

# Canadian Rail



**NO. 227**  
**DECEMBER 1970**





# A DIFFERENT POINT OF VIEW

Philip Mason

**A**n annual event, not particularly familiar to Montréal area railway enthusiasts, is the Winter Steam Trip from Toronto, Ontario. For some years the Upper Canada Railway Society has run a winter trip with Canadian National Railway's last operating steam locomotive, - this year, 4-8-4 No. 6218, which engine is not by any means unfamiliar to Montréal enthusiasts.

The most recent excursion of this kind for Ontarian railway amateurs was held on the 25th. of January last and its destination was the former CN stronghold of steam, Stratford, Ontario.

The special left Toronto's Union Station, more or less on schedule, at 0900 hours, amidst a flurry of snowflakes and clattered over the maze of switches and trackwork at Spadina Yard. Shortly thereafter, the train took the right-hand branch, heading for the West Toronto diamond.

The passengers on the "Snow Special" seemed to be of a more serious nature than their Montréal counterparts on a similar trip. Expensive tape-recording equipment, with the accompanying profusion of microphones taped to the body of the baggage car, were much in evidence. The train consisted of modern light-weight cars in the new CN livery, while bringing up the rear was the Upper Canada Railway Society's private car no. 13, - an ex-CPR "CAPE" class solarium-sleeper.

One of the bedrooms in U.C.R.S. no. 13 was utilized as a place for the sale of sundry publications and phonograph records, while in the lounge-solarium section, a transient crowd of camera-bedecked enthusiasts paused briefly for a chat in the comfortable armchairs. Although the private car added an unusual touch, the train lacked some of the ante-bellum elegance and uniformity of appearance which is always provided by the ancient heavyweight coaches, featured on Montréal-based trips.

As usual, the future of Canadian National's 6218 was profoundly debated, as trip officials were zealous to remind the passengers by means of an improvised public-address system (as they have on all trips over the past decade) that this year might well be the final

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CANADIAN NATIONAL RAILWAY'S FAMOUS 6218 SLOGS THROUGH THE SNOW on a stormy January day in 1970, much to the complete satisfaction of the photographers. Jack Marshall's excellent photo on the cover does full justice to this memorable occasion. Although the day was overcast, 6218 (4-8-4, U-2-g, blt. 9/1942) made an awe-inspiring sight as she clicked off the miles on the winter-time excursion out of Toronto. Jack Marshall took the photograph.

year for the valiant "Northern". At one point in the trip, all passengers except U.C.R.S. officers and directors and some invited guests were expelled from the private car, where discussions were said to be scheduled, to decide the future of the steam locomotive in Canada. The passengers were not informed of the conclusions arrived at during these discussions, but it was afterwards understood that such discussions have been an annual affair for some years.

There were originally four "run-pasts" scheduled for the trip, but due to the lack of time, one was cancelled. All of the "run-past" sites were well chosen for photographers, but the usual "run-past on the high bridge", which seems to characterize excursions out of Montréal, was unfortunately lacking. While the day was somewhat overcast, the smoke effects at the "run-pasts" were truly impressive as the cold weather enhanced the exhaust from the locomotive. This latter was not in its cleanest condition which was somehow pleasing because, in this condition, it more closely resembled a steam locomotive in regular service and not one especially painted for a railway enthusiasts' excursion.

A coal and water stop was made at Guelph, Ontario, with its impressive stone station straight out of the nineteenth century. Unfortunately, the terrain in this part of Ontario is relatively flat and the railway has few gradients which would show off the performance of the locomotive advantageously to the passengers on the train.

Our destination, Stratford, had another large stone station, the notices on it proudly announcing the annual "Shakespeare Festival", for which this City is famous. Here, the tender of the locomotive was replenished with water by an aged American La France fire engine (pumper), while the coal supply was renewed by an equally ancient travelling crane. An eastbound TEMPO train called briefly at the station during the replenishing process and then the "Snow Special" began the lengthy process of turning on a "wye" on the east side of the City. This manoeuvre was aided by a CN diesel switcher, much to the chagrin of the vociferous minority in the "CAPE" car, where the solarium windows gave an admirable view of the blank front of an MLW diesel switcher.

There was a single "run-past" on the return trip, which will be well remembered by the ardent photographers, due to an argument and altercation over the observance of the "photo-line" or limit beyond which everyone had agreed not to go to take pictures. Nearing the terminal, the private car of Mr. Andrew A. Merrilees, the railway equipment dealer, was observed in his company's yard at West Toronto. The "Snow Special" arrived at Toronto Union Station at 1820 hours, on schedule.

After the return of the excursion, there was an opportunity for the private enthusiast to visit the CN's Spadina Roundhouse, where the 6218 is kept. She stood steaming away to herself on the ready track, - a nostalgic sight which, for many, characterizes an aspect of Canadian history and society, now-alas- quite absent from the mod-

ern scene. The engineer remarked, however, in conversation, that he intensely disliked steam excursions!

In the neighbouring John Street Roundhouse of CP RAIL sits the "Royal Hudson" no. 2839, in folorn condition, after a decade of storage. Visibly missing were builders' plates, crowns, glass number plates and even the smoke box door, though one was reassured that all of these parts are crated and stored elsewhere for safekeeping.

On inquiring, the information was forthcoming that the locomotive had been purchased by a group in the United States for the sum of \$ 10,000 and that the purchase had only been consummated after the locomotive had been determined to be "mechanically sound".

As a final remark on railway excursions in the winter: on the whole, they are quite exciting, but sub-zero temperatures and waist-deep snow are considerably more deterrent to photography at station stops and "run-pasts" than a drizzle of rain or a tropical temperature, which sometimes characterize their summer counterparts.

For some curious reason, the non-railway enthusiasts or "berry-pickers" as they are called colloquially, do not patronize railway excursions without discrimination. Winter trips are not generally as successful as those in other seasons. Experience has shown that the autumn is the best time to run these trips, because of the amount of colour in the landscape, which stimulates the passengers to take far more pictures than they would otherwise.

It is hard to believe that the spectacle provided by the autumn colours in the Laurentian Mountains, the lower St. Lawrence Valley or Québec's Eastern Townships could be improved upon.

THERE WAS A TIME WHEN every small boy wanted to be a locomotive engineer. The nearest thing these days is to sit on the fireman's side of CN's 6218, as this young fellow did in May, 1970 at Ottawa.

Photo courtesy of Joseph Langevin, Ottawa, Ont.



# FROM EDMONTON THE WORD IS 'ENERGETIC'

**I**n 1970, three-way stub switches are scarcer than hens' teeth, you had better believe!  
So are railway museum sites!

One of the prize possessions of the Alberta Pioneer Railway Association, adjunct of the Rocky Mountain Branch of the C.R.H.A., is such a "rara avis".

Recently, when A.P.R.A. found itself obliged to find an alternate location for their activity, there was no question that the stub-switch MUST be removed for replacement in the general scheme of things when the new site was obtained.

Latest word from Edmonton is that the initial negotiations for the new site have been successful and the Rocky Mountain Branch has moved one step closer to the realization of this dream.

Meanwhile, A.P.R.A. has concluded an agreement with the City of Edmonton which will allow further restoration and operation at the present site. Happily, Number 73, ex-Northern Alberta Railways' 2-8-0 has passed her annual boiler inspection.

Work proceeds on ex-Manitoba & Saskatchewan Coal Company's 2-8-0 no. 6947 at Bienfait, Sask. Her driver tyres have been changed and she is being prepared for travel to Edmonton.

Two miles of ties were donated to A.P.R.A. from an abandoned spur. These are being removed as rapidly as possible.

An Edmonton firm, needing a cold-storage area with high humidity, rented A.P.R.A.'s ice-type refrigerator car, for a fee. This gave the treasury a shot in the arm.

Restoration work has begun on ex-Canadian National baggage car no. 8029, to be continued through the winter. This will provide a place for historical materials.

Spring, 1971, should see most of these projects completed.

Information and photographs courtesy Donald W. Scafe, Secretary of the Rocky Mountain Branch, C.R.H.A.



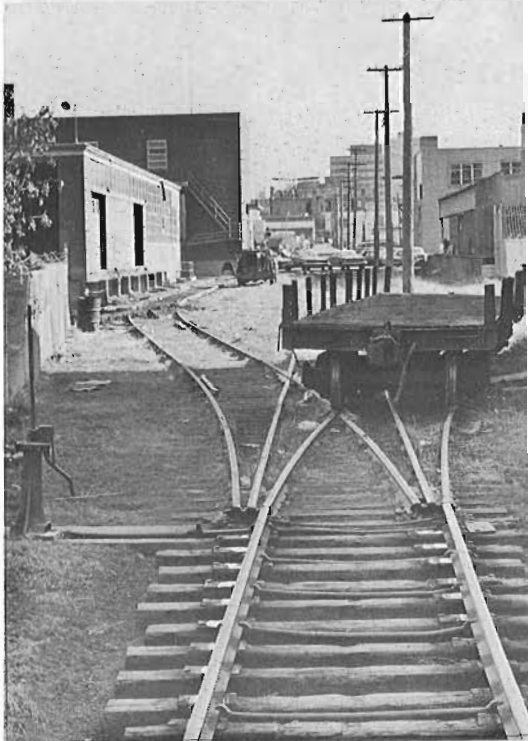
THE LAST THREE-WAY STUB-SWITCH IN EDMONTON on a Canadian National spur supported in part Alberta Pioneer Railway Association's flat car number P 3721 on April 22, 1970.

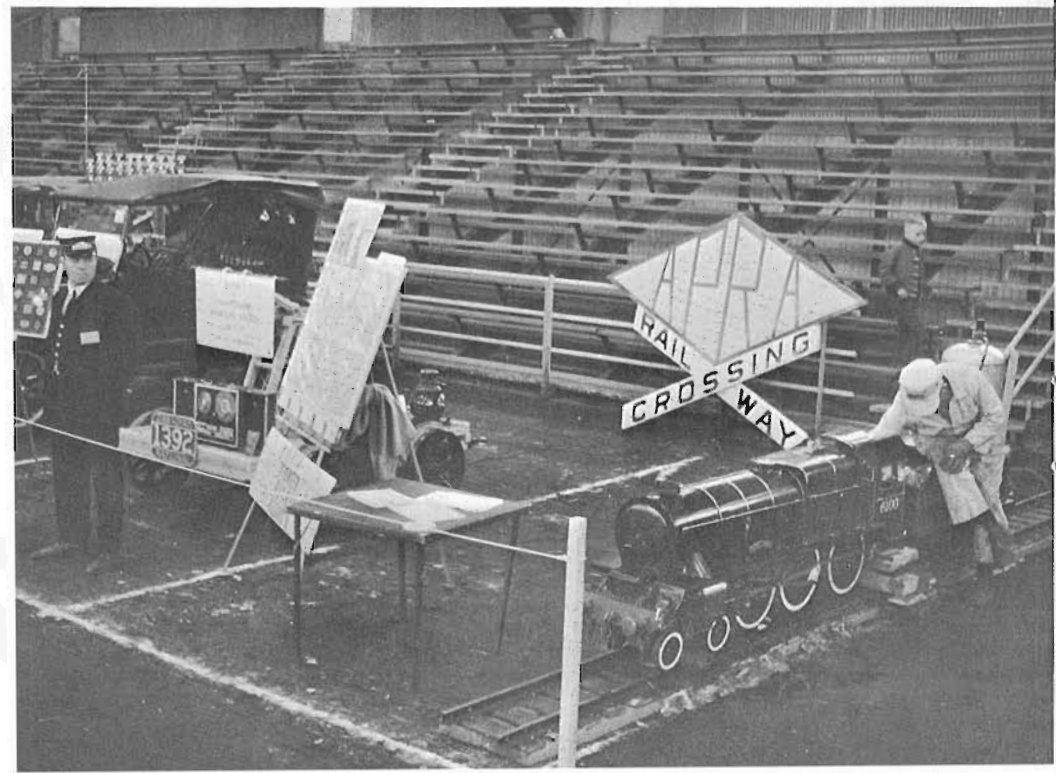
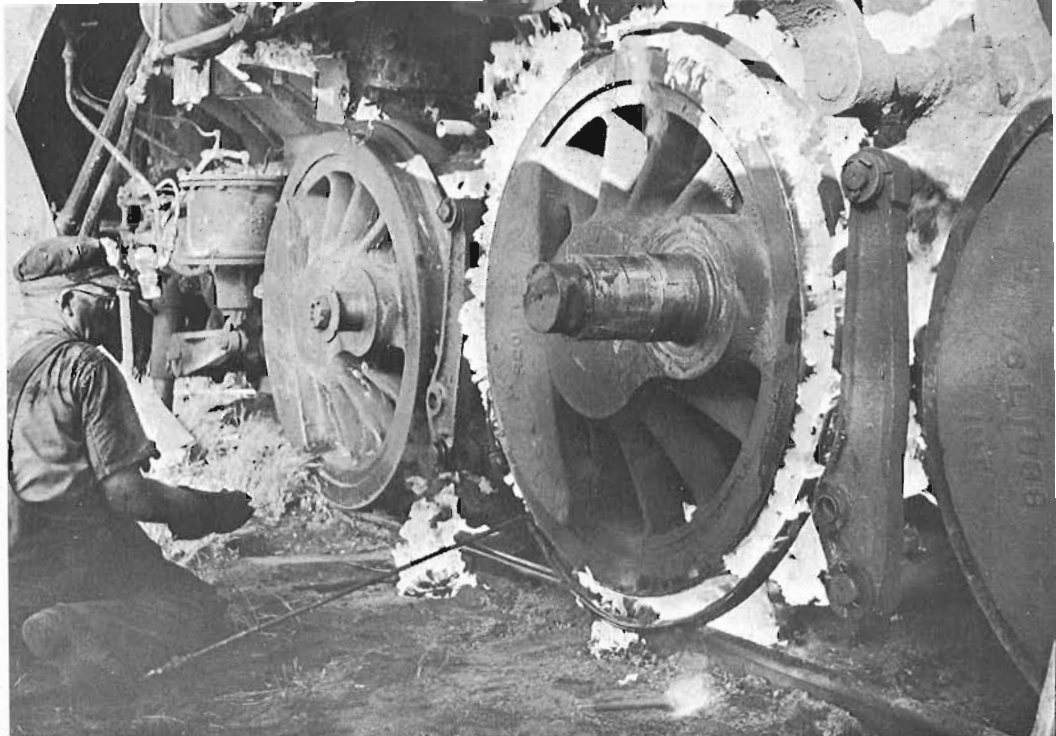
The A.P.R.A. reefer is prepared for rental to a local firm who required the high-humidity condition of an ice-cooled storage area.

A.P.R.A. members work on the crosshead slide-hangers on ex-Canadian Pacific Railway no. 6947, after the front tyres have been changed.

The fire-ring is lit to expand a tyre on the second set of 6947's drivers. The tyres have to be changed before the engine can be moved on her own wheels from Bienfait, Sask. to Edmonton, Alta.

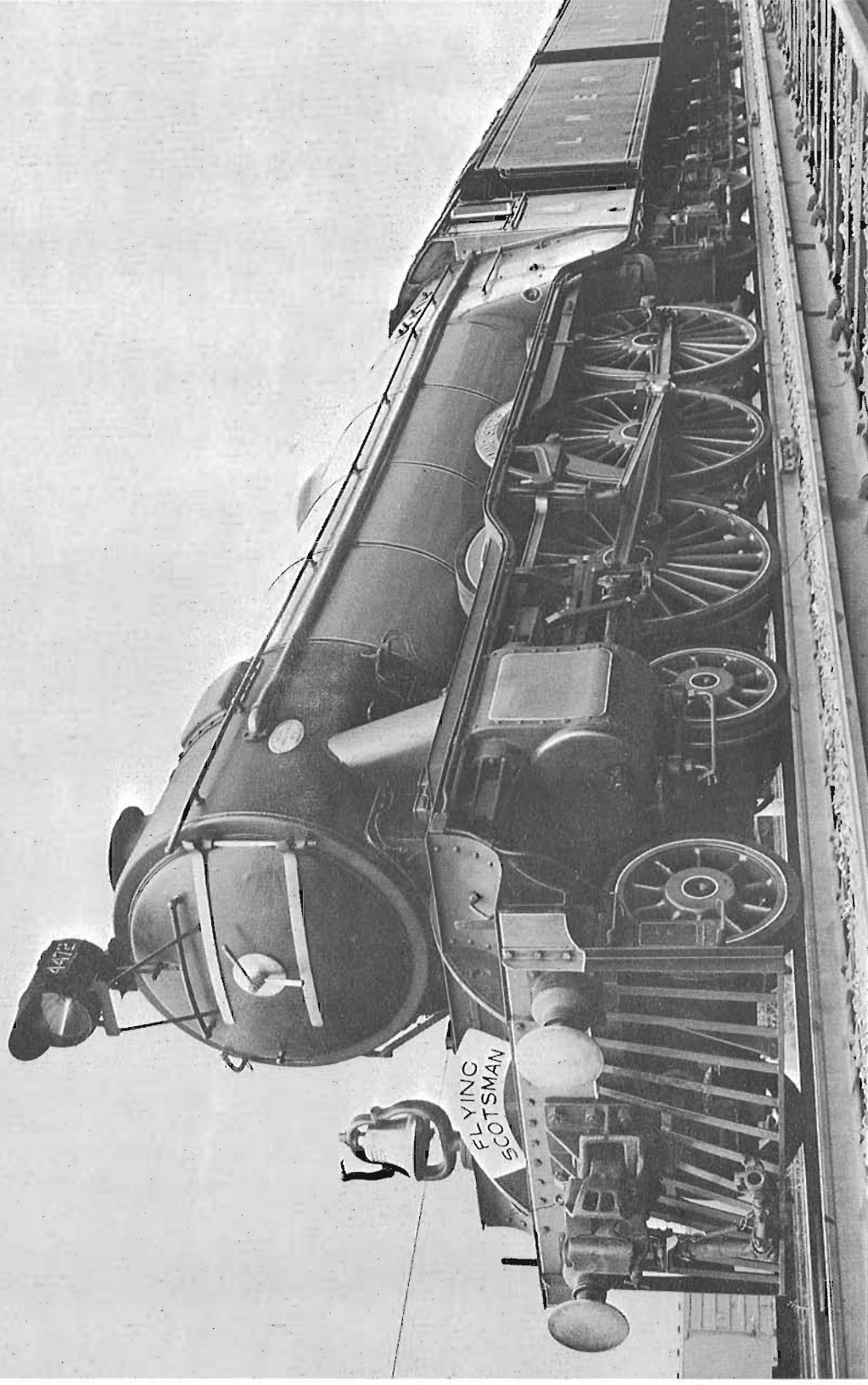
Meanwhile, the CRHA-APRA's exhibit at the annual Antique Car and Gun Show is a popular attraction. The working model of the London, Midland & Scottish Railway's "Royal Scot" fascinated young and old.

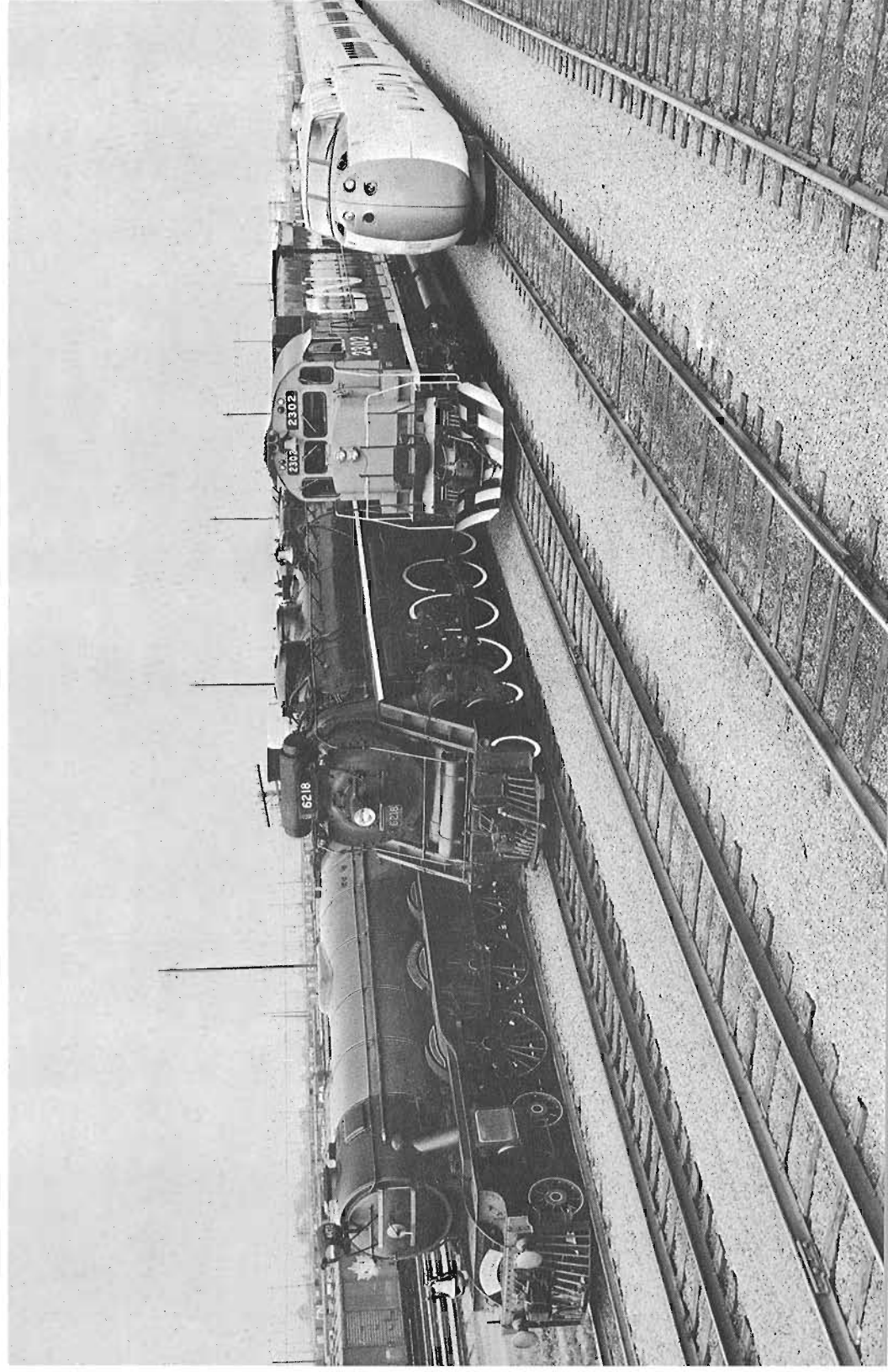




**A STRANGER  
IN OUR MIDST !  
..... PHOTO STORY**









# DIESELS WEST !

**PHOTOS by R.A. LOAT**



CP RAIL TRAIN 2, THE CANADIAN, PAUSES AT BANFF, ALTA., on August 29, 1970. Power onward to Calgary is a FP9A(1414), F9B(1905), GP9(8625) and FP7A(1416).

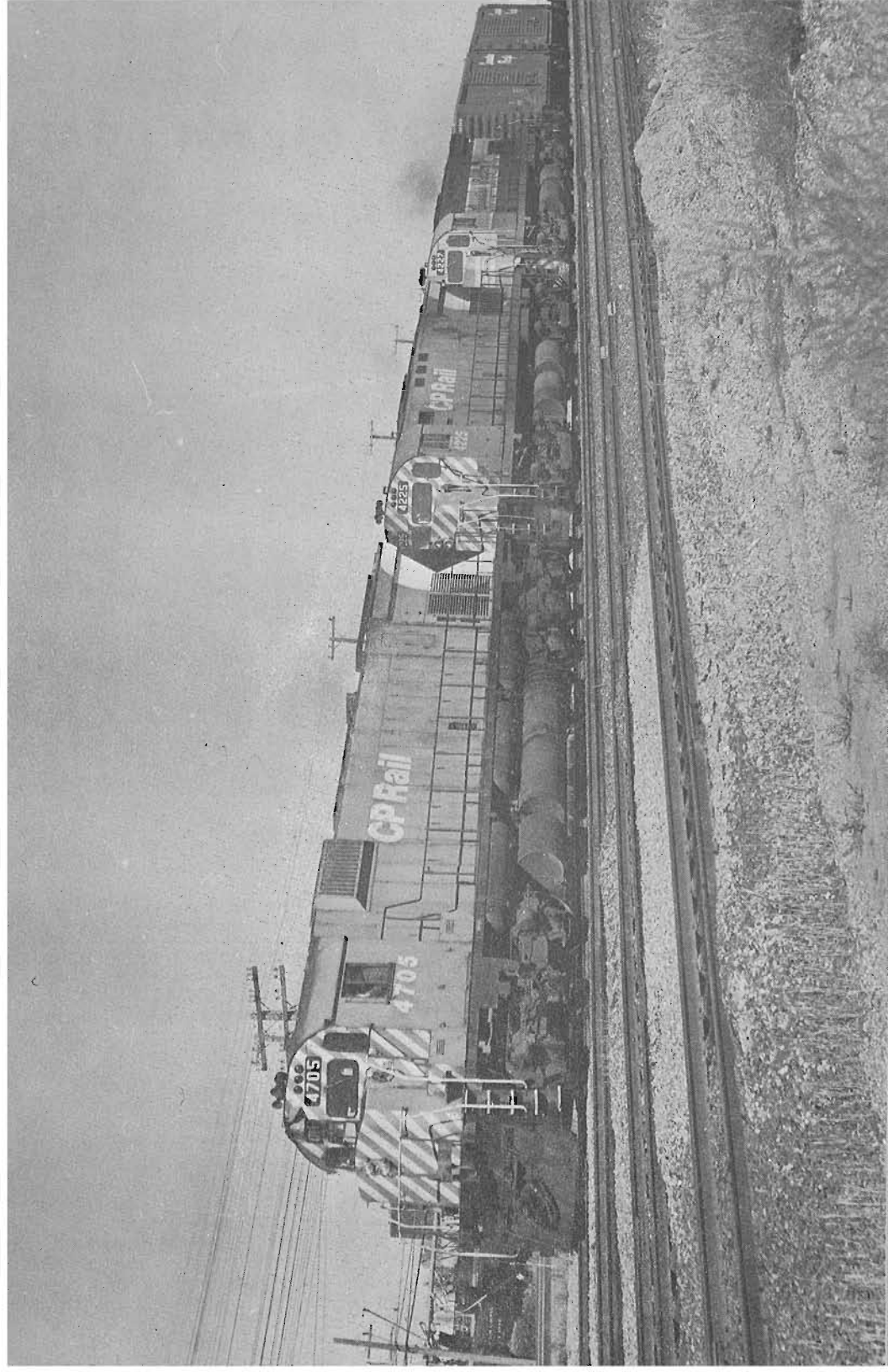
At the north mile board at Dewinton, Alta., CP RAIL XS (way-freight) grows along on August 24, 1970, behind a GP9(8690) and another (8622).

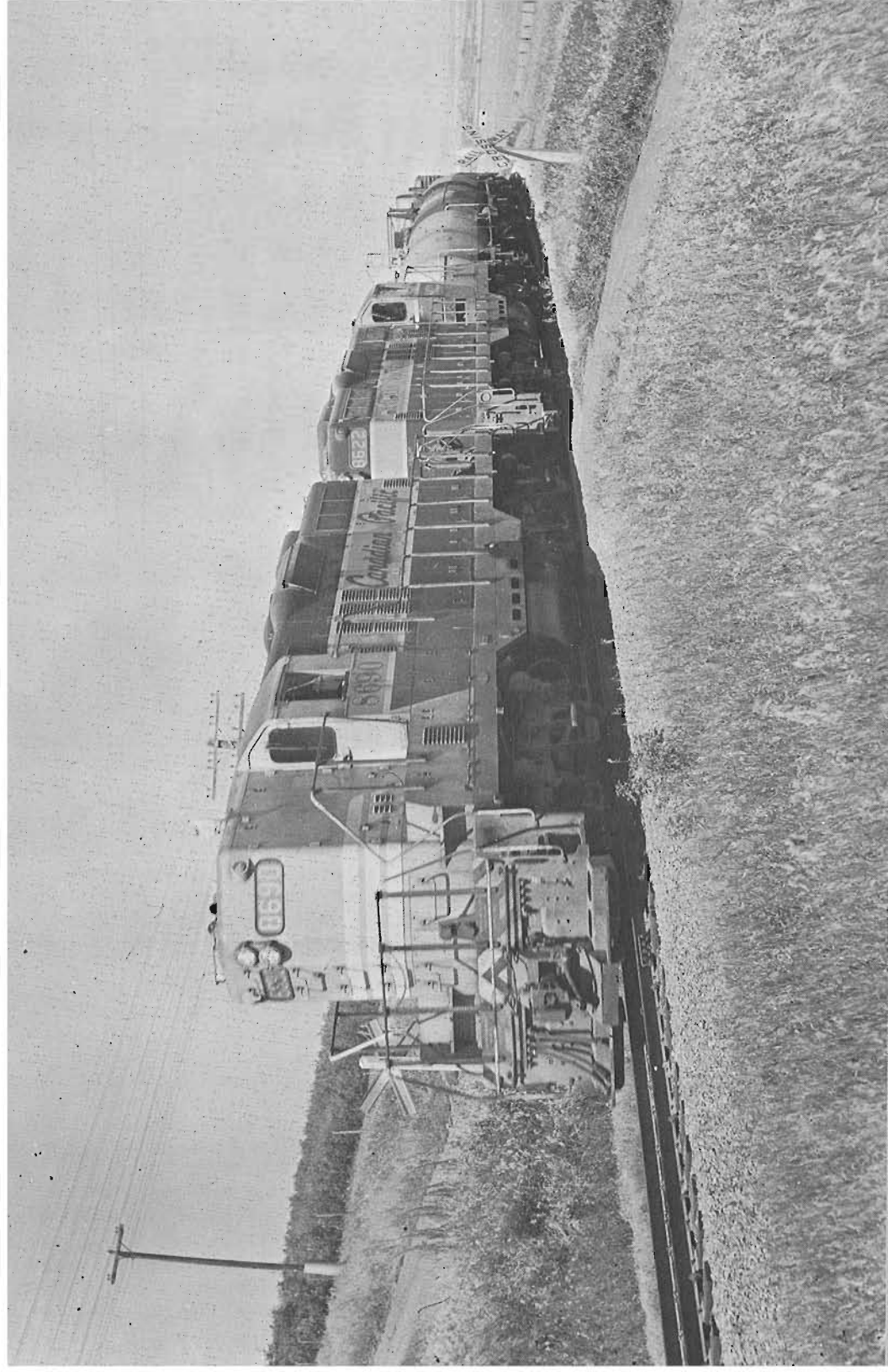
A lash-up of CENTURIES= CP RAIL's Train 948, on the Brooks Subdivision at 50th. Avenue S.E., Calgary, Alta. Leading is C-636-M (or M-636, if you prefer) no. 4705, followed by two C-424's, nos. 4225 & 4227.

Three photographs by Robert A. Loat.

WITH HER PROFILE SLIGHTLY ALTERED by the equipment (headlight, bell and pilot) required for North American operation, ex-London & North Eastern Railway "pacific", no. 4472, poses for her portrait beside CN's latest diesel-electric unit, no. 2301.

The "Flying Scotsman" was well-named. Even standing still and with the peculiarity of two tenders, her sleek lines are very apparent. A spectrum of motive power - a splendid portrayal of the various types of power used on railways of Great Britain and Canada during five decades. Mr. J. Norman Lowe, CN's Public Relations Officer, Rideau Area and friends admire the contrast offered between "the stranger" and the latest in CN's diesel-electric units.



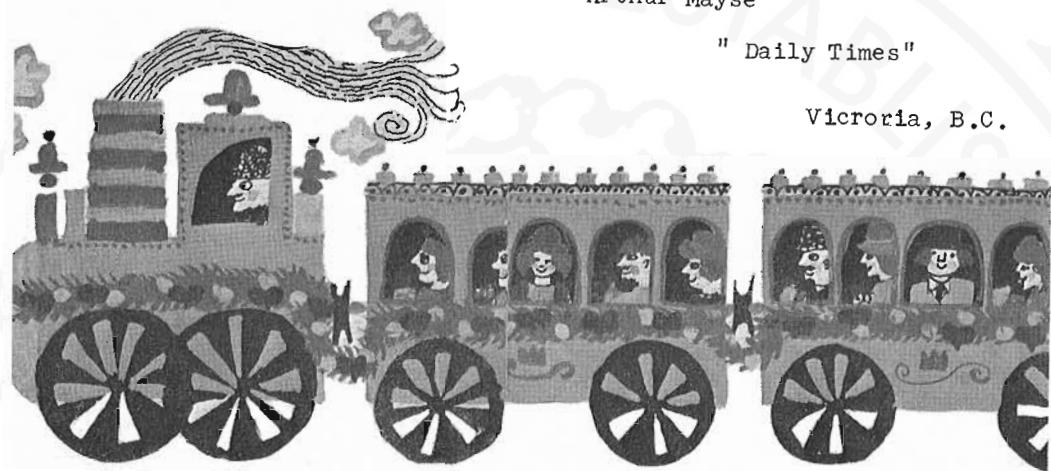


# A LONG AND MOURNFUL BLAST

Arthur Mayse

"Daily Times"

Victoria, B.C.



**B**LOW A LONG AND MOURNFUL BLAST FOR the Canadian passenger train. The writing's on the board and even though the queens of the high steel will be with us a while yet, their end is sure!

They have been as much a part of the national scene as the Rockies through which they toiled their way, the prairies they traversed, the towns, lakes and timberlands that flank their routes. They link this country from sea even unto sea and though highway and skyway may perform the task more efficiently, I doubt they will do it as well.

Those who knew the passenger trains will miss them. It is possible that even those who never heard the rail-joints click fast and faster will sense a lack in our wide landscapes. It is early for a requiem. But the CPR wants to be rid of a passenger service as old almost as Confederation and as a sign of things to come, the CNR plans drastic curtailment. The switches are set. The coaches and sleepers with the wonderful names are highballing toward oblivion.

Good riddance to them, I suppose. Their subsidies are our loss through taxes and when a form of transportation becomes obsolete, we should be rid of it. Anyway, the freights will still roll and, except to the educated ear of an old railwayman, the sound at night will be the same. But by day and by night and for looks and for class, no freight drag can match the transcontinentals. It is not

merely that they are - we need not yet say were - beautiful when running at full stretch across a land in which even the cities are dwarfed by surrounding vastness. They are narrow cities themselves from the club car with its bottles-in-miniature and its smooth steward, on forward to the diesels. They carry a population mixed as any city's, under what distance turns to one long, communal roof. Even now, in drab little villages, plunked down along the right-of-way I expect the day seems duller or the night lonelier after a trans-continental has rushed on through. There are those that find a train journey slow, nuisance and dull. For me, though, it has always captured the thrill of travel more thoroughly than any other of man's transports can do.

With respect to the big jets and gratitude for the speed with which they have ferried me point to point at need, they have never given me that same fine tingle. The earth, at jet altitude, is remote. If cloud masses lie beneath, all contact is lost. By flight standards, a train creeps its way along. But it conveys a sense of speed. The power-line poles whip past, tall if you're on the Pacific side of Canada's roof-tree, shorter and skinnier as you make your easting. Also, you are moving with the view, not hopelessly far above it and it is constantly changing. Even when the endless-seeming woods of northern Ontario pass by the hour, no two lakes are quite the same.

Once, years ago, we actually saw a birch-bark canoe plying one of those lakes. Again, in mountain country, I glanced out to see a boy with fishing-rod in one hand and, in the other, a catch of trout, strung on a crotched sapling. Such glimpses are gone in a flash or in a minute. But they make a chain and in total, they provide a composite of Canada, past and present. Even so, the high moment of a train trip for me is the start. Unless you are one of those who never manage to board until the last moment, it entails waiting. Anticipation pyramids. Then the preliminary shudder, the baggage carts on the platform moving past and your journey has begun. There is also something about meals on a train. There's nothing to do between Breakfast, lunch and dinner except sit and, under those circumstances, appetite should remain dormant. Mine doesn't. I go to the diner hungry and prepared to enjoy even salmon, which I normally detest. When the whittling-down is finished and the last of Canada's great, distance-devouring trains has ended its final run, something that many of us knew from childhood will, for better or for worse, be gone. A linkage that may have provided a more useful bond than we realize will be broken.

I'll have no lament to offer when that time comes. After all, the thing is inevitable.

But toll a bell - preferably one from one of those grand old mountain moguls - for the Canadian passenger train.

She's not gone yet, but she's on her way!



BY F.A.KEMP

#### A PROPOS OF COMMUTER COACHES - - - - -

After some cogitation, it is concluded that there were in fact three groups of "second generation" Canadian Pacific wooden coaches used in the suburban services of the CPR (CANADIAN RAIL, 222, June, 1970). Cars 100-119 were open-platform with 6-wheel trucks, as illustrated in the above issue. Cars 120-174 were open-platform and had 4-wheel trucks. Cars 175-374 were vestibuled, but those used in suburban service had the doors and traps removed and replaced with folding iron side-gates. Most of those used in the Montréal service also had electric lights, powered from a  $7\frac{1}{2}$  KW steam-operated generator on the locomotive, in addition to their gas lights.

The open-platform cars were rarely used in suburban service and were reserved for ski trains out of Montréal, Winnipeg Beach trains, picnic and pilgrimage specials, of which there used to be a large number each year.

#### THE BIG MERGER - - - - -

March 1, 1970 was the day that the long-anticipated consolidation of the longest railway system in North America came about. BURLINGTON NORTHERN, INCORPORATED (BN) took over the properties of the Chicago, Burlington & Quincy Railroad, the Great Northern Railway, the Northern Pacific Railway, The Spokane, Portland & Seattle Railway and the Pacific Coast Railroad, forming a system of more than 24,000 miles of track. In addition, about 2,000 miles are operated by subsidiary companies: Fort Worth & Denver City Railway, Colorado & Southern Railway, Walla Walla Valley Railway and the Midland Railway of Manitoba. This vast network extends to such likely and unlikely places as Chicago, St. Louis, Kansas City, Denver, Dallas, Houston, Galveston, Winnipeg, Seattle, Vancouver, Portland, Bieber, Calif., Nelson, B.C., Seaside, Oregon, Keremeos, Washington and Grand Forks, B.C., not to mention Climax, Colorado!

This was, in truth, a merger envisioned many years ago by the late James J. Hill, builder of the Great Northern, who later gained control of the other lines, but was always thwarted in his attempts to merge them by United States government antitrust actions.

#### TRY-WEAKLY - - - - -

Once a service operating in two or more sections daily, Southern Pacific's Portland, Ore.-Oakland, Calif. Trains 9 & 10, the "Cascade" joined the ranks of the long-distance tri-weeklys on August 1, 1970. Already included in this category are the "City of San Francisco" (Ogden, Utah-Oakland, Calif.) and the remaining portion of the

"California Zephyr" (Chicago-Ogden,Utah). A system has been established to arrange a connection between the remaining portions of these two trains at Ogden,Utah. SP would also like to make a similar reduction in service on its "Sunset" Trains 1 & 2, Los Angeles to New Orleans. "Sunset" service annual loss is said to be \$ 3 million. It requires five sets of equipment for daily service and carries an average of 160 revenue passengers in each direction daily. It competes with 991 weekly air schedules. But the tri-weekly service, if permitted, will see the restoration of sleeping and dining car equipment.

#### CHOP-CHOP-CHOP - - - - -

Illinois Central, having cut back its Chicago-St. Louis "Green Diamond" to Springfield, Ill., now wants to snip the remnant entitled the "Governor's Special".

Norfolk & Western chopped its St. Louis-Kansas City and St. Louis-Omaha trains, curtailed the Chicago-St. Louis "Bluebird" to Decatur, Ill. and wants to eliminate the "Wabash Cannonball" between Detroit and St. Louis. In the zeal for economy, nothing is sacred.

Having made the application and been granted permission, the Milwaukee Road ran its overnight train, the "Pioneer Limited" for the last time on September 7. This is the last overnight sleeping-car train between these two large cities, although the same road's "Fast Mail" is still running. And there are several daytime trains, as if anybody cared.

Penn Central applied to yank Trains 14, 17, 52 and 351 on the old Michigan Central-Canada Southern from Fort Erie (Bridgeburg) to Windsor (Detroit), securing approval for an October 1 discontinuance. Not so, it turned out, for after a few days of "no trains", they were reinstated.

Meanwhile, Penn Central increased METROLINER services from New York to Washington to seven round trips daily from six and the Santa Fe abolished separate coach and first-class fares.

#### THE BIG BANKRUPTCY - - - - -

As if to demonstrate that sheer "bigness" does not always equal solvency, the Penn Central Transportation Company, operating subsidiary of the Penn Central Company, submitted a petition in bankruptcy on June 21, this year. Designed to bring about reorganization under a court-appointed trustee, the immediate cause of this situation was the refusal of the United States Congress to provide federal loans to this and other U.S. railroads.

The Penn Central, organized early in 1968 through the merger of the Pennsylvania and New York Central Railroads, was unwillingly obliged to include the bankrupt New York, New Haven & Hartford Railroad in 1969.

The Penn Central Company controls real estate and other non-rail enterprises, such as pipelines, while the Penn Central Transportation Company operated rail and road services. The shock-waves of this event are still spreading. In the modern game of "How To Get Money From The Government", Penn Central has lost the first round. The system, while not the longest in route mileage, has more track mileage, traffic and gross revenues than any other North American railroad. N&W, B&O-C&O and fledgling BN are watching with care and apprehension.

WALL STREET JOURNAL



"They were long, gleaming steel things that came roaring in on flying wheels and a terrifying blast on their horns and thousands of people pushed and shoved to ride on them."

# CANADIAN RAIL

published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O.Box 22, Station "B" Montreal, Que.

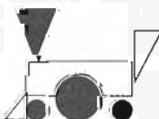
Associate Membership including 11 issues of "Canadian Rail" 8.00 annually.

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