

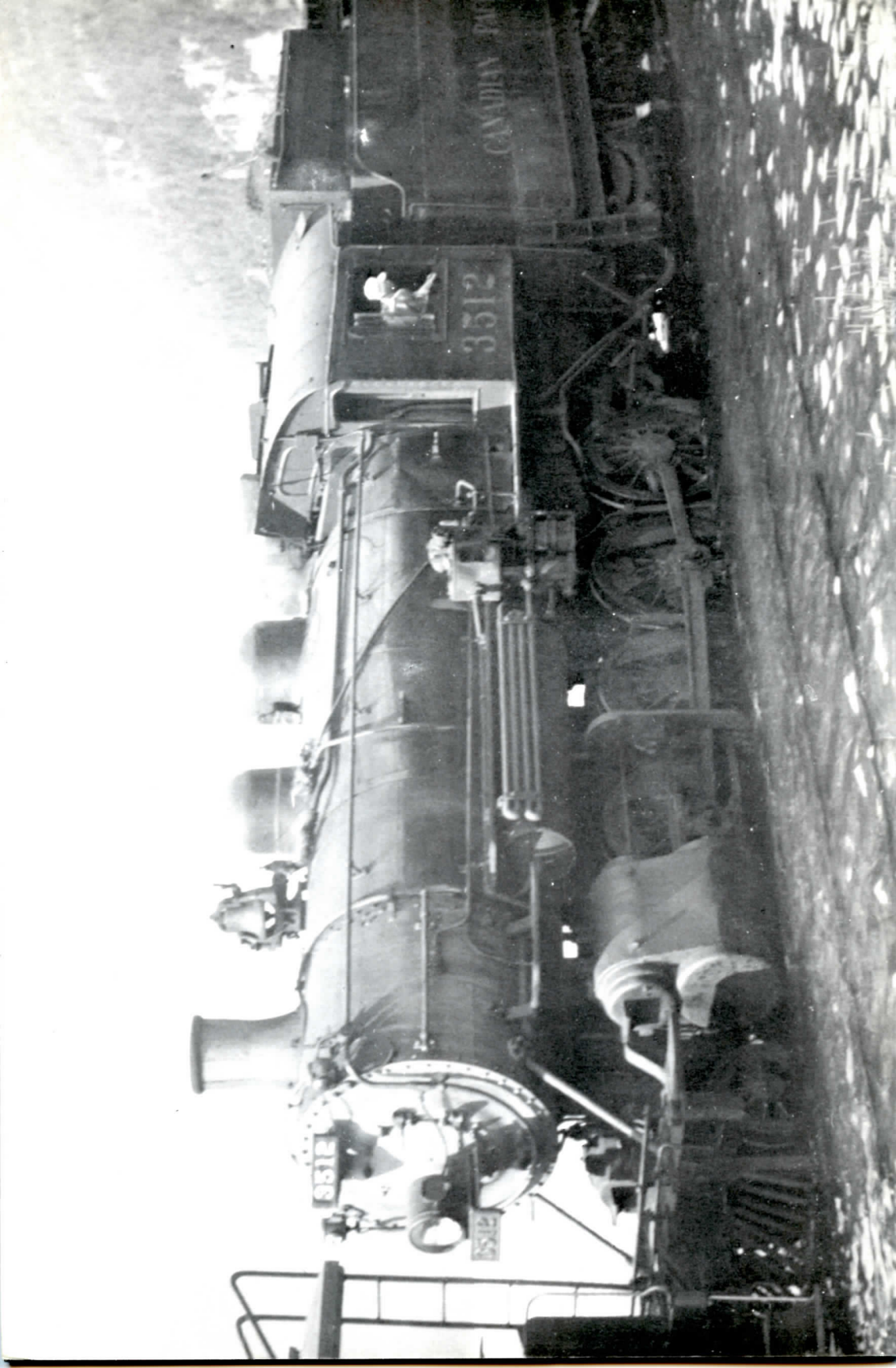
SLOCAN LAKE

Canadian Rail



NO. 256A
MAY 1973





THE SHIPWRECKED HOGGER!

John A. Rushton

Every once in a while the attention of the railway historian is caught by a footnote in an article, recording something a little out of the ordinary. Such a footnote appears on page 83 of Bulletin Number 83 of the Railway & Locomotive Historical Society of Boston, Massachusetts, U.S.A. This Bulletin is, in effect, a detailed, all-time roster of the steam locomotives of the Canadian Pacific Railway Company.

The report, in recording the disposition of various locomotives of the Company's class M-4-g 2-8-0s, light consolidations built by the Baldwin Locomotive Works, Philadelphia, U.S.A., in 1907, states that, in 1947 (sic), Number 3512 was "lost off barge into Slocan Lake, B.C."

Now such a thing can hardly be an everyday occurrence. It is one thing for an engine to be unceremoniously scrapped. It is another - and happier - thing for an engine to be rebuilt or preserved. But to be lost off a barge in the middle of a lake in a relatively unknown part of the Province of British Columbia - such an event would stimulate the curiosity and imagination of the most conservative of ferroequinologists!

The writer was quite prepared to accept this footnote in Bulletin Number 83 without further question, accepting it as one of those peculiarities of railroading until, one day quite by chance, he met a Canadian Pacific Railway engineer who claimed to have been shipwrecked! Shipwrecked? Trainwrecked, maybe, but shipwrecked? Well, hardly ever!

The simple response "3512 ?" was sufficient to initiate a most fascinating conversation and discussion that recreated the legendary "shipwreck" of Number 3512, in the middle of the mountains of central British Columbia. The details which follow have been supplied by the "Shipwrecked Hogger" on that eventful last run of Number 3512, Mr. C.F. Turner, to whom the writer is very much indebted.

➤ **CELEBRATING THE ARRIVAL OF CANADIAN NATIONAL RAILWAYS STEAM LOCOMOTIVE** Number 6218 at the Canadian Railway Museum, here she is together with electric hauler Number 6762 at Gohier, Qué., where Jim Shaughnessy caught her on 31 May 1969, as she coupled up to the CRHA excursion to Grande 'Mère.

➤ **AT SLOCAN CITY, B.C., ON SLOCAN LAKE, 8 July 1946 - NOT SIX MONTHS** before the "regatta", CPR consol Number 3512 wet her feet intentionally. Jim Hope of Trail, B.C., was there and took the picture.

The setting for this strange incident was south-central British Columbia, in a valley between the Arrow Lakes and Kootenay Lake, with the 10,000-foot peaks of the Monashee and Selkirk Mountains towering tall against the western and eastern horizons. Between the Arrow and Kootenay Lakes is the Slocan Country, home of the Valhalla Range, Kokanee Peak and Crescent Valley, wherein nestles Slocan Lake.

Since the middle of the nineteenth century, the Slocan Country has been famous for its mines: gold, silver and lead, and infamous for its railways. To reach the Slocan Country, the early railways were forced to resort to car-barge operation up and down the Arrow Lakes and to and fro' across Kootenay Lake. The mountainous terrain forbade any approach by land. Once the natural barriers had been overcome, the western part of the Slocan Country was amenable to normal, standard-gauge railway construction.

Not so on the eastern side where, in the 1880s, the Kaslo & Slocan Railway wound its narrow-gauge way up through the canyons to the ore concentrators at Retallack and the mines at Zincton and Sandon, in the very shadow of 8,000-foot Mount Carlyle. These mines enjoyed a degree of prosperity until the early 1950s, when the inevitable problems of economics and dwindling output forced their closure. Today, these mining camps are well-known "ghost towns" and attract many visitors and tourists.

At the time of the "shipwreck", the Canadian Pacific Railway was operating the isolated Kaslo Subdivision from Kaslo, on Kootenay Lake, standard-gauging it up into the mountain canyons on the old roadbed of the narrow-gauge Kaslo & Slocan, to the summit at Parapet and then down the west side, through the depths of Denver Canyon to New Denver, Rosebery and Nakusp, 62.9 hard, twisting miles of mountain railroad. The main line included a 1.0-mile switchback from Parapet (m.25.5) to Three Forks (m.26.5).

From Kaslo on the west shore of Kootenay Lake, there was a car-barge connection to Proctor, 20 miles east of Nelson, B.C. on the CPR's southern B.C. main line from Crowsnest Pass. There was another car-barge connection from Slocan City - at the end of the branch from South Slocan, on the main line 12 miles west of Nelson. From Slocan City, rail traffic took to the water, across Slocan Lake for 24 miles to Rosebery, mile 34.5 on the Slocan Sub.

By 1957, the impossible portion of this subdivision - from Kaslo up the mountain to Retallack, Zincton, Sandon and Parapet - had been abandoned west to Denver Canyon, mile 30.5. In fact, much of this section of right-of-way had been utterly demolished by a succession of flash floods a few years earlier and had not been used since this disaster.

This abandonment left the car-barge service between Slocan City and Rosebery as the only means of access to the Denver Canyon-Rosebery-Nakusp line, albeit for a short time there was a sporadic service to Nakusp via the CPR's Arrowhead (Revelstoke)-Robson West (Castlegar) sternwheeler-barge operation on the Upper and Lower Arrow Lakes.

Even today, there are relics of this antédiluvian operation. A car-barge slip still exists at Kaslo, where a switchmobile delivers freight cars from Kootenay Lake car-barges to consignees located along the half-mile of yard tracks remaining at Kaslo.

But back in 1946, the subdivision was operated in much the same way as it is today, except that the line was still in place between Kaslo and Denver Canyon and freight trains were struggling up the mountain to Parapet.

The train and crew originated at Nelson, B.C. - headquarters for the Kootenay Division of the CPR - and ran west 11.9 miles on the Boundary Subdivision to South Slocan. Here, the train turned northwest over the Slocan Sub., 31.3 miles to Slocan City on the shore of beautiful but treacherous Slocan Lake. At this point, the entire train - locomotive included - was loaded onto one or two car-barges and pushed by a tugboat 24 miles to the car-barge slip at Rosebery, near the lake's northern end. The crew unloaded and re-assembled the train, after which the engine hauled the train west over the winding rails to Nakusp on Arrow Lake - the western "terminal". At Nakusp, the train and crew spent the night.

The second day, the train covered the entire north portion of the subdivision from Nakusp east to Rosebery, New Denver, Sandon, Zincton, Retallack and Kaslo, returning to Nakusp again to tie up for the night. Tonnage was substantial, as the main commodity - certainly on the east end - was ore and/or concentrates. It was not an easy run.

On day 3, the train returned to Rosebery, was re-embarked on the car-barge(s) and, having enjoyed the leisurely voyage back to Slocan City, "de-barged" the train and engine and returned on terra firma to Nelson.

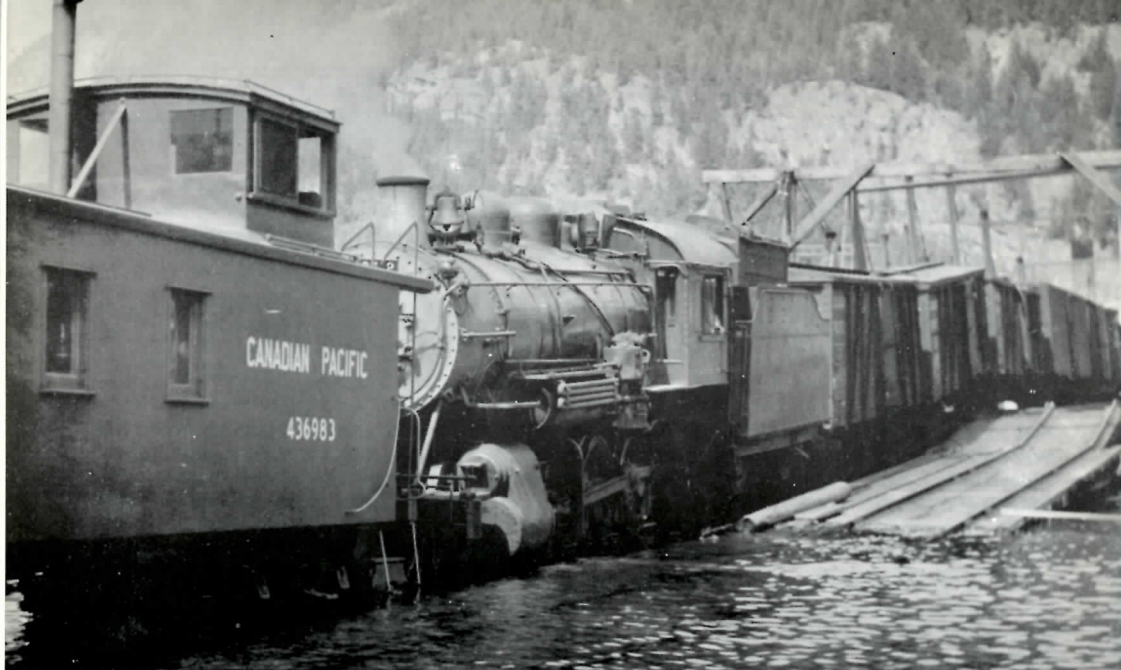
Usually they made two trips a week, leaving Nelson on Mondays and Thursdays and returning on Wednesdays and Saturdays. The service was normally "freight only", but every alternate Monday the train included a combination baggage-passenger car and thereby provided passenger accommodation on the Nelson-Nakusp-Nelson portions of the subdivision every two weeks. Commencing in the summer of 1947 - and for some time thereafter - this service was once-a-week only.

Very few such genuine "train-ferry" operations, where passenger equipment with passengers aboard was carried by water, ever existed in Canada. Certainly, nowhere else in North America was such service offered amid surroundings of such picturesqueness and beauty. Probably the most familiar comparable contemporary train-ferry service was that of Canadian National Railways, across Northumberland Strait, from Cape Tormentine, N.B. to Borden, P.E.I. But this could not compare with the voyage up Slocan Lake.

The particular run to which our attention now turns would normally have left Nelson on Monday 30 December 1946. However, because this was a "non-mixed" Monday - thus not tied to a passenger schedule - and because the next day, Tuesday, was the day before New Year's Eve, the trip was advanced one day and the crew were called at Nelson on Sunday morning, 29 December. This meant that the crew could return to Nelson on Tuesday afternoon, just in time to help bring in the New Year, an occasion certainly not to be missed.

The crew consisted of Engineer C.F. Turner, Fireman E. Swanson, head-end Brakeman W. Chapman, tail-end Brakeman J. McIvor and Conductor H. Mansfield. In the consist for the entire run was the ubiquitous and essential snowplow of classic CPR design, together with an assortment of freight cars and the van.

The engine, Number 3512, was one of several M-4 class consolidations (Numbers 3400-3565) assigned to Nelson. Having small 57-inch



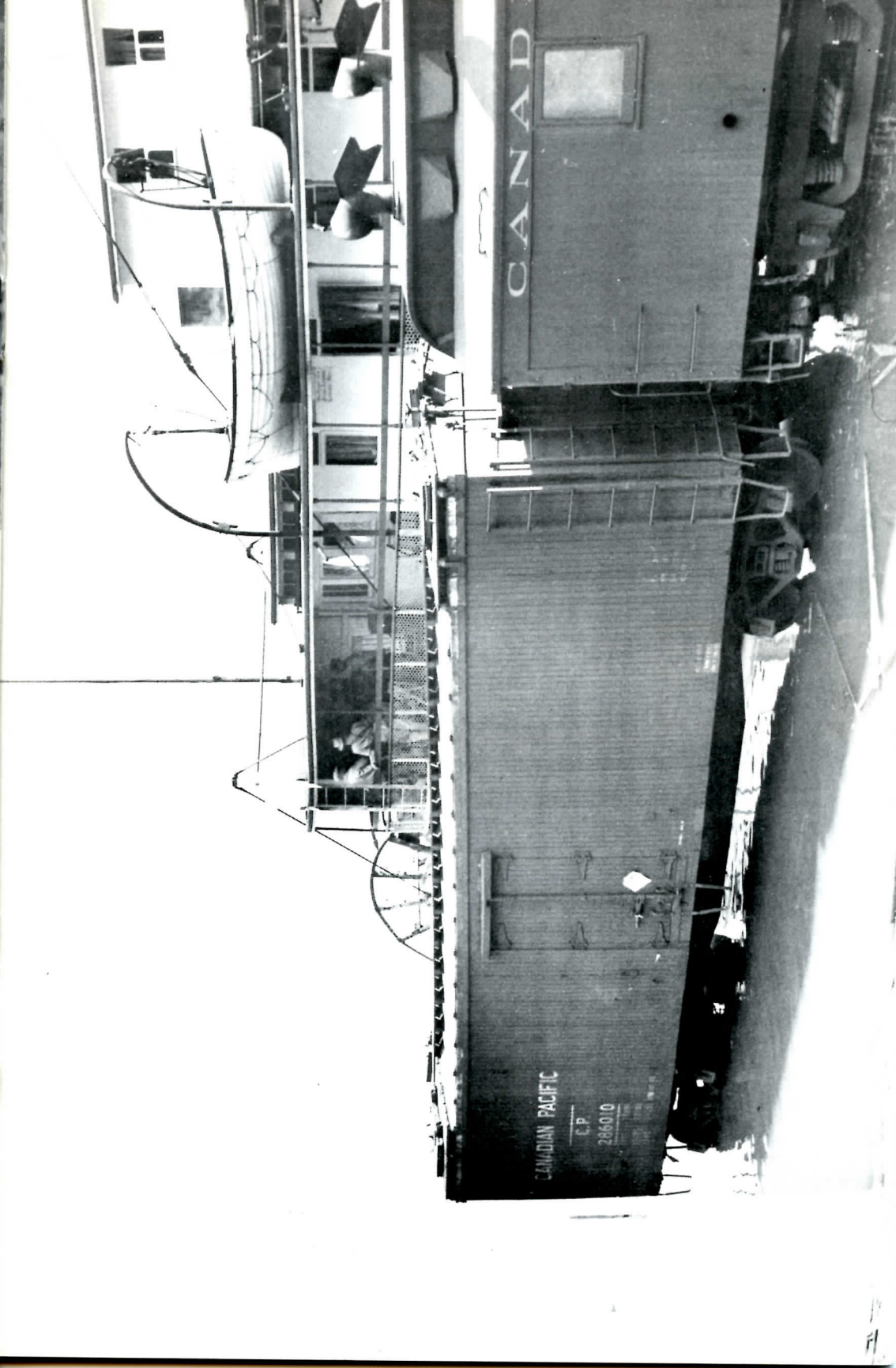
- ↑ UNDER THE WEIGHT OF FREIGHT CARS AND 2-8-0 NUMBER 3512, THE APRON of the car-barge sinks slowly into Slocan Lake at Slocan City, B.C. Not to worry! For many trips, the car-barge carried Number 3512 - or one of her sisters - safely to Rosebery and back. Jim Hope of Trail, B.C., took this picture on 8 July 1946.
- CPR'S RAIL-WATER SERVICE ON LOWER & UPPER ARROW LAKES TERMINATED AT Arrowhead, B.C., on the north end. The S.S. MINTO, one of CPR's famous stern-wheelers, pushed the barge. 14 July 1951. EA Toohey Coll.

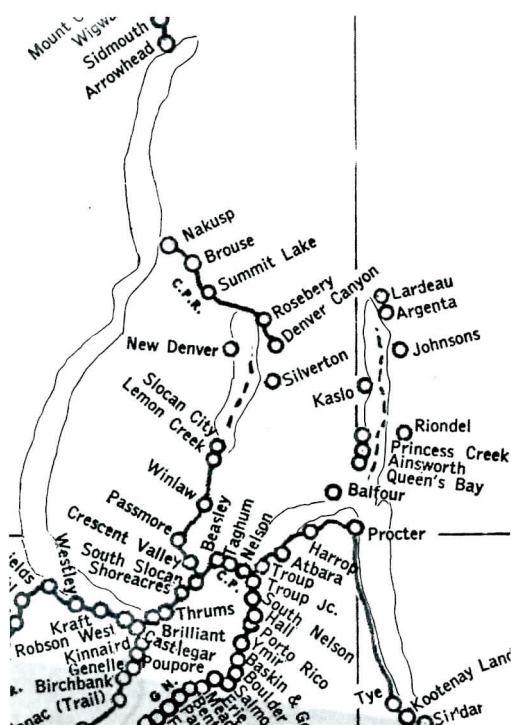
drivers - small compared to the 63-inch wheels on the N-2 class (Numbers 3600-3670), the M-4s were particularly suited to the winding hilly track that the Slocan and Kaslo Subdivisions presented. They were also known to be very dependable machines, summer and winter. Engineer Turner recalls that, despite her age of forty years, Number 3512 was considered to be one of the best in her class and still had lots of life and power at the time of her unexpected and unseemly end.

North on Sunday the 29th., to Rosebery and Nakusp, the trip was without major incident. Similarly, the turn from Nakusp to Kaslo on Monday the 30th., over the incredible switchbacks at Parapet, was uneventful. Incidental to the whole affair - at least, at the time - was the dream of Brakeman W. Chapman who, on Sunday night, dreamed that one of the car-barges on Slocan Lake had sunk! O dreadful omen! But like most premonitions of disaster, it was passed off without further concern.

The eventful part of Number 3512's last trip began just after midnight on Tuesday morning, when the train left Nakusp for the run to the car-barge slip at Rosebery. Arriving at the barge-slip and finding the tug and the two barges waiting as usual, the crew proceeded to load the train, putting most of the cars on the first barge, which was of steel-hull construction. When this barge was loaded to capacity, Number 3512, the snowplow, the caboose and three flat cars loaded with lumber, were shunted onto the second barge.

This was Barge Number 18, an older unit with a wooden hull. While Number 18 was considered "seaworthy", it was known to seep water and it did, to such an extent that it usually had to be pumped or siphoned out prior to each trip.

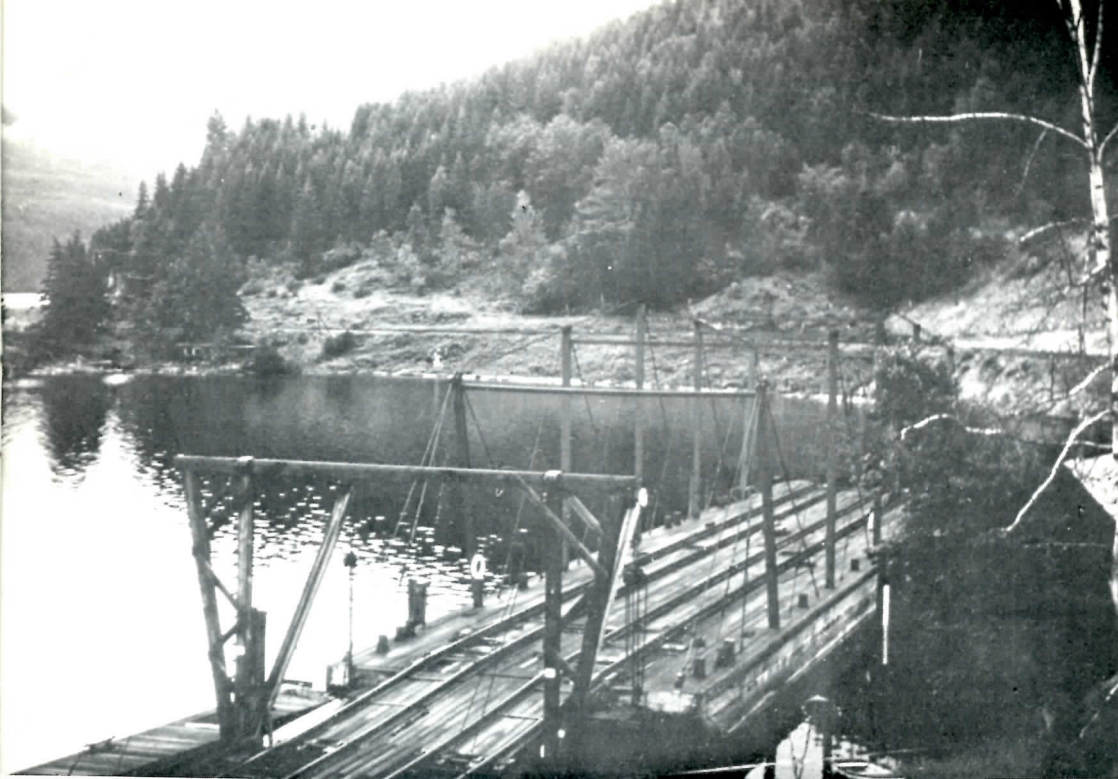




The tug and two barges cast off around 4.00 a.m. and the engine-crew stepped over onto the tug ROSEBERY, while the train-crew stayed in the caboose on Number 18 to catch up on their sleep. As the flotilla passed Cape Horn Rock at about 6.15 a.m., some five miles north of their destination at Slovan City, the New Year's Eve anticipation of the ROSEBERY's captain was troubled by the sight of the wooden car-barge listing at a disturbing and unnatural angle. The captain at once alerted Number 3512's crew to the fact that the barge seemed to be in a curious attitude and requested the engineer to move Number 3512 a few feet to re-balance and equalize the load on the barge.

This manoeuvre was not immediately possible, since Number 3512's fire had been banked and her boiler pressure had dropped during the two-hour trip from Rosebery. Even if there had been enough steam pressure to move Number 3512, it would have been an extremely delicate procedure to move a 101-ton steam locomotive on a badly-listing car-barge.

Less than four minutes later - with the situation going from bad to worse - the captain advised the engine-crew to wake up the train-crew in the caboose and get them to the comparative safety of the ROSEBERY. Waking a train-crew without reason frequently results in mild violence at the best of times and to do so on the day of New Year's Eve - with the unlikely story that the car-barge was in the process of sinking - could not generally improve the situation. Nevertheless, and probably spurred on by his dream of the previous night, Brakeman Chapman and his two compatriots hastened to comply with the captain's request and evacuated the van in favour of the tug.



↑ CPR'S TRAIN-FERRY OPERATION ON SLOCAN LAKE, THE NORTH END AT ROSEBERY, B.C. The line to Nakusp runs along the shore in the background.

↓ THE TRAIN CREW CAREFULLY SUPERVISE THE UNLOADING AND LOADING OPERATIONS AT ROSEBERY. It was always a tricky operation. Mr. Omer Lavallée took these pictures in the summer of 1953.



of duplicate reports and the proceedings were much more complicated than as though the accident had been purely a railway affair.

The joint conclusions made two recommendations for future operation on this rail-water route. First, all members of the train crew, and the passengers, if it was a "mixed" trip, would be obliged to travel on board the tug during the water portion of the journey. Second, the inadvisability of moving equipment on the car-barge(s), once the tug and barge(s) had cast off, was reaffirmed.

And so concluded the sad saga of the loss through misadventure of Canadian Pacific Railway engine Number 3512, which to this day lies in a cold, watery grave, in company with a snowplow, a caboose and three flat cars, a few hundred yards west of Cape Horn Rock and some six hundred feet straight down, on the bottom of Slocan Lake in Crescent Valley, in south-central Beautiful British Columbia.



↑ IN THE SUMMER OF 1953, CANADIAN PACIFIC RAILWAY'S M4g CLASS 2-8-0, Number 3480, a sister engine of Number 3512, pulled a stock car and a tank car off the two-tracked car-barge, past the diminutive coal chute at Rosebery, British Columbia. It was at this point that CPR's Kaslo Subdivision received traffic from Slocan City and the main line at South Slocan. Consol 3480 was outshopped by Montreal Locomotive Works in 1907, while our "heroine", Number 3512, was built by Baldwin Locomotive Works, Eddystone, Pennsylvania, U.S.A., in 1907. In line with Number 3480's smoke-box, you can see the track running north along the shore to Nakusp on the Arrow Lakes, 28.4 miles away. This photograph was taken by Mr. O.S. Lavallée in the summer of 1953 and is here reproduced with his kind permission.

137 RAILBUGS

S.S.Worthen

Railbugs, dear friends, are just like people, or almost. Railfans are people who are crazy about railways and trains. Berry-pickers are nice people who like to ride on trains every once in a while.

Railbugs are people who are caught in between railfans and berry-pickers. They just cannot seem to make up their minds whether or not they want to be one kind or the other. They are not really confused or uncertain. They are just uncommitted and happy!

In June 1972, a handful of model railroaders in Picton and Kingston, Ontario - who are also railfans - decided to sponsor a trip on a little-known branchline of Canadian National Railways. They had not done this sort of thing before and so they were not entirely prepared for the onslaught of railbugs. They understood railfans and berry-pickers, but they did not realize that, under proper conditions, berry-pickers can change into railbugs.

Now, real railfans will buy a ticket and ride on almost any kind of a train anywhere. Usually, they prefer steam engines to diesel-electric units because this is what Father told them was the right thing to do. But since the trip from Belleville, Ontario to the Marmoraton Iron Mines at Marmora, Ontario and thence to Trenton and Picton didn't have a steam engine, they admired the diesel units. It was really a railfan trip.

But notwithstanding this description, railbugs and berry-pickers joined the railfans on that joyous day - 10 June 1972 - in the early hours of the morning, to board two passenger coaches at the station at Belleville. The coaches were scheduled to depart Belleville at 0700 hours and they did - almost. The yard switcher took them in tow and carefully moved them to the east yard, where they were attached to (you guessed it) a long string of 26 empty ore cars - plus two pressure-unloading hoppers and two freshly-painted Duluth, Winnipeg & Pacific Railway boxcars - bound for the iron ore mine at Marmora.

After a brisk run through the clear, cold morning to Madoc Junction and Anson Junction on the Campbellford Subdivision, the train turned east on the Marmora Subdivision to the Marmoraton Mine.

On arrival at 0850 hours, the three units with the hoppers and the two boxcars ran around the train and pushed the string of empty ore cars past the loading hoppers until the last three empties were positioned under the hopper spouts. With a swish and a rattle, the trio was loaded in a trice. The train was then allowed to drift downgrade until the next three empties were in position. These were loaded quickly and the same move was again repeated.

While all this was going on, some of the more venturesome railfans, a few of the railbugs and some of the berry-pickers made the cold climb up the stony road to the parapet which overlooked the huge open-pit mine. It was cold in the wind - despite the brilliant sunlight - but the view of the pit was most impressive. Far below, mammoth power-shovels loaded rock into huge diesel-powered dump

Instead of turning east at Anson Junction, the "PMR Special" stayed on the main line south, to cross the Trent River, passing under CN's Montréal-Toronto main line at Trenton Junction and rolling slowly through the city of Trenton, under CP RAIL's Smiths Falls - Toronto main line. Then the three units accelerated the heavy train across Carrying Place, the ship canal and entered famous Prince Edward County. And when that happened and perhaps because of it, the berry-pickers began changing to railbugs and some of the railbugs changed into railfans.

This change was partly due to the quality of the air in this part of Ontario and partly to the fact that every berry-picker, railbug and railfan was given a Prince Edward County McIntosh apple, courtesy of the Prince Edward County Fruit Growers Association. Together with the wonderfully peaceful scenery and comfortable ride, these magics accomplished this transformation. County Warden Ross Benway, seated opposite some railfans from Montréal, reiterated the advantages of residence and holiday-making in Prince Edward County. And with good reason!

The "PMR Special", with its railfans, railbugs and berry-pickers kept on rolling through "The County". Near Hillier, several cows solemnly regarded the train, as it passed - and kept on cropping the rich, green grass. Some of the citizens of Wellington saluted the railbugs with handkerchiefs and tablecloths, plus a few bed-sheets! At Bloomfield, things were generally pretty quiet. And then, a long blast on the diesel horn heralded the arrival in Picton.

But when the train stopped, it was nowhere near the station at Picton. It was stationary at the ore-dock of the Bethlehem Steel Corporation, north of the town. The reason was logical. It was here that the pellets of iron ore in the ore cars would be dumped into the unloading pit, to be added to the huge pile of pellets already constructed by the clam-shovel and awaiting the arrival of the ore-carrying "laker". The dock on Picton Bay is located on one of the finest deep-water harbours on Lake Ontario.

While the ore cars were being unloaded, the railfans, railbugs and berry-pickers - of which there were now very few - were invited to warm up with coffee and doughnuts in the adjacent offices of the Bethlehem Steel Corporation. This was an opportunity that hardly anyone declined.

While the passengers were sipping coffee, the train crew uncoupled the two boxcars and the hoppers and trundled them down to the siding of Lake Ontario Cement Limited, on the east side of town some distance away. Their progress could be measured by the receding honk of the diesel horn.

The Mayor of Picton, Margaret Ackerman, greeted the travellers. Her badge of office, in the form of a very official-looking, ornate necklace, was most impressive. Coffee was provided through the courtesy of the County Council and was served by a ladies' group from one of Picton's churches. Warden Ross Benway presented each excursionist with a copy of "The County", the story of Prince Edward County - very well-written and admirably bound in blue, a Centennial (1967) project - with a commemorative bookplate signed by Warden Benway. As the day continued cold, both the warm reception and the coffee were most enjoyable.

But soon the cry of the diesel horn reminded the visitors that the train was once again ready to leave. On board the train, the participants were informed that the train would make yet an-

other trip north to Marmoraton Mine, in order to deliver the empty ore cars which were needed for an extra ore train on the Monday following. This was a welcome announcement, although it presented some complications for those railfans who had trains to catch or appointments to keep. Arrangements were made with the conductor to stop the train at Trenton, so that passengers wishing to do so could return to Belleville by other means. It was to be only a short stop!

It wasn't. Mrs. Virginia Blakely of Picton misunderstood. She was buying some chocolate milk in a nearby store when, to her surprise, she saw the train slowly pulling out of town. Thrusting the chocolate milk into the shopping basket of a surprised customer, Mrs. Blakely took off down the track after the elusive train. Fortunately, the conductor saw her and, with wisdom passing all understanding, recognized her as a railbug and signalled the engineer in the lead unit to stop and reverse slowly, in order to recapture the pursuing railbug. Mrs. Blakely became the heroine of the afternoon and was welcomed on board again by the applause and cheers of the other railbugs. The train thereupon resumed its return journey to Marmoraton Mine and Belleville without further incident. By this time, all of the passengers were either railfans or railbugs!

Now, when all the passengers returned to Belleville, how in the world could you tell who were railfans and who were railbugs? It was easy. All you had to do was listen.

Mr. Rogers E.M. Whitaker, associate editor of the famous magazine THE NEW YORKER: "It was worth coming all the way from New York for the trip".

Reeve Albert Piroth of Picton: "I wish that I had brought all my family".

William R. Linley, secretary of the Ottawa Branch, Canadian Railroad Historical Association: "One of the best trips I've been on".

Commander James Plomer, R.C.N.(ret.) of Milford: "The return trip to Marmoraton Mine was a real bonus". Commander Plomer must be pardoned. He lives in Prince Edward County.

Charles Begg of Kitchener: "I have enjoyed my first visit to Prince Edward County immensely".

Sanborn S. Worthen, editor of CANADIAN RAIL: "The trip was delightful and to go on another such over the same route would be a treat".

In charge of this mass conversion of berry-pickers to railbugs to railfans was Mr. William Thorley, President of the Picton Model Railroaders, ably assisted by Mr. Alan R. Capon, Secretary of the club. Aiding and abetting their efforts were Trainmaster John Dall and Passenger Sales Representative Frank Becker of Canadian National Railways, Belleville. Conductor Harold Arthurs, Engineer Norman Meldrum, Fireman Kenneth Newlands and Brakemen Jack Doran and Martin Welsh were the train crew.

It was certainly one of the most unusual - but well-behaved - "carloads" of freight that these men have had to transport in quite some time. One hundred and thirty seven railbugs and/or railfans in two coaches.

Wonder what the freight tariff book has to say about this classification? Whatever it says - or doesn't say - the classification had better be reviewed at once, for it won't be long before there will be another shipment.

You know how bugs are for multiplying in number.

The West Clearwater Lake Logging Railway.

W.J.Bedbrook

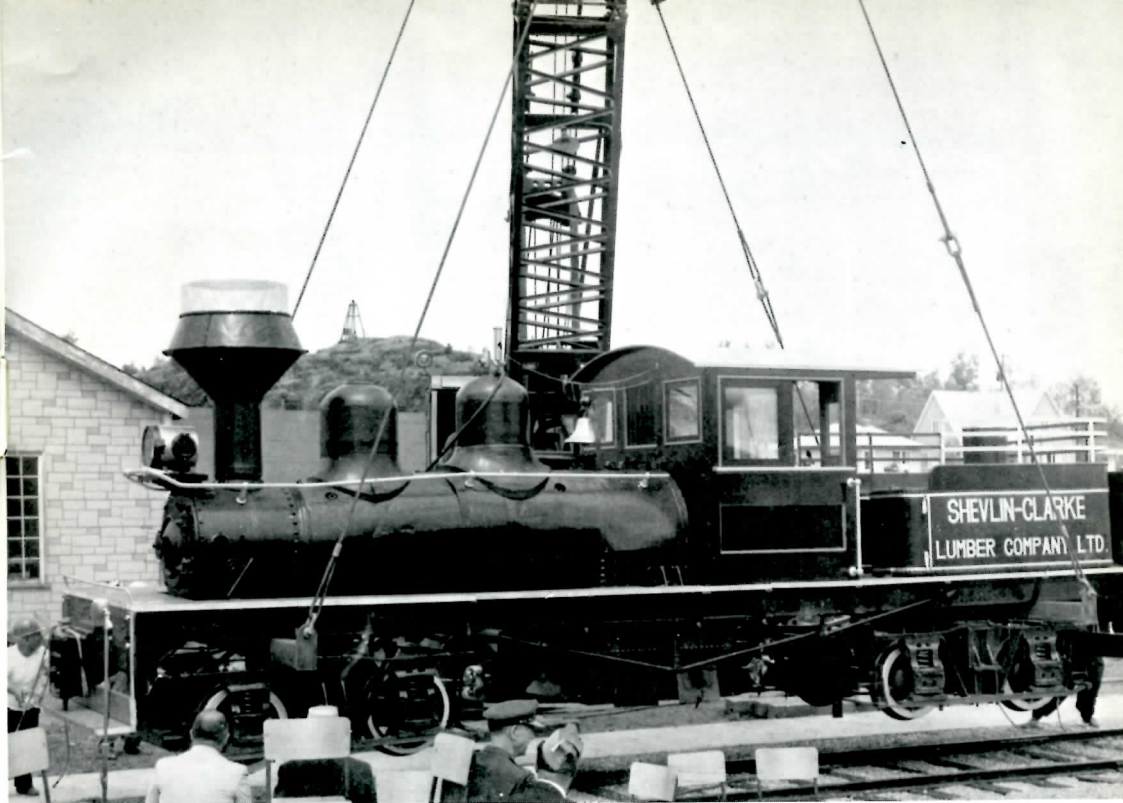
It is a fair bet that if the Province of Ontario, Canada suddenly decided to give one lake of unspecified size within its boundaries to every man, woman and child resident in the Province, there would still be enough bodies of water left over to entertain a significant number of visitors from other Provinces of Canada and a few from the United States.

No one who has ever travelled through the northern and western parts of Ontario returns unimpressed by the fabulous water resources in this area. In addition to these water resources, Ontario rejoices in vast forested areas and, beneath these forests, are equally vast mineral resources which have only begun to be developed in the latter half of the Twentieth Century.

Apart from the hunters and trappers and the resident Indians, woodsmen and lumbermen were the earliest explorers of that part of the Province between the head of the Great Lakes and the plains of Manitoba. It is fair to say that, even after the transcontinental railways had fought their way through this difficult terrain, apart from a few lucrative mining areas, this area of the Canadian Shield still remained relatively undeveloped. In its southern part, neighbouring on the State of Minnesota, the lumbermen of that State were the first industrialists to develop the forest resources. While the development may not have been very scientific, it was rapid, resourceful and thorough.

It was inevitable that, due to the uncertain location of the height of land between the river systems flowing west to Lake Winnipeg and those flowing east to Lake Superior, the enterprising lumbermen would do their best to alter the direction of flow of some of the river systems to suit their purposes. Some time prior to 1913, when the Shevlin-Clarke Company started logging the White Otter Lake area, northwest of present-day Atikokan, an attempt was made to float logs through the natural outlet of this lake, the Big Turtle River. This river flows southwestward and finds its way into the Seine River at Mine Centre, Ontario and thence to Rainy Lake. While there were sawmills on the United States side of Rainy Lake, there were more of them on the south side of Lake of the Woods and the final journey of the logs was down the Rainy River to Fort Frances and thence into Lake of the Woods.

Attempts to use this natural transportation system proved to be futile and the first log-drive came to be known as the "Lost Drive" because the logs that started from White Otter Lake never ar-



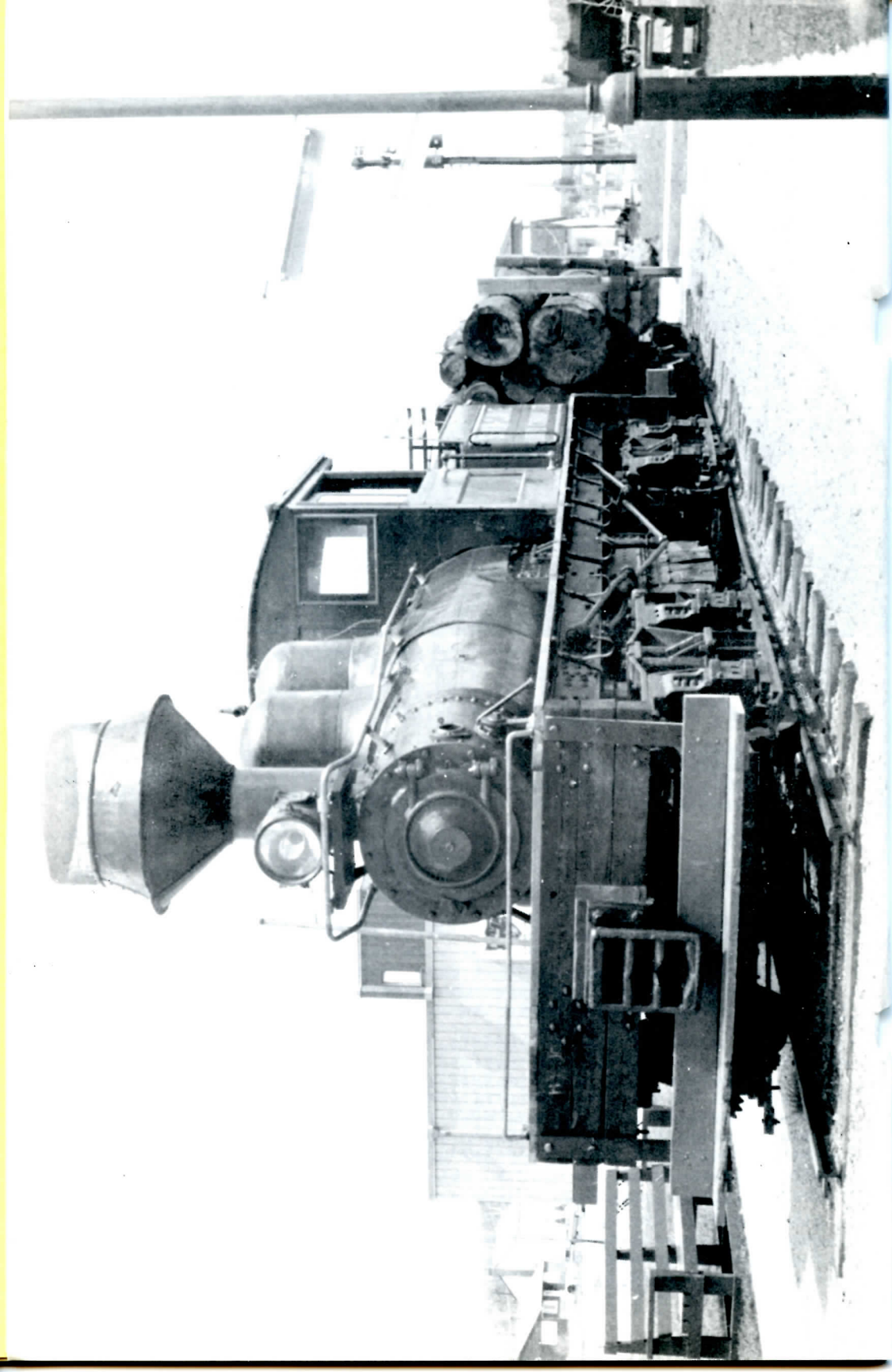
↑ WITH THE AID OF A CRANE, SHEVLIN-CLARKE LUMBER COMPANY'S TWO-TRUCK Shay locomotive is lowered onto the "podium" in Atikokan's Civic Centre on 6 July 1963, the realization of Mr. W.S.Peruniak's "better idea". Photo courtesy W.J.Bedbrook.

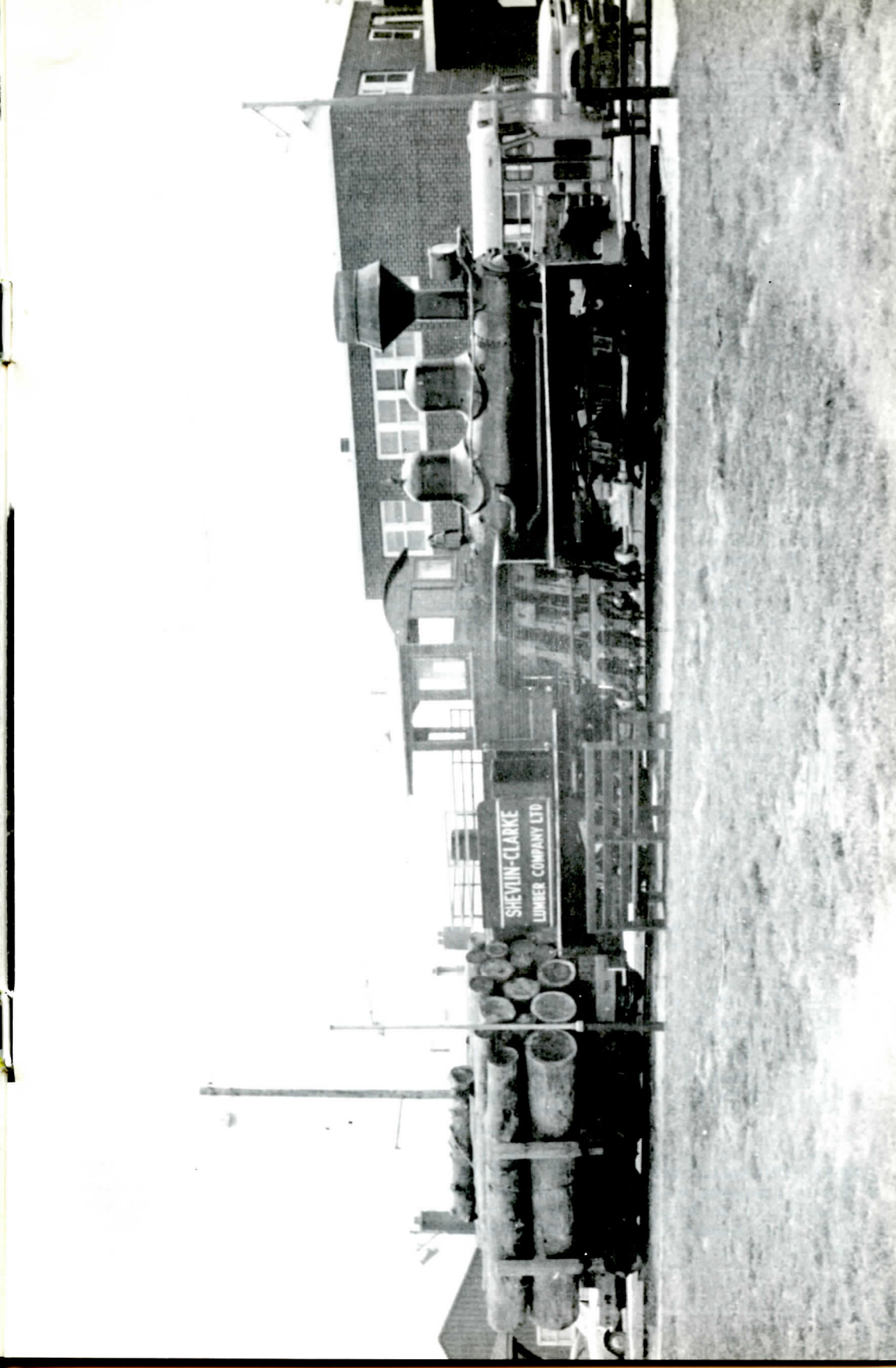
rived at their ultimate destination. It may also be concluded that the country through which the Big Turtle and Seine Rivers ran was so impassable as to prevent an investigation of the lost log-drive.

The loggers were just as clever as their State of Maine counterparts and the Shevlin-Clarke woodsmen looking for an alternate route, observed that the Little Turtle River provided a more direct route to Rainy Lake. However, two natural obstacles intervened. The first of these was West Clearwater Lake - the location of some of Shevlin-Clarke's timber limits - which drained in the opposite direction to that in which the logs were supposed to go. The second obstacle was the necessity to create some form of overland transport system between West Clearwater Lake, Turtle Lake and the Little Turtle River, which did flow in the right or desirable direction.

A plan was devised whereby a dam was constructed between White Otter and West Clearwater Lakes, which raised the level of West Clearwater and provided quiet water over which the logs could be rafted. To get the logs over the dam, a steam-powered chain conveyor, about 80 feet long - known as "The Chain" - was built. Next, to transport the logs across the portage between West Clearwater and the headwaters of the Little Turtle River, a one-mile-long railroad was built.

The provision of motive power for the railway was quite another matter. Apparently, Shevlin-Clarke had six geared logging locomotives some distance to the south, in the Flanders, Ontario area, four operating south and two north of that town. The two engines to the north were designated for use on the Clearwater run. They were





disassembled and brought in to Turtle Lake by horse-drawn sleds in the winter. Affectionately called "Limeys", these locomotives were actually of the Shay type and were built by the Lima Locomotive Works of Lima, Ohio, U.S.A.

Pile trestles were constructed at both ends of the line, one for loading the logs at Clearwater and the other for unloading them at Turtle Lake. They were "on-loaded" by a steam-powered Lidgerwood winch onto "Russell" cars. These Russell cars were of a very simple two-truck construction, with two bunks on ten-foot centres, capable of holding 12 to 16-foot logs. Each engine pulled five or six cars to Turtle Lake. There, the trestle was built tilted at an angle, so that when the train stopped, the stakes on one side of the car could be pulled out and the logs "off-loaded" by rolling off into the lake.

At first, the Shays burned wood, which was cut along the right-of-way. It is presumed that they were equipped with a "cabbage" stack or suitable equivalent, to prevent the sparks from the fire-box from escaping and starting brush-fires. Later, the fuel was changed to coal and this necessitated the establishment of a supply-line from Flanders, some distance to the south on the Canadian Northern Railway. Six-horse teams used to pull "Bettingdorf" wagons, loaded with coal, over this route.

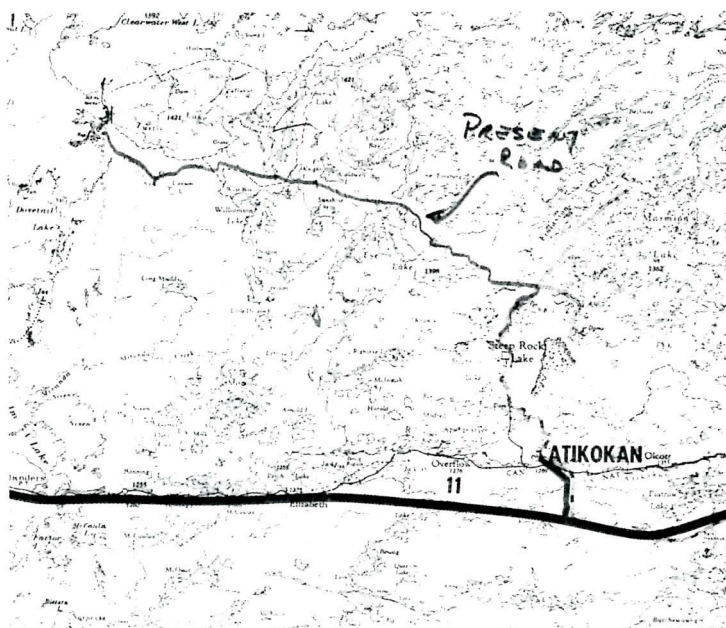
During the years 1913-1924, these geared locomotives pulled millions of board-feet of logs over the line, before being retired. When this operation was terminated, one locomotive was apparently considered saleable and was therefore taken out in the same laborious manner by which it was first brought in. The other engine, not considered worth the cost of extradition, was abandoned on the shore of West Clearwater Lake.

The demise of this interesting logging railway was probably due to the loss of the timber-cutting rights by Shevlin-Clarke around West Clearwater Lake, when they refused to pay the price demanded by a rival company to cut timber on certain tracts of land over which the latter had secured control.

Up to this point, the history of the West Clearwater Lake Railway was that of just any other logging railway which had outlived its usefulness. However, more recent events have provided a most interesting sequel.

More than 30 years later, in February 1963, Mr. W.S. Peruniak, Principal of Atikokan High School, approached Mr. E.W. Peterson of the Caland Ore Company, Limited - one of the joint lessors of the marvellously-rich Steep Rock Iron Mines - with the germ of an idea. Mr. Peruniak had discovered the abandoned Shay locomotive of the West Clearwater Lake Railway, derelict on the shores of the lake and had decided to resurrect it, if he could. To this end, he had also solicited the help of the Atikokan Chamber of Commerce (being himself a member of the Board of Directors) and later he was aided and abetted in his scheme by the Atikokan Lions Club.

EXTERIORALLY RESTORED AND IN A PLACE OF HONOUR, SHEVLIN-CLARKE Lumber Company's Class 24-2 Shay Patent steam locomotive was the focal point on 6 July 1963, when she was presented to the City of Atikokan by the Lion's Club. The photos are courtesy of Mr. W.J. Bedbrook.



The venture proposed by Mr. Peruniak was to bring the geared locomotive out of the woods and restore it as a public monument in Atikokan. Early in March 1963, Caland Ore Company representatives met with Mr. Donald Wright of the George Armstrong Company, to discuss the actual retrieval process. This latter Company supplied a truck, a flat-bed trailer and a front-end loader, while Caland Ore provided the essential manpower and other necessary equipment.

The problem of reaching the location of the abandoned locomotive was mitigated somewhat by the existence of a fire-road from the main highway to West Clearwater Lake. On Friday night, 15 March 1963, an advance party went in to the remote site to make arrangements for the "resurrection" and loading of the engine on the following day. With a bit of ingenuity and assistance from some modern equipment, the derelict locomotive was disinterred and loaded, ready for its journey, by 1300 hours, Saturday. It arrived at the Steep Rock Mine site at 2100 hours.

Between 15 March and the projected dedication date of 6 July, many hours of patient searching and labour were required. There were three important accessories missing from the locomotive: the headlight, the bell and the builder's plate. A Fort William scrap-dealer generously donated a suitable headlight; the bell was located at Flanders, Ontario, where the proprietor graciously consented to donate it to the Atikokan Chamber of Commerce. The builder's plate, unfortunately, has never been found.

It has been concluded that this particular Shay locomotive was built around the turn of the century, probably between 1900 and 1908. From faint paint markings on the tender, it was possible to determine that the locomotive had at one time belonged to the Crookston Lumber Company, which means that she probably operated in the neighbouring state of Minnesota prior to being brought to the wilds of Ontario.



ONE END OF THE DOUBLE-BOGIE LOG-
ging car carrying twenty 16-foot
logs, which is now displayed at
Atikokan, Ont., coupled to the
class B Shay in Civic Centre Park.
Photo courtesy W.J.Bedbrook.

Technically speaking, the engine is a class B, Shay Patent locomotive, weighing 24 tons and having a 3-cylinder steam engine with 8 x 8-inch cylinders. She was built by the Lima Locomotive Works, Incorporated, Lima, Ohio, U.S.A., who acquired manufacturing rights from the inventor, Mr. Ephraim Shay of Haring, Michigan. Between 1880 and 1945, there were 2,761 Shay Patent locomotives built, of which the West Clearwater Lake Railway's 24-tonner is a staunch representative.

On Saturday, 6 July 1963, the excellently-restored Shay was brought to a site in Atikokan, previously prepared by the Lions Club and destined to form part of the city's Civic Centre Park. In the presence of the Reeve and Councillors of the City and a large crowd of enthusiastic citizens, the engine was carefully lowered on to the short section of track which forms a substantial base. At the conclusion of the formal part of the dedication ceremonies, the citizens, young and old, crowded around the Shay, to marvel at the realization of Mr. Peruniak's idea.

Some time after this eventful day, a double-bogie logging-car carrying twenty 16-foot logs, was placed on an extension of the track on which the Shay rests, so that now the community of Atikokan, Ontario, has a living remembrance of the early logging industry, which played such an essential part in the development of this new section of the Province of Ontario.

SPECIFICATIONS FOR A

SHAY CLASS 24-2 GEARED LOCOMOTIVE.

Gauge: 4 feet 8 $\frac{1}{2}$ inches	Weight rail required: 20 lb.
Fuel : Wood/soft coal	Cylinders: 3
Fuel capacity: 2,500 lbs.	Cylinder diameter: 8 inches
Driving wheels: 8	Cylinder stroke : 8 inches
Wheel diameter: 29 inches	Rigid wheel-base: 4 feet 2 inches
Tractive force: 10,370 lbs.	Weight working order: 56,500 lbs.
Boiler diameter: 33 $\frac{1}{2}$ inches	Adhesion factor: 5.45
Firebox length : 49 15/16 in.	Water-tank capacity: 830 US gallons
Firebox width : 32 5/9 in.	Boiler pressure: 170 psig.
Tubes: heating surface: 288 sq.ft.	Boiler type: Extended wagon-top
Brakes: Steam	Boiler tubes length: 7 ft. 11 $\frac{1}{4}$ in.
Grate area: 11.4 sq.ft.	Firebox heating surface: 53 sq. ft.
Couplers & draft-gear: Link & pin, with 3 pockets arranged at heights of 24 $\frac{1}{2}$, 29 $\frac{1}{2}$ and 34 $\frac{1}{2}$ inches.	



MAY 1973

WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass or other fragile goods.

FOR THE EASTERN EXPRESS COMPANY,

McKenney

MORE COACH SALES HAVE BEEN ANNOUNCED BY DIESEL DIVISION, General Motors of Canada, Limited, London, Ontario. Calgary Transit System ordered 25 of the 53-passenger buses in February, while Hamilton Street Railway ordered six and Thunder Bay put in for four. The City of Welland, Ontario, ordered ten 45-passenger models, Kingston Public Transit System contracted for four and the City of Sudbury, one. GMCL-DieseLines.

ODDS AND ENDS OF MOTIVE POWER ORDERS FROM DIESEL DIVISION are as follows: CP RAIL has ordered ten 3,000 hp SD 40-2s, scheduled for delivery in December, 1973. Ontario Northland Railway has placed a supplementary order for 3 SD 40-2s, following an earlier order for 5. The first five are scheduled for March delivery, with the remaining 3 for December, 1973. Algoma Central Railway has increased its original order for 3 to 6, of the SD 40-2 model.

OUR MEMBER MR. G.R.TAYLOR OF LAKESIDE, ONTARIO, REPORTS that, early in March, three new "Chessie System" GP 40-2s, Numbers 4177, 4166 and 4167 rolled through St. Thomas, Ontario with a long freight. Mr. Taylor notes that there are no Chessie System units assigned to the Canadian Division and so the new units appear on through freights only. In London, Mr. Taylor observed that there were two Québec, North Shore and Labrador Railway units at DD-GMC, for repairs after a wreck. Ontario Northland's five SD 40-2 units are in production. In Toronto, CP RAIL's switcher Number 17 was in John Street roundhouse being repaired, after a collision in the yard at Goderich, Ontario. Mr. Taylor says the unit may have a broken frame and may be scrapped.

EVERYBODY IS GETTING INTO MTBA'S ACT, ACCORDING TO A RECENT REPORT in the Boston, Mass. "Globe". Boeing Aircraft Company wants to get out of building helicopters for Vietnam and into the construction of 150 swivel-jointed, sophisticated, air-conditioned 71-foot "super-trams" for the Massachusetts Bay Transit Authority. Boeing's bid was about \$ 63.1 million, plus \$ 3.3 million for several extra features, including air-conditioning. This is about \$ 268,000 per car. General Electric (Erie) bid \$ 418,715 per car. Other bidders were LTV Aerospace Corporation, Dallas, Garrett Corporation, Torrance, California and Rohr Industries of Chula Vista, California, already famous for the BART San Francisco computer-controlled subway vehicles.

BILL WOOD OF CONNECTICUT ELECTRIC RAILWAY'S TROLLEY MUSEUM at Warehouse Point, Conn., sends the following schedule of operation for Summer '73: 1 March-1 July, as announced; Saturdays,

1300-1700 hrs.; Sundays/Holidays, 1200-1700 hrs.

1 July-Labour Day Weekend: Tuesday through Friday, 1100-1500 hrs.; Saturdays, 1300-1700 hrs.; Sundays/Holidays, 1200-1700 hours. Entrance to the Museum is free; rides are 75¢ for adults and 50¢ for children 5-12. Bill says, in case of uncertainty, write to P.O.Box 436, Warehouse Point, Conn., U.S.A.

IN A JOINT ANNOUNCEMENT ON 21 MARCH 1973, CANADIAN NATIONAL

Railways and the Canadian Railroad Historical Association said that famous Canadian National Railways steam locomotive Number 6218, officially retired from service on 4 July 1971 during commemorative celebrations at Belleville, Ontario, would be placed on exhibition at the Canadian Railway Museum, St-Constant, Québec, for the period (about) 12 May through 15 October 1973. This decision was welcomed by railway enthusiasts throughout North America.

MR. JACK BEATTY, DIRECTOR EMERITUS OF MEMBERSHIP SERVICES,

now has the time to engage in some serious reading: Canadian Pacific Railway Passenger Service Bulletins. Jack sends this "gem" dated 29 May 1911, with directions on how to get to the gold-mining region of northeastern Ontario:

"A branch of the Temiskaming & Northern Ontario Ry. is now in operation from Kelso to Frederick House, with daily train service. From Frederick House, the river and Night Hawk Lake are navigable for small boats and canoes to within about eight miles of Golden City, Porcupine District, which last distance has to be walked".

Jack says that he doubts that through tickets were issued to intending passengers, since there were no directions as to how the interline stubs for the last two companies involved in providing the transportation were to be completed.

ONE OF THE MOST EFFECTIVE WAYS TO MAKE RAILWAY HISTORIANS

lose their minds, says Jack Beatty, is to change the names of stations when nobody is looking. Jack sends us the following examples, to clarify the situation. Of course, these changes were made on the lines of the Canadian Pacific Railway:

Date	Subdivision	From	To
15 Aug. 1910	North Bay	Bisset, Ont. (abandoned)	(new) Adelard, Ont.(m.34.8)
1 Oct. 1910	Laurentian M&O M&O (was renamed Vankleek Hill at a later date!)	Duhamel, Qué. The Brook, Ont. Vankleek Hill	Mont Laurier Bourget Vankleek
14 Nov. 1910	London (1.0 mile west of Zorra)	Code Junction	Ingersoll Junction
27 Apr. 1911	M&O	Lavigne, Que. (later)	Boyerbourg Choisy
4 June 1911	St-Guillaume Farnham	L'Ange Gardien East St-Constant Junction	Canrobert, Qué. Delson Junction, Qué.
3 Nov. 1911	M&O M&O	Ottawa Union Ottawa Central	Ottawa Broad Street Ottawa Sparks Street

	Ottawa	Quebec Junction	St-Martin Junction, Qué.
	Moosehead	Askwith, Maine	Tarratine, Maine
	Chalk River	Graham, Ont.	Meath
	Schreiber	Montizambert	Mobert, Ont.
	Sudbury	Naiscootyong	Naiscoot, Ont.
	Sudbury	Pakeshkeg	Pakesley, Ont.
	Laurentian	Routhier	Picardie, Qué.
		(later)	Barrette, Qué.
30 Nov. 1911	Sudbury	Blackstone	Brignall, Ont.
	Sudbury	French	Bigwood, Ont.
1 Jan. 1912	Sudbury	Bobs	French, Ont.
30 Aug. 1912	Toronto	Bethany	Tapley, Ont.
	Bobcaygeon	m. 2.2	Bethany, Ont.
	Newport	Eastfarn	Mapledale, Qué.
31 Oct. 1912	M&O	Boyerbourg	Choisy, Qué.
	Brockville	Wolford	Yule, Ont.
	(Hamilton-Goderich)	Waterdown	Waterdown North, Ont.
		Waterdown Centre	Waterdown South, Ont.
1 May 1913	Maniwaki	North Wakefield	Alcove, Qué.
1 Nov. 1913	Laurentian	Picardie	Barrette, Qué.
	Smiths Falls	Golf Links	Dennistoun, Qué.
		(half-way between present Grovehill and Dorval stations)	
	Sudbury	Ambo	Nobel, Ont.
1 Dec. 1913	Kenora	Norquay	Cloverleaf, Man.
	Wilkie	Swinburne	Unity, Sask.
	Laggan	Castle	Mount Castle, Alta.
		(today)	Castle Mountain)
	Empress	Contour	Cantuar, Sask.
	Lethbridge	Invermay	Inversnay, Alta.
	Aldersyde	Noble	Nobleford, Alta.
	Crowsnest	Beecher	Maunsell, Alta.
	Coutts	New Drayton	New Dayton, Alta.
	Slocan	Gutelius	Passmore, B.C.
	Westminster	Mount Coquitlam	Essondale, B.C.
	Cascade	Marconi	Magellan, B.C.

Jack has promised to send us another interesting installment at an early date.

PIERRE BURTON ENTERPRISES OF TORONTO HAS ENTERED INTO AN agreement with the Canadian Broadcasting Corporation to produce a series of eight one-hour programmes for television, based on Mr. Burton's two-volume history of the building of the Canadian Pacific Railway, "The National Dream".

Production was scheduled to start about 1 March 1973, following what was described in the press-release as "months of exhaustive research and preparation". The series is scheduled to appear on CBC television early in 1974, with world-traveller, lecturer, writer, raconteur, publisher, bon vivant and television super-star Pierre Burton as host-narrator.

To direct the drama segments of the documentary, the CBC has engaged English film director Eric Till.

The Royal Trust Company will sponsor the series.

CP RAIL C-LINER A-UNIT NUMBER 4081 HAS BEEN SENT EAST

to Montréal from Ogden Shops, Calgary, writes Philip Mason. Philip says that Number 4081 will be converted to a ROBOT unit for mid-train service on coal unit-trains between Sparwood and Roberts Bank, B.C. The C-Liner came east on freight Train 952 on 25 March to Smiths Falls, Ontario, making the remainder of the trip to Montréal the following day.

When Number 4081 is rebuilt to a ROBOT unit, it will be the first cab unit to be so converted.

MLW INDUSTRIES, IN MID-APRIL, WERE OUTSHOPPING THE FIRST

of the 2,000 hp. MX 620 export diesel units for the Portuguese Railways and the first frame for the M 420 order for CN was on the floor of the erecting shop. K.R.Goslett.

CP RAIL'S PIGGYBACK TRAFFIC CONTINUES TO GROW. IN ORDER TO COPE

with current increases in traffic, CP RAIL has ordered 200 piggyback flatcars from Marine Industries Limited of Sorel, Québec. The value of this order is about \$ 4.5 million. Delivery is scheduled for the early part of Summer '73. CP RAIL NEWS.

PREMIER DAVID BARRETT OF BRITISH COLUMBIA SAID AT THE

beginning of February 1973 that the Government of British Columbia hopes to develop Britannia Beach, a small ex-mining village on Howe Sound, about 30 miles north of Vancouver and twelve miles south of Squamish, as a bulk-loading port for the shipment of coal and other large-volume commodities. When Coalition Coal Limited begins mining the Sukunka Rocky Mountain coal deposits, north of Chetwynd on the British Columbia Railway, Premier Barrett would much rather have the black diamonds come all the way south over the BCR rather than switching to the CN at Prince George and winding up at the Ridley Island site at Prince Rupert, B.C.

The cost of developing Squamish as an alternate bulk-loading port would be about equivalent to the development cost for Britannia Beach, Premier Barrett said.

On the north end of the BCR, the railway will have to spend about \$ 6 million to build 37 miles from its present main line to the Sukunka coal deposits. Editorial Staff.

WESTINGHOUSE ELECTRIC CORPORATION (U.S.A.) HAS LICENSED

the manufacture in the United States of urban rail transit equipment, produced by the French firm Société MTE. The license is for the manufacture of vehicle trucks, including wheels, axles, gears and brakes and motor assemblies for rail vehicles such as streetcars and subway cars. MTE-designed equipment uses one motor to drive two axles per truck. Editorial Staff.

CANADA'S HOUSE OF COMMONS GAVE FIRST READING, ON 19 MARCH 1973,

to Bill C-164, to authorize the provision of monies to meet certain capital expenditures of the Canadian National Railways System and Air Canada, for the period 1 January to 30 June 1973. Estimated requirements for CN were:

Road property.....	\$ 138,978,000
Branch lines.....	13,000,000
Equipment.....	31,897,000
Telecommunications.....	25,946,000
Hotels.....	5,679,000

C.N.Tower Limited.....	8,800,000
Investment in affiliated companies....	1,200,000

Bill C-164 would also authorize CN to enter into contracts prior to 1 July 1974 for the purposes of acquiring new equipment and for general additions and conversions that will come in course of payment after the calendar year 1973, in amounts not exceeding in the aggregate \$ 167,500,000. Editorial Staff.

HEAVY SPRING RAINS IN TORONTO'S DON VALLEY AREA

forced the closure of a section of CP RAIL normally used by the daily commuter train from Peterborough, Ontario to Toronto Union Station. The embankments in the Don River valley, west of Leaside, were unstable.

CP RAIL Trains 381 & 382, Havelock to Peterborough to Toronto Union - and vice-versa - were rerouted through North Toronto. Many of the passengers found the detour more convenient; they detrained and entrained at North Toronto, taking the subway to and from work, thereby apparently shortening their travelling time. W.J.Bedbrook.

PROCTER & GAMBLE CELLULOSE OF SHAVER, ALBERTA

recently took delivery of a new diesel switcher, Number 1, writes Vince Coley of the Association's Rocky Mountain Branch. Number 1 is new to P&GC but is, in fact, second hand. It looks like an ALCO Schenectady RS 1 and came from the Lake Erie, Franklin & Clarion Railroad, a short-short-line in Pennsylvania, U.S.A. The unit's original paint scheme was green and yellow, about the same shades as the old CN paint scheme.

Vince says that the unit was billed west via PC from New York to Chicago, \$00 Line to Duluth, Minnesota and Duluth, Winnipeg & Pacific to Fort Francis, Ontario, where it hit CN steel for the remainder of the trip west.

On arrival at CN's Calder Yard (Edmonton), the 120-ton unit was taken to the Dunvegan Yards of the Northern Alberta Railways, where it was sand-blasted and repainted by Tower Paint and Laboratories Limited. Three coats and 30 gallons of paint were required to refurbish the unit in Procter & Gamble Cellulose's red and yellow colour scheme. She went forward to Shaver, Alberta - south of Grande Prairie, on the CN - on 19 March 1973.



IN CANADA'S HOUSE OF COMMONS RECENTLY, MR. L. BENJAMIN, Member for Regina-Lake Centre (Saskatchewan) asked Minister of Transport the Honorable Jean Marchand to make representations to the Canadian Transport Commission to disallow passenger fare increases proposed by CP RAIL. The Honorable Mr. Marchand replied that the proposed fare increases - which would put CP RAIL on the same footing as Canadian National Railways - would only apply to Sleeping cars " and not to ordinary cars which are designated as third class transportation". ??? Editorial Staff.

CANADIAN NATIONAL RAILWAYS ANNOUNCED IN DECEMBER 1973 THAT

it would build its own diesel locomotive operation simulator for the training of diesel unit engineers at the Company's training school at Gimli, Manitoba. The new simulator was described as the third in North America, the other two being installed in the United States. CN's Technical Research Centre in Montréal would be the focal point for development of the simulator and it was expected to be fully operational no later than 1975.

Besides simulating actual operating environments with a high degree of realism, the simulator would also provide instantaneous and continuous displays of force levels that occur at all points in the theoretical train being operated by the student. The elementary train mock-up with engine-cab controls and some visual and computer assistance, would be ready by early 1973 and a complete cab system, with sound, visual and motion effects, would be in service by early 1974.

To help engineers control the slack-action in the train, which is indeed the principle problem confronting them, CN, with the help of modern computer technology, has created a simulation program that can instantaneously calculate the forces resulting at any point in the train when changes in speed, braking, track gradient or curvature occur.

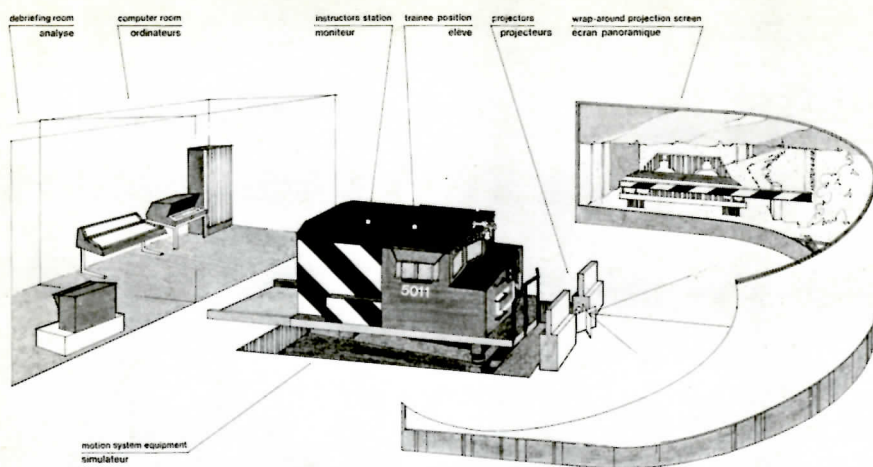
In this controlled situation, the trainee can become accustomed to train response, resulting from his manipulation of the controls, before he has to contend with similar conditions on the main line. Acquisition by trainees of the necessary knowledge and skills of diesel locomotive and train operation will thus be improved and the time required to qualify as a locomotive engineer shortened.

Canadian National trained 69 men for engine service at Gimli in 1972. In 1973, CN plans to train 585 men there, including 180 engineers, 80 train dispatchers, 300 supervisors and 25 master mechanics.

British Columbia Railway, Ontario Northland Railway, Duluth, Winnipeg & Pacific Railroad, Guinean Railways (Africa) and International Nickel Company (Canada) have already made use of CN's teaching facilities at Gimli.

The purpose of CN's school for operating personnel is to ensure a continuous supply of qualified locomotive engineers, since the traditional source, the locomotive firemen, began to disappear rapidly. Forty percent of CN's 2,800 engineers are over 55 years of age and the volume of traffic - and hence, the requirement - has been climbing steadily, increasing 61.2% in the last ten years and with a forecasted annual rise of 5%. There are presently 30 men from the four western provinces and northern Ontario taking training at Gimli. Meanwhile, the first of 200 train dispatchers needed by CN over the next five years have started their training program.

Photos at right courtesy Canadian National Railways.



Locomotive and Train Simulator



Simulateur



ACCELERATING AWAY FROM ADIRONDACK JUNCTION, QUEBEC, 2 PC U-30 Bs BARK-
bark around the curve at Kanawaki and wind up for the climb to Chat-
eauguay, Québec. Summer, 1969. Photo courtesy K.R.Goslett.



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