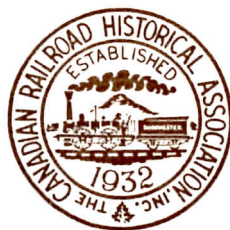


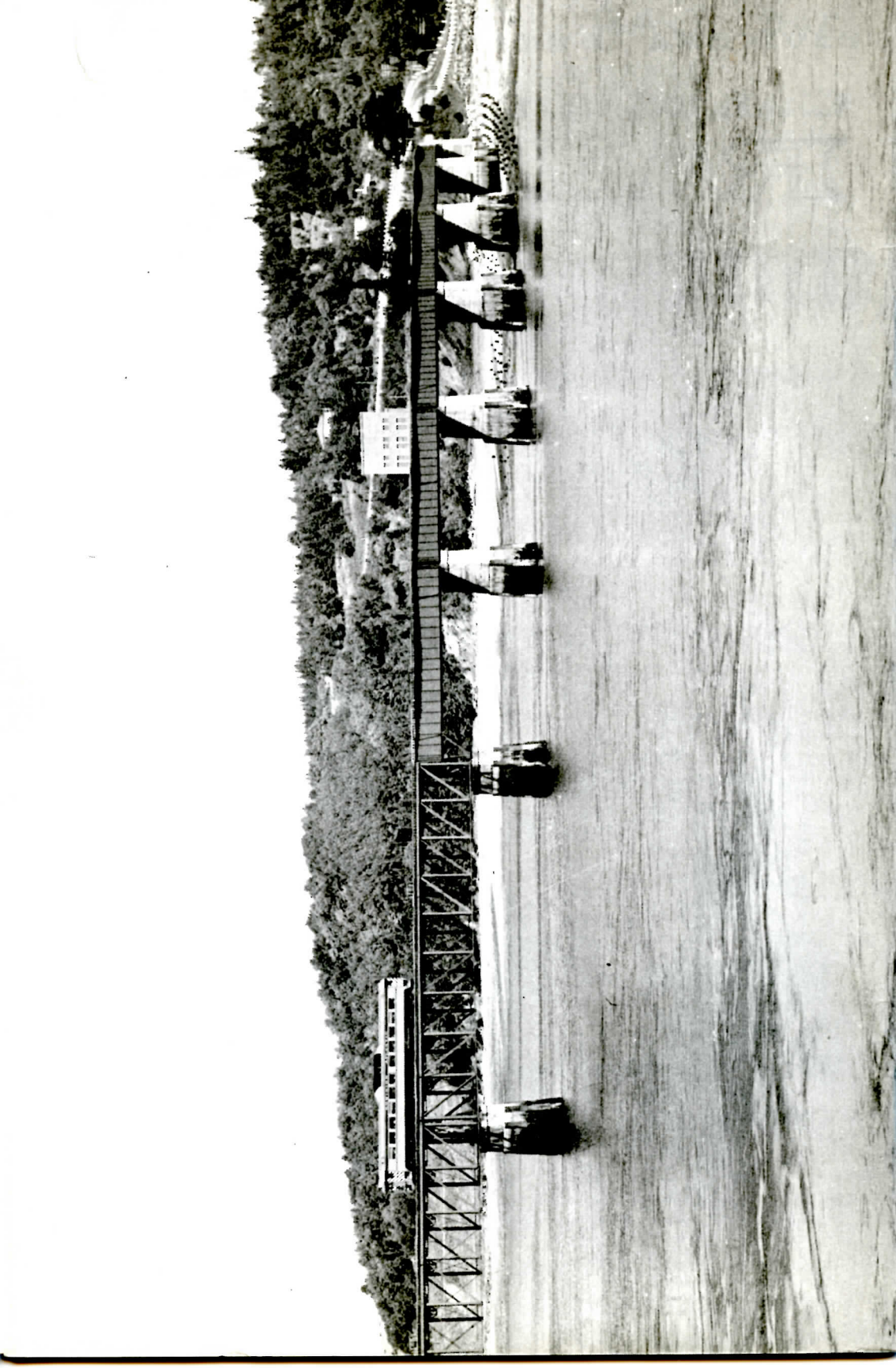
TITE DAR

# Canadian Rail



**NO. 234**  
**JULY 1971**







# THE DOMINION ATLANTIC RAILWAY

## — A 999 YEAR LEASE —

Being A Thumbnail Sketch of Its Beginnings  
and Some Photos of Today.

Glenn Wallis.

**S**EVENTY-FIVE YEARS AGO, THE DOMINION Atlantic Railway was incorporated by an Act of the Parliament of Canada - Victoria 58-9, chapter 47.

At the time of its organization, it was composed, like Gaul, of three parts. First, there was the section of the former Nova Scotia Railway from Halifax, Nova Scotia to Windsor, plus the former Windsor and Annapolis Railway (see below). Next, there was the Western Counties Railway from Yarmouth east and lastly, the Cornwallis Valley Railway. The Dominion Atlantic would acquire the Midland Railway Company (Nova Scotia) to Truro, N.S. ten years later, when that line was built.

In the beginning, the Nova Scotia Railway constructed a line from Richmond (Halifax) to Windsor Junction, N.S., opening this portion for service on June 3, 1858. From Windsor Junction, two branches were built, one to Truro and the other to Windsor, N.S. The former was completed and opened for service on December 15, 1858 and, with the passing of the years, became part of the Intercolonial Railway of Canada in 1867 and eventually a segment of the Canadian National Railway's main line from Montreal to Halifax.

The Windsor Junction-Windsor, N.S. branch was the original part of the Dominion Atlantic Railway, as it exists today.



THE COVER THIS MONTH IS GRACED BY A PICTURE TAKEN IN THE SUMMER OF 1962, near Digby Basin, Nova Scotia. The subject is Dominion Atlantic Railway's DAYLINER, on the Digby-Kentville-Halifax run. The photographer is none other than Mrs. D. Carol Shaughnessy, wife of Jim Shaughnessy, and a very competent photographer in her own right.

OPPOSITE, DOMINION ATLANTIC RAILWAY'S DAYLINER CROSSES THE LONG BRIDGE OVER Smith's Cove, Nova Scotia, on its way to Halifax, in the summer of 1962. The photograph was taken by Jim Shaughnessy.

The pertinent dates of opening for this first main-line railway in Nova Scotia were as follows:

Richmond (Halifax)	to	Rockingham	4.00 mi.	Feb. 1, 1855
Rockingham	to	Bedford	4.50	July 1, 1855
Bedford	to	Grand Lake	14.50	Jan. 1, 1857
Grand Lake	to	Elmsdale	14.00	Jan. 1, 1858
Elmsdale	to	Shubenacadie	3.00	Mar. 1, 1858
Shubenacadie	to	Truro	21.19	Dec. 15, 1858
Windsor Junction	to	Windsor	32.00	June 3, 1858

1869 saw the first passenger train on the Windsor and Annapolis Railway, between the two towns whose names formed the corporate title. The W&A was actually an extension of the Nova Scotia Railway but, as an harmonious relationship between the two managements did not exist constantly, the railway "extension" applied only to the right-of-way and the rails and not to the service.

J.M. & Edward Trout, the Toronto chroniclers, in their 1871 publication entitled "The Railways of Canada for 1870-1", make the following statement, under the heading "Windsor and Annapolis Railway":

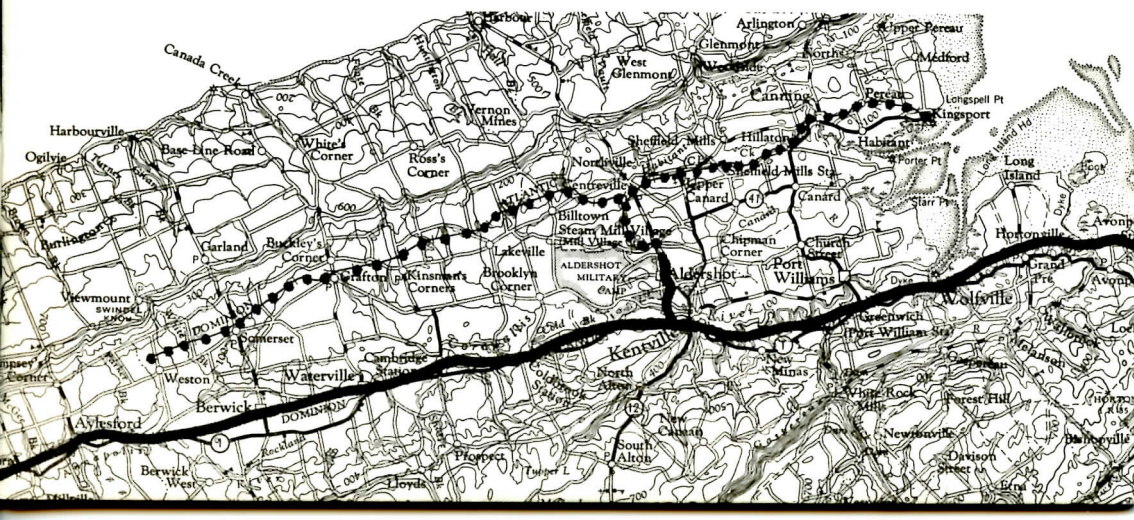
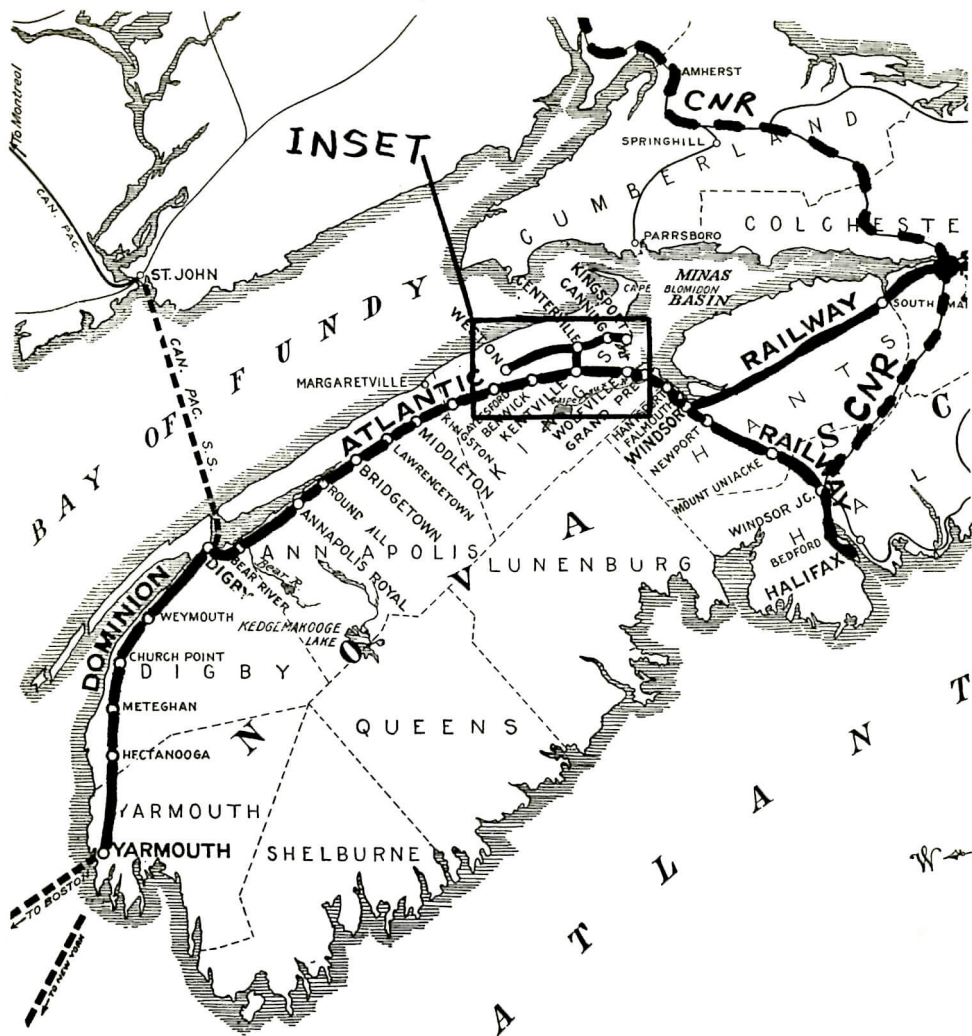
"This line passes through the Annapolis valley, which is one of the oldest settled and richest parts of the Province, connecting with the Nova Scotia Railway at Windsor, 45 miles from Halifax, and at Annapolis with a line of steamers to St. John, New Brunswick, a distance of about 60 miles, making a total distance between Halifax and St. John of 190 miles.

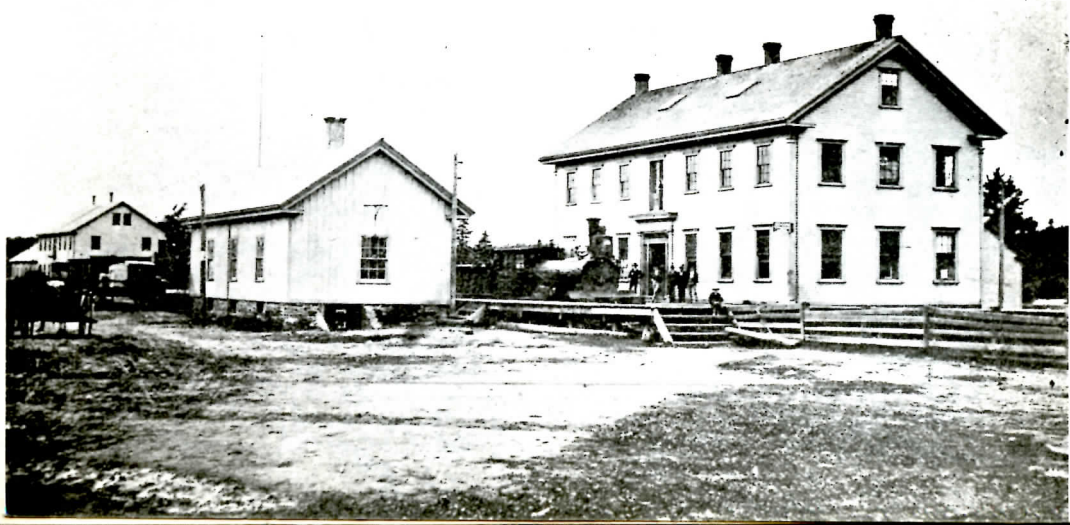
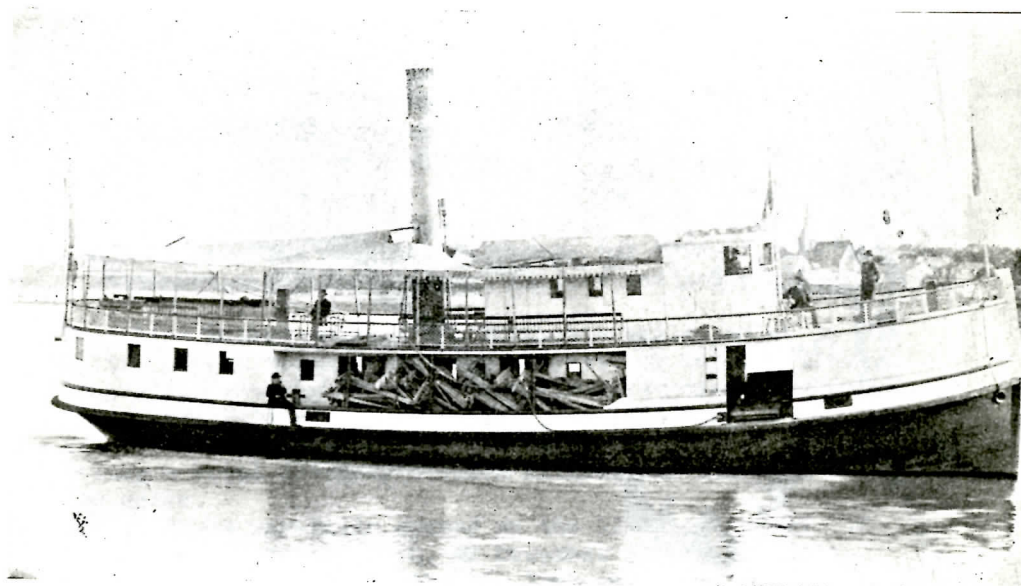
The road was partially opened on the 11th. of August, 1869, and completed on the 18th. of December of the same year. During the first six months the line was by agreement worked for the benefit of the contractors. The length of the main line is 84 miles, with 8 miles of sidings. The gauge is 5 feet 6 inches. The rails are fish-jointed, and between Windsor and Kentville they weigh 67 lbs. per yard, and the remainder of the distance they are lighter, weighing only 52 lbs. per yard. The rolling stock is substantially constructed and consists of nine locomotives, twelve passenger and 120 other cars. The most important feature of the line is the iron bridge over the Avon at Windsor, where the tide rises over 40 feet. The bridge rests on stone piers. There are nine spans of lattice, iron girders. The total length is 1,130 feet. The total amount expended on construction account amounted to 542,332 sterling on the 30th. June, 1870.



→ THE LARGE-SCALE MAP OPPOSITE SHOWS THE DOMINION ATLANTIC RAILWAY COMPANY'S greatest extent in the period 1905-1953. The detail map shows the main line of the D.A.R. from Windsor through Kentville to Annapolis and the abandoned (1953) Cornwallis Valley Railway from Weston through Centerville as .....









DIRECTORS.- George Sheward, Lord Allan Churchill, Colonel Cole,  
Albert Ruardo, Francis Lothell, John A. Bastard.

SECRETARY.- C.A. Talbot, Westminster Chambers, Victoria Street,  
London.

GENERAL MANAGER.- Vernon Smith, Kentville, Nova Scotia.

CHIEF OFFICE - Kentville, N.S.

Another railway was soon begun at the western tip of the Province. It was incorporated in 1870 with the intention of building a line from Yarmouth to Annapolis, along the Province's northern coast, to meet the existing Halifax-Annapolis line. In 1879, the towns of Yarmouth and Digby were joined by the rails of the Western Counties Railway. This original name was changed in 1893 to the Yarmouth and Annapolis Railway Company. Thus, by 1879, through service from Yarmouth to Halifax was possible, even though part of the trip was by water. Passengers could travel by train to Digby, thence to Annapolis by steamer and resuming their rail journey, they continued onward to Windsor and Halifax by the "steam cars". The "missing link" in the railway system - between Digby and Annapolis - was completed in 1891, thus creating a through line of rails from Yarmouth on the western extremity of the peninsula to the Provincial capital city of Halifax.

In the meantime, the Cornwallis Valley Railway Company had been chartered in 1887 to join Kentville on the W&A with Kingsport on the Minas Basin of the Bay of Fundy, via Centerville. This line was completed in 1890 and elevated Kentville to the position of an operating centre for the various railway companies. Kentville was later to retain this importance when the Dominion Atlantic Railway Company was formed.

The various inefficiencies of these lines serving the fertile valleys of western Nova Scotia are not the subject of this article, nor are the legal battles fought over running rights, mergers, pros and cons of becoming part of the transcontinental system of railways, nor the park, hotel and steamship operations.

As a result of - or perhaps in spite of - all of the above, the Dominion Atlantic Railway Company was incorporated from these original lines in 1895. Its rights-of-way exist today as they did then,



← THE FIRST STATION OF THE WINDSOR AND ANNAPOLIS RAILWAY - ANCESTOR OF TODAY'S Dominion Atlantic Railway - at Annapolis, Nova Scotia, as it appeared in 1869.

THE ROYAL MAIL STEAMER, S.S. EVANGELINE, OPERATED BETWEEN ANNAPOLIS AND DIGBY in the days when the rail connection between these two places was incomplete.

THE FIRST TRAIN OF THE WINDSOR & ANNAPOLIS RAILWAY ARRIVING AT THE NEW STATION at Kentville, Nova Scotia, in 1872. Three photos from C.R.H.A. Archives.







with the addition of the Midland Railway Company (Nova Scotia) from Windsor to Truro, the "extension" completed in 1905, but minus most of the former Cornwallis Valley Railway, including the Centerville - Weston, N.S. branch, built in 1914 - the total being abandoned just 7 years ago.

Effective January 1, 1912, the Canadian Pacific Railway Company leased the Dominion Atlantic Railway Company for the well-known period of 999 years. While old loyalties die hard, it is significant to note that, to accord the Dominion Atlantic Railway the respect to which it is entitled, the senior Vice-President of CP RAIL, as he is elected, automatically becomes the President of the Dominion Atlantic Railway Company.

As of the Labour Day weekend of 1970, CP RAIL dispatches Dominion Atlantic trains from its new facilities in Saint John, New Brunswick, across the Bay of Fundy from Digby, N.S. It is also interesting to note that, of the many subsidiary companies which make up CP RAIL, this one is the only one to have some of its equipment still lettered with its December 31, 1911 corporate title:

#### DOMINION ATLANTIC RAILWAY.

Sources: Woodworth

History of the Dominion Atlantic Railway

Dorman

Statutory History of Steam & Electric Railways of Canada 1836-1937.

J.M. & Edw. Trout

The Railways of Canada for 1870-1  
COLÉ reprinted 1970.

George Warden Railway Museum, Kentville, N.S.



THE STATION AND OFFICES OF THE DOMINION ATLANTIC RAILWAY AT KENTVILLE, N.S., as they appear today.

Photo courtesy of the Author.

THE DAYLINER ON THE D.A.R. IS STILL LETTERED "DOMINION ATLANTIC" - THE 1911 corporate name. Non-rail equipment also carries this unique name, together with the famous "Land of Evangeline" crest - the distinguishing trade mark of this historic Nova Scotia railway. Photo kindness of Author.

THE "LAND OF EVANGELINE" CREST - ONCE THE INSIGNIA CARRIED ON THE TENDER of Dominion Atlantic D-10 No. 999, presently at the Canadian Railway Museum.

Photo kindness of the Author.

REPRODUCED OVERLEAF IS THE CURRENT TIME TABLE (JUNE 1, 1971) OF THE D.A.R.



EXAMINING THE AERIAL VIEW OF THE D.A.R.'S OPERATION IN KENTVILLE TODAY FROM right to left, we can spot the main line crossing Aberdeen Street, the D.A.R. station and office building, the diesel shop and the old roundhouse and turntable in the "Y" formed by the main line and the old Cornwallis Valley Railway to Centerville.





Comparison of scheduled times, speeds and costs on the  
Dominion Atlantic Railway.

<u>Date</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Avr. Speed</u>	<u>Cost per mile</u>	<u>Remarks</u>
N.S.R.						
April, 1860	Halifax	Windsor	47	15 mph		
	Halifax	Kentville	73	15	0.0196	
W&A Ry. & I.C.Ry.	Halifax	Annapolis	131	19		
December, 1869						
W.C.Ry.	Annapolis	Yarmouth	86	18		
April, 1880						
R.A.Ry.	Halifax	Yarmouth	217	23		
June, 1922	Halifax	Kentville			0.0340	9:30
D.A.R.	Halifax	Yarmouth	217	29		7:30
April, 1956	Halifax	Kentville			0.0354	
D.A.R.	Halifax	Yarmouth	217	36		6:00 RDC
October, 1956						
D.A.R.	Halifax	Yarmouth	217	36		6:00 RDC
October, 1970	Halifax	Kentville			0.0507	

# THE GAL WHO CAME IN FROM THE COLD

TEXT AND PHOTOS: DON SCAFE

**N**OVEMBER 14, 1970 - A DATE LONG TO BE REMEMBERED by members of the Association's Rocky Mountain Branch and the Alberta Pioneer Railway Association - was the day that the third engine on their locomotive roster came "home".

After twelve years of existence as a static display at the Edmonton Exhibition Grounds, Edmonton, Alta., former Canadian National Railways H-6-g 4-6-0, no. 1392, was moved nearly one-half mile across the exhibition grounds to the CN spur, where a CN diesel switcher was able to get hold of her for a move to the siding used by the Rocky Mountain Branch.

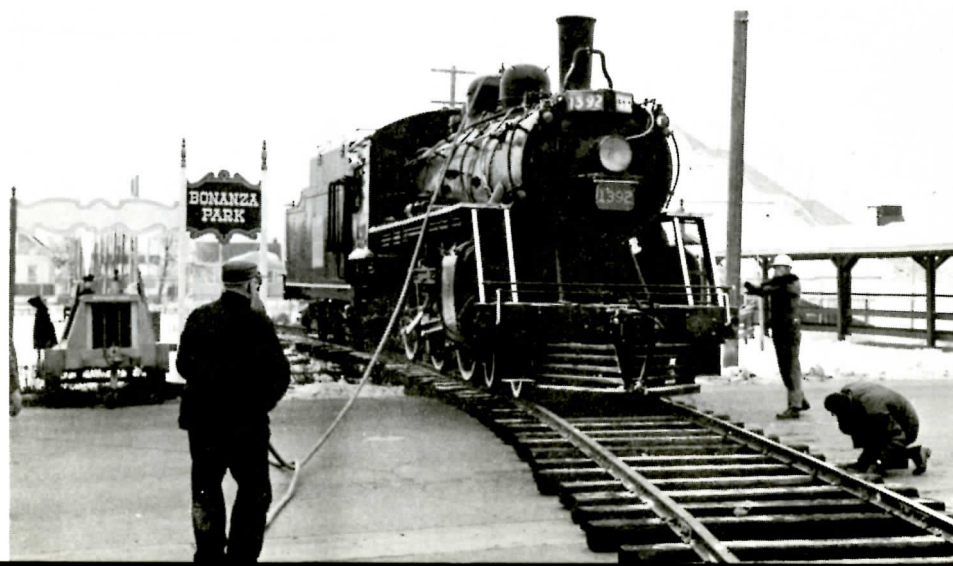
The project to "bring 1392 home" began in the spring of 1969, when the A.P.R.A. presented a brief to the Edmonton Exhibition Association, requesting permission to remove the locomotive from display for refurbishment and eventual operation.

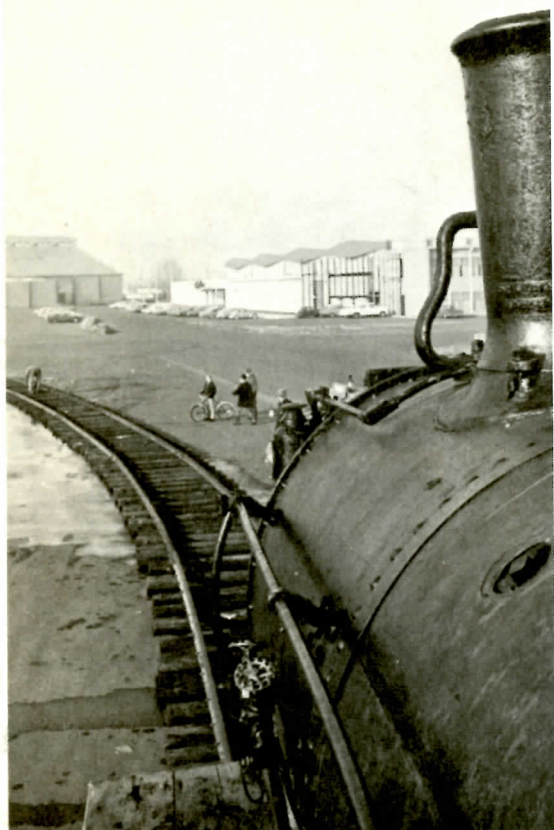
The Exhibition Association agreed to the proposal but a year and a half elapsed before the A.P.R.A. was in a position to undertake the project. On November 7, 1970, the chain-link fence surrounding no. 1392 was opened and the engine started on the move to her new home. Gardner-Denver, Limited loaned an air compressor which provided enough pressure to move the locomotive over track panels, previously assembled by A.P.R.A. members. Additional equipment, loaned and operated by the 38th. Technical Squadron, Royal Canadian Electrical and Mechanical Engineers, lifted the prefab track panels from rear to front, around the locomotive, as she travelled slowly towards her destination. Guided by the expert advice, freely given by off-duty Canadian National employees, the A.P.R.A. members moved the locomotive through four changes in direction and over two trestleworks before reaching the end of the CN spur. The sighs of relief were audible! Not one wheel derailed!

During the weekend following completion of the movement, an attempt was made in 10-degree-below weather to get ex-Northern Alberta no. 73 out of the barns in order to switch no. 1392 in behind her. The attempt was fruitless. In this degree of cold, number 73 could not be dragged for more than half her length beyond the doors. The workers had to wait until milder weather (10-degrees-above) prevailed on December 12 before no. 73 could be coaxed out of winter hibernation. When the diesel switcher delivered 1392, number 73 was steamed up and then proceeded to switch her sister into the designated stall. The next day, after more track alterations, no. 1392's tender and baggage car no. 8029 were pulled into the bay beside the two steam locomotives.

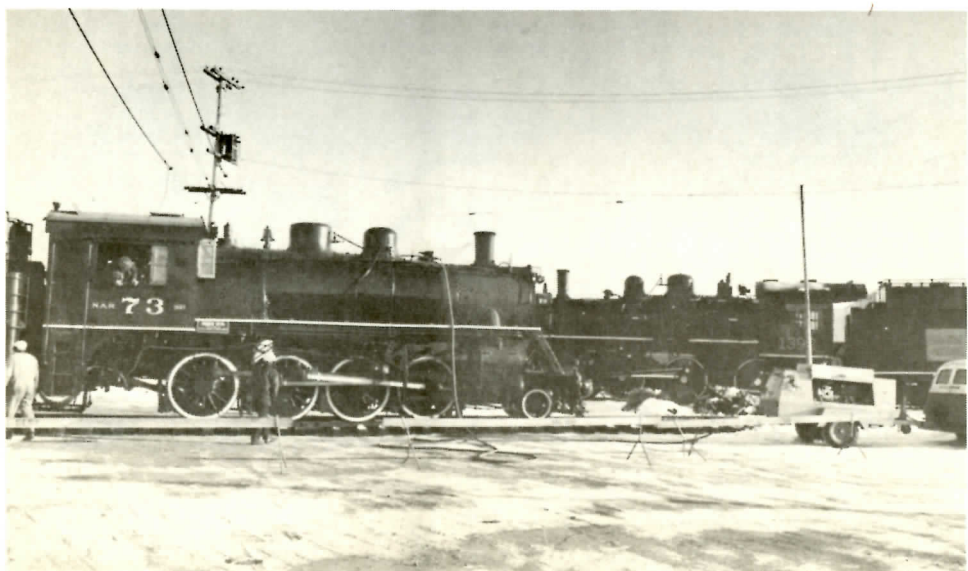
The Rocky Mountain Branch - A.P.R.A. winter works projects had arrived!

















## THE VINTAGE LOCOMOTIVE SOCIETY INC.

GENERAL OFFICES WINNIPEG MANITOBA

P. O. Box 1182

### PRAIRIE DOG CENTRAL

Thank you for your inquiry regarding the "PRAIRIE DOG CENTRAL RAILROAD" which is one of the few remaining standard gauge steam trains still operating in North America. Thanks to the courtesy of the Canadian National Railway we operate over the Cabot Subdivision from Charleswood to Headingly, a return distance of fifteen miles which takes approximately one hour. We hope the following information will prove of interest and encourage you to come and ride this vintage train and relive the life of the Iron Horse of yesteryear which helped open this vast country.

### SCHEDULES

Sunday's only during June - 12:30 P.M. & 3:00 P.M.

Saturday's, Sunday's & Statutory Holidays during July, August, & September until the Labor Day Weekend - 10:00 A.M., 12:30 & 3:00 P.M.

Sunday's only during the balance of September & closing with the Canadian Thanksgiving October, Monday - 12:30 P.M. & 3:00 P.M.

Central Daylight Saving Time observed - All operating days subject to charter.

### FARES AND STATION LOCATION

Adults - \$2.00; Children ages 5 to 11 - \$1.00. No charge for children under 5 not occupying a seat and accompanied by an adult. Except for charters, reservations are not made in advance. Tickets available only at Station located Elmhurst Road off Wilkes Avenue in Charleswood 30 minutes prior to departure of each trip. To get there drive west from Winnipeg on Grant Avenue or Roblin Blvd. and turn south on Elmhurst Road and drive until you reach the C.N.R. tracks. If travelling west on Wilkes Avenue turn north over the C.N.R. main line and past the Federal elevator. Ample free parking available.

### EQUIPMENT

Coaches - Turn-of-the-century wooden, open-window, prairie air conditioned, complete with smoke and cinders. Stove heated when necessary. Light refreshments available on board, however we ask you not to throw tins, bottles, cigarette and cigar butts or other refuse from the train windows.

Locomotive - Old Number 3. Built in 1882 - an American Standard 4 - 4 - 0 hand-fired coal burning high-stepper which the Society leases from the City of Winnipeg.

### BAGGAGE

No checked baggage or pets.

We hope this brief resume will encourage you to visit and ride our train where you will find an enthusiastic train crew willing to oblige you with any other historical information.

Norm Stewart

General Passenger Traffic Manager





ABOVE, THE COMPLETE TRAIN OF THE PRAIRIE DOG CENTRAL POSES WITH A GROUP of highly-excited admirers. Number 3 was later sent for shopping and came back to the Company during the week of May 31 with a new coat of black paint on the boiler jacket - except for the brass bands, that is - preparatory to the first run of 1971, scheduled for Sunday, June 6.

Number 3 and train of the Prairie Dog Central at speed along the run, which this year is rather a dog-leg instead of the straight run of 1970.

Both photos courtesy Prairie Dog Central Railway and D. Ted Shores.







WITH THE PROVERBIAL "CHANGE OF TIME" AT THE END OF APRIL 1971, it was CP RAIL's intention to replace Montréal-Québec City passenger trains of conventional equipment then powered by two E8's and assorted FP7A's, with RDC DAYLINERS. Displaced cab units were slated for use on the "international" service between Montreal and Saint John, N.B. At the last moment, the Railway Transport Committee vetoed the proposal and CP RAIL had to maintain the conventional equipment, running it on the already-published RDC schedule which, for this type of equipment, is rather tight. Train 152 eastbound now runs the 178.3 miles in 3 hours flat, with a 3-minute stop at Trois Rivières, Qué. Westbound Train 155 is allowed 5 minutes over the three hours. The morning westbound local, Train 151 and the evening Train 156 eastbound gets 3 hours and 15 minutes for the trip. Roger Boisvert, who notes these details, observes that the stop at Trois Rivières is held to a minimum, conductors registering by register ticket and no member of the train crew being allowed to detrain. To save precious seconds, train orders are hooped up to the head-end crews.



MID-MAY REPORTS FROM CANADA'S 1971 CENTENNIAL PROVINCE of British Columbia predicted advertised operation on the Victoria Pacific Railway on May 24, 1971. The VPR proposes to run over 4.6 miles of Canadian National's Cowichan Subdivision, from m.p. 2.5 to m.p. 7.2. Motive power will be ex-Hillcrest Lumber Company's Climax No. 10, presently the property of Mr. Terrance Fergusson of Vancouver, B.C.




ALSO REPORTED FROM VANCOUVER ISLAND WAS THE IMMINENT MOVE of Number 1044, the Porter-built 2-6-2 tank engine from the MacMillan-Bloedel operation at Chemainus, V.I., B.C., together with a rare caboose and log car, to the Museum of Science and Technology, Ottawa, Canada. These items may come east to join ex-CPR D-10 No. 926 at the Museum, the latter a long-time Esquimalt & Nanaimo Railway locomotive.



BRITISH COLUMBIA'S PACIFIC GREAT EASTERN RAILWAY IS NOT the only four-foot-eight-and-a-half heading north this year! On April 8, 1971, shortly before the Canadian Paci-



 CANADIAN PACIFIC RAILWAY'S D-10 NUMBER 926, a 4-6-0, NOW AT THE MUSEUM OF Science and Technology, Ottawa, Canada, is shown here in the yards at Nanaimo, British Columbia, in the summer of 1947. Photo C.R.H.A., E.A. Toohy Coll.



fic Railway Company's annual meeting, Mr. T.F. Turner, the Company's Secretary, announced that permission would be sought from the present, next or following ensuing session of Canada's parliament to build a line "generally northerly" from Sergeant, at mile 75.5 of the Meadow Lake Subdivision in the Province of Saskatchewan, to the vicinity of the confluence of the Beaver and Dore Rivers, 62 miles more or less distant. Sergeant is 134 miles west and north of Prince Albert, Sask., the latter being reached by what may be described as CP RAIL's north-south line in Saskatchewan, from Regina to P.A., via Lanigan. The first 60 miles from Prince Albert to Debden and the Meadow Lake Sub. are via a Canadian National Railways branch, over which CP RAIL has trackage rights. Reason for the proposed extension is probably oil or minerals, as grain farmers in the region are accustomed to truck grain long distances to Meadow Lake, reputed to possess more grain elevators than any other prairie town of comparable size.

CANADIAN PACIFIC RAILWAY COMPANY'S 1971 ANNUAL MEETING, disparagingly described by some newspaper reporters as the dullest in years, will long be notorious as the assembly which ratified the revision of the Company title. Renowned around the world for almost a century as THE CANADIAN PACIFIC RAILWAY COMPANY, the new and allegedly improved corporate title is CANADIAN PACIFIC LIMITED, a name by which, by God's grace, it will be equally well-known for the next hundred years. And yet - it is doubtful that William Cornelius would have approved.



THE LAST RAILWAY POST OFFICE SERVICE ON A CANADIAN RAILWAY made its final run on Saturday, April 17, 1971, between Campbellton, N.B. and Levis, Qué., on Canadian National Railways Chaleur Area main line. Present to commemorate this regrettable event were M. Raymond Guay, M.P. for Levis, representing Postmaster General Jean-Pierre Côté and the Mayor of Campbellton, Mr. William MacRae. Understandably, the Canada Post Office did not issue a commemorative stamp to mark this terminal event.



MONCTON, N.B.'s PHILLIP FINE REPORTED RECENTLY THAT THE Department of Transport's M.V. ABEGWEIT had departed from her accustomed locale for the shipyards of Canadian Vickers Limited of Montreal, for her annual overhaul. It was also announced that Canadian National will have two new ferries on the Borden-Tormentine run this summer. According to media, the two new vessels were launched at St. Catharines, Ontario about April 16, cost \$ 5 million each and have a capacity of 500 passengers

and 150 automobiles. The new ships are named M.V. HOL-IDAY ISLAND and M.V. VACATIONLAND.

PETER MURPHY'S ARTICLE ON THE 130-CLASS CARS OF THE NIAGARA, St. Catharines & Toronto Railway (CANADIAN RAIL No. 231, April, 1971) was much appreciated by Mr. Terence Cronyn of St. Catharines, Ontario, who observed that both the Author and the Editor had uniformly spelled "St. Catharines" with an "e" instead of with an "a". Mr. Cronyn pointed out that this Ontario city was not named for the French Saint, "Ste-Catherine", but rather was so designated in memory of the wife of the Honorable Robert Hamilton, who, at the end of the 18th. century, owned much of the land on which today's St. Catharines is built. Catharine Hamilton died in 1796.

SPIN-OFF FROM "AMTRAK"-THE PREDICTABLE SLOP-OVER-THE-BORDER-resulted in ratification by the Canadian Transport Commission of termination of two Burlington Northern passenger services in Canada. Ended without the usual 30-day notice were BN's Seattle-Vancouver, B.C. and Crookston, N.D.-Winnipeg, Man. Trains 357, 358, 359, 360 and 7 & 8, respectively. In a surprise interpretation, the CTC authorized the Delaware & Hudson to regard its Montréal-Rouses Point, N.Y. service as a "passenger train service", thus making this portion of the D&H passenger run eligible for a Canadian government subsidy, when the service from Albany, N.Y. to Montréal is resumed.

MEANWHILE, NEW YORK STATE GOVERNOR NELSON ROCKEFELLER REQUESTED AMTRAK to reconsider elimination of the Albany-Montreal passenger service, to allow time for the New York State Legislature to consider whether it should contract with National Rail Passenger Corporation to continue Rouses Point-Albany portion of the service. It is rumored that disaffected States of New York, Ohio and Michigan will organize their own mini-AMTRAK to resume service from Buffalo to Cleveland and Toledo and Buffalo-Detroit, via southwestern Ontario. The rail passenger forecast in the U.S.A. continues to be partly cloudy with lows in the mid-70's.

CANADIAN NATIONAL ANNOUNCED THIS SPRING THAT, EFFECTIVE JUNE 1st., "new concepts" in dining facilities for both coach and club car passengers would be introduced on Montreal-Ottawa trains, reviving the meal service which was curtailed on these runs on February 1, 1971. Coach passengers on the trains will find newly-designed buffet-lounge cars, offering a choice of sit-down or take-out meals. The cars are designed with two separate sections - a 24-seat lounge and a 22-seat coach area - all seats being equipped with side-leaf tables for dining. A fast service, take-out counter is located midway in the car and retractable trays will be provided at all regular coach seats to permit passengers to dine there.



THE 38-SEAT CLUB CARS ALSO HAVE NEWLY-DESIGNED INTERIORS, where passengers may be served a prepared repast at their seats. Coach patrons can choose from a varied selection of hot and cold dishes, reasonably priced, while club car patrons will be served a gourmet-style collation, the cost of which - historically included in CN's first-class fares - is again part of the club car fare. The first-class fare premium, discontinued when dining car services were reduced on these trains, will consequently be restored. The conversion and refurbishing of the new cars - new to this service, that is - will be done at CN's Point St. Charles (Montreal) and Transcona (Winnipeg) Shops.



BY THIS TIME, SOME OF CANADIAN RAIL'S EASTERN READERS MAY have made the hour-and-fifteen-minute trip from Saint John, N.B. to Digby, N.S. aboard CP RAIL's new ship (?), the M.V. PRINCESS OF ACADIA, which made her maiden run on May 27, 1971.

Launched at the Saint John Shipbuilding & Drydock Limited ways on May 15, she was christened by Mr. G.E. Benoit, CP RAIL's VP, Atlantic Region. The new vessel has a dead-weight of 10,100 gross tons and cost \$ 8 million.

Aboard on the first voyage were many dignitaries including Mr. N.R. Crump, Chairman of the Board of Canadian Pacific Limited, Premiers Hatfield and Regan of New Brunswick and Nova Scotia respectively and other Federal government and municipal officials.

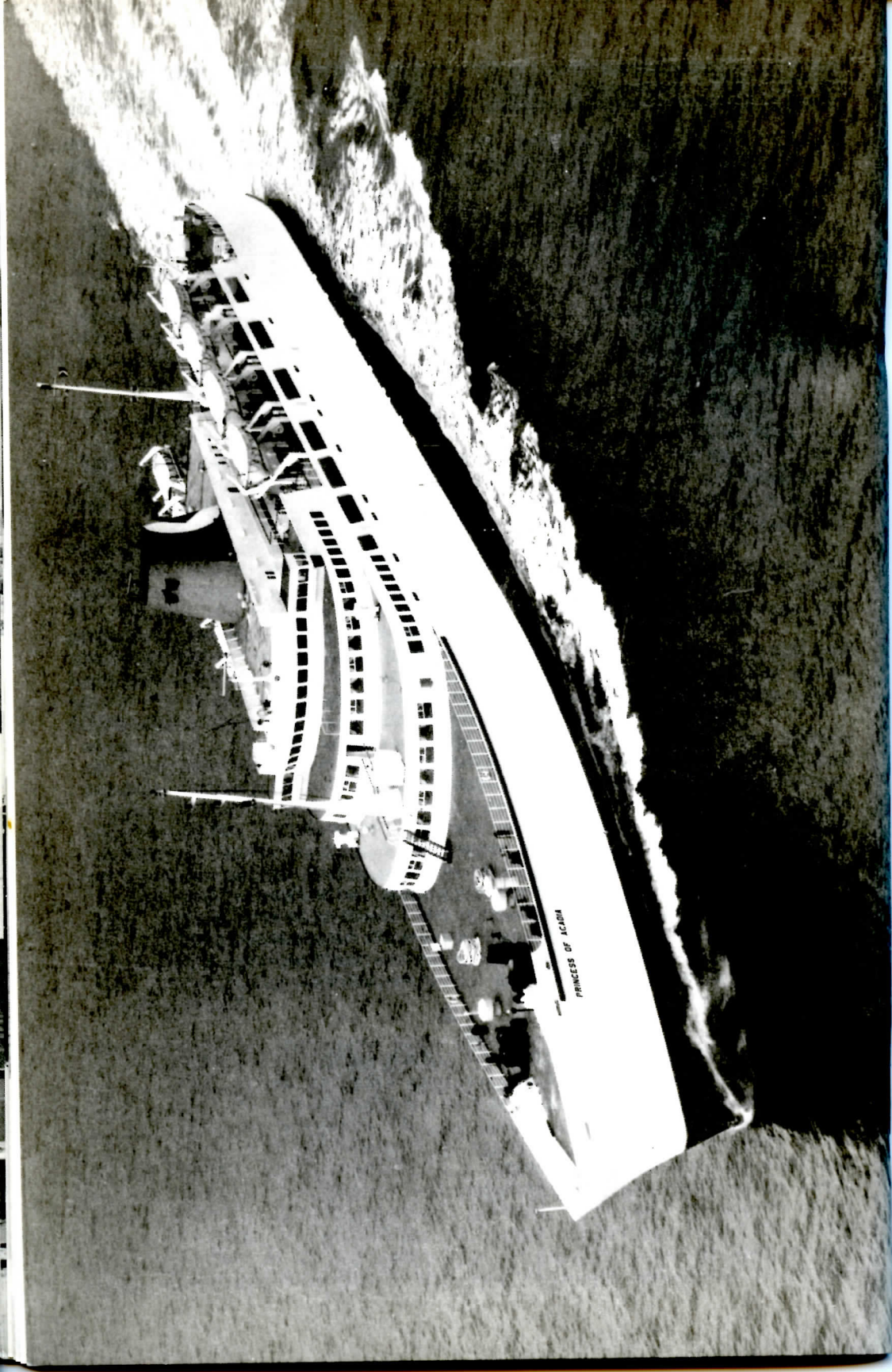
The new PRINCESS OF ACADIA will make two round-trips daily across the Bay of Fundy, carrying a maximum load of 650 passengers and 159 automobiles. She is powered by 4 marine diesel engines on twin shafts, providing a service speed of 13.75 knots, with a maximum rating of 11,500 hp. Also fitted is a bow-thruster, which enables excellent manoeuvrability. For passenger comfort on the notoriously upsetting Bay of Fundy, the PRINCESS OF ACADIA has an automatic stabilizing system, as well as modern ventilation and an on-board effluent-treatment plant to avoid polluting the waters of the Bay.

308 passengers can enjoy the crossing seated in the spacious lounge, with 120 additional passengers accommodated in the delightful lounge-bar and 128 patrons in the self-service cafeteria. There is a shipboard nursery for children, so that parents, too, can enjoy the voyage.

Phillip Fine.



THE FOREST CITY RAILWAY SOCIETY OF LONDON, ONTARIO IS CONTINUING a protracted series of discussions with the Mayor and City Council of London, regarding the establishment of a Science and Transportation Museum in this southwestern Ontario city. Mr. J. Rooney, principally responsible for keeping this project under the noses of FCRS members and municipal authorities, hopes to persuade the City Council directly by briefs or indirectly through the pages of the London FREE PRESS, that a facility should be established to preserve and exhibit railway vehicles already acquired. It is interesting to learn that ex-London and Port Stanley Railway's





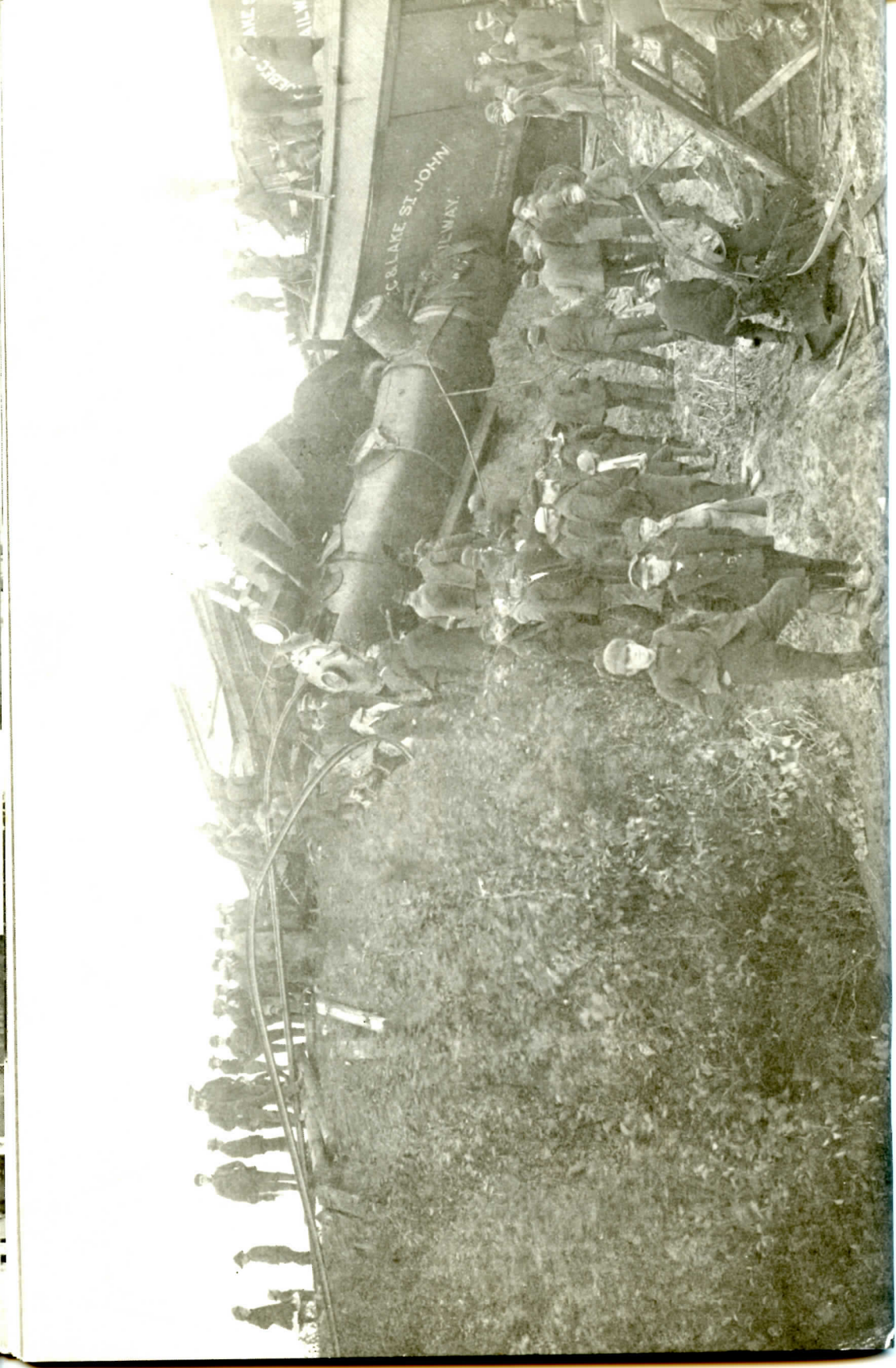
motor car no. 4 and electric locomotive no. L-2, both stored at London, could form the nucleus of a unique collection of historic electric railway vehicles.

CP RAIL HAS BROUGHT BACK TO ANGUS SHOPS, MONTREAL, THREE Fairbanks Morse C-Line 1,600 hp. B units, numbers 4449, 4452 and 4454 from southern British Columbia (Nelson-Midway), via Calgary (Ogden Shops), for conversion to ROBOT mid-train control units, to be used on four additional coal unit-trains between Golden and Canoe, B.C. On arrival, the B-units were like Mother Hubbard's cupboard - bare - having no traction motors or prime movers.

BEING NUMBER 1 IN THE DIESEL-LOCOMOTIVE-BUILDING SUN IS ALL very well, but it has its problems. MLW Industries, faced with a fixed-dimension plant, recently rejoiced in a back-log of orders extending into late 1972. Production of six 900 hp. export-model units for Jamaican Railways was completed on schedule nicely and the new machines saw the bright sunshine of May 28 last, when they were officially photographed. Nitty-gritties began about the same date, when consulting engineers for East African Community (Kenya, Uganda and Tanzania) Railways insisted that MLW Industries road-test the 35 1-C-C-1 units - 1,880 hp. (15) and 2,400 hp. (20) - before they were accepted. Nitty-gritty: the gauge of these units is just very slightly wider than North American standard - less than a rail head's width - which explains why a third rail for existing trackage couldn't be laid. This is the reason why there was in May-June an entirely new test-track behind MLW Industries erecting shop.

ROBERVAL & SAGUENAY'S TWO NEW M-42OTR 2,000 HP. NEW-MODEL units, initially scheduled for spring 1971 delivery, could not make this deadline and were put forward to fall 1971 production, causing R&S much concern. So much, in fact, that MLW Industries decided to take interim action by obtaining two rather aged RS 27's (ex ALCO demonstrators 640-2 and 640-3) from the Union Pacific Railroad, for reconditioning and provision to the R&S to satisfy motive power requirements until the new M-42OTR's could be delivered. The next hang-up was the estimated \$ 1,700 freight bill from CN for the trip from Montreal to Arvida and the junction with the R&S. In June, MLW Industries and CN were trying to work out a one-day lease for the units which would get them to R&S iron without incidental (freight) charges.

IN MID-MAY, CP RAIL ANNOUNCED THAT IT HAD PLACED AN ORDER FOR twenty four 3,000 hp. SD-40 units, for coal unit-train service, with General Motors Diesel of London, Ontario, which rang up about \$ 10 million on GMD's cash register. They may have road





numbers 5565-5588 and may be classed as CP RAIL's DRF-30-g, depending on their use. This item from Roger Boisvert. It is postulated that MLW Industries could have got this order as well, had their capacity not been so up-tight with R&S(2), PGE (4), WP&Y(3), export (55), LRC(1) and Quebec Cartier(3) business. Meanwhile, MLW Industries engineers are busy trying valiantly to figure out (1) how to get the M-630's and 636's around the tight curves in the shop tracks and (2) how to lower the Québec Cartier's units 4 inches so they can negotiate QCM on-line tunnels. Problems, problems, problems!



SOME "P.S.'s:

CP RAIL's extension from m.p.75.5 Meadow Lake S.D. will terminate at Arthabasca Forest Industries Limited's new pulp and paper plant at Dore Lake, Sask.

Green Mountain Railroad, granted a one-year "continuance" by the State of Vermont for (coal-burning) steam locomotive operation, announced that they would not run their steamer this year, since lead-time for coal procurement was too short.

MLW Industries paid the freight on ex-UP RS 27's from Montreal to Arvida.

CP RAIL reclassified and renumbered DPB-15a and DPB-17b units 1900-01, 1903, 1904, 1905, 1907 and 1908 after changing gear-ratios to 62:15. No. 1908 becomes No. 4434, cl. DFB-15c, with remaining units reclassified DFB-17a and renumbered, in order as above, 4473-74, 4475, 4476, 4477 and 4478. Thanks to Roger Boisvert for this latter information.



← CANADIAN NATIONAL RAILWAY'S QUEBEC-CHICOUTIMI MAIN LINE, comprising the St-Raymond, Jonquière - and part of the Linton Subdivisions, started life way back in 1869 as the Quebec and Gosford Railway Company.

In 1883, it was reorganized and amalgamated to produce the Quebec and Lake St. John Railway Company and was completed and open for traffic to Chicoutimi via Chambord on July 17, 1893.

The capital stock of the Quebec & Lake St. John was acquired by the Canadian Northern Railway Company on June 12, 1914 and was finally transferred to the Canadian National Railway Company on June 11, 1956, when the Canadian Northern and 16 other companies were amalgamated.

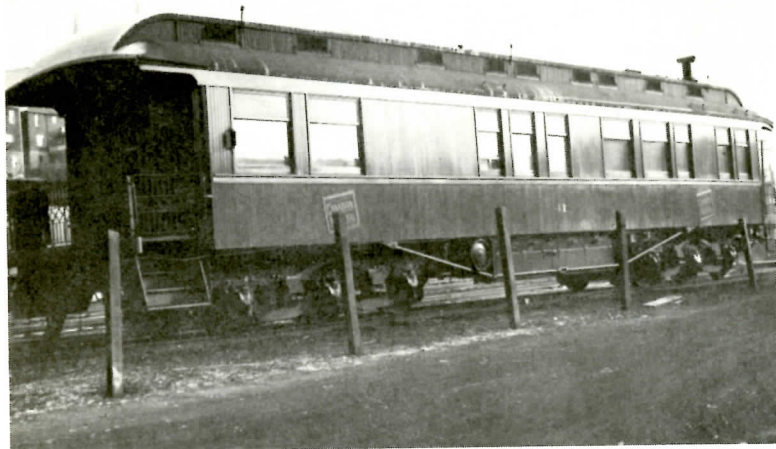
The accompanying photograph, from the collection of Mr. Roger Boisvert, is an illustration of one of those "contretemps" which happened - sometimes with alarming frequency - on railways across Canada about the turn of the century.

Even with a magnifying glass, the old girl's number isn't decipherable, nor can the identity of any of her admirers be determined. However, the affair was certainly a fiasco of noble dimensions and perhaps some reader can tell us where and when the untimely event occurred.



S.S. Worthen.

2 C.N.R.'s business car 41 at Edmunston, N.B., October 23, 1948. CRHA EA Toohey Coll.



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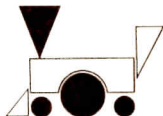
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