

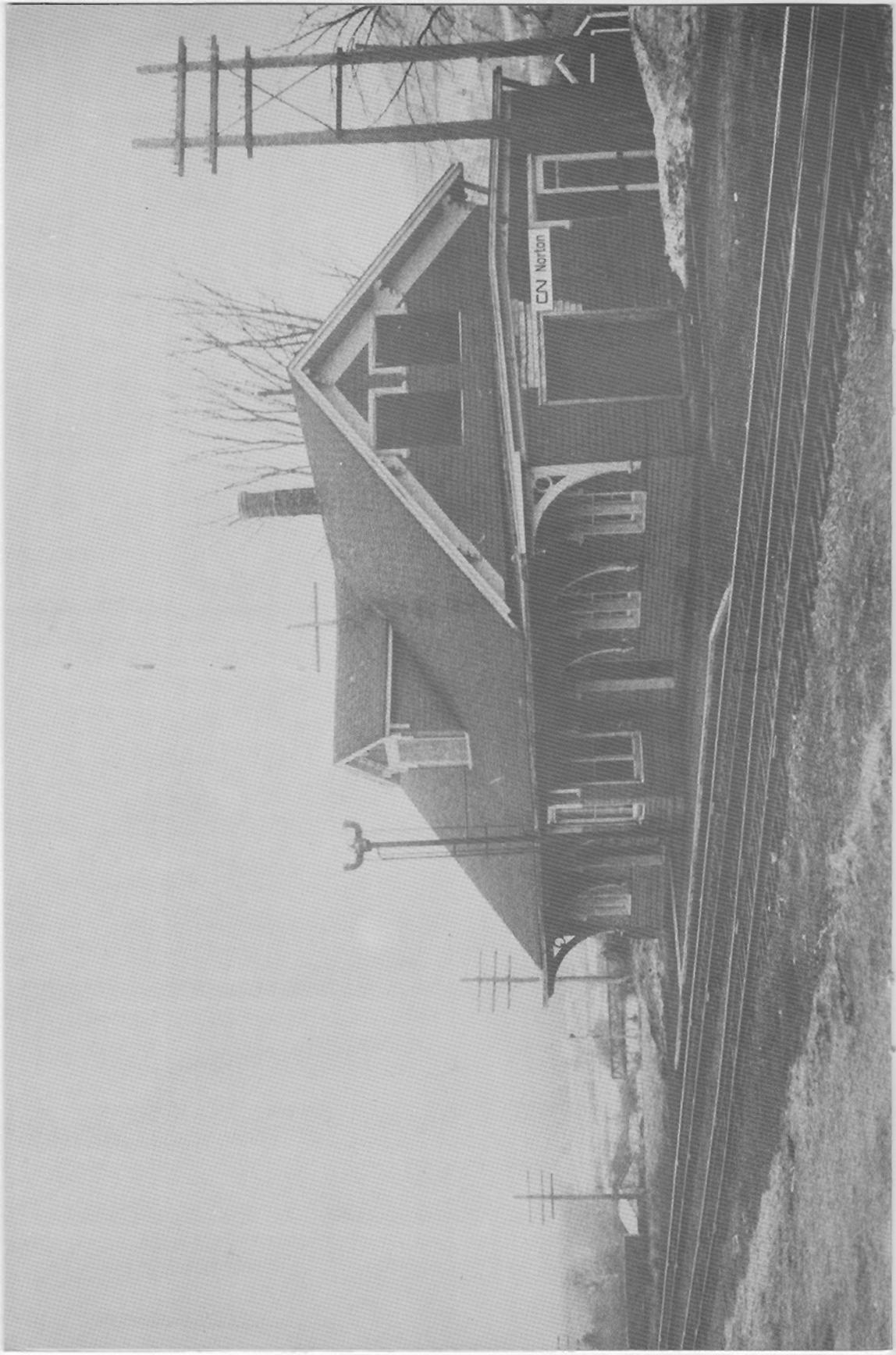
Canadian Rail



No.274

November 1974





Norton

THE BRIDGE ON THE KENNEBECASIS !

C. WARREN ANDERSON
AND
S.S.WORTHEN

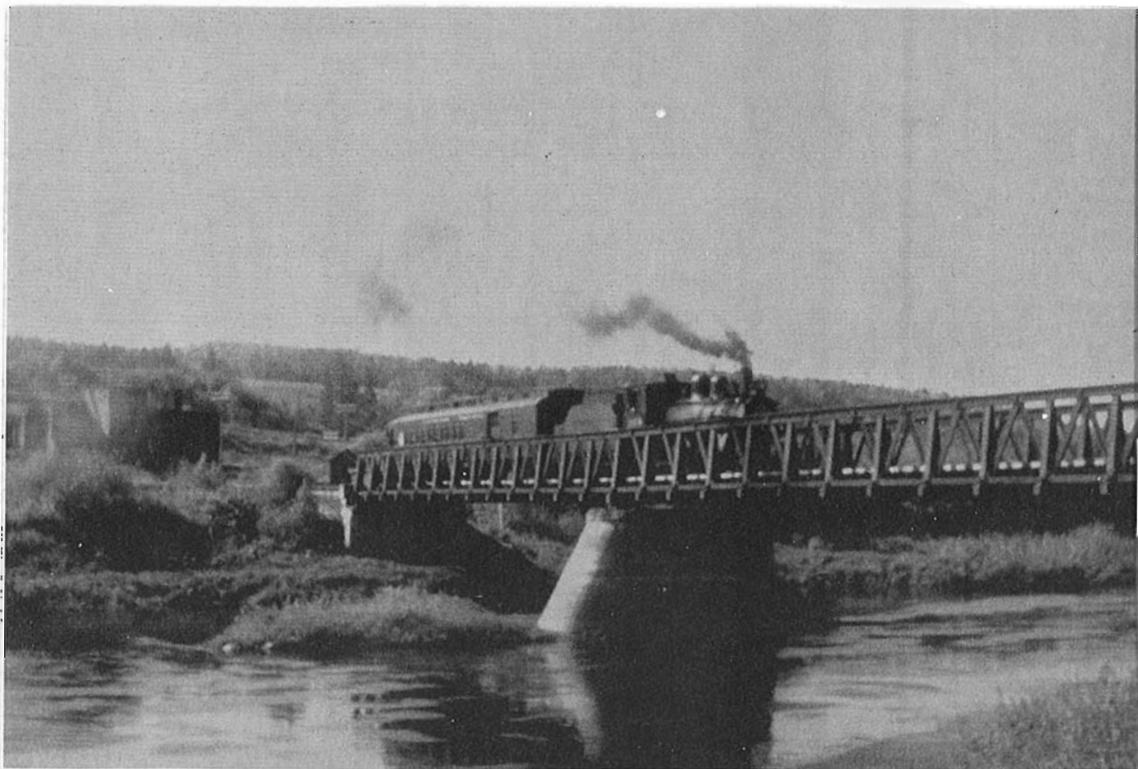
It is sometimes very difficult to understand, a century later, why a railway was built when it was, where it was. There are the obvious instances, of course, like the St. Lawrence and Atlantic, the Grand Trunk and the Canadian Pacific. These companies were formed and constructed for the primary purpose of making money. But how do you account for the incorporation of the Central Railway Company in New Brunswick, Canada, in 1871, to build from Fredericton, in the St. John River valley to the head of Grand Lake and to a point on the Intercolonial Railway's line from Moncton to Saint John, between Apohaqui and Sailsbury?

Well, a look at a map of New Brunswick will reveal that Fredericton, the provincial capital, is some distance from Saint John, the port city, and that the former should be accessible from the east (Halifax, N.S. and Moncton, N.B.) by a direct line of railway, rather than by the roundabout route via Saint John. By 1869, the Western Extension of the European & North American Railway was offering service to Fredericton, via Fredericton Junction. The line from Saint John to the State of Maine did not pass through the provincial capital. So, by the time the Central Railway Company was beginning to build its line, there must have been other reasons for doing so.

One of them may have been the mining of coal around Coal Creek on Grand Lake. Another was likely the lumbering industry. In addition, in the early days, passenger traffic was heavy. But, primarily, the Intercolonial Railway needed coal for its locomotives, running from Moncton to Saint John. There was also a potential export market for Coal Creek coal, through the port of Saint John.

Perhaps this potential export traffic encouraged the incorporation of yet another railway, the St. Martins and Upham Railway Company in 1871, to build a line from St. Martins on Quaco Bay, an arm

← THE STATION OF CANADIAN NATIONAL RAILWAYS AT NORTON, NEW BRUNSWICK, on the Moncton-Saint John line of the former Intercolonial Railway. About September 1973, the station was still in use under "caretaker service". The Kennard Patent Iron Girder-Type Bridge over the Kennebecasis River can be seen in the distance, to the left of the station. Photo courtesy Mr. Ted McQuinn.



↑ WITH MR. JOHNNY MYERS AT THE THROTTLE, CANADIAN PACIFIC RAILWAY'S mixed train Number 159 with engine Number 144 leaves Norton, N.B. on the morning of June 14, 1956. Photo courtesy F.F.Angus.

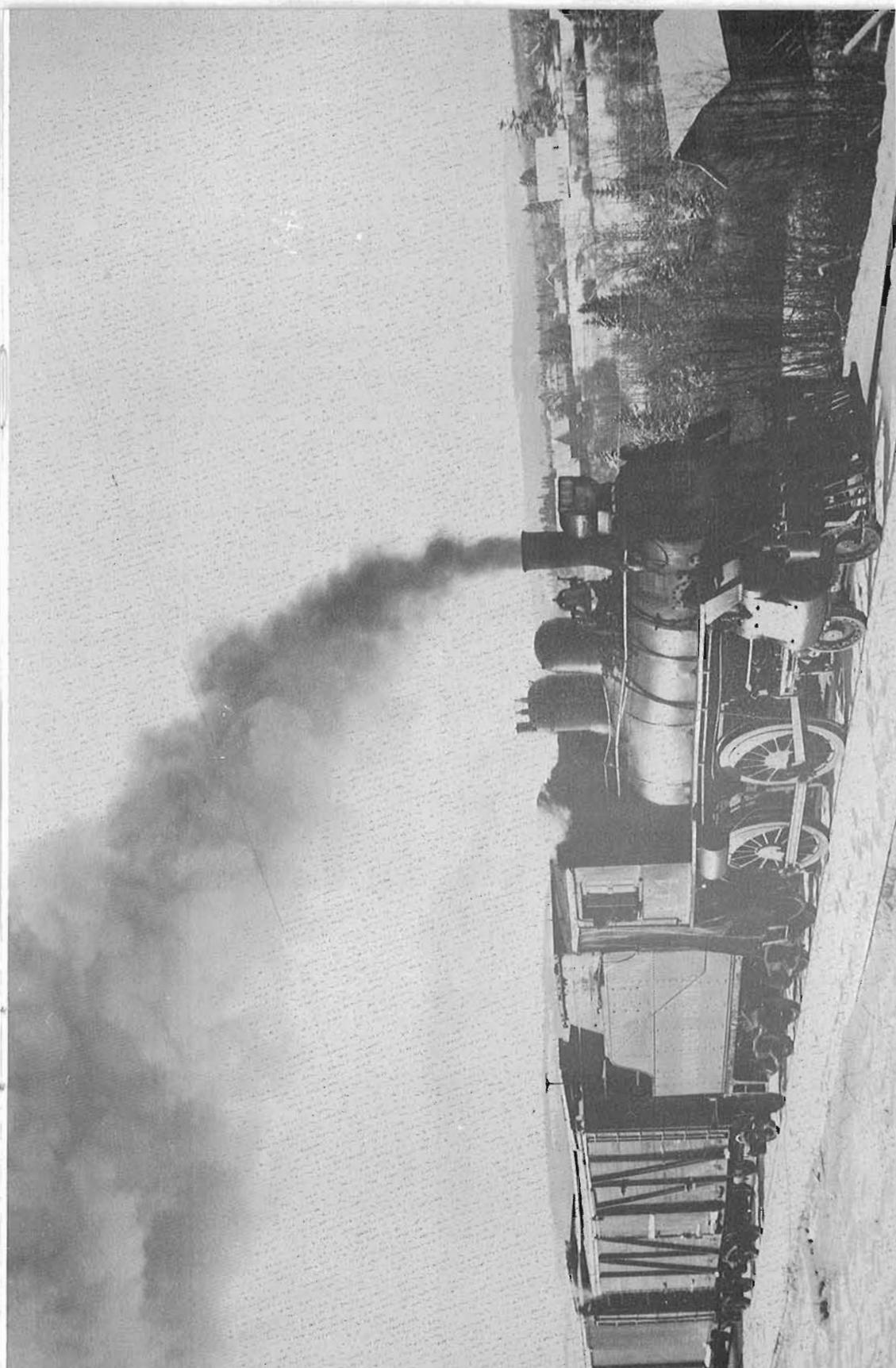
→ SEVEN MILES UP THE LINE FROM NORTON, AT BELLEISLE, NEW BRUNSWICK, Number 144 was working the mixed train on New Year's Day, 1951. Photo CRHA E.A.Toohy Collection.

of the Bay of Fundy, 28.85 miles to Hampton on the Intercolonial. Some 10.7 miles northeast of Hampton on the Intercolonial was Norton, the town that was to be the terminus - eventually - of the railway to Coal Creek, Chipman and Fredericton (Gibson).

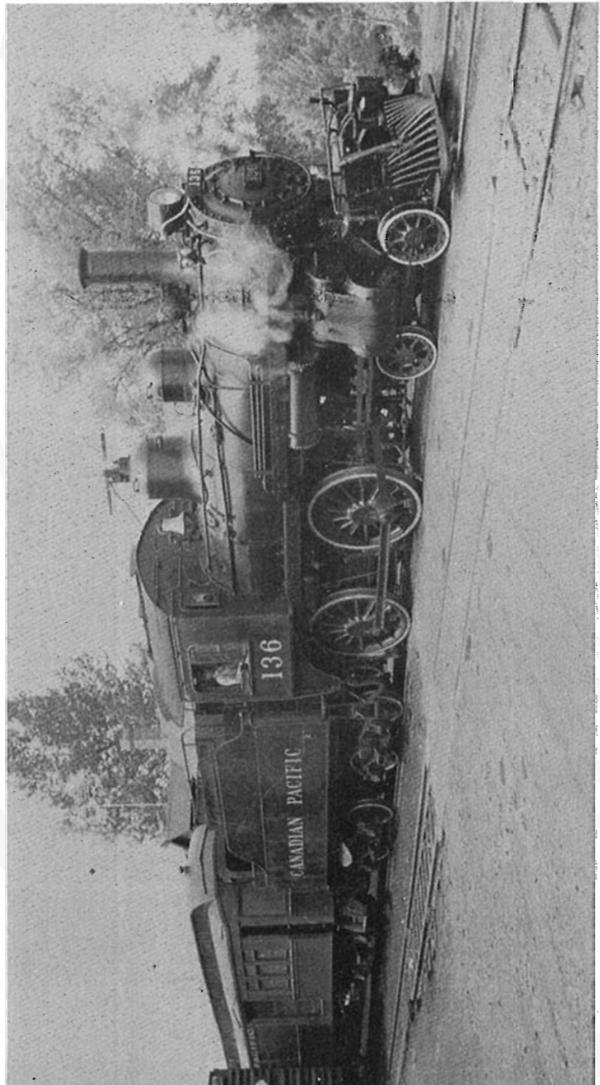
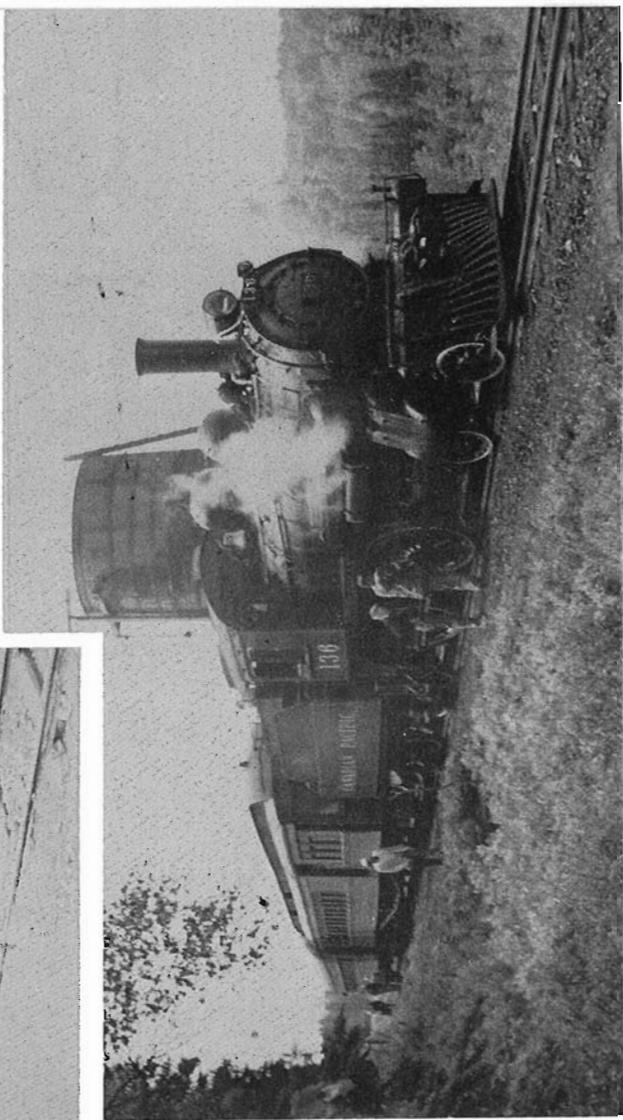
But nothing of the above has much to do with railway bridges, in particular the two-span, box-girder, patent iron bridge which, in 1860, was ordered from the Kennard Iron Works in England by the European and North American. This iron bridge was needed to span the Salmon River at Plumweseep, New Brunswick, 14 miles north of Norton, and, upon receipt, there it was installed.

The Central Railway Company had a hard time keeping the ledger-entries in the black during the first years of operation. Even after it acquired the St. Martins & Upham Railway as its Southern Division, it had a hard time. But it continued to operate the St.M&U until October 1, 1897.

The European & North American Railway became part of the Intercolonial Railway Company on November 9, 1872 and the twin-span, iron bridge at Plumweseep carried ICR trains from that date until 1905, when the ICR decided that a new bridge would be required to carry the increasing weight of locomotives and cars. Thereafter, the ICR ordered a new bridge and sold the two-span Kennard Patent Iron Girder Bridge to the New Brunswick Coal and Railway Company to replace



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an earlier bridge over the Kennebecasis River at Norton, N.B.

The New Brunswick Coal and Railway Company, chartered in 1901 to build a line from Chipman on Grand Lake to Gibson, near Fredericton, purchased the Central Railway Company in 1903. It was a rather bad bargain. Five years later, the Government of New Brunswick held an inquiry into the muddled affairs of both companies and thereafter appointed a Board and two Commissioners to operate the railway. The Central Railway Company had completed its line from Chipman south to Norton on the ICR by 1888 and thereupon required a bridge to cross the Kennebecasis River, a quarter-of-a-mile west of the station at Norton.

Thus it was that in October 1905, the Intercolonial sold the two-span bridge at Plumweseep to the New Brunswick Coal & Railway Company for the river crossing at Norton. The bridge was moved by the Canadian Bridge Company of Walkerville, Ontario. During the raising of the bridge from its central pier and abutments, the ICR wrecking crane picked it up off-balance and thereby derailed itself, and upset. It took a good deal of time and energy to construct the crib-work necessary to support the bridge and thereafter to re-rail the crane.

Once the bridge was rebuilt over the Kennebecasis in November 1905, it carried trains of the NBC&R and the Canadian Pacific Railway, the successor, until the spring of 1962, when service was discontinued over most of this CPR subdivision. Complete abandonment took effect on September 1, 1963, authorized by Order 111442 of the Board of Transport Commissioners of Canada, issued June 10, 1963.

The New Brunswick Coal & Railway Company had been leased to the Canadian Pacific Railway Company on February 2, 1915, for the usual term of 999 years and this explains why, forty years later, Mr. John Myers was piloting CPR 4-4-0 steam locomotives Numbers 29, 136 and 144 on this subdivision.

From the time that Kennard's Patent Iron Girder-Type Bridge was erected over the Kennebecasis near Norton, there was usually trouble with flooding each spring, when the ice went out of the river. The cause was said to be the centre cement pier, which prevented the larger ice-cakes from floating freely down the river to Hampton. When the CPR stopped using the Minto Subdivision, the Department of Highways of New Brunswick lost no time in making plans for the demolition of the bridge and the offending pier.

The Saint John N.B. "Telegraph-Journal" of November 22 1973 notified residents in the Norton area that eleven militia-men from Sydney, Nova Scotia and four from St. John's, Newfoundland, would work with 30 sappers - regular army engineers - from Canadian Forces Base, Gaagetown, New Brunswick, in the removal of the bridge over the Kennebecasis. The demolition of the bridge and pier was scheduled for November 28-29, 1973. The whole thing was to be demolished in two stages and it was said that 700 pounds of explosives would be required.

← ON JUNE 14, 1958, THE MONCTON TRAVEL AGENCY SPONSORED A SPECIAL TRAIN over the Norton-Chipman line. The late Mr. Fred Stephens recorded the event: Number 136, an 1883 Rogers product provided the power and Mr. Johnny Myers was the engineer. In the second picture, Mr. Myers was oiling the locomotive during a water-stop at Perrys, N.B.

Shaped charges were to be used on the superstructure to direct the blast away from the station side of the river at Norton, so that no damage to property would result from the concussion or from the flying debris. Residents were requested to leave house doors and windows open on the morning of November 28, to minimize any possible effects of the concussion, when the explosive charges were detonated. The bridge superstructure would be blown up (down?) first and, later, the central pier would be demolished.

On the morning of November 28, members of the militia and the Second Canadian Engineer Field Squadron, under the command of Major Reno Cyr of Oromocto, New Brunswick, made last-minute preparations for the first part of the exercise. Four hundred pounds of explosive had been placed around the box-girder spans. As the nearest buildings were about 160 yards from the bridge, no unusual effects were anticipated. The area was cleared of non-military personnel. As "zero hour" approached, members of the military took shelter in their assigned positions.

At precisely 10:00 hours, the explosive charges were detonated. There was a very loud BOOM - and a large cloud of dust and smoke rose up into the air, over the bridge on the Kennebecasis.

The town of Norton - and its citizens - were severely shaken by both the concussion and the ground-tremor. One or two people were knocked off their feet, so it was reported. The windows in most of the houses nearest the blast were completely shattered and some homes were alleged to have been moved on their foundations. Most of the damage was suffered by houses on the station side of the Kennebecasis. The awesome sound of the explosion was heard as far away as Penobsquis, 18 miles to the northeast, and Hampton, 11 miles to the southwest. Simultaneously, the explosion did succeed in knocking the two iron spans off their foundations and into the river. In this respect, the exercise could be said to have been a success.

On the day following, Major Cyr announced that the demolition had gone "quite well" and as planned. However, he was obliged to admit that the operation was only half-finished, since the centre concrete pier was still in place. Chief Highway Engineer G.D. Reeleder was a little more objective in his remarks about the cancellation of Part 2 of the demolition.

"We want to go in and look at the situation", he said.

"We're hesitating to report the damage. There appears to have been more damage than we anticipated. We will assume responsibility for the damage."

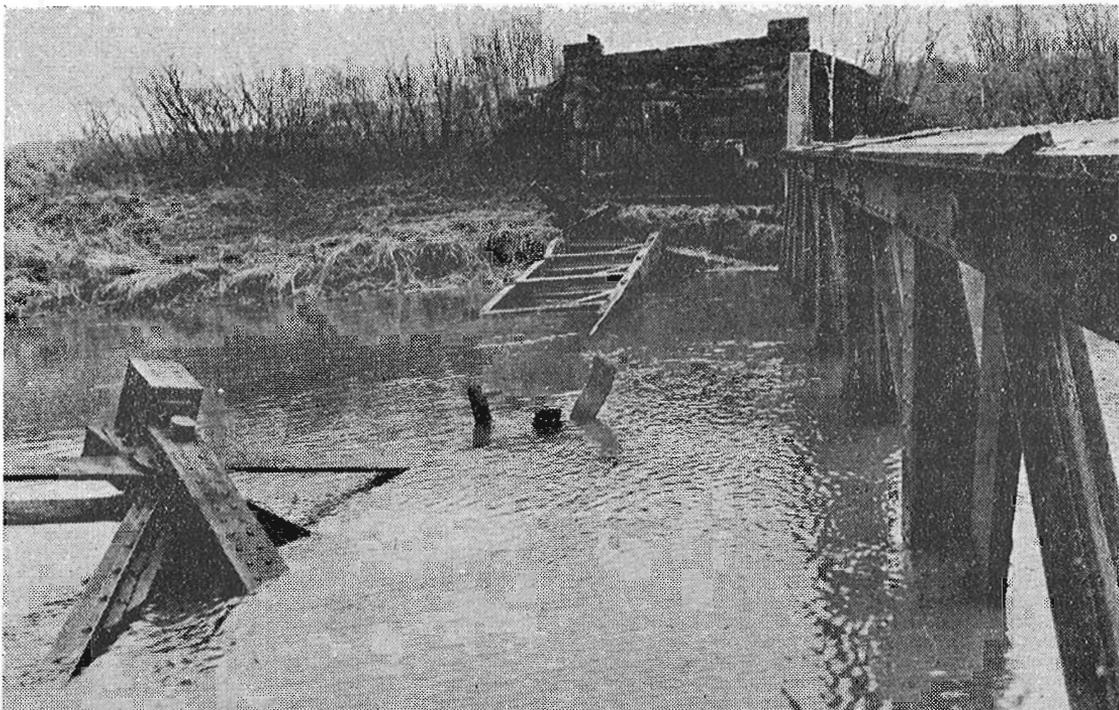
This was rather cold November comfort for some of the citizens of Norton, New Brunswick. Mr. Irvine Swift had 31 windows blown out in his home and a former store connected to his house. China dishes were also knocked out of his kitchen cupboard and broken. Mrs. Jean Snyder, who followed instructions and left her doors and windows open, nevertheless had every window-pane in the house smashed. The home of Mr. and Mrs. Henry Clement was severely damaged, with window sashes and casings being torn from the walls, windows broken, a large hole left in a kitchen wall where the plaster had been torn off, a septic tank ruptured, all the dishes in the house broken and the cement wall of the basement cracked in several places. The Clement's house is on a hill overlooking the Kennebecasis, about half-a-mile from the bridge.

Realization of the enormity of the damage was slow in coming, but by December 6, the King's County-Sussex "Record" was estimating



THE TWO-SPAN IRON GIRDER-TYPE BRIDGE OVER THE KENNEBECASIS RIVER AT Norton, N.B., was quite an impressive structure, even after nearly one hundred years of use. C. Warren Anderson recorded it on film on November 24, 1973, about a week before the "Awful Norton Blast".

AFTER THE BLAST, THE PIECES OF THE BRIDGE TUMBLED INTO THE RIVER, to be removed by bulldozers and cut up for transport to the scrapyard. This picture is from the King's County-Sussex "Record".



the damage at between \$ 15,000 and \$ 25,000, and the awful results of the "Norton Blast" were echoing in the legislature at Fredericton, particularly in the office of the Ministry of Highways. The Honorable Wilfred G. Bishop, Minister, said in a statement that the Province would be responsible for the damages.

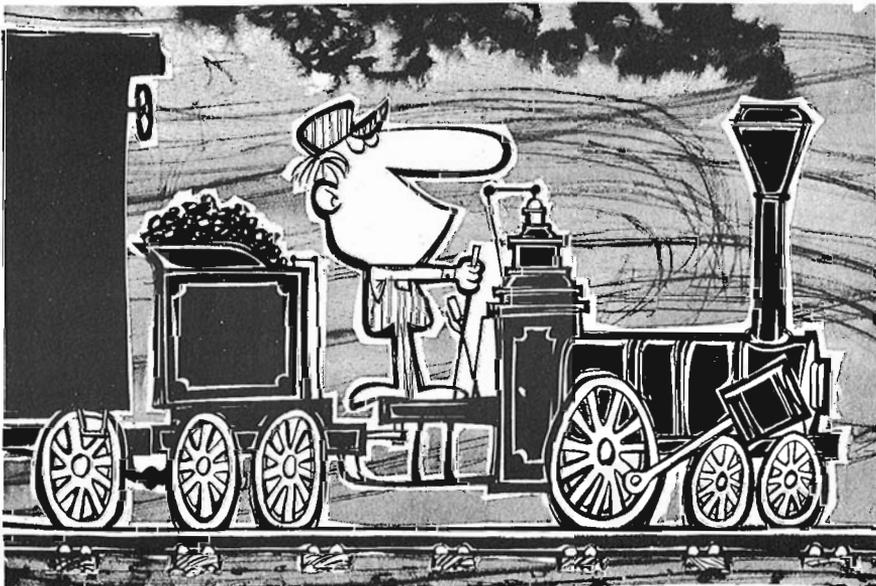
Part of the problem - what to do with the superstructure of the bridge - was resolved on December 4, when bulldozers came to the site and, after attaching chains to the pieces of the bridge, pulled them out of the Kennebecasis. There, they were cut up to manageable size with oxyacetylene torches. And, until the spring break-up in the spring of '74, the problem was apparently "fixed". But the single mid-stream cement pier was still there!

"With all this stuff from the blast in the river, flooding could become worse during next spring's run-off," some residents of Norton said. Others were of the opinion that it really was not the bridge-pier that caused the flooding, but the bend in the river which held up the ice-cakes and caused ice-jams.

At some time since the "Awful Norton Blast" of November 28, 1973, the mid-stream cement pier was removed in a very mysterious manner. The winter of '73-'74 was a mild one and the run-off in the spring of '74 was nothing to speak of. Only succeeding spring run-offs will demonstrate whether the flooding has been eliminated, or whether it continues to occur.

It is quite probable that the "Awful Norton Blast", with all its pros and cons, will be incorporated as part of the town's history. It is certain that everyone will never agree as to why things did not work out as planned. But, do plans ever work out in the way in which they are expected to happen?

In any event, the blast provided a remarkable climax to the history of the 113-year-old Kennard's Patent Iron Girder-Type Bridge at Norton, New Brunswick, the "Bridge on the Kennebecasis".



POVERTY, AGONY, DISTRESS, and WANT!

The PAD & W Railway

John Todd

It is probable that all the excitement in 1883-84 surrounding the advent of the Canadian Pacific Railway to the Lakehead Region of Canada's Province of Ontario was responsible for the proposal to build a railway in a southern direction from Prince Arthur's Landing, along the western shore of Lake Superior, to Duluth in the adjacent State of Minnesota, U.S.A.

Whatever the stimulus, the Thunder Bay Colonization Railway was incorporated provincially on February 1, 1883, "to construct a railway from Prince Arthur's Landing to some point southwest of Arrow Lake". The "some point southwest of Arrow Lake" turned out to be Gunflint, Ontario, 86.07 miles into the scrub and woods from the town of Prince Arthur's Landing, later Port Arthur and, later still Thunder Bay, Ontario.

The promoters of this project included some of the leading citizens of Port Arthur: Messrs. James Conmee, D.F. Burk and Thomas Marks. The latter gentleman was elected President of the new Company.

President Marks felt that it was unlikely that the capital required to construct the new line could be obtained in Canada at that time and he therefore travelled to Minneapolis-St. Paul, Minnesota, in July 1889 to consult the bankers there. His trip was a successful one and he returned to Port Arthur with enough money to build the first 50 miles of the projected railway. He then asked the town council of Port Arthur for a grant of \$ 50,000 to support the project. The town council decided to hold a referendum among the citizens and they approved the proposal with a majority of 354 in favour and 14 against.

The officers of the Thunder Bay Colonization Railway believed that its construction and completion would open up the country to farming, would permit development of several silver and iron mines and would facilitate access to large stands of white pine, which could be developed by the loggers of the lakehead.

Reassured by their initial successes, the Directors changed the name of the company to the Port Arthur, Duluth and Western Railway by provincial statute on April 23, 1887 and the railway was declared to be for the general benefit of Canada by federal government statute on May 4, 1888. Under the appropriate acts of legislation, \$ 271,200 came to the PAD&W from the federal government, \$ 255,571 in provincial government subsidies and \$ 40,000 in municipal help. This represented a very tidy sum of money for the building of a railway.

The Directors of the PAD&W planned to make an end-on junction at the International Boundary with the Alger Smith Railroad, a line to be built north from Duluth, Minnesota to Gunflint, thus providing a through connection between the two western Lake Superior ports of Duluth and Port Arthur. Access would also be obtained to what was to become the great iron mining region of the Mesabi in northern Minnesota.

Unfortunately, the Alger Smith line was never built and the PAD&W terminated "officially" in the woods, 86.07 miles from Port Arthur. Unofficially, the railway built a branch line from a point near Gunflint, which penetrated six miles into the State of Minnesota, over a switch-back, to an iron mine. However, nobody seemed to pay any attention and, in fact, the extension could not have endured very long, as there is little or no mention of it in local newspapers of the period. Surviving local and regional records of the railway make no mention of this branch.

The Port Arthur, Duluth and Western Railway, dubbed the "Pee-Dee", wound its way through picturesque country. Leaving the wide lakeshore at Port Arthur, it ran southwest to the Kaministiquia River valley and up this valley to the town of Stanley. Leaving the Kaministiquia, the "Pee-Dee" took the Whitefish River valley to Whitefish Lake, thereafter passing a whole series of beautiful lakes and streams to the "end of steel" at Gunflint, on Gunflint Lake and the International Boundary.

The PAD&W was completed and opened for service on June 1, 1892, having cost \$ 1,296,000 to build. The standards of construction had not been very high; for example, light 56-pound steel rail had been used and the many bridges on the line were mostly of timber construction. Opening day was, of course, celebrated by a trip to Gunflint, with many of the local dignitaries on the train. On the return trip, the special stopped at Whitefish Lake, where a banquet was served by the lumbermen at a large lumber camp.

Motive power consisted - after a time - of four locomotives, shopped and shedded in the railway's engine-house on the lakefront at Port Arthur. This lakefront property was valuable, even then, and it would prove to be the reason why the PAD&W lost its independence only seven years later.

The first and most famous of the "Pee-Dee's" engines was the woodburner "Black Auntie", a little 0-4-0 tender engine, whose origin is unknown. "Black Auntie" was so named because she had a cast-iron figure of a negro woman bolted to her smokebox door. She had no number. Later, this 0-4-0 was used to ballast the Port Arthur Street Railway and she ended her career as only a boiler, which was used to heat the roundhouse at Atikokan, Ontario, after 1912 the first divisional point west of Port Arthur on the Canadian Northern Railway.

PAD&W engine Number 2 was a new standard 4-4-0, built by the Canadian Locomotive Company, Kingston, Ontario. Number 3 was built by the Canadian Locomotive Company at Kingston in October 1891, according to Canadian Northern Railway records, although no logical engine occurs in the CLC records. As it was a bar-frame locomotive, it has been suggested that it was a former Grand Trunk Railway locomotive, built at the GTR's Pointe-St-Charles Shops at Montréal. Number 4, built by CLC in 1889, came second-hand from the Qu'appelle, Long Lake and Saskatchewan Railroad & Steamboat Company and was the only six-coupled engine that the PAD&W had. She is said not to have been used much, probably because of the weight on her drivers and the light construction of the track.

The Port Arthur, Duluth & Western Railway

Thursdays	STATIONS	Fridays
10.00	lv Port Arthur	ar 17.15
10.30	Fort William	16.55
10.45	West Port William	16.40
11.30	Old Ferry	16.00
12.00	Stanley	15.20
	Kakabeka Falls (Stago)	
13.00	Silver Creek	14.20
13.10	Murdoch	14.10
14.30	Silver Mountain	13.15
14.45	Whitefish Lake	13.00
16.15	Sand Lake (Tank)	11.35
16.45	Iron Range	11.16
17.15	Addie Lake (Tank)	10.35
17.30	North Lake	10.15
18.45	Leoplain	8.25
19.30	ar Gunflint	lv 8.00

ROSS THOMPSON,
Superintendent.

P. A., D. & W. RY.

Time Card taking Effect Oct. 1, 1895

GOING WEST		GOING EAST			
Wednesday	Friday	STATIONS		Wednesday	Saturday
8 00	10 00	Port Arthur	19 00	17 45	
8 15	10 30	Fort William	18 45	16 30	
	11 20	Old Ferry		16 00	
9 00	12 15	Stanley	18 00	15 30	
	13 00	Silver Creek		14 30	
9 30	12 15	Murdoch	17 30	14 25	
	14 15	Silver Mountain		13 30	
10 15	14 30	Whitefish Lake	17 00	13 15	
	15 10	Sand Lake		11 30	
12 00	17 05	North Lake	12 00	9 45	
	18 30	Gunflint Narrows		8 00	

Central Standard Time.
Return fares from Port Arthur to Whitefish Lake, good for one week, \$2.00.
Canoes and boats free.

ROSS THOMPSON, Sept

↑ TWO EARLY PUBLIC SCHEDULES OF THE "PEE-DEE" WERE PUBLISHED IN THE LOCAL newspaper. The first was in effect on October 1, 1895 and the second on September 11 1896. The termini were the same; the stations were a little different. From the Author's collection.

There were a number of silver mines in the Rabbit Mountain and Silver Mountain areas, about 40 miles from Port Arthur, which had been discovered by Oliver Dunais, the "Silver King", who had come from Québec. He was searching for a lost vein of ore, rich in silver, which was said to run from the Silver Islet Mine near Port Arthur, just off the north shore of Lake Superior. It was from this circumstance that the town of Port Arthur was called "The Silver Gateway".

The ore from these mines was shipped from the stamp mills and concentrators to Omaha, Nebraska, U.S.A., for smelting and refining. Of more importance in the economy of this region was the lumber, and several large companies were soon busily engaged in taking out white pine sawlogs, timbers for pilings for the grain elevators at Port Arthur, railway ties, pulpwood and cordwood. Among the better known of these companies which worked this area were the Pigeon River Lumber Company and the Northern Land and Lumber Company. The station at Nolalu was named for the latter firm, the name being composed of the first two letters of each word in the Company's name. The forest products were shipped to various parts of Canada and the United States. These commodities from mine and forest were the PAD&W's chief traffic.

The "Pee-Dee" provided access to a hitherto unexplored area of Ontario which was, in truth, a sportsman's paradise. One of its most frequent visitors was James Oliver Curwood, the well-known, turn-of-the-century author of stories of adventure and romance, who lived in Detroit, Michigan, U.S.A. On his trips into the woods, Curwood gathered material for his novels, one of which was written around the Port Arthur, Duluth & Western's line and was titled "The Country Beyond".

Perhaps as a result of his many trips up and down the PAD&W, Curwood is said to have nicknamed it "Poverty, Agony, Destruction and Want", while others later amended the title to "Poverty, Agony, Distress and Want", because it seemed to be more distressed than destroyed - at that time, that is. Curwood gave the name "The Cannonball" to the mixed train on which he rode, allegedly because it took 24 hours to cover the 69 miles on one trip he made. After the Canadian Northern Railway acquired the PAD&W, the trip appears to have taken about eight hours.

The railway, being lightly constructed, did have an abnormal number of derailments. There were also small mud-slides and washouts, especially during the spring run-off, when the roadbed was soft and the water high. Many stories are told of hunting, fishing and berry-picking expeditions by the train crew, while they waited for the wreck-train to arrive to re-rail the engine, or one - or more - of the cars. It is said that one enterprising member of the regular train crew had a trap-line which he tended all winter - on his daily run.

When Mackenzie and Mann of the Canadian Northern Railway started their eastward drive from Winnipeg in 1898-99, they looked around western Ontario to see what poor-paying or defunct railways they could acquire to weld into a main line from Winnipeg to Port Arthur and the east. They purchased the Manitoba and South Eastern Railway which gave them a line to Sprague, Manitoba, near the International Boundary.

**The Port Arthur, Duluth &
Western Railway**

PORT ARTHUR

D. F. BURK,	ROSS THOMPSON,
Vice-President.	Manager.

This railway was built to open up the iron and silver mines of this part of Western Ontario. It has a branch of six miles into the Mesaba Iron Range of Minnesota. Considerable quantities of Canadian and American pine are tributary to it. It runs close to the famous Kakabeka Falls. There are excellent hunting and fishing along its line.

↑ AN ADVERTISING CARD FROM THE PAD&W DESCRIBED THE GENERAL NATURE OF the railway and also referred to the six-mile branch "into the Mesaba Iron Range of Minnesota". Courtesy Clifford A. Brown.

They then built the Minnesota and Manitoba Railroad through the State of Minnesota to Rainy River, Ontario and the Ontario and Rainy River Railway to Port Arthur - almost. For the 19-mile stretch onward to Port Arthur from the town of Stanley, the Canadian Northern purchased the Port Arthur, Duluth and Western; this acquisition was justified because it provided the Canadian Northern with an entry into Port Arthur and the waterfront property of the PAD&W.

After Mackenzie and Mann bought the PAD&W in May 1899, they intended - so they said - to extend the line from Gunflint Narrows to



the Mesabi Iron Range in Minnesota. However, the eastward march of the Canadian Northern and, later, the advent of World War I resulted in a tightening of the world's money markets and before the extension could be built, Mackenzie and Mann were broke and bankrupt and the Canadian Northern Railway, now taken over by the Government of Canada, became part of the newly-organized Canadian National Railways.

But in 1901, the main line of the Canadian Northern from Atikokan and Rainy River came down the Kam River valley to Stanley and a junction there with the "Pee-Dee". The Canadian Northern made a steep descent from the Kam Valley and Kakabeka Falls to the lower valley of the Kaministiquia River. The Canadian Northern's line from Winnipeg was completed and opened for through traffic late in December 1902 and a silver spike was driven at Atikokan on December 30 1902, after the last gap at Bear Pass on the eastern end of Rainy Lake was completed.

The town of Stanley was noted in those days for its pure spring water and a company had been incorporated to bottle and sell this water. Now, the town became an important point on the Canadian Northern main line, with operators day and night, a coal chute and a water tank, the water for the latter being piped by gravity from a spring on a nearby hill.

Traffic on the new line from Winnipeg was heavy, as eastbound grain shipments, formerly routed from Winnipeg over the Northern Pacific Railway to Duluth, Minnesota on Lake Superior, could now be moved over the Canadian Northern's own line to the large, new terminal elevator at Port Arthur, which the Canadian Northern had built expressly for this traffic. To reduce the westbound grade from Port Arthur to Stanley, the Canadian Northern civil engineers located a new line which ran from Kakabeka Falls to the east side of the village of Rosslyn, one station east of Stanley. This new operating point was named Twin City Junction and, from here, the Canadian Northern used the PAD&W main line onward to Port Arthur.



↑ EVEN IN ITS LATTER DAYS, THE STATION AT STANLEY ON THE PAD&W WAS A sturdy and utilitarian structure. Courtesy Miss Clara Cook.

↓ THE JOINING OF THE PAD&W AND THE CANADIAN NORTHERN AT STANLEY WAS THE occasion for the operation, in the summer of 1900, of a special picnic train, consisting of a flat car with plank seats and sides, hauled by the venerable "Black Auntie". Photo from the Author's collection.



Once the cut-off was completed, Stanley reverted to a branch-line station. In 1974, about one mile of the original line of the "Pee-Dee" is still used to provide access to the brickyard at Rosslyn.

After 1923, when the Canadian Northern had been amalgamated with other lines to form Canadian National Railways, business on the "branch" to Gunflint Narrows had declined. The trouble had started a few years before when a large wooden trestle, 800 to 1000 feet long, on the line southwest of North Lake burned out completely. The Canadian Northern could not afford to replace the trestle and service was thereafter only to North Lake, 71 miles from Port Arthur.

In addition, the silver mines had run out and the timber had been depleted. Mixed-train operation was cut back 36 miles to Mackies, on the upper end of Whitefish Lake. This settlement was a gathering-place each autumn for the Indians from both sides of the International Boundary, who came to harvest the wild rice which grew in profusion in the shallow parts of the lake.

While the 35-odd miles to Gunflint Narrows were closed to train service, the rails were left in place as far as the burned-out trestle and, beyond that, to the end of track. These derelict sections of the line were often used by members of the Forest Fire Service of the Province of Ontario, who patrolled the area on track-cars, "gas-jiggers". Some hunters, fishermen and campers, who were able to persuade the CaNor sectionmen to take them up the line to their favourite spots also used the line - unofficially!

When the mine at Silver Mountain closed, the railway could no longer afford an agent and so the station became a combination railway station, general store and post office. The whole enterprise was managed by Miss Dorothea Mitchell, a lady of English origin, who had worked in the mine office and later in the lumber and sawmill business. Miss Mitchell became known as "Lady Lumberjack" and this provided the title for a book which she wrote in 1966.

In the later years of the PAD&W, the mixed trains that ran on the branch from two to five days a week carried a train-agent. This gentleman travelled on board the train and conducted essential business at each stop where there was no agent. The best known of these train-agents was a Scotsman, Mr. John Hume, who was known and liked by everyone. Other well-known and popular members of the train crew were Jack Lalonde, Peter Whalen, George McLeod, "Red" Agnew, Robert Galt, "Dad" Spaulding and Sam Brandford. Mr. F.A. Bowell, now in his ninetieth year and living in Calgary, Alberta, was a machinist in the railway's shops at Port Arthur. Mr. Cousins of Thunder Bay, Ontario, was a call-boy for the "Pee-Dee" in Port Arthur.

The "Poverty, Agony, Distress and Want" was the object of many pranks, jokes and stories, over the years, but everyone was sorry indeed to see the last train run on March 24 1938. It was the end of a most colourful career and the district was much poorer without it. But you cannot run a railway on colour and local affection!

Today, much of the former roadbed of the PAD&W is used for district roads, but the last 20 miles to Gunflint Narrows has reverted to the wilderness and can only be traversed on foot and with more than a little difficulty. Nonetheless, it is still the gateway to a wonderful, naturally beautiful area, which appeals strongly to the conservationists and lovers of nature.

It is almost a certainty that, had the "Pee-Dee" made a connection for a through line to Duluth, it would be a very busy railway



↑ THE "PEE-DEE" MIXED TRAIN PAUSES AT THE STATION AT NORTH LAKE, MILE 71 from Port Arthur, on a summer's day in one of the turn-of-the-century years. Photo from the Author's collection.

today. Four paper mills have since been built at the Lakehead, as well as three pulp mills, and most of their production is exported to the United States. Additional large amounts of grain and grain screenings move to Duluth and Minneapolis, but the routing is somewhat roundabout, via either Fort Francis (CN) or Sudbury and Sault Ste. Marie (CP RAIL). In the reverse direction, there are considerable imports of consumer goods, fruit and vegetables from the south to the Lakehead and the neighbouring area.

In the spring of 1974, CP RAIL took steps to reduce their extended mileage by announcing a car-ferry service from Thunder Bay to Superior, Wisconsin, twin city to Duluth, Minnesota. While car-ferry operation was planned to handle only freight cars of newsprint initially, indications were that the service could be expanded to include other commodities, as the traffic warranted. In March 1974, work was under way on the docking and loading facilities at both Thunder Bay and Superior.

While water transport is cheaper and operation year-'round on Lake Superior is almost a certainty, the speed and reliability that the railway would have offered would certainly have provided significant advantages in the second half of the Twentieth Century. Too bad the "Pee-Dee" did not survive to see it!

Afterthoughts.

Further investigation of the former right-of-way of the Port Arthur, Duluth and Western Railway in May 1974, by Mr. Clifford Brown and his son, has suggested that the Canadian Northern gave the order in 1904 to remove the rails on the section west of the big trestle

over the arm of North Lake. It is probable that forest fires in this part of Ontario and adjacent Minnesota in 1902 and 1903 were responsible for the burning of the trestle. Mr. Brown discovered the stubs of the burned pilings across the narrows of North Lake.

Mr. Brown has also found copies of inward Canadian customs manifests for eight cars of logs, dated January 21 1907, at the port of Gunflint, Minnesota, consigned to the Pigeon River Lumber Company at Port Arthur, Ontario. Seven more cars were shipped on January 22 1907.

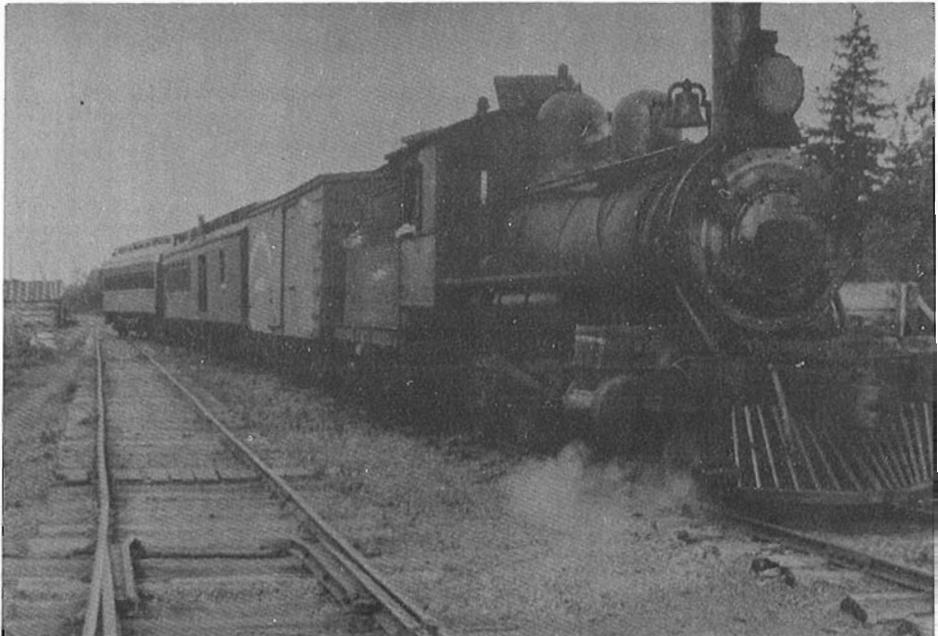
This disproves the contention that the railway was closed in 1904 and suggests strongly that it was used up to the time of the big fire in the region in 1907. It also confirms that the Pigeon River Lumber Company had a spur from the PAD&W at Gunflint Narrows, Ontario, six miles into the State of Minnesota. Mr. Brown brought back some railway spikes, square timber spikes and drift pins from the old trestles on the switch-back line to the iron mine.

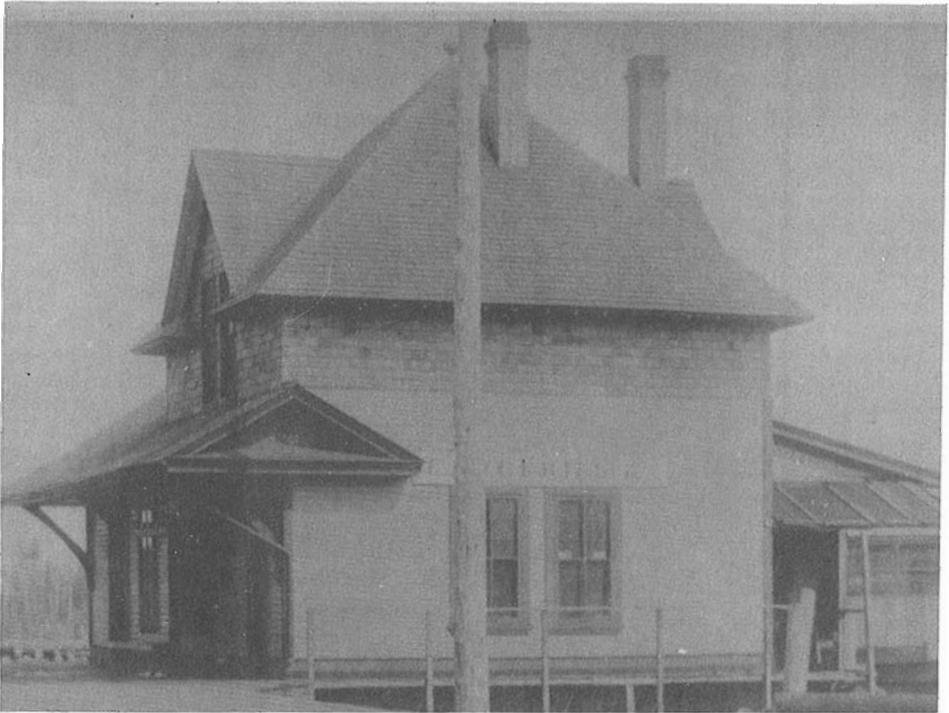
The two modern-day explorers procured a boat and rowed down the Canadian side of Gunflint Lake, where they found two brick baking ovens, apparently used during the construction of the railway three-quarters of a century ago. They also found a cross, erected over the grave of a workman who was killed in a blasting accident on this remote and long-forgotten railway line.

Acknowledgements

The author would like to thank the following persons for their

↓ THE WORN-OUT MIXED TRAIN, CANADIAN NORTHERN TRAIN 1, TAKES THE SIDING at an unrecorded location - possibly Silver Mountain - apparently to allow an opposing train to pass. Courtesy Clifford A. Brown.





↑ IN LATER YEARS, THE STATION AT SILVER MOUNTAIN BECAME A COMBINATION railway station-general store-postoffice and was supervised most efficiently by Miss Dorothea Mitchell. Courtesy Clifford A. Brown.

assistance in providing photographs and information for the preparation of the foregoing article:

Miss Clara Cook	Stanley, Ontario
Mr. Clifford A. Brown	Thunder Bay, Ontario
Mr. F.A. Bowell	Calgary, Alberta
Mr. Elford Cousins	Thunder Bay, Ontario

PORT ARTHUR, DULUTH & WESTERN RAILWAY

Original Stations - 1892

<u>Mileage</u>	<u>Name</u>	<u>Altitude</u>
00.00	Prince Arthur's Landing station Westfort	615 ft.
13.00	Slate River station (Rosslyn after 1904)	
19.00	Stanley station (Stanley Junction after 1902)	722
	Harstone	
	Flint	
29.00	Hymers station	
	Sellars	
	Nolalu	
40.00	Silver Mountain station	1,282
	Suomi	
50.00	Mackies station (Gravel Lake) (End of line after 1923)	
55.00	Sandstone Lake station (Sand Lake)	1,541
60.00	Iron Range Lake	
65.00	Addie Lake station	1,609
71.00	North Lake station	1,572
86.07	Gunflint station (Gunflint Narrows after 1912)	1,569

CANADIAN NORTHERN RAILWAYDuluth & Western Branch - 1912

<u>Miles from Stanley</u>		<u>Altitude</u>
19.0	Port Arthur, Ontario	615 ft.
0.0	Stanley Junction (with Ontario Division, CNoRy)	722
T.3	Kaministiquia River	717
5.4	Whitefish River	766
8.0	Silver Creek station	807
10.0	Murdoch station	877
12.4	Whitefish River	913
13.6	Whitefish River	1,000
16.8	Whitefish River	1,095
18.2	Beaver Dam Creek	1,162
21.0	Silver Mountain station	1,282
23.8	Whitefish Lake station	1,348
28.1	Brook (unnamed)	1,445
33.2	Summit between Stanley Junction and North Lake	1,552
34.3	Sand River	1,539
36.6	Sand Lake	1,541
45.3	Summit between Sand Lake and Addie Lake	1,692
48.0	Addie Lake	1,609
52.0	North Lake station	1,572
55.2	Arm of North Lake	1,562
60.3	Summit between Addie Lake and Gunflint Lake	1,627

↓ THIS 4-4-0 IS PROBABLY NUMBER 2 OF THE PAD&W, HAULING THE PERENNIAL mixed train. On the left is George McLeod, the engineer; on the right is John Hume, the popular train-agent. Photo Author's collection.



63.0 Gunflint Lake 1,553
 66.5 Gunflint Narrows station 1,569
 This table courtesy Mr. Clifford A. Brown, Thunder Bay, Ontario.

July 24, 1901

CANADIAN NORTHERN RAILWAY

Time Card
 Duluth Section

Effective 7th. July 1901

TRAINS GOING WEST

Read down

TRAINS GOING EAST

Read up

No. 3 Frt. Mon., Tues., Wed., Thurs.			No.1 Mxd. Miles from Friday Port Arthur		No.2 Mxd. Friday		No. 4 Frt. Mon., Tues., Wed., Thurs.	
6k	9k	0	LV	Port Arthur	86	AR	14:30	16:15
6:20	9:30	3		Fort William	83		14:15	16:00
6:35	9:45	6.0		Westfort	80.0		13:45	15:45
7:05	10:15	13.0		Slate River	73.0		13:15	15:20
7:45	10:45	19.0		Stanley	67.0		12:45	15:00
8:30	11:25	27.0		Silver Creek	59.0		12:00	14:15
8:40	11:45	29.0		Hymers	57.0		11:50	14:00
10:00	13:00	40.0		Silver Mountain	46		11:00	13:00
10:20	13:20	43.0		Whitefish	43.0		10:45	12:45
11:00	14:00	50.0	AR	Gravel Lake	36	LV	10:15	12:00
	14:30	55		Sand Lake	31		9:30	
	15:15	65		Addie Lake	21		8:45	
	16:00	71		North Lake	15		8:00	
	16:40	83		Leeblaine	3		7:20	
	17:00k	86	AR	Gunflint	0	LV	7k	

D.B.Hanna
 General Superintendent, Winnipeg

A.J.Gorrie
 Superintendent, Port Arthur

G.H.Shaw
 Traffic Manager, Winnipeg

(This time table courtesy the Port Arthur DAILY TIMES JOURNAL)

LOCOMOTIVES OF

THE PORT ARTHUR, DULUTH AND WESTERN RAILWAY

Information courtesy of Mr. R.F.Corley

Road number	Type	
1	0-4-0 tender	"Black Auntie"
2	4-4-0	Built 1886/1890* S/N 386 Canadian Locomotive Company, Kingston, Ontario. 17X24" cyls. 62" drivers; 140 psi boiler pressure.

Renumbered: Canadian Northern Railway Number 1, August 1897;

Apparently renumbered: JBR Number 15;

Renumbered: Canadian Northern Railway Number 1

NOTE: A second Number 1 existed 1907-1911.

Renumbered: Canadian Northern Railway Number 1, in 1912 renumbering.

Scrapped: Trenton, Ontario, September 24, 1918.

* This locomotive shown as built September 1886 & October 1890 in different records. It is believed that the engine was built for stock by CLC in 1886 and shipped new to PAD&W in 1890.

3 4-4-0

(Canadian Northern Railway records say this locomotive was built by Canadian Locomotive Company in October 1891, but no logical engine occurs in CLC records. Perhaps she was purchased second-hand, but it is not presently known from whom.) 16x24" cyls.; 140 psi boiler pressure.

Scrapped: ca. 1910.

4 2-6-0

Built October 1889 S/N 365 Canadian Locomotive Company, Kingston, Ontario. 18x24" cyls. 57" drivers; 150 psi boiler pressure.

Built as: Qu'appelle, Long Lake & Saskatchewan Railroad & Steamboat Company No. 1;

Became: Port Arthur, Duluth & Western Railway Company Number 1;

Renumbered: Canadian Northern Railway Number 19 in August 1897;

Renumbered: Canadian Northern Railway Number 107 in 1912 renumbering;

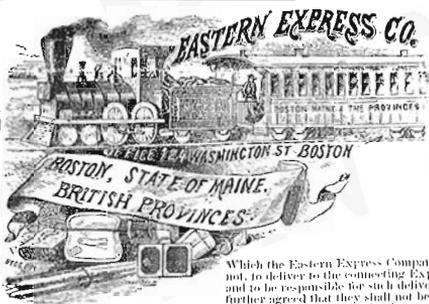
Renumbered: Canadian National Railways Number 470.

Scrapped: June 1927.



AFTER THE LAST RUN ON MARCH 24 1938, THE CANADIAN NATIONAL WASTED NO time in pulling up the rails, loading them on flat cars and hauling them away to the scrap yard. That was the last of the PAD&W!

Photo from the Author's collection.



November 1974

WAYBILLS

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

FOR THE EASTERN EXPRESS COMPANY, *M. Mackenzie*

STATEMENT

The Board of Directors of the Canadian Railroad Historical Association and the Editor of CANADIAN RAIL consider it desirable that the following statement be published:

- Articles, reports and other items published in CANADIAN RAIL do not represent the official position of the Canadian Railroad Historical Association on any matter, unless designated specifically as official statements or opinions of the Association;
- Manuscripts, photographs, news items, books for review and similar items are always welcome for possible publication in CANADIAN RAIL; however, their safe return cannot be guaranteed, despite the assurances suggested by registered mail or guaranteed express.

It should be pointed out that the Officers and Directors of the Association, its Branches and Divisions and members responsible for its projects, serve voluntarily and without remuneration.

RECENTLY, IN CANADA'S HOUSE OF COMMONS AT OTTAWA, MR. J.-P. GUAY, Parliamentary Secretary to the Minister of Transport replied to a question by Mr. Cossitt regarding the old right-of-way of the Brockville & Westport Railway, later (1903) the Brockville, Westport & North-Western Railway Company. This line was opened for service from Brockville, Ontario to Lyn Junction, 4.5 miles, on January 11, 1886. Control of the railway was assumed by MacKenzie, Mann and Company on July 1, 1910 and sale was consummated by court order to the Canadian Northern Railway Company on December 14, 1911.

The Board of Transport Commissioners authorized the abandonment of 40.51 miles between Lyn Junction and Westport, Ontario, under order 79236 dated June 8, 1952 and the line was dismantled in the same year.

Mr. Cossitt wanted to know what sections of the right-of-way had been sold, to whom, for what price and what Canadian National Railways' plans were for the portions of the right-of-way still owned by this company, as successor to the lines and properties of the Canadian Northern Railway Company.

Mr. Guay said that, of the 40 miles involved, a strip approximately 11 miles in length, extending from a point near Newboro to a road allowance between Concessions 7 and 8, Township of Bastard, is to be retained by the CNR for possible rail penetration. He said further that it was not CN policy to disclose the names of purchasers of old rights-of-way, nor the purchase prices for these portions of railway lines.

John Welsh, who sent in this item, wonders why.

MONDAY, AUGUST 5, 1974, WAS A MEMORABLE DAY FOR PRESIDENT CARL STERZING, jr. and the Delaware and Hudson Railway, when passenger Train 35, the ADIRONDACK, left Rensselaer NY, the connection with the Penn Central's Hudson River main line, opposite Albany, New York, en route to Montréal. In General Order 3-30, D&H Superintendent J.G.Cassick established the maximum authorized speed for the new Trains 34 & 35 at 50 mph and noted that Time Table Number 3 of the Second, Third and Fourth Subdivisions of the D&H was modified accordingly.

Train 35 of that Monday was scheduled to arrive Rouses Point NY at 17:05 hours, but was almost two hours late, due to a late departure from Rensselaer and various celebrations along the way.

Regular service was begun the following day. The schedules of Train 34 (south) and Train 35 (north) were as follows:

Effective Tuesday, August 6, 1974.

<u>Train 35</u>			<u>Train 34</u>		
11:40 hrs.	LV	Renssaler (PC)	AR	16:30 hrs.	
11:57		LA Cabin		16:05	
12:05	f	Colonie (West Gate)	f	15:58	
12:27	f	Mechanicville	f	15:36	
13:02	s	Saratoga Springs	s	14:57	
13:29	s	Fort Edward	s	14:30	
13:55	AR	Whitehall	LV	14:05	
14:02	LV	Whitehall	AR	14:01	
14:34	f	Fort Ticonderoga	f	13:31	
15:17	f	Westport	f	12:47	
16:18	s	Plattsburg	s	11:48	
17:05 hrs.	AR	Rouses Point NY	LV	11:10 hrs.	

Assuming that the ADIRONDACK will operate over the Napierville Junction Railway from Rouses Point NY to Delson, Québec and CP RAIL from Delson to Windsor Station, Montréal, on the former schedule of D&H Trains 34 & 35, the following times have been calculated for the remainder of the run:

17:10 hrs.	LV	Rouses Point NY	AR	10:51 hrs.
17:20	AR	Lacolle, Qué.	LV	10:39
17:40	LV	Lacolle	AR	10:35
18:12		Delson		10:02
18:35	s	Montréal West	s	09:42
18:43	s	Westmount	s	09:36
18:50	AR	Montréal-Windsor Station	LV	09:30

The stop at Lacolle in each direction was for United States and Canadian Customs and Immigration purposes.

The consist of the inaugural Train 35 was as follows:

D&H PA 1 Number 17
 D&H PA 1 Number 18
 D&H Coach Number 1012
 D&H Coach Number 1001
 D&H Dome Coach Number 35 "Willsboro Point"
 D&H Coach Number 32 "Bulwagga Bay"

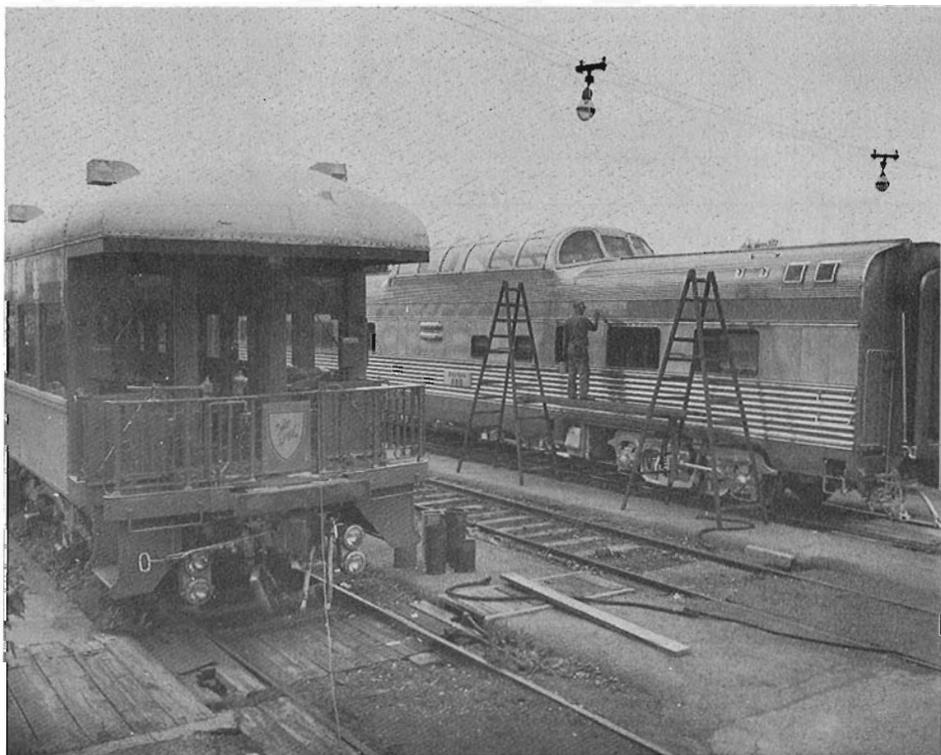
The consist of the inaugural ADIRONDACK, Train 35, was as follows:

D&H PA 1 Number 17
 D&H PA 1 Number 18

D&H Coach Number 1012
D&H Coach Number 1001
D&H Coach Scenic-Dome Number 35 "Willsboro Point"
*D&H Coach Number 32 "Bulwagga Bay"
*D&H Coach Number 31 "Ausable River"
*D&H Coach Number 34 "Whiteface Mountain"
*D&H Coach Number 33 "Mount Marcy"
D&H Café-Lounge Car Number 43 "Champlain"
D&H Business Car Number 200

The coaches marked with an asterisk originated in Grand Central Terminal, New York City, and were worked north on AMTRAK Train 71 to Rensselaer-Albany.

For the new ADIRONDACK service, the D&H has leased CP RAIL "Sky-line" dome coaches Numbers 500 & 507, has repainted them in the D&H's own blue and yellow and has renamed them "Willsboro Point" and "Bluff Point", respectively. Jim Shaughnessy sends the accompanying picture of CP RAIL dome coach Number 500 being repainted and relettered at the D&H's Colonie Shops.



Rostered for the northbound ADIRONDACK for August 6 were D&H RS 11 units Numbers 5020 & 5004, 1800hp. ALCO units, without steam generators. Meanwhile, to provide steam-heating capabilities for the autumn and winter days ahead, D&H leased two Boston & Maine 1600hp. RS 3 units, Numbers 1508 & 1536 and re-installed the steam generators which the B&M removed when locomotive-hauled passenger trains were discontinued on that line. When these units have been overhauled, they will replace the RS 11 units, opposite the PA 1s.

1823

CELEBRATING ITS SESQUICENTENNIAL YEAR
AMERICA'S OLDEST TRANSPORTATION COMPANY
150 YEARS OF SERVICE

1973



However, by far the most startling report, unconfirmed at that time, was that the D&H would purchase two RF 16 Baldwin "sharknose" 1600hp. units from the Monongahela Railroad, Numbers 1205 & 1216, ex-P&LE, ex-PC, would have them re-engined by Morrison-Knudson of Boise with 12-cylinder 251 ALCO prime-movers, would add steam generators and would place them in ADIRONDACK service opposite the PA 1 units.

For variety of motive power, the D&H is certainly in the front rank, along with the British Columbia Railway.

PA 1 units Numbers 16 & 19 are in bits and pieces at Morrison-Knudson, Boise and are expected to return to Colonie in mid-December.

According to the United States federal law, the new ADIRONDACK service should have been part of the AMTRAK service. Initially, the service was restored by the State of New York, whose Governor, Malcolm Wilson, signed a landmark \$ 30 million railroad preservation bill in 1974. While the State of New York was protecting the D&H against any operating losses, it was said that one-third of the loss was being paid for by AMTRAK. That explained why the equipment was totally D&H.

The New York State Department of Transport also agreed to pay for the rebuilding of the four PA 1 units, the repair and renovation of the cars, the 90-day rental of the CP RAIL "Skyline" dome coaches, the rental of the B&M RS 3s, the refurbishing of some stations and track repair and upgrading. Who knows? NY DOT may even pay for the ex-P&LE "sharknoses"!



IT WAS A DAY TO REMEMBER, AUGUST 12 1974, WHEN THE TWO "SHARKNOSES" arrived at Colonie Shops of the Delaware & Hudson Railway. Goslett and De Jean didn't believe it and Stan Smail made a hurried trip south to make sure it was true. As usual, Jim Shaughnessy was on hand with his trusty Speed Graphic to make a visual record of the event. What more could the diesel fan ask for?

It is rumored that the "Sharknoses" will be used in pusher service on Richmondville Hill, when they aren't powering the new ADIRONDACK passenger service. Unfortunately, their electro-pneumatic controls won't permit MUing with other D&H power.



MR. ROBERT KLEIN, DIRECTOR OF TECHNICAL RESEARCH AND DEVELOPMENT FOR CP RAIL, told delegates to a mid-year international conference - and the citizens of British Columbia, indirectly - that electrification of CP RAIL's main line from Calgary to Vancouver was at least five years and \$ 250 million away from realization. The real shocker was Mr. Klein's statement that electrification was not even a possibility until Canadian Pacific Limited was assured that Nationalization of its system was no longer being seriously considered by the Government of Canada.

Nevertheless, Mr. Klein told his audience that the estimated savings resulting from the Calgary-Vancouver electrification were equal to the minimum rate of return on investment desired by Canadian Pacific Limited. With a 50kv system and feeder substations at 50-70km intervals, capital costs could be kept to a reasonable level. With high-horsepower, thyristor-controlled locomotives, train speeds over the heavily graded line through the Rockies could be accelerated and more tonnage could be hauled with fewer locomotives than are presently required.

But Mr. Klein pointed out that the case for electrification will also depend on the cost of electric energy maintaining its present price against that of diesel fuel, which has escalated by 50% over the last 12 months.

Winnipeg "Free Press".

THE CAPE BRETON STEAM RAILWAY BEGAN ITS 1974 OPERATIONS ON JULY 1, wrote Barrie MacLeod of Sydney, Nova Scotia. From that date to September 2, trains were scheduled for operation Monday through Thursday, between Glace Bay and Port Morien and on Sunday from Victoria Junction to Port Morien, via Glace Bay. Fares were advertised as \$ 3 first class and \$ 2.50 coach for adults Glace Bay to Port Morien and return. On the "total tour" on Sundays, the return fare Victoria Junction to Port Morien via Sydney was \$ 6 first class in the saloon car and \$ 4.50 in the coach, for adults. The saloon car boasted bar service and, on some trains, sandwiches were available.

Barrie noted that engine Number 42 operated from the start without problems, but the ex-Southern Railway (England) "Schools" class three-cylinder 4-4-0 "Repton" Number 926, had running -in problems. On July 6, "Repton" made a test run to Port Morien from Glace Bay, and return. The following day, she made her first run in revenue service. She is a beautiful locomotive and looked very smart in her new paint scheme of dark green. Her former company name and number - Southern 926 - were retained and an electric headlight and diesel air-horns (!) were installed to comply with Canadian Transport Commission regulations.

The English-type whistle was installed on "Repton" when she arrived at Sydney and is being repaired. It will be installed as soon as the repairs have been completed.

On July 7, "Repton" failed on the return trip Morien and had to be hauled back to the shops the following day. Mechanical problems were said to be the cause of the failure. Necessary repairs were completed by July 12.

Robin Russell visited the Cape Breton Steam August 10-11 and was surprised to find "Dunc" du Fresne and of Ottawa already on the scene. The temptation of an English three-cylinder 4-4-0 had been too much for "Dunc" to withstand. Robin reported that "Repton" was working well, although the track on the

Port Morien branch was of substandard quality. The ex-Great Western Railway (England) first and second-class composite coach in its chocolate and "spilt milk" livery was also in revenue service.

IN LATE JULY 1974, "LAKESHORE" COMMUTERS TO AND FROM MONTREAL WERE surprised to see green and black on aluminum cars from GO TRANSIT, Toronto, in their local CP RAIL station, replacing - for the moment, at least - the high-capacity double-decker (voitures-imperiales) coaches of CP RAIL. The experiment began on 27 July and ended on 2 August 1974, when the nine CP RAIL double-deckers returned from Toronto and the 13 GO TRANSIT single-levels returned to Toronto.

It was reported that GO TRANSIT officials had to take just one ride on the CP RAIL bi-levels before reaching the conclusion that they HAD to have some of these cars. Montréal commuters, on the other hand, were cool to luke-warm in their appreciation of the GO TRANSIT equipment. One commuter described the GO TRANSIT cars as "spartan", while another said they were "functional". Both said that the CP RAIL bi-levels on the "Town Trains" were smooth-riding and comfortable, in comparison. Wayne Hoagland.

FROM LETHBRIDGE, ALBERTA, PAT WEBB, OUR TRUSTY OBSERVER, REPORTED IN mid-July 1974 that the Canadian Railroad Historical Association's ex-Canadian Pacific Railway 4-4-0 steam locomotive Number 144 and ex-CPR Business Car Number 1 arrived safely at Alyth Yard, Calgary, late in the week of June 30 together with the vintage 1890 boxcar and passenger car from Canadian Pacific Limited's historic rolling stock collection. Number 144 and the other vehicles came south to Macleod, Alberta, on CP RAIL freight Train 71 on July 4.

The display crew had a hard time preparing the engine and cars ready for their Friday morning date with the public (July 5), as a number of items, including 144's headlight glass, had been left accidentally in Montréal!

Number 144 and the other cars were on display for three days at Macleod, ending on Sunday night, July 7. The engine and cars departed Macleod on Monday morning behind CP RAIL "Geep" Number 8491, scheduled at 25 mph. maximum. The trip back to Calgary, about 100 miles, would have taken about five hours, with stops. The consist moved as freight Train 73, the regular freight from Macleod to Calgary. Leaving Macleod at 12:15 hrs., Train 73 arrived Calgary just after 17:00 hours.

At High River, Train 73 stopped long enough for Pat to talk to the engineer of Number 8491. The latter said that Number 144 was running beautifully, not even warm. Aside from one extra boxcar, the "Geep" had only the display train on its coupler, well back behind CP RAIL private car "Mount Stephen", being used by CP BYGONES. Also in the train, behind Number 144, was the display caboose Number 436954, trailed by her identical working sister, Number 436926. The only difference between the two, Pat said, was that plywood covered her sides and the "multimark", and she had an unusual location in the train.

Pat followed Train 73 about 50 miles north towards Calgary, taking about 50 35mm slides in the process, only to find on his return to Lethbridge that the camera had malfunctioned! It was a good thing that Pat's 10-year-old son was along, for he snapped three or four pictures of Number 8491, Number 144 and the display train!



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