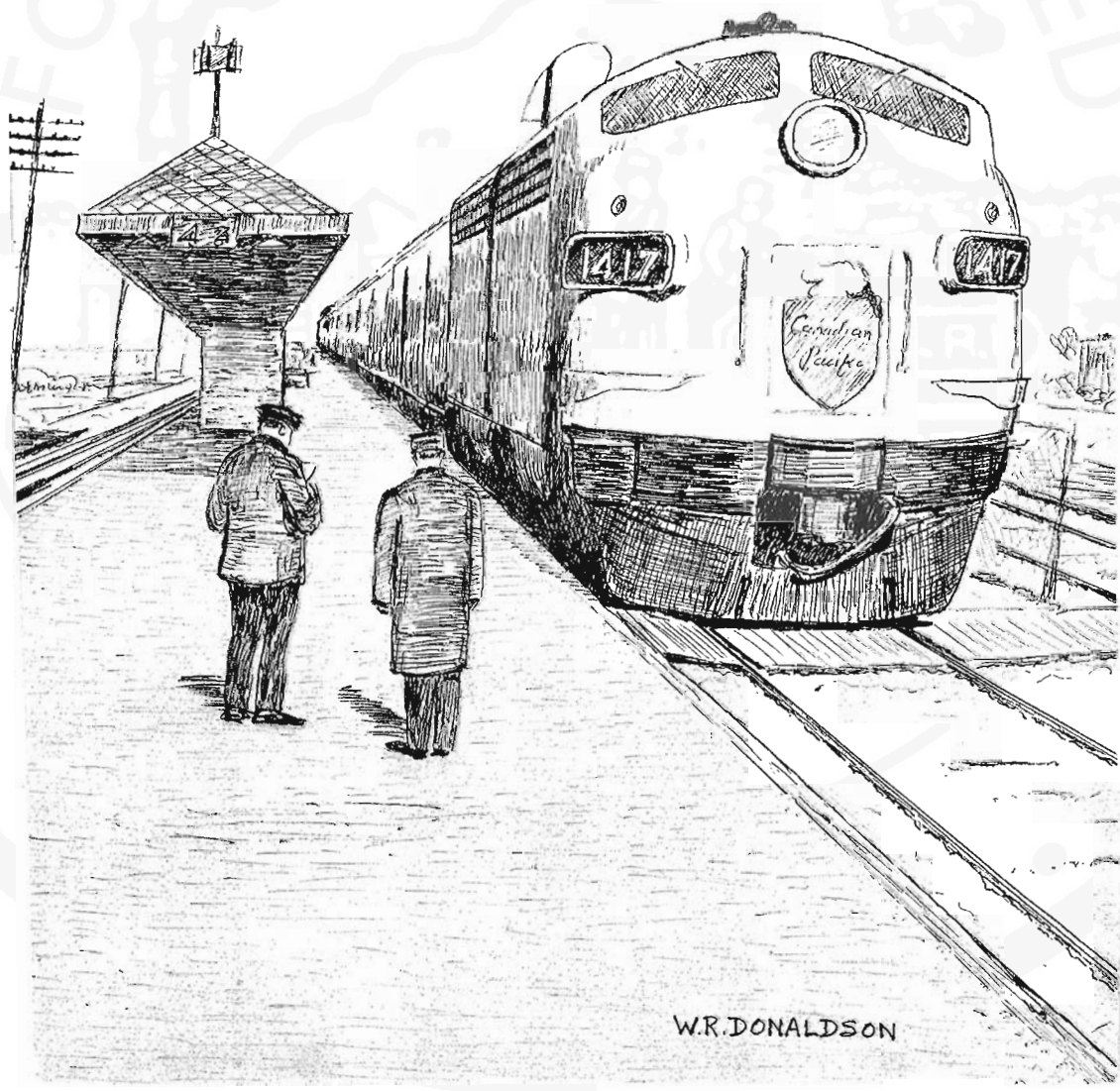


# Canadian Rail



NO. 299  
DECEMBER 1976



W.R. DONALDSON



# THE NIP & TUCK

Dale Wilson

**A**t Bruce Mines, Ontario, on Lake Huron's north shore, copper mining and ore concentrating was carried on successfully from the 1840s until almost 1870. Some of the waste from these operations, in the form of quartz tailings, was used as ballast when the Sault Ste. Marie branch of the Canadian Pacific Railway was built in 1887. Due to the primitive concentrating process used, these tailings contained a significant amount of residual copper and some precious metals and, one day, Canadian Pacific Limited may find it worthwhile to mine this part of CP RAIL's own roadbed.

Back in 1898, two new copper mining concerns appeared at the "Bruce", one at the town and the other at Rock Lake, some ten miles to the north. Bruce Copper Mines Limited, the "town" company, spent large sums of money on surface installations, like a stamp mill for crushing ore, a coal dock and over a mile of railway to connect mill and mine and dock.

Rock Lake Mining Company also erected expensive facilities above ground, the most impressive being a huge mill on the shores of Rock Lake, about two miles from the mine. A standard-gauge railway was built to connect the two sites. The mill's production was to be sent to a smelter in Michigan for refining and, in order to transport it out of Rock Lake, the Bruce Mines and Algoma Railway Company was chartered in 1899 to build north to Rock Lake from a point (junction) on the Canadian Pacific's Sault Branch. Construction began in 1900 from the CPR's Bruce station, two miles north of the town. Progress was so slow that a Baldwin 0-4-0 steam locomotive and the necessary accessory ore cars had to be dragged overland and barged, where possible, to reach the mill ahead of the rails.

Much of the line followed the broad valley of the Thessalon River, which widens into Ottertail, Gordon and Rock Lakes, in its southward course. Sweeping curves, sidehill construction, minimal blasting and three major trestles over the Thessalon tell the story in general terms. Final mileage, Bruce Station to Rock Lake, was about 15 and construction was completed, at last, in the autumn of 1901.

← TWO STALWART EMPLOYEES OF THE LAKE HURON AND NORTHERN ONTARIO POSED, one day about 1914, on their trusty hand-car on the passing track at an unspecified location. Photo courtesy Mr. Harry West.

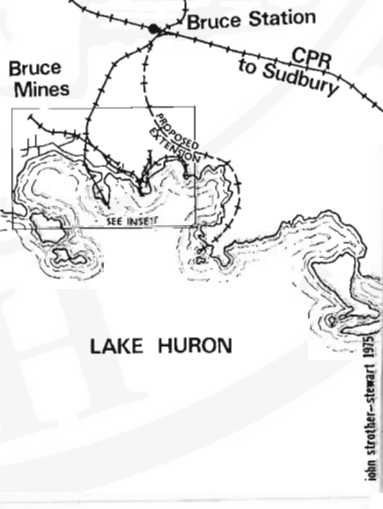
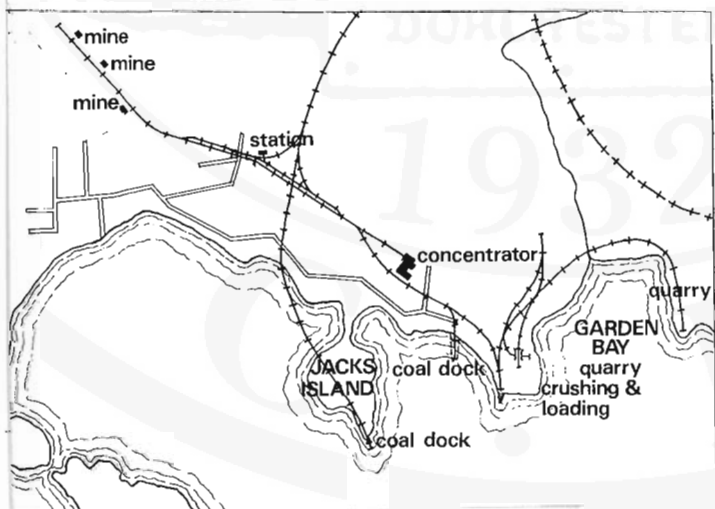
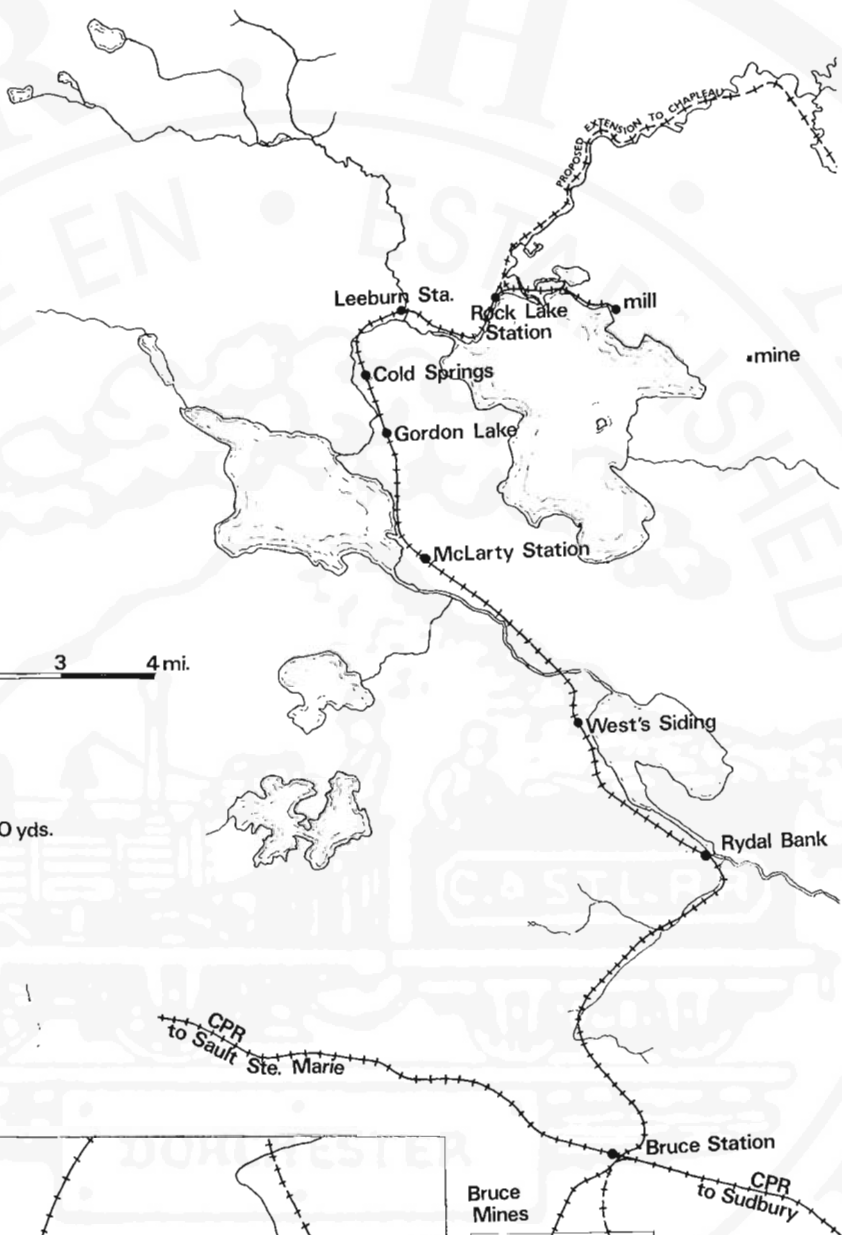
↗ IT IS PARTICULARLY FITTING TO PRESENT THIS FINE PEN-AND-INK SKETCH of CP RAIL's "Canadian", pausing at Montreal West, for, as artist W.R. Donaldson remarks, this scene may no longer be observable daily in 1977. Rationalization of railway passenger services in Canada may reduce or eliminate this trans-Canada service.





0 1 2 3 4 mi.  
main map

0 500 1000 yds.  
inset



Residents in the area rejected the railway's official name and even seldom used its initials. Instead, they settled on the euphemism "The Nip & Tuck" as their way of indicating their doubts about the success of physical operation and financial stability of the enterprise. They were unskilled fortune-tellers, of a sort.

In 1902, the Nip & Tuck obtained a charter and a subsidy to build their line to Lake Huron from Bruce Station, thus providing Bruce Copper Mines and the town with a rail connection to outside points, via the Canadian Pacific. The BM&A and BCM junction was a wye just northeast of "downtown" Bruce Mines, and here a station was built.

The agreement between the railway and the Bruce Copper Mines was complicated, for it had to include the cost of the copper ore left in the rock pillars which supported the railway's roadbed. The BCM had not been open-pit mining the copper and had no intentions of being obliged to do so by the building of the railway.

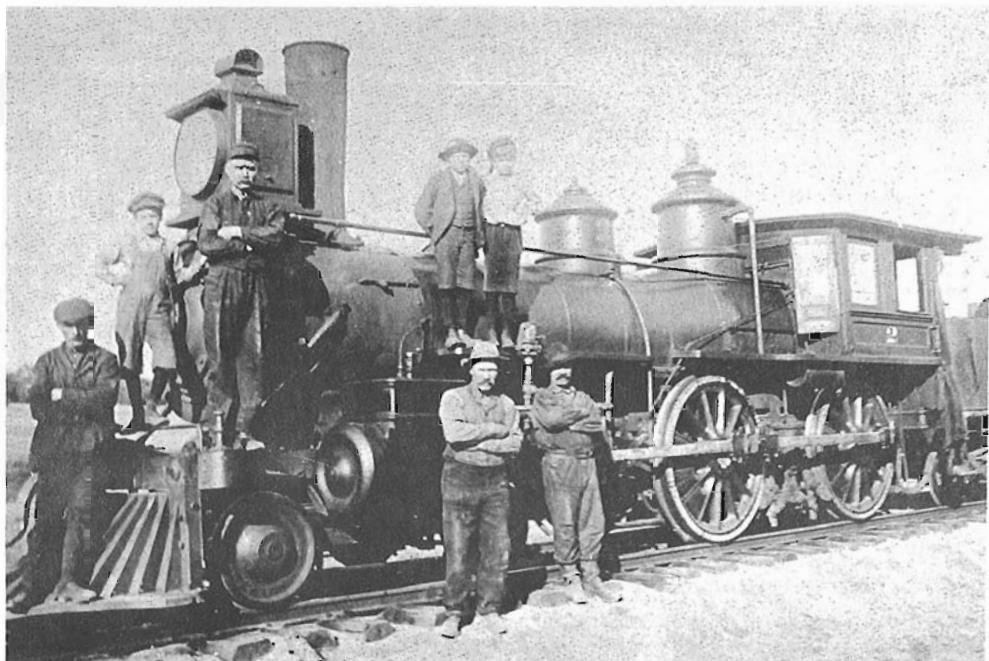
By year-end, the BM&A was the proud owner of 17 miles of track with copper-mining customers at both ends. The railway looked like an ongoing successful business operation, with the shipments of bulk concentrates from Rock Lake, in addition to local freight and passenger revenues. The owners had a right to be pleased, for the time being.

Unfortunately, the Bruce Copper Mines contributed little to the railway's revenues. Despite ambitious plans, the BCM never shipped more than token amounts of copper concentrates by rail. Certainly, this company and the succeeding owners of the properties up to 1915, excavated a good deal of rock and accumulated a considerable pile of tailings, but to little purpose. The companies spent most of their time at the Bruce developing, rather than mining. That is, they pumped out flooded shafts, extended tunnels to reach ore bodies, constructed headframes for shafts and renovated concentrator mills. Of course such work was necessary, but it did not produce ore concentrates and money in the bank. One company had to pump 27 million gallons of water out of the mine in order to find out what there was in the shaft and stopes below. They found nothing. Another company built a power house only to have it burn down before it could be put into operation.

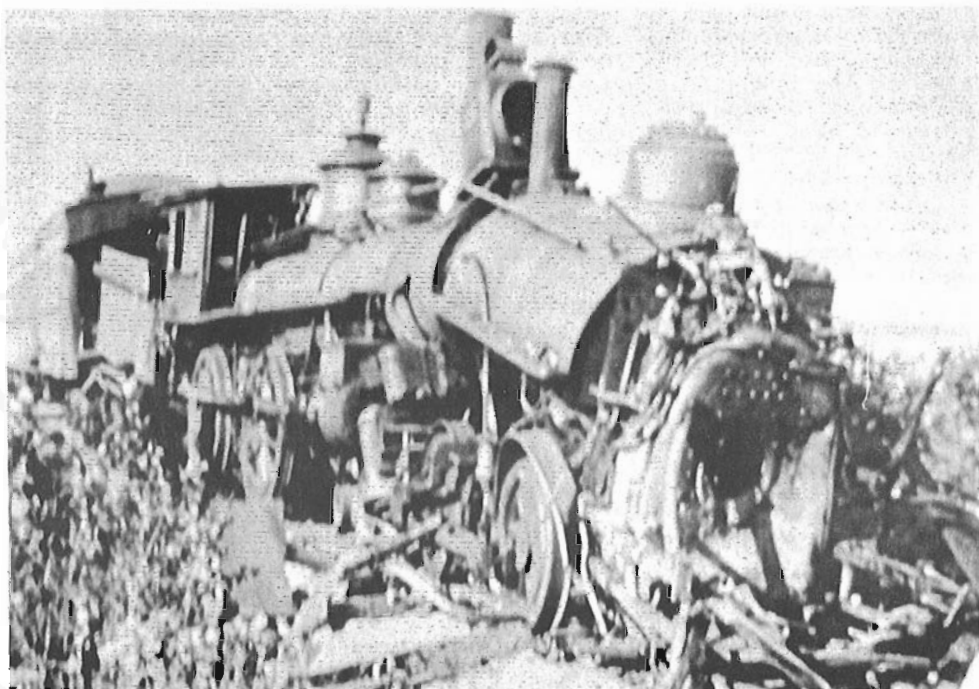
Obviously, none of this activity required the services of the railway.

Things got worse. During 1903, the Rock Lake mine closed, depriving the Nip & Tuck of its only large customer. It seems that the mining company took out all the ore that could be reached easily and made no effort to prove out reserves for further future production. Now the railway had to make a living hauling baled hay, livestock, lumber and firewood. The single passenger car of record at the time was removed from regular service north of Bruce station on the CPR and the two locomotives spent far more time idle than in revenue service.

Nineteen-oh-four rolled around and, in a bid to create traffic, the Nip & Tuck pushed its track through the town and over to Jack's Island on a long trestle. A 400-foot, three-track coal dock was constructed and soon tonnage, in the form of coal, was on its way north to the CPR and thence to the mill towns like Blind River and Massey on the Sault Ste. Marie Branch. Some traffic may have moved to and beyond the Sault, since that town had no rail/water transfer facilities at that time.



NUMBER 2 OF THE BRUCE MINES AND ALGOMA RAILWAY POSES PROUDLY WITH A group of friends. Number 2 was built by the Rhode Island Locomotive Works in November 1871 for the Great Western Railway of Canada. In 1882, it was acquired by the Grand Trunk Railway Company which numbered it 192 and later 156. The Rock Lake Mining Company bought the engine from the GTR in August 1901. Photo courtesy Mrs. R. Lilly.



THE 1905 WRECK ON THE CURVE, IN WHICH ENGINEER JAMES DUNCAN WAS KILLED was a very thorough one. It is obvious why the "Dinky" was soon scrapped. By the angle of the tender, it is also obvious how Mr. Duncan was trapped between it and the cab and boiler.

Photo courtesy Ruben Beilhartz.



There is no doubt that the dock was built, since part of it survives today and, certainly, coal and other cargoes moved over it for a number of years. What is difficult to understand is how this route via the BM&A managed to compete with the CP's long established route via Algoma, where it had its own coal dock and firmly established ports in the area, such as Thessalon.

Railway statistics for Canada for 1904 tell a sad story about the Nip & Tuck. The total revenues were about \$ 4,600, split almost evenly between freight and passenger traffic. The net loss was over \$ 5,400. The average passenger fare was a meager 29¢ and the freight hauled came to no more than 60 tons per day. All this took place, so say the statistics, at an average speed of 18 miles per hour.

Despite these discouragements, someone in the Nip & Tuck organization had enough nerve and optimism to persuade the Government of Ontario that the railway should grow and should be categorized as a "colonization" railway, to open up this part of Ontario to settlement. Between 1903 and 1905, permission was granted to build to the CPR's main line near Chapleau and thence north to connections with the Canadian Northern Railway and the National Transcontinental Railway, the latter under construction at the time. The ultimate goal of the Nip and Tuck was James Bay. Subsidies were promised on the basis of mileage completed but, as might have been expected, none ever had to be paid.

A survey of the route was completed from Rock Lake to the Canadian Pacific's main line and a book of surveyor's field notes survives. In it is recorded the actual course to be followed, the size and type of rock outcrops, species of trees and expected cut per acre. It is a pity that the Nip and Tuck never was able to use this information.

Going into 1905, the outlook was uncertain. Traffic was minimal and dreams of expansion were impractical. The railway filled a definite need in the rural areas through which it passed, but faced financial disaster in the process. The bottom had not quite dropped out, but it was about to do so unless something unforeseen happened.

Something unforeseen did happen, but not of an advantageous nature. A wreck is bad news for any railway at any time. When a company's whole motive power roster - two engines, in the case of the Nip & Tuck - is involved in a head-on collision, total financial disaster is in the making.

Here is the story as it appeared in the SPECTATOR of July 14, 1905:

"The Bruce Mines & Algoma passenger train and coal transfer train collided on a curve last Saturday morning about a quarter to ten halfway between the CPR and BM&A stations causing the death of our esteemed townsman Engineer James F. Duncan.

The small engine was hauling two carloads of coal from the coal dock to the CPR station when the accident happened. It was customary, we understand, for the "Dinky" to wait at the switch about the time the passenger train was to return from the CPR local but evidently the engineer's time-piece was incorrect as he thought he could possibly make the CPR station before the passenger would leave...

The passenger train left the CPR station shortly after the local passed through at its usual time and the train was running at about 25 miles an hour when it struck.

It was impossible for the engineers to see any distance ahead as the curve is a sharp one...

The Dinky with its carloads of coal was running very easily when the accident happened as the engineer had reversed the engine and applied the air brakes as soon as he noticed or heard the passenger coming. As soon as he did this he jumped and also the fireman.

Mr. Duncan evidently did not see the Dinky coming as the throttle was wide open when the trains came together. Young Harman, the fireman, noticed the other train when it was a few feet away. He shouted, jumped and saved himself but Mr. Duncan had not time to do anything... He made an effort however to get out and was just in the act of jumping when the trains came together. His right leg was caught between the engine and tender and crushed to pieces. In the rebound Mr. Duncan managed to free himself but fell back on the coal exhausted. After the collision cries of distress were heard but it was impossible to get near the sufferer for at least five minutes owing to the escaping steam... Mr. Duncan passed away about an hour after the accident."

The next few years of the Nip & Tuck's history are not known precisely. The small engine, apparently an O-6-0, was reported scrapped and the big one as being sold to timber operators on St. Joseph's Island, west of Bruce Mines. No operating statistics were submitted to the federal government for 1905 and the following year the railway was listed as "inactive". The company was in receivership for some years and, despite the fact that some industry publications reported operations, it is unlikely that there was much if any activity from 1905 to 1912.

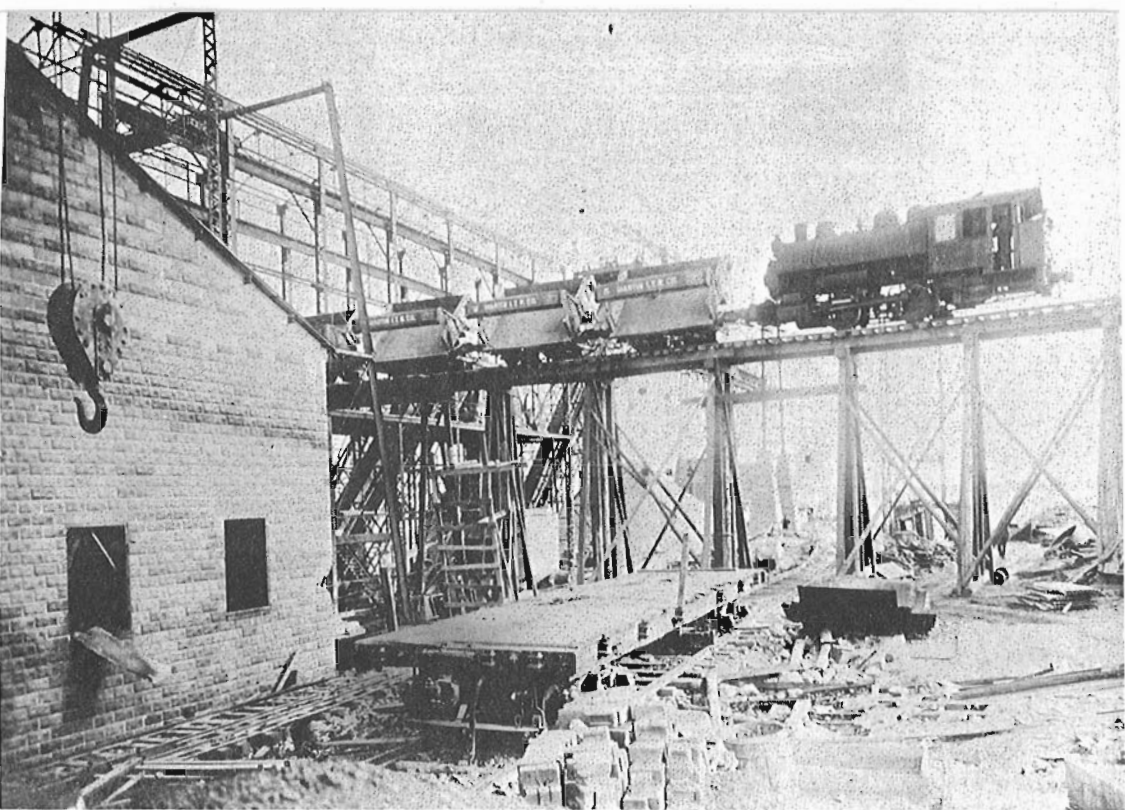
Believe it or not, in 1912, the BM&A once again found a "big" customer. A large trap rock quarry was established on the lake shore east of Bruce Mines, with its own railway and large storage and handling facilities. Access to the quarry and crusher was via the right-of-way once owned by the Bruce Copper Mines and, somehow, this property seems to have fallen into the hands of the BM&A.

A reorganization of the BM&A came in 1913 and a new name - The Lake Huron and Northern Ontario Railway Company - was adopted. Perhaps the new financing was partly the result of a promotional map issued at that time which showed the 17 miles of the LM&NO with proposed new terminal facilities on Lake Huron and the firm intention to build to the north in the direction of James Bay. Strangely, a slip of the mapmaker's pen made it appear that the railway was actually completed to the Canadian Pacific main line, 120 miles from Rock Lake.

The new enterprise was off to a fast start by building an enginehouse at the Bruce for a motive power fleet of three engines, one of which was a 2-6-0 numbered 105. This suggests that there was some sort of serial numbering system with the quarry railway which owned two Vulcan O-4-OST steam locomotives numbered 107 and 108.

Once again, profitable operation depended on bulk shipments of ore or concentrate and, in 1915, one appeared. The Mond Nickel Company bought most of the mining properties at the Bruce and commenced development, intending to mine quartz for use as a furnace flux at its smelters near Sudbury. Since copper at the Bruce had always been found in quartz veins, Mond recovered whatever metal there was as a bonus.





THE MARTIN INTERNATIONAL TRAP ROCK COMPANY'S OPERATION WAS STILL UNDER construction about 1913. The Vulcan 0-4-0 was pulling the dump cars away from the crusher, while a standard-gauge flat car had been shunted into the siding from the BM&A/LH&NO main line.

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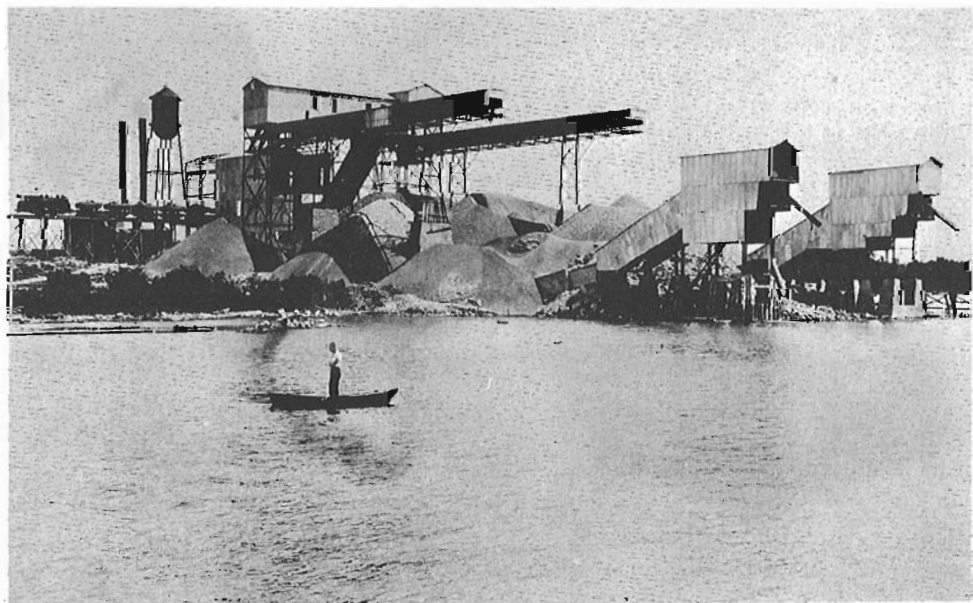
As preparation for underground mining continued, tailings which were readily accessible to the Nip & Tuck were removed. Although the piles of tailings should have been all quartz, one showed a grading of 2% copper, while another yielded a sheet of pure copper, leached out of the tailings over the years. It is said that Mond Nickel recovered its whole cost of redevelopment in this manner. In any event, the carloads were coming and the railway had a steady source of revenue for the first time since 1903.

After 1913, some semblance of service was restored on the north end, from Bruce (CPR) to Rock Lake, but revenues there did not permit major repairs. In short, the trestles were getting shaky. Train crews reacted by developing a strange game of "catch". On arriving at one of the shaky trestles, the train stopped and the fireman set out on foot across the trestle. When he reached the far side, the engineer opened the throttle slightly and tied it open. He then climbed down off the engine and watched the train proceed slowly - and unmanned - across the rickety trestle. When the engine and train reached the other side, the fireman jumped on the engine, climbed up to the deck and closed the throttle, waiting patiently until the engineer had walked across the trestle to resume his position for the onward trip.

There are no records of runaway trains or collapsed trestles on the LH&NO, but the last passenger train to run north of the CPR at Bruce station did so on July 12, 1916 and it went no further than Gordon Lake, ten miles up the line.



LAKE HURON AND NORTHERN ONTARIO RAILWAY'S NUMBER 105 WAS PHOTOGRAPHED at West's Siding some time during World War I. A boxcar of baled hay was being picked up behind the flat car. Photo courtesy Mr. Harry West



MARTIN INTERNATIONAL'S CRUSHING, STORAGE AND LOADING OPERATIONS WERE in full operation in 1914. Another 0-4-0 was pushing a string of side-dump cars up to the crusher. Photo courtesy Ontario Archives.



Mond Nickel traffic meant, in 1917, a profit of \$ 1,600 and this seems to characterize operations at that time. However, the mortgage debt incurred in the reorganization of the railway in 1913 required a clear profit of \$ 35,000 each and every year. The trap-rock quarry operated sporadically and contributed very little revenue. The last straw came in 1921 when, World War I over, Mond Nickel closed down and the LH&NO suspended operations in April. Entries in the OFFICIAL GUIDE were to continue for several years with the notation "Service discontinued".

Briefly, in 1927, the railway was used to supply a further effort in quarrying, although it is doubtful that the LH&NO could have provided operating steam engines. Likely, the switching was left to the CPR. This operation lasted only two years and, shortly after, a salvaging operation on the quarry machinery and facilities began. All that remains today are massive concrete shapes, strangely reminiscent of a graveyard or a Roman ruin.

In the 1930s, the LH&NO rail was taken up by a Toronto scrap dealer who used road transport exclusively, since the railway roadbed was beyond supporting anything. The right-of-way was sold for taxes and, today, there are few traces to be found. Roads, homes, cottages and, in one case, an outhouse, today decorate the roadbed of the Lake Huron & Northern Ontario Railway, once intimately known to local residents as "The Nip and Tuck". The non-professional fortune-tellers were right, after all.

So, another Canadian railway dream passed into history. The Nip and Tuck was never very large, did not last very long and was never very prosperous, but those who remember and those who made its acquaintance more recently, will always think of it with affection.



IN THE SPRING OF 1955, A GROUP OF RAILWAY-ARCHEOLOGISTS WERE WALKING along the abandoned roadbed, east of the original stamp-mill of the Bruce Copper Mines, towards the loading docks of the trap-rock company.

Photo courtesy of the Author.



BM&A/LH&NO Stations.

0.0	Bruce Mines	
2.0	Bruce Station	(junction with the Sault Ste. Marie Branch, Canadian Pacific Railway)
6.0	Rydal Bank	
8.0	West's Siding	
10.0	McLarty Station	
12.0	Gordon Lake	
13.0	Cold Springs	
14.0	Campbell's Siding	
15.0	Leeburn Station	
17.0	Rock Lake	
(projected)		
137.0	Wakami	(junction with the main line, Canadian Pacific Railway)
226.0	Foley	(junction with the main line, Canadian Northern Railway)
323.0	Alexandra	(junction with the main line, National Transcontinental Ry.)

Acknowledgements

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Mr. R.F. Corley	Scarborough, Ontario
Mr. Al Crockford	Blind River, Ontario
Mr. Art Henderson	Bruce Mines, Ontario
Mr. Doug Scott	Sudbury, Ontario
Mr. Ernie Strum	Bruce Mines, Ontario
Mr. Harry West	Rydal Bank, Ontario
Mr. S.S. Worthen	Montréal, Québec

Sources

NORTH SHORE SENTINEL	Bruce Mines, Ontario
NEWSLETTER, Upper Canada Railway Society	Toronto, Ontario
ANNUAL REPORTS, Bureau of Mines of Ontario	Toronto, Ontario
Ministry of Natural Resources of Ontario	Toronto, Ontario
Bruce Mines Museum	Bruce Mines, Ontario
Archives of Ontario	Toronto, Ontario

Andrew and John Sutherland.

# A GO-TRAIN MISCELLANY



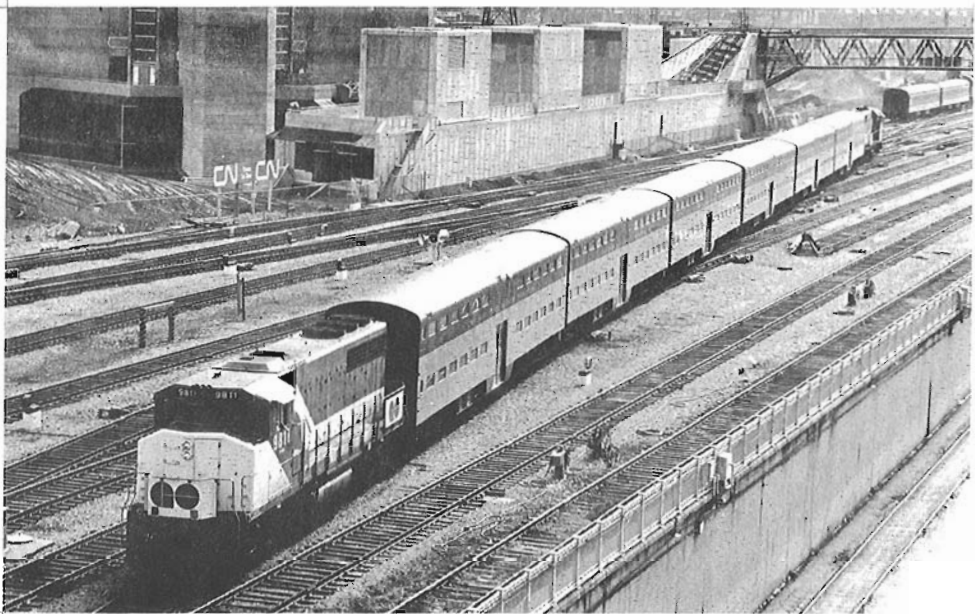
**T**hrough the kindness of Andrew and John Sutherland, members of the Association in West Hill, Ontario, we are pleased to be able to present a variety of views of GO equipment.

In the first scene, John Sutherland discovered GO Train 966 passing the site of the former station at Port Union and approaching the station at Rouge Hill, being pushed eastward by GO unit Number 9805. GO Train 971, westbound, hauled by GO unit Number 9803, is on the left in the distance, pausing at the station. The date was October 10, 1975 and the time was 1728 hours.





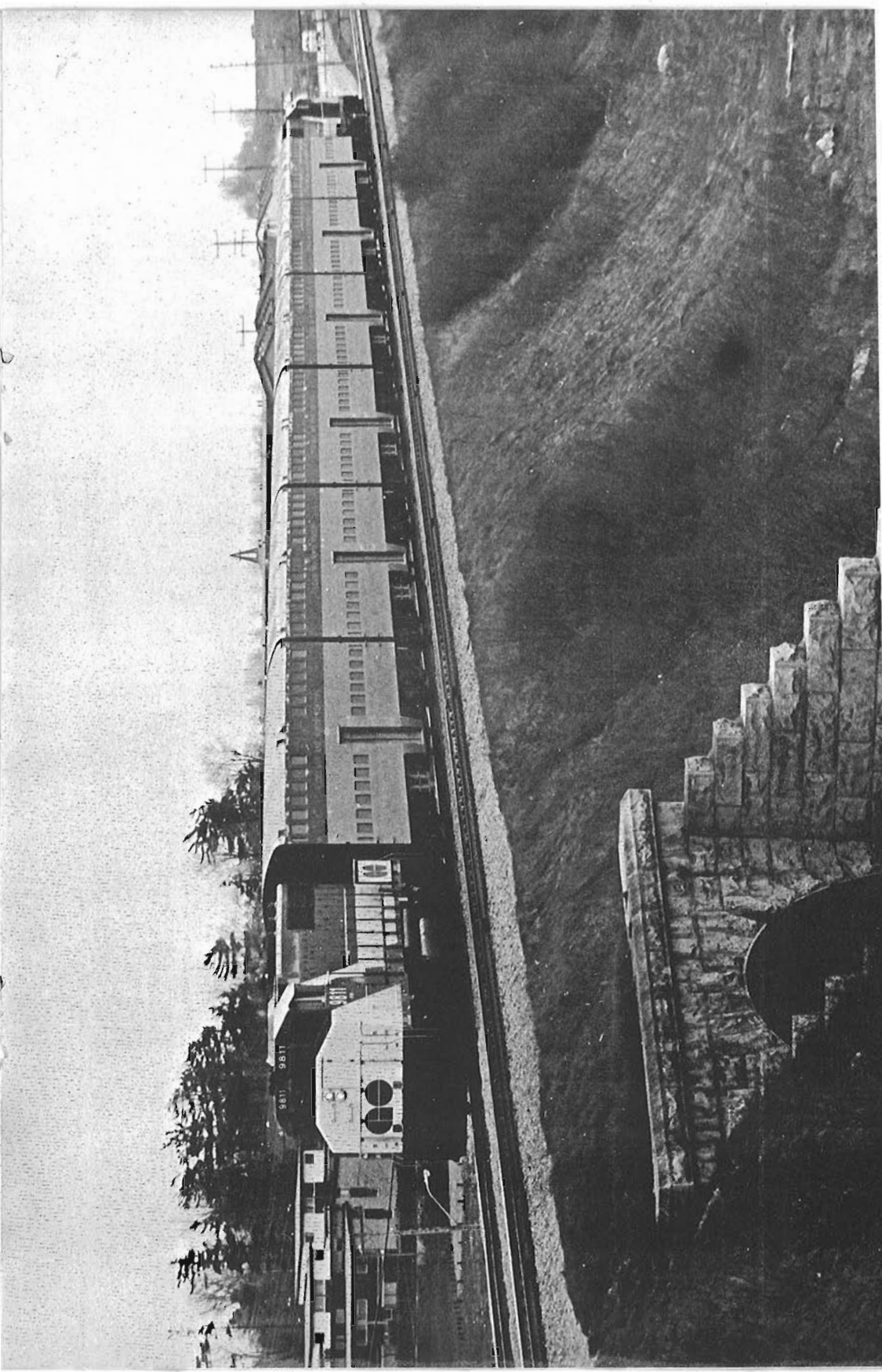
Scene two features GO TRANSIT GP 40 Number 9811 leading a train of leased Chicago and North Western Railroad bi-level coaches past the site of the former station at Sunnyside in suburban Toronto, on GO Train 954, April 19, 1976.

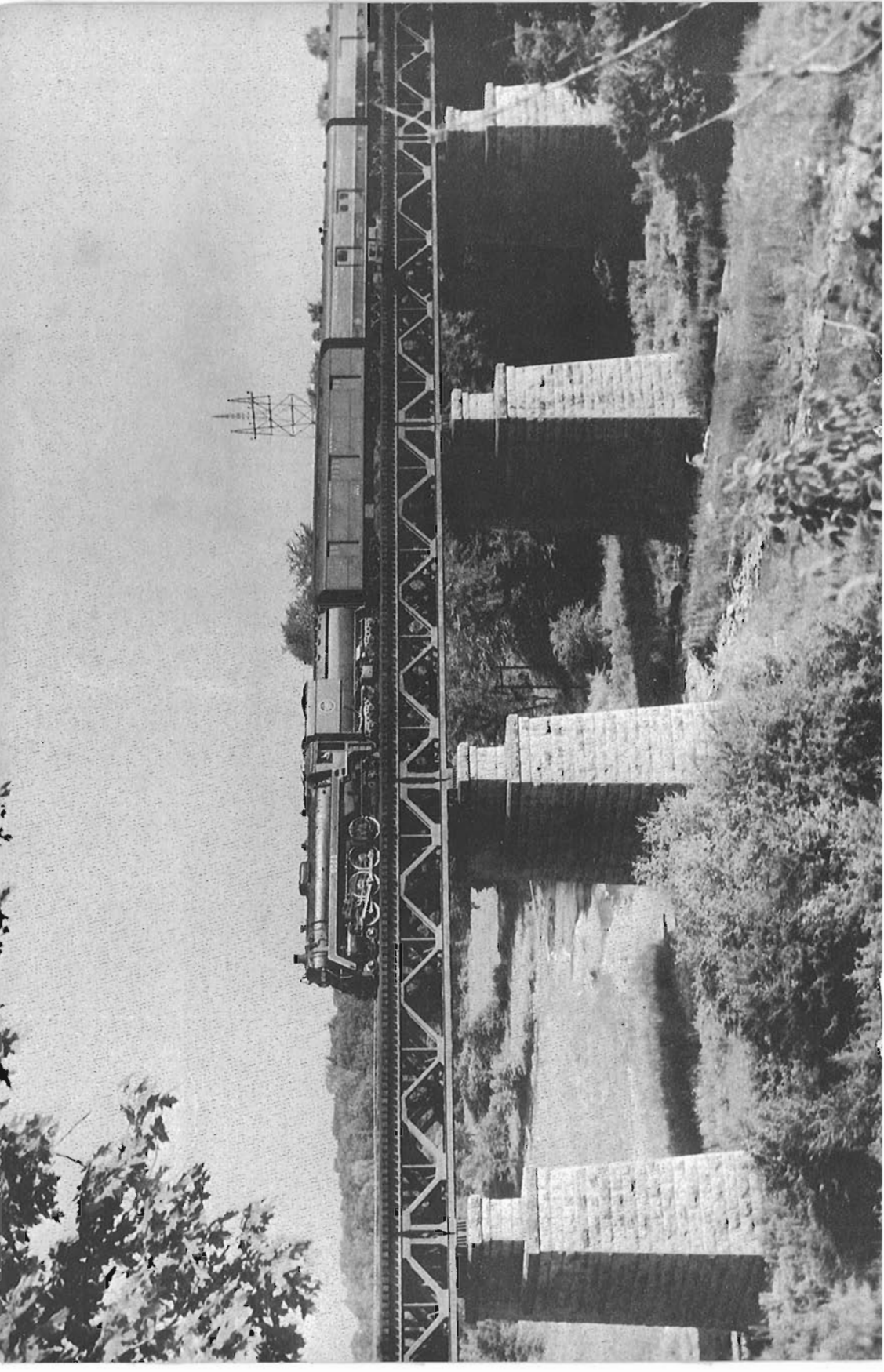


Andrew took picture number three of GO TRANSIT unit Number 9811 and a set of C&NW bi-levels entering Union Station, Toronto, past the base of the famous CN Tower, then under construction. The time was 1652 and the date was May 13, 1976.


Picture number four, an excellent shot, was taken by Andrew near the eastern terminus of the train's run at Pickering, Ontario. Pulled by Number 9811, the "pusher" on the rear was Number 9800. The picture was taken in the afternoon of April 28, 1976.











FOR THE EASTERN EXPRESS COMPANY,

DECEMBER 1976

# WAYBILLS

*McKenney*

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 Rail-road, Steam or River Navigation, or for the breakage of glass or other fragile goods.

NO ONE CAN SAY THAT CANADIAN NATIONAL RAILWAYS HAS NOT PROVIDED CANADA's federal government with adequate warning of the very serious situation which is developing in its commuter services in and out of Montréal. If CN is obliged to maintain these services without financial assistance to discharge the ever-increasing financial deficits, a plan of gradual withdrawal from them would be implemented. The first part of the plan was implemented early in 1976 when a fare increase was followed by a readjustment of services in April. The first option, highly recommended by CN, would be to modernize the commuter services and to integrate them with the existing urban transit network, receiving the same financial support that is granted to other transportation systems.

By September 1976, the federal government had not indicated that it would provide any financial assistance and, in spite of measures already taken by CN, the anticipated 1976 deficit was expected to exceed \$ 7 million. Therefore, CN could do nothing but implement its "gradual withdrawal" plan.

First, the fare increases. For single-trip tickets, the increase will be between 20 and 50¢. Weekly flash-cards and 10-trip booklets up between \$ 1.95 and \$ 3.80. Monthly flash-cards or 40-ticket booklets in Zone 1 to increase from \$ 7.10 to \$ 11.40. Reduced fares that have been in effect for certain categories of commuters, including students, will also be affected. However, reduced rates for retired persons will be maintained.

The planned April 1977 readjustment will affect seven rush-hour trains, four arriving at Central Station in the morning and three leaving Central Station in late afternoon. Train 902, leaving Cartierville at 0725; Number 944, leaving Deux-Montagnes at 0730; Number 912 leaving Vertu at 0819 and Number 914 leaving Mount Royal at 0905. The afternoon trains to be withdrawn are Numbers 969, 923, and 925, leaving Central Station at 1720, 1727 and 1800 hours.

Other readjustments will consequently follow. The frequency of stops in Zone 1, between Portal Heights and Cartierville, will be reduced. Details on this reduction of stops and tariffs will be published in December 1976 and the new timetables will be available next spring prior to the date the changes will become effective. Implementation will be automatic, unless a government intervention provides the financial assistance required.

The September 15 1976 notice from CN to the commuters on both its Deux-Montagnes and St-Hilaire East lines did not even mention the necessity to do something about the aged equipment being used in some of these services.

← ONCE UPON A TIME, PASSENGER SERVICE FROM TORONTO TO NIAGARA FALLS, ONTARIO was generally assured by 4-8-2 steam engines, exemplified by Canadian National Railways' Number 6068, caught by that expert photographer Jim Shaughnessy on the high bridge near Oakville, on August 1, 1957. While the presence of the New York Central baggage car on the head-end is probably normal, perhaps one of our knowledgeable readers can explain the presence of two sets of bridge piers across the river valley.



THE AUGUST 20, 1976 ISSUE OF THE MONTREAL "STAR" CONTAINED A CANADIAN Press story on the resurrection of the fifty-year-old lake-side resort town of Winnipeg Beach, Manitoba, on Lake Winnipeg. Among the attractions which were alleged to have enticed throngs from Winnipeg in the summers of the 1920s were the dancehalls, the mile-long roller coaster ride, the boardwalk and pier promenades and "the CPR-owned Empress Hotel, where one dressed for dinner".

This hotel would probably have surpassed its Victoria, British Columbia counterpart in notoriety had its guests not dressed (at all) for dinner.

However, the real point of interest in this item sent in by our friend John D. Welsh is that, at one time, the Canadian Pacific Railway Company apparently had two Empress Hotels, one in Winnipeg Beach, Manitoba and one in Victoria, British Columbia.

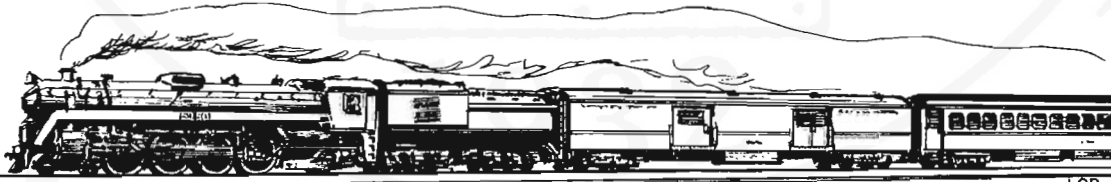
No doubt one of our knowledgeable readers can (and will) resolve this paradox; the one about the two hotels with the same name, that is, not the one about dressing for dinner.

FOR THE RECORD, WE SHOULD HAVE REPORTED THAT QUEBEC CITY'S FAMOUS Gare du Palais - Palace Station received its last passenger train on August 31, 1976. In fact, the last train into Gare du Palais was CP RAIL Train 156, which arrived at 2200 hours. While the Gare du Palais now belongs to the City of Québec and will be used, it is rumoured, as a market, there is also a persistent general opinion that this well known station will be used for some form of passenger train service in the future.

At any rate, on September 1, CP RAIL began using its new station, about halfway between Cadorna and Lorette, Mile 157.7 and Mile 152.4 of the Trois Rivières Subdivision. It is a surprisingly handsome structure in a dark grey cast material with ribbing, and "CP RAIL" in large red letters, which are raised. The solidity of this new station and the corresponding buildings in the new freight yard just west of the station indicate that CP RAIL expects to do a considerable business from its new facilities.

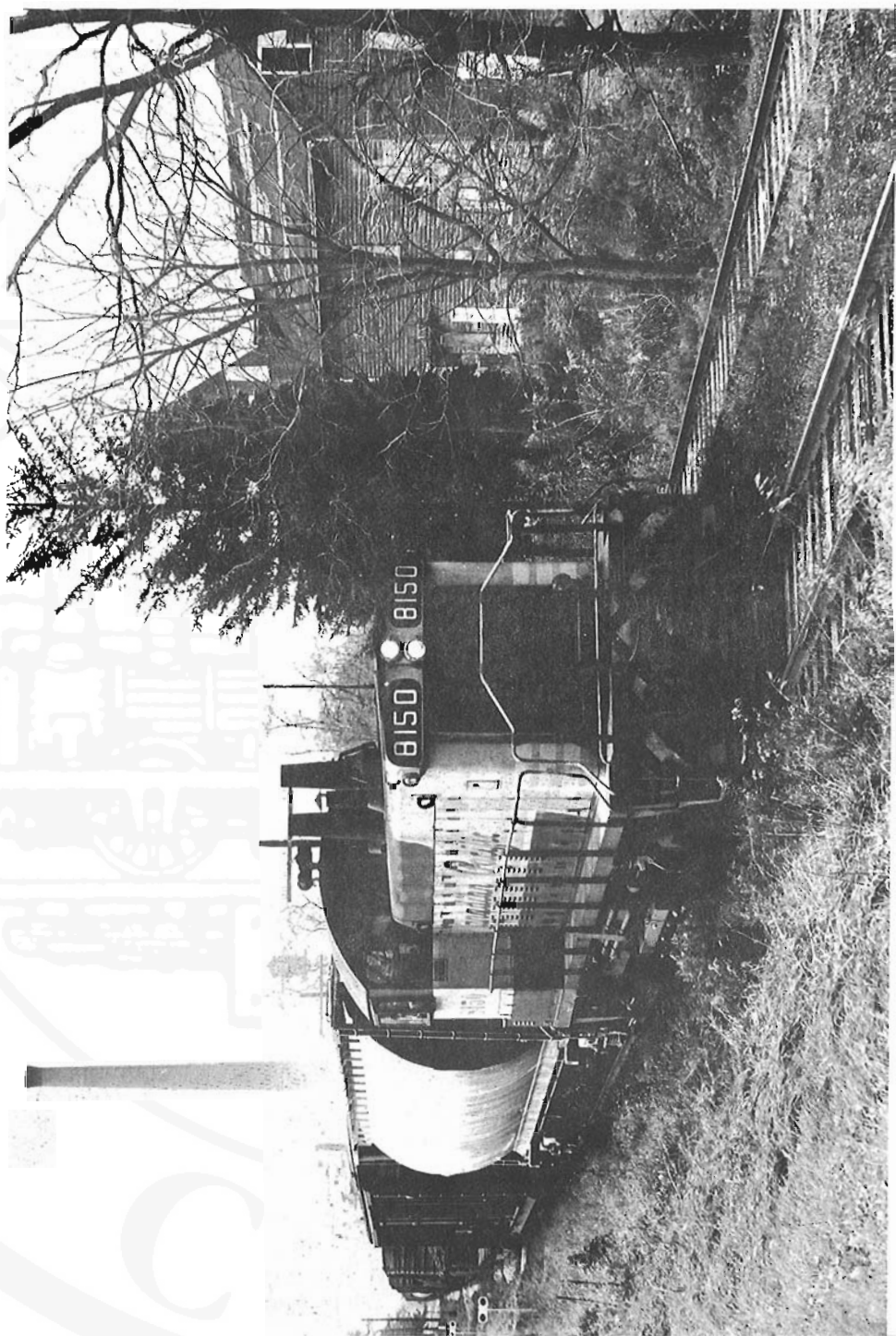
Canadian National will now terminate its passenger service to Québec at Ste-Foy, where the station platform has been lengthened and three additional short tracks have been added to the yard in front of the station.

Our reader/member, M. Adrien d'Astous of Ste-Foy, has started an article on the new passenger train facilities and connections in Québec and we hope to present it in a future issue of CANADIAN RAIL.



LCP

WHILE OUT PROWLING AROUND BEACHVILLE, ONTARIO ON OCTOBER 21, 1975, John Sutherland came upon CP RAIL Extra East 8150, returning to the main line at Woodstock from St. Thomas, Ontario, where it has a connection with the-then Penn Central, nowadays Conrail. Number 8150 had, at the time, not been repainted with the multimark and the CP RAIL title. →



WE ARE VERY GRATEFUL TO PIERRE PATENAUE FOR SENDING IN A QUARTET OF pictures for presentation this month. The represent, indeed, an interesting variety of motive power, from Montréal to Vancouver.

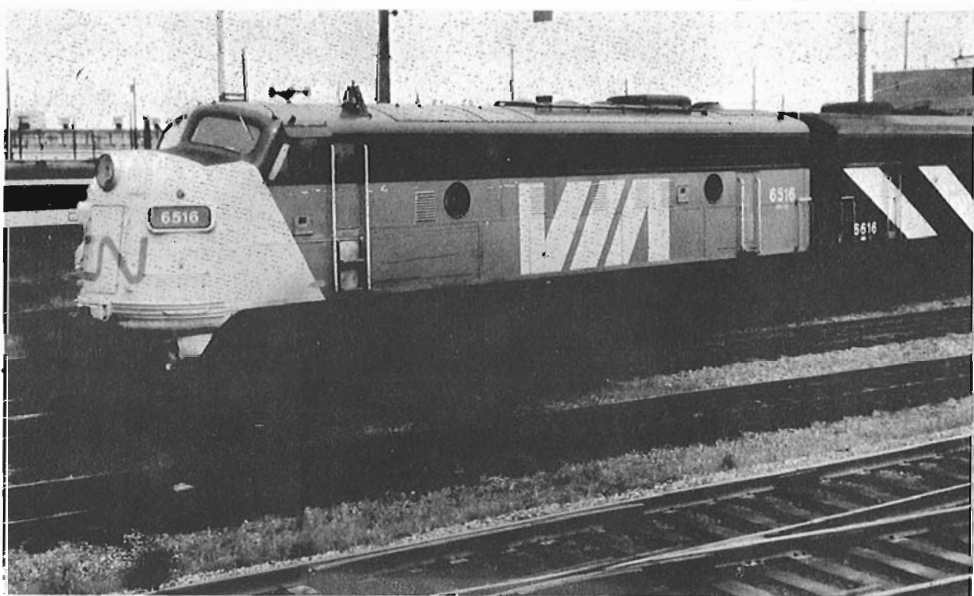
The first picture is Canadian National Railways' Number 6516 at Pointe-St-Charles Shops, Montréal, freshly painted in CN's new "VIA" logo on 1 August 1976.

The second photograph, one of Canadian National's Number 4479, shows one of the few remaining GP 9 units of the class GR-17E that are still operating without the "winterization" hatch. The date was 1 August 1976.

Third in the line-up of pictures is one of two new SW 1001 units, purchased by the National Harbours Board and identified as Numbers 7601 and 7602 of the Port of Montreal. Numbered in the 7600 series to indicate the year purchased, the two units were ordered by the Department of Supply and Services, Government of Canada, the contract being awarded to the lowest bidder. The units were outshopped at DD GMCL, London, Ontario on 23 July 1976 and have B/N 758024-1 and 758024-2, respectively. They were delivered to the NHB's shops in Montréal on 11 August 1976 and were photographed on 31 August 1976.

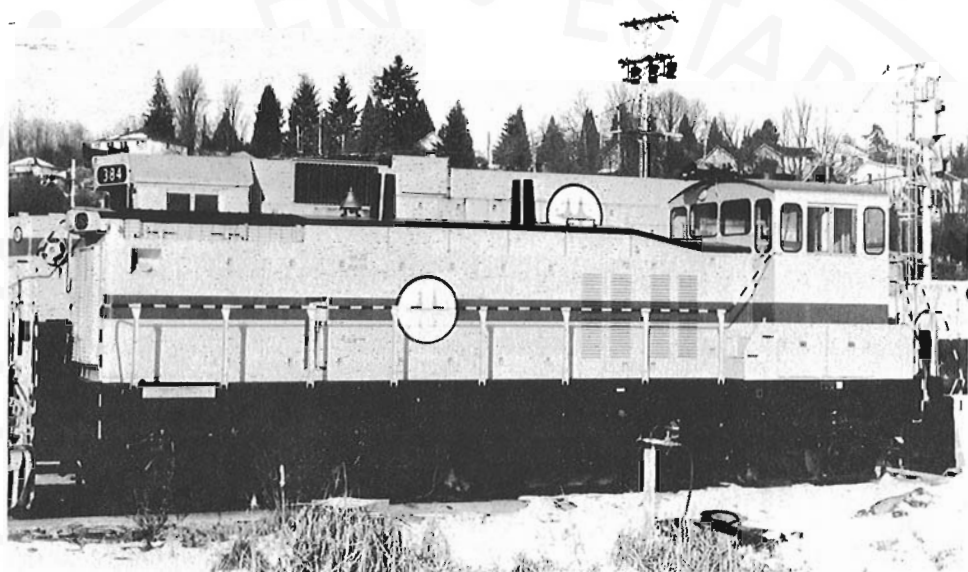
A real change-of-pace is the picture of Number 56, a Brookville unit working at the Salaberry Works, Canadian Industries Limited, Valleyfield, Québec. Formerly - before 1965 - this was Canadian Arsenals, Limited and During World War II it was Defence Industries, Limited. Canadian Industries operates Brookville units Numbers 50, 51, 54, 56 and 57. Number 52 now operates at Soulanges Industries at St-Joseph de Soulanges, west of Dorion, Québec and Number 53 was converted to a track-repair gang-car. Number 56 was photographed at Salaberry Works on 2 September 1976.

In late December 1975, the BCHydro Railway took delivery of three EMD (La Grange) MP 15 units, road Numbers 151, 152 and 153, serial numbers 75626-1, 75626-2 and 75626-3, respectively. Here is Number 152 at BCHydro's Trapp Yard, New Westminster, B.C. on 21 December 1975. The picture was taken by Keith Anderson and Pierre supplied the print.









WE ARE PLEASED TO PRESENT HERewith THE FRENCH-LANGUAGE REPORT BY M. Adrien d'Astous of Ste-Foy, Québec, on the closing of the Gare du Palais, Québec to passenger service. The pictures, taken by M. d'Astous, apply to both reports:



Le lier septembre 1976 ne fut pas une date qui passa innaperçue pour ceux qui de près ou de loin s'intéressent aux chemins de fer canadiens. En effet, c'est à cette date que les convois de passagers ont quitté la gare du Palais à Québec, pour s'installer aux deux nouvelles gares qui prendront la relève, soit celle du CP RAIL, située à la hauteur de l'avenue St-Sacrement, et celle du CN, située à Ste-Foy, à proximité du Pont de Québec. Celle-ci a été récemment agrandie et modernisée et devra jouer temporairement le rôle de terminus pour toute la région de Québec, étant donné qu'à peu près seul le CN dessert la région. Les autorails DAYLINER du CP RAIL utiliseront la gare de l'avenue St-Sacrement.

De nouvelles voies ont été aménagées à Ste-Foy, afin de garer les convois. On a aussi installé les équipements pour se ravitailler en huile, eau, glace, etc. Les convois sont tournés sur le "Y" de Cap-Rouge.



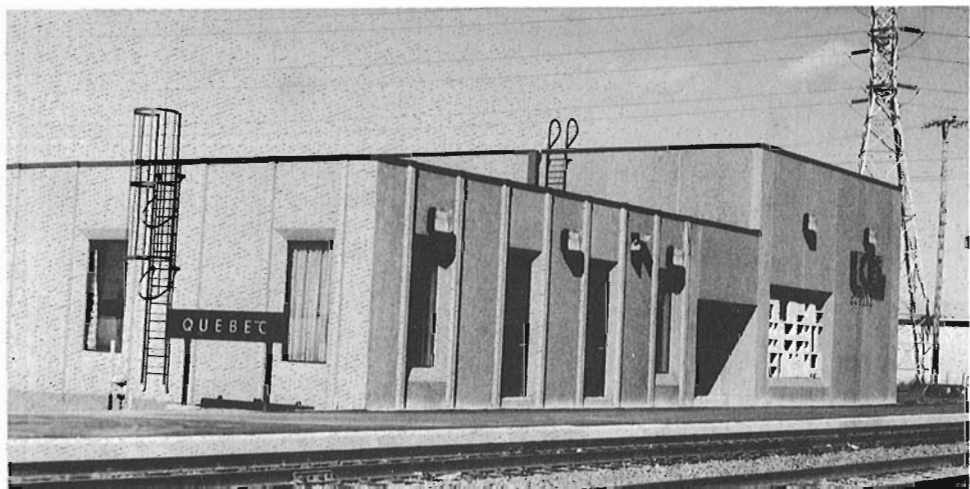
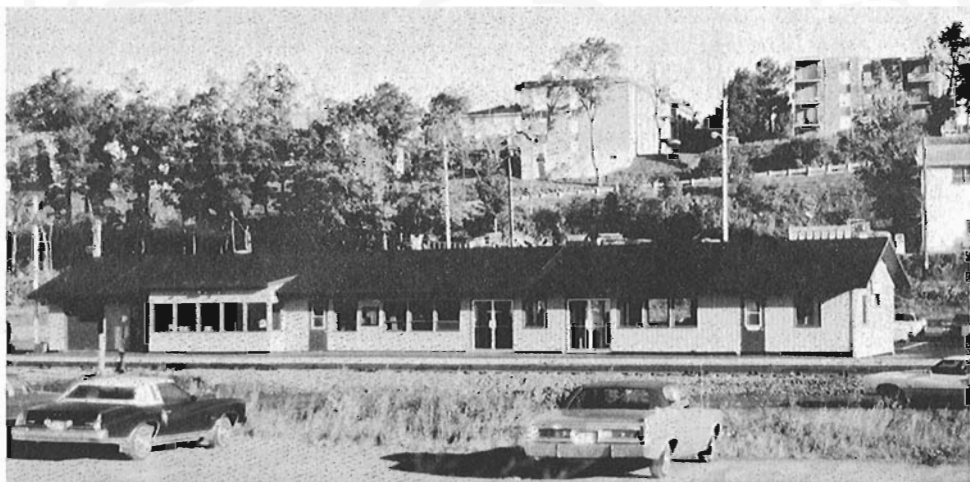
Il ne faut pas prendre cette nouvelle trop au tragique, car il est déjà question de localiser un terminus ferroviaire à l'intérieur de la ville de Québec.

La ville-même est devenue propriétaire de la gare du Palais; Dame Rumeur veut que celle-ci soit transformée en marché public, ainsi nous espérons qu'elle ne tombera pas sous le pic des démolisseurs.

La photographie numero 1, la toujours très belle gare du Palais à Québec, fermée le minuit du 31 août 1976. Photographié le 22 février 1975.

Numero 2, la gare des chemins de fer Nationaux à Ste-Foy; c'est l'ancienne petite gare qui a été agrandie et complètement ré-aménagée. Située à quelques centaines de pieds aux abords nords du fameux pont de Québec. Photographié le 7 septembre 1976.

La troisième: la nouvelle gare du CP RAIL, inaugurée le 1 septembre 1976 et photographiée le 7 septembre. Elle est située à la hauteur de l'avenue St-Sacrement.



IT WAS THE KIND OF CANADIAN PRESS STORY THAT SEEMED MOST UNLIKELY, AT first reading, but when both Bob Legget of Ottawa and John Welch of Dorval sent in the clipping, it had to have some authenticity.

The story said that on 9 October 1976, the Minister of Transport of Ontario, Mr. James Snow, had announced that the Urban Transportation Development Corporation, a provincially-operated company, would purchase four ex-Trans Europe Express trainsets for \$3.7 million and would lease them to the Ontario Northland Railway for \$1 million per year over a 5-year agreement.

These TEE trainsets, now about 15 years old, were taken out of service when the Amsterdam-Zurich-Milan run was electrified over its entire length. The trainsets must run in their original four-unit conformation: diesel-electric engine, passenger car, combination dining car-lounge and compartment car; there are seats for 146 passengers.

The four trainsets will be refurbished in Switzerland before being shipped and should be in service on the ONR by spring of next year (1977).

ONR plans a twice-a-day Toronto-Timmins service next year, with elimination of some stops between Toronto and North Bay. This procedure, plus the new equipment, could reduce the present 12-hour schedule to 10 hours.

Mr. Snow said that the ONR had been looking for a Canadian-built system, but stated that nothing could be done until Canada's federal government signed a contract for new rolling stock for Canadian National Railways.

JEAN-MICHEL LECLERCQ, THE ASSOCIATION'S REPRESENTATIVE FOR EUROPE, sent a news item from the French newspaper "Le Monde", which announced that another world-famous train was being withdrawn from service. This is the "Orient Express", which made its first trip from the Gare de l'Est, in Paris, France, on June 5, 1883, taking three days and a half to make the journey to Constantinople. The first train consisted of a 4-4-0 steam locomotive and five two-trucked passenger cars: two sleeping cars, 24 beds each, a dining-car and two baggage cars - for wardrobe trunks!

After the "debacle" of World War I, the route of the train was altered to the south, via Milan, Venice and Trieste. Accordingly, the name was changed to the "Simplon-Orient Express", leaving Paris from the Gare de Lyon on Monday evening, arriving at Istanbul on Thursday morning.

The "Orient Express" began to lose its mystique when long sections of its route were electrified. It lost its individuality entirely when it had to traverse countries where such a capitalist notion as a "train de luxe" was not allowed to exist. In 1962, this famous train received the coupe de grace when it - reluctantly - assumed the name of "Direct Orient Express" and was transformed into a travelling circus through central Europe, or worse still, in the words of Olivier Merlin, a perambulating Persian market!

With but a single sleeping car and an appearance quite unlike anything described by Agatha Christie or Graham Greene, let alone Valery Larbaud, it disappeared unnoticed three times a week from the Gare de Lyon, at midnight, of course, a procession of Turkish workers and kerchiefed women, who immediately filled up the corridors with barricades of bundles, travelling bags and corrugated cartons, held together precariously with bits of string.

And the odours that were wafted through the carpeted corridors of the sleeping cars were no longer those of Bulgarian attar of roses and exotic Turkish tobacco.

But, as Jean-Michel points out, there are still a few survivors of that period of gracious travel on elegant named trains. For example, the following great trains of before two world wars continue to evoke the idea of the splendid trip by railway:

The "Blue Train";	Paris-Nice-Ventimiglia, 1,123 km ;
The "Nord Express";	Paris-Hamburg-Copenhagen, 2,500 km ;
The "Orient Express";	Paris-Budapest-Bucharest, 2,500 km ;
The "Arlberg" Express;	Paris-Zurich-Vienna, 1,470 km ;
The "Simplon Express";	Paris-Venice-Belgrade, 1,983 km;
The "Rome Express";	Paris-Milan-Rome, 1,468 km ;
The "Sud Express";	Paris-Madris-Lisbon, 2,058 km.

WHEN THE CANADIAN PACIFIC RAILWAY ISSUED A PRESS RELEASE IN NOVEMBER, 1967, it stated unequivocally that the Company had operated the first freight train in Canada with remotely controlled mid-train units and presented a series of photographs to attest to this event.



The first picture was one of diesel-electric unit Number 5557, class DRF-30-b, taken at St. Luc Yard, Montréal, and the caption material stated: "The first remote-control train in Canada leaves Canadian Pacific's St. Luc Yard in Montréal on a test run. The manned locomotive at the front of the train is specially equipped for remote control operation of unmanned diesels coupled behind ROBOT 1 in the middle of the train. Signals are received and relayed by the new ROBOT 1 unit which has a fail-safe radio system and logic cabinets to receive and relay remote control commands".





The second picture showed the interior of the cab of Number 5557 with the engineman at the controls of the 3000 hp diesel. "Special equipment in the locomotive includes rgw push-button air-brake control unit at upper left and, beside it, the control console with a rotating-type mode selector switch for synchronized or independent operation of the lead group and rear group locomotives".



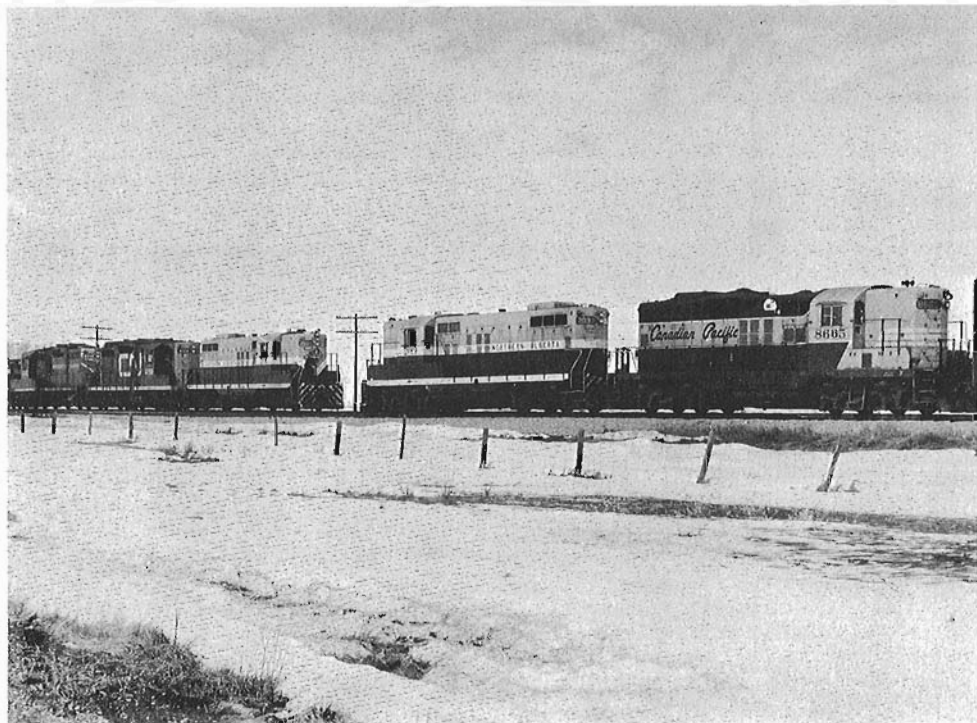
The third picture showed the freight leaving from the St. Luc Yard departure side. In the photograph, the number of the lead unit on the head-end cannot be discerned. However, the two remotely-controlled, mid-train units are Numbers 5564 and 5563.

S.S.Worthen.

IN AN ANNOUNCEMENT DATED SEPTEMBER 15, 1976, BOMBARDIER-MLW LIMITED of Montréal announced that the transportation and heat-transfer products marketing and manufacturing operations would be consolidated under the direction of Mr. Henry Valle, formerly president of the company's Transportation Marketing Division. Mr. Valle becomes president of the MLW Industries division of the Company, following the retirement of Mr. R.L. Grassby.

Both Mr. Valle and Mr. Grassby have been benefactors of the Canadian Railroad Historical Association and, on behalf of the members of the Association, CANADIAN RAIL offers these gentlemen our most sincere congratulations and good wishes on these important occasions.

Mr. Valle announced that, under this new organization, Mr. John Byrne, vice-president, Transportation Marketing, would be responsible for marketing the company's diesel-electric locomotives, transit vehicles, the LRC high-speed intercity passenger train and industrial and marine diesel engines produced at the company's plants at Montréal and La Pocatière, Québec.



BOB LOAT OF EDMONTON, ALBERTA, POSITIONED HIMSELF AT THE EAST SWITCH at Morrinsville, Alberta at 1311 hours, April 13, 1975, to record on film a remarkable show of power on the Northern Alberta Railways. What he recorded, we now present. Additional details are: the train on the left is NAR Train 40, headed by GP 9 Number 201, followed by GP 9 Canadian National Railways Number 4156, then GP 9 CNR Number 4348 and last of all, NAR Number 311, a GMD-1.

On the right, NAR Train 31 headed by GP 9 Number 203 and CP RAIL GP 9 Number 8665.

It was a cold, but action-packed April day!



WABAMUN, ALBERTA IS 44.3 MILES WEST OF EDMONTON, ON THE MAIN LINE OF Canadian National Railways. Canadian National it is today, but the station, now closed, has a strong resemblance to stations built at other locations on the Grand Trunk Pacific Railway in the years just before World War I. More recently, like at 1628 hours on Saturday, April 13, 1975, Bob Loat was releasing the shutter of his camera just as CN Extra West 5175, headed up by an SD 40 of the same number, rolled tonnage west towards Hinton and Jasper.

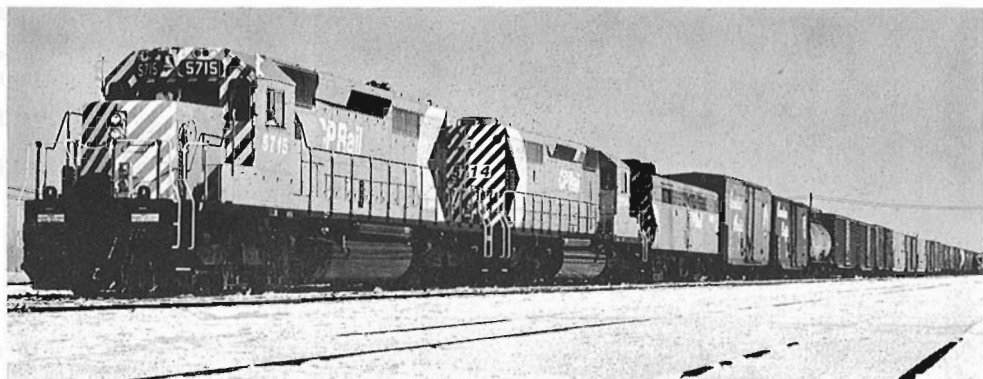
MONTREAL AND TORONTO NEWSPAPERS OF OCTOBER, 1976, CARRIED NOTICES ADVISING interested persons that public hearings would be held in mid-November in North Bay and Cochrane, Ontario, regarding the application by Canadian National Railways to discontinue passenger train service between Toronto and North Bay and Cochrane and Kapuskasing, Ontario. These services comprise the daily "Northland" to Kapuskasing and weekend trains between Toronto and North Bay. CN claimed that preliminary figures for 1975 showed an actual operating loss of \$ 2,020,524, based on costs of \$ 3,080,378 and revenues of \$ 1,059,854. Canada's federal treasury paid 80% of this loss.

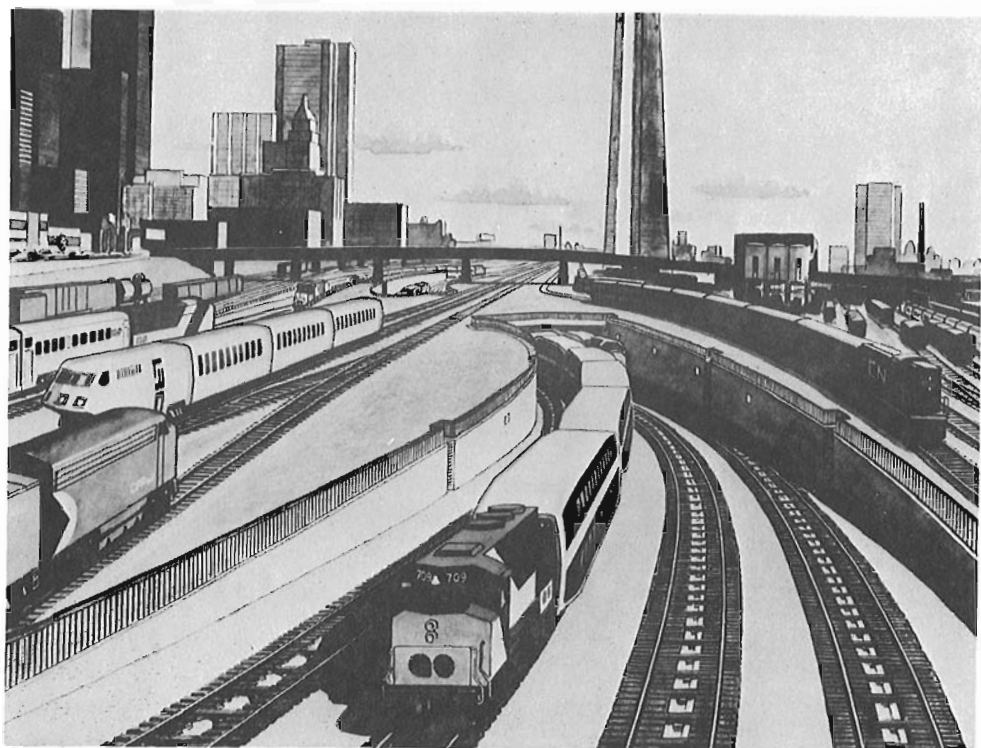




MEANWHILE, BACK IN MONTREAL, KEN GOSLETT MADE A SORTIE IN FEBRUARY, 1975, to photograph two brand-new CP RAIL SD 40-2 units, Numbers 5715 and 5714, leading a rather weary FB2 and a string of freight cars westbound along the siding at Lachine, Québec. The freight was being overtaken by Train 163, the (then) daily-except-Sunday DAYLINER to Hudson, Québec.

Ken's second picture portrays CP RAIL's derated dinosaur Number 4744, with a slightly overaged FB 2 and a more recent RS 10 on the head-end of a westbound freight at the top of St-Lazare Hill, just east of the station of the same name. The time was, apparently, February 1975.





GO TRANSIT IS PREDICTING THAT, ONE OF THESE DAYS, EXTENSIVE RAILWAY reconstruction will be necessary west of Spadina Avenue, and the entrance to Union Station, Toronto, to facilitate GO TRANSIT access to the inner platforms of the station. The accompanying artist's sketch looks east and shows how GO trains from the Oakville Corridor will pass under the tracks of other passenger train traffic to reach GO TRANSIT platforms on the north side of Union Station's train-shed. GO trains from the Georgetown and Streetsville routes will run directly into the GO TRANSIT platforms on the north side of the train-shed.



CHESSIE SYSTEM'S CHESAPEAKE AND OHIO RAILROAD'S GP 30 UNITS NUMBERS 3001, 3034 and 3028 keep company with CP RAIL's Number 4713 at the diesel shop at CP RAIL's Toronto Yard on February 28, 1976. John Sutherland, who took the picture, notes that these C&O units will take the CP RAIL/C&O pool freight west to Detroit, Michigan, later in the afternoon.





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