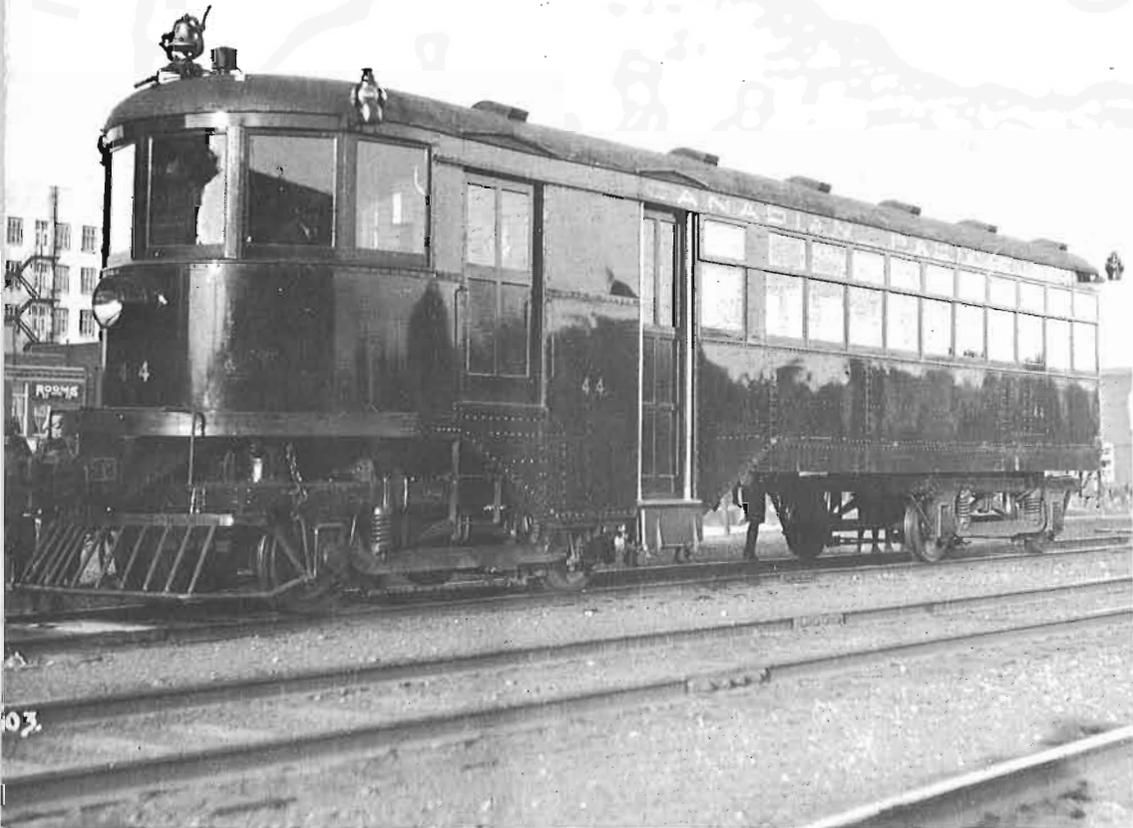
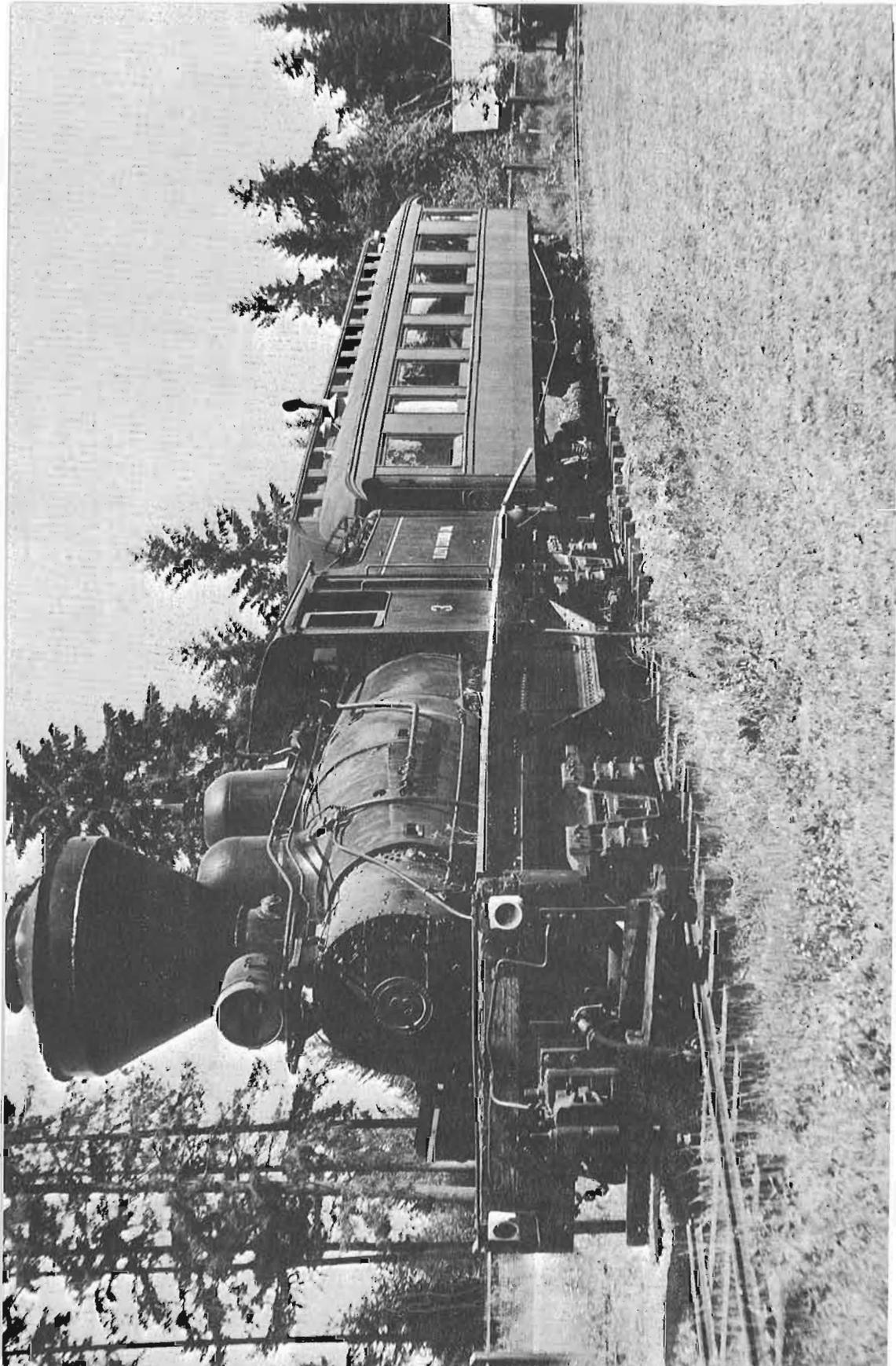


Canadian Rail



NO. 233
JUNE 1971





TRAINS IN THE TALL TREES

Duncan duFresne

Steam-powered passenger train operation?
Seven days a week?
In Canada??
In 1970???

Impossible, you say?
Well, its true, even though the season
may only be from mid-May to mid-Sep-
tember.

What I'm talking about is the Cowichan Valley Railway at the Forest Museum, three miles or so north of Duncan, on Vancouver Island, British Columbia. I had the pleasure of visiting the Museum and its 3-foot narrow-gauge railway operation in August, 1970 and was cordially welcomed by the man who made it all possible by his foresightedness, Mr. Gerry Wellburn.

Mr. Wellburn, a retired logging man, had the imagination and some of the money which resulted in the establishment of the Forest Museum and Cowichan Valley Railway. Nowadays, the Museum is operated as a non-profit community project and Mr. Wellburn acts - as he puts it - as an "unpaid adviser". He is actually far more than that and his administrative ability is very apparent, regardless of the fact that he is a modest man and somewhat self-effacing.

The Museum is located just off the Trans-Canada Highway (B.C.No.1) approximately three miles north of Duncan, B.C., on a 40-acre property that is truly beautiful. It is generally heavily wooded with real "tall" B.C. trees in some areas and has a lovely, open grassy plain, overlooking a small lake. Here, the family picnic can be held, while Father watches the train coming into view through the trees, passing out onto the wooden pile-trestle over an inlet of the lake and then back onto the land, to stop at the main station.

While the Museum is primarily devoted to memorabilia of the logging industry on Vancouver Island and its many technical aspects, many of the exhibits both indoors and outdoors follow this theme. I, of course, was primarily interested in the railway aspect of the logging business, particularly as illustrated by the railway operation at Mr. Wellburn's establishment.

↩ Canadian Pacific Railway's gas-electric car number 44 at Calgary, Alta., in the early 1920's. Photo courtesy Norman Gidney: C.R.Littlebury Coll.

↩ Cowichan Valley Railway's 45-ton Shay Number 3, built in 1925; from the Mayo Lumber Company. The Shay is in the Museum park at Duncan, B.C., in 1970. Photo taken in June, 1970 by Dr. R.F.Legget.

I had been able to find little information about the Museum before I reached Duncan and, on my arrival, looked hopefully to see if the 25-ton Shay was operating. I found that it had been earlier in the year, but was not at this time. Instead, the two-car train was being hauled by a diminutive but interesting 18-ton 0-4-OT Vulcan (no. 25), vintage 1910, with 10x16-inch cylinders. It should be noted that, in addition to the tank (the "T" in 0-4-OT), number 25 sports a tender which carries fuel oil only - the water still being carried in the saddle-tank over the engine's boiler.

Mr. Fred Bell, the engineer, master-mechanic, track-builder and ticket-taker, who also built the present tender, hopes to modify it eventually to carry both oil and water, thus converting the engine completely from a "tank"-type to a "tender"-type.

I rode around the "layout" a few times with Mr. Bell, to familiarize myself with the route and was very pleased with the excellent condition of Number 25. Since the track was laid in "logging railroad fashion, it is a reasonably rough ride on the engine, even at slow speeds. By way of contrast, the line over the bay on the pile trestle is very smooth.

The railway line follows a rather circuitous alignment, but a very pretty one. Leaving the principal station, the track climbs up a short stretch of 2% grade, through the really tall timber on both sides of the line. The top of the grade is reached where a 90-degree crossing at grade with another section of the main line is encountered. Now the track emerges into the open by the Trans-Canada Highway, but three tight curves to the left bring it back over the "diamond" and on to the ruling 5% grade through the big trees. At the top of this grade, we pass the engine-house and shop-tracks and immediately tilt down the descending grade through a picturesque earth cutting and under a wooden foot-bridge, which carries the path from the Museum's main entrance to the exhibits area over the railway.

After passing a "wayside" station - the train doesn't stop here - the line continues downgrade to level off just before running out onto the high wooden trestle which curves over a bay in the lake. The line regains the land again by the "coach yard", proceeds past the windmill and water-tower and, running up a short tangent, reaches the "main" station once more.

Being a steam-locomotive enthusiast, I just had to see the entire operation of Number 25 and consequently, my son and I hastened to meet Mr. Bell at the enginehouse one fine morning at 7 a.m. The little Vulcan was still warm from the previous day's running. Since she is oil-fired, there was no necessity to shake down the grates and clean out the ashpan or to build the usual wood fire before adding the first scoop of coal.

Mr. Bell simply plugged in a small, ancient air-compressor, powered by an electric motor. This supplied the compressed air to atomize the no. 2 fuel oil - otherwise known as diesel fuel - in the Vulcan's firebox and a "light-up" was then just as easy as flipping a lighted match into the mist of atomized oil. With a husky "whoof", there was plenty of fire in Number 25's firebox. The air-compressor was kept running until there was enough steam pressure

in the boiler to atomize the oil. From that point on, the little engine was practically self-sufficient.

During the time it took to raise a head of steam, Mr. Bell busied himself with brushing down the running gear with the same fuel oil, drawn from a drain-valve in the fuel line. Everything was brushed and wiped down - springs, hangers, frame-bars, wheels, rods, etc.

He also took a piece of oily rag and rubbed down the saddle-tank. By the time he was finished, everything looked bright and shiny. During this cleaning procedure, a close inspection of the engine was also made and I was very much impressed by the fine mechanical condition in which Mr. Bell keeps his engines.

After the single-cylinder air-compressor on the engine was started and the engine motion oiled, we backed up to the fuel storage tank and filled up the tender for the day's work. Leaving the shop track was quite a surprise, at least for an ex-main line, standard-gauge type like myself - for the grade down to the main line is an amazing 11% and, at the point where the lead track meets the main line, we were at the crest of the railroad's ruling grade of 5% ! In comparison to this situation, not much attention was paid to other easy 2 and 3% grades elsewhere along the right-of-way.

It was an easy run with the light engine, down to the lake and across the trestle to the coach yard. Here we found our two coaches, which had been tidied up from the day's operation the night before. After coupling up and getting the air through the air-brake system, we took water at the tank and were now ready for a trial run. It was at this juncture that Mr. Bell offered me the throttle and, without "paying passengers", I took the train around the line for a mile-and-a-half of most enjoyable running. Needless to say, this is what I had been hoping for! On the return run, over the lake, we approached the main station gracefully and made a magnificent (personal opinion only) steam-stop at the station, judiciously using the Westinghouse G-6 automatic brake-valve.

This trip was great fun and constituted something of a "first" for me, since it was the first time that I have ever run any kind of a train, let alone a steam-powered consist, in British Columbia.

Passenger business on the Cowichan Valley was steady during the time that I was there, but the Railway was not exactly overwhelmed with customers and they could have done with a few more. At \$ 1 per adult and 50 cents per child (for two trips), the Cowichan Valley is just about breaking even on the operation. In addition to the two train rides, this charge also entitles the visitor to a tour of the exhibits building, which has a really fine display of forestry and logging artifacts.

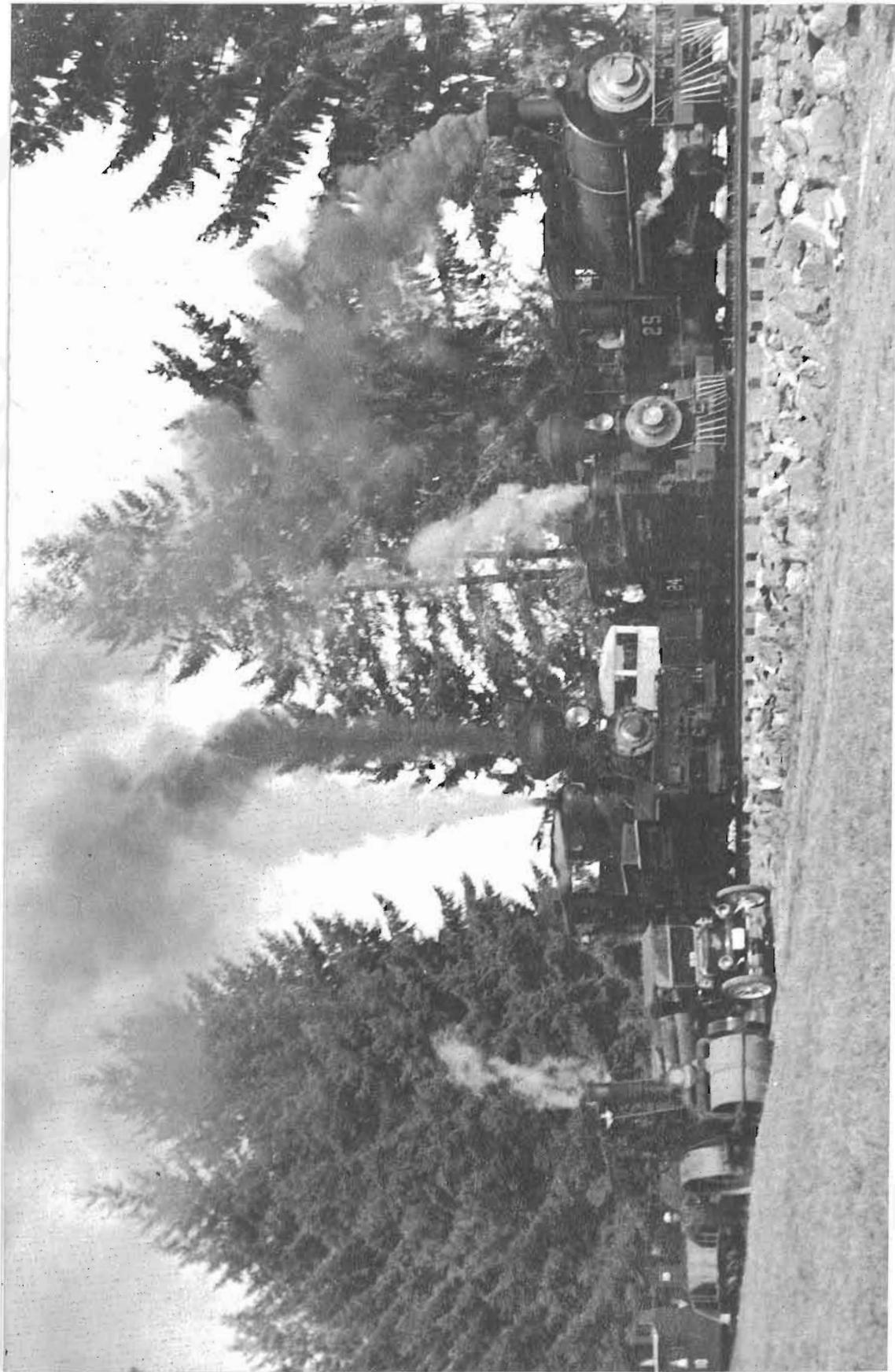


R The active power of the Cowichan Valley Forest Museum at Duncan, B.C., lines up for a group portrait. L.toR., a steamroller, a 1908 Stanley steamer, a 2-truck Shay No.1 "Hillcrest" and O-4-OT's nos. 25 & 26.

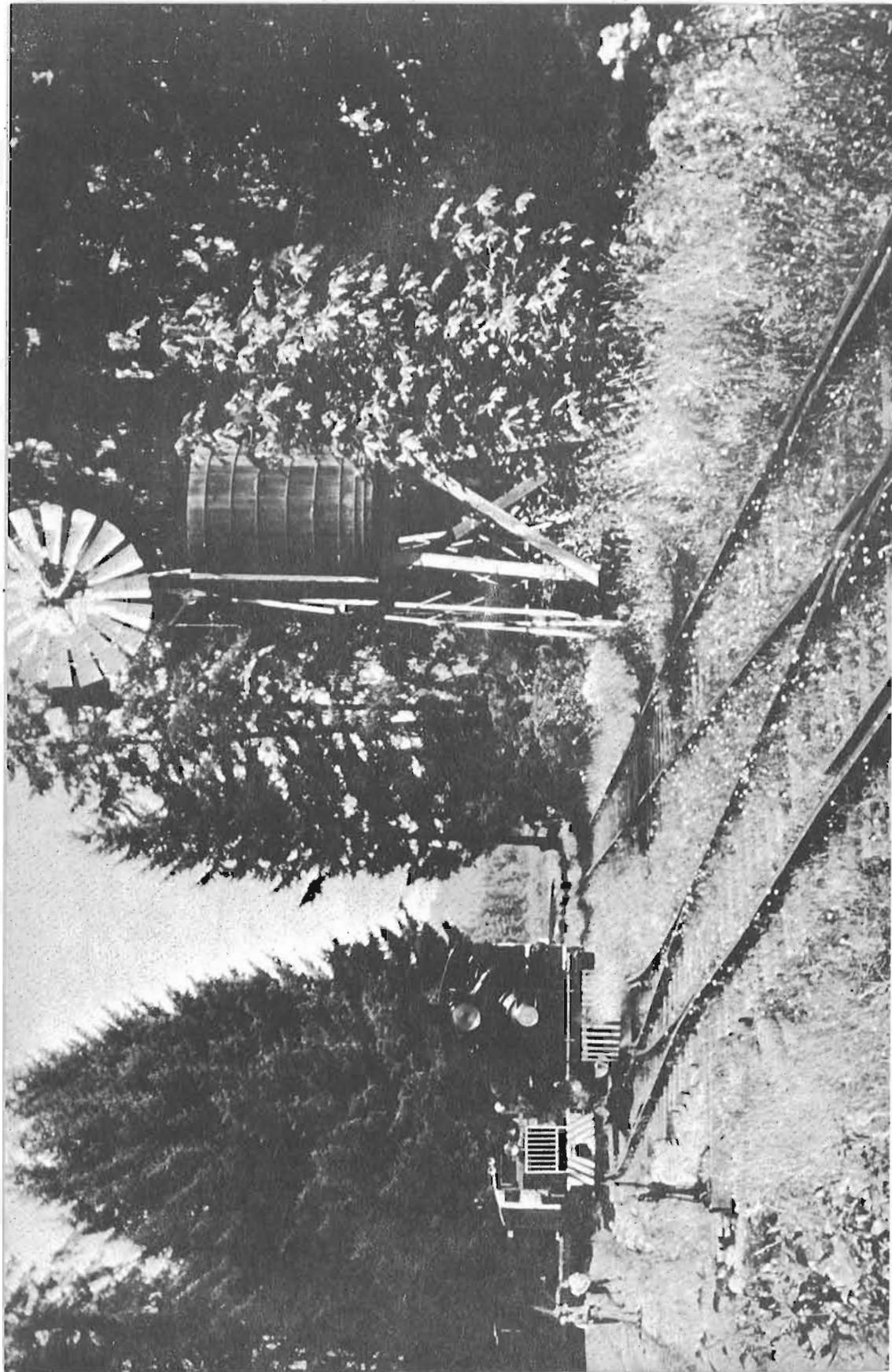
Photo courtesy Dave Wilkie.

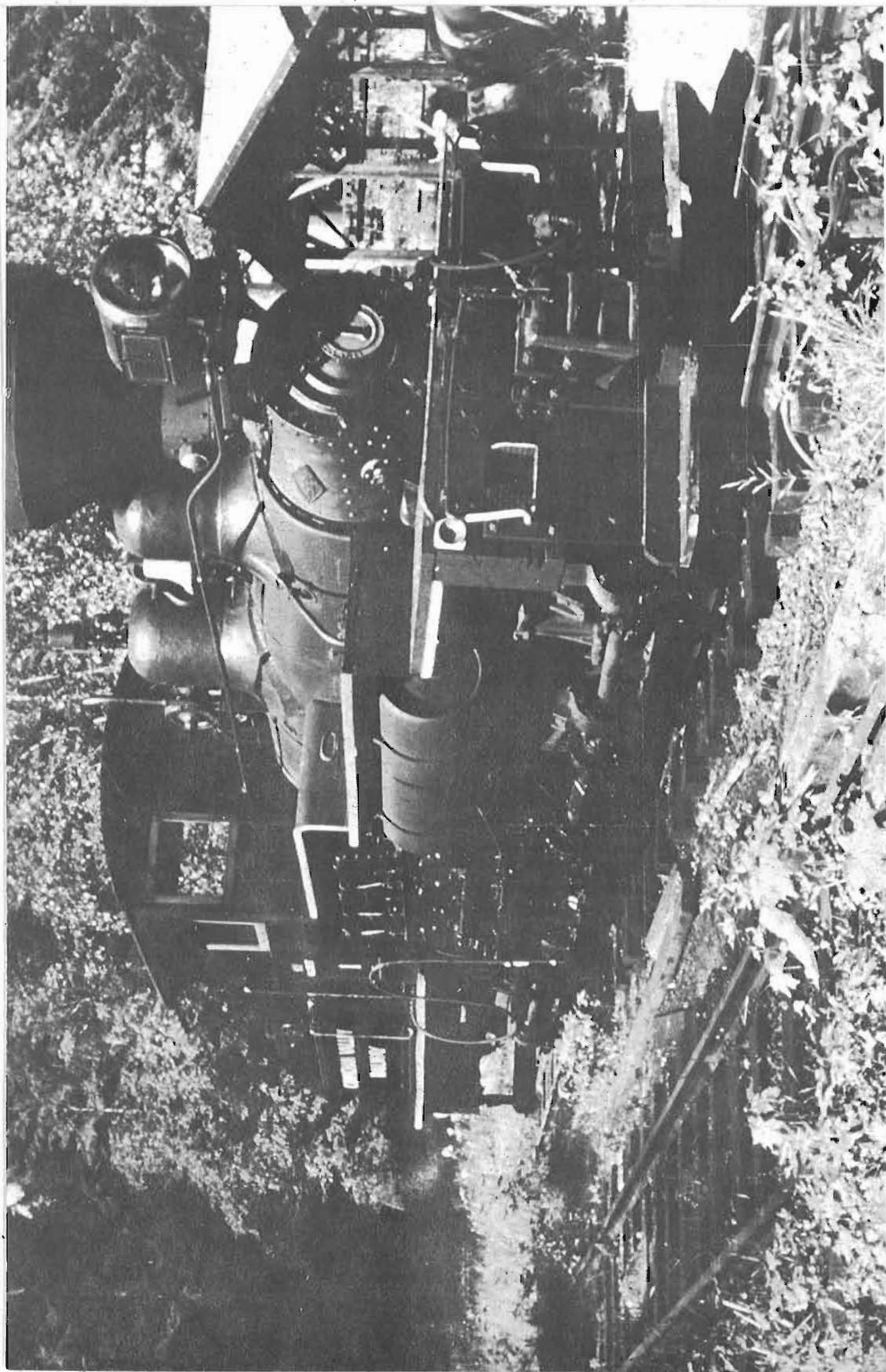
Cowichan Valley's O-4-OT no. 25 on the trestle over the arm of the lake at the Museum at Duncan, B.C.

Photo courtesy of the Author.









There are also other, larger exhibits distributed over the 40-acre site, which include such things as a steam tractor-engine, a steam-roller, donkey-engines and a pole-railway car, the latter, of course, standing on a pole-railroad and loaded with logs. There are huge sections of tree-trunks, sawn in such a way as to demonstrate their age and growth and appropriate signs supply the pertinent information. There is also a steam-railway crane and, most appropriately, a hand-car on a short stretch of track, which young and old alike can pump up and down, "just for the fun of it". There are many other exhibits in a large roofed-over area, where you can also enjoy your picnic lunch, protected from sun and shower, while you watch the Cowichan Valley "local" running past the Wind-mill and the Water-tank.

From a personal point of view, it would seem that a slightly higher admission fee would be in order, when the Forest Museum's rates are compared with admission charges levied by other types of attractions in the Vancouver-Vancouver Island area. It is this "just about breaking even" situation that prevents the operation of Number 1, the 25-ton 1920 class B Shay engine, on a daily basis.

Number 1 is a beautiful little geared locomotive, with classic Shay lines and a wooden cab. She also has a rather intriguing history, having been converted back and forth at one time or another from narrow (3-foot) to standard (4 feet 8½-inch) gauge. She has also been altered to burn three types of fuel: first wood, then coal and now oil. The engine is basically in good condition, but she is in need of having her slide-valves planed and set. In her present condition, she will burn roughly three times as much oil to handle the two passenger cars as the 18-ton Vulcan doing the same job. This "luxury" the Cowichan Valley Railway simply cannot afford. This is really too bad, since the Museum is a logging museum and what could be more natural or "log"-ical on a logging railway than a Shay locomotive?

Other narrow-gauge equipment includes Number 24, a 12-ton Vulcan, vintage 1910 and an 8-ton Plymouth 4-wheeled "dinky" which hauls the "fire-train" - a 4-wheeled tank car equipped with a pump. There is also a "speeder" and trailer. The "speeder" consists of a two-axled Ford V-8 powered, chain-driven, section-type car with a roof, pulling a similar open trailer.

Mr. Wellburn hopes that some day the narrow-gauge trackage can be extended through more of the property and that standard-gauge track can be added, so that the larger class B Shay, number 3, can operate together with the two-truck Climax locomotive, Number 9 - a 35-ton 1912 engine. These two engines look real good sitting just inside the fence by the Museum's Parking Lot, along with ex-Canadian Pacific wooden business car, on temporary trucks, which is at the restoration stage.

Number 3, the standard-gauge Shay, formerly of the Mayo Lumber Company, is often referred to as the "Cadillac" of the two-truck Shays. Interestingly enough, it is a woodburner that carries 200 lbs. boiler pressure and is superheated. Add to this the cast-type trucks and girder-frame and you have a really fine machine that unfortunately sits on no more track than its length requires and is

inoperable only because of the simple logic of economics.

The Climax which at one time worked in the Fraser River Valley on the mainland of British Columbia and now sits just behind Number 3 is also in good mechanical condition and is in the same situation for the same reason. Both of these engines, it should be added, are kept painted and make good static displays, but what a shame they are not running!

As I drove slowly out of the parking lot, past the edge of the big trees and down the quiet road to the Trans-Canada Highway, Number 25 was just starting away from the station, with her exhaust echoing through the forest, as she climbed the 2% grade. This is the sound that has all but disappeared from the Canadian countryside, but one which the steam-locomotive enthusiast never tires of hearing, be it that of a "Royal Hudson", a "6200", a 4-4-0 or a humble 18-ton O-4-OT Vulcan, among the tall trees on the Cowichan Valley Railway.



↑ The utility area of the Cowichan Valley Forest Museum, Duncan, Vancouver Island, B.C., during a work day of the British Columbia Railway Historical Association, in April, 1968. Messrs. Pat Hind and Ray Murton stand beside the passenger coach and then-Engine Elmer Blackstaff undertakes some repairs to Engine No. 25. Photo courtesy E.W.Hanning.



↪ On the sidings adjacent to the main line from the trestle, No. 25 O-4-OT & Plymouth O-4-0 with the fire-train. Photo courtesy of the Author.

Cowichan Valley Railway's 25-ton Shay Number 1 - a three-foot gauge loco. Photo courtesy of the Author.

HAPPY ANNIVERSARY TO KAPUSKASING

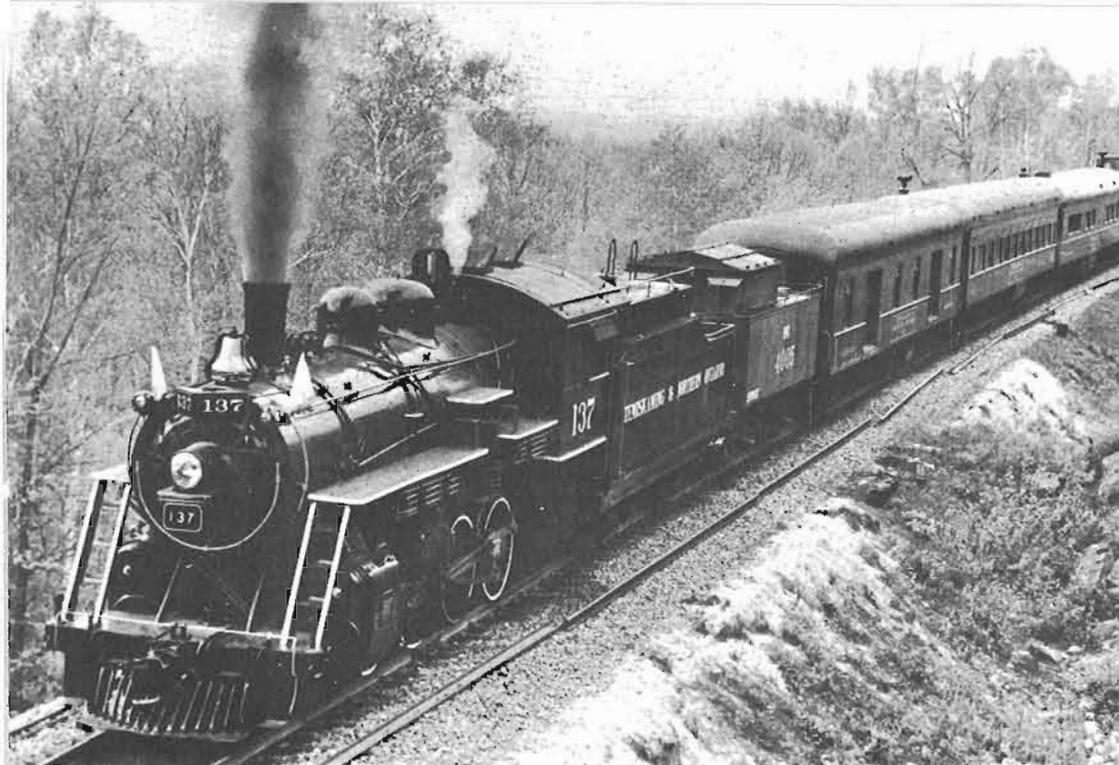
R.M.MOREL

LA BELLE PROVINCE - QUEBEC - ELDEST OF Canada's ten Provinces, has been celebrating various anniversaries, centenaries and the like for a good number of years. When Canada as a whole celebrated the Centennial of Confederation in 1967, it was the first such nation-wide event and this important and happy occasion sparked a number of subsequent similar occasions, not the least of which was the Province of Manitoba's Centennial of 1970 and the Centennial in Confederation of the Province of British Columbia, which is being appropriately commemorated this year.

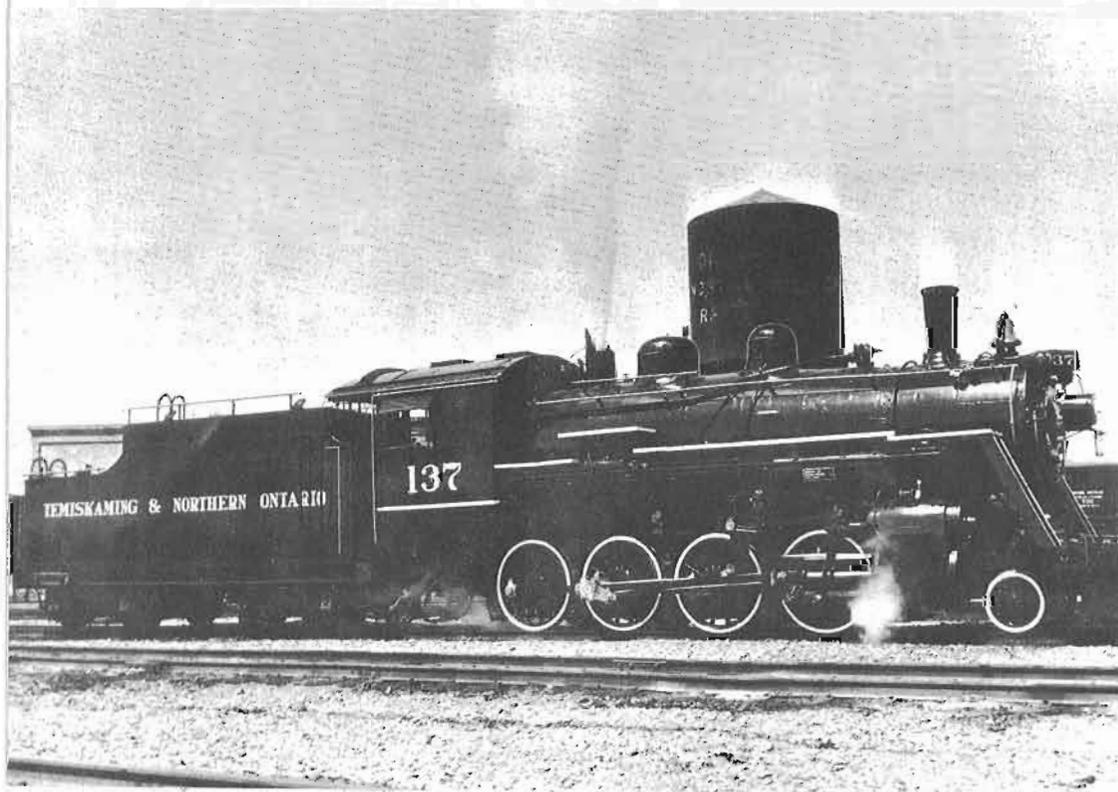
Notwithstanding these gala occasions on a large scale, there are a number of more discrete and unique occasions marked annually and this year, the Town of Kapuskasing, Ontario, will be the location of appropriate celebrations which have been organized to celebrate the Golden Anniversary of its establishment. Among the festivities which are scheduled to take place at intervals all summer long and from June 29 to July 4 in particular, there are a number of events which are of interest to railway enthusiasts.

Early in 1970 and in anticipation of the 50th. Anniversary of this northern Ontario town, representatives of the Kapuskasing and District Historical Society began conversations with Canadian National Railways, the Government of Ontario and the Ontario Science Centre, Toronto, to explore the possibility of acquiring some railway equipment. The purpose of this acquisition was to expand the railway section of Kapuskasing's museum and allow room for expansion. Canadian National Railways responded dramatically with the donation of two 85-foot steel passenger cars, together with other interesting items of railway memorabilia. Additional railway artifacts were donated by the Ontario Northland Railway and the Spruce Falls Power and Paper Company, from their small railroad.

The "pièce de résistance" of the display - the whole to be located in Station Park, adjacent to CN's station in Kapuskasing, - would be, logically, a steam locomotive. But where, in 1970, could such a rarity be found? It was at once determined that the only steam locomotives then available - apart from CN's 4-8-4 no. 6218 - were in the group belonging to the Ontario Science Centre of Toronto, in which was included ex-Canadian National "pacific", number 5107. Thus the proposal to "borrow" Number 5107 required the participation of



Ontario Northland Railway's CENTENNIAL TRAIN, hauled by ex-CN 2-8-0 now numbered ONR 137, will be operating from Kapuskasing during Old Home Week June 29 to July 4, 1971. ONR crews will bring the train to Cochrane, where CN crews will take over for the run to Kapuskasing. The Centennial Train will operate on Spruce Falls Power & Paper's trackage with SFP&P crews.
Photo courtesy of the Author.



Mr. Guy Clarkson of the proposed Toronto Transportation Museum and after considerable discussion, Mr. R.M. Morel, President of the Kapuskasing and District Historical Society was advised that Number 5107 would arrive in Kapuskasing about April 15, 1971, coupled dead in a freight train.

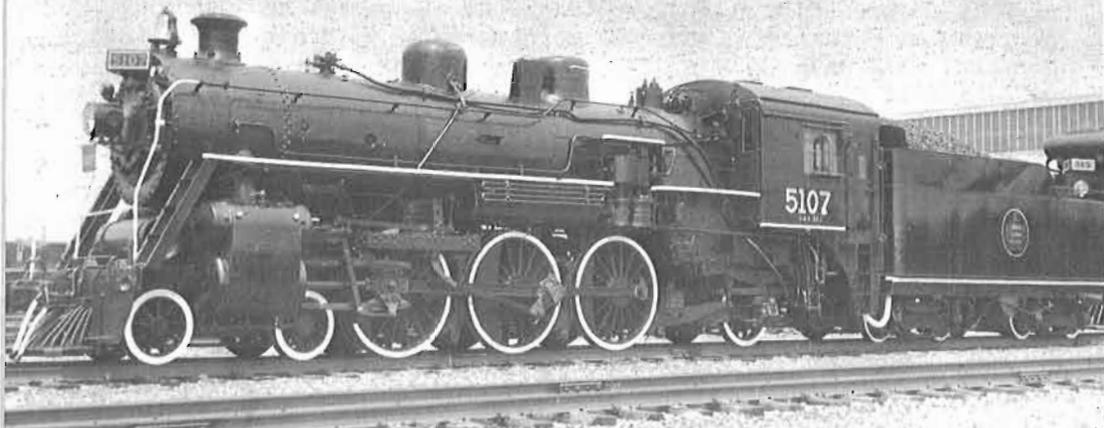
This was welcome news indeed! The display could now be organized to include a genuine steam locomotive and two passenger cars. Naturally, Number 5107 would have to have some work done on her exterior before she could be properly displayed. At the same time, passenger car number 5372 would be stripped of all its seats and toilets. The other of the two - car number 5145 - would be similarly reorganized interiorally for the display of historical materials relating to the Town and the surrounding district.

The entire display is to be located in Station Park, property formerly owned by Canadian National Railways, but leased to the Town for a period of 99 years. It is expected that the equipment will be maintained from revenues earned through the Gift Shop, established in the smoking compartment of car 5145, together with grants-in-aid from the Government of Ontario and the Town of Kapuskasing. Engine 5107 is on temporary loan to the Town - for the time being, that is. Local merchants and supporters of the project have made significant donations of "goods-in-kind" to help the operation off to a snappy start.

In addition to the creation of this railway display, other rail activities are planned. Ontario Northland Railway's 1967 Centennial Steam Train - ex-CN 2-8-0 now numbered 137, a baggage car, two coaches and a van - is scheduled to be on hand for short trips on the afternoons of June 29, July 1, July 3 and July 4, starting at 1.00 p.m., 2.00 p.m., 3.00 p.m. and 4.00 p.m.

The Spruce Falls Power and Paper Company Limited, jointly owned by Kimberly-Clark Corporation and the New York TIMES, has a private railway from their mill at Kapuskasing to their hydroelectric power plant at Smoky Falls, some 50 miles northwest of the Town. The line was originally built in 1923 to bring in men and materials for the construction of the power plant, but in 1927, the Company started lumbering operations and used the railway to haul wood to the mill. The old-timers call the line the "Spruce Falls logging road" or simply the "Smoky Line". Spruce Falls Power and Paper has offered their cooperation in the operation of special trains for passengers over part of this line during the summer's celebrations.

Ex-CN passenger car number 5372 is proposed as the location of a large HO-gauge model railroad, constructed by members of the Spruce Land Model Railroad Club - Mr. Harry Martin, President. At the other end of this car, a 1920-era ticket office is to be created. Glass showcases for rare items of railwayiana will occupy the centre of the car. Accessories for the ticket office have been sought out from locations as far east as Moncton, N.B. and westward to Winnipeg. The only important artifact so far not located is a brass cuspidor, but it is certain that someone will turn up one of these essential receptacles before the display is finished.



↑ Canadian National Railways 4-6-2 no. 5107, built by Montreal Locomotive Works in May, 1919, b/n 61473, class J-4-d. Cyl. 23 1/2 x 28; drivers 69"; b.p. 200 psig.; t.e. 38%. On loan to Kapuskasing & District Historical Society, April 1, 1971 from the Ontario Science Centre. Photo Peter Cox.

Outside, a station platform will be built alongside Number 5107 and train, whereon will be displayed 2 four-wheeled baggage trucks, some station benches and other once-familiar station platform items.

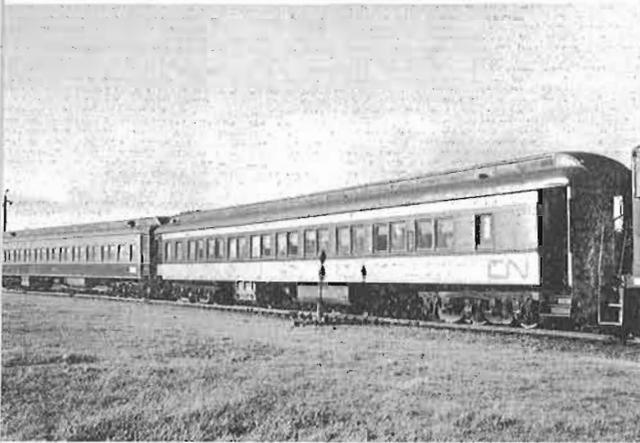
Perhaps next year, funds permitting, other railway vehicles will be moved from their present place of storage to augment this display. Such exhibits may include a wooden CPR caboose, a CPR steel-sheathed mail car, a 70-ton GE diesel, a 25-ton Vulcan industrial switcher and a Quebec Central Railway wing-plow. Meantime, Canadian National Railways and Spruce Falls Power and Paper have provided magnificent cooperation by supplying materials and heavy construction equipment, without which the project could not have been realized.

Despite the apparently heavy emphasis on railway enthusiast interest during Kapuskasing's Golden Anniversary celebrations, the ladies who plan to attend - or who have to accompany their railfan families - have not been overlooked. The Kapuskasing Chamber of Commerce has arranged golf tournaments, band concerts, regattas, garden parties and "a chance to meet old friends and find new ones". There are many special exhibits and contests and the Chamber of Commerce has given an unconditional guarantee to find every visitor suitable accommodation during the height of the celebrations.

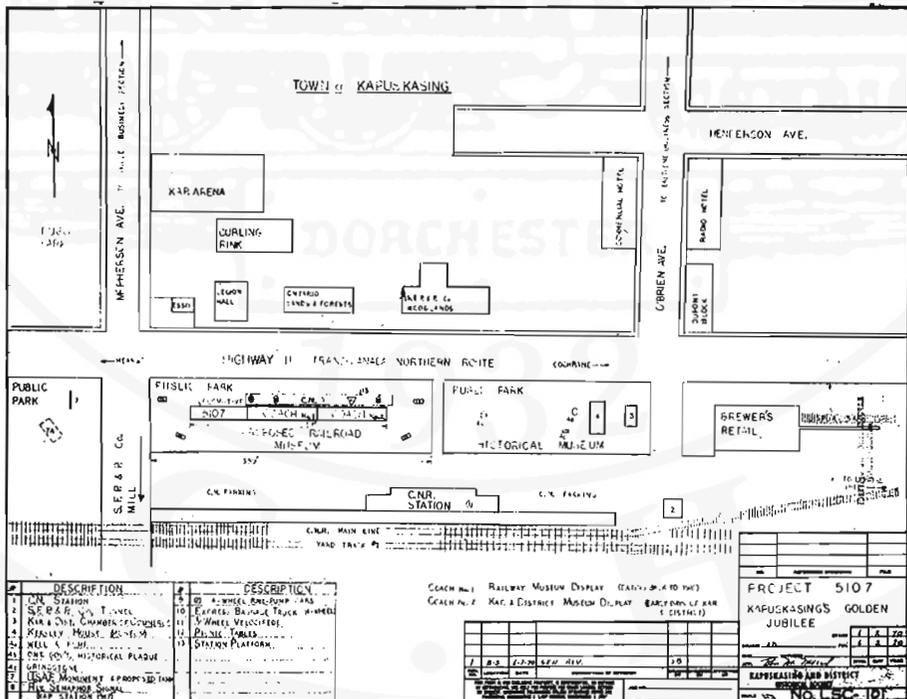
Without any doubt, the citizens of Kapuskasing have made a determined effort to approximate - if not, indeed, surpass - the celebrations scheduled for Canada's west coast in 1971. Although Kapuskasing is on the Trans-Canada Highway, between the enthusiastic east and the wealthy west, the best way to get there is by the joint

Canadian National-Ontario Northland evening train, which departs nightly from Union Station, Toronto - with sleepers - at 2000 hours, arriving at Kapuskasing the next morning at 1000. Travellers from Montreal will have to be a little more hardy, as their connection, departing from CN's Central Station, Montreal at 1500 hours, arrives at North Bay, Ont., at 2225, where they must wait until 0135 for the arrival of the CN-ONR train from Toronto.

Suffice it to say that no matter how you may decide to travel, the Town of Kapuskasing, Ontario, will be happy to make you welcome for its Fiftieth - and any subsequent - Anniversary festivities and celebrations!



CN coach 5145, built in 1919 by Canadian Car & Foundry Company of Montreal; withdrawn from service September, 1970. Class PB-73-F; total weight 165,000 lbs. CN coach 5372, built in 1913 by the Pullman Company as their "Dixiana"; 2 drawing rooms, 7 compartments. Purchased by CN in 1942 and withdrawn from service July 17, 1970. Both cars donated to Kapuskasing & District Historical Society in September, 1970. Photo RM Morel.



BOXCARS TO MOBILE HOMES

S.S.WORTHEN.

W

ELL, PERHAPS NOT "MOBILE HOMES"
in the sense that we usually
use these words, but, in truth,
nothing else!

What other description would properly fit the new Canadian National Railway's accommodation for the train crew on their fast freights? Among other things, these new cabooses boast swivel chairs with safety headrests, a chestfield bed, two heaters, a high-capacity water system for washing and cooking, chilled drinking water, generally improved facilities for food preparation, a chemical (anti-pollution) toilet, electric lights, power for refrigeration and cooking, all set off by an interior STELVITTE finish in bright decorator colours!

You are, perhaps, still unconvinced? Then consider roller-bearing trucks, shock-absorbing underframes, a wide-vision metal and glass cupola with window-wipers for good visibility and comfortable seats.

Exteriorally, the new CN units are painted in the standard CN vermilion, with reporting marks and the Company stylized "CN" on sides and ends, as the finishing touch. What a way to go! Not only that. There are 110 examples of this comfortable, first-class way to travel.

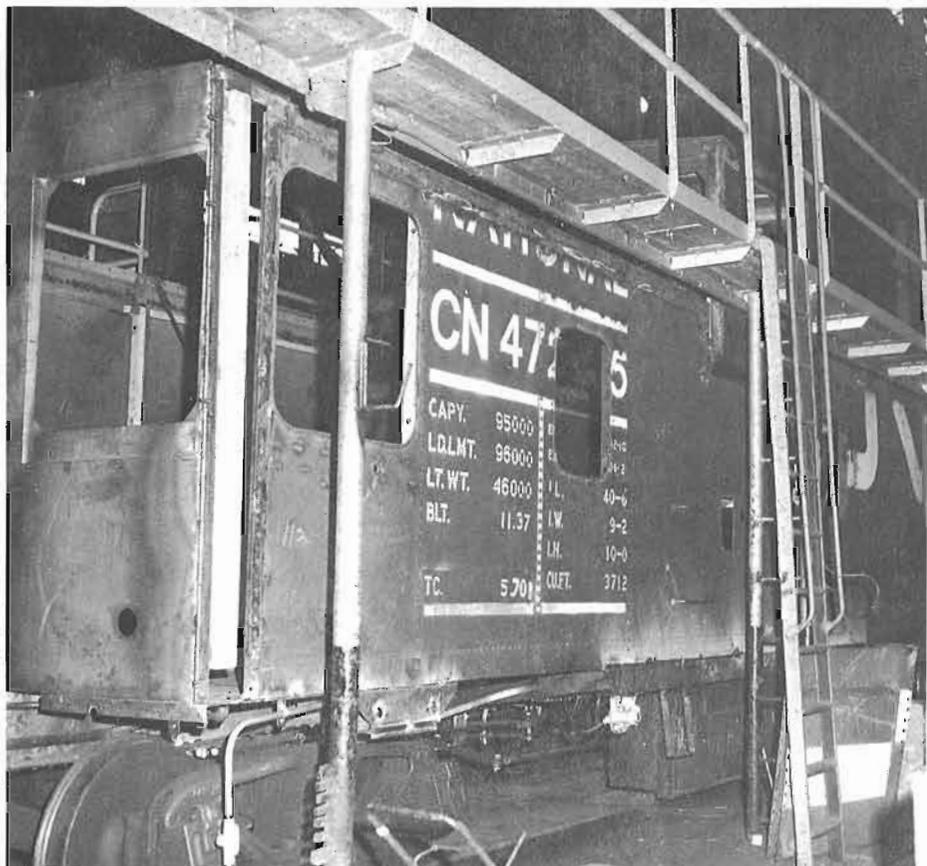
The accompanying pictures illustrate this transformation. At the outset, boxcar no. 472939, built in November, 1937, is badly in need of repair. Shall it be scrapped? Indeed not! Let's rejuvenate it, instead. At Point St. Charles, Montréal, Carman J.M. Fortin begins the "face-lifting" treatment.

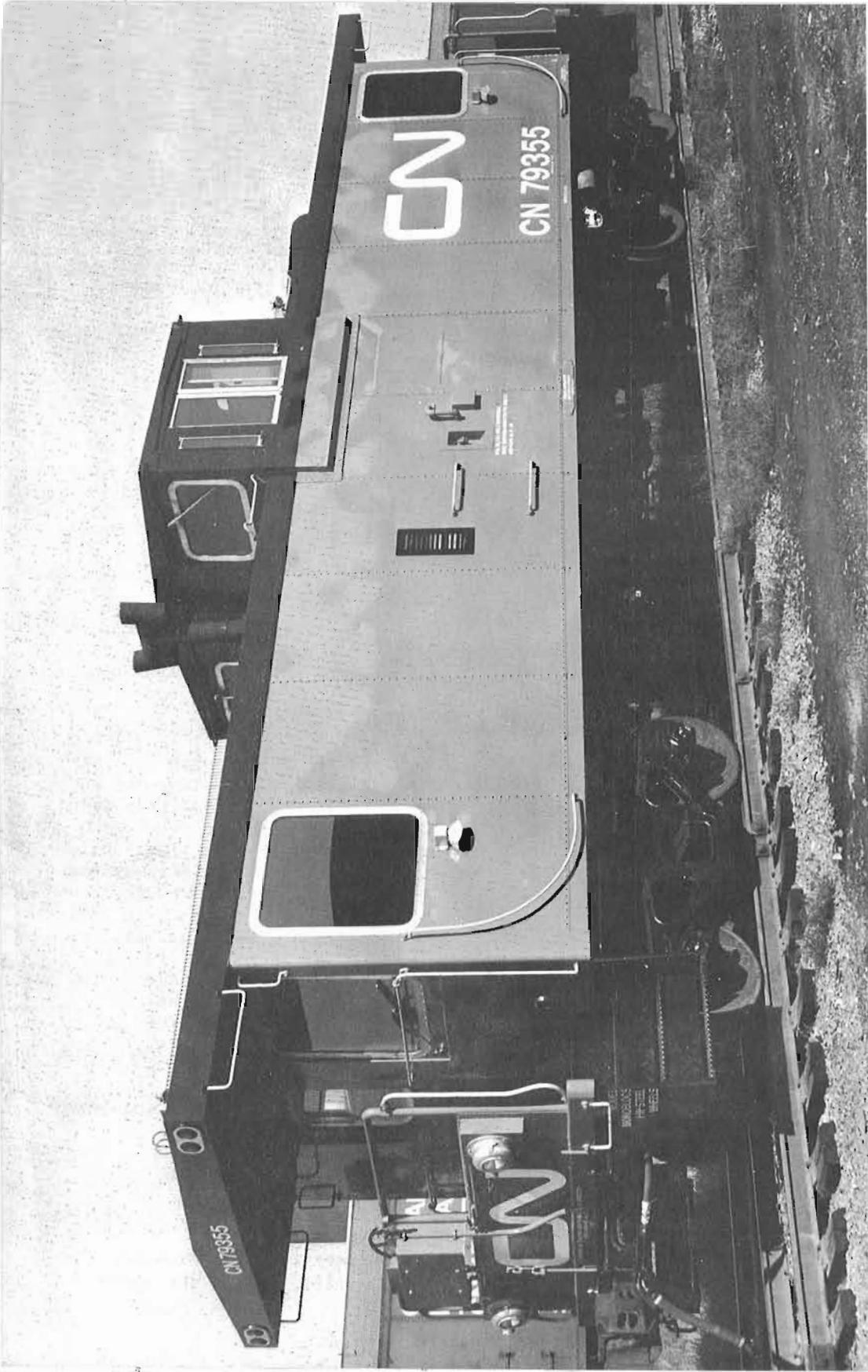
Step 2: with a snip-snip here and a snip-snip there, the roof is off and wider end and side-windows have appeared. The luxury cupola is already in place, as the new caboose takes shape.

Step 3: meet Caboose CN 79335, a flashy, up-to-date, all-steel caboose. Not much resemblance to the tired old boxcar which it once was. Cast an appreciative glance on those all-electric marker and reversing lights, illuminated grab-irons and wide-view windows.

Inside, CN 79335 sports ceiling hand-grabs and radio-telephone connections. The new Point St. Charles fleet, plus 150 others ordered three years ago from Hawker Siddeley, makes 260 wonderfully comfortable "homes away from home".

No, Virginia, the new CN cabooses do not have cable TV!
But, who knows? Wait until next year!





BOOK REVIEW

THE RAILWAYS OF CANADA FOR 1870-1

J.M.& Edw. Trout

Original: Monetary & Commercial Times, Toronto, 1871

Reprint : Coles CANADIANA Collection, Coles Publishing Company,
Toronto, 1970.

Replacing the conventional book review which is usually presented when a publication of particular interest to railway enthusiasts appears, we are pleased to present a small exchange of correspondence which took place in the pages of the Ottawa JOURNAL. These pieces are reprinted with the kind permission of the Editor, Ottawa JOURNAL and Mr. C.W. Kenneth Heard, Director of the Association, Ottawa, Canada.

THE OTTAWA JOURNAL

Saturday, August 8, 1970.

"GO BY SNAKE RAIL"

Railway enthusiasts and just plain historians will be delighted by "The Railways of Canada", originally published by the Monetary and Commercial Times in Toronto in 1871 and now out in a Coles CANADIANA Collection facsimile edition.

Pushing its own product, the Times wrote at that time: "Railway managers read it. Railway managers subscribe for it. Railway managers advertise in it. Railway managers bind it for reference".

Of special interest to railway buffs and historians in this area now will be a report on the Brockville and Ottawa Railway Company by whose charter:

"Power was confirmed to build a railway from the town of Brockville.....to.....Pembroke.... with a branch from Smiths Falls to the town of Perth.... The line has only been opened to Sand Point, on the Ottawa River".

To build the railway, financing came from the Municipal Loan Fund.

"Counties of Lanark and Renfrew, \$800,000; town of Brockville, \$414,491.96; township of Elizabethtown, \$150,709.50 - total \$1,365,201.46".

The Times adds this editorial comment:

"The extent of these grants was a pretty good indication of the extravagant ideas that prevailed during the first

Canadian railway era. The original expectation seems to have been that the profits these municipalities would derive out of the earnings of the railway would suffice to extinguish their indebtedness to the Government. This palpable delusion was soon dispelled."

In a section on the "Progress of Railway Construction", the Times had a passage on "snake rails":

"The St. Lawrence and Champlain was opened in that year (1836); the rails were of wood with flat bars of iron spiked on them, and from the tendency of this class of rail to curl or bend upward as the wheels passed over it, it became known as the 'snake rail'. From this awkward peculiarity it often happened that the rails came into contact with the body of the cars or other rolling stock, in which case both fared badly".

Financing tribulations of the St. Lawrence and Ottawa Railway, in another report, sound much like those of some modern railways. But those less interested in finance could note that:

"This road was projected by a party of Americans, mainly for the purpose of carrying lumber from the Chaudiere Falls to Prescott; it was intended to be worked in conjunction with an American road then in the course of construction, the northern terminus of which was Ogdensburg. The dictates of self-interest on the part of the directors is, no doubt, the reason for the important deviation of the original plan, by which the terminus was placed nearly three miles further down river than was contemplated. A consequence of this change is that the lumber traffic is not one-fourth of what it would have been had the original project been adhered to".

Seems there were Yankee entrepreneurs in the Canadian woodwork even then, and Canadian newspapers to rail against them.

Ottawa, Canada; August 13, 1970.

RAILROADED ?

Sirs:

Your editorial of Saturday, Aug. 8, 1970, entitled "Go By Snake Rail", prompts this letter. While railway enthusiasts would certainly consider the republication of "The Railways of Canada" as a useful means of making more available this particular work which has long been out of print, today - 99 years after its original publication - it must be read with a deal of caution. Recent scholarship has shown that many of the facts in this work are inaccurate.

For instance, the statements made regarding the first locomotive of the Champlain and St. Lawrence Rail Road, which immediately follow the second quotation in the editorial, have in particular been disproven.

Unfortunately, these particular mis-statements continue to appear in Canadian history books which are otherwise quite reputable.

The statement that the Bytown and Prescott Railway, which is the subject of the last quotation of the editorial, was projected by a party of Americans has also been proven to be wrong. This railway was promoted primarily by residents of the towns and municipalities through which it was projected to pass, notably Bytown and Prescott.

In March, 1853, some of the promoters tried to raise capital in Boston; but it is doubtful that the money raised exceeded 10 per cent of the outstanding paid-up capital stock of the railway. Between 1865 and 1867 the railway went bankrupt and was reorganized as the St. Lawrence and Ottawa Railway. On that occasion, the original capital stock was wiped out; and the new owners were all without exception British.

The role of Americans or American capital in the railway was therefore marginal.

Other errors of fact in "The Railways of Canada" can also be cited.

C.W. Kenneth Heard, Director
Canadian Railroad Historical
Association.

A few additional remarks by the Editor may be in order. It is true that Messrs. J.M. & Edw. Trout did record many items of misinformation in their 1871 publication, but more through ignorance than by design. For these errors - and at a distance of almost 100 years - may they not be absolved?

Having received adequate warning, it is anticipated that serious students of Canadian railway history - and this includes contemporary novelists and text-book publishers - will take adequate precautions to verify any information in "The Railways of Canada", which may be erroneously assumed to be correct. Such an assumption would be very, very dangerous.

Notwithstanding these conditions, Messrs. Coles Publishing Company of Toronto has done a real service in publishing this ancient work. The reprint is very tastefully prepared and includes all of the fascinating advertisements of many business enterprises of a century ago.

The full title of the publication is quite unique and very charming and is herewith reproduced in its entirety:



WAYBILLS

Editorial Staff

CANADIAN RAIL

SILLY SEASON-ACT I-SCENE I

What must surely be the most hilarious railroad story of 1971 was front-paged by newspapers across the country recently, in bold-faced type, announcing that an unheard-of short-line railroad in Illinois, U.S.A., had attempted to purloin more than 200 brand-new boxcars from poverty-stricken Penn Central. While PC public relations reps were quick off the mark with allegations, media representatives had great difficulty in finding anyone who would agree to act as spokesman for the allegedly offending line, let alone anyone who would act as a statement-maker. When all the initial hoorah was over and the dust had settled somewhat, it appeared that Penn Central had confused some 277 of its freight cars with a group of similar cars owned by the Equitable Life Assurance Company and under lease by that Company to Penn Central. When the leasing term expired, these cars were returned (on paper) to the Equitable Life, who then sold them to Diversified Properties, Incorporated, which in turn retailed them to Illinois short-line LaSalle & Bureau County Railroad - the so-called villain of the piece.

In 1966, the LaSalle & Bureau County Railroad Company operated freight service only between La Salle, Midway (2.5 miles), Hegler (7 miles), La Salle Junction (7 miles, junction with the C&NW) and Ladd (10 miles, junction with the NYC System). By 1969, the La Salle & Bureau County was still operating the same total mileage of 25 miles and Mr. Joseph F. Cinotto was the General Manager.

Amidst ricocheting accusations, allegations, rebuttals and the intrusion of J. Edgar Hoover and the FBI, the mystery of the purloined boxcars was referred to a Federal grand jury for investigation. Did they, or didn't they? If they did, was it by accident or by design? As of April 15, no decision had been handed down to explain whether the occurrence was real or imaginary. Penn Central was the butt of some jokes which splattered a little dirty water on its corporate image. The La Salle & Bureau County Railroad went on connecting with the IC, the Rock Island, the C&NW and - the Penn Central at Ladd, Illinois.

SILLY SEASON-ACT II-SCENE I

On April 1, 1971 - ancient anniversary of jokes and japes, The State of Vermont unexpectedly contributed to the annual festivities by declaring that steam locomotive number 1246 of the Green Mountain Railroad (Riverside to Chester, Vermont) constituted a major and intolerable source of air pollution, with the inference that the State's Department of Health

air pollution responsibilities might require cessation of operation of the coal-burning locomotive. The immediate reaction among railway enthusiasts was one of utter disbelief. It was completely and totally astonishing that the State of Vermont would seek to suppress a tourist activity which annually attracts thousands of people to the State. Incredulity aged to apprehension and Dr. R.B.Aiken, and Director of Industrial Hygiene Division Harry Ashe of Barre were shortly thereafter inundated by a flood of letters, petitions, telegrams, moans, threats, cries and screams from railway enthusiasts from Norway (Maine) to Newport (Washington), not to mention "Letters to the Editor" in most of Vermont's daily and weekly newspapers. By April 8, Dr. Aiken and Mr. Ashe had recovered sufficiently to prepare a notice convening a Public Hearing in the Armory on Westminster Street, Bellows Falls, Vermont, for May 6, 1971, its purpose being to consider the request of the Green Mountain Railroad Corporation of Chester Depot, Vermont, for variance from Vermont Health Regulations, Air Pollution Control, Part 5, Chapter 4. All interested persons to be given reasonable opportunity to submit data, views or arguments, orally or in writing, in connection with the actions proposed to be taken by the State Board of Health. Cass Scenic, Stone Mountain, TRM, Cumbres & Toltec and Silverton, please note!

I AM CURIOUS-MULTIMARK.

Soft-pedalled in North America but widely discussed in Scandinavia was the February 1971 visit to Norway of seven officers from CP RAIL's research and operating departments, to conduct tests with the Swedish State Railway's AESA 4900 hp. Rc2 thyristor-controlled electric locomotive on the 52-mile Voss-Finse section of the Bergen Line of Norwegian State Railways. Week-long tests with the Swedish locomotive and dynamometer car took place between February 22-29 on the steep 2.15% gradient, three times the length of CP RAIL's 2.2% climb up the Beaver Valley from Beavermouth, west of Golden, to the Connaught Tunnel under Rogers Pass. Snow depths and wind velocities were also comparable with those found in CP RAIL's Selkirk Mountains operation, as was the maximum altitude of 4,270 feet. Tapes and charts of test data were whisked back to Computer Centre, Windsor Station, Montreal for analysis. The Rc2 itself is not expected to meet CP RAIL's requirements, but data derived can be extrapolated to determine probable performance of a larger, heavier locomotive needed for use on the much-discussed Calgary-Vancouver electrified route. Meanwhile, General Electric of Erie, Pa., recently published a brochure disclosing a new electric locomotive design for a power unit rated at 6,000 hp. and designated E60C. Such a locomotive, built jointly by Canadian General Electric and MLW Industries at the right price, might be more attractive to CP RAIL than the "I Am Curious- MULTI-

MARK" from AESA-Sweden. There is also a Swiss contender, alleged to be cheesy by some, but nevertheless a front-runner in the present limited competition.

4472 - NO RETURN IN 1971.

Alan Pegler announced early this year that No. 4472 FLYING SCOTSMAN (with two tenders) and train will not return to Britain in the foreseeable future. 1971 proposals include another North American tour, starting in February from Toronto, Ontario and wending to Atlanta, Georgia, Wisconsin Dells, Wisc. and thence via Burlington - Northern to Seattle, south to Oakland and up the Feather River Canyon via Western Pacific, with a grande finale October 1-9 during British Week at San Francisco. There are no definite plans for 1972 but 1973 may be Cross-Canada Tour Year with a visit to Kingston, Ontario for the 300th. Anniversary celebrations in that city. Pegler hopes to keep FLYING SCOTSMAN in North America until 1976, when it would visit the proposed EXPO '76 festival in Philadelphia, Pa. and participate in the whing-ding of bicentennial celebrations of the founding of the United States of America.

SILLY SEASON-ACT III-SCENE III

On Friday, April 16, sharp-eyed observers in the Montreal area might have watched with amazement as Delaware and Hudson Railroad's southbound night New York sleeper, Train 34, the LAURENTIAN, disappeared out of Montreal West with a consist including two CP RAIL "Grove" cars and one from Seaboard Coast Line, instead of the two or three Penn Central sleepers usually used on this overnight Montreal-New York run. During the morning of the same day, Penn Central's freight from Syracuse via Mesina and Fort Covington, N.Y. and Dundee and Huntingdon, Qué., to Adirondack Junction and CP RAIL's St. Luc Yard at Montreal failed to make its usual quick turnaround. Awaiting its arrival was the same Sheriff's deputy, who shortly before had slapped a writ of attachment on the Penn Central's sleepers "Colleton County", "Zoar Valley" and "Forest Stream" at CP RAIL's Glen Yard, fresh off the overnight train from New York.

At St. Luc Yard, the wily law-enforcer captured GP-38, no. 3068, GP-40, no. 7891, caboose no. 24545 and twenty-some-odd PC boxcars - a nice haul in any sheriff's deputy's notebook. All this legalese seemed to be due to the fact that Penn Central owed some Canadian company some money and the creditor was out to collect - in cash or in kind. Apparently, he got more than his money's

worth, for the "Colleton County" went back south on a D&H passenger extra Monday night at 2040 hours (Seaway Tower).

SPRING FEVER

Early in April, British Columbia's somewhat empty northeast quarter began to show signs of life as the Province's Pacific Great Eastern Railway resumed construction of its 250-mile extension over an undulating, wiggly course from Fort St. John to Fort Nelson. The rails, at the time of writing, had been laid to within 50 miles of Fort Nelson and the gap was being closed - weather and muskeg permitting - at the rate of $1\frac{1}{2}$ to 2 miles a day. The largest engineering work on the new extension is the bridge over the Fort Nelson River. The opening to Fort Nelson, scheduled for the autumn of 1971, is awaited with keen anticipation. Once the laughing-stock of the Canadian transportation fraternity, PGE is rapidly becoming more than a power to reckon with in western Canada's northern transportation pattern.

TROUBLE WITH WATER

South of Montreal, beyond Rouses Point, New York, part of Delaware & Hudson Railroad's right-of-way near Port Kent, N.Y., slid into adjacent Lake Champlain on Friday, April 16, marooning two "U-Boats" on the north end and cutting the main Montreal-Albany artery. Apparently, the washout was repaired temporarily, for Friday's Train 34 south made it, as did Train 9 from Albany. Saturday's 35 north was an hour late and that night, 10 was cancelled. On Sunday, all trains north of Whitehall, N.Y. were cancelled when the new fill once again disappeared into Lake Champlain and the D&H was forced to resort to the time-honoured method of knocking holes in overaged hopper cars, to tumble them into the lake in a desperate attempt to form a permanent breakwater on which a foundation for new fill could be constructed.

Things were still confused on Monday but by Tuesday a semblance of order had been restored. The train arrival and departure board in CP RAIL's Windsor Station was meanwhile plastered with notices in both French and English announcing the termination of all D&H and Napierville Junction Railway passenger train service as of April 30, 1971 - and RAILPOX. Last advertised departures of D&H Trains 34 & 10, the LAURENTIAN and MONTREAL LIMITED were for 0845 and 2135 hours respectively, on April 30. Last scheduled arrival was given as Train 9 - MONTREAL LIMITED - on Saturday morning, May 1. Presumably this equipment, together with any other D&H and unseized Penn Central passenger equipment would be deadheaded back to Albany, N.Y. This will mark the end of nearly one hundred years of New York-Montreal passenger ser-

vice over this route and is the last of the "famous four": (CPR-B&M-New Haven; CV-B&M-New Haven; Rutland-NYC; D&H-NYC; Penn Central) north-south arteries of railway passenger traffic.

CORNWALL ELECTRIC-TEMPORARY REPRIEVE

With the May 1 deadline for cessation of electric switching in Cornwall, Ontario fast approaching, local interest to commemorate discontinuance of electric service began to boil. The Tourist and Convention Bureau voted to go all-out for a farewell party in honor of the doomed electric locomotives and at least one surviving electric streetcar. George Heath, director of radio station CJSS suggested that one of the steeple-cabs should go to Ottawa's Museum of Science and Technology, while the streetcar should form a static display. In Montreal, it was understood that "diesel-day" might have to be postponed until sufficient S-series diesel switchers were available. Mid-April found one switching the yard, but those for use on Cornwall Electric's industrial spurs must be modified somewhat to permit operation on trackage with streetcar-type curves and rails. The word is that full diesel operation will not occur until the end of the summer - a welcome if temporary reprieve of this unique operation.

BULLDOZER, SPARE THAT ANCIENT PILE, ETC.

The Montreal STAR in an inconspicuous report, noted on April 19 that work had started on the relocation of the tracks in CP RAIL's Windsor Station. Scheduled for completion November 15, 1971, this work was said to be preliminary to the redevelopment of Windsor Station - a Marathon Realties production. CP RAIL's commuters were assured that they would not be affected by this relocation since, on inspection, only the three most northerly tracks appear to be involved. These tracks formerly handled much of the mail and express traffic, the latter now being loaded and unloaded at CP RAIL's new express terminal at Lachine (Grovehill). No details of the total redevelopment scheme are yet available, but it is rumored that any remaining passenger trains operated into Montreal over CP RAIL right-of-way after the termination of the project will stop at Mountain Street, about 4 blocks west of the present terminal.



Sperry Railcars certainly get around. Bill Linley of Ottawa caught Number 126 working on the Spokane International Railway - CP RAIL's U.S. connection - at Eastport, Idaho on September 20, 1968.



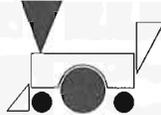
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