Canadian Rail

1932 · 1972

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC. ESTABLISHED 1932

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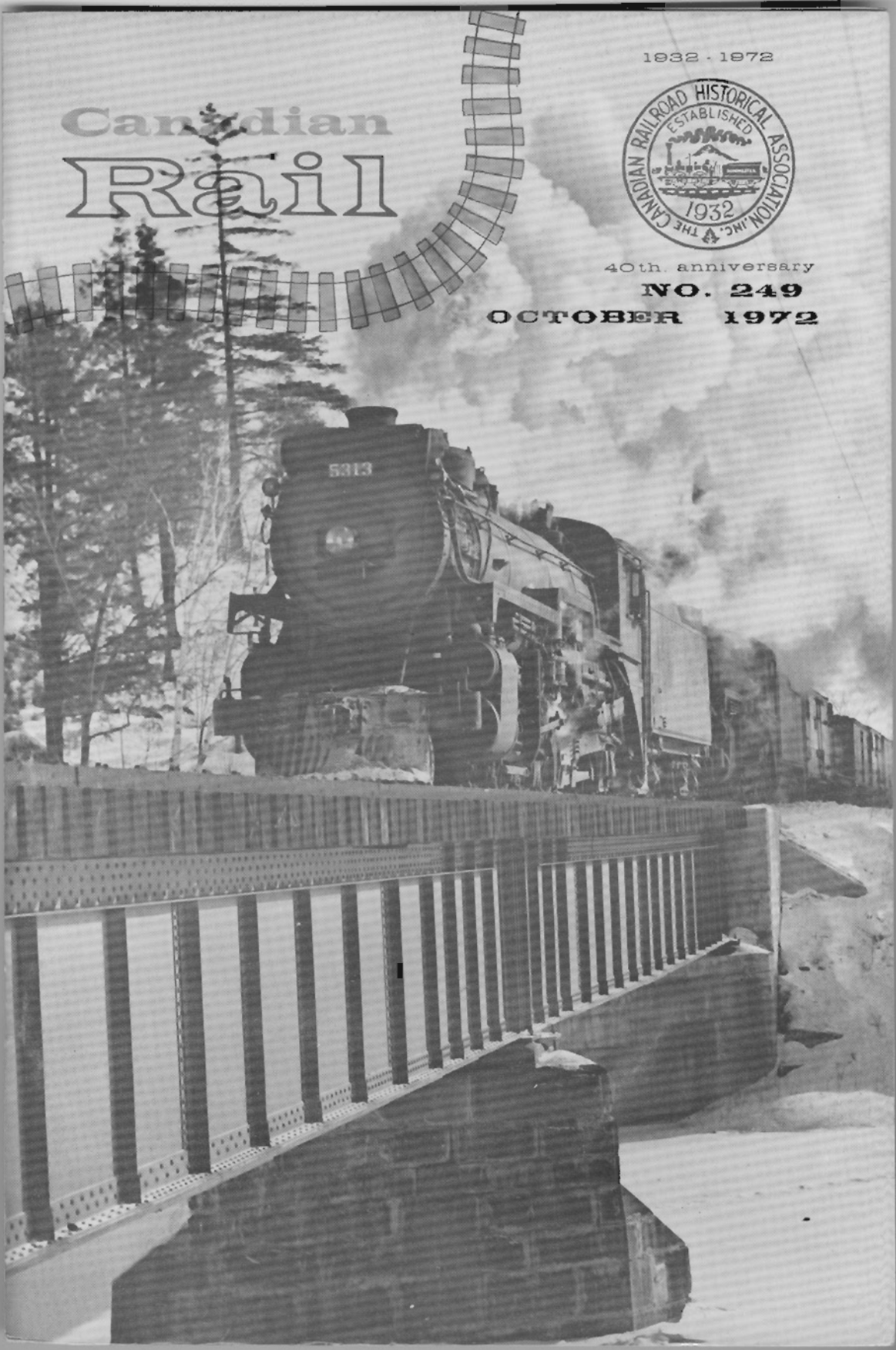

4903
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AN OTHERWISE ORDINARY WINTER

G.A.MATHESON.

In the southeastern corner of the Province of Québec, the winter of 1971-72 started out very much as usual. There was the normal late autumn snowfall, but numerous thaws in December and January subsequently melted most of the snow that had fallen.

What is left of the former frequent passenger service through the Eastern Townships to Sherbrooke was in no way delayed by the ways of the weather. The through freights to Portland, Maine on Canadian National and to Saint John, New Brunswick via CP RAIL kept right on rolling along, although the grease in the journals and the oil in the bearings were a little stiffer and thicker, especially when the mercury began to drop to the twenty-below range.

The big snowstorms of February and early March did cause some dislocations and slowed down the traffic. But CP RAIL freights were able to make their runs from Saint John (Bayshore) and Montréal (St. Luc) without too much difficulty. The operating record for CP RAIL Train 41-42, the "Atlantic Limited", was something else again, late several times but managing to keep running despite a few instances of failure of the diesel units.

Despite the deep drifts on the Sherbrooke and St. Hyacinthe Subdivisions, Canadian National Railways' freights, Trains 393-394, Montréal Yard to Portland, Maine, were completing their trips. Everything was just about as usual for an otherwise ordinary winter.

On March 8, 1972, train operation through the town of Lennoxville, Québec - three miles south of Sherbrooke - where CP RAIL crosses Canadian Nationals' Sherbrooke Subdivision at grade and is joined by the Beebe Sub. of the Quebec Central Railway, increased out of all reason. Incredibly long freights - or so it seemed to the motorists waiting at the crossing - started moving across College Street at a snail's pace, causing traffic jams on what had been, but a day or two before, quiet streets in a small university town.

The single event which resulted in this commotion occurred on Tuesday morning, March 7, when Canadian National had the misfortune to derail a Montréal-Sydney,Nova Scotia freight right on a high A-frame, deck-plate trestle, spanning the Rivière du Loup at Eatonville, Québec, 91.5 miles east of Edmunston, New Brunswick, on the former National Transcontinental Railway's main line.

THE EDITOR SOMETIMES HAS TO BE PERMITTED HIS LITTLE WHIMS! CPR'S EXTRA West 5313 (double-headed) was a wonderful sight, thundering across the bridge over the Massawippi River in Lennoxville, Québec, on a cold but bright 29 January, 1954. Photography? Jim Shaughnessy.(Who else?)

BY WAY OF CONTRAST, KEN GOSLETT IN THE SUMMER OF '69 SNAPPED A CENTRAL Vermont freight squealing out of the departure side of CN's Montréal Yard en route to St. Albans, Vermont. On the point, a pair of "torpedo boats" EMD GP9s and one of the ordinary kind!

The wreck was a spectacular one. Forty-nine cars of the 94-car eastbound freight derailed near or on the bridge, the force of the derailment causing the bridge to collapse, piling 45 cars into a heap of twisted wreckage which caught fire and finally burned out. Cause of the wreck was alleged to be spreading of the track under the weight of todays' new, heavier diesel units. The result of this disaster was to put out of service this important CN freight line from Montréal to the Maritime Provinces and Halifax.

Canadian National immediately attempted to reroute east and westbound freights via Campbellton, the Matapedia Valley and Rivière du Loup. But, in no time, this line was choked with traffic, both passenger and freight. There was no way that CN could schedule the heavy freight traffic from Halifax west over the Gort, Newcastle, Mont Joli and Montmagny Subdivisions, to Levis.

It was not long before someone in CN operations discovered that there was an alternate route to Montréal from Moncton. This was CP RAIL's "Short Line" through Maine. On the east end, there was no problem in starting out of Island Yard, Saint John, N.B., through the area that used to be the Union Station and thence across the bridge over the Reversing Falls to Lancaster, N.B. and the westbound main line of CP RAIL.

From Lancaster, it was CP RAIL all the way to Lennoxville, where the first intersection with CN iron occurred. Instead of continuing west on CP RAIL, Canadian National decided to get back on their own iron at Lennoxville. And this led to the traffic jams.

When CN's first westbound freight, running on CP RAIL right-of-way, rumbled over the bridge spanning the frozen Massawippi River, it slowed almost to a stop, cautiously taking the east switch of the little-used interchange track which comes off CP RAIL's main line. The train prowled through the back-yards of several industrial plants. Before the van had rumbled around the curve behind Bishops University, the lead unit had negotiated two more siding switches and was running along the passing track parallel to the Sherbrooke Sub. main line, east of the crossing with CP RAIL.

The switch for the interchange track off CP RAIL had to be hand-thrown, but the passing track switch on CN could be opened and closed CTC-style by the CP RAIL dispatcher in the former Quebec Central headquaters in downtown Sherbrooke.

Until 2300 hours, 19 June 1970, there was an interlocking tower at mile 65.97 of CP RAIL's Sherbrooke Subdivision, where the Canadian Pacific's "Short Line" originally crossed the Grand Trunk at grade. It was the classic, square, red interlocking tower, similar in appearance to many other CP interlocking towers from Saint John, N.B. to Vancouver, B.C. As with many other, similar installations on Canadian Pacific, technology overtook this tower and after CTC signalling was installed in the spring of 1970 between Sherbrooke and Lennoxville, the tower at mile 65.97 was demolished during the same summer.

And so, on 8 March, 1972, Canadian National began to operate freight trains over what surely must be one of the longest "detours" in Canadian railway history - 461 miles - between Moncton, N.B. and Lennoxville, Québec. Before the wrecked bridge at Eatonville was repaired, 11 westbound and 10 eastbound CN freights were worked over this distance. CP RAIL dispatchers at Saint John and Sherbrooke were kept busy day and night handling this unanticipated flood of traffic, the like of which had not been seen for years.

The first two CN westbound freights were numbered Train 815 and later Train 803. On 11, 12 and 13 March, this train number was divided to Trains 803A and 803B. Eastbound CN freight trains were Train 208, later Train 208A and 208B. Train 208B was frequently a solid train of containers moving from mid-Ontario and midwest U.S.A. points. Other westbound consists were solid trains of empty covered hoppers - "unit-tube-trains" - a most unusual sight on CP RAIL's "Short Line", with all those cylindrical cars displaying a rather unique appearance (CN's toothpaste herald).

The last westbound movement, Train 803 of 15 March - had some trouble at Gordon, Maine, mile 58.3 of the Mattawamkeag Subdivision, according to CP RAIL's timetable, but in reality on Maine Central Railroad's right-of-way, 3.7 miles from the junction with CP RAIL at Mattawamkeag, Maine. Train 803 headed into the siding at Gordon early Thursday, 16 March, to clear CP RAIL Train 42, the " Atlantic Limited". CN unit Number 3678 on 803's head-end struck a ridge of hard ice on the siding and promptly derailed both trucks. When Train 42 had cleared, the other three units of 803 backed the freight out of the siding and then continued west to Brownville Junction, Maine. CN 3678 was later rerailed and went east to Saint John on CP RAIL Train 952.

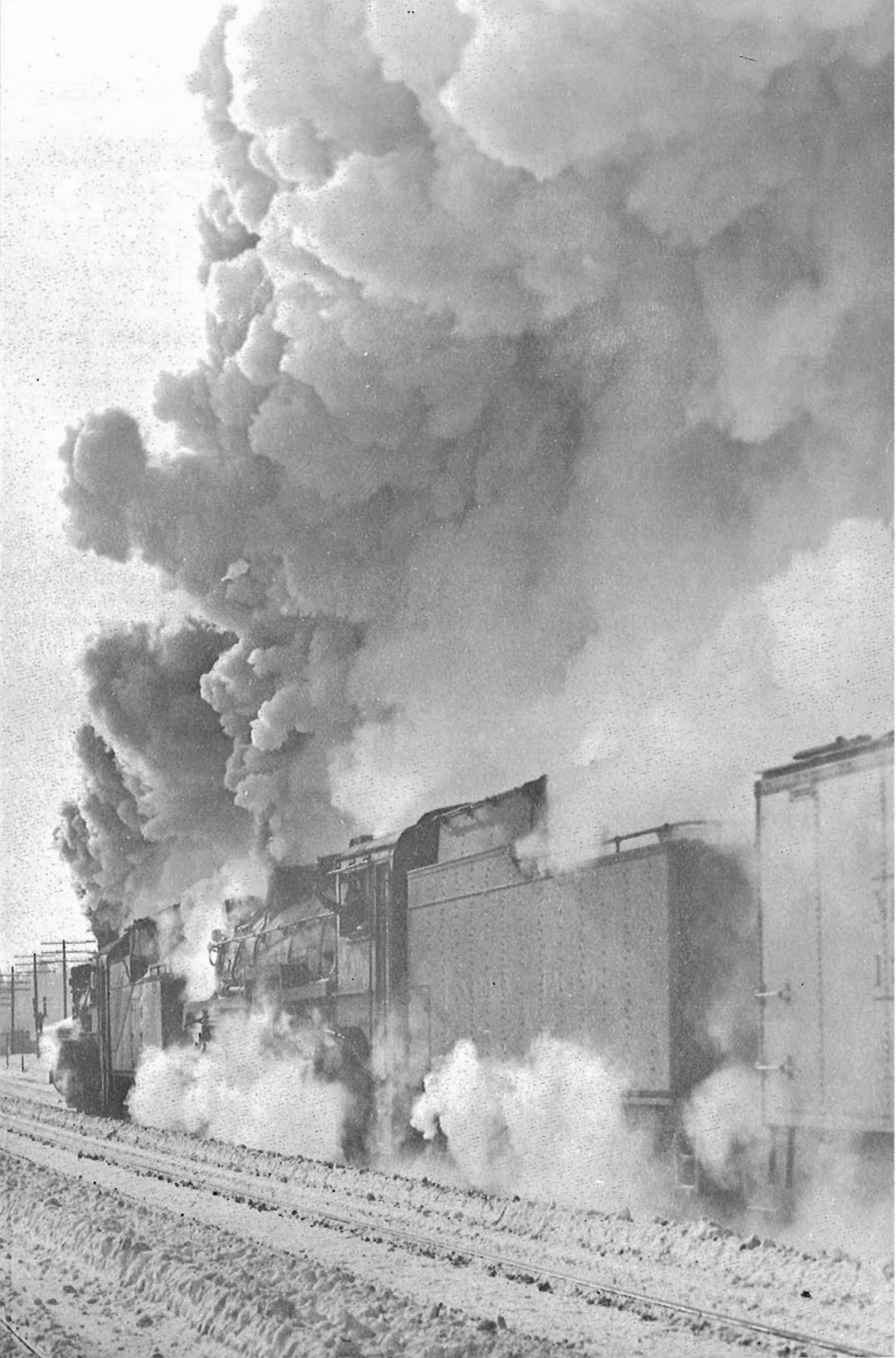
CN used all kinds of power on these extra trains. 3600- and 3700-series units were frequently used, as well as a few 3800s,4400s and some 4500s. GT units 4431,4438 and 4910 appeared once or twice. CN units 3637,3686, 3692, 3727, 3741, 4472 and 4505 were seen on four trains at least.

A WAVE FROM THE FIREMAN,AS DOUBLE-HEADED FREIGHT EXTRA EAST BEGINS TO pour it on through the station at Lennoxville, Québec, heading up the hill through Racey, on the way to Megantic and Saint John, N.B. This is another of Jim Shaughnessy's excellent photographs.

THE OPERATOR AT THE DIAMOND AT LENNOXVILLE HANDS UP ORDERS TO THE ENgineman of Extra 5329 west - double-headed, as usual. Now starts the hard climb up the hill to the Canadian Pacific yard in Sherbrooke,Qué. Jim Shaughnessy was there on 29 January 1954.

A VERY UNUSUAL SIGHT WAS TRIPLE-HEADED EXTRA 5312 WEST,A LASH-UP OF P1s and P2s, approaching the diamond crossing just west of Lennoxville, Québec. The CN siding leading to the interchange track with Canadian Pacific-CP RAIL is visible in the foreground. This was the scene on 12 February 1956 and Jim Shaughnessy was there.

THE AFTERNOON WAS CLOUDY, AS CP EXTRA 5415 EAST (DOUBLE-HEADED!) rumbled through the station at Lennoxville, picking up speed for the climb up the hill through Johnville to Birchton, Cookshire and Megantic. It was a cold 29 January 1954 when Jim Shaughnessy took this picture.

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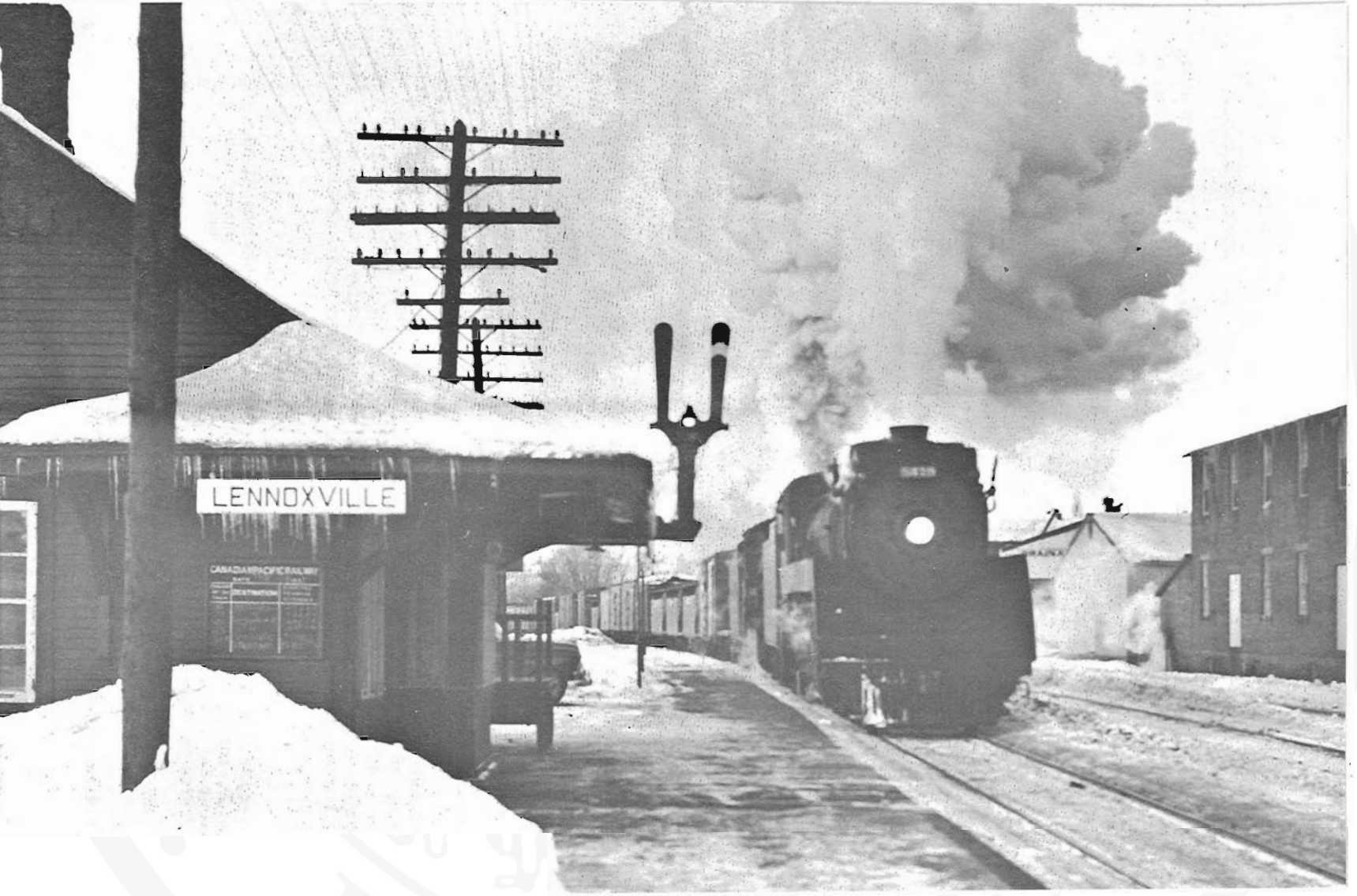

LENNOXVILLE
CANADIAN PACIFIC RAILWAY

One of the most unusual of these rerouted trains sported GT 4431, CN 3693, GT 4910 and CN 3733 on Train 208 eastbound, with 85 loads.On Monday, 13 March, at about 1600 hours, Train 208 was highballing along near Milan, about 15 rail miles east of Megantic. With a gross tonnage of 5,369 tons, this was the second heaviest CN freight to operate over the detour, the heaviest train being Train 208A of 12 March,checking out with 90 loads at 6,217 tons.

For power, this Train 208A had CN 4472, CN 4505, CN 3741 and CN 4587. Train speed was said to have fallen to as low as 4 mph. on some of the grades east of Lennoxville.

It is interesting to note that both of these heavy freights divided the tonnage at about 1350-1500 tons per unit, which is considerably in excess of the 1200 tons per unit, usually allocated by CP RAIL over this difficult part of the subdivision.

CN crews ran from Montreal to Sherbrooke, where they took their 8-hour rest period. From there, they made the entire run through to Brownville Junction, Maine. Westbound, the crews made the through run from Brownville Junction to Montréal. Moncton crews took the freights to Saint John, rested there and then ran through to Brownville Junction, hoping that they would not exceed the 14 hours of service permitted. Sometimes they barely made it!

CP RAIL provided pilot crews, an engineer and a conductor, between Lennoxville and Megantic, Megantic and Brownville Junction Brownville Junction and McAdam and McAdam and Saint John.

In sum, Canadian National used two models - RS18s and GP9s - with 33 different units from two railways - CN and GT - to make this big move.

The whole operation was concluded with quite a commotion. The last eastbound train had 80 cars, including many containers, with units Numbers 4487, 4494, 3637 and 4492 on the head-end. Unfortunately, this freight began to negotiate the sidings, yard tracks,College Street and the various switches in Lennoxville about 1630 hours on 15 March. Since many of the citizens of Lennoxville and the surrounding countryside work in Sherbrooke and, at this hour, were driving home, there was a traffic jam of monumental proportions.

After 16 March, railway activity on CP RAIL's "Short Line" declined considerably. Traffic jams caused by freight trains were thereafter much less frequent in Lennoxville and train-watching sure isn't what it was in March, 1972.

A QUARTET OF GP9s - GT NO. 4904, CV NO. 4925, CV NO. 4923 AND GT NO. 4447, idling on the ready track between assignments, at Central Vermont Railroad's Italy Yard, St. Albans, Vermont, 8 April 1972. Pierre Patenaude took the picture.

DIESEL DIVISION-GENERAL MOTORS OF CANADA BUILT GP9s CANADIAN NATIONAL Railway's Numbers 4483, 4495 and 4597, idling at the Central Vermont Railway's servicing tracks at St. Albans, Vermont, on 8 April 1972. Pierre Patenaude was "on the spot" to take the picture.


4483
4495
4483


4504
GT
4904
CV

The Quebec Train Ferry of 1914

S.S. Worthen.

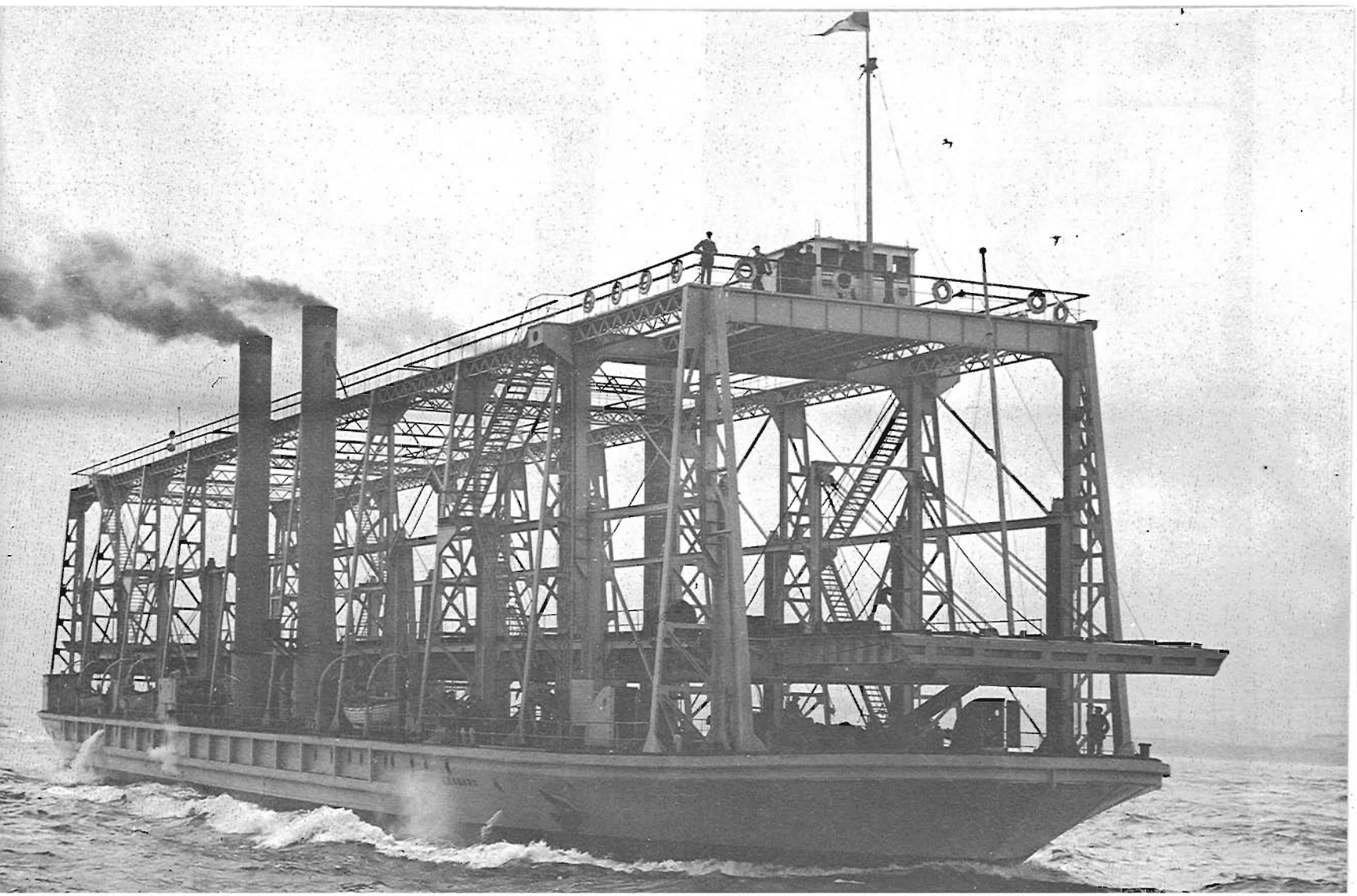
One of the most remarkable vessels ever to appear on the waters of the St. Lawrence River was, without doubt, the "S.S.Leonard". For about three years, this train-ferry linked the two sections of the National Transcontinental Railway on the north and south shores of the St. Lawrence, between Québec City and Lévis.

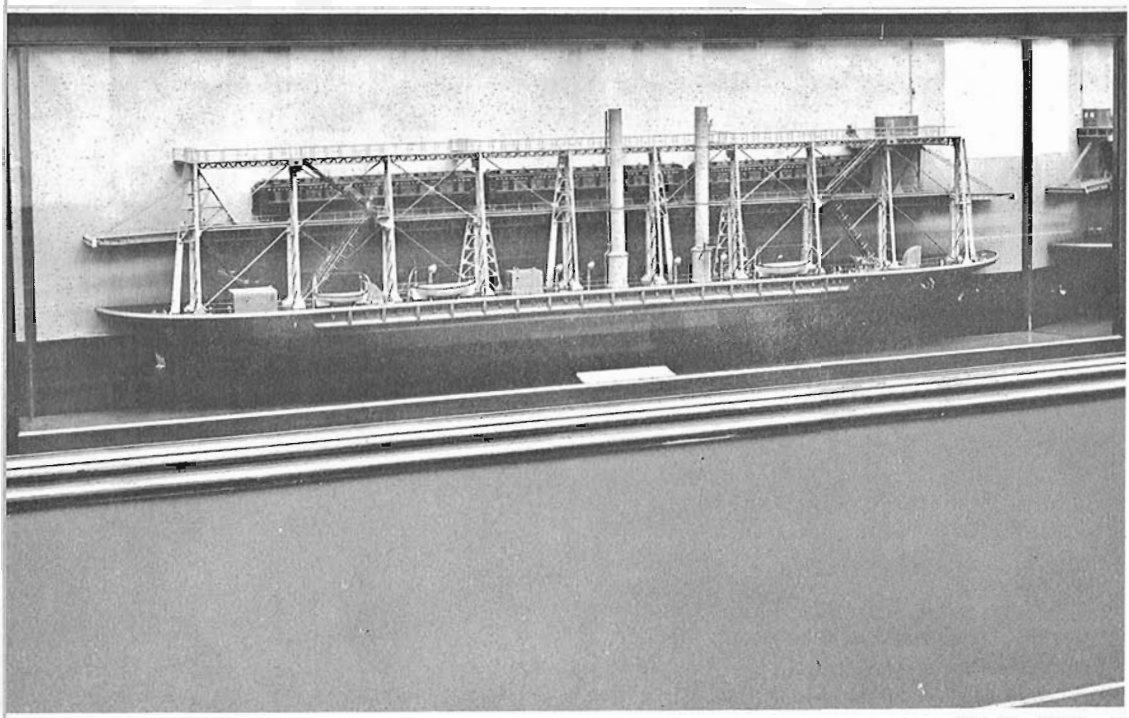
In Volume 2 of his history of Canadian National Railways - TOWARDS THE INEVITABLE - Colonel G.R.Stevens describes the circumstances which led to the construction of the National Transcontinental Railway, the second of the truly main line railways across Canada. Its genesis was entirely political. Sir Wilfred Laurier, leader of the Liberal Party and Prime Minister of Canada at that time, was the architect of the enterprise. The new railway was justified partly because of economic necessity, partly because of political inducements and partly because of Sir Wilfred's personal vanity. It was not, in the end, successful as an enterprise. Colonel Stevens sums it up precisely: "Seldom has a parliamentarian of unstained character carried off any matter with such a high hand and with such deplorable results". But this unsuccessful enterprise did cause the production of a very remarkable vessel.

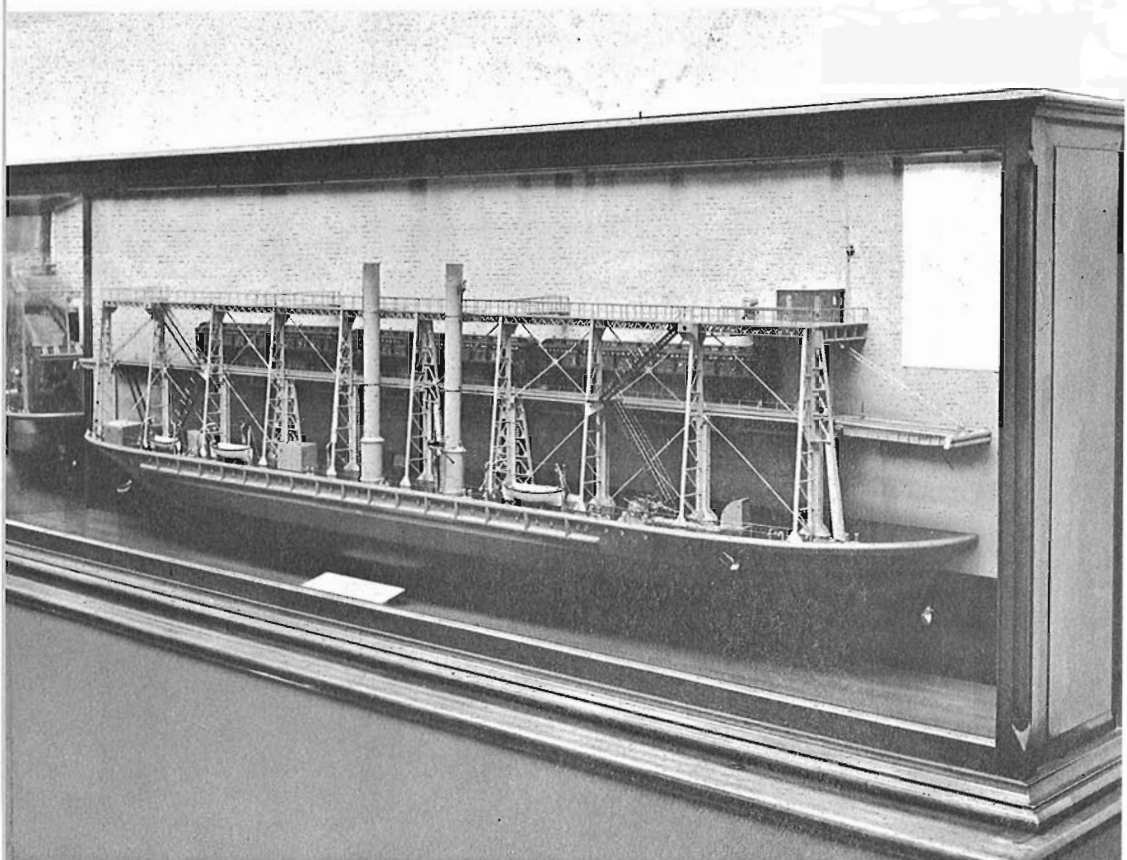
The surveys for the National Transcontinental began in the autumn of 1903. The Eastern Division from Moncton diagonally across the Province of New Brunswick to Lévis, opposite Québec City, was to be constructed first. About 150 miles of duplicate railway might have been saved had the National Transcontinental joined the existing line of the Intercolonial Railway at Saint-Jean-Port Joli, but the NTR chose to build a new line about 30 miles east of the ICR for the entire distance to Lévis.

The key link in the slightly over 1,800-mile Eastern Division of the NTR was the bridge which would carry the railway over the St. Lawrence River. It was to be high enough above the water to allow ocean liners to pass underneath without difficulty and the cantilever span was to be even longer than that of the Forth Bridge in Scotland, the most remarkable engineering structure of the time. First considered in 1887, no firm plans for the Québec Bridge were

THE S.S.LEONARD OF THE NATIONAL TRANSCONTINENTAL RAILWAY OF CANADA, during her speed trials. The navigation bridge, the perimeter catwalk, the moveable tidal deck and the method of bracing it are all clearly visible. Photo courtesy Messrs. Cammell Laird & Co.







made until 1898, when the Privy Council of Canada approved the general plan for a cantilever-type bridge over the St. Lawrence. It was proposed that the bridge would carry a double line of railway , two electric tramway tracks, two walkways for pedestrians and a roadway for horse-drawn traffic.

The location selected for the new bridge was about six miles upriver from Québec City, near the mouth of the Chaudière River on the south shore. Work on the substructure began in October, 1900. While the Québec Bridge may have been visualized originally as a means of linking the north and south shores for local traffic, it soon became of paramount importance as an integral part of the National Trancontinental's 1,804-mile Eastern Division main line.

In New Brunswick, construction of the railway from Moncton began in May, 1907 and by March, 1909, 170 miles of roadbed and 47 miles of track had been completed. On 24 November 1911, the new line was opened from Moncton to Edmundston, New Brunswick - 231 miles - and a tri-weekly mixed-train service was established, operated by the Intercolonial Railway.

In the Province of Québec, construction lagged interminably and it was not until 1912 that the Edmundston - Rivière Bleue (45 miles) section was opened. Through traffic to Lévis was inaugurated on 1 July 1914. On the north shore of the St. Lawrence, contracts for 250 miles of railway were in work in the spring of 1908. By 1912, the rail-head had advanced north and west to Tachereau. Through northern Ontario, the rails were laid slowly and with difficulty across the Precambrian Shield. But progress was relentless and on 17 November 1913, the final gap between Grant and Nakina, Ontario (131 miles)was closed.

Thus it was that when the National Transcontinental Railway from Moncton, New Brunswick to Winnipeg, Manitoba was placed in operation on 1 June 1915, there were still about 2,000 yards of the Eastern Division yet to be completed. This distance included the approaches to the Québec Bridge and the bridge itself.

Meanwhile, an interim means of getting trains across the St. Lawrence was urgently required and it was decided that a train-ferry would be used. This was not the first time that this problem had been faced. In September, 1882, the North Shore Railway (Montréal to Québec City) and the Québec and Lake St. John Railway, both north shore lines, had discussed such a proposal with the Intercolonial Railway on the south shore of the river. These discussions continued in 1883, but without any definite decision or recommendation.

But Sir Wilfred Laurier and his Cabinet were in no mood to wait. Accordingly, the Government of Canada placed an order with Messrs. Cammell Laird and Company, Birkenhead, Cheshire, England, in 1912, for what is probably the most unique train-ferry ever built.

THE MODEL OF THE S.S. LEONARD WHICH WAS BUILT BY MESSRS. CAMMELL LAIRD and Company of Birkenhead, England, before the actual construction of the vessel was undertaken. The cars on the moveable tidal deck are lettered "National Transcontinental Railway of Canada". This remarkable model is today exhibited by the Borough of Birkenhead in the Williamson Museum; H.H.G.Arthur,F.L.A., F.R.S.A.,Borough Librarian & Curator made these pictures available.

The vessel was Cammell Laird's Number 797, was launched on 17 January 1914 and was completed at the end of July following. She was intended to be an ice-breaker as well as a train-ferry, the first qualification being necessary since the river in the vicinity of Québec City frequently was blocked with drifting ice or was frozen entirely.

Originally, the vessel was to be named the "Ottawa", but she was subsequently christened the "S.S.Leonard", probably in honor of Lieutenant-Colonel R.W.Leonard, soldier, engineer, author and sole member of the government's National Transcontinental Railway Commission, when it was reconstituted in 1911.

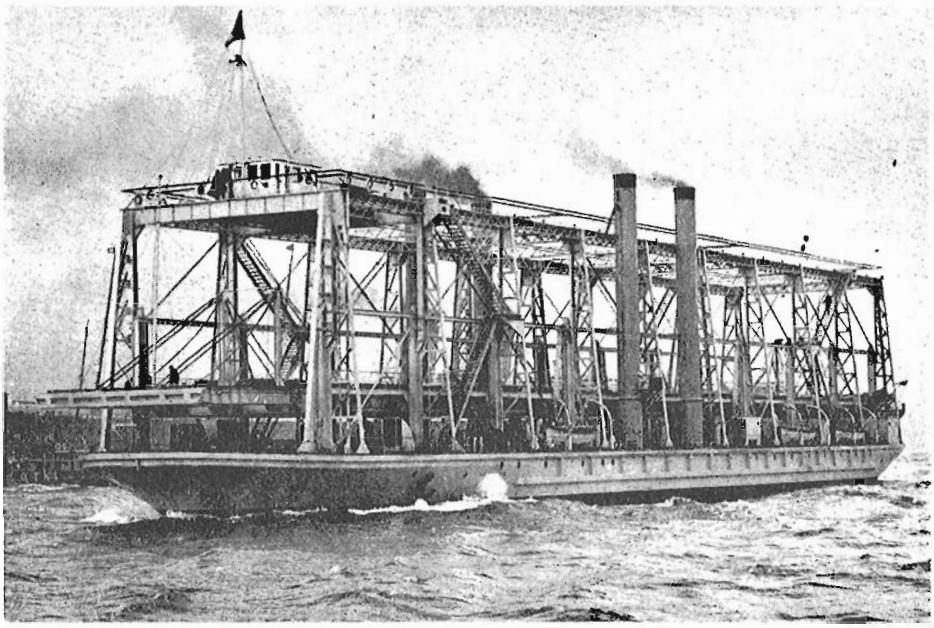
Regardless of her name, the "S.S.Leonard" was a remarkable and marvellous argosy. Her steel hull was 326 feet long, with a beam of 65 feet and a draft of about 15 feet. So far, so good! A vessel of adequate length and beam, drawing a satisfactory depth of water for navigation between Québec City and Lévis. Her propelling machinery consisted of two sets of triple-expansion, condensing engines, supplied with steam by eight, single-ended, cylindrical boilers, working under natural draught.

To improve her navigational ability, the vessel had an ice-propellor of nickle steel at her bow, which was driven by a compound condensing engine. The "S.S.Leonard" was built to Lloyds' special survey and was constructed " for the carriage of passenger and freight trains at all seasons of the year" . It was at this juncture, however, that all resemblance to an ordinary steamship suddenly disappeared.

Above the main deck was the structure which carried the platform which carried the train. The structure was a complicated lattice-work of steel beams and braces, the moveable steel deck, called a "tidal deck", being the most important part. On this "tidal deck" were three railway tracks each about 272 feet long. The deck rested on castings and was capable of being moved up and down through a distance of about 20 feet. The total weight of the platform and the train was raised and lowered by means of ten vertical lifting screws, mounted along each side of the vessel and supported on columns. These columns were stayed against longitudinal transverse thrusts by lattice buttresses.

The lifting screws which were required to do all the load-carrying were hung on ball-bearings from the top and were powered by means of worm-gears, driven by horizontal shafting which ran along the length of the vessel on each side of the main deck. The shafting was driven through bevel gears from a four-cylinder, high-pressure steam engine, located below the main deck. The total arrangement was rather difficult to visualize, to say the very least!

The shafting, gearing and screw-jacks were designed to lift the tidal deck, loaded with a train and locomotive - a dead weight of about 1,400 tons - through a distance of about 20 feet. At each end of the tidal deck, a hinged gangway or "apron" was suspended at one end. While the adjustable tidal deck could be raised and lowered at the rate of about 1 foot per minute to compensate for any stage of the tide, the apron allowed for slight changes in height



THE TRAIN-FERRY S.S.LEONARD UNDERGOING HER SPEED TRIALS IN THE ESTUARY of the Mersey River, off Birkenhead and Liverpool in August, 1914. This photograph appeared in a history of Messrs. Cammell Laird and Company and is reproduced with their kind permission.

due to variations in the trim or heel of the ship, resulting from unequal distribution of weight while loading or unloading coaches or cars.

To complete this incredible superstructure, a promenade was built all around the top of the superstructure above the tidal deck, with a bridge platform forward, from which all steering and manoeuvering were directed. Below decks, the boiler rooms were arranged in wing compartments amidships, with the coal bunkers and tidal-deck engine room between them. The main propelling engines were situated aft of the boiler rooms and the engine for the forward ice-propellor was located in the hold just aft of the forepeak bulkhead.

The "S.S.Leonard" was provided with electric lights throughout and electric motors raised and lowered the end-aprons and electric winches could haul cars on and off the tidal platform. Double windlasses were fitted, one on each side, with slip drums for mooring. The officers and crew had quarters below the main deck forward, on both sides of the ship. Steam connections were available for heating the coaches during the winter-time river crossing.

On 28 July 1914, the vessel (named "S.S.Tranmere", according to the BIRKENHEAD AND CHESTER ADVERTISER of 1 August 1914) described as a "naval novelty", underwent her speed trials, achieving a speed of 13 knots, as per specification. The owners were represen-

ted by Mr. Charles Duguid, Chief Constructor, Department of Marine and Fisheries, Government of Canada and Mr. J.E.Hamilton, resident Surveyor.

After her acceptance, the "S.S.Leonard" made the trip to Canada from Birkenhead under her own power. She was entered in the Registry of Shipping for the Port of Québec on 20 September 1915, with a registered tonnage of 3,348 tons. Other particulars given in the Registry of Shipping do not agree with the original dimensions quoted in the press reports from Birkenhead.

An examination of the model of the "S.S.Leonard" today exhibited in the Williamson Art Gallery and Museum, Birkenhead, reveals that three passenger cars could be accommodated on each of the three parallel railway tracks on the tidal deck. From this, it may be concluded that the vessel could take an engine, two baggage cars, and six coaches or parlor-sleeping cars in one crossing. Similarly, about 15 boxcars of the period, together with the engine and caboose could be ferried across the river together. It may be supposed that two trips would have been necessary to transport the normal freight train of that time.

The "S.S.Leonard" continued in this essential train-ferry service across the St. Lawrence River at Québec City until the Québec Bridge was completed and opened for traffic on 3 December 1917 - about 3 years.

The subsequent history of this unique vessel is of interest. The British Government had indicated to the Government of Canada that the "S.S.Leonard" was urgently required for the ferrying of war materiel across the English Channel from Southampton to Cherbourg, in the terminal months of World War I. Accordingly, the train-ferry made the return voyage to England in 17 days during the early months of 1918. A new mooring dock with three parallel rail lines was built near an existing ferry slip at Southampton, with a corresponding installation at Cherbourg. Train-ferry service began operating on 6 November 1918, only a few days before the Armistice on 11 November which ended the war. During this brief period, the "S.S.Leonard" was renamed simply "T.F. 4". In March, 1919 - the war being over - the train-ferry service between Southampton and Cherbourg ceased to operate, but their terminal facilities were not dismantled until 1927.

The "T.F. 4" was sold to the Anglo-Saxon Petroleum Company and converted to an oil tanker at the yards of Smith Drydock Company, Middlesborough, England. Renamed the "S.S.Limax", she was of 4,718 gross tons. She was finally scrapped in 1932.

The "S.S.Leonard" of the National Transcontinental Railway was a remarkable vessel in many ways. Of an unconventional design, her career in the service for which she was designed was brief. Her subsequent history in a similar service between England and France was ephemeral. Even her design, which certainly was adequate for the intended purpose, was not - as far as can be determined - perpetuated. Had the "S.S.Leonard" remained in Canada, she might well have passed into the ownership of the Canadian Pacific Railway Company, since only at Saint John, N.B. and Digby, N.S. do the tides vary suffi-

ciently to warrant the use of such a train-ferry in a potential railway operation.

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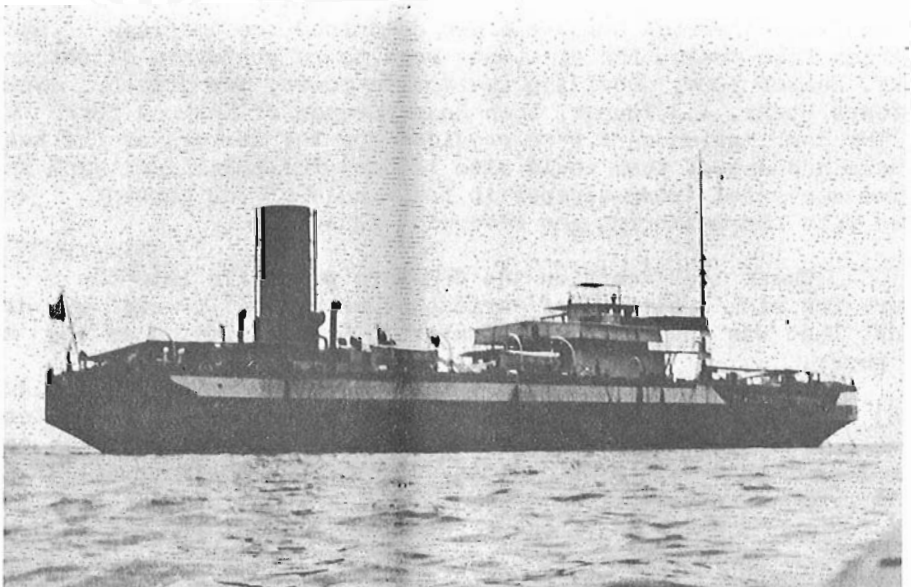
BIRKENHEAD AND CHESTER ADVERTISER	Birkenhead, England (1914).
BIRKENHEAD NEWS	Birkenhead, England (1914).

T.S.S. "LIMAX" - A SHELL TANKER - AFTER SHE HAD BEEN CONVERTED TO A tanker from a train-ferry. The picture was taken in October, 1930, two years before she was finally scrapped. The photo was kindly provided by Mr. H.H.G.Arthur, Borough Librarian & Curator, City of Birkenhead, Cheshire, England.



THE TRAIN TO SOMEWHERE

From Information Supplied

by

Mr. E. Ratcliffe.

Life, someone has cynically remarked, is full of surprises! It is also full of perspicacious railway enthusiasts! Whenever the Editor is a little vague in captioning a picture, as he was on page 93 of the March, 1972 issue (No. 242) of CANADIAN RAIL, you can be sure that some observant reader will send the information that sets the record straight!

The train in the aforementioned picture was composed of two combination passenger/baggage cars, two freight cars and a converted World War II US troop-sleeper, the whole being hauled at a very considerable speed by Canadian Pacific Railway Jubilee-type 4-4-4, Number 3004. The Editor's caption said that the train was on its way "from somewhere to somewhere". Our member, Mr. Edward Ratcliffe, of Griffin Steel Foundries Limited, knew where the "somewheres" were!

It was in the sunny summer of 1952, writes Mr. Ratcliffe, that this unusual train took to the rails of Canadian Pacific to perform a special series of tests. The two "combos", the two freight cars and the converted troop-sleeper comprised the American Steel Foundries test train. And the tests were to be performed on boxcar trucks. Number 3004, providing the motive power, was driven during the tests by Mr. J.J.Youngs, then Road Foreman of Engines for the CPR. The combination cars were provided for the members of the testing team and one of them could also be used for passenger truck tests. The converted troop-sleeper in the middle of the consist was fitted with the measuring and recording equipment.

These 1952 tests on the CPR were primarily intended to measure the ride qualities of various types of "BX" trucks at high speeds. That was the reason why Number 3004 was selected as the motive power.

The train, from front to rear, had the following configuration: a "combo", a boxcar fitted with one set of trucks to be tested, the converted troop-sleeper, alias the instrument car, the second boxcar fitted with a set of "yardstick" or comparison trucks and finally, the second "combo".

To obtain a true evaluation of the capabilities of wheels, trucks and brake systems under test, as many as possible of the test conditions had to be kept constant. Instrumentation on the set of trucks to be tested, car weights, train speeds and track conditions had to be tightly controlled.

At that time, Mr. Ratcliffe was a member of the Mechanical Department of the Canadian Pacific Railway Company and was on board the train during every run made during the two-week testing period. The stretch of the CPR selected for the runs was that part of the Westmount, Adirondack and Sherbrooke Subdivisions from Glen Yard, Montreal - where the test train was serviced and stored - and Brookport, Québec, the junction of the Newport Subdivision. The high-speed tests were carried out on those portions of the line between Adirondack Junction and St. Johns, Québec and St. Johns and Farnham, the latter a comparatively shorter stretch.

The American Steel Foundries test train was designed and constructed to make important measurements on steel railway wheel contours, car-trucks and truck-brake designs. Before coming to Canada in 1952, the ASF test train had been in use widely in the United States and, in fact, the boxcars - ASFX 1940 and ASFX 1941 - are numbered for the years in which they were actually purchased. Prior to its Canadian visit, the ASF test train had been in use on the Illinois Central Railroad by the Association of American Railroads, making very comprehensive tests on freight car trucks.

More recently, the ASF train has been working over a 20-mile segment of the Burlington Northern, north of St. Louis, Missouri. The tests conducted over this stretch in 1970 involved the evaluation of different wheel-tread contours and the results were reported in detail in the November, 1971, issue of RAILWAY LOCOMOTIVES AND CARS.

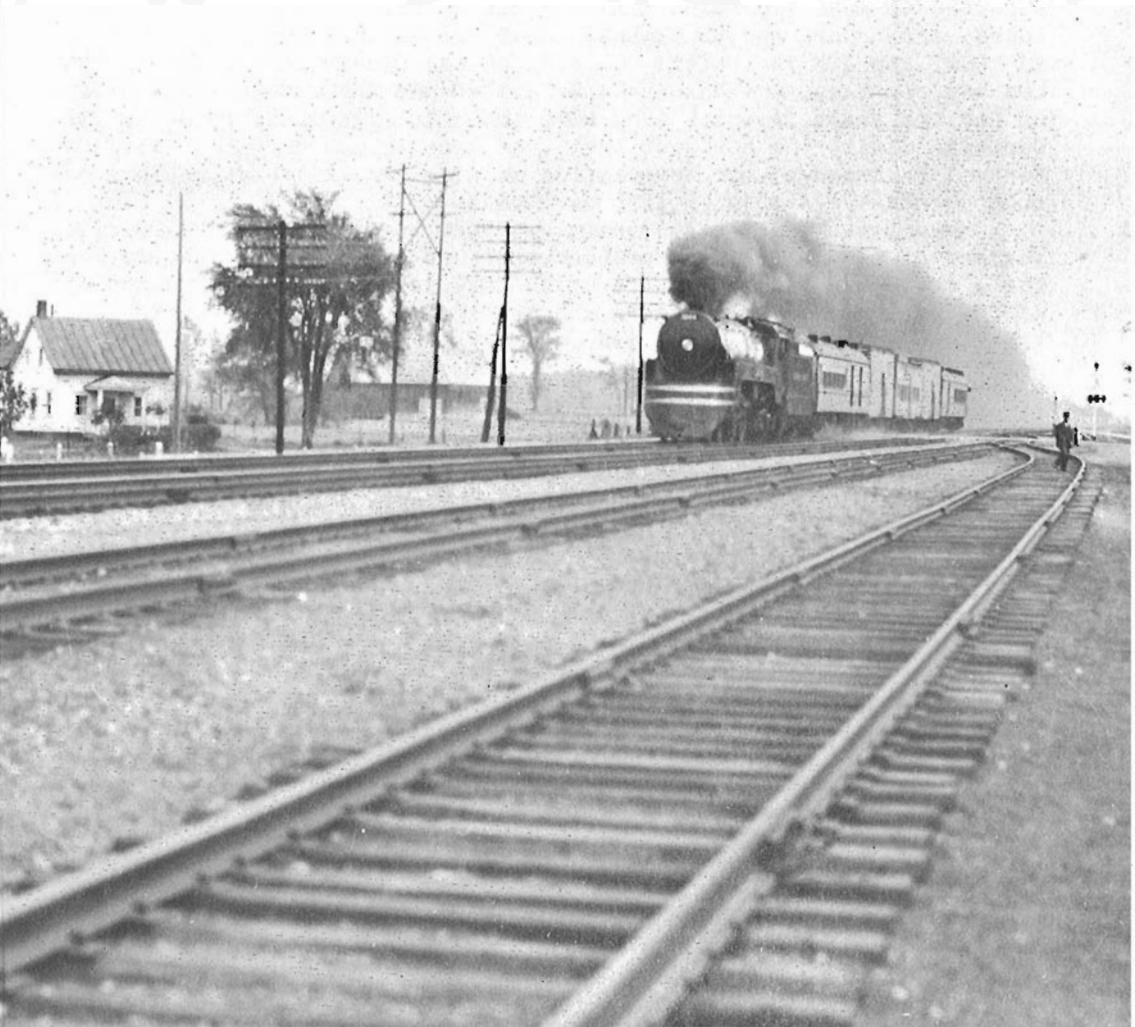
During these wheel-test series, the wheels to be studied are mounted on one end of one of the ASFX boxcars, adjacent to the instrument car. The boxcar is loaded to simulate different operating conditions. By changing the direction of travel of the test train, the wheels or trucks can be observed and their characteristics recorded in both the leading and trailing positions. In 1970, closed-circuit television was added to the usual battery of movie cameras used to record the performance of the wheels and/or trucks.

But to return to the 1952 series. Being a member of CPR's Mechanical Department at the time, Mr. Ratcliffe enjoyed a superlative advantage. He knew where and when the ASFX test train would be operating. Mr. Ratcliffe enjoyed yet another distinct advantage. He had, for a father-in-law, Mr. A.W.Leggett, Distinguished senior member of the Association and excellent amateur photographer.

For these interconnected reasons, we are able to present a remarkable picture by Mr. Leggett of "the train to somewhere". It is a matter of sheer coincidence, of course, that Mr. Leggett happened to be at the station at St-Philippe, Québec, fifteen miles west of St. Johns, on the appropriate morning and at the precise time when Mr. Ratcliffe was observing most particularly the speedometer in the instrument car, midway in the ASF test train.

At that clandestined instant, when the "train to somewhere" roared through the station, Mr. Leggett pressed the shutter-release and the speedometer needle in Mr. Ratcliffe's field of vision registered precisely 96.2 miles per hour!

And in the following fraction of a second, the "train to somewhere" had gone!

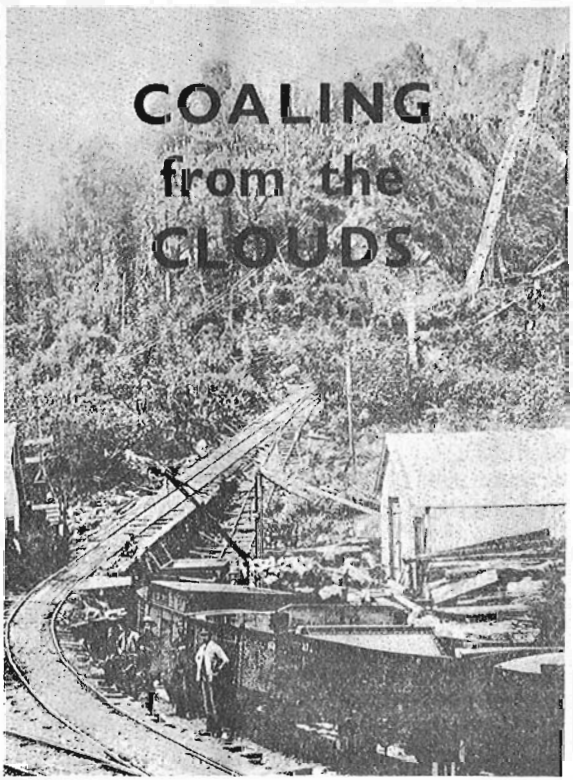


PUT YOUR FEET UP !

S.S.Worthen.

Among those happy partnerships frequently discovered amid the normal confusion of life is that of summer and books. There is nothing - in the opinion of the writer - quite as relaxing as the shade of a tree, a comfortable garden chair or lawn swing and an interesting book. Of the latter, there is a better than ever selection this summer.

From New Zealand comes a modest volume by Mr. R.J.Meyer, describing the discovery and development of the coal fields on South Island, not far from the present-day town of Westport. The coal seams of the Mount Rochfort Plateau - 1,960 feet above the sea and 11½ miles from Westport - were first discovered in 1860 and Mr. Meyer describes in detail the means by which the coal was conveyed from the plateau to the boats at Westport. Much has been written about incline railways, but this operation was the most daring of them all. Mr. Meyer's book is a most interesting and remarkable history.



Messrs. David & Charles of Railway Station, Newton Abbot, Devon, England, have forever endeared themselves to the railway timetable enthusiasts by reprinting Bradshaw's August 1914 Continental Railway Guide in its entirety - save for some pages of advertisements - with a foreword by Mr. J.H.Price. It is a majestic volume. Not only are there fascinating advertisements for all the famous (and infamous) hotels of that year, but the reader can peruse the schedules of the "grands trains de luxe" of Europe to such exotic places as Cannes, Algiers, Biarritz, Constantinople and many, many other famous cities and resorts. The express from Moscow to Irkutsk left on Wednesdays & Saturdays at 11.30 p.m. This fascinating volume was the last, entirely comprehensive Bradshaw produced before World War I. It is, indeed, a treasury for the railway historian and timetable enthusiast alike.

George Allen & Unwin Limited produced during 1970-71 a trio of very readable books on the railways of England and Scotland before the grouping of 1923. Mr. O.S.Nock's "Rail, Steam and Speed" is vastly entertaining, although it does repeat some episodes of British railway history which are very well-known and sometimes quite contentious. Mr. E.G.Barnes has written a second volume in his two-part history of the Midland Railway, summarizing the events in the years 1875-1922 on this most famous of England's railways.
Mr. Campbell Highet, longtime active railwayman with the same Midland Railway has authored a definitive history of steam locomotives in Scotland during the years 1831-1923. It is an interesting work but the exclusion of many of the smaller and lesser-known Scottish steam locomotive builders of the 1830s and '40s is regrettable.

COALING FROM THE CLOUDS Meyer, R.J. 64pp., maps & b&w illus.
New Zealand Railway & Locomotive Society 1971 (no price stated)

BRADSHAW'S AUGUST 1914 CONTINENTAL GUIDE 584pp. European Timetables
David & Charles, Newton Abbot, Devon, England (Reprint) £ 6.30

THE MIDLAND MAIN LINE 1875-1922 Barnes. E.G. 280 pp. maps & illus.
George Allan & Unwin Ltd., Park Lane, Hemel Hempsted, Eng.1971 £ 2.75

SCOTTISH LOCOMOTIVE HISTORY 1831-1923 Highet, Campbell 240 pp. illus.
George Allan & Unwin Ltd., Park Lane, Hemel Hempsted, Eng.1971 84s.

RAIL, STEAM AND SPEED Nock, O.S. 163 pp. b&w illustrations
George Allan & Unwin Ltd., Park Lane, Hemel Hempsted, Eng. 1971 55s.

WAYBILLS Editorial Staff CANADIAN RAIL

October 1972

HAPPINESS IN HALIFAX - 1972 STYLE

will also be an occasion for general rejoicing among the readers of CANADIAN RAIL. They can join the members and friends of the Scotian Railroad Society, who are quite jubilant over the acquisition of yet another exhibit for their recently-formed railway museum. Not content with acquiring the private car "Ethan Allen" (CANADIAN RAIL, No. 231, April, 1971), the Society has added the "Georgia Peach" to the Scotian Railroad Museum!

The "Georgia Peach" is no ordinary object. In her present state she is a genuine 2-6-2 steam locomotive,which has been stored by the Drummond Coal Company of Westville,Nova Scotia, since she was retired in 1967. Westville is located in the heart of the Stellarton-New Glasgow coal producing area of Nova Scotia, about 100 miles northeast of Halifax and 11 miles from Pictou, on the way to New Glasgow.

The six-wheel switcher, today known as the "Georgia Peach", was built by the Baldwin Locomotive Works of Philadelphia,U.S.A. in 1911 (B/N 36768) for the Jacksonville Terminal Railroad, as its Number 4. After some 20 years of service, Number 4 was sold to the Southern Iron and Equipment Company of Atlanta,Georgia and it was at this time that the sobriquet "Georgia Peach" was acquired.

The "Georgia Peach" came to the Drummond Mine of the Intercolonial Coal Mining Company of Westville about 1930. The coal company's master mechanic lost no time in adding a two-wheeled leading truck and a two-wheeled trailing truck, so that the "Georgia Peach" could negotiate the twisting, undulating track around the mine - both forwards and backwards.

When the Drummond Mine and its accessory railway became the Drummond Coal Company, Number 4 went along as part of the sale. She continued to haul loads and empties to and from the CN line until changing technology made her continued operation unprofitable.

Number 4's last task was to help rerail her successor, a GE diesel-electric locomotive, after a slight mishap. When the diesel unit was back on the track, Number 4's duties were terminated. But she was not sold to the scrapper,neither was she left outside to suffer the ravages of time. For reasons then best known to the Company, she was run carefully into a shed on the property and the door was then closed gently. And here she stayed until she was resurrected by the Scotian Railroad Society!

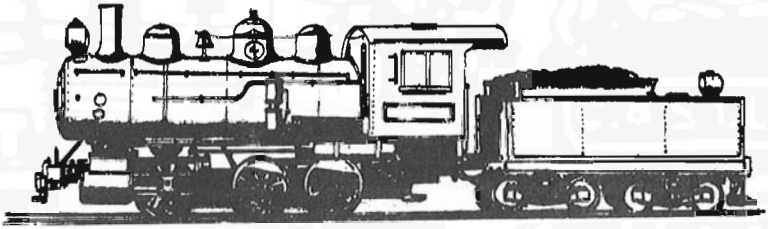
Today, Number 4 has two plates on her boiler jacket. One attests to her origin - Baldwin, 1911, No. 36768 - and the other designates her one-time owner - Southern Iron & Equipment No. 2278.

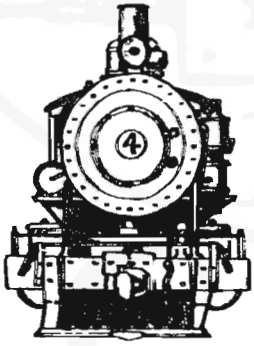
The "Georgia Peach" is remarkable historically in that she was (a) the last steam locomotive to operate in revenue service in the Province of Nova Scotia and (b) the last steam locomotive to belong to her original Canadian owner. The Scotian Railroad Society intends to bring her from Westville to Halifax where, in the fullness of time, the leading and trailing trucks will be removed to restore the "Georgia Peach" to her 1930 0-6-0 wheel arrangement. Naturally, the move and the restoration will require money, even though the labour

will be provided voluntarily by the Society's members. A campaign to raise money is planned. Railway enthusiasts who would like to help may send donations in advance to Georgia Peach,c/o The Scotian Railroad Society, P.O.Box 798, Armdale Postal Station, Halifax, Nova Scotia.

A brief review of the four-year progress of the Museum might be in order. Four historic railway cars have been acquired: (1) an 1875 ex-Intercolonial Railway baggage car, built at Moncton,N. B.; (2) a well-appointed private car, the "Ethan Allen", built in 1891; (3) a steel mail and express car, built for Canadian National Railways in 1939 and (4) a wood-sheathed caboose, built in 1907. Two spur tracks have been laid on land leased from Canadian National Railways for the Museum. A chain-link fence has been erected to enclose half the museum site. Protective plywood or plexiglass covers have been installed on all windows and flood-lighting has been provided. To date, the members themselves have invested some $ 5,300 in the Museum.

Bob Tennant,jr., Editor of the Society's quarterly THE MARITIME EXPRESS, says that if the acquisition of the "Ethan Allen" brought happiness to Halifax, then obtaining the "Georgia Peach" has brought PURE ECSTASY!





a project of the

SCOTIAN RAILROAD SOCIETY

THE APRIL, 1972 ISSUE OF BRITISH COLUMBIA RAILWAY'S publication, "The Coupler", appeared with a completely new masthead, depicting a diesel-electric unit, decorated with the dogwood flower, the Province's emblem, running at speed with a freight. This is the first time that the masthead has been changed since the publication first appeared in September, 1959.

In the same issue, BCR announced plans to construct one of the largest tunnels in the Province, with a scheduled completion date of 1973. This single-track tunnel will begin at the east end of the trestle over Dawson Creek in West Vancouver and will have its north portal near Horseshoe Bay and the terminal of the ferries to Nanaimo and other destinations. To cost an estimated $ 2.1 million, the new tunnel will eliminate a stretch of track which has been a continuing source of trouble to the railway. The existing portion of the right-of-way between Dawson Creek and Horseshoe Bay will be abandoned and the track removed. Some choice building sites may thereby be created.

The new route will reduce track curvature considerably as well as clipping off approximately 1.2 miles of line.

Meanwhile, at Squamish, BCR's ocean terminal at the north end of Howe Sound, there is great activity as development of the multi-million dollar port facility continues on schedule. Phases I and II involving the development of 42 acres and two deep-sea berths, have now been completed. When completed, the overall port facility will comprise some 600 acres of prime waterfront land.

ON MONDAY, 17 JULY 1972, A BRIEF ITEM IN THE MONTREAL "STAR" announced that Canadian National Railways had placed an order for 30 diesel-electric locomotives with MLW Industries, Division of MLW Worthington Limited, a 52%-owned subsidiary of Studebaker- Worthington Corporation of New York City.

This order, said to be worth $ 10 million, was for MLW-I models M-420, 2000 hp., 4-axle units. Delivery is scheduled to start in April, 1973 and to be completed by June. The type of service for which these M-420s are intended was not stated. S.S.Worthen.

TRAIN-WATCHING ALONG MONTREAL'S LAKESHORE is generally much like train-watching anywhere else. In summer '72, leased units abounded on both CN and CP RAIL and the assortment of power on freights was remarkable. But on 20 July, something quite different and remarkable occurred. Observers were no little surprised to see CP RAIL's Train 2, the "Canadian", roaring through Ste-Anne-de Bellevue about 1905 hours EST, some 40 minutes late and making up time with difficulty on the tight schedule. But these same observers were astonished only four minutes later when CN's Train 2, the "Super Continental", blasted around the reverse curve off the bridge and through the station, intent on making up a few of the 90 minutes of accumulated lateness.

The "Super" roared east along the Lakeshore to the station stop at Dorval, almost overtaking her rival. The "Canadian" was OS Dorval at 1927 and 1929 EST, while the "Super" was OS Dorval at 1932 and

1935. It was almost a race and the chances of it ever happening exactly are infinitessimal. The "Super" is normally due at Dorval at 1655 and the "Canadian" at 1840.

But sometimes you can almost see these two famous trains roaring through Beaconsfield, neck and neck, in the best tradition of the Canada Atlantic and the Canadian Pacific in the 1890s. That would be a sight to thrill the most dyed-in-the-wool streetcar enthusiast!

Voyage de rétour.....

Il pouvait, à travers les fils du télégraphe,
D'où les petits oiseaux s'envolaient, ayant peur,
Le front hors du wagon qu'emportait la vapeur,
Et les cheveux livrés au vent qui les fouette,
Voir de Québec décroître au loin la silhouette
Et, semés de murs gris et de blanches maisons,
Verdoyer au soleil les vastes horizons.
(Avec tous nos excuses à Coppée)

IN A WISTFUL "P.S.", JIM SHAUGHNESSY NOTES

that the Delaware & Hudson Railroad has sold its five ex-Denver & Rio Grande Western coaches, Numbers 21 through 25, to the Ferocarilles Naçionales de Venezuela. They departed Colonie, N.Y. on 10 August 1972 for Norfolk, Va., where they were loaded on a ship bound for that country. Thus, if AMTRAK service is resumed from New York to Montréal via the D&H, some of the equipment in the AMTRAK pool will be used.

PRINCE EDWARD ISLAND - CANADA'S FAMOUS HOLIDAY ISLAND -

also has a group who are active in the formation of a railway museum for Canada's smallest province. In June, 1971, the Railway History Committee of the Prince Edward Island Heritage Foundation was formed. Originally, it consisted of six members, all interested in railway history. Being an integral part of the Foundation, the Committee had no specific budget during its first year. This in no way discouraged the group from undertaking a project, which was the photographing of the 121 railway stations on the Island. Simultaneously, information was collected pertaining to these stations and old photographs of the Island's railways were discovered and copied.

A second project of the Committee has been to acquire a small number of railway vehicles for the proposed railway museum. An old narrow-gauge boxcar, without trucks, has been found. An 1884 narrow-gauge passenger coach will be donated, if the Committee can move it away.

While the group meets fortnightly, two additional public meetings have been held. The Committee has asked Canadian National Railways for the station at Elmira and the waystop at Watervale. These buildings will form part of the railway museum. In addition, the Committee is seeking to acquire some condemned standard-gauge cars for display at the museum.

Mr. Allan Graham, Chairman of the Railway History Committee, was a recent visitor to the Canadian Railway Museum, Saint-Constant, Qué.

During the discussions held with the Directors of the Museum, Mr. Graham said that he believed that there was a good chance that the museum site would be selected in 1973. The support of the P.E.I. Heritage Foundation and the citizens of the Province were confidently anticipated. Editorial Staff.

CANADIAN PACIFIC RAILWAY ENGINE NUMBER 2354,

pictured on page 63 of the February, 1972 CANADIAN RAIL, is the subject of a letter from Mr. E.F.Downard of Lachine, Québec. Mr. Downard remembers that Number 2354 became quite famous in and around Calgary, Alberta, during the last four or five years of steam power on the CPR. She was assigned to Train 542 - Calgary to Fort MacLeod - which departed in the evening and connected at Fort MacLeod with the "Crow" - from Medicine Hat, Lethbridge to the Crows Nest Pass route - with a sleeper, café car and a number of express cars for Cranbrook, Nelson and points west on the former Kettle Valley Railway. Number 2354 returned to Calgary next morning with cars off the eastbound connection from the Kettle Valley.

Engineer Bill Barrett, now enjoying his retirement, held this run and Number 2354 was "Bill Barrett's engine". Painted tuscan red with gold trim, 2354 was kept in tip-top shape. Mr. Barrett, otherwise known as "Mr. 2354", sometimes had to lend "his" engine to freight crews, who were first suitably admonished to take good care of her. The engine and the engineer were retired at about the same time.

Mr. Downard notes that the caption on the picture is slightly misleading. The photograph was obviously taken in the morning, and Number 2354 is headed east. The observation car alongside is likely that of the westbound "Dominion", while Number 2354 was probably on Train 523, bound for Edmonton, Alberta.

DELAWARE & HUDSON WAS NOT ENTIRELY INACTIVE

while all of these events were allegedly transpiring east of the Hudson River. Almost simultaneously, D & H got a new President. Early in August, Mr. C.B. Sterzing, formerly N&W's general counsel, was appointed President of the D&H. Mr. Sterzing is interested in railroading in general and passenger service in particular. In the light of these several events, it came as no great surprise to some when former D&H PA-1s, Numbers 16 & 18, came back from the Greenbrier Railroad and appeared at Colonie Shops on August 12.

By the time this news is in print, no doubt at least half-a-dozen other things will have happened. Maybe, by Christmas, the "Laurentian" will be running again! Who knows? S.S.Worthen

BRITISH COLUMBIA RAILWAY, FACING A SHORTAGE

of motive power, has leased two units from the Lake Superior & Ishpeming Railroad, formerly leased by CP RAIL. The BCR also proposed to lease four RS3s, ex-Delaware & Hudson units, from United Railway Supply of Montréal. One of the units, Number 4097, was painted in BCR colours at CP RAIL's St-Luc Diesel Shop, but was subsequently inspect-

ed by a representative of BCR and considered unacceptable, as were the other three units.

BCR thereafter negotiated lease and/or purchase of two C-420s from the bankrupt Lehigh & Hudson River Railroad, Numbers 25 & 26. One of these units required minor repairs. The units passed through St. Lambert, Québec, during the week of August 7 and both were scheduled for delivery to the BCR in mid-August. Pierre Patenaude.

RESUMPTION OF CANADA - UNITED STATES PASSENGER SERVICE

by AMTRAK, long discussed with Department of Transportation (USA) finally became a reality in the west on July 17, 1972, when Burlington Northern began running one passenger train each way daily between Vancouver, British Columbia, and Seattle, Washington. In the east and south, things moved a little more slowly.

THE LAST REGULARLY-SCHEDULED PASSENGER TRAIN

in the United States, hauled by a steam locomotive, is the subject of a letter from Mr. Donald L. Etter of Willis, Michigan, U.S.A. Mr. Etter send the accompanying photographs of Grand Trunk Western's Train Number 21, which ran between Detroit and Durand on September 20, 1961. This train is his candidate!

Mr. Etter writes" As the train had been dieselized for some time, the crew got their engine at the station at Detroit. Rather than run them extra, the diesel switcher brought the engine to the station from the roundhouse at Milwaukee Junction.

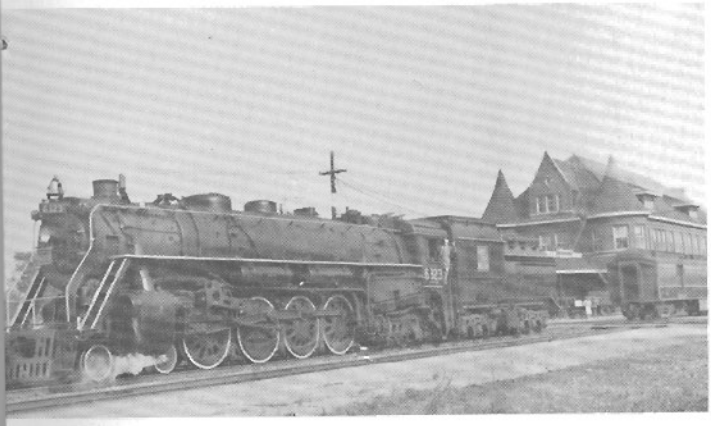
At Durand, a diesel was ready for the return trip and the engine crew ran the steam engine across the diamond and left her in charge of an engine watchman. After a while, a yard diesel pulled the steamer up to the roundhouse.

GTW steam engine Number 6323, a 4-8-4 northern type, was the last steamer in service and this was her last trip."

THE CITY: ST. ALBANS,VERMONT;THE PLACE: ITALY YARD OF THE CV; THE date: 8 April 1972; The Subject: Central Vermont Railroad's unit No. 1510, class GR-12c, model EMD SW1200, stationary between switching assignments; The Photographer: Pierre Patenaude.

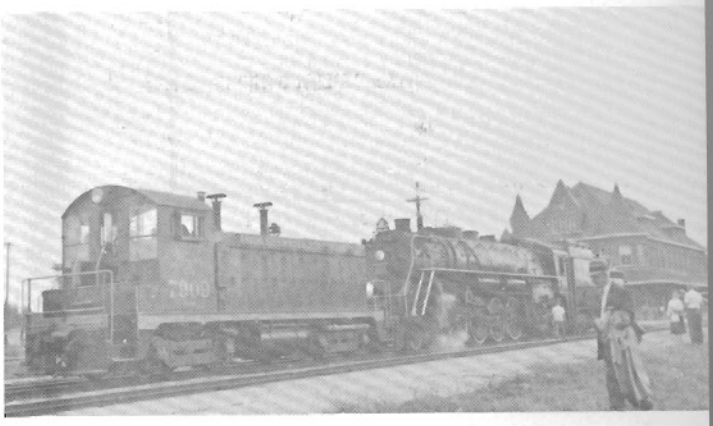
At Detroit, Michigan, the diesel yard switcher brought the 4-8-4 from the roundhouse to the station.

When Train 21 of the GTW arrived at Durand, Michigan, 4-8-4 No. 6323 paused on the crossing in front of the station.



No. 6323 then moved ahead over the crossing, cut off from her train. The date was 20 September 1961.

Then unit No. 7909, the yard switcher, moved forward and coupled on to No. 6323.



The end of the run for No. 6323. The end of the run and the end of the assignment. And the end of steam!

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EDITOR S.S.Worthen PRODUCTION P.Murphy

VISIT THE
Canadian Railway Museum
OPEN MAY - SEPT.

VISITEZ LE
Musée Ferroviaire Canadien
OUVERT MAI - SEPT.

DIRECTOR OF MEMBERSHIP SERVICES - J.A.BEATTY

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