(When the line became operational in 1972, 0.8 miles of track of the 1.2-mile-long Elkview Spur from Sparwood into the Kaiser loading plant became part of the Fording River Subdivision, raising the official length of the subdivision to 33.8 miles. The loop track at Fording added nearly another mile to the true length of the line.)

Assisting Mit and his three engineers were 25 others, including me. I felt sorry for Mit because he had been promised 35 summer students with engineering backgrounds. In reality, he got only 25 students, most of them sons of prominent CP officials, whose educational backgrounds included anything but engineering. Of the 25 support staff in the camp, only three of us had engineering training of any kind.

That turned out to be a blessing for me, as I was assigned much more challenging work than I might otherwise have reasonably expected. As an engineering

learning experience, I could hardly have asked for a better situation. The situation also gave me plenty of experience as an instructor, since I had to teach my staff the rudiments of the survey tasks in which we were engaged. In reality, my 'cadets' were all bright young fellows eager to learn. I was impressed at how quickly we became a proficient survey team.

Accommodation for the survey staff was provided at a camp on the south bank of Ewin Creek, at what became mile 24.7 on the completed railway. New bedroom trailers had been moved onto the site a few weeks before my arrival. A separate trailer for the office and drafting room was provided, and two additional trailers for the cookhouse and dining room, the latter doubling as a recreation room outside of mealtime. A diesel-powered electrical generator housed in the bush a short distance from camp provided power, so we had most of the physical comforts of the city even if the camp was quite isolated, owing to the primitive access road through the valley.

Railway surveying in 1970 was not significantly different from that employed by the original CPR surveyors a century earlier. Even though the summer of 1970 was only 40 years ago, advances such as laser transits, hand-held geopositional devices, or even pocket calculators were unknown to us. Optical transits and levels, steel survey 'chains' (actually steel tapes, the chains of yesteryear having given way to tapes) and long level rods were still the principal tools of the surveyor's trade in

1970. Sliderules, logarithmic tables, pocket field books and plenty of scratch paper were our constant companions while on the job.

Traditionally, the first task for the railway surveyor was the preliminary survey. The surveyor staked a trial line along what was visually estimated to be to the best route, keeping in mind allowable grades and curvature relative to the terrain. Stakes were driven along the preliminary centre-line at 100-ft. intervals through even terrain, and at 50-ft. or even 25-ft. intervals in rapidly changing terrain, such as along rock bluffs or across gullies.

A level crew followed the centre-line survey and measured the topography for approximately 50 ft. on each side of the centre-line. Notes from the level crew allowed a draftsman to develop a series of cross-sections of the right-of-way at 25-, 50- or 100-ft. intervals.

Armed with these cross-sections, the project engineer altered the centre-line laterally or vertically in an effort to minimize the amount of material handling to create a smooth roadbed for the finished track. Moving

the centre-line away from the sidehill reduced the amount of cutting and increased the amount of fill required, and vice-versa.

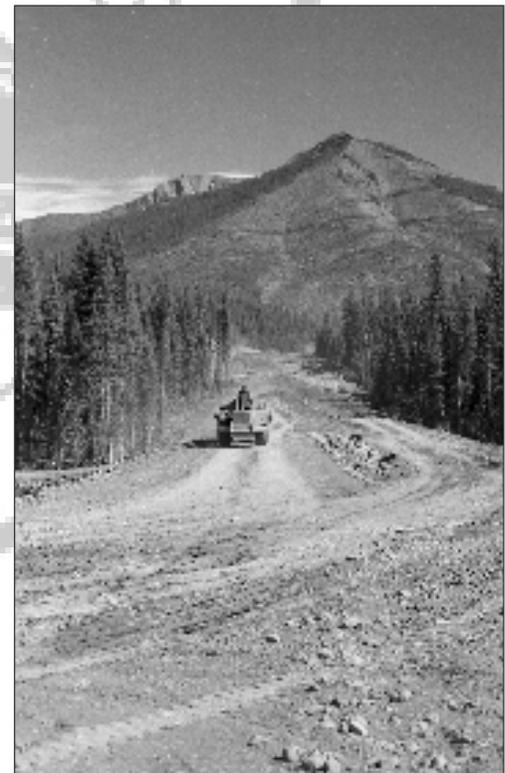
Sometimes, such as when crossing a gully with a fill, there would be insufficient excavation from nearby grading to provide the required fill. In that case, a ‘borrow pit’ would be established nearby where earth could be excavated from a convenient location for supplying fill. The word ‘borrow’ is really a misnomer, as the fill would never be returned. In the days of manual excavation, transportation of the earth was usually limited to a few hundred feet. With modern machinery, movement of earth a mile or more from excavation to fill is common.

Based on the decisions made from the cross-sections, the surveyors returned to the field to stake out the location line, which ultimately became the centre of the track. This required considerably greater precision than the preliminary survey, as even a minor error in angle on a curve could result in excessive excavation or produce an unacceptable bend for trains to negotiate.



Scrapers and bulldozers of contractor Emil Anderson raise the grade for the roadbed at the throat of the Fording River Mine loop track, looking south on August 11. The gap in the trees on the extreme left was on the route originally proposed for the roadbed. The cleared grade closer to the centre was surveyed by the author on July 16 and 17.

Le 11 août, les décapeuses et les bulldozers de l'entreprise Emil Anderson profilent le terrain pour construire la plateforme de la boucle de la voie ferrée dans la gorge de la rivière Fording. La trouée dans les arbres à l'extrême gauche était le trajet originalement proposé. Le relevé du terrain dégagé près du centre a été effectué par l'auteur les 16 et 17 juillet précédents.



The view looking north from the same spot as in the photo to the left. Here, the contractor has filled the roadbed to about half its finished height.

Une vue face au nord du même endroit que dans la photo précédente montre le remplissage de la plateforme par l'entrepreneur à la moitié de la hauteur finale.

Once the centre-line of the location survey had been staked on the ground, the next procedure was grade-staking. This involved placement of a stake on each side of the centre-line stake, indicating the toe of a projected fill or the top of a projected excavation, usually based on a ground slope of 1.5 horizontal to 1.0 vertical distance, a ratio that has been proven to be stable for most types of soil.

The grade stake was marked with the vertical height of fill to be added or excavation to be removed, as an aid to the equipment operators engaged in creating the roadbed. Excavation stakes were marked with yellow flagging tape and fill stakes marked with blue flagging tape, again to aid the machine operators.

The final survey task before the start of construction was referencing. Since the centre-line survey stakes would all be knocked out of position by the bulldozers and scrapers engaged in grading operations, these stakes would have to be re-established on the completed roadbed prior to tracklaying.

Rather than go through the painstaking procedure of re-staking the centre-line survey from the initial coordinates, offset stakes were driven into the ground in the bush alongside the right-of-way, outside the path of construction machinery. The distance from the offset stake to the centre-line survey stake was recorded. In that way, all that was necessary to reset the centre-line stake was to position the survey transit onto one of the reference stakes, take a bearing from the second reference stake and measure off the correct distance with a survey tape.

Construction contracts generally involve the contractors bidding to excavate material at a certain price per cubic yard or cubic metre, with separate rates of payment for earth, loose rock and solid rock.

Since it is impossible to know the make-up of an excavation site before digging without extensive preliminary drilling – an unrealistic undertaking – the contractor removed earth until loose rock was encountered, at which time the surveyors cross-sectioned the excavation site again to calculate the amount of earth that had been removed and the payment entitlement due the contractor. The procedure was repeated after all the loose rock has been removed, and once again when any solid rock had been removed.

As grading neared completion, the surveyors confirmed that the grade was in correct alignment and to correct elevation before authorizing the contractor to transfer his machinery to a different section of the work. I was amazed at how adept the machinery operators were at judging the grade simply from the notations on the grade stakes. Rarely was more than a foot of adjustment needed after their preliminary earth movement.

These were essentially the procedures we had to follow in laying out the Fording Valley rail line. The only

variation made possible by modern advances was that part of the preliminary survey had been done using aerial photography, conducted by McElhanney Engineering of Vancouver. Aerial photography didn't offer the precision of a ground survey, but was sufficiently accurate to allow the right-of-way to be cleared of trees in advance of our survey tasks.

The absence of trees was of course a major labour-saving in our work. The most serious discrepancy in levels between the aerial survey and our more accurate ground survey was only 17 ft., quite remarkable for calculations done from photos taken from two miles high. In only a few places did we have to get the contractors to bulldoze down trees because the location survey finally decided upon had strayed significantly from the preliminary survey.

My personal involvement in the project was mainly on the northern section, from mile 22 to the end of track, including the loop track at Fording. Initially, I had to establish the location line on this section. I was assigned two fellows, Mert Pederson and Steve Hill, to assist me. Responsibility for calculating the levels of my centre-line stakes and placing grade-stakes over the same section was assigned to Bob Cunliffe, with a crew of three: Brian Murfitt, Brian Stone and Dave Tobin.

Officially, Al Fries was in charge of both survey gangs on this section, but given the shortage of trained staff and the major challenges of the rocky mid-section of the route, I frequently had to oversee the second crew on my section. Locating was more complex than either levelling or grade-staking, so that task fell to me, as the most qualified of the group.

My section involved only a small amount of rockwork, unlike the mid-section of the line. However, it was planned to have grading of this section completed by the end of summer, so the survey work had to be completed very rapidly. As anyone who has been involved in survey work soon learns, the fastest way to complete the job is to avoid any errors, since these can involve time-consuming repetitions and hold-ups of associated work.

I quickly gained a reputation for accurate work. Over dinner on June 2 my assistants boldly announced that Curve 69 at mile 26 was to be dubbed 'Sanford's Curve' because we were able to stake the entire curve that day without having to undertake any repetition or correction.

While I was flattered by the unexpected pronouncement, I decided that if any curve on the Fording River line was going to be named after me it would have to be the best curve on the route, on a calibre of Nicholas Morant's famous 'Morant's Curve' on the CP mainline near Banff. So I chose the long, majestic curve between mile 29 and 30, offering a vista of the railway, the Fording River and 8,866-ft.-high Mount Lyne. I thought asking to have the Fording River renamed the Sanfording River might seem a tad arrogant.

Closer to the north end of the loop track than in the previous views, the roadbed has been completed to grade level.

Plus près de l'extrémité nord de la boucle que dans les vues précédentes, on aperçoit la plateforme complètement nivelée.



My proudest accomplishment that summer was on the approach to the loop track. I had already completed the centre-line survey approaching the loop track at the upper end of the mine when the Vancouver office advised us that they wanted a longer tangent track leading into the loop, requiring about 2,000 ft. of the survey to be revised. I had to calculate and measure where the new tangent would commence, determine the correct deflection angle and run the proposed survey line through heavy timber.

It took all of July 16 and 17 to chainsaw through the forest with the new survey line and 10 set-ups of the survey transit over the rugged terrain to cover the distance. I felt great elation – to say nothing of an enormous sense of relief – when on the final instrument set-up I looked through the transit telescope and saw the crosshairs of the telescope on the survey stake that had been my unseen target from 2,000 ft. away.

While incidents like this are fond in my memory, I also remember that weather conditions in the Forging Valley were often atrocious. Many times my assistants had to hold a plastic tarp over me to shield me from the pouring rain while I sat on a log calculating the next step in the survey work. On June 30 we awoke to half a foot of snow on the ground, hardly an unusual occurrence at that elevation. My photos of that summer, taken only on good days, belie the unpleasant weather of the work much of the time.

Officially we worked five-and-a-half days per

week. The venerable CPR was one of the last holdouts of Canadian companies that required its employees to work Saturday mornings. In reality, we worked six days per week, Monday to Saturday, and were given a four-day weekend every month to compensate for the lengthened workweek. Considering the limited opportunities for recreation in the camp, it was an appropriate arrangement.

Anyone who has lived in a bush camp knows that worker morale is directly related to the quality of the food. In that respect there were no grounds for complaint. The food was excellent and of great variety, with the only restriction on quantity being that we had to finish one plate of food before returning for more.

All our dishes and cutlery were rejects from CP dining cars and hotel dining rooms, having minor chips or scars. At the time we gave little thought to our table service. In retrospect, I wish I had ‘acquired’ some of the dishes, as they are now sought-after artefacts.

There were no formal provisions for entertainment. Boxes of magazines were available and a card game seemed to be underway in the drafting room every evening and all day Sunday. Mail was delivered whenever someone went to the company mailbox at Natal, and its arrival was always an important time in the camp. Radio reception from Calgary was spotty. Occasionally, an evening football game with the Calgary Stampeders playing was audible.



This view shows the same location as the photo on page 104, with an empty coal train heading northbound in July 1975. Since then many trees have grown up adjacent to the railway roadbed, making photographs such as this much more challenging.

Cette vue est prise au même endroit que celle de la page 104, avec un convoi de trémies vides se dirigeant vers le nord en juillet 1975. Comme bien des arbres ont repoussé le long de la voie depuis, la prise d'une telle photo est plus délicate.

When the weather was good we played touch football on the road into the camp. Another occasional activity was to place a survey stake well out in the field near camp and take \$1 bets on how far the stake was from another stake driven in the ground next to one of the trailers. After the bets had been taken and recorded, an 'umpire' crew of three would measure off the distance and declare the winner. Most "guesses" were within 3% of the correct distance, evidence that we learned a few things about distance estimating during the summer.

On Sunday, July 26, the camp held the First Annual Fording River Frogmen Races. One type of breakfast cereals at the camp came with toy frogmen that had a small compartment at their base for baking powder. The frogmen were placed in a large laundry tub of water, and as the baking powder got wet it released carbon dioxide gas, which caused the frogmen to rise in the water. When a frogman reached the surface, he tipped over, releasing the gas and causing him to sink to the bottom of the tub of water until enough gas had built up for him to rise again. It was a comical sight to see 15 adult males standing around a laundry tub of water, all cheering as they watched to see whose frogman would go up and down the most times in three minutes.

When the weather was nice, small groups of us used our free time on Sundays to climb the local peaks. Given that the rise from the valley floor of most of the nearby peaks was some 5,000 ft., the climb was arduous. However, the view of the Rocky Mountains was spectacular. I have many photos and fond memories of hikes to what seemed the roof of the world.

On June 9, it was announced that the Emil Anderson Construction Co., based at Hope, had been

awarded the contract for grading of the entire Fording River line. On June 18, a modest ceremony was held at mile 7, at which the first sod was turned. Only CP and Emil Anderson officials attended the ceremony. No media were invited. I was working at the north end of the line that day and could not attend to take some photos. Realistically, every day on my section was precious at that time because, aside from a small amount of work at the site of the sod turning, all of the initial construction was to be on my section.

During the first week of July, construction equipment was moved onto my section, and by the middle of the month construction was underway. The initial construction was all on the loop track. Much of my work changed from surveying to supervising the contractors to ensure stumps weren't going into fills or large rocks dumped onto culverts during placement of backfill. During August I occasionally helped the others doing survey work on the middle section of the line, but for the most part I worked on construction supervision.

The early 1970s were a time of rising environment consciousness, and a frequent discussion over dinner in the camp was the environmental wisdom of what we were doing. The land seemed so pristine and the wildlife so abundant, we had tinges of guilt that we were aiding and abetting the destruction of paradise. Returning to the valley in May 2010, I had a chance to see first-hand the impact of not only the Fording River Mine and railway, but the two additional mines that had opened in the area in 1982.

There is no question that within the zone of active mining operations, the extent of change is staggering. Whole mountains have disappeared and new

mountains created from the overburden rock and slack coal. However, viewed in perspective of the entire valley, the changes seem much more benign. The tailing ponds at the mines have kept the Fording River and tributary streams clear and beautiful. I observed large numbers of deer and elk, plus a few bears, just as I had seen 40 years earlier. We all want the benefits of a modern industrialized society but often seem unwilling to accept the inevitable compromises that must accompany such desires. Viewing the railway again after 40 years, I felt proud of my modest contribution.

I put in my last day on the project on August 28, by which time about four miles of the line had been completely graded and an additional distance of about the same was under active construction. Not only did I have a great summer, I financed my entire final year at university and had money left over to travel a bit after graduation the following spring.

Students entering their final year of engineering at UBC were required to submit a technical essay on some aspect of engineering they had learned from their summer work experience. I am proud to report that my submission on some survey ideas I had worked on during my summer on the Fording River railway not only received an excellent grade but won the Corporation of Land Surveyors of the Province of British Columbia award and cash prize for the best student submission in 1970-71.

After a lifetime of work, I look back at my

Fording River job as the best I ever had. Following graduation the following year I accepted a job with the Greater Vancouver transit system, where I spent nearly 10 years. There I was involved with numerous undertakings, perhaps the largest of which was the SeaBus project. But the highly political nature of that job robbed it of much pleasure. Returning to the sidehills of the Fording Valley in 2010 was definitely therapeutic for me.

Postscript

Construction of the Fording River line continued through 1970 and 1971. Several of the steel bridges on the line had been salvaged from other locations, principally the Kootenay River Bridge at Wardner, which was replaced as a result of flooding from the Libby Dam in Montana. Track was laid in 1971, but delays in the opening of the mine resulted in the rail line being idle for some months following completion. On March 17, 1972, the first coal train left the Fording River mine.

In 1982, new mine loading facilities were opened at Line Creek (mile 9.9) and Greenhills (mile 21.4). All three major coal mines in the Fording Valley are now owned by Teck Resources Ltd.; Korean steel producer POSCO has a 20% minority share in Greenhills.

James Cherrington died in December 2000. Mit Page remained with CP, working on the West Coast Express project and numerous other assignments until retirement in 1998; he lives in West Vancouver.

CP Rail SD40-2 locomotives 5813 and 5620, with 5706 and 5694 midtrain, lift an empty unit coal train around “Sanford’s Curve” between miles 29 and 30 of the Fording River Subdivision north of Sparwood, B.C., in July 1975. Long-time PCD member and railway historian Barrie Sanford surveyed this curve in 1970 during a summer working on southeastern B.C.’s largest railway construction project since 1930, a story he tells in this issue.



Les locomotives SD40-2 du CP en traction répartie – en tête la 5813 et la 5620, et au milieu du train la 5706 et la 5694 – tirent un convoi de trémies vides dans la « courbe de Sanford », entre les PM 29 et 30 de la subdivision Rivière Fording, au nord de Sparwood, C.-B., en juillet 1975. Membre depuis longtemps de la Pacific Coast Division (PCD) de l'Association canadienne d'histoire ferroviaire et historien des chemins de fer, Barrie Sanford a effectué en 1970 les relevés d'arpentage de cette courbe durant un travail d'été pour le plus important chantier de construction ferroviaire depuis les années 30 au sud-est de la Colombie-Britannique. C'est ce qu'il nous raconte dans le présent numéro.

TMC TABLE No. 90, APRIL 10, 1963

Station	Mileage	Track	Notes
SPARWOOD	0.0		Junction with mile 17.8 Cranbrook Subdivision
Michel Creek Bridge 10	0.7		Deck plate-girder spans and through truss span, 232 ft. long
ELKVIEW	0.8		Spur to coal silo
Highway 43 (Elk Valley Highway) Overpass	1.2		
Elk River Bridge 2	1.9		Five deck plate-girder spans, 364 ft. long
Cummings Creek Bridge	2.8		One deck plate girder span, 103 ft. long
DALZELL	5.3		Station Name / No siding
Elk River Bridge 1	6.3		Two through truss spans, 310 ft. long
HARMER	8.2		Storage track, 27 cars
Grave Creek Bridge	8.5		Three deck plate-girder spans, 225 ft. long
LINE CREEK	9.9		Junction with loop track to Line Creek mine coal silo
Storage track	11.8		15 cars
Line Creek Bridge	12.2		One through truss span and two deck plate-girder spans, 200 ft. long
KITSAK	15.0		Station Name / No siding
Avalanche Bridge	16.9		One through truss span, 158 ft. long
CLODE	20.1		Storage track, 20 cars
GREENHILLS	21.4		Junction with short spur to Greenhills mine coal silo
Ewin Creek Bridge	24.7		Three laminated timber spans, 83 ft. long
Chauncey Creek	28.2		Two deck plate-girder spans, 40 ft. long
FORDING (Start of Teck Resources property)	32.5		
Kilmarnock Creek	32.9		Corrugated steel culvert
Fording Valley Road Overpass	33.4		
Loop Track: End of Subdivision	33.8		

Mileages -- Fording River Subdivision

- 0.0 SPARWOOD: Junction with mile 17.8 Cranbrook Subdivision
- 0.7 Michel Creek Bridge 10: Deck plate-girder spans and through truss span, 232 ft. long
- 0.8 ELKVIEW: Spur to coal silo
- 1.2 Highway 43 (Elk Valley Highway) Overpass
- 1.9 Elk River Bridge 2: Five deck plate-girder spans, 364 ft. long
- 2.8 Cummings Creek Bridge: One deck plate girder span, 103 ft. long
- 5.3 DALZELL: Station Name / No siding
- 6.3 Elk River Bridge 1: Two through truss spans, 310 ft. long
- 8.2 HARMER: Storage track, 27 cars
- 8.5 Grave Creek Bridge: Three deck plate-girder spans, 225 ft. long
- 9.9 LINE CREEK: Junction with loop track to Line Creek mine coal silo
- 11.8 Storage track, 15 cars
- 12.2 Line Creek Bridge: One through truss span and two deck plate-girder spans, 200 ft. long
- 15.0 KITSAK: Station Name / No siding
- 16.9 Avalanche Bridge: One through truss span, 158 ft. long
- 20.1 CLODE: Storage track, 20 cars
- 21.4 GREENHILLS: Junction with short spur to Greenhills mine coal silo
- 24.7 Ewin Creek Bridge: Three laminated timber spans, 83 ft. long
- 28.2 Chauncey Creek: Two deck plate-girder spans, 40 ft. long
- 32.5 FORDING (Start of Teck Resources property)
- 32.9 Kilmarnock Creek: Corrugated steel culvert
- 33.4 Fording Valley Road Overpass
- 33.8 Loop Track: End of Subdivision

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Fuelling at Brent

By Barry Biglow, P. Eng.

Followers of CN Rail motive power will remember that Canadian National had the largest fleet of GP40-2 locomotives from General Motors of any railroad on the North American continent. As usual there is a story behind the fleet.

The story begins with the first diesel electric locomotives that were an outgrowth of the streetcar / interurban design followed by the self - propelled gas / distillate passenger cars. All these vehicles used 600 Direct Current traction motors directly geared to the axle. In the self-propelled equipment, the direct current generator supplying the traction motors had limitations of maximum current and maximum voltage. To start the car / train, maximum tractive effort was desired so the maximum current through the traction motors was necessary. Note that in general, the tractive effort is a function of motor current and the speed is a function of voltage. Since the DC Generator could not supply enough current required for maximum tractive effort at zero speed, the current was in effect used twice by passing the current through one motor and then another before returning to the generator. In other words the motors were connected in series electrically. With four motors the connection called series / parallel was used, giving two strings with motors in SERIES and the strings were in PARALLEL across the generator.

As the car / train accelerated the generator

current fell due to the internal voltage of the motors resisting the generator voltage. Soon the voltage limit of the supplying generator was reached but, since the motors were in series / parallel, the speed was about half speed corresponding to the half voltage across each motor. To reach a higher speed, it was necessary to lower the internal motor voltage by passing some of the current around the field, i.e. SHUNT the motor fields. There are limitations on the amount of current that can be shunted before the motor commutation becomes unstable and starts to spark bar to bar thus again limiting the speed. To overcome this problem, the motors were reconnected in PARALLEL as four motors with no shunting connected directly across the DC generator. With the train moving and the motors revolving and generating an internal voltage, the current drawn with four motors in parallel was within the limitations of the generator and greater speed could be obtained within the generator voltage limit. Usually the fields had to be shunted again to reach full rated speed, i.e. PARALLEL SHUNT connection.

By the time CN was in the market for second generation diesel electric locomotives, General Motors was ending production of the GP35 2,500 horsepower units. This model was not very common in Canada. CP Rail acquired twenty four GP35s, numbered from 5002 to 5025, between 1964 and 1966. CN rostered only two – the 4000 and 4001 built in 1964.



CN had only two GP35s, late in the evening of May 26, 1974 the second of CN's pair of GP35s, 4001, and SD40 5061 were on the Strathroy subdivision running an eastbound extra towards London at the junction with the Chatham subdivision in Komoka. W. Robert (Bob) Thomson photo / Don McQueen collection X157.24

Le CN n'a possédé que deux locomotives GP 35. Tard dans la soirée du 26 mai 1974, l'une d'elles, la no 4001, ainsi que la SD40 no 5061 roulent en direction est dans la subdivision Strathroy vers London à la jonction Chatham à Komoka, en tête d'un train en extra. Photo de W. Robert (Bob) Thomson/collection Don McQueen X157.24



Canadian Pacific had a larger fleet of GP35s, in their as-delivered colours, elephant style CPR GP35s 5015 and 5005, aided by FB2 4427 and FA2 4036 were dropping downgrade on the Windsor subdivision towards the Thames River and the Quebec Street terminal as they approached the Sarnia Road overpass bridge in west London on a misty April 18, 1970. Don McQueen photo #2131

Le Canadien Pacifique a possédé un plus grand nombre de locomotives GP35 que le CN. Qualifiées de style « éléphant », les nos 5015 et 5005 dans leur livrée d'origine du CPR, accompagnées par la FB2 no 4427 et la FA2 no 4036, descendent la rampe à la subdivision Windsor vers la rivière Thames et le terminus de la rue Québec alors qu'elles approchent du viaduc au-dessus du chemin Sarnia dans la partie ouest de London en cette journée brumeuse du 18 avril 1970. Don McQueen, photo no 2131.



Eastbound (heading south) elephant-style in the mid-afternoon of July 29, 1975, CP GP35 5005 and C424 4245 were about to cross Highway 612 north of Mactier on the Parry Sound subdivision. Both were wearing the original narrowstriped version of the 'Action Red' multi-mark livery of CP Rail, although they had been delivered in grey and maroon with script lettering. Don McQueen photo #5033

Les locomotives style « éléphant » GP35 no 5005 et C424 no 4245 vont en direction est (roulant vers le sud) et s'apprêtent à traverser l'autoroute 612 Nord à Mactier dans la subdivision Parry Sound en ce 29 juillet 1975. Toutes deux portent les couleurs rayées de l'Action Red de la livrée Multi mark du CP Rail, qui diffère de la livrée gris et marron d'origine avec letrage Script. Don McQueen, photo no 5033.

The GP35s used a DC Generator and, as high horsepower units, had many steps of motor field shunting in both series and parallel. In fact, there were so many that a small controller was used to control the many steps involved. Control of these steps of field shunting was the same as for transitioning from series to parallel connection, namely the measurement of current and voltage of a motor. The current and voltage could be related to motor speed and thus locomotive speed. The system worked well when the motor measured was not slipping, but when the motor was slipping the results were unfortunate causing transitioning at the wrong speed. This led to transition hunting and on the GP35 units the shunt controller often acted like a pinball machine backwards and forwards.

The replacement of GP35 by the GP40 model caused CN's electrical engineers to breathe a sigh of relief. Now the GP40 model did not have a generator, but rather an alternator with semiconductor diodes whose

current limitations allowed the connection of the traction motors in parallel at zero speed. While an improvement, there was a catch. To get the locomotive to pull at the higher speeds it was necessary to increase the motor current by shunting the fields as with a DC generator locomotive. To get full horsepower over the full speed range there were three stages of field shunting. A high degree of current bypassing the motor fields led to excessive bar to bar sparking at the motor commutators. The sparks led to excessive amounts of ionized conducting air between the brush holders. As the ionized air was an easier conducting path than through the motor windings, the current that flowed in the ionized path caused a short circuit across the alternator.

With a locomotive using a DC Generator, the current was often sufficient to cause the generator to short circuit in a so-called flashover between positive and negative brush holders. The flashover burned everything on or near the motor commutators requiring a significant

Travelling eastbound through the blowing snow from Lake Huron whiteouts on January 10, 1981, a trio of GP40s; 4004, 4002 and 4007 - approaching Middlesex Centre's Pulham Road at mile 7 on CN's Strathroy subdivision, about midway between Komoka and London. Don McQueen 135mm photo #10393.

Se dirigeant vers l'est à travers une poudrière en ce 10 janvier 1981, un trio de locomotives GP40, les nos 4004, 4002 et 4007 en provenance du lac Huron, se préparent à traverser le chemin Pulham de Middlesex Centre à la borne no 7 de la subdivision Strathroy du CN, à mi-chemin entre Komoka et London. Don McQueen, photo 135 mm no 10393.



Both geared for passenger service, CN GP40s 4016 and 4017 with #146 (Windsor-Toronto) were drifting downhill towards the Thames River crossing through the Oakridge cut, east of London's Hyde Park Road on May 18, 1974. The Victoria Day holiday weekend necessitated the long consist which included three leased Algoma Central coaches. Don McQueen photo #4361

Toutes deux réglées pour le service aux passagers, les locomotives GP40 nos 4016 et 4017 du CN, en tête du train no 146 (Windsor-Toronto), dévalent la pente vers la rivière Thames, traversant le vallon d'Oakridge à l'est du chemin Hyde Park de London en ce 18 mai 1974. Le weekend du congé de la reine Victoria nécessite un long convoi incluant trois voitures coach empruntées à l'Algoma Central. Don McQueen, photo no 4361.



amount of time and expense to repair. With the alternator, the short circuit current could destroy diodes, but not the alternator. The short circuit current was capable of making the magnetic fields in the other three motors unstable such that a flashover occurred in each of all four motors. Flashovers in four motors at a time became a characteristic failure pattern of the sixteen 3,000 horsepower GP40 units (numbered 4002 to 4017) purchased by CN in 1966 and 1967.

With this background, CN considered the upgraded GP40-2 model that had 3,000 horsepower and no motor field shunting as the units had higher rated semiconductor diodes. Calculations suggested that the GP40-2 model represented a good balance between horsepower and tractive effort for CN's operations; however, CN did not want a fleet of locomotives that had motor failures in sets of four. To satisfy themselves that the redesigned locomotives with the card system would perform satisfactorily, it was arranged to borrow a set of three GP40-2 units from the Chesapeake and Ohio Railroad (C&O) and test them on CN Rail lines.

C&O Units 4181, 4182 and 4184, built by EMD in November 1972, arrived at Montreal yard for evaluation. Being a coal hauling railroad, the C&O purchased the units ballasted to a higher weight than allowed on CN. The weight of each unit was lowered for testing on CN lines by not fully filling the fuel tank. This meant that the units needed to be fuelled more frequently than CN units. The first trial run was a round trip on a 300 series train between Montreal and Winnipeg. A 300 series train normally consumed the most fuel with a train weight to locomotive horsepower ratio of 1. Plans were to

depart Montreal for Ottawa with the C&O units partially fuelled because of the weight restriction.

In May 1973, a test train with tonnage suitable for two unit haulage was made up, but arrangements were made to have the three C&O test locomotives on the train. A CN dynamometer car was marshaled in immediately behind the diesel units. The idea was to have two of the three locomotives power the train in rotation.

As the train was delayed leaving Montreal, I decided to leave others in charge while I turned in for the night. I awoke the next morning to find the train west of Ottawa proceeding normally. Reviewing details I asked the question, "How much fuel did you take at Ottawa?" The answer was 'none'!

Quickly reviewing the state of fuel of each locomotive mentally, I came to the conclusion that the lead locomotive had worked more than a subdivision from Montreal to beyond Ottawa, while the second unit had only worked part of a subdivision from Ottawa and the third unit had only worked the subdivision from Montreal to Ottawa. I realized that the lead unit was well on its way to running out of fuel. Given that this was a loaned unit, one could not afford to shut down and possibly freeze the unit in the middle of our Canadian winter. There was a rapid dash through the three units to the lead locomotive. The door behind the engineman was opened suddenly and, without a word, the locomotive was taken off line and placed in idle. An explanation was then made to the engineman. It was nice and peaceful rolling through the Ottawa valley in an idling lead locomotive with the two units behind pushing us and pulling the train.

continued on page 127

Stan's Photo Gallery

MAY – JUNE 2011

By Stan Smail

French Version, Michel Lortie

Introduction

In this issue of Canadian Rail, we are pleased to feature the colour photography of Bill Thomson of the CRHA Kingston Division. A prolific photographer, Bill shot top quality colour images and 8mm movies of the Canadian railway and traction scene during the transition years of the 1950s.

Preceding the Bill Thomson material is a small portfolio of early CPR unit coal train images taken by your photo editor in the nineteen seventies when East Kootenay coal was once again king.

When the CP Rail Kaiser coal trains began in 1970, they were usually powered with a quartet of MLW M630's especially purchased for this service. Daylight is waning in this August 1970 view as M630 4554 leads a southbound 804 with Kaiser coal empties near Horse Creek, B.C. on the Windermere Subdivision. Stan J. Smail.

Quand les convois du CP en provenance de la mine Kaiser ont commencé à circuler en 1970, ils étaient tractés par quatre puissantes locomotives M630 de MLW, spécialement acquises en vue de ce travail. En fin de journée au mois d'août 1970, la M630 4554 est ici en tête d'un tel convoi en direction sud près de Horse Creek, Colombie-Britannique. Stan J. Smail.



Les photos de Stan

MAI – JUIN 2011

Par Stan Smail

Version française : Michel Lortie

Avant-propos

Dans ce numéro, vous aurez le plaisir d'admirer une collection de photos couleurs prises par un de nos membres : Bill Thomson, de Kingston, Ontario. Bill fait de la photo depuis de nombreuses années et a aussi tourné plusieurs films de 8 mm sur les chemins de fer, entre autres les lignes électrifiées qui allaient disparaître et l'époque de la transition entre le règne de la vapeur et l'avènement des locomotives diesel au cours de la décennie 1950.

Avant de vous présenter le travail de Bill Thomson, permettez-moi de vous offrir quelques-unes des photos que j'ai prises au cours des années 1970 dans la région des monts Kootney en Colombie-Britannique. Celles-ci vous feront voir les premiers trains blocs due transport de charbon sur les rails du Canadien Pacifique.



The run up the Windermere Sub is almost over for the Cranbrook crew of an 803 Kaiser coal train from Sparwood led by M630 4552 seen here entering the South Yard at Golden, British Columbia in August 1970. Robot assist locomotives will be added to the 803's train before her Mountain Sub crew rolls it to Revelstoke. Within a year coal dust compromised the red paint scheme of the original 349 coal cars. Thereafter the cars were painted in utilitarian black! Stan J. Smail.

En août 1970, le train 803 entre en gare de triage de Golden, C.-B., terminus de la subdivision Windemere. L'équipe de la locomotive 4552, en provenance de Cranbrooke, a fini son travail. D'autres locomotives robotisées seront ajoutées à ce train et une autre équipe le conduira vers l'ouest et Revelstoke. En moins d'un an, la poussière de charbon aura eu raison de la peinture rouge des wagons et les prochains seront peints en noir. Stan J. Smail.

William D. (Bill) Thomson

Bill was born in Toronto in 1926 and raised in Port Credit. Attending Port Credit High School, he developed his great interest in trains. The school was beside the Oakville Sub and carried trains from the CNR, CPR, TH&B, and NYC. He was a number cruncher with a little black book that recorded an amazing variety of locomotives spotted. His school years overlapped the wartime years so rail traffic was a very heavy distraction. Bill served in the navy for a short time during the concluding years of the war. He attended Ontario Agricultural College (now University of Guelph) and spent a 35 year career in the Pharmaceutical Industry (Veterinary and Agricultural Division). Bill married in 1954 and lived in Port Credit, Toronto and Rockwood, Ontario. Work took him regularly to many parts of Ontario where he meet fellow rail enthusiasts and photographed railway activity.

On retirement he moved to Bath, Ontario, close to Kingston, where he joined the CRHA's Kingston Division. He has served as treasurer, secretary and president of the Division. He is the co-author with Don McQueen of the book *Constructed in Kingston*, which is the definitive history of this locomotive manufacturer. Bill says that this was both a very challenging and interesting retirement project. In the course of many rail oriented trips with his wife Willa, Bill has developed an appreciation of the railways in Canada, USA, South Africa, Zimbabwe and several countries in Europe including Britain.

William D. (Bill) Thomson

Bill, né à Toronto en 1926, passa sa jeunesse à Port Credit, Ontario. Il commença à s'intéresser aux chemins de fer alors qu'il fréquentait une école secondaire située près des voies de la subdivision Oakville sur lesquelles circulaient des trains du CN, du CP, du TH&B et du NYC. Il aimait tellement les trains qu'il consignait dans un petit cahier la liste de toutes les locomotives qu'il observait. Comme ses années à l'école coïncidaient avec l'intense circulation du temps de guerre, il était souvent distrait de ses études! Bill fit son service militaire dans la marine vers la fin de la Deuxième Guerre mondiale. Puis il obtint un diplôme du Collège agricole de l'Ontario, maintenant l'Université de Guelph. Il fit ensuite carrière pendant 35 ans dans l'industrie pharmaceutique vétérinaire. Bill s'est marié en 1954 et résida à Port Credit, puis à Toronto, et enfin à Rockwood, Ontario. Son travail l'amena à visiter plusieurs régions de la province, où il prit de nombreuses photos de trains. Après sa retraite, il s'établit à Bath, Ontario, et devient membre de la division Kingston de la SCHF, dont il fut trésorier, puis secrétaire, et enfin, président.

Bill a travaillé beaucoup avec son co-auteur, Don McQueen, à la rédaction de *Constructed in Kingston*. Accompagné de son épouse, Willa, il fit de nombreux voyages à l'étranger, où il s'intéressa aux chemins de fer des É.-U., de l'Afrique du Sud, du Zimbabwe ainsi que de plusieurs pays européens, dont la Grande-Bretagne.





The Oshawa Electric Railway was one of the last trolley freight operations in Canada. In 1962, Bill Iensed no less than six motors and a sweeper laid up at the Oshawa shop. The sweeper has an angled CN herald and may have come from the Niagara St. Catharines & Toronto Railway. Three freight motors and a sweeper were sent to Oshawa from the NS&T after electric operations ceased in 1960.

Le Oshawa Electric Railway fut l'un des derniers chemins de fer électrifiés affectés au transport de marchandises au Canada. Cette photo, prise en 1962, montre les ateliers du Oshawa avec pas moins de six locomotives... et un balai-brosse. Celui-ci aborde encore une cocarde du CN et provient probablement du Niagara, St Catharines & Toronto, qui avait cessé d'utiliser l'électricité en 1960. Trois de ces locomotives et un balai-brosse avaient été envoyés à Oshawa, où ils furent en service encore quelques années.

CNR S1g 2-8-2 3505 has the blower on as it prepares to leave Clarkson, Ontario on the CNR Oakville Subdivision with an outbound manifest in the summer of 1957. The 3505 began life in 1917 when it left the Kingston works of the Canadian Locomotive Company as Grand Trunk No. 485. Less than a year from when this view was taken, it would be retired in May 1958.



L'ingénieur utilise la soufflerie de la 2-8-2 3505 en gare de Clarkson, Ontario, sur la subdivision Oakville du CN, à l'été de 1957. Il reste moins d'un an de vie active à cette loco, construite par la Canadian Locomotive de Kingston en 1917 pour le Grand Tronc. Elle portait alors le numéro 485, et fut mise à la retraite en mai 1958.



Action at Galt! An almost new RS18 8744 teams up with an FA and P1 2-8-2 5147 at Galt, Ontario on a wet summer day in 1959. The catenary for the CP Electric lines appears to the left of Extra 8744 West which waits for it's conductor before heading for Orr's Lake and points west.

Il y a décidément beaucoup d'action à Galt, Ontario, par cette journée pluvieuse de l'été 1959. La RS18 8744, presque neuve, en compagnie d'une FA et de la loco vapeur 2-8-2 5147, attend en gare son départ avec un train en direction Orr's Lake. On peut voir sur la gauche la caténaire de la ligne électrifiée du CP.

TTC Peter Witt 2894 and an unidentified 2800 repose in the temporary lay-up yard near the Toronto waterfront during subway construction in 1963. The TTC Peter Witt fleet was supplemented and ultimately replaced by one of the largest fleets of PCC streetcars in North America. Several TTC 'Witts' survive including car 2424 at the Halton County Radial Railway near Rockwood, Ontario, car 2300 at Exporail, and the 2766, a 'small Witt', which the TTC has kept on its roster for movies and special occasions.

Deux voitures tramways de type Peter Witt de la TTC sont stationnées dans une réserve temporaire près du port de Toronto durant les travaux de construction du réseau souterrain en 1963. Toutes les voitures de type Peter Witt ont été remplacées à Toronto par la plus importante flotte de voitures tramways de type PCC en Amérique du Nord. L'une de ces voitures est maintenant au musée Halton County Radial Railway près de Rockwood, Ontario; une autre est au musée Exporail de St-Constant, Québec, et le TTC a conservé la 2766, un modèle plus court qu'elle loue pour des prises de vues ou des occasions spéciales.





Only the Fairbanks is an interloper! In this 1962 shot at the CNR Belleville, Ontario roundhouse all the road engines are MLW RS18's except for a lone 2200 series H16-44. Of note also is the fact that all of the units except one are still in the CNR green and yellow livery.

Toutes les locomotives sur cette photo, prises à la rotonde de Belleville, Ontario, en 1962, sont des MLW RS18, à l'exception d'une seule de type H16-44. Il est à noter que toutes, sauf une, portent encore la livrée classique, vert et jaune, du CN.

And now for some real CNR 'green and gold'. When CNR cab units were first delivered, they were painted in olive green and actual gold. This tradition began as an experiment on the Alco PA's 9077 and 9078 as well as the original 9000 series EMD F3's delivered in the late nineteen-forties. CNR F7 9046 is at Toronto's Sunnyside station back in 1952. Her gold paint will soon be exchanged for CNR yellow.



Une photo d'une vraie livrée vert et or! Lorsque le CN acheta ses premières locomotives diesel avec cabines avancées, ces dernières furent peintes en vert et or. Cette tradition a débuté avec les Alco PA 9077 et 9078 ainsi que toutes les F3 EMD livrées à la fin des années 1940. Ici, la F7 9046 est en gare de Sunnyside à Toronto en 1952; sa peinture dorée sera bientôt remplacée par du « jaune CN ».



In the early fifties, Turcot East in the CNR Montreal Terminals was a mecca for rail enthusiasts. Diesels were now on the property as evidenced in this early fifties scene with MLW FA1 9405, a sister FA1, a GM diesel switcher and a 5500 series 4-6-2 awaiting assignment. Bill walked from the DeCourcelles street crossing to Turcot East to take this shot. CNR FA1 9400, the first Canadian built streamlined diesel is preserved in her mid-fifties green and yellow livery as a treasured exhibit at Exporail's Angus Pavilion.

Lorsque cette photo fut prise, au début des années 1950, l'endroit par excellence pour les amateurs du rail était le terminus des locomotives de la gare de triage Turcot à Montréal. Bill a dû marcher depuis le passage à niveau de la rue De Courcelles jusqu'à Turcot pour prendre cette photo de la 9405, une FA1 accouplée à une autre de même type ainsi qu'une loco de manœuvre GM, et finalement une vapeur 4-6-2 qui attend les ordres de départ. La FA1 9400 fut la première diesel profilée fabriquée au Canada; elle se trouve maintenant préservée au musée Exporail.

It can be argued that the CNR FPA4 wore the attractive 1954 passenger paint scheme the best of the three passenger diesel types so painted. In this view from the summer of 1962, FPA4 pauses with local train 628 at Guelph, Ontario. Sister 6765 is at Exporail painted the same as 6778 and is the only FPA4 preserved in Canada.

Certains prétendent que les FPA4 étaient celles, parmi les trois autres types de locomotives diesel ainsi décorées, qui portaient le mieux la célèbre livrée vert et jaune des locomotives de convois de passagers du CN. La FPA4 6778 est en gare de Guelph, Ontario, à l'été 1962, en tête du train local 628. Une autre FPA4, la 6765, est exposée au musée Exporail dans la même livrée; il s'agit de la seule de ce type conservée au Canada.





More Alco cabs, this time on the CPR. On the Windsor Sub, FA2 4051 heads up an Extra West for Windsor in the company of an RS10 and an FB1. The train is passing under the Sarnia Road bridge west of London, Ontario in May 1962.

Encore des Alco à cabines avancées, cette fois sur le CP. La FA2 4051 est en tête d'un train en direction ouest vers Windsor, Ontario, aidée d'une RS10 et d'une FB1. On les voit ici passant sous un pont routier à l'ouest de London, Ontario.

No folks, it is not California's Cajon Pass where the Union Pacific and the Santa Fe climb out of the L.A. Basin. In 1964, power short CPR leased some Union Pacific Alco cab units. They were free runners everywhere from Windsor, Ontario to Montreal. Seen here at Campbellville, Ontario in 1964, Extra UP1628 West is headed for Guelph Junction and London on the CPR Galt Sub. In marginal mechanical condition, the aging Alcos were soon banished to the Rock Island, so good photos of them are a treat to find! Thank you, Bill!



Nous sommes à Campbellville, Ontario, et non pas aux États-Unis. Les Alcos que l'on peut voir ici avaient été louées du chemin de fer Union Pacific par le CP en 1964. Au cours de leur séjour au Canada, elles ont été utilisées un peu partout, surtout entre Windsor et Montréal. Celles-ci sont en tête d'un train en direction de London sur la subdivision Galt. Comme ces locomotives n'étaient pas en très bon état mécanique, elles ont par la suite été refilées au chemin de fer Rock Island. Merci à Bill d'avoir pris cette photo où l'on voit des locomotives qui ne sont pas restées longtemps au Canada!



Another southern Ontario electric railway institution was the London and Port Stanley Railway. Operating electric freight service as late as 1959, GE Box cab L2 is at London in the Company of flanger FA1. Today, flanger FA1 is preserved at Exporail and motor L2 is preserved at the Halton County Radial Railway near Rockwood, Ontario.

Un autre chemin de fer électrifié bien connu, de la région sud de l'Ontario, est le London and Port Stanley, qui conserva la traction électrique pour le transport du fret jusqu'en 1959. La locomotive GE L2 est ici à London, Ontario, en compagnie du déblayeur d'entre-rail FA1. Celui-ci est préservé au musée Exporail. La L2, quant à elle, est à celui du Halton County Radial Railway près de Rockwood, Ontario

The London and Port Stanley Railway was dieselized with a pair of GMD built G12 diesel-electrics, numbered 991 and 992. The G12 was designed for the export market and the L&PS units were the only two built for Canadian service. At London in January 1966, long after the catenary came down, but still in her L&PS livery, G12 992 pauses for Bill's camera.

Lors de la conversion au diesel du London and Port Stanley, on acheta de GMD deux modèle G12, les 991 et 992. Ce type de locomotives était destiné au marché d'exportation et celles-ci ont été les seules vendues au Canada. À London, en 1966, bien après l'abandon de l'électricité, la 992, toujours dans sa livrée du L&PS, pose pour Bill.





Highball! Doubleheaded CNR Mikados led by S1a 2-8-2 3228 cross Highway 35 near Kirkfield, Ontario in the summer of 1958. The 3228 was built by CLC in 1917 as GTR 2828 and retired in March 1960. Sister 3239 is at Exporail and sister 3254 operates regularly at the Steamtown Museum in Scranton, Pennsylvania.

À l'été 1958, deux Mikado 2-8-2 S1a du CN nous donnent tout un spectacle de fumée au passage à niveau de la route 35 près de Kirkfield, Ontario. La 3528, construite par CLC en 1917 pour le Grand Tronc, fut mise à la retraite en mars 1960. Une autre du même modèle, la 3239, est au musée Exporail et une autre encore, la 3254, est toujours en état de marche au musée Steamtown de Scranton, Pennsylvanie, aux États-Unis.

Clear board at Clarkson! CNR U3a 6301 passes Clarkson, Ontario on the CNR Oakville Sub in 1957 with a Mimico manifest freight. The 6301 was the second of the Alco 4-8-4's built in 1927 for CNR Subsidiary Grand Trunk Western. In the fifties, a number of these GTW Northern's were transferred to the CNR. They received 'Canadian National' number plates and carried the CNR wafer herald on the coal box sides of their distinctively American Vanderbilt tenders.



La voie est libre pour la Northern U3A 4-8-4 6301 alors qu'elle passe devant la gare de Clarkson, Ontario, sur la subdivision Oakville en tête d'un train de marchandises. Cette locomotive fut la deuxième d'une série construite en 1927 pour le Grand Trunk Railway, une filiale américaine du CN. Au cours des années 1950, plusieurs de ces locomotives ont été transférées au CN. On y a posé des plaques-numéros du CN et on a peint la cocarde du CN sur leur tender de type Vanderbilt.

Continued from page 117



Three Chessie System GP40-2s on loan to CN for testing at Brent, Ontario for emergency refuelling in May, 1973. Barry Biglow.

Trois locomotives GP40-2 du Chessie System, louées par le CN pour des tests, sont à Brent en Ontario pour faire le plein en mode urgence, en mai 1973. Barry Biglow.



Two views of the test train at Capreol, Ontario, in the yard and at the station beside the Super Continental. Barry Biglow.

Deux vues du train-test à Capreol, Ontario. La première dans la cour et la suivante à la gare, à côté du Supercontinental. Barry Biglow.





No customers as the test train makes a station stop at Foleyet, Ontario. In the early 1900s, Canadian Northern decided to build a railroad through the area Foleyet now occupies. The Foley Brothers and Northern Construction were the two contractors who were hired to do the job. Construction began in 1911 and was completed in 1915. The goal of the construction was to unite the western lines from Current Junction, now part of Thunder Bay, to the eastern section, between Toronto and Ruel, which was accomplished in 1912. While this work was going on, a line was also being put in from Ottawa to Capreol. On June 15, 1915, the first work train arrived from Capreol. The engineer was Jim Scott. The train carried men to build bridges over Ivanhoe River, Muskego River, and Groundhog River.

The CNR station at Foleyet was originally called Foley. Local legend has it that the early residents applied for a post office named to honour their former employer the Foley Brothers, but were frustrated in their wishes because the name Foley Post Office already existed near Parry Sound. The story is told that someone declared that "We want to name the town for the Foley Brothers, and we'll name it Foley yet!" and the unintended name stuck.

Being about mid-way between Capreol and Hornepayne, Foleyet was established as a divisional point, for changing train crews and servicing rolling stock, and there was with a large railway roundhouse as well. Barry Biglow, caption information Wikipedia

Le quai est désert au moment où le train-test fait un arrêt à la gare Foleyet en Ontario. Au début des années 1900, le Canadian Northern construit un chemin de fer dans la région de Foleyet. On choisit les entrepreneurs Foley Brothers et Northern Construction pour accomplir les travaux, qui débutent en 1911 pour se terminer en 1915. Le but de ce projet est d'unir les lignes de l'ouest de Current Junction (faisant maintenant partie de Thunder Bay) à la section de l'est entre Toronto et Ruel, celle-ci étant terminée depuis 1912. Cela au moment même où on établit une ligne entre Ottawa et Capreol. Le 15 juin 1915, Jim Scott, le mécanicien de locomotive, amène le premier convoi de travail à Capreol. Le train transporte des ouvriers qui construiront des ponts au-dessus des rivières Ivanhoe, Muskego et Groundhog.

À l'origine, la gare Foleyet se nommait Foley. Une légende locale raconte que les premiers résidents réclamaient un bureau de poste nommé en l'honneur de leurs employeurs, les frères Foley. Ils furent cependant déçus d'apprendre que le nom était déjà attribué à un autre bureau poste près de Parry Sound. Certains déclarèrent alors : « Nous tenons à ce que cette ville soit au nom des frères Foley, nous l'appellerons donc Foley Yet », et le nom demeura.

Située à mi-chemin entre Capreol et Hornepayne, Foleyet devient un poste divisionnaire pour les changements d'équipes et pour l'entretien du matériel roulant; on y construit donc une importante rotonde. Barry Biglow, informations pour la légende de photo : Wikipedia.

Another stop, another desolate location in Northern Ontario, looking forward from the second C&O unit.

Un autre arrêt, un autre endroit désolé dans le nord de l'Ontario. Une vue vers le devant de la deuxième locomotive C&O.



C&O 4184 takes to the siding on its westward journey from Capreol to Winnipeg in May, 1973. Barry Biglow.

La locomotive no 4184 du C&O s'engage sur la voie d'évitement en direction ouest, de Capreol vers Winnipeg, en mai 1973. Barry Biglow.



Their westward run completed, the three C&O units and CN Dynamometer car repose at Symington Yard in Winnipeg. Barry Biglow.

Leur itinéraire vers l'ouest complété, le trio de locomotives C&O et le wagon-dynamomètre reposent dans la cour Symington à Winnipeg. Barry Biglow.

The train arrived at Brent, the intermediate terminal between Ottawa and Capreol in Algonquin Park. The lead C&O locomotive was still running at idle so the gamble was won, or was it? By this time, fuelling at Brent was to be done only in emergency.....well we had an emergency! The fuel gauge on the side of the lead unit was now bouncing off the empty pin. The attendant went to start the stationary engine to pump fuel into the unit. As luck would have it, the fuel pump engine would not start; however, the fuel tanks at Brent were on a hill elevated above the tracks. In the past emergency fuelling had been done by gravity so we started to fuel the unit. The fuel meter ticked over slowly, the idling locomotive was consuming almost as much fuel as we were adding by gravity. Fuelling was obviously going to be an all day affair. Fortunately a second attempt to get the fuel pump engine to start was successful and we were able to fuel the unit and the other two for good measure. With the units half filled and the test crew suitably chastised, the test went on without any other significant incident.

Postscript:

The tests with GP40-2 model were satisfactory. CN purchased 268 units (numbered 9400 to 9667, 9414 is featured on this issue's cover) from General Motors Diesel Division in London, Ontario between 1974 and 1976. However, the units were customized to meet CN's needs. In order to increase fuel capacity from 2160 imperial gallons (GP40s 4002-4017) to 3000 gallons, the frame was redesigned to keep the total weight at 262-263,000 lbs (4002-4017 weighed 261,000 lbs)

The redesigned units were also equipped with the Canadian Comfort cab which had been designed jointly by CN, the running trades and GMDD. As a result of these changes, the model designation for these units became GP40-2L(W) -'L' for lightweight frame and 'W' for wide nose). The design of the cab and nose was so favourably received EMD made it the standard (with variations) on its road units to this day. The previous style, as seen on the C&O units, as/is known as the Spartan cab design.

CN developed the PTC (Positive Traction Control) wheel slip system – a feature incorporated into the GP40-2L(W) units which became standard on CN power for many years.

The GP-40L(W) provided many years of good service to CN. In 2011, only a handful (53) of these units remain in service on CN. A number have found homes on over two dozen railways including short lines in Canada such as the Athabasca Northern, Hudson Bay Railway, Huron Central, Quebec-Gatineau; and in the US, the Aberdeen Carolina & Western, Central Michigan, Dakota Missouri Valley & Western, Iowa Northern, Kanawah River Terminal, New England Central, Toledo Peoria & Western, Vermont Railway and Yakin Valley. Class 1 railway owners are Guilford Industries' Maine Central and the Kansas City Southern. Passenger operators include Rocky Mountaineer and Massachusetts Bay Transit Authority.



CN 2nd 9400, (the first 9400 was a 1950 FA-1 now at Exporail) was the lead power for #238 on November 14, 1987 as the eastbound intermodal train was about to pass under London's Riverside Drive overpass at 11:25. Trailing the prototype GP40-2LW on that day's 'Chicago Laser' was EMD GP40-2 GTW 6415 (nee DT&I 415) and GP40-2LW 9413. Don McQueen photo #19363.

La deuxième locomotive CN no 9400 (la première 9400 étant une FA-1 de 1950 exposée actuellement à Exporail) est à la tête du train no 238 en ce 14 novembre 1987, au moment où le train intermodal en direction est se prépare à passer sous le viaduc du chemin Riverside de London à 11 h 15. La EMD GP40-2 no 6415 (née DT&I no 415) du GTW et la GP40-2LW no 9413 amènent le prototype GP40-2LW sur le Chicago Laser. Don McQueen, photo no 19363.

Book Reviews

KINGS OF THE IRON ROAD

By Jay Underwood

Reviewed by Douglas N W Smith



The written history of railways in the three Maritime Provinces has until very recent times been a subject largely ignored. Relative few books and articles have appeared to detail the history and times of such a major railway as the Intercolonial and the Halifax & Southwestern or the numerous short line and industrial operations. Jay Underwood is almost singlehandedly changing

this situation. He has published well-received articles in “Canadian Rail” and now has begun to publish books.

The Kings of the Iron Road presents the stories of seven men who found employment on either the Nova Scotia, Windsor & Annapolis or the Intercolonial

Railways in the Victorian era. These include two locomotive engineers who were involved in some of the most notorious wrecks in the history of the Intercolonial; an engineer – who like sailors of old – had wives in different parts of the country; a stage coach owner who made a fortune providing wood to the railways that put his coaches out of business; two managers who tried to make the Nova Scotia Railway pay; and the family whose freight transfer business grew into a trucking operation still in business today.

There are many interesting nuggets in the book – a locomotive pilot cost \$36 in the 1860s, wood delivered to the railways for use was in four foot lengths, or the fact that in the early 1860s one would pay less to ride a train to Halifax than to leave it! At times the genealogical information gets a bit heavy for the reader who is not seeking family histories. There are few photos in the book. This is a standard problem for those writing about early Maritime railway history as few photos seemingly have survived from that period.

KINGS OF THE IRON ROAD

By Jay Underwood

ISBN 978-0-9687714-6-4

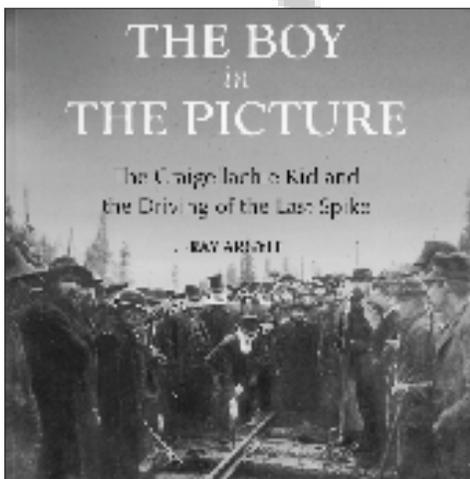
Published by Pennyreadful Publishing
6” X 9”, 232 pages, soft cover. Price \$ 25.00

THE BOY IN THE PICTURE:

The Craigellachie Kid and the Driving of the Last Spike

By Ray Argyle

Reviewed by Douglas N. W. Smith



Edward Mallandine is a name that is not familiar to many, but his photo has been seen by millions of school-aged children. He stands just behind Lord Strathcona in the oft-reproduced

photo of the driving of the last spike of the Canadian Pacific transcontinental line. This book tells the story of how the 18 year old came to be at the ceremony. Born in Victoria to British parents, he left the comforts of his

family home to fight for Queen Victoria when the Métis rebelled in 1884. Travelling east by steamboat, construction trains, horseback and on foot, he had reached Revelstoke when the fighting on the prairies was over. He stayed in Revelstoke working at odd jobs around the railway construction camps. During this time he met such historical figures as the Governor General Lord Lansdowne and Judge Begbie. The descriptions of life in the boomtowns and construction camps along the line are rare and add an extra dimension to the story.

The author heard some of the stories first hand from Mr. Mallandine who went on to found the town of Creston, BC after his adventures along the CPR transcontinental line.

The book is written for young adult, but don't let that stop you that from picking up a copy. The writing style is lively, the text engrossing and offers interesting insights into the lives of the labourers, both Caucasians and Chinese, as well as the difficult travelling conditions in British Columbia during the early 1880s. This well illustrated tome would also make a good gift for the teenaged railfan or your public library.

THE BOY IN THE PICTURE:

ISBN 978-1-55488-787-3

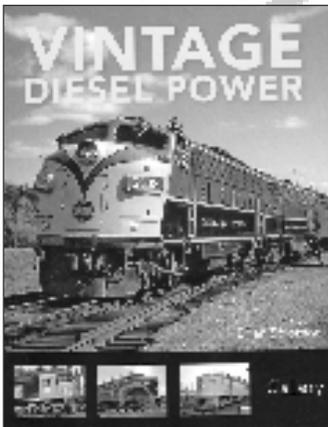
Published by Dundurn Press

8” X 8”, 146 pages, softcover, Price \$ 19.95

ALCO LOCOMOTIVES VINTAGE DIESEL POWER

By Brian Solomon

Reviewed by Ken Goslett



From Voyageur Press, a division of Motor Books International, come two new books by author Brian Solomon. Mr. Solomon is a respected member of North America's railfan community and an accomplished photographer. The two volumes are very different – one is a history of the American Locomotive Company, the other a collection of photos of “vintage” diesel locomotives. Let us begin alphabetically with Alco Locomotives.

The American Locomotive Company was formed in 1901 as an amalgam of eight established steam locomotive builders from the U.S. Northeast. Production facilities would eventually be centralized at Schenectady, New York with a Canadian subsidiary, Montreal Locomotive Works, in the Canadian city of the same name. Alco built very competent steam locomotives followed by a line of perhaps less successful but, in the hearts of diesel locomotive enthusiasts, revered diesel units. Alco exited the locomotive business in 1969.

Approximately half of the Solomon Alco volume is devoted to steam locomotives and is divided into two chapters, one describing early steam power and the other “modern” steam locomotives. The author hits the highlights of Alco's technical innovations under such headings as “Radial Trailing Truck”, “Massive Mallets”, “Three-Cylinder Locomotives”, “Royal Hudsons” and “Hiawatha Speedsters”. From teakettles to monster freight steam locomotives, Solomon describes them all in well-written prose.

Photographs illustrate many of Alco's finest steam locomotives in both action and builder's views. For each page of text there is at least one photo and these are well reproduced with many in black and white but others in colour. A stunning full-page colour plate shows a Northern Pacific Challenger pulling out of a yard and

onto the mainline in Montana with a train of refrigerator cars. From the author's father comes a beautiful view at Montreal's Glen Yard of a pair Canadian Pacific Royal Hudsons. Solomon has tapped into the rich photographic reserves of Bob Buck for some fabulous views of New York Central and Boston & Albany locomotives in Massachusetts.

Regarding diesel locomotives the book begins with a description of the early experiments of the 1920's before moving on the “Switchers”, “Road Switchers”, and “Prewar Road Locomotives”. A chapter on “244 Diesels” concerns itself with the locomotives equipped with Schenectady's model 244 prime mover. Within that section is a surprising photo of Alco's Black Maria diesel test units pulling a passenger train at, of all places, Plattsburgh, NY. Images of the Black Maria locomotives are extremely rare but to have found one showing them on the D&H at the north end of Lake Champlain is a major accomplishment.

More modern diesels powered by the 251 engine and including the Century series are the subject of another chapter. For Canadians there are a number of MLW diesel products in the colour plates and a sidebar on the Montreal builder's contribution to the Alco legend. There are even more photos here than in the steam section of the book and they include a beautiful black and white Jim Shaughnessy view of the C-430 demonstrators on the D&H. It makes a fine contrast with the aforementioned view of the Black Maria's.

But make no mistake about it, this is not merely a book of photographs. It is a thoroughly researched summary history of the Schenectady locomotive builder. The text is the basis of the volume not its complement. Solomon's bibliography runs to two full pages and confirms how intently he has done his homework.

It is in regards to the comprehensive and serious nature of the work that the cover photo is a disappointment. It's a view of Milwaukee Road #261, an excursion stem locomotive, in a moody low angle view. The choice of this photo makes the book like one of those flaky “Steam Locos of the World” books from the discount rack of the local big-box bookstore. Solomon's Alco Locomotives is a good work. Don't be misled by its cover.

In contrast, the second volume under review, Vintage Diesel Power, is a book of photos, over 200 of them in fact. Only a few are in black and white and like the colour images are well reproduced.

In choosing the photos of “vintage diesels” author Solomon has included “period images from the steam-to-diesel transition period, along with period views from the 1960s and 1970s”. There are also recent images of “vintage” locomotives that are still in use today. While Solomon contributes photos, many are the work of well-known enthusiasts from across North America.

The photos are arranged alphabetically by locomotive

builders: Alco, Baldwin, Electro-Motive, Fairbanks-Morse and General Electric. In the case of the builders who have exited the market (Alco, Baldwin, F-M) the coverage includes samples of almost all of their models from their catalogues. Concerning EMD the photos taper off as the Dash-2 line of locomotives is introduced in 1972 while regarding GE the illustrations end with the U-Boats and do not extend into the Dash-7 offerings.

Curiously, the book is without a good photo of an EMD GP35 or SD40. But it does not claim to represent every model. The cover photo is of a CNR FP9A and there are many photos within the book's 192 pages to interest Canadian railway enthusiasts.

The two Solomon volumes reviewed here are very different. Alco Locomotives is a hard cover, landscape-format book of words complemented by photographs

while Vintage Diesel Locomotives is a smaller soft-cover photo collection enhanced with informative captions. At \$50 for the former, and \$22 for the latter, both offer good value and deserve a place on an enthusiast's bookshelf.

ALCO LOCOMOTIVES

By Brian Solomon

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Published by Voyageur Press and MBI International
9½" X 11", 160 pages, hard cover, Price \$49.95

VINTAGE DIESEL POWER

By Brian Solomon

ISBN 978-0-7603-3795-0

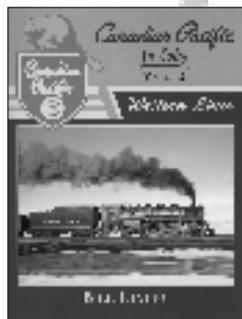
Published by Voyageur Press and MBI International
6½" X 8½" 194 pages, soft cover, Price \$21.95

CANADIAN PACIFIC IN COLOR

Volume 2, Western Lines

By Bill Linley www.billinley.com

Reviewed by Ken Goslett



Morning Sun books are well known to railway enthusiasts. Their all-colour format of 200 or so photos have made them so popular that new ones appear at the rate of two per month. Among them are some good ones, some duds and a few that are truly exceptional. Bill Linley's latest effort, "Canadian Pacific In Color Volume 2", is among the select

group of exceptional Morning Sun offerings.

Bill's previous volume covered CPR steam and diesels in the maroon and gray as far west as the Lakehead. Volume 2 picks up there and continues to the West Coast. And what a ride it is! Nothing is overlooked as the reader travels from the elevators of Fort William to the forests of Vancouver Island. Selkirk steam locomotives share space with CLC diesels and tiger striped Budd cars. Steam fans will be delighted and diesel fans overwhelmed. Photos of freight and passenger cars, and their train consists, will intrigue modelers.

Many railway photo books on Western Canada concentrate on the mountains of British Columbia where the scenery is so spectacular that almost any shot is a good one. The Linley book gives equal coverage to all Western provinces and from the prairies come some of this reviewer's favorite shots include a stunning pacing shot of G3g Pacific #2380 and an overhead view of Winnipeg Yard entitled "Not steamer in sight". In the latter shot train #6 departs in 1958 behind a pair of MLW RS-10 diesels while seven other MLW products sit at the shop. The photo might well have been captioned "Not a GMD

diesel in sight". Incredible!

When the book's coverage does reach the mountains of B.C. the photos are so unique and well chosen that the subjects frequently outshine the scenery. We see the Expo Limited in Revelstoke being pulled by three GP9's or 2-8-0 #3734 at Brookmere switching log cars. Who would have thought that these images were waiting to be discovered in Canadian photo collections.

Each photo is accompanied by a detailed and authoritative caption that gives insight beyond the obvious. Train numbers and accurate dates are included whenever possible. Knowledge and education go hand-in-hand with the stunning colour images.

But what is most remarkable is the number of photographers who contributed to this collection. Undoubtedly, Bill Linley himself had enough material for a book but chose instead to crisscross the country finding the best from photographers both famous and less well known. Names such as Peter Cox, Bob Sandusky, Stan Smaill, Ken McCutcheon and Omer Lavallee will be familiar. Joining them are Clayton Jones, John Rushton, Keith Anderson, Ron Ritchie, Doug Phillips, Doug Wingfield and many others including this reviewer.

Bill Linley left no stone unturned in preparing this volume. Although the authors of Morning Sun books receive a small stipend for their work, in the case of "Canadian Pacific In Color Volume 2 Western Lines" Bill's effort far exceeded the financial compensation he received from the publisher. From the exhaustive search for photographs and carefully researched captions to the touching dedication to his late wife Judy, Bill has made this book a labour of love. Thanks for the hard work, Bill. We're all the better for it.

CANADIAN PACIFIC IN COLOUR

Volume 2, Western lines

ISBN 1-58248-313-2

Published by Morning Sun Books

9" X 11", 128 pages, hard cover Price \$59.95

WHEN STEAM AND STEEL GET IN YOUR BLOOD

By Duncan H. du Fresne

Reviewed by Stan Smail



It is fitting that Duncan H. du Fresne's steam era memories as a CPR locomotive fireman, *When Steam and Steel Get in Your Blood* be published in 2010, fifty years after regular service steam operation ended on Canada's Class One railways in 1960.

In the November – December 2010 issue of *Canadian Rail*, in the caption for

Bob Sandusky's photo of CPR 4-6-2 2828 on train 232 at Montreal West, it was mentioned that 2828 was Duncan du Fresne's favorite CPR steam locomotive. Mention was also made of the fact that Duncan is a great raconteur, especially when it concerns his experiences as a CPR fireman.

When Steam and Steel Get in Your Blood is a realistic and truthful rendering of what the steam era engine service experience was all about. The grimy, gritty, filthy, man-killing working conditions that was steam resonate with the reader. There was nothing GLORIOUS about working on steam engines, especially if you were a hostler or a fireman, Duncan was both!

Duncan's career in CPR engine service was relatively short, just shy of seven years in the 1950s. However, his recall on the steam experience is as clear and present as it was fifty years ago. Duncan fired steam in the CPR Montreal Terminals for a short while out of Hochelaga, Outremont, the Glen and St. Luc, but transferred to Ottawa West where he spent most of his engine service career.

Ottawa West in the nineteen-fifties was a busy steam powered terminal. Trains ran in all directions, east to Montreal via the Lachute or M&O Subdivisions, south to Prescott, west to Chalk River and to Smiths Falls via either Bedell or Carleton Place on two different routes. The legendary Maniwaki Subdivision (part of which survives today as the steam powered Hull, Chelsea and Wakefield Railway) and the branch to Waltham, Quebec, home of the despised (by Duncan) CPR D4 class 4-6-0s were colourful local lines originating in the CPR Ottawa Terminals. There were lots of jobs for firemen and Duncan du Fresne worked them all on at least twelve different classes of CPR steam power.

The book is illustrated with mostly black and white photos which perfectly compliment Duncan's memoirs. Anybody familiar with Duncan's 'tidbits' column in the Bytown railway Association's *Branchline* magazine will be comfortable with the easy but factual writing style which comes from experience. A raconteur par excellence, Duncan knows CPR steam, the engines and perhaps more importantly, the people who were all just trying to keep the trains running.

For the last five years, I have been a member of the Bytown railway Society's steam crew which operates Shay engine 3 and central Vermont crane 4251 at the Canada Museum of Science and Technology in Ottawa. More than once I have had the privilege of firing and running steam with Duncan. The real treat was listening to his steam recollections first hand. Happily, those memoirs are preserved between the covers of *When Steam and Steel Get in Your Blood*.

WHEN STEAM AND STEEL GET IN YOUR BLOOD
ISBN-13 978-0-921871-14-9

Published by the Bytown Railway Society
9" X 11", 148 pages, soft cover, Price \$ 45.00

RAILS ACROSS CANADA

By Tom Murray

Reviewed by Peter Murphy



Tom Murray has written several books, most notably *Canadian National Railway*, *Canadian Pacific Railway*, and *VIA Rail*. These three have been favorably reviewed individually in *Canadian Rail* in the past. Now Voyageur Press has combined both *Canadian Pacific Railway* and *Canadian National Railway* into one large soft cover volume titled

Rails Across Canada, the history of *Canadian Pacific* and *Canadian National* Railways.

This well researched work presents concisely presented histories of each of Canada's two major railroads. More than 300 photographs, most in colour, along with some rare black and white images, are reproduced. *Rails Across Canada* is a tribute to the two steel links that bind Canada together from the Maritimes to Vancouver Island.

This book is not for those who already own the two individual hard cover volumes previously offered, it is simply both books combined under a soft cover. If you missed out on the earlier versions, here's your chance to get the whole story under one cover!

RAILS ACROSS CANADA
ISBN-13; 978-0-7603-4008-0

Published by Voyageur Press
8 1/2" X 10 1/2", 322 pages, soft cover, Price \$ 32.95

LEVIS TRAMWAY COMPANY

By J. R. Thomas Grumley

Reviewed by Peter Murphy

In this latest addition to The Bytown Railway Society's Canadian Traction Heritage Series, author Thomas Grumley turns his talents to one of Canada's smaller and little known streetcar systems, the Levis Tramways Company.

Levis is located on the south shore of the St. Lawrence River opposite Quebec City; various other towns sprung up on either side of Levis creating a linear population base along the shores of the St. Lawrence. The population of this linear strip was 40,000 people in 1901.

The commercial activity centered around shipbuilding, lumber, and the marine service industry. The Levis Tramway Company commenced operations on December 8, 1902. During the ensuing years it would suffer several labour strikes, municipal squabbles, a disastrous carbarn fire in 1921, several accidents, the elements (especially snow), only to be resurrected to survive until 1946. At its peak, the Levis Tramway System operated 12 miles of track along 10 miles of river front. The Levis system was the first to introduce the Birney safety car to Canada, and the first transit system to offer a transferable weekly pass to customers.

The Levis Tramways Company is a soft cover, landscape format 36 page book. It covers the entire history of the line in detail. It has 51 black and white crisp images with colorized covers (no colour photos exist). Over its life, the system owned some 74 streetcars including work and freight equipment. A comprehensive, easy to read roster makes sense of all the duplicate numberings caused by cars lost in the great carbarn fire.

A 37 inch long fold out map inside the back cover traces the line and its three routes in its entirety. The author and his associates have done a masterful job at researching the Levis system. It deserves a place on your bookshelf, next to the other Traction Heritage Series books already there!

LEVIS TRAMWAY COMPANY

ISBN 13-978-0-921871-13-2

Published by the Bytown Railway Society
8 1/2" X 11", 36 pages soft cover, Price \$ 19.95

LEVIS TRAMWAY COMPANY

Par J.R. Thomas Grumley

Revu par Peter Murphy

Traduction : Denis Vallières



Dans ce dernier-né de la série The Bytown Railway Society's Canadian Traction Heritage, l'auteur, Thomas Grumley, use de son talent pour nous décrire l'un des plus petits et moins connus des réseaux de tramways au Canada, La Compagnie des tramways de Lévis.

La ville de Lévis est située sur la rive sud du fleuve Saint-Laurent, face à la ville de Québec. Plusieurs autres municipalités s'étalent sur cette rive de chaque

côté de Lévis, formant en 1901 une population totale d'environ 40 000 âmes. Les activités commerciales sont centrées sur les chantiers maritimes, le bois d'œuvre et l'industrie au service de la marine. La Compagnie des tramways de Lévis commence ses opérations le 8 décembre 1902. Les conflits de travail, les disputes municipales, l'incendie d'un garage en 1921, plusieurs accidents et les caprices de Dame nature (particulièrement les chutes abondantes de neige) n'empêcheront pas la compagnie de survivre jusqu'en 1946. Au sommet de sa gloire, elle gère plus 19,2 km de voies, dont 16 km en bordure du fleuve. Elle est la première au Canada à incorporer à son réseau les tramways sécuritaires Birney et la première aussi à offrir à ses clients des cartes d'abonnement hebdomadaires transférables.

Le livre de 36 pages, en format paysage et à couverture souple, complète de manière détaillée l'histoire de ce réseau. On y trouve plus de 51 photos noir et blanc, y compris celles des couvertures avec couleurs ajoutées (les photos couleurs n'existaient pas à l'époque). Pendant son existence, la compagnie a possédé 74 véhicules, dont ceux utilisés pour l'entretien du réseau et le transport des marchandises. Une liste complète et bien conçue du matériel roulant facilite notamment la compréhension des numéros dupliqués des véhicules, à la suite de l'importante perte parmi ceux-ci lors de l'incendie d'un garage.

Une carte dépliant d'un mètre, à l'intérieur de la couverture arrière, illustre entièrement les trois lignes du réseau. Ce livre trouvera sa place dans votre bibliothèque à côté des autres de la série Traction Heritage qui y sont déjà!

LETHBRIDGE MUNICIPAL RAILWAY

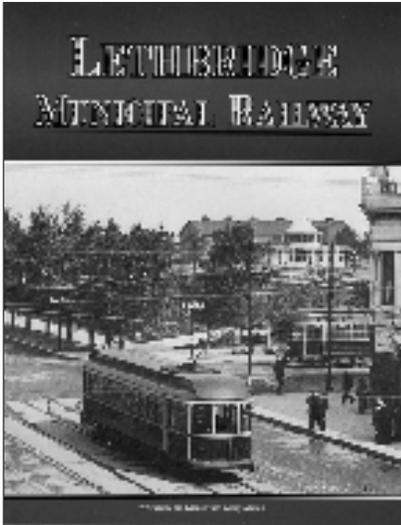
ISBN 978-0-9866836-0-2

Published by Lethbridge Municipal Railway Association
8 1/2" X 11", 80 pages, soft cover Price \$ 24.95

LETHBRIDGE MUNICIPAL RAILWAY

By Bill Krause with Garry Allison

Reviewed by Peter Murphy



Another small streetcar system that finally gets treatment is that of the prairie city of Lethbridge, Alberta. This system only ever owned 10 streetcars, seven double truck units built by Preston Car & Coach Company in 1912 and three single truck trams built by the Ottawa Car Company in the

same year. The plan was to operate 8 cars and have two cars held back for servicing or special events.

That 80 pages (including covers) can be written about such a small system is a tribute to the authors. The entire history of the company is examined in detail; the adventure of the delivery of the generator that delayed the opening of the system; getting permission to install a

level crossing with the CPR; measures taken to try and operate at a profit, including cutting out motors to save electricity and one man operation; insight into the politics and various railway and city fathers involved.

Had it not been for World War II, the Lethbridge streetcar system would have been converted to busses earlier. As it was, two lines trundled on with poor track and 33 year old cars that were falling apart. The last car operated on September 8, 1947.

The story ends with an illustrated description of the discovery and double restoration of car 8, which is today mounted on rubber tired wheels and is used in parades and for special occasions. The authors are active in this project.

The book contains 6 colour coded route maps (not track plans), 82 photographs, all black and white except for the photos of the restoration of car 8. Many of the photos are portraits of the people involved with the municipal railway or the city; of note is the group photo of the Members of the Lethbridge Street Car Department 1913, everyone in their usual crisp uniform.

Traction enthusiasts now have yet another book on a smaller Canadian streetcar system to add to their collection.

LETHBRIDGE MUNICIPAL RAILWAY

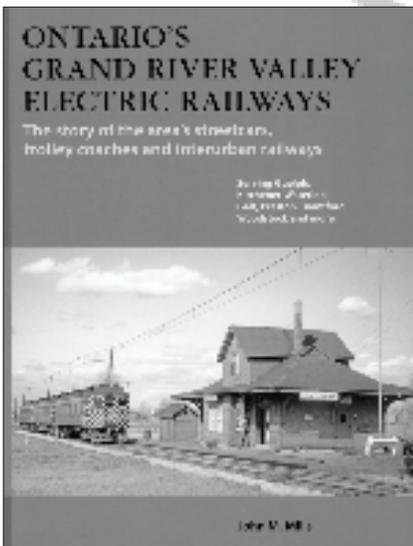
ISBN 978-0-9866836-0-2

Published by Lethbridge Municipal Railway Association
8 1/2" X 11", 80 pages, soft cover Price \$ 24.95

ONTARIO'S GRAND RIVER VALLEY ELECTRIC RAILWAYS

By John M. Mills

Reviewed by J. R. Thomas Grumley



What a difference 33 years makes! In 1977, John Mills wrote *Traction on The Grand*, a 96 page tribute to the electric railways along Ontario's Grand River Valley. In 2010 he has expanded the book more than twofold through his *Ontario's Grand River Valley Electric Railways* history

with 225 pages while including no less than 55 colour and over 300 black & white photos and two additional chapters.

While the structure of the author's new book is similar to his original works, he has added many new sharp photos to support the history of each electric railway property described in the various chapters. Also, the maps have more detailed information.

While the text in Chapter 1 on the Galt, Preston & Hespeler Street Railway is relatively the same as the original book, the information is nevertheless supported by many more clear B&W and color photos. The map is more detailed and there are timetables to assist the reader.

Similarly, the description of the Lake Erie & Northern Railway in Chapter 2 is supported by many excellent photos and maps illustrating the route between Brantford and Port Dover and track work at both Waterford and Port Dover. The chapter is supplemented by many excellent color photos including a half a dozen views of trolley buses.

Chapter 3 on the Brantford Municipal Railway has more excellent photos of the system including a detailed city map. Like Chapter 3, Chapters 4 through 6 have many

additional photos compared to the original Grand River book and includes new maps in each chapter to aid the reader.

A new chapter by Ted Wickson describes Kitchener's trolley coaches with photos and a trolley coach route map. Similarly, Ted describes in Chapter 10, Canadian Pacific's small bus division established in the mid-1920s with particular emphasis on Galt Division activities where Preston Ontario was the principal base of operations.

The final chapter Car Equipment – Roster Notes has been greatly expanded and reformatted for ease of reading. The roster has been supplemented by photos. There is an Index and a list of acronyms used throughout

the book to assist the reader which did not appear in the first book.

If you don't have the original book or even if you do, the number of new photos both B&W and the addition of color coupled with the additional new information make it a mandatory purchase for your Traction book collection.

ONTARIO'S GRAND RIVER VALLEY ELECTRIC RAILWAYS

ISBN 978-1-897190-52-4

Published by Railfare DC Books

8" X 10 1/2", 226 pages. Price \$ 44.95



ALSO AVAILABLE

CANADIAN TRACKSIDE GUIDE 2011

By Earl W. Roberts and David P. Stremes

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CANADIAN TRACKSIDE GUIDE 2011

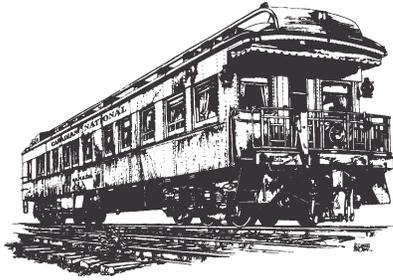
ISSN 0829-3023

Published by the Bytown Railway Society

5 1/2" X 8 1/2", soft cover, Price \$ 26.95

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Tous les ouvrages traités dans la chronique de livres sont disponibles à la boutique Exporail. Si vous commandez par la poste, s'il-vous-plait indiquez le type de carte de crédit, le numéro, la date d'expiration ainsi que les trois derniers chiffres du numéro à l'arrière (ne pas envoyer ces informations par courriel). Le livre sera facturé selon son prix moins le rabais aux membres puis seront ajoutés la taxe applicable, le 2\$ de manutention et l'affranchissement postal.



BUSINESS CAR

May – June 2011

By John Godfrey

Edited by David Gawley

Mail Received



Rare Canadian Royal Mail railway station mailbox donated to the CRHA by David Jenkins.

A Letter from George Matheson

The end of steam timeline in the November-December 2010 issue of Canadian Rail has produced the desired response in the way of comments, corrections and additional information. One of the most intriguing letters Canadian Rail received recently was from our old friend and long time member George Matheson of Sherbrooke, Quebec. George was a machinist and locomotive foreman for the CPR and the Quebec Central Railway and began his career as a tradesman right at the end of the steam era in the roundhouse at Sherbrooke. His letter has been reproduced in its entirety and provides a detailed last look at CPR and QCR steam operations in Quebec's Eastern Townships.



CPR G2 4-6-2 2554, lettered Quebec Central, was one of the last steam locomotives to operate on the Farnham Division. On April 6, 1960 it operated on the old Orford Mountain Railway between Eastman and Valcourt on account of high water conditions. In this view from June 23, 1959, 2554 approaches Courcelles, Quebec on the Tring Subdivision bound for Mégantic, with mixed train No 24. Paterson-George, Stan Smaill collection.

La locomotive à vapeur G2 4-6-2 no 2554 du CPR avec le lettrage du Québec Central fut l'une des dernières en exploitation dans la division Farnham. Elle s'en tire bien malgré le haut niveau d'eau sur l'ancien tronçon du Old Orford Mountain entre Eastman et Valcourt en ce 6 avril 1960. Sur cette vue datée du 23 juin 1959, la 2554 s'approche de Courcelles au Québec sur la subdivision Tring, faisant route vers Mégantic en tirant le train mixte no 24. Paterson-George, collection Stan Smaill.



The lower quadrant train order signal indicates proceed as G2 2554 eases up to the octagonal water tank at Courcelles with mixed train No 24 on June 23, 1959. Eight sided water tanks were the norm on the QCR. Paterson-George, Stan Smaill collection.

Le quart de cercle inférieur du signal indique de procéder au moment où la G2 2554 relâche ses efforts au château d'eau octogonal de Courcelles, en tête du train 24 en ce 23 juin 1959. Ces réservoirs d'eau à huit faces étaient la norme sur le QCR. Paterson-George, collection Stan Smaill.

January 3, 2011

Would like to sincerely thank Canadian Rail, Lorne Perry and especially Stan J. Smaill for a most interesting Canadian Rail issue No 539, November-December 2010, detailing the story of fifty years since the end of main line steam in Canada.

It continues to amaze me at the lovely colour photos you manage to find and only wish that many of them could be published in a hard cover book. That Sandusky photo of Duncan Dufresne's favourite CPR Royal Hudson 2828 is superb!

Now, for the record, here are some notes on the last CPR-QCR steam operations in southern Quebec:

Regular CPR steam operations in Megantic, Quebec lasted to May 1959, when Alco S2 diesel 7087 replaced M class 2-8-0's 3489 and 3523. The 3489 left soon after and in March 1960, 2-8-0 3514 was sent to Megantic replacing protect engine 3523. When diesel 7087 was used in snowplow service on March 28, 1960, 2-8-0 3514 was used in yard service. Several weeks into the diesel period, in early April 1960, diesel 7087 was not available, so 2-8-0 3514 was used as a yard engine. This aroused the ire of the Master Mechanic, when the trip ticket covering the 3514 shift arrived in his office at Division headquarters in Farnham! Needless to say, no other such attempts were made to use steam at Megantic.

Sherbrooke received MLW S2 diesels 7076 and 7078 soon after they were built back in 1948 while Farnham Yard was switched by Alco S2 7014 for years, so the last actual use of steam in yard service at these two points has been lost to posterity.

D10 4-6-0 946 was last used on the Farnham to Sherbrooke wayfreight on March 30, 1960 returning from Sherbrooke to Farnham on March 31, 1960. However, this was not the last use of steam power on this stretch of railway. On April 5th, 6th 7th and 8th 1960, G2 4-6-2 2554 was operated out of Sherbrooke account high water conditions on the Orford Subdivision between Eastman and Valcourt.



Beetle browed G2 2556 was a Quebec Central Railway mainstay and operated until the end of steam on the QCR. In this view from the mid fifties, 2556 reposes at Sherbrooke, Quebec awaiting her next assignment. Trackside Photos, Stan Smail collection.

La G2 2556 fut en exploitation jusqu'au retrait de la vapeur au QCR. Sur cette vue datant du milieu des années 1950, la 2556 est à Sherbrooke, attendant une nouvelle affectation. Trackside Photos, collection Stan Smail.



D1 4-6-0 1072 has mixed train M34 on the move eastward from Beauceville on the QCR Chaudiere Subdivision bound for Lac Frontiere Quebec. The QCR mixed trains were some of the last steam operations on the Quebec Central. D10 1072 was lettered Quebec Central and hauled the very last Farnham to Drummondville local freight in April 1960. Paterson-George, Stan Smail collection.

La locomotive D1 4-6-0 no 1072 est en tête du train mixte M34 en provenance de Beauceville sur la subdivision Chaudière et se dirige vers l'est, en route pour Lac Frontière, Québec. Ces trains mixtes furent parmi les derniers à être tirés par des locomotives à vapeur sur le QCR. La D10 no 1072 arbore le lettrage du Québec Central et tire le dernier train local de marchandises entre Farnham et Drummondville en avril 1960. Paterson-George, collection Stan Smail.

In early April 1960, (ed. note-Contrary to the item in the end of steam time line in issue 539 of Canadian Rail), D10 4-6-0 1072 operated on the Farnham to Drummondville wayfreight, dubbed the 'Moonlight'. Interestingly, both 4-6-2 2554 and 4-6-0 1072 had Quebec Central lettering on their tenders.

The second to last use of steam on the Megantic Sub wayfreight between Sherbrooke and Megantic, Quebec was on April 1st and 2nd 1960 with 4-6-2 2663. Of course, the absolute last use of steam on the main line occurred when P1 2-8-2 5107 operated from Megantic to Sherbrooke on April 8, 1960 on the west bound wayfreight, then through to Montreal later that same night on local freight 913.

On the Quebec Central Beebe Sub between Sherbrooke and Newport, Vermont, P1 2-8-2's 5107, 5152 and 5146 saw service on trains 92 and 93. The last use of a 2-8-2 on the Beebe Sub occurred on May 2, 1958. However, during the winter of 1958-1959, a few steamers would operate between Sherbrooke and Newport, Vermont. In July 1959, D10 4-6-0 1025 was used on a Beebe Sub weed killer train. On March

19th, 21st, and 23rd 1960, G2 4-6-2 2554 replaced the usual S2 diesel on trains 92 and 93 between Sherbrooke and Newport.

Minutes after G2 2554 arrived on the shop track at Sherbrooke on March 23, 1960 around 1300, D10 4-6-0 1010 arrived from Thetford Mines with local train No 80 from the QCR Vallee Subdivision. On the north end of the Quebec Central, G5 4-6-2 1217 operated from Vallee Junction to Quebec City, on March 24, 1960. G2 4-6-2 2541 powered the same run the next day, March 25, 1960. Tring Subdivision mixed trains 24 and 25 operated with steam power between Vallee Junction and Megantic as did Chaudiere Sub mixed trains 34 and 35 between Vallee Junction and Lac Frontiere during April 1960.

Railfully yours,
George Matheson
Sherbrooke, Quebec

Mail received regarding previous issues of Canadian Rail

Issue No. 537 July – August 2010 page 161, and issue No. 538 September – October 2010 page 243

David Hales writes:

Re Tichborne – As I had not heard of the Oshawa subdivision, I did a little researching. Yes there were both the Oshawa and the Belleville Subdivisions. It is now and since quite a while that the Belleville Subdivision existed between Smith Falls and Toronto. The Oshawa Subdivision was west from Trenton. Tichborne is and has been on the Belleville Subdivision, and was the junction point with the K&P between Kingston and Pembroke.

Issue No. 539 November – December 2010

The two photos of the official opening of the Toronto Railway Heritage Centre and Roundhouse Park should have been credited to Thomas Blampied.

Issue No. 538 September – October 2010

Avrom David Shtern writes:

The issue on Montreal's commuter rail system was spectacular. I loved the Montreal West Station pictures showing four tracks! However, I have a number of issues:

1. You hardly covered the political or public policy element of commuter rail. For the longest time the Quebec government refused to accept responsibility for Montreal's commuter trains saying that it was strictly a Federal responsibility. It also cited Federal help for GO Transit in Toronto and the reticence of the

Canadian Government to help Montreal's system. By the late 1970s, CN & CP wanted to rid themselves of commuter rail claiming losses. Actions by grass roots user groups aided by West Island MNAs and Mayors of the time helped save the Two Mountains and Rigaud lines. This occurred in a rather hostile environment where then Montreal Mayor Jean Drapeau and the MUCTC were not very keen on West Island issues and for the most part were anti-rail. The PQ headed the Quebec Government and there was no love lost between the PQ and the West Island. Yet Quebec was so impressed by the public pressure that it finally undertook serious negotiations with CN and CP.

The magazine states that by 1982 there were only two remaining commuter rail lines. (Page: 208) This is not so. As is stated in the issue, the St. Hilaire run still operated till 1988. There were several failed attempts to integrate the line with the MUCTC.

In terms of public policy it is very evident that if government pours in billions of dollars into roads and highways then rail and transit will suffer if public support is not there.

2. As far as I can remember, the Ste. Therese and Farnham lines ran until late Oct. 1980. The Quebec government did muse about absorbing these two lines but CP Rail dropped them two years too early. I recall a front page picture in The Montreal Gazette of one of the commuters from Farnham riding, and then demounting his horse to board the last train in 1980 not 1982. (Page 237)

CP's Farnham Dayliner was included in VIA Rail timetables until VIA switched The Atlantic service out of Windsor Station and into Central Station in 1979. Wikipedia states that Ste. Therese service lasted till 1981. The author probably refers to VIA Rail's North Shore services to Ottawa-Hull and Mt. Laurier that also served the Ste. Therese line. In 1981, former Federal Transport Minister Jean-Luc Pepin with his sly remark 'Use it or lose it' announced a 21% reduction in VIA's route structure. The lines were cut on November 15, 1981. (Page 229)

3. The acquisition of the single level 1966-67 GO Hawker Siddley cars by the Quebec Ministry of Transport (Sam Elkas was Minister at the time) in 1994 not by the AMT. (Page 232)

The AMT was created in 1996 replacing the MUCTC as the service provider. (Pages 206 & 232) The creation of AMT was partially prompted by CP Rail's proposal, (later CP & CN's), to broaden the scope of Montreal's commuter rail system and by the need to include off-island municipalities in the decision making process. See More commuter train service planned; [FINAL Edition] Jeff Heinrich, The Gazette. Montreal, Quebec: Feb 6, 1992, pg. A.1.FRO

Abstract (Summary)

A new system would require the approval of the MUCTC, which manages the existing system on two lines: Montreal-Rigaud, run by CP, and Montreal-Deux Montagnes, operated by CN. The railways' contracts with the MUCTC expire at the end of this year.

In the late 1970s, there were five lines out of Montreal. Montreal-Farnham and Montreal-Ste. Therese were dropped in 1980, and Montreal-Ste. Hilaire was dropped in 1988. Montreal-Rigaud and Montreal-Deux Montagnes are the only ones left.

Again thank you for covering this issue and the garden stations issue, (#530), as well.

Best Wishes,
Avrom David Shtern,
Green Coalition Transportation Critic,

Justin Bur writes:

The September-October issue of Canadian Rail on Montreal commuter trains was very interesting and beautifully illustrated. As the Montreal commuter rail system has been of much interest to me since 1982, I was pleased to see it covered in detail by Canadian Rail.

There are a few errors here and there in the text, which I would like to compile and correct when I have the occasion. However, one thing in particular is obvious, and it would be nice to mention it in a future issue:

The dates of last service on the CP trains to Sainte-Thérèse and Farnham have rarely been published, because the end of service was abrupt. The date of October 1, 1982 mentioned in the article on page 229 (Ste-Therese) and page 237 (Farnham) is false. October 1, 1982 was the date of the transfer of the 'Lakeshore' service from CP to the CTCUM (as correctly stated on p. 205), by which time CP was running no other passenger trains at all.

Thanks to Google News Archive, we can get an accurate date for the termination of the Farnham and the Ste. Therese services. They last ran on October 24, 1980.

**HERITAGE****CN to 'stabilize' walls of old Kingston train station**

Canadian National is applying for federal government permission to start remedial work on the old Montreal Street train station in Kingston, ON. "We're going to stabilize the limestone walls to ensure the structural integrity of the building," said company spokesperson Jim Feeny. A works notice outlining the

plan for the property and buildings was placed in the Whig-Standard. All debris will be removed from inside and outside of the structure, and the roof, which has largely caved in, will also be removed. Metal flashing will then be installed along the tops of the walls to prevent water from penetrating into the limestone.

"The whole intent is to stabilize the key components," said Feeny. "We're hoping that will make it more attractive to potential purchasers." CN is scheduled to appear in court next week to respond to a work order issued by the City of Kingston to have property standards upheld as well as to stabilize the historic structure before it caves in. The 1856 building is designated under the Heritage Railway Stations Protection Act and approval for any work must come from the federal Historic Sites and Monuments Board of Canada. (Kingston Whig-Standard)



Andrew Jeanes

Canadian Northern Railway locomotive shop to be saved

Canada Museum of Science and Technology, CN collection

The Canadian Northern Railway Eastern Lines Locomotive Shop has been a part of East York for almost 100 hundred years. It was built in 1919 by the Canadian Northern Railway to service its trains on the Eastern lines passing through the Leaside community. The shop closed its bay doors in the 1930s when the railway company began opening more servicing shops in the Toronto area. The shop that is located in Leaside has remained vacant

for the last ten years.

Today, planks of wood cover the tall windows, the interior walls are covered in graffiti and it is occasionally used as an illegal skate park. In February, 2011 the North York Community Council adopted a proposal to clean up the historic building and re-open its doors.

But this time, there will be no trains passing through. Instead, council will allow a 10,930-square-metre redevelopment project, which could potentially turn the locomotive shop and its surrounding buildings into a commercial/office plaza. There is a proposal in place to have the locomotive shop transformed into a Longo's grocery store.

The initial idea was brought to council back in 2006. Recommendations were made by council to make changes to the proposal in order to preserve the heritage building. The new proposal was sufficient for community members that wanted to maintain the historic significance of the locomotive shop.

Geoff Kettel, chair of the North York Community Preservation Panel, is happy with the final proposal. "We feel that it's a reasonable way of preserving the property," he said. "It's a major vestige of Leaside's industrial past." He's pleased to see that developers made an effort to renew the area, while maintaining its heritage.

The large brick building will keep its distinctive exterior, including the windows, masonry and doors. "Conversion of a heritage property the city wants to preserve and finding another use for that building is often very difficult," Kettel said. "In this case it's been successful." The idea of a new retail zone in the

community has generally been welcomed. Ward 26 Councillor John Parker said that no concerns have been expressed to his office. He said that there were minor concerns with the first proposal about traffic congestion and parking spaces, but that these concerns have been addressed in the revised version.

Parker also said the community will benefit economically from the redevelopment. "The space has been there for ten years and it supported zero jobs," he said. "Leasiders are ready to take it in stride." Brian Athey, president of the Leaside Property Owner's Association, opposes the redevelopment plans. He said that the city has transformed the community into a commercial zone. "The city and developers are progressively turning industrial buildings into retail buildings," Athey said. Although the final proposal addressed traffic concerns, he said that people are still approaching him about traffic issues. Athey also said in a letter to North York Council members that there was not enough "community consultation regarding the proposal." (The Toronto Observer)

Ontario Electric Railway Historical Association's Sir Adam Beck Centre Opens

A ceremony was held at the Ontario Electric Railway Historical Association's (OERHA) Halton County Radial Railway Museum in Milton, Ontario last September to officially open their new Sir Adam Beck Centre.

The ceremony was presided over by Judi Cohen, Vice President Transportation, SNC-Lavalin. The keynote speaker was Michael Rochlau, President and CEO of the Canadian Urban Transit Association. Milton Mayor Gordon Krantz and Councillor Jan Mowbray made additional speeches. Tom Twigge-Molecey, General Manager and the Beck Centre's Project Manager thanked everyone who had assisted with the project. A donor plaque was unveiled and OERHA's President Jim Borland presented Tom Twigge-Molecey with a plaque and offered the Association's thanks for all the effort to see the project through to completion.



Derek Boles

The new centre consists of a 6 track addition to the existing barn 3. The project took some 15 years to complete at a cost of \$ 700,000. The building will provide a permanent home for a number of cars and space for many displays and artifacts. It will become a showpiece of how a good streetcar museum can look and provide their visitors with years of enjoyment.



OERHA President, Jim Borland addresses guest speakers and other attendees during the Sir Adam Beck Centre, opening ceremonies. This new, six-track building places the majority of the museum's heritage rolling stock under cover and provides significant space for related displays. Dave Barrett.

La cérémonie d'ouverture du Centre Sir Adam Beck est terminée et les invités peuvent maintenant déguster le gâteau et prendre les rafraîchissements prévus dans le cadre des célébrations. En arrière-plan, on aperçoit le tramway ouvert à double essieu no 23 du London Street Railway construit en 1901 par la Montreal Street Railway Company. Dave Barrett.

The OERHA wishes to acknowledge the efforts of literally hundreds of individuals, who supported the project both physically and financially. The project was also made possible by grants from the Ontario Trillium Foundation as well as the Town of Milton Community Fund. (Radial Report edited)



Immediately after the official opening of the Sir Adma Beck Centre, guests enjoy cake and refreshments as part of the celebration. In the background is London Street Railway double-truck, open bench car #23, built by the Montreal Street Railway Company in 1901. Dave Barrett.

Le président de l'OERHA, Jim Borland, s'adresse aux invités présents à la cérémonie d'inauguration du Centre Sir Adam Beck. Ce nouveau bâtiment de six voies met à l'abri la majorité du matériel roulant de la collection du musée en plus de fournir de l'espace pour des expositions.

BACK COVER TOP: Canadian Pacific Railway 9005 South is approaching Elkview, British Columbia on the Fording Subdivision on October 11, 1991. Elkview is located about two miles from Sparwood townsite and is the location of the loop track for the Balmer Pit. Philip Mason.

COUVERTURE HAUT : La n° 9005 du Canadien Pacifique roule en direction sud et arrive à Elkview en Colombie-Britannique sur la subdivision Fording en ce 11 octobre 1991. Cette localité, site de la boucle ferroviaire pour la mine de Balmer, est située à environ 3 km de Sparwood. Philip Mason.

BACK COVER BOTTOM : Author Barry Biglow poses beside C&O mid-unit 4181 in Northern Ontario during a GP40-2 test run in May, 1973. Barry Biglow.

COUVERTURE ARRIÈRE : L'auteur, Barry Biglow, pose à mi-distance de la locomotive du C&O no 4181 pendant le test de roulement du GP40-2, dans le nord de l'Ontario en mai 1973. Barry Biglow.

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