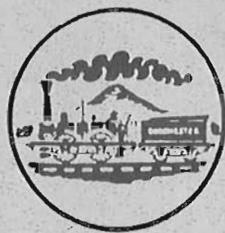
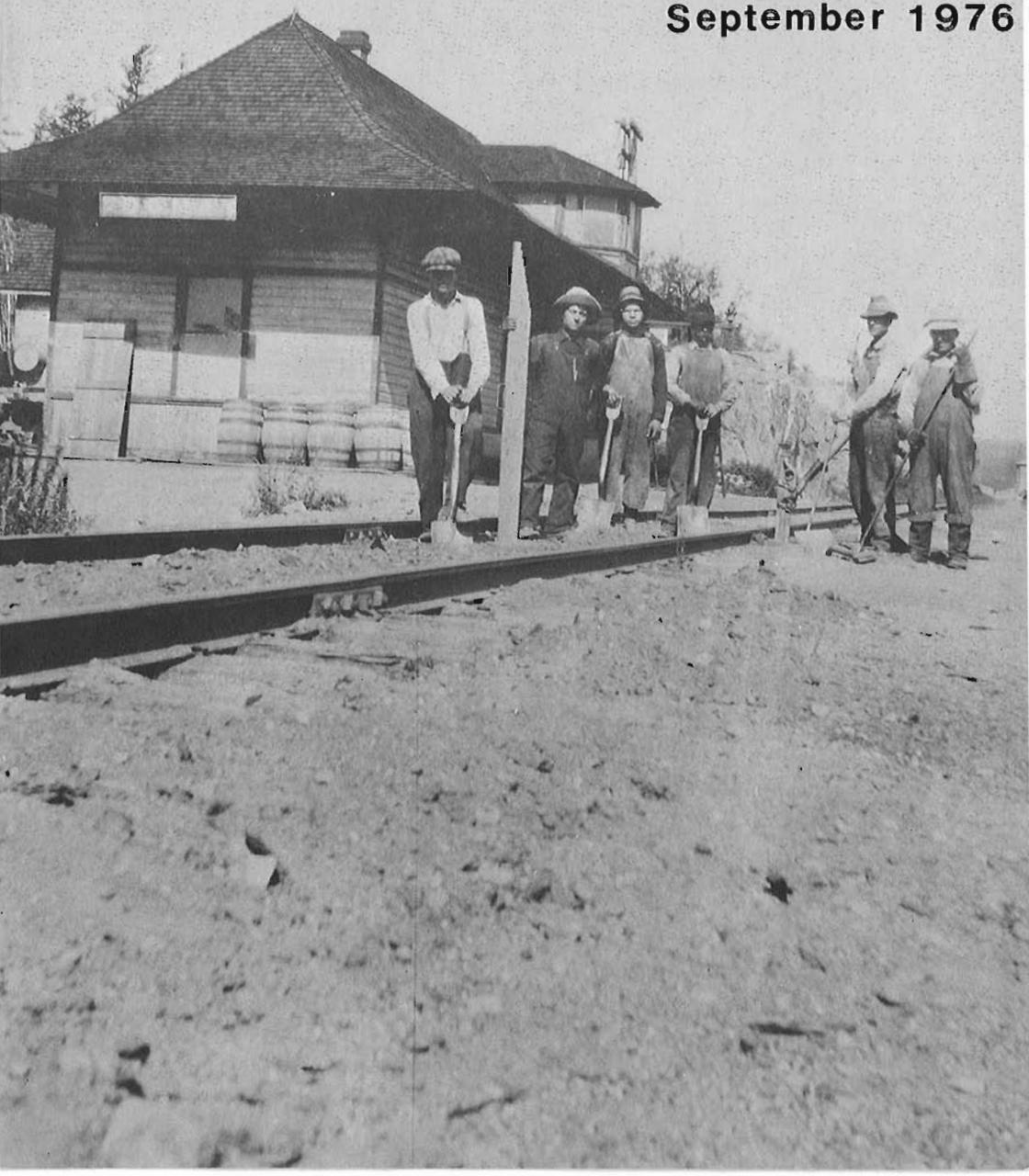
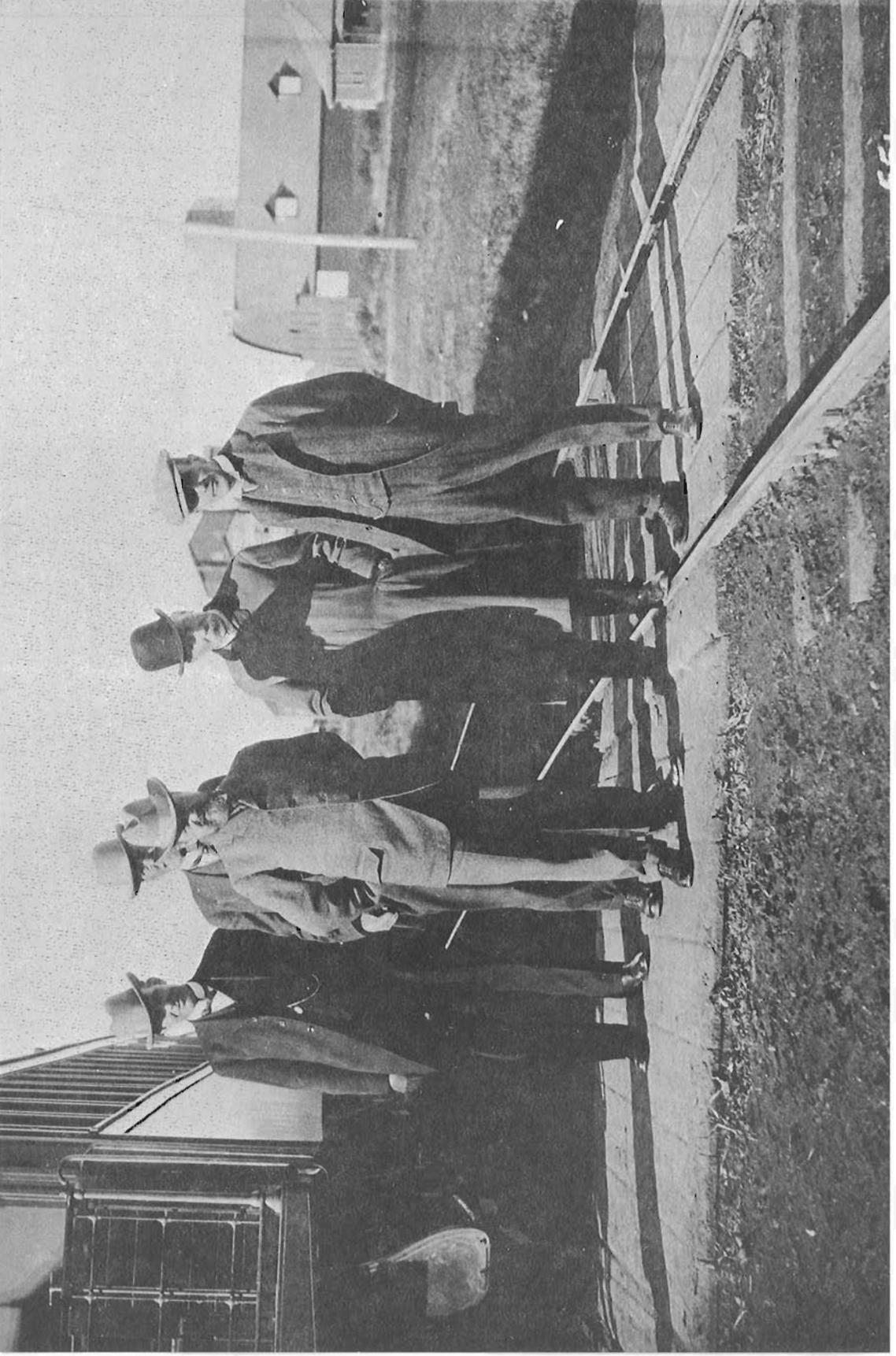


Canadian Rail



No. 296
September 1976





The Grand Trunk Pacific's LAKE SUPERIOR BRANCH

John Todd.

A hundred years or more ago, the crown colony of British Columbia, three thousand miles distant from Montréal - so it was said - was more than willing to confederate with the five eastern provinces of Canada, as long as the federal government would agree to build a railway west across the plains and through the mountains to Victoria, Vancouver Island. The Pacific Railway would start, logically, from the terminus of the line in Ontario that ran farthest west from the "Main Line" of the Grand Trunk Railway Company of Canada at Toronto.

The Grand Trunk Railway was then the largest and most important railway in Canada. It expected to be asked to build the transcontinental railway and it was not disappointed. It expected that it would be allowed to choose its own route west, via the southern city of Chicago, to which it already had a line.

This route was refused without qualification by Canada's federal government and Prime Minister John A. Macdonald, who insisted that the transcontinental railway should be located entirely on the Canadian side of the International Boundary. This stipulation also frus-

← PARTICULARLY TYPICAL OF LIFE ON THE RAILWAY IN THE EARLY PART OF THE Twentieth Century is this portrait of the section gang on the Grand Trunk Pacific Railway's Lake Superior Branch at Dona, Ontario. The picture is very reminiscent of other locations on the National Transcontinental in northern and eastern Québec. The picture was loaned for presentation by Mr. T. Delvecchio.

← AFTER THE LAKE SUPERIOR BRANCH OF THE GRAND TRUNK PACIFIC RAILWAY Company was declared ready by the contractor, there was a tour of inspection by Messrs. O.O. Winter, A.B. Atwater, Charles M. Hays and Alfred W. Smithers, pictured here at Fort William, Ontario, in 1910. Photo courtesy Public Archives of Canada.

trated the United States' financier Jay Cooke, who would have preferred that the railway should run via Sault Ste. Marie, Ontario and upper Michigan, with a connection to the Northern Pacific Railway at Duluth, Minnesota. In any case, everyone agreed that any southern route would terminate at Winnipeg, where the real transcontinental line would begin.

Because of this difference of opinion between the federal government and the Directors of the Grand Trunk, the latter lost their chance to build the Pacific Railway. At that time, the loss was of no great concern to the Grand Trunk, which was busy gobbling up various short lines in Ontario and Michigan. Thirty years later, it was esteemed to have been a most serious loss. By the turn of the century, it appeared that the Grand Trunk was going to get a second chance to build a transcontinental railway.

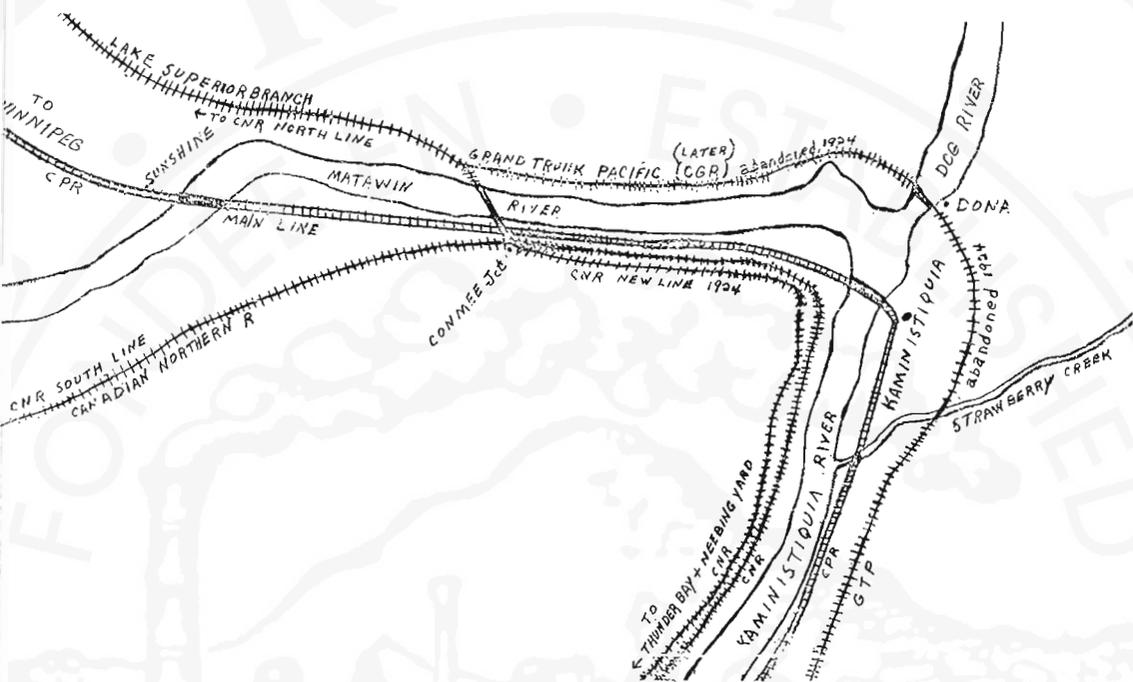
By 1901, the occupation of the Canadian west, via the Canadian Pacific and Canadian Northern Railways, was in full swing. Even the then Prime Minister of Canada, Sir Wilfred Laurier, was keenly aware of the need for a second transcontinental railway, to offer competition to the Canadian Pacific and to transport the ever growing traffic which could not be handled over one line. There was a need for another coast-to-coast railway, as William Mackenzie and Donald Mann of the Canadian Northern had already proved.

Under the leadership of Sir William Laurier, who sincerely believed that his duty was to lead Canadians into a new and greater era of prosperity, the national transcontinental proposal was continued. It was proposed that the government of Canada would build the eastern portion of the line from a terminal in Nova Scotia to Winnipeg, via Québec, northern Ontario and possibly Fort William or Port Arthur on Lake Superior.

The Grand Trunk Pacific Railway Company, a wholly-owned subsidiary of the Grand Trunk Railway, would build the Nova Scotia-Winnipeg portion for the Government of Canada and would lease it back for operation. The Eastern Division would be leased for operation for 50 years to the Grand Trunk Pacific at an annual rental of 3% of the construction costs, with the first seven years rent-free and a three year grace period, if the railway did not earn enough to pay the interest on its construction cost. Everyone agreed that the country between the St. Maurice valley in Québec and Superior Junction in northwestern Ontario was very barren.

As the construction of the eastern and western portions of the new transcontinental railway went forward, the grain harvests on the prairies increased year by year. In order to take advantage of this traffic, the Directors of the Grand Trunk decided that it was essential to have a connection with the ports at the head of Lake Superior as soon as possible. The proposed line would leave the main line at Superior Junction in northwestern Ontario, running some 200 miles southeast to Fort William on Thunder Bay. The Grand Trunk hoped that it could secure a portion of the grain traffic from the prairies to the Great Lakes.

A charter was granted in 1903 for a railway from the National Transcontinental to Fort William, Port Arthur or some other port on Lake Superior. It was to be known as the Lake Superior Branch. The Province of Ontario awarded the line a subsidy of \$ 2,000 and 6,000 acres of land per mile in 1904, the land to be allotted in ten large blocks adjacent to the railway.



In choosing a site for the terminal at the lakehead, the GTP civil engineers examined several sites and land was optioned to take the line to Bare Point, north of the harbour at Port Arthur. The site selected was a 1,600-acre tract obtained from an Indian reserve, fronting on both the Kaministiquia and Mission Rivers at Fort William.

The latter stream required considerable dredging. Fort William paid handsomely for the privilege of welcoming the Grand Trunk Pacific, with \$ 200,000 cash and a \$ 50,000 subsidy to build a combination rail and road bridge to gain access to the land on the south side of the Kaministiquia River. There were also tax exemptions, land grants and street closings. The enabling by-law was ratified by the Fort William ratepayers in the ratio of 100 to 1.

A contract was signed with Foley Brothers, Larsen and Company of Minnesota, U.S.A. on October 5, 1905, for the construction of slightly less than 160 miles of railway. The first sod was turned at Westfort at 15 41 hours, September 11, 1905 by Prime Minister Sir Wilfred Laurier, with 10,000 people in attendance. The GTP officials were inclined to ignore this ceremony, as they had already held one on the main line of the GTP at a point six miles north of Carberry, Manitoba, on August 29, 1905.

But Sir William, like politicians then and now, was not to be denied. He had been "persuaded" to stop off at Fort William on his way back to Ottawa, after his western tour. The official party came east over the Canadian Northern Railway and, after the sod-turning ceremony, the politicians assured the citizens that, with the building of the GTP, Fort William would be the Chicago of the north, an allegedly very desirable condition. Sir Wilfred and Lady Laurier were entertained at a reception at the home of Dr. Hamilton, later leaving to spend the night in their private railway car at Port Arthur. In



VER

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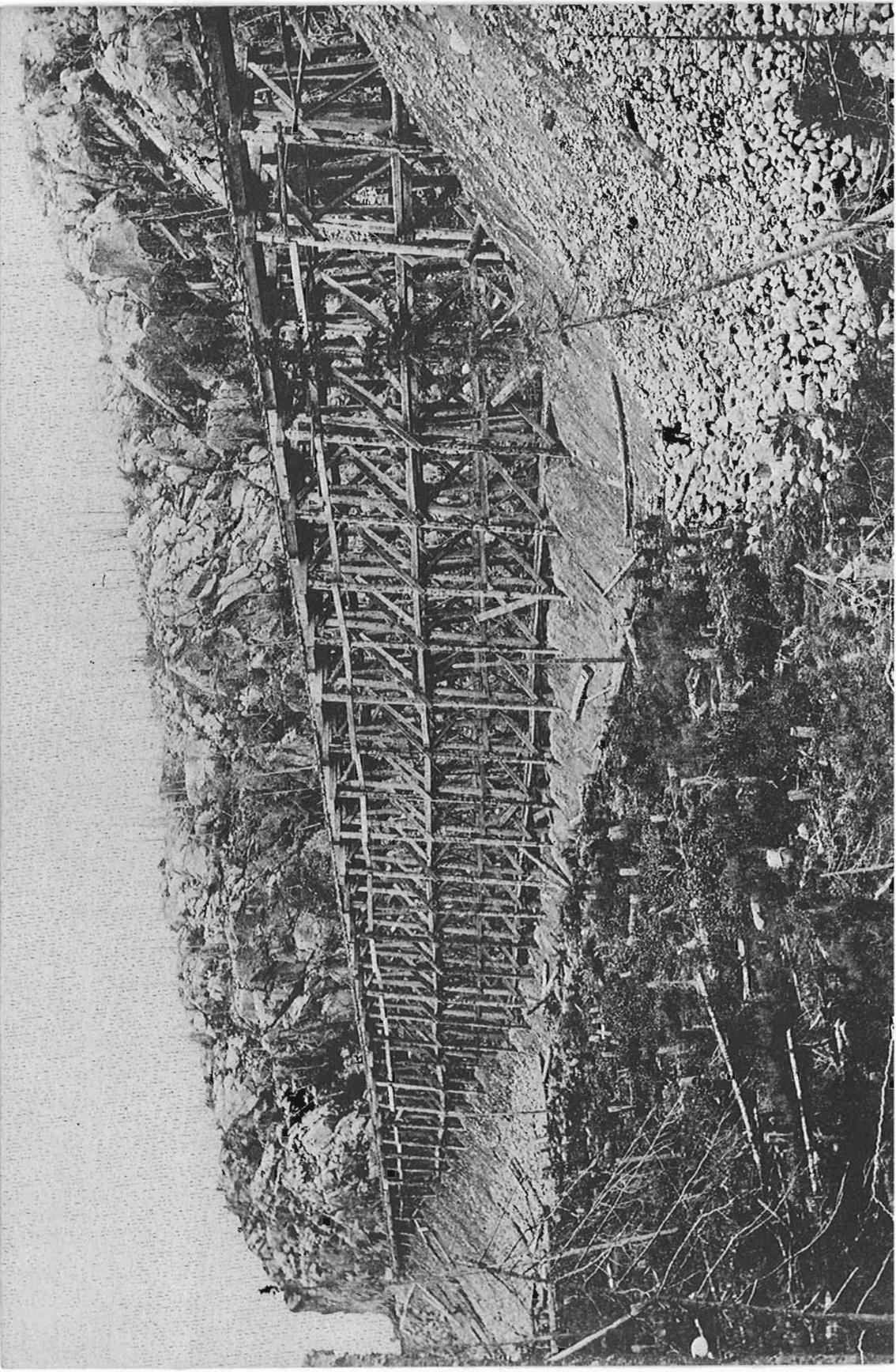
West Fort William

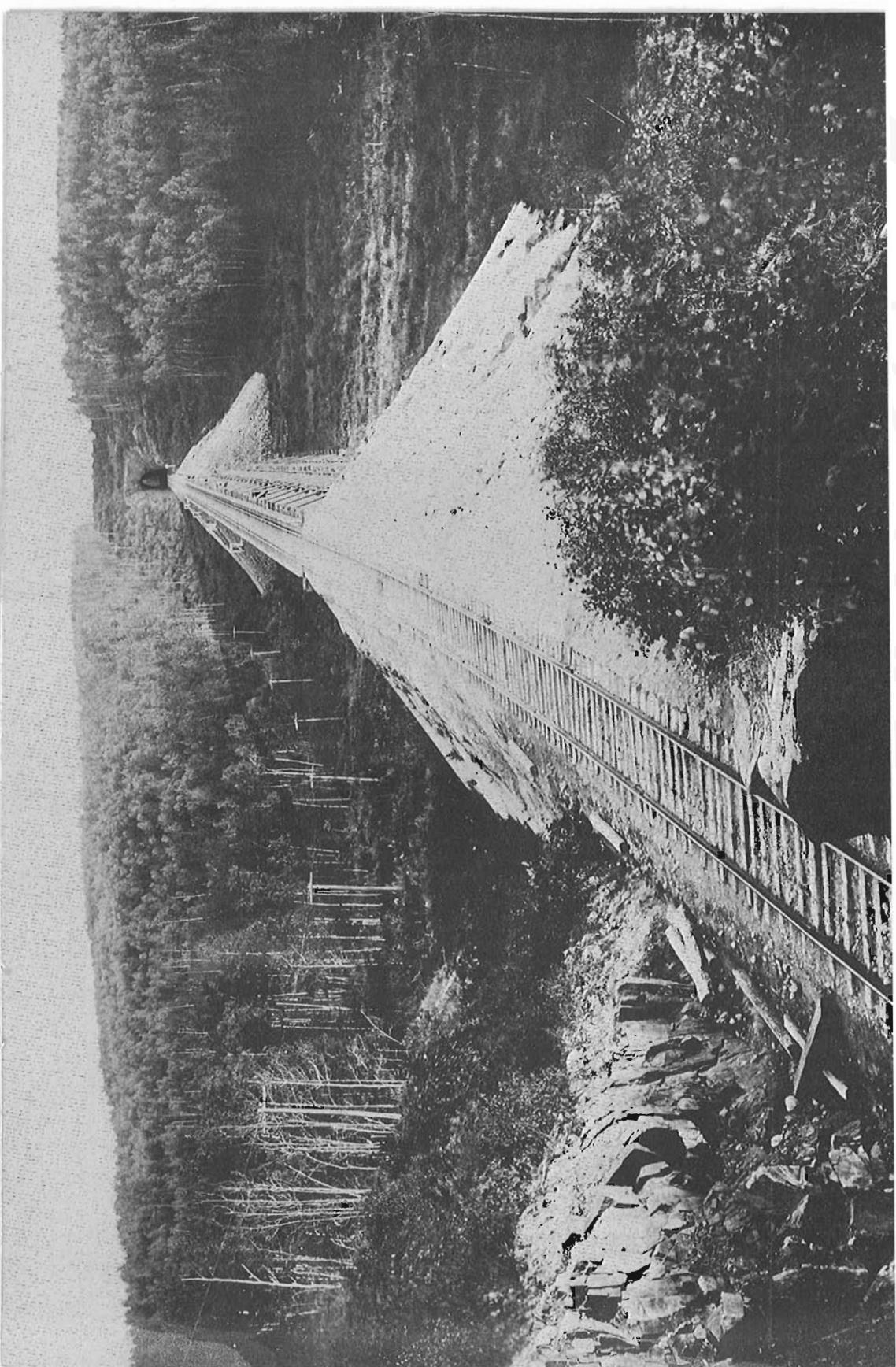
FORT WILLIAM I.R. No. 52

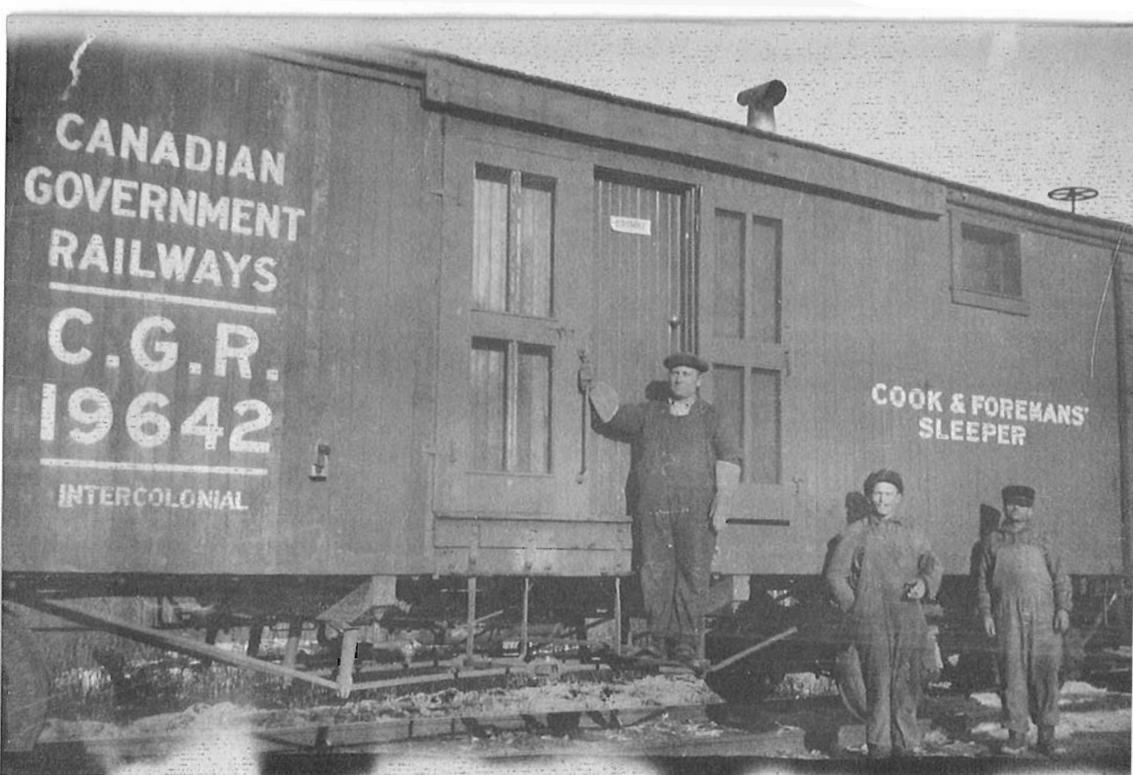
THUND

BAY

Welcome Islands







↑ THE EXTRA GANG'S COOK AND FOREMAN'S SLEEPER (THE SIGN ON THE DOOR INDICATES THAT THE CONTENTS ARE "PERISHABLE") BELONGED TO THE CANADIAN GOVERNMENT RAILWAYS AND CAME FROM THE INTERCOLONIAL RAILWAY COMPONENT. THIS PHOTOGRAPH, TAKEN DURING THE CONSTRUCTION PERIOD OF THE LAKE SUPERIOR BRANCH IS THROUGH THE COURTESY OF MR. T. DELVECCHIO.

← ONE OF THE MANY WOODEN TRESTLES ON THE LAKE SUPERIOR BRANCH. THIS ONE WAS ON SUBCONTRACTOR WINSTON'S CONTRACT, UNDER THE SUPERVISION OF FOLEY BROTHERS, LARSEN AND COMPANY OF MINNESOTA, U.S.A.

Photo courtesy Public Archives of Canada.

THE LAKE SUPERIOR BRANCH OF THE GTP 50 MILES NORTHWEST OF FORT WILLIAM, SHOWING THE TRESTLE AND TUNNEL AT FLETT, MILE 9.6 ON TODAY'S GRAHAM S/D OF CN. THIS PICTURE WAS TAKEN IN 1909, ABOUT 6 MONTHS AFTER THE LINE WAS OPENED. Photo courtesy Public Archives of Canada.

the morning, the private car was attached to the rear of an east-bound Canadian Pacific Railway express, for Ottawa.

Foley Brothers, Larsen and Company were the largest heavy construction contractors on the North American continent, at that time. John W. (Jack) Stewart, Canadian general manager of the company, arrived in late October to make preliminary arrangements, but work did not get under way on a large scale until 1906. Jack Stewart later served with distinction as head of the Canadian Railway Corps in World War I and became a Major-General.

Shortly after leaving West Fort William, the new GTP line made a half-loop to avoid the heavy grade alignment of the Canadian Pacific. This loop was facetiously named the "Moose's Nose" or "Devil's Elbow". The GTP ran close to the CPR for the first sixty miles out of Fort William, before turning in a more northerly direction to join the main line at Superior Junction, 6.4 miles east of Sioux Lookout and known by the same name today. The railway was built with considerable difficulty through forest, muskeg and rocky terrain, cr-

ossing a multitude of streams which flowed in and out of many lakes. While construction techniques had certainly advanced since 1883, when the Canadian Pacific was under construction through this desolate area, the difficulties provided by the terrain certainly had not changed.

A significant amount of rock-work was required and a 600-foot tunnel was driven through the rock at Flett. Sixty bridges were constructed, each one numbered from West Fort to Superior Junction. Work went on at a fast pace, but completion of the line was delayed by a shortage of 60-pound rail, on which a tariff had been imposed by the Canadian government. Nevertheless, the line was completed and opened for service on November 27, 1908. Three years and one month for the construction of about 160 miles of railway was not bad going, considering the ruggedness of the terrain.

All stations west of Westfort were named in alphabetical order, starting with Alba and continuing on to Superior Junction. Today, the 26-station sequence is still relatively intact, only B, D, I, N and X being lost over the years. To compensate, G, L and R are today repeated. The same station-naming practice was instituted by the GTP west of Portage la Prairie to Edmonton.

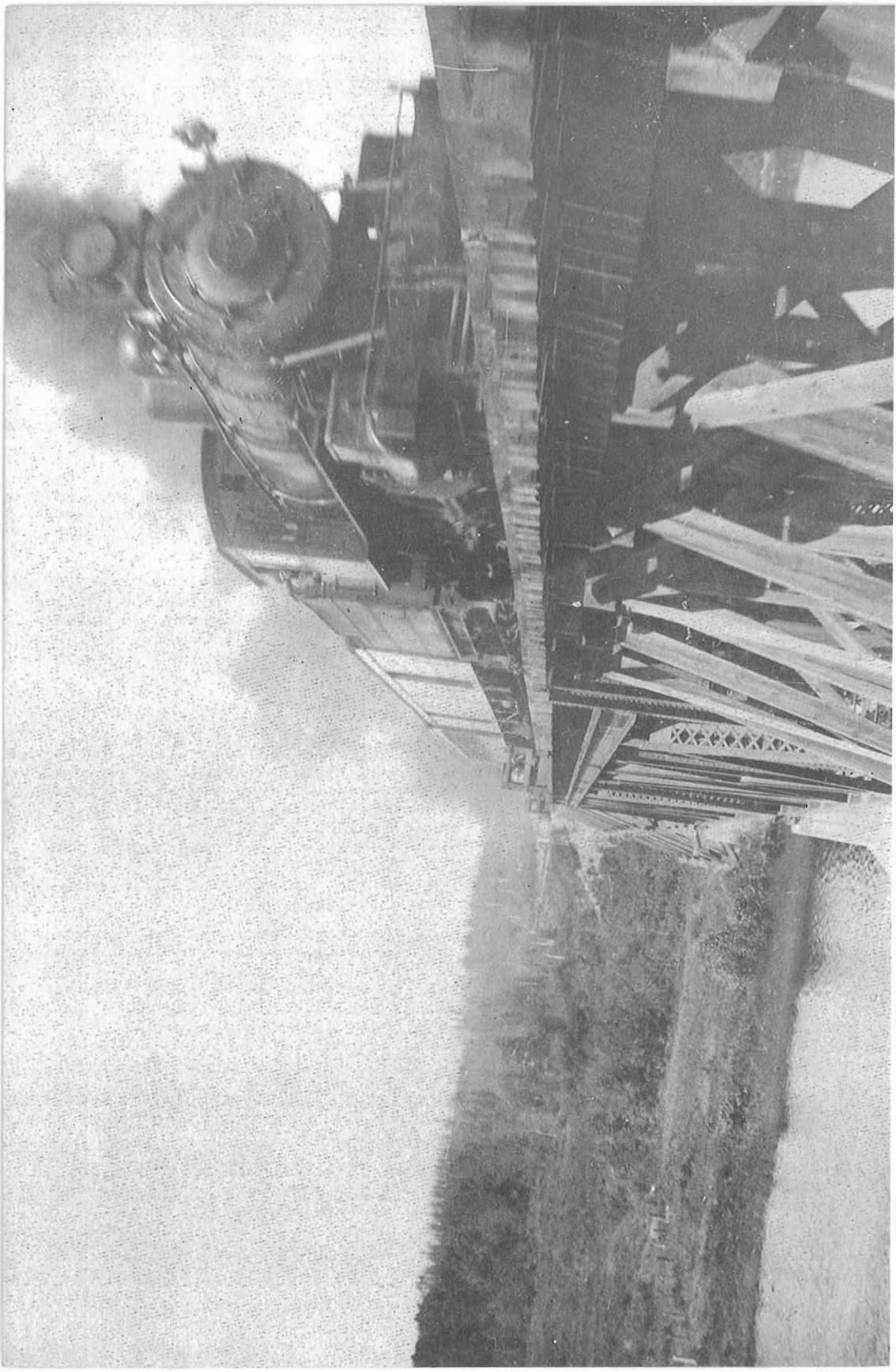
Construction of the Mission terminal required a swing-bridge to gain access to the 1,600-acre property on the east side of the Mission River. A large 5.75-million-bushel grain elevator was built near the river to handle the grain from the GTP's 131 prairie elevators being built along its western lines, as well as that from other private companies.

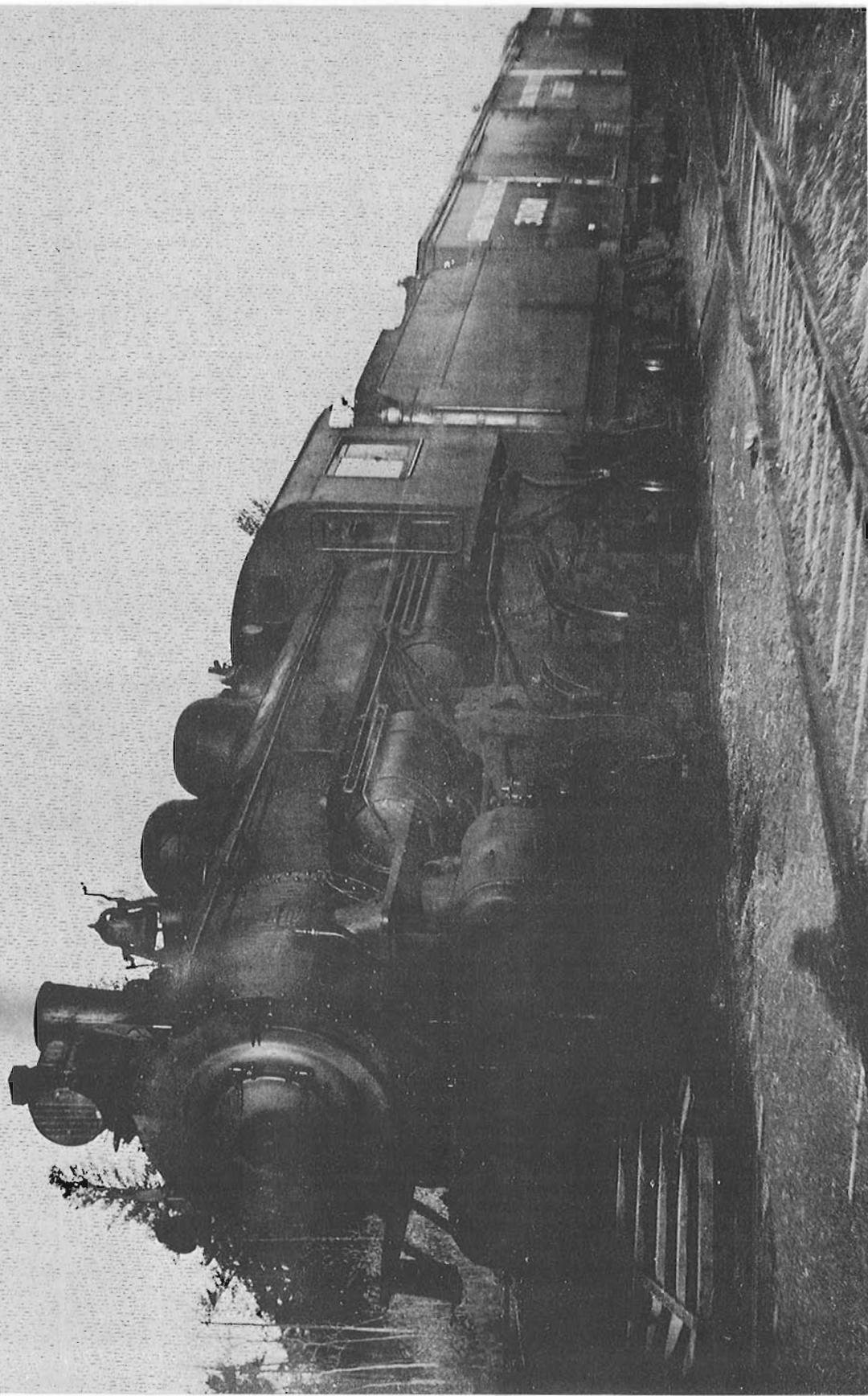
A large coal-handling facility was built to speed up the transportation of coal from lake ships to railway hopper cars. Two large transfer sheds were built for package and bulk freight to and from the lower lake ports. In addition, there was a large amount of yard trackage, the usual multi-stall roundhouse, water tank and car shops on the Mission property. Later, a spur was built to Fort William, so that the GTP could gain access to the Canadian Pacific Railway's station for their passenger trains. The GTP superintendent and the Company's offices were located here. A new freight shed was built nearby on the Kaministiquia River to serve the local trade.

The new Lake Superior Branch of the Grand Trunk Pacific Railway included the 252-mile section of the National Transcontinental from Superior Junction to Winnipeg. The contract for this portion was awarded to J.D. McArthur and Company of Winnipeg and a large amount of rock-work was necessary, as well as a considerable stretch of muskeg on the eastern end of the contract. Although completion of the Lake Superior Branch was hastened, the GTP was unable to use it to haul grain until 1909, in spite of the fact that they were shipping grain from the prairies west of Winnipeg as early as 1907. How did it reach the Lakehead? By the Canadian Northern Railway.

→ A WESTBOUND GTP PASSENGER TRAIN POWERED BY A TENWHEEL STEAM ENGINE thunders across the bridge over the Dog River at Dona, Ontario, about 35 miles west of Fort William. Photo courtesy T. Delvecchio.

A GRAND TRUNK PACIFIC FREIGHT TRAIN, HAULED BY 2-8-0 NUMBER 213, STOPPED near Dona, Ontario, presumably for a meet. Photo T. Delvecchio.





The Government of Canada had assured the GTP that the Winnipeg-Superior Junction section of the NTR would be completed on time, but with the exception of one ten-car train of grain moved in the late fall of 1909 over unballasted track, no further grain shipments moved. The McArthur contract was completed in August 1910, but a dispute with the Canadian Northern over trackage rights in Winnipeg delayed the opening of the line until April 1911. Thus the GTP lost out in moving grain in the 1908-09-10 seasons, which it had expected to deliver to the Grand Trunk on the lower lakes via lake carrier out of Fort William. This very lucrative traffic had to be turned over to the Canadian Pacific or Canadian Northern at Winnipeg and the anticipated revenues of the three seasons were thus lost to the struggling railway.

In the end, the National Transcontinental cost almost three times the original estimate. The Grand Trunk directors soon realized that the NTR would not earn enough revenue to pay the high annual rental fee, calculated by federal government experts. The GTP hastily refused to assume the expensive NTR lease with such a small amount of revenue traffic in view.

Despite the protestations and pleas of the Grand Trunk, the Department of Railways and Canals of the federal government refused to renegotiate the terms of the lease, insisting that the GTR must stick to the original terms, like it or not. When it became evident that the Grand Trunk just could not continue further operation of the NTR, the Government of Canada assumed operation of the NTR on June 12, 1914, considering it as an element of the newly-formed Canadian Government Railways.

The Lake Superior Branch was leased in perpetuity by the CGR at an annual rental of \$ 600,000 with option to purchase at any time within 21 years for \$ 13,333,333. It was officially taken over by the Canadian Government Railways on July 1, 1915, the new manager being Mr. Brewer, with headquarters in Cochrane, Ontario.

When the Government of Canada consolidated the operation of the Canadian Northern Railway with the Canadian Government Railways on December 20, 1918, Mr. D.B.Hanna was appointed manager of the combination. In the same Order-in-Council, the new Board of Directors of the CGRys were instructed to use the name "Canadian National Railways" in lieu of the names "Canadian Northern Railway System" and "Canadian Government Railways". This was the first appearance of the name which today identifies Canada's major railway.

Under Mr. Hanna's leadership, many improvements in the NTR/GTP were made, including the replacement of the timber bridges and trestles with steel and concrete or with rock and gravel fill, the latter coming from the huge Dona Pit located on the west side of the Dog River.

Every opportunity was taken to effect economies in the operation of the new company and, in 1922, it was decided to build a large, new yard at Fort William to handle all the grain and other traffic coming to the lakehead for trans-shipment. A new line was built from Neebing, a few miles west of Fort William, to Conmee Junction, parallel with but higher than the ex-Canadian Northern right-of-way on the south side of the Kaministiquia River. Initially, a single track was laid, but the right-of-way was made for double track. A large bridge was built to carry the new line over the Mattawin River and the Canadian Pacific's double-track line along its bank. The new line was completed in 1924.

The 26-mile section of the GTP from near Conmee to Fort William was abandoned in the fall of 1924. The rails were taken up in 1925 and the bridge over the Dog River was dismantled and taken to Saskatchewan. The abandonment of this section involved the closure of four stations: Alba, Baird, Crest and Dona. Today, only the settlement of Baird remains. It was originally called French Settlement, but it is now almost totally populated by Canadian farmers of Dutch origin.

Once the Lake Superior Branch, today its title is the Graham Subdivision of Canadian National Railways. It is a busy line, carrying iron ore from Bruce Lake, in addition to grain, forest products and other traffic from Canada's great west to her industrial east. A new branch line, 12 miles in length, to the mines in the Mattabi district of GTP Land Block 7, was recently opened. There was once another logging railway to Sturgeon Lake, but it has long since been taken up.

The ten land blocks awarded to the GTP as a land grant were later sold to the Abitibi Power and Paper Company, while Blocks 9 and 10 reverted to the Government of Ontario in exchange for other concessions.

If you would like to see this part of Canada, there is still a twice-weekly passenger train operating from Thunder Bay North to Sioux Lookout - returning next day - a distance of 202 miles. The service is advertised on page 23, Table 42 of the April 25, 1976 to October 30, 1976 public folder: Trains 277/278. In the former timetable, these were mixed trains, widely used by forest workers, hunters and fishermen. The railway runs through an area with many beautiful lakes and streams. Several large pulp and paper companies operate logging camps adjacent to the line.

Graham, Ontario, the divisional point on the main line seven miles west of Superior Junction was renamed Sioux Lookout after the line had been opened. But the name itself was not lost for the turnaround point on the Lake Superior Branch at Mile 107 became Graham, honoring the Honorable George P. Graham, Minister of Railways and Canals in the cabinet of Sir Wilfred Laurier.

During the construction of Neebing Yard at Fort William, most of the original terminal facilities of the GTP were demolished, but the coal docks on the harbour front continued to be used and are now employed for loading iron ore pellets by a private company. The grain elevator has been sold to a private operator and the spur line to the CP RAIL depot, once used by GTP passenger trains, has been taken up.

For many years, the section foreman at Dona, Ontario, Mr. T. Delvecchio of Kakabeka Falls, worked for the GTP, the CGR and the CNR. He was also foreman on many large track-laying jobs, including the diversion at Conmee Junction. After the new line was completed, he supervised the lifting of the rails from Dona to West Fort William.

Mr. Charles A. Lucas of Thunder Bay was a telegrapher, working at many stations on the Lake Superior Branch. He started work with the Canadian Government Railways.

There have been a good many relocations of railway lines and other changes since the Lake Superior Branch was first placed in operation. Today, there are still some evidences in the western parts of Thunder Bay, but you have to have sharp eyes to find them.

Acknowledgements.

The Author would like to thank the following people who have contributed pictures, information and assistance in the preparation of this article:

Miss Clara Cook	Stanley, Ontario
Mrs. P. Williamson	(Baird) Thunder Bay, Ontario
Mr. & Mrs. William Germaniuk	Thunder Bay, Ontario
Mr. & Mrs. Tuominen	Kaministiquia, Ontario
Mr. Clifford A. Brown	Thunder Bay, Ontario
Mr. A. Bicknell	Thunder Bay, Ontario
Mr. L. Delvecchio	Thunder Bay, Ontario
Mr. T. Delvecchio	Thunder Bay, Ontario
Mr. C.A. Lucas	Thunder Bay, Ontario
Mr. Robert Southall	Thunder Bay, Ontario
Mr. S.S. Worthen	Montréal, Québec

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A GRAND TRUNK PACIFIC BOXCAR OF THE TURN OF THE CENTURY, COMPLETE with truss-rods and arch-bar trucks, recorded at Dona, Ontario, by T. Delvecchio.



SEPTEMBER 1976

WAYBILLS

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

FOR THE EASTERN EXPRESS COMPANY,

McKenney

AS RECORDED ELSEWHERE, THE "CHANGE OF TIME" TIMETABLE PUBLISHED BY Canadian National Railways, was an eye-catcher, multi-coloured booklet of traditional dimensions, but with a bright orange-and-blue TURBO on the cover, painted with CN's new "trademark", VIA. Careful analysis of the contents of the folder, official from April 25, 1976, must await individual appraisal, but for the lazy reader, John Welsh has provided a sort of "extract" of the major changes:

- STEAM SPECIALS with CN Number 6060 are advertised in Table 29, although the reference says "See Table 28". It has been quite some time since steam train operation was advertised in a CN public timetable. Oh yes, the specials are to operate from Toronto to Niagara Falls and return, starting June 12;
- abandonment of Québec's Palais Station, not mentioned in CP RAIL's new timetable of April 25, will mean some slower schedules in regional passenger service, e.g., 30 minutes more for Trains 678-679, Québec-Clermont (Table 36);
- Table 21: Train 73, Toronto-Windsor (daily), offers a connection with AMTRAK TURBO Train 355, Detroit-Chicago (daily), the transfer service from CN Windsor (Walkerville) to Detroit (AMTRAK) being \$ 6.00 per person;
- Table 39: Québec-Montréal-Senneterre-Cochrane Train 175 shows "sit down" food and beverage service Québec-Montréal to Senneterre. It seems unlikely that this food service would be provided for the 184 miles west of Senneterre;
- Table 24: Montréal-Ottawa/Hull: the frequency of service has been restored to what it was some years ago but the timings have been lengthened, e.g., Train 2 at 150 minutes is 15 minutes slower. The four runs now advertised as RAPIDO are each slower than the corresponding trains in previous timetables. Train 31 is now 11 minutes slower, Train 36 is 5 minutes slower, Train 39, formerly Train 37, is 1 minute slower and Train 30 is 8 minutes slower;
- Table 6: Halifax-Sydney-Montréal: Train 11-19, "Scotian" is 20 minutes slower eastbound, while Train 15-12, "Scotian" is slightly slower in both directions;
- Table 27: all Toronto/Windsor/Sarnia trains are now shown as TEMPO, except Train 659 RAILINER, the midnight special, Toronto to London, arriving 01 30 (!) ;
 the best Toronto-London time is now 120 minutes, whereas previous best time, which has prevailed for several years, for several trains was 115 minutes;
 the best Toronto-Sarnia time is now 195 minutes compared to 200 minutes before;

- Tables 12 through 15: Transcontinental services: Train 1, the "Super Continental", is now a full hour slower (note the two-hour "siesta" at Winnipeg), but Train 2 is 85 minutes faster, despite 90 minute stop at Winnipeg. Previously, it was 75 minutes;
- Table 25: Montréal-Toronto: here is where the fun begins. The best TURBO time is now 16 minutes slower than when this service was introduced eight years ago. This is partially explained by new stop at Kingston and 9-car train formation. What price a new speed record of 140.6 mph!
"Lakeshore" and "Bonaventure" replaced by daily afternoon RAPIDO and by shuttle RDC DAYLINERS Montréal-Brockville, connecting with Ottawa-Toronto "Capitale" and "The Exec", which means transfer for passengers travelling, for example, from Montréal to Oshawa, Port Hope to Cornwall, etc. Note that 44 minutes will be lost at Brockville by passengers transferring from Train 46 to Train 654, Toronto (16 30) to Montréal (22 30);
"Ontarian", Train 651-656, is now slower by 6 minutes, each way;
all four RAPIDOs are slightly faster than the one-time norm of "less than 5 hours" (4 hours 59 minutes);
- Table 58: Winnipeg-Sioux Lookout: WOW! This has to be the most accelerated service on the system. Train 287, Monday, Wednesday & Friday, arrives at Winnipeg 1 hour 55 minutes sooner. Can it be that this is no longer a "mixed train" service? The "M" is no longer shown;
- last but not least! No passenger service is shown for the Mont-Joli/Matane branch, formerly the Canada and Gulf Terminal Railway. If passenger service has been withdrawn, it will be quite a disappointment.

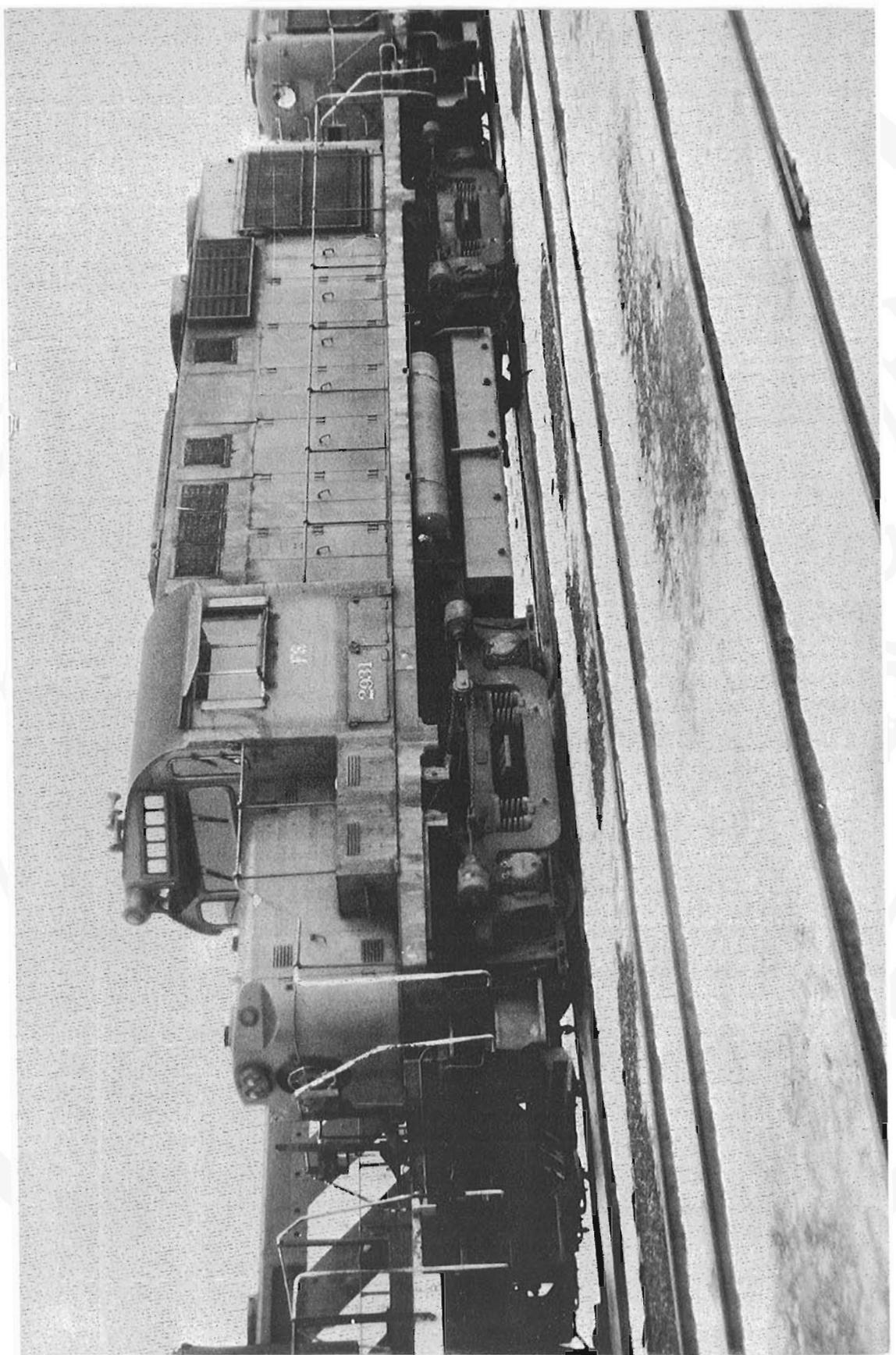
End or 30.

IN A NEWS RELEASE SCHEDULED FOR RELEASE IN APRIL 1976, THE STATE OF West Virginia announced from Ronceverte that the popular Greenbrier Scenic Railroad was abandoning operations, due to increased operating costs and consequent diesel locomotive and train crew leasing costs. In addition, the Chessie System was considering removing a large portion of the Greenbrier River valley trackage from Durbin south to North Caldwell station, near Ronceverte.

The four passenger coaches owned by the Greenbrier Railroad were to be sold by bid. The remaining 14 coaches and cars, owned by the West Virginia Department of Natural Resources, were to go into storage at the Cass Scenic Railroad.

Seven excursions on the Greenbrier in 1973 attracted some 2,200 passengers from 23 states, the District of Columbia, Canada and several foreign countries. Five excursions in 1974 drew 2,456 riders, while six 1975 trains attracted 1,688 fares. This lower total last year did not result in a financial deficit.

PIERRE PATENAUDE REPORTED IN MAY THAT THE ROBERVAL & SAGUENAY RAILWAY had purchased the former Southern Pacific Corporation ALCO DL 701 Number 2931. For transit and customs purposes, the unit was numbered "FS 2931". Pierre photographed the unit at Montréal Yard of Canadian National Railways on 20 March 1976.



THE BRITISH COLUMBIA RAILWAY AWARDED AN \$ 850,000 CONTRACT TO GTE Lenkurt Electric Canada Limited of Burnaby, British Columbia for microwave communications equipment to replace a 500-mile section of a telecommunications network used by the railway. The new equipment will be installed by the communications department of the BCR and is expected to be in operation late this summer.

CANADIAN NATIONAL RAILWAYS RECENTLY CALLED FOR PROPOSALS FOR THE RE-development of the station property at Belleville, Ontario. The proposals were to be made in the light of a long-term leasing arrangement with a maximum of 50 years. Involved in the redevelopment were approximately 8.8 acres of land, a portion of CN's station grounds at Belleville.

IT WAS UNFORTUNATE THAT THE SCHEDULE OF BRITISH COLUMBIA'S "ROYAL Hudson Steam Train", hauled by ex-CPR "Royal Hudson" Number 2860, was not available to us for publication before 18 May 1976, when it was received from Rick Shantler of the Pacific Coast Branch of the Association.

At that time, the train was to begin operating on Friday, May 21 with fares unchanged from 1975. The last day of operation was announced as Monday, October 11, Thanksgiving Day.

Service was advertised as every day of the week, except Mondays and Tuesdays; if a holiday were to fall on either of these two days, then the train would operate as usual.

The trip from North Vancouver to Squamish and return was advertised at \$ 5.50 for adults, \$ 4.00 for senior citizens and students (ages 12 through 18) and \$ 2.75 for children.

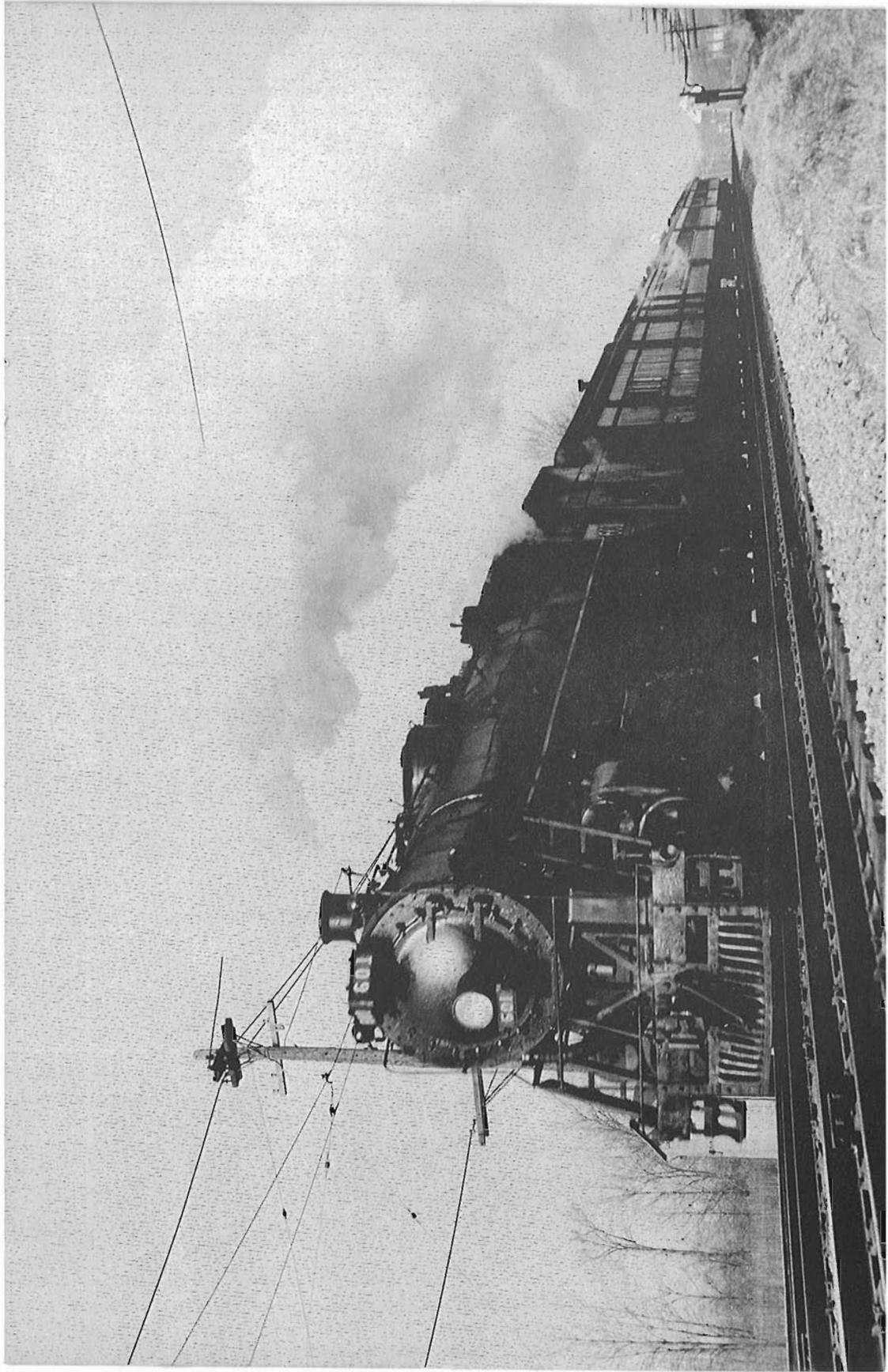
The special train was to leave North Vancouver at 10 00 hours for Squamish, returning in the afternoon to arrive at North Vancouver at 15 45. A very comfortable schedule and reasonable price.

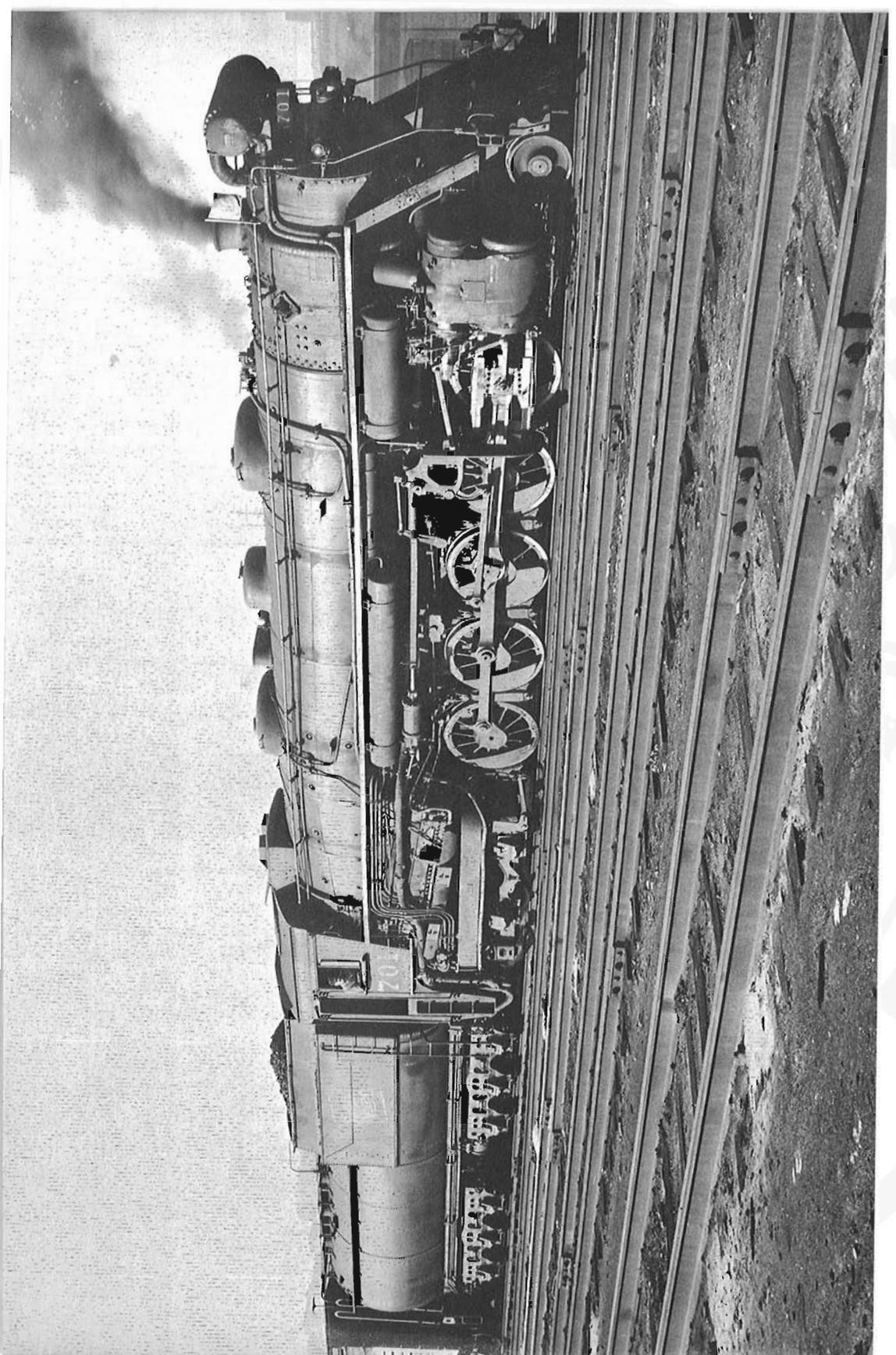
IN EASTERN CANADA, CANADIAN NATIONAL RAILWAYS BROUGHT WELL-KNOWN 4-8-2 steam locomotive Number 6060 down to Montréal for two pre-season runs to Rivière-à-Pierre (May 29) and Sherbrooke (May 30). The Rivière-à-Pierre trip was sponsored by the St. Lawrence Valley Railway Society, while the Sherbrooke trip was run by Canadian National. Subsequently, the locomotive returned to Toronto to be ready for the several summer excursions from the Queen City to various termini in southern Ontario.

→ THERE WAS A TIME WHEN THE CENTRAL VERMONT RAILROAD BOASTED SOME Remarkably large steam engines. The magnificent 2-10-4s were exemplified by Number 701, pictured at Turcot East, Montréal, waiting the highball to depart over Victoria Bridge for the southbound run to St-Jean, St. Albans and White River Junction, Vermont. The date was 11 November 1948.

First-class power for the CV passenger trains were the group of 4-8-2s, many of which were named. In the accompanying picture, Number 601 rolls the southbound "Ambassador" - with a six-car consist - through western St. Lambert toward Ranelagh, the crossing with the electric interurban Montreal & Southern Counties Railway. The date was 22 October 1951.

Both photographs are from the E.Allen Toohy Collection in the Association's Archives.





SASKATCHEWAN'S TRANSPORT MINISTER GORDON MACMURCHY RECENTLY CALLED on Canada's federal government to fulfill an election promise and to create an independent national rail passenger corporation to improve rail passenger service for the citizens of Saskatchewan. Mr. MacMurphy said that Canada's major railways have not promoted passenger service, have not tried acceptable scheduling and have allowed equipment to deteriorate. In addition, he said that it was difficult to avoid the conclusion that the railways have deliberately attempted to exterminate the passenger train.

Two weeks before, Martin Dorrell of Charlottetown, Prince Edward Island, said in the Toronto GLOBE & MAIL that P.E.I., too, was about to lose all rail service. Formerly, about 90% of the outbound traffic was potatoes, but when shippers found that carloads of spuds took as much as two weeks to reach central Canadian markets, with no interim temperature control, they switched to trucks. CN countered by offering piggy-back facilities, reducing the estimated transit time to three days, but this was expensive and the potato marketing board did not feel responsible to help reduce the cost.

In his article, Mr. Dorrell concluded that the predicament facing the PEI rail lines was the same as that confronting passenger train service in central Canada: which came first, poor service or fewer customers? With the new CN schedule published in late April, 1976, there may yet be an opportunity for the citizens of Saskatchewan to prove that there are plenty of customers for the improved passenger train service in central Canada.

FURTHER PERUSAL OF THE APRIL 25 CN TIMETABLE, SAYS JOHN WELSH, SUGGESTS that it is possible to travel from Montréal to Toronto, Windsor and Chicago in 13 30, which is considerably less time than the days of the "International Limited". The scheme is as follows:

Montréal	Dp 08 00	Train 61	TURBO
Toronto	Ar 12 15		
Toronto	Dp 12 15	Train 73	TEMPO
Windsor	Ar 16 10		
Detroit	Dp 17 00	AMTRAK 355	TURBO
Chicago	Ar 21 31		

But, says John, unless it's guaranteed by CN, that Toronto connection looks a little risky!

EARLY IN THE SUMMER, CP RAIL AND CANADIAN NATIONAL RAILWAYS WERE BUSY developing a unit-train approach to the transport of grain from the prairies to east-coast ports. Rate quotations for these new trains were expected shortly. The CP RAIL route was planned to run from Moose Jaw and Weyburn, Saskatchewan to Saint John, New Brunswick, while the proposed CN route was from Saskatoon and Rose-town, Saskatchewan to Halifax, Nova Scotia.

IN MID-MAY, THE UNITED STATES GOVERNMENT APPROVED THE AWARD OF A TENTATIVE \$ 27.2 million contract to Bombardier-MLW Limited of Montréal for the construction of 36 electric commuter cars for the Illinois Central Gulf Railroad's Chicago South Suburban Mass Transit District Board. Approval of the contract, awarded to MLW last November, was necessary because the U.S. government was subsidizing 30% of the cost of construction. The cars are expected to be delivered within the next two years for operation by the ICG.

CANADIAN NATIONAL CHARTERED A NEW FERRY FROM STENA LINE AB OF SWEDEN for the next five summers. The new ferry, a sister-ship to the other two already chartered to CN, was put on the run from North Sydney to Port aux Basques, Newfoundland. These ships can carry 1,200 passengers and 300 cars. Three older ferries are being retired.

RECENTLY, DON MCQUEEN OF LONDON, ONTARIO - THE HOME OF THE DIESEL Division of General Motors of Canada Limited - sent in some details of Order C-390, the "pretty" GT26CW units for the Algerian Railways. Don describes the underframe and trucks as a pearly (silver) grey, the buffers and couplers being the same shade. The locomotive ends and running-boards are in a pastel (citron) yellow. The body is in two shades: a glossy black on the upper rear half and a pastel shade of orangey peach (!) on the remainder of the body, except for a triple-segmented band in cherry red.

The manufacturer's name for the peach shade is "High Gloss Beige", but, when applied, this coating has the appearance of several different shades, depending upon the angle at which it is observed and the lighting conditions.

At the time of the observations, there was no lettering on the unit but space had been left for a circular herald on the cab.

Numbers 060 DG1 (A3388) to 4 were in various stages of test on 3 June 1976, 060 DG 5 and 6 were just through the paint shop, 060 DG 7 and 8 were primed for painting, while 060 DG 9, 10 and 11 were built up on the erecting floor.

Being assembled behind these latter units were the balance of the order 060 DG 12 to 15. There were also signs that the next order for the Algerian Railways, C-391, was about to begin, although at the time of observation, none of the order had been built.

Other than the excessive length of these units, they are different in that the light-weight export frame has been used, a 6900-liter fuel tank is installed, the data and instructions are in the French language and the SP tunnel-style radiator fan auxiliary is on the rear.

It is also interesting to note that, so far, each unit has been built with one EMD and one DOFASCO-made six-wheel truck, as Don says, a rather neat international touch!

AT THE BEGINNING OF JUNE 1976, JOHN WELSH SPENT A DAY AT BROCKVILLE, Ontario and observed that Canadian National crews were hard at work taking down the last of the light standards in the mini-yard opposite the station. All tracks had been removed and all buildings demolished except for three small shacks used for storage of odd articles. Also, the tower for the crossing watchman had been removed; the gates are now automatically controlled by a crossing circuit, the same as the gates at Montreal West on CP RAIL. Later, this land was offered for redevelopment in Montréal, Brockville and Toronto newspapers.

With the "Rapido" trains now running through Brockville without a crew-change stop and with no through cars from Ottawa, due to the discontinuance of the "Lakeshore", railway jobs in this city appear to disappear.

TURBO timekeeping, John reported, was terrible at the beginning of the summer. The services from Montréal and Toronto were rarely on time. On one day, John observed that the morning TURBO to Montréal was through Brockville about the time it was due in Dorval, the suburban stop in western Montréal.

The new connecting runs using Budd RDC "Railiner" cars were not much better: one run from Montréal was 55 minutes late; another left Brockville on time, lost 14 minutes to Cornwall and arrived at Dorval 20 minutes late. It is probable that the performance will improve as the operation continues and experience is developed.

THE IMPLEMENTATION OF "CONRAIL" IN THE UNITED STATES ON APRIL 1, 1976 raised a question regarding the disposition of several railway companies incorporated in Canada and once leased or wholly or partially owned by the New York Central Railroad Company and later the Penn Central Transportation Corporation. These were the St. Lawrence and Adirondack Railway Company (Adirondack Junction to Valleyfield, Huntingdon and the Québec-New York State boundary near Athelstan, Québec), the Toronto, Hamilton and Buffalo Railway Company, jointly owned with Canadian Pacific Limited and the Canada Southern Railway Company, from Fort Erie to Windsor, Ontario.

The Canada Southern, together with the Detroit River Railway, Bridge and Tunnel Company and the Canada Southern Bridge Company (the bridge over the Niagara River from Fort Erie to Buffalo) were leased in 1904 to the Michigan Central Railroad Company, which, in turn, leased the Canada Southern to the New York Central Railroad Company in 1929 for the usual 99 years.

At the end of May 1976, the disposition of the Toronto, Hamilton and Buffalo Railway Company was described in the Globe & Mail of Toronto:

"A conditional agreement has been signed by Canadian Pacific of Montreal, the trustees of the Penn Central Transportation Corporation of Philadelphia and the trustees of the Michigan Central Railroad of Philadelphia whereby Canadian Pacific will acquire 31,930 shares of the Toronto, Hamilton and Buffalo Railway Company. Purchase price is approximately \$ 5.4 million. When the purchase has been concluded, Canadian Pacific will hold 46,625 of the 54,150 issued shares of Toronto, Hamilton and Buffalo. The remaining shares are held by the Canada Southern Railway Company of Chatham, Ontario."

While this item explained the fate of the TH&B, there was no news of the disposition of the St. Lawrence and Adirondack. On June 2, angry minority stockholders in the Canada Southern tried to find out what was happening to their equity. CaSo's board consisted of four United States' appointees of the Consolidated Rail Corporation (ConRail) and a Toronto lawyer, A.S.Kingsmill. Toronto investor Mr. Albert Segal wanted to know whether the directors could tell the shareholders what happened to 125 diesel-electric locomotives belonging to Canada Southern but not shown among the Company's assets.

Of the 150,000 issued shares of Canada Southern, ConRail holds about 107,000.

Toronto investment dealer Mr. Joseph Pope repeatedly challenged and questioned the Canada Southern Board, but made relatively little progress. He was able to determine that, of \$ 198,000 paid for legal and accounting fees in 1975, \$ 30,000 went for accounting expenses. The balance was paid to three law firms: one in Philadelphia to act for Canada Southern in opposing a suit by two United States shareholders who wanted the Company to pay a dividend. Pope said that he found this shocking and continued to try to obtain other details.

As soon as the election of directors and the appointment of auditors was concluded, the chairman asked for a motion to terminate the meeting. A director quickly seconded the motion and the meeting ended with four angry shareholders on their feet, protesting bitterly.

The following day, Mr. Herb Gray, MP for Windsor West, and former cabinet minister, said that he had asked the Foreign Investment Review Board to investigate the allegations that the Canada Southern's assets were being dissipated.

THE SHAREHOLDERS OF MLW-WORTHINGTON LIMITED MADE IT OFFICIAL AT THEIR Annual Meeting on 22 June 1976, when they approved the change of name of the Company to Bombardier-MLW Limited. M. Laurent Beaudoin, President of the Company, said that the plant at La Pocatière, Québec is now running smoothly, after settlement of a recent labour problem and that the first delivery had been made the week of June 13 on the \$ 118 million order for new cars for Montréal's METRO.

IT IS HOPED THAT TORONTO'S PARKDALE RAILWAY STATION, BUILT IN 1885 by the Canadian Pacific Railway Company and used by passengers up to about six months ago, can be preserved. Toronto Alderman Janet Howard, member of the UCRS and the CRHA, and Parkdale residents approached the Queen Street Mental Health Centre's administrators recently to see if the station could be moved to the Health Centre's grounds, where it would be used as a day patient therapy centre or a volunteer workers' headquarters, or a community centre in the evenings.

CP RAIL HAS APPLIED TO ABANDON THE SUDBURY-SAULT STE. MARIE, ONTARIO passenger service, which presently consists of a Budd RDC DAYLINER each way, daily. It is claimed that the loss in 1976 on this service will be \$ 500,000. The Canadian Transport Commission had ruled earlier that, while the service was admittedly un-economic, it should be maintained. CP RAIL is now seeking a reversal of this ruling.

Briefs opposing the application have been presented by the City of Sault Ste. Marie, the Town of Blind River, the United Transportation Union, federal government deputy for Sault Ste. Marie Mr. Cyril Symes and Ontario government deputy Bud Wildman, arguing that the reduced revenues have occurred because the railway has not advertised the service and has done little to improve it.

At one time, the schedule of this service was such that it militated against its regular use by the travelling public, since it departed Sudbury after arrival of the westbound "Canadian" at about 01:00 hours.

REMEMBER THE ITEM THAT APPEARED A FEW ISSUES AGO ON THE EQUIPMENT OF CP RAIL that was used in making yet another movie, this one, a Hollywood product? Through the kindness of Mr. Rick Irwin of the Lethbridge, Alberta HERALD, we present herewith a photo of the filming crew, caught in the act!

Mr. H. McCullough of Terry Bland Associates, allows us to present a picture of CP RAIL units Numbers 4070 and 4067, identified as belonging to a company called "AMRoad", taken in the rain on Good Friday 1976, as the train was on its way to Crowsnest Pass for filming. The "AMRoad" logo, from the rear of the unit forward, was red, white and blue, while the name "Silver Streak", visible on the rear of the crew-car in Mr. Irwin's picture, was silver on a deep blue background.





The third picture was taken by Mr. McCullough at Montana Junction, just east of Lethbridge, in March 1975. The freight, headed by CP RAIL unit Number 4250, is the Coutts Turn, the six-day-a-week interchange connection with the Burlington Northern from Shelby, Montana, the old Alberta Railway and Coal Company's line. When Mr. McCullough's negative was printed, there was a noticeable peculiarity about the marker lights above the cab. This should be a dreadful warning to be sure that there is nothing in the background when you are photographing your favourite motive power.

Our thanks to Pat Webb of Lethbridge for securing these pictures for presentation.



THREE YEARS AGO, THE ASSOCIATION'S WEST AFRICAN REPRESENTATIVE, MR. R.E.Leggott of Ibadan, Nigeria, took his trusty camera and went out to look for items of interest on the rails of the Nigerian Railway Corporation.

The first item that Al found was an O-8-OT switcher, Number 84, working the yard at Ibadan. In 1973, there were about 48 of these 50-year-old steam locomotives active throughout the NRC's system.

One of the NRC's GM (U.S.A.) units, Number 1124, roared west with an 18-car passenger train for Lagos. MLW Industries unit Number 1731 was being hauled dead to the shops at Ebute Metta. The NRC rarely used mu'ed units, as trains were limited to about 30 cars by the length of yard tracks, passing sidings and coupler strength.

Next on the list was MLW Industries unit Number 1731. The short hood-end is shown in picture Number 3. These units are all named: this one is "Oreke". The crest is that of the Nigerian Railway Corporation.

NRC unit Number 1735, "Dogon Dutse", is an MLW Industries product. This photo shows the short-hood end and truck details.

Locomotive Number 1735 accelerates past the engine shed at Ibadan with the Lagos-Kano-Port Harcourt "limited" express.

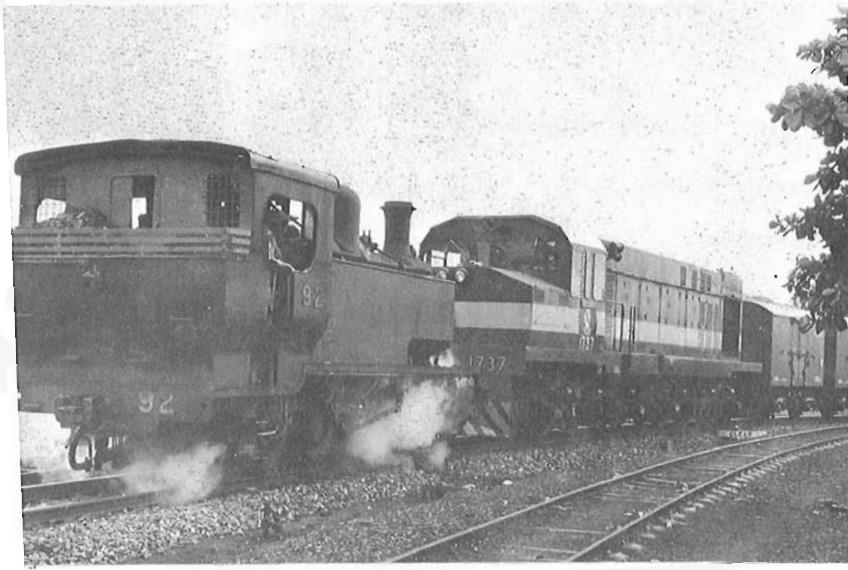
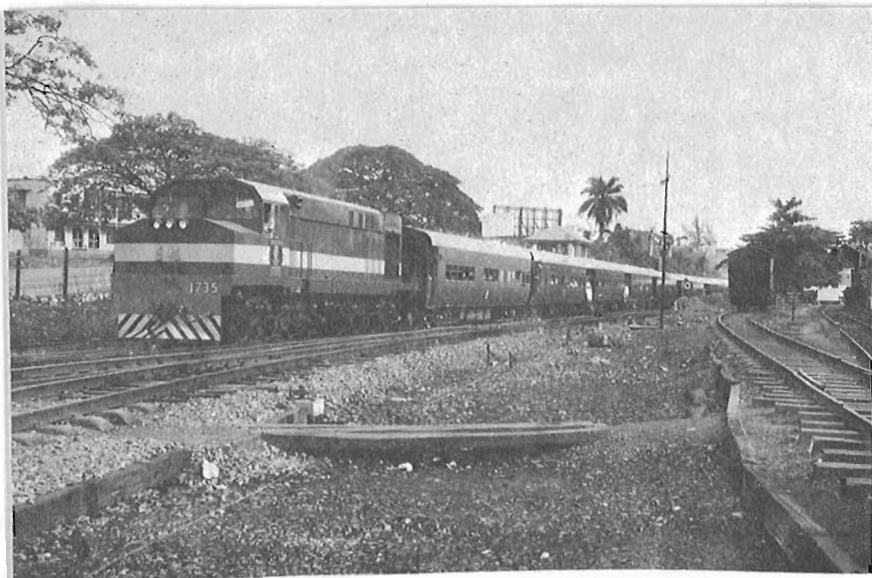
On a goods train, which followed the express out of Ibadan was engine Number 1745, "Akitpa".

Finally, MLW Industries-built unit Number 1737 and train were moved from the make-up to the departure track by steam switcher Number 92, an O-8-OT. The prime-mover of the unit was idling. The reason for using the steam switcher to move the unit and train is to avoid the necessity of calling a road engine-driver for the relatively short move.

Our sincere thanks to R.E."Al" Leggott for sending these pictures for presentation.







WHILE DETAILS ON THIS SUMMERTIME PICTURE ARE LACKING, JIM SHAUGHNESSY did note that the train is Canadian National Railways' Train 15 from Montréal to Toronto, passing the out-of-service (but still standing) station at Pointe Claire, Québec. Perhaps one of our knowledgeable readers will be able to supply additional details.



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