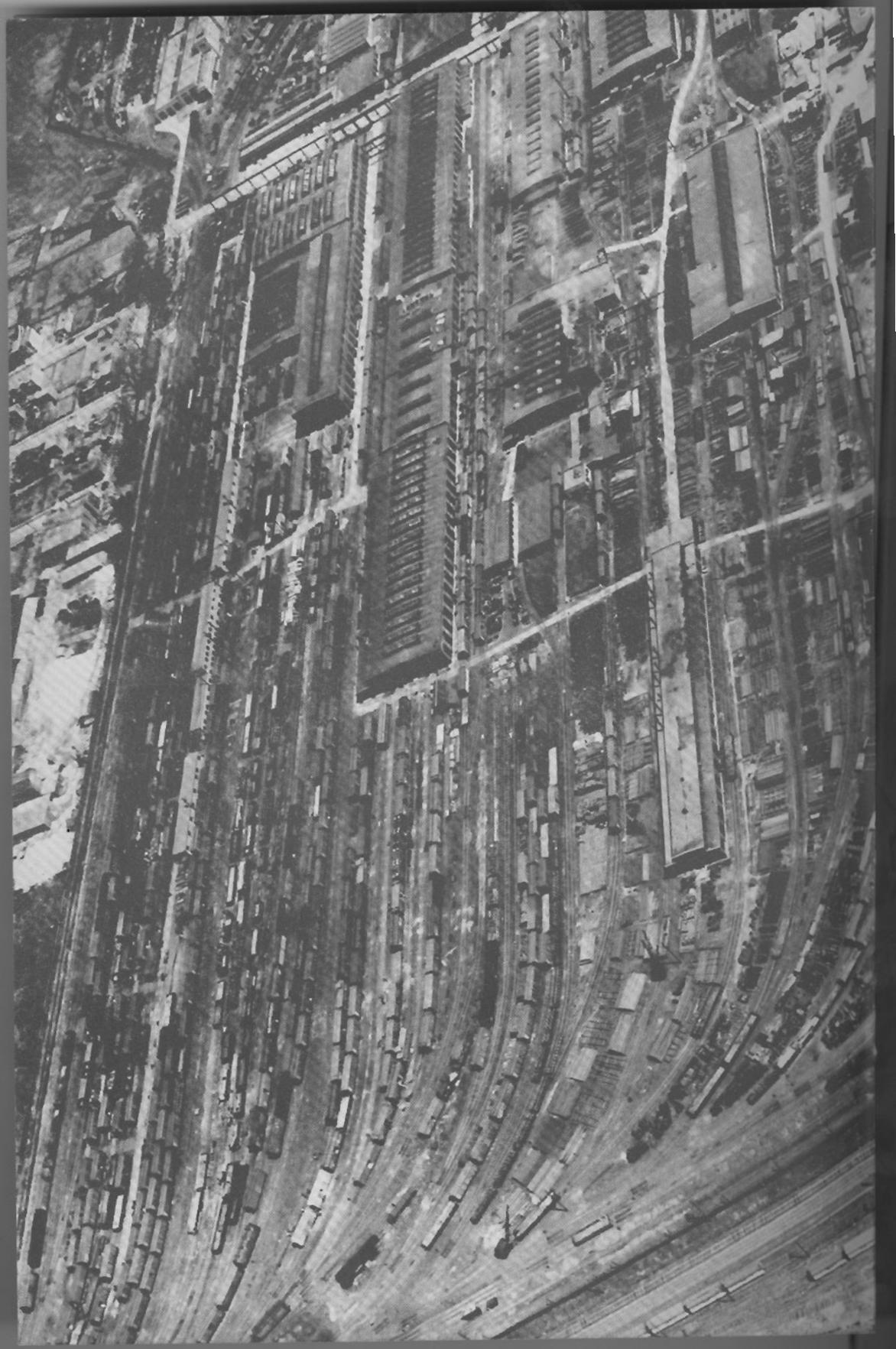


Canadian Rail



No.303
APRIL 1977





H.W. Elson Angus Shops

OF THE CANADIAN PACIFIC RAILWAY

All photographs courtesy CP photographic services
and we appreciate the kind co-operation of Mr. Frank Stelfox

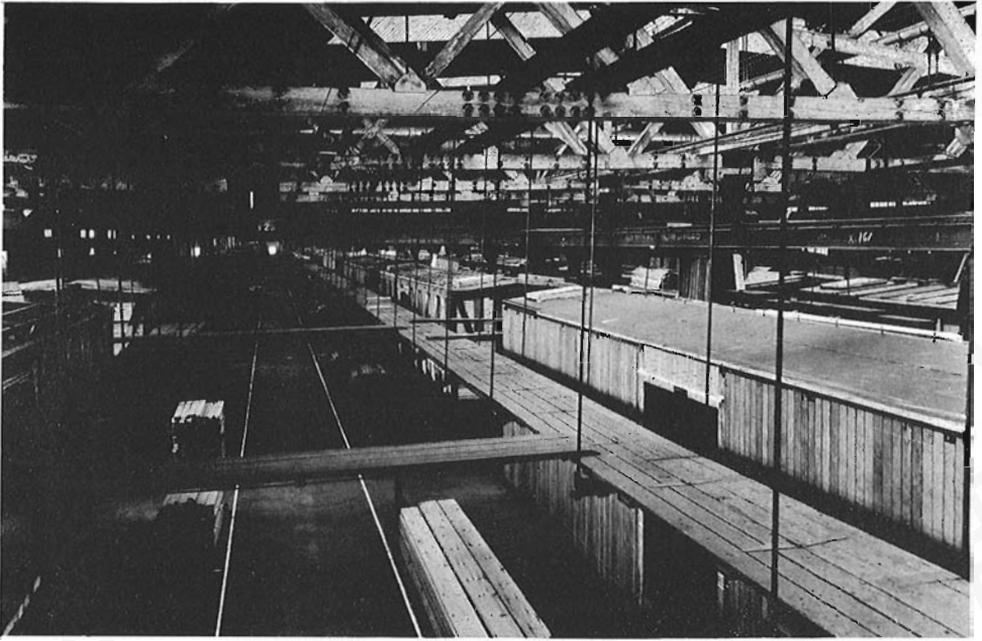
The sprawling collection of buildings running parallel to Rachel Street in east-central Montréal has long been known simply as "Angus Shops". Built in 1904 and named for Richard B. Angus, then General Manager of the Bank of Montreal and a Director of the Canadian Pacific Railway Company from its inception in 1881 until his death in 1922, the new shops were necessary in order to replace the CPR's Delorimier Shops, which could not expand due to their confined location near the harbour front north of Notre-Dame Street and east of Delorimier Avenue.

This original location was a plot of land 4800 by 2100 feet. The new Angus Shops comprised some 37 acres with a total trackage of approximately 50 miles. There was an extensive general repair shop, intended to perform work for the entire railway system. Most of the locomotive repair work was soon transferred from the Delorimier Shops and the car-building facilities were moved from Hochelaga Shops.

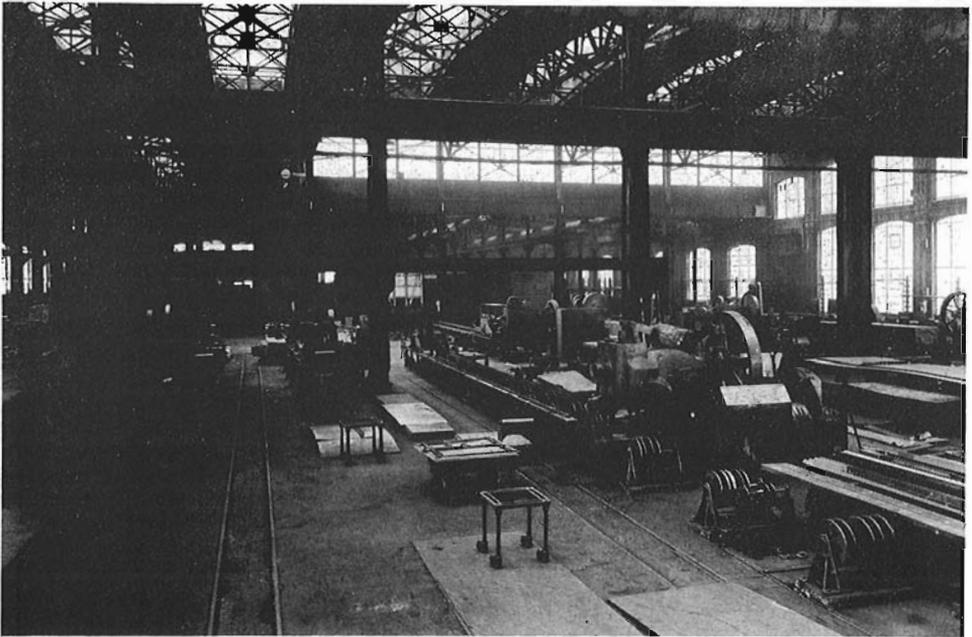
After Angus Shops were opened in 1904, the construction of the first steam locomotive was completed under the direction of H.H. Vaughan, Superintendent of Motive Power. This was an 0-6-0 switcher, Number 2045, Angus Shops B/W 1385, which came off the erecting floor in November of that year. This switcher was followed by some 677 other engines, the last of which was G-5-a class 4-6-2 Number 1201, B/W 2074, built in June, 1944.

↪ What better subject to grace the cover of our April issue than this 1951 photograph depicting a skillful patternmaker at work in CPR's Angus Shops. This craftsman is representative of the thousands of 'non operating' railway employees who we normally don't get to see performing their particular trade but are so vital to the efficient operation of a railroad.

↪ A partial aerial view of Angus shops taken in 1948 before total urbanization surrounded the giant plant.



Interior view of the wood freight car shop in the days when wooden cars were the rule rather than the exception. One has to be impressed with the overall neatness of the shop, no doubt to reduce the obvious fire hazard in such a location.



From wood to steel, here we see the interior of the steel car shop. Unfortunately the date of the photo is unknown but plainly visible is a variety of rolling stock including: box, gondola, passenger and baggage cars in for repairs of varying degrees.

Angus Shops was a city in itself. It had a power station, a hospital, ambulance service, a heating plant, a police force, a fire brigade, lunch rooms, a shop-canteen service, a recreation centre and a total population of about 7,500 employees at the height of its activity.

There were, at one time, some 68 buildings: 31 main buildings, such as locomotive erecting shops, and 37 auxiliary shops, such as machine shops and carpenters' shops. There were facilities for building locomotives and cars as well as those for at least 90% of the necessary maintenance and heavy repairs on this equipment. At the peak of activity, five new steam locomotives were constructed each month, in addition to 10 new passenger cars and 40 new freight cars and including repairs of all kinds to existing equipment.

The repair shops at Angus had a capacity of 100 shop repairs per day on both wooden and steel cars, which figure was developed to about 21,000 repairs a year. Included were repairs of all types: conversions, modernizations, improvements to brakes, lighting, springing and trucks and wheels. After the advent of the automobile, car carriers were adapted to the changing styles. Railway passenger cars were modernized with steel-sheathing and air-conditioning.

To carry out these repairs, there was a locomotive repair shop, four passenger car and two freight car repair buildings, a wheel-casting foundry, a general castings foundry, a track frog and switch repair shop, a nut-and-bolt manufacturing shop, a large blacksmith shop, a truck repair shop, a car metal-working machine shop, one of the largest planeing mills in Canada, electrical shops, a cabinet and varnishing shop for interior accessories, pattern, brass and tinsmithing shops and, of course, administration offices. All of these varied and comprehensive facilities were necessary to perform the building and maintenance associated with such a huge railway operation.

The wheel foundry could turn out more than 90,000 locomotive and car wheels annually. The grey iron foundry required more than 15,000,000 pounds of iron each year. Angus Shops needed for a year's operation 16,800,000 board-feet of lumber, 40,000 pounds of steel, 18 million kilowatt-hours of electricity, 13.2 million cubic feet of gas and 33.6 million cubic feet of water.

Angus Shops always had the reputation for being able to do the impossible and World War II established this reputation beyond a doubt. At the outset of the war, the Canadian Pacific Railway Company placed the facilities of Angus Shops at the disposition of the Government of Canada. In June 1940, the first order for tanks was placed and Angus would make more than 1,700 of these steel monsters before the war's end. This production was an added burden to Angus Shops, whose employees were all hard at work keeping the railway operating. Added to the order for tanks was an order for marine engines, to power frigates and corvette-type destroyers. Range-finders for naval guns were required; "Asdic" submarine detection devices were needed; Angus Shops made them, along with a multitude of machine-tools. In between times, the employees of Angus Shops established new



The wheel shop circa 1946, no facet of the railway operation was lacking at Angus Shops. No less than 74,000 cast steel wheels were turned out per year in the peak years of Angus.

records for blood donations, essential to save the lives of many wounded Canadian soldiers, sailors and airmen.

The repair programmes accomplished at Angus Shops in this critical period were vital to the railway. Testing and inspection departments, monitoring every piece of equipment on the railway, confirmed that annual repairs and rebuilding were held to a minimum by good workmanship and a sense of personal responsibility on the part of every employee at Angus Shops.

One of the most interesting operations at Angus Shops

was the complete reconditioning or Class 1 repair of a steam locomotive. The necessity of such a complete overhaul generally depended on many factors including the condition of the boiler, firebox, grate, valve gear and motion, as well as mileage run since the last overhaul and any particular requirements necessitated by the terrain through which the locomotive operated.

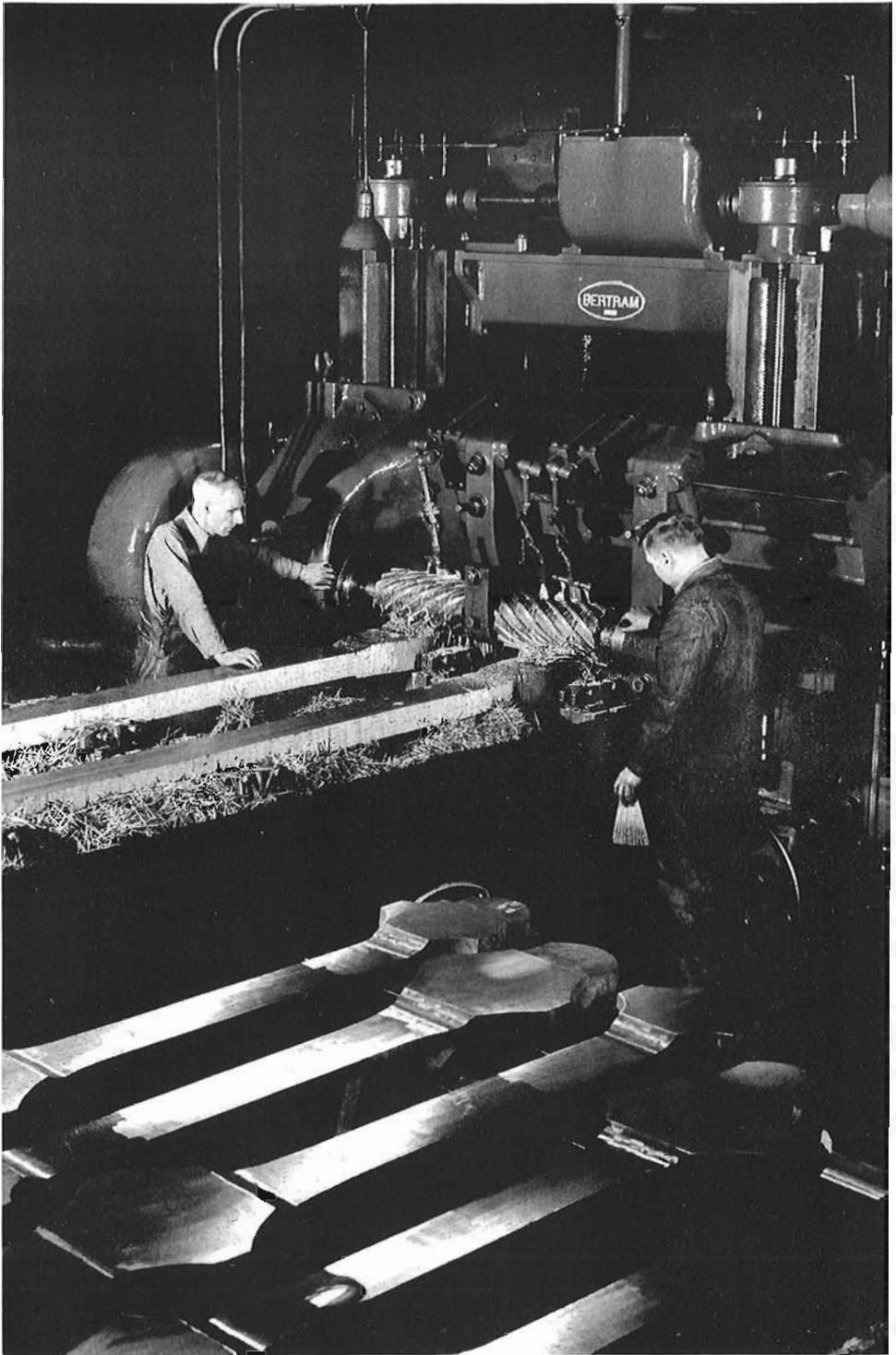
On arrival at Angus, the engine was taken to the coaling pit where the remaining coal in the tender was removed. The firebox grates were then cleaned, the ashes were dumped, the water drained from the boiler and the tender and the firebrick arch was taken down and removed from the front end of the firebox. The dead engine was then moved to the sand-blast house, where pitted and rough exterior painted surfaces were first thoroughly cleaned and then covered with a primer coat of rust-retardant red oxide paint. From there, the engine was taken into the erecting shop and placed on the stripping track, while the tender was separated from the engine and taken to the Tender Shop.

To lift a multi-ton engine off its wheels was indeed a major task requiring the removal of all guard stays, brake gear, main and side-rods and, at this point, various other crafts joined the project to perform their tasks.

The smoke-box front, grates, headlight, handrails, dynamo, steam and safety valve casings and the automatic fire-door were all removed by the Erecting Shop crew; the firebox and cylinder jackets by the Jacket Shop; the smoke-box netting and plates from the front end were taken off by the Tank Shop gang, which also commenced to strip the ash pan. The Carpenter Shop crew removed firebox lagging, so that the firebox could be examined properly when being tested and the cab-seats, window sashes and arm-rests were removed. After the Steamfitter Shop gang had stripped the pipes for testing, the boiler and frame were lifted off the wheels by two cranes which trundled it down the shop and placed it upon the pit where the repairs were to be made.

Assuming that the repair of the locomotive was to be done on an 18-day schedule, the progress of the principal work was as follows:

<u>Day</u>	<u>Operation</u>
1	stripping;
2	stripping; hydrostatic test of boiler;
3	stripping completed and all parts cleaned and delivered; boiler tube removal commenced;
4	boiler tube removal completed; driving-box brasses and wearing faces removed; valves and valve motion cleaned and tested; main and side-rods tested;
5	old cylinder and valve bushings removed; boiler scaled and smokebox cleaned; new driving - box brasses in place; superheater header examined; frames repaired;
6	cylinders repaired; driving boxes drilled;



Proof positive that steam locomotives were built at Angus as we witness here the milling of a pair of main rods in 1948.

- superheater pipes examined; motion work repairs commenced; dynamo cleaned;
- 7 cylinders bored; boiler patches applied; tank, tender-frame, engine-truck and cab repairs commenced; dynamo repairs commenced; wooden parts of cab cleaned and primed;
- 8 frame repairs completed; staybolts installed and tubes welded; numerous frame castings completed; superheater pipes finished; tender surfaces cleaned and primed;
- 9 guard stays and shoes and wedges lined up; tubes cut to length and tested; pumps repaired; superheater pipes fitted; cab doors and sashes completed; first coat of back engine surfacer applied;
- 10 boiler mountings applied; tubes rolled and beaded; arch tubes, crossheads, guide bars, dry pipe, etc. applied; spring gear delivered; inside of cab painted;
- 11 dry-pipe tested; tubing completed and boiler tested; wheels and motion parts delivered; headlight repaired; dynamo tested; paint rubbed down on tender and cab;
- 12 engine wheeled and trucked; dry pipe and superheater headers applied; valves, steam chest covers and cylinder covers applied; tender brake details cleaned and tested; boiler and cylinders lagged; coat of black engine finish applied to cab and tender;
- 13 main and eccentric rods delivered; stand pipe applied; superheater pipes applied and tested; jacketing commenced; lettering, numbering and striping on cab and tender completed;
- 14 valves set; steam and exhaust pipes applied; tender and cab varnished;
- 15 engine blown through; pistons, etc. delivered; tender and tender truck repairs completed; brake gear delivered;
- 16 grates, fire-brick arch, pistons brake gear, ash-pan and cab doors applied; tender mounted; second coat of varnish on tank;
- 17 ash-pan and gear applied; smokebox front, smokestack, cinder netting, main and side-rods, cab sashes applied; general paint work commenced;
- 18 safety valves set and sealed; all piping and light plate work completed, brakes tested and set; tender coupled to engine; dynamo and wiring tested; paint work finished.



While Angus Shops brings to mind thoughts of massive cranes and heavy repairs, so too Angus provided all of the 'lighter' aspects of railway repairs and maintenance. Here we see two ladies busy in the upholstery shop running seams on passenger car window curtains.

For those who are interested in figures, here are a few:

Perimeter of fence around Angus Shops	14,500 feet
Length of concrete runways	13,000 feet
Number of machine tools	1,400
Number of connected electric motors	1,600
Approximate demand rating of electric motors	20,500 hp
Number of board-feet of lumber used per month	1,400,000
Steel tonnage consumed by Blacksmith Shop/month	150 tons
Tonnage handled in Iron Foundry/month	120 tons
Number of cast-iron wheels manufactured/month	6,200

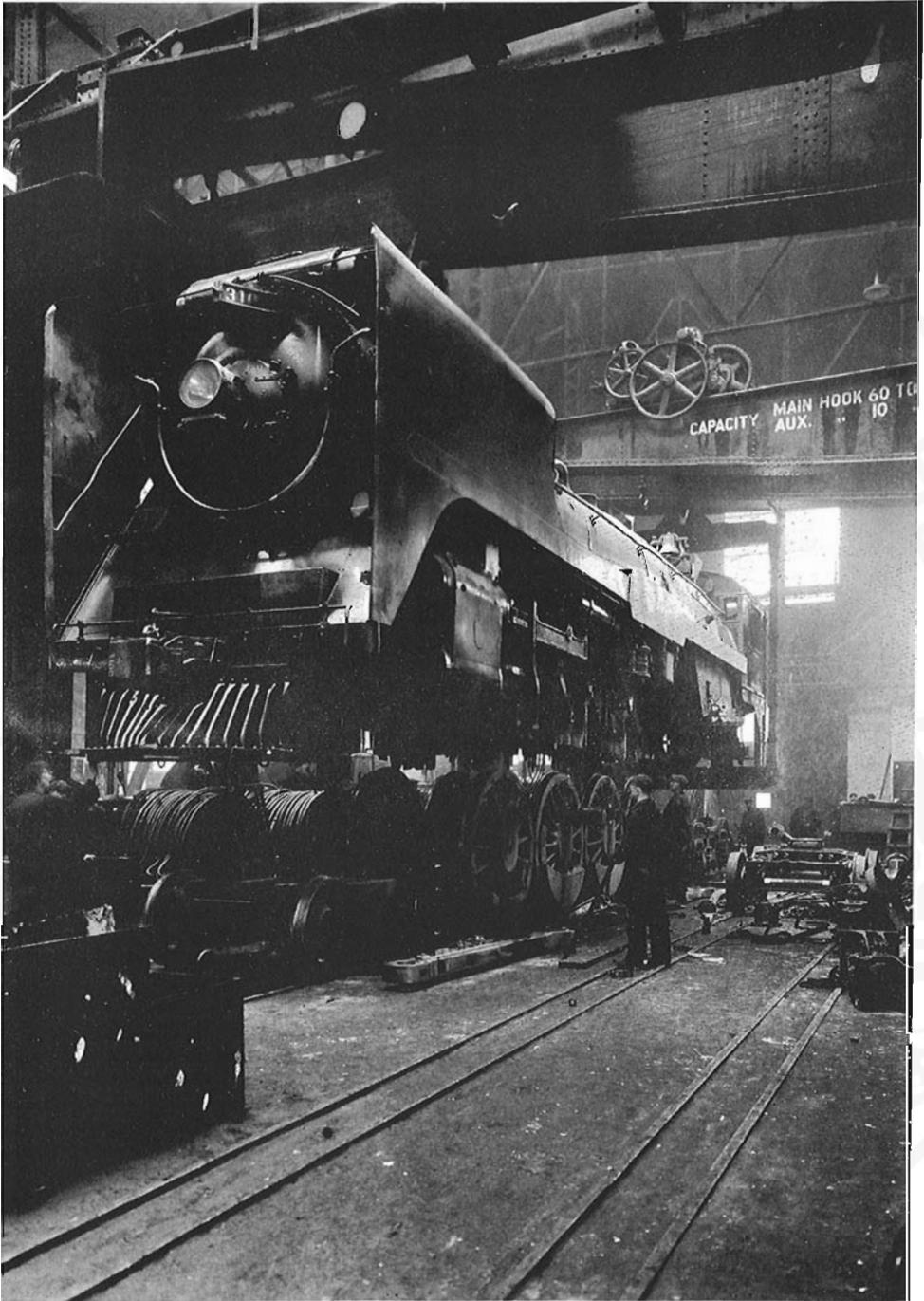
Tonnage handled in Wheel Foundry/month	2,225 tons
Average output: general repairs/month	
locomotives - steam	5
locomotives - diesel	20
freight car repairs	2,000
passenger car repairs	45
traction motor overhauls	60
In the plant, each day, there are an average of	
locomotives	50
freight cars	1,000
passenger cars	110
Output of track material, per month	
frogs	100
switch points	200
switch stands	100
Every day, the Reclaiming Dock handles	
scrap	425 tons
reclaimed value of about	\$ 1,000
(\$350,000/year)	
Power requirements, per month	
electricity	1,500,000 kwh.
water	2,800,000 cu.ft.
gas	1,100,000 cu.ft.
fuel oil	90,000 gal.
Stores Stock:	
Approximate value	\$6,200,000
Monthly issues	900,000
Shop manufactures & transfers/month	2,000,000
Steel delivered to Angus Shops each year	20,000 tons

The greatest population of the city which was Angus Shops was about 7,500 workers, the average family size of these workers being five persons. This meant that Angus Shops provided a living for some 35,000 people in Montréal.

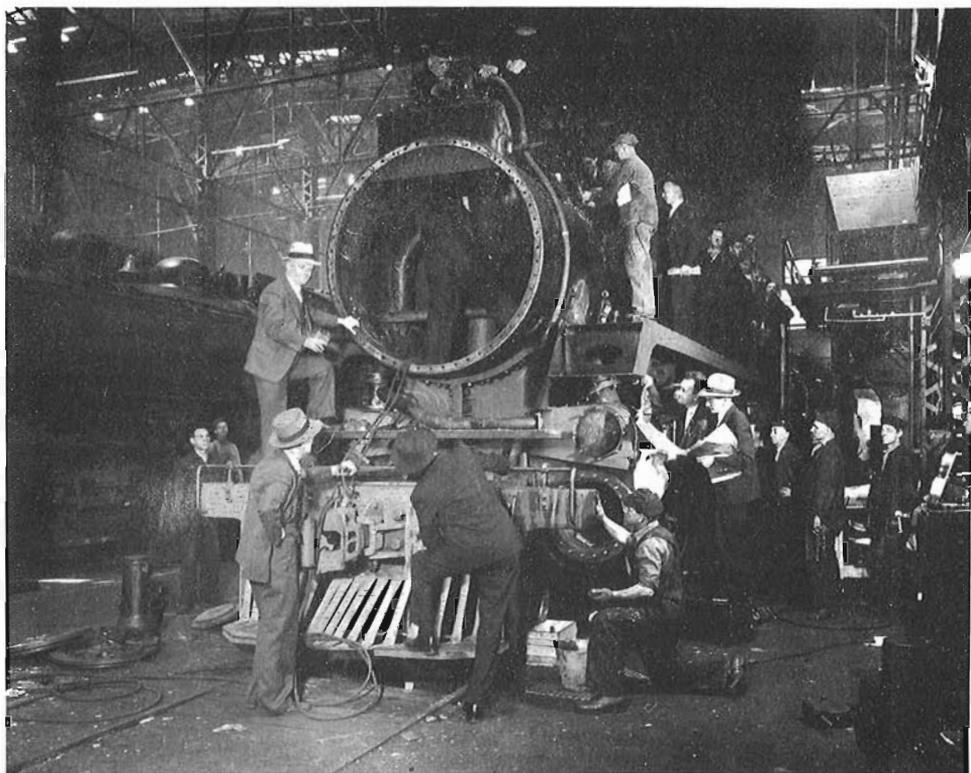
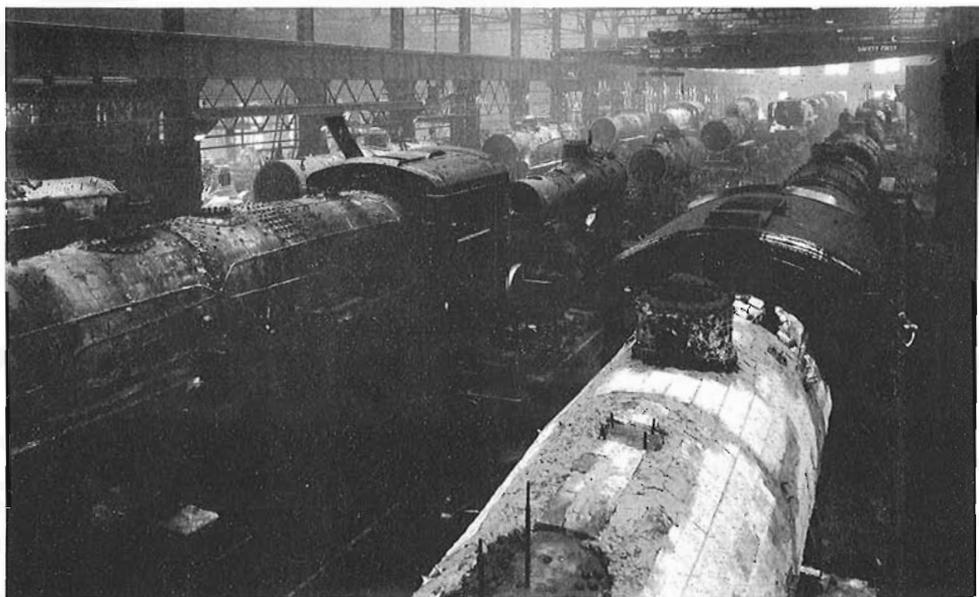
With changing technology, Angus Shops today have shrunk considerably. The complex is now only about half the size it once was, due to consolidation of functions, decentralization of activity and purchase of certain requirements, instead of manufacture. With the advent of dieselization in the 1950s and almost total replacement of the steam engine by 1959, some trades became obsolete, some departments were closed and the work-force at Angus Shops began a slow decline to its present 2,200.

While Angus is still the main repair centre for CP RAIL's fleet of diesels, construction of freight cars and cabooses is still carried on and the passenger car repair shop is still functioning. Albeit reduced in size, CP RAIL's Angus Shops are still busy, although the responsibility of maintenance and repair of equipment on the system is shared with Ogden Shops, Calgary, Alberta and Weston Shops, Winnipeg, Manitoba.

And there has been one other, audible change. The whistle, which called the employees of Angus Shops to work ever since they were opened in 1904, blew its last blast at 4.30 p.m. on August 13, 1971. The anti-pollutionists claimed that it was polluting the environment with noise!



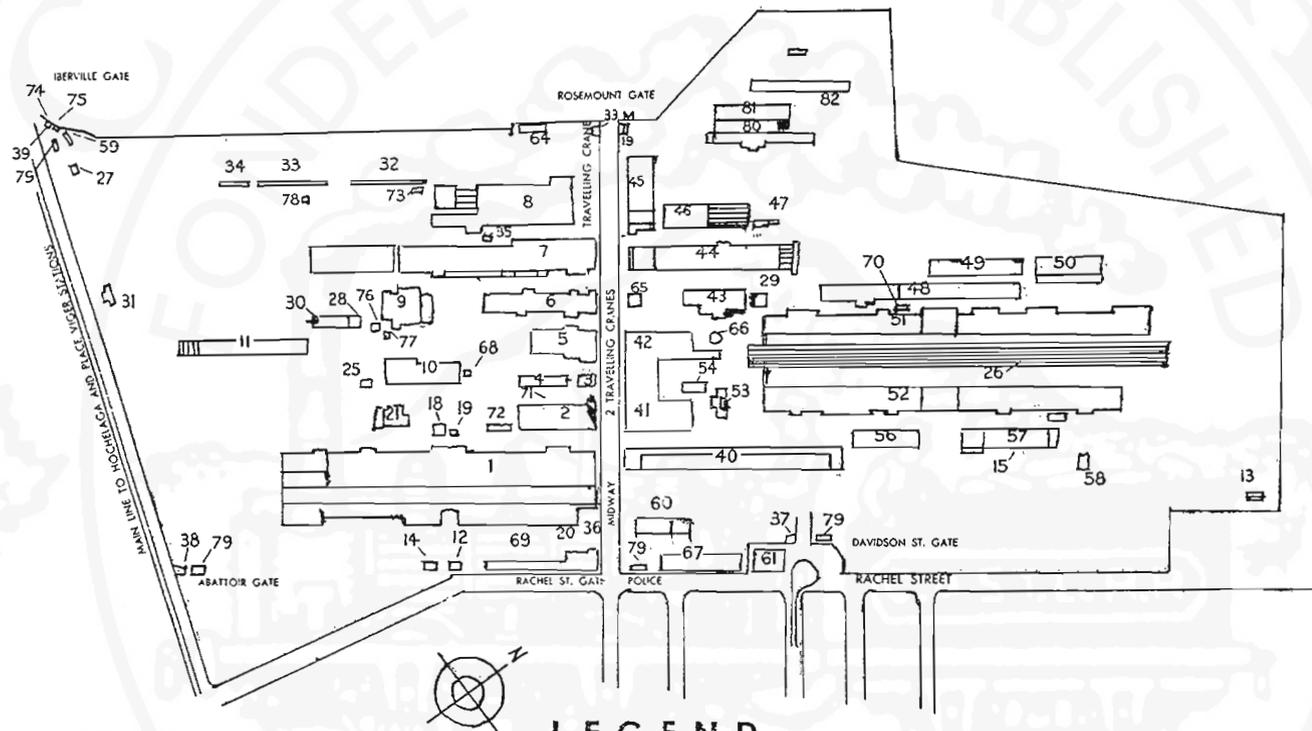
120 tons of lifting capacity provided by two overhead travelling cranes lifts the entire locomotive assembly leaving behind the 4-8-4 wheel arrangement peculiar to CPR's road numbers 3100 and 3101. Northern type locomotives were never popular on the CPR and the two that existed spent more than their share of time in the shops undergoing various repairs.



The locomotive shops, if there was ever a doubt as to the magnitude of repairs undertaken at Angus these photos will dispell all doubts. In the first overall view the locomotives identifiable are: 2596, 2812 and 430. In the second photo dozens of tradesmen and supervisors are busy on and around this unidentifiable CPR steamer. Both photos date from the early 1940's.

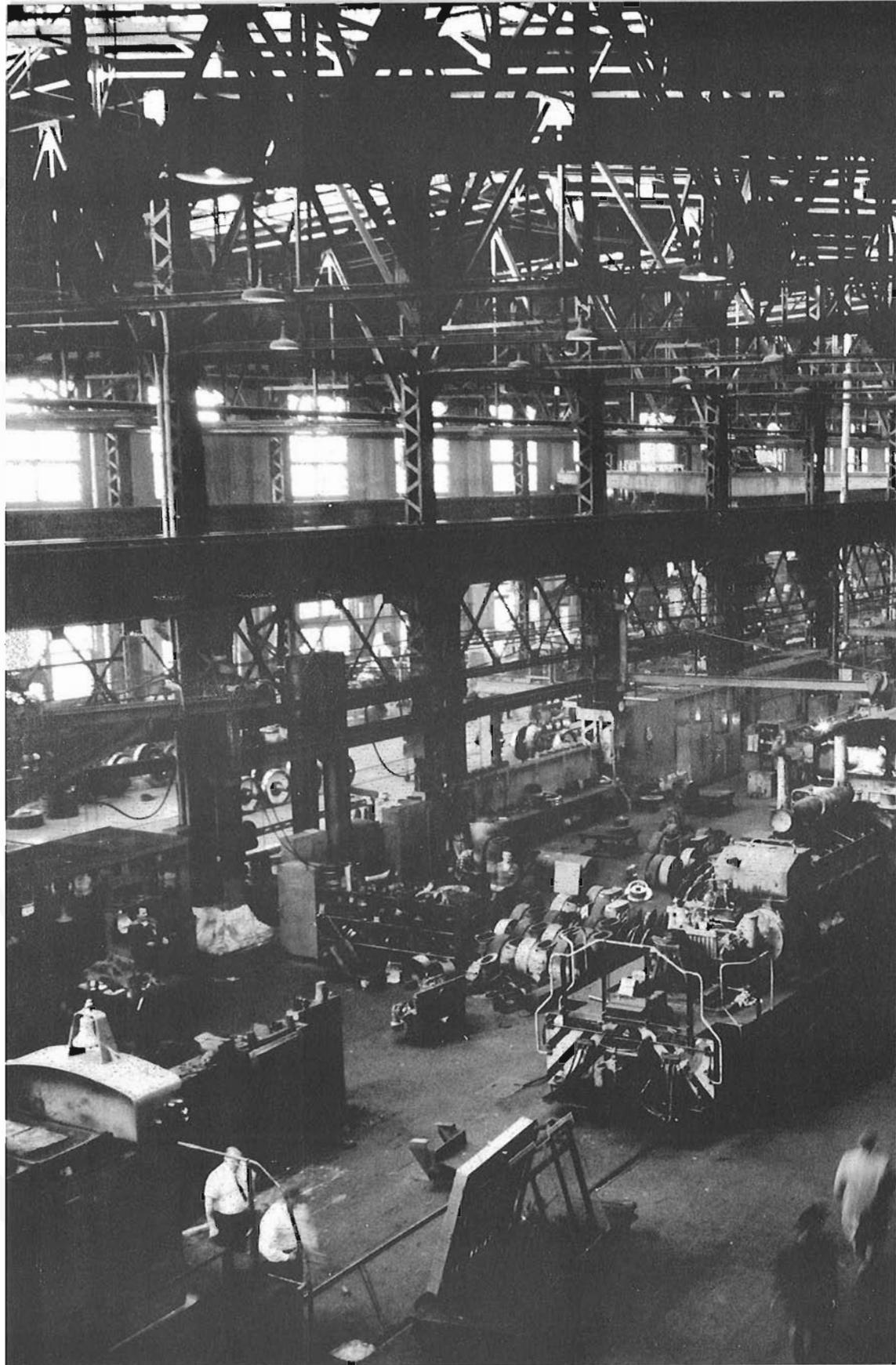


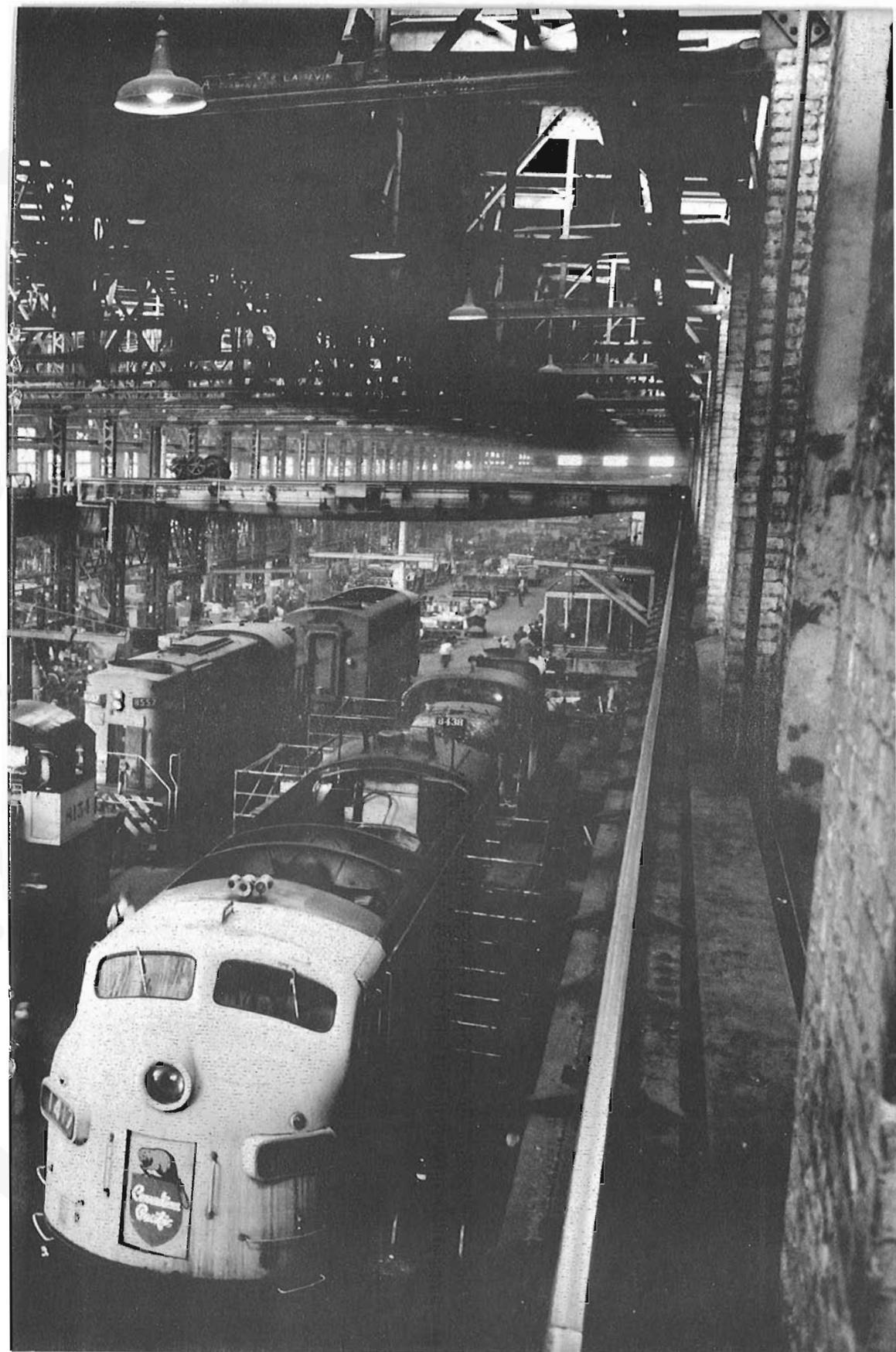
The tender shop date unknown, in the foreground on the left track is the tender to No. 2231. Without even looking too hard we can easily spot no less than 13 tenders on the floor at the particular time when the photo was taken.

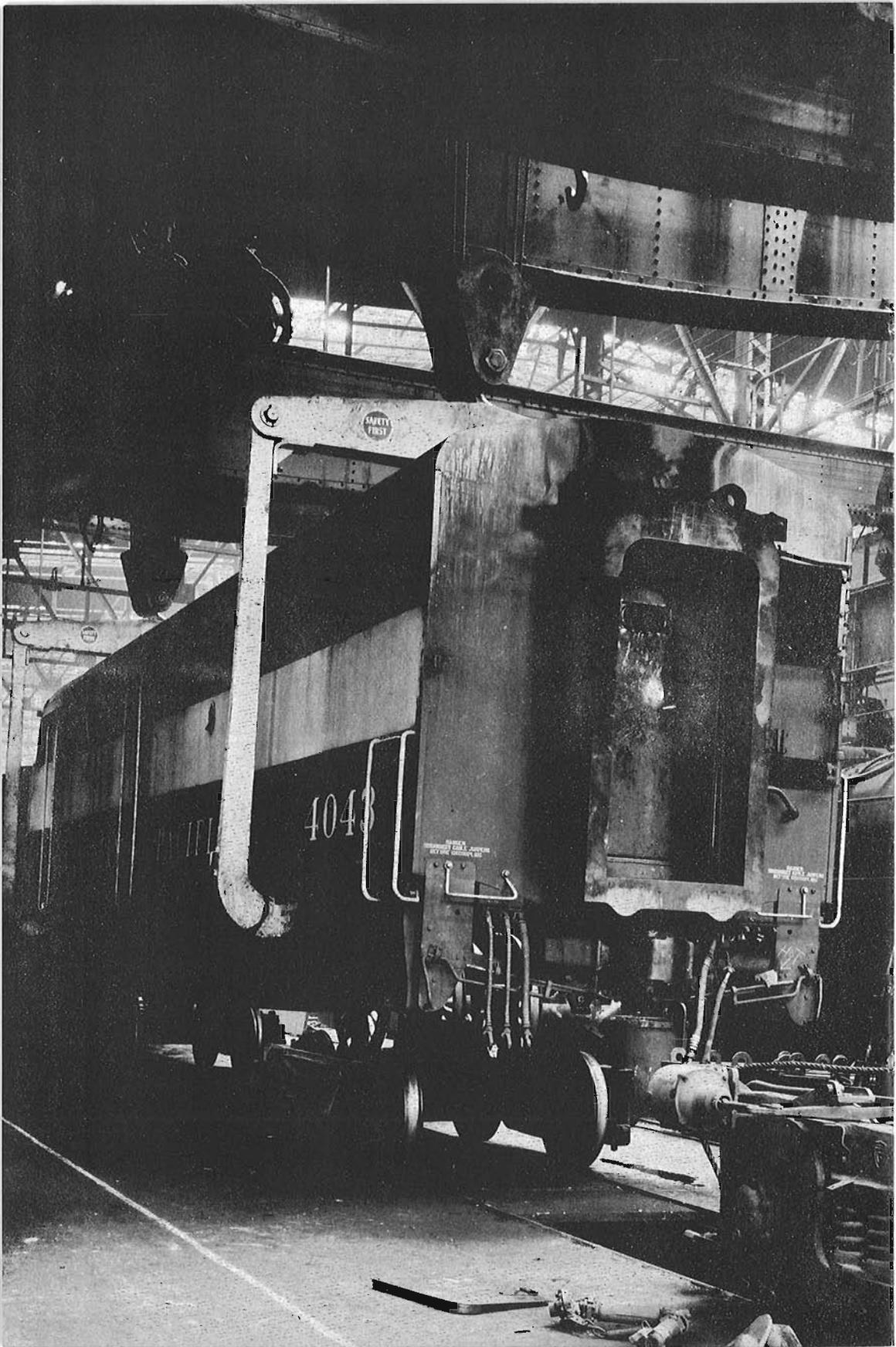


LEGEND

No.	SHOPS	No.	SHOPS	No.	SHOPS	No.	SHOPS	No.	SHOPS	No.	SHOPS
1	LOCOMOTIVE SHOPS	15	HOT HOUSE	34	REPAIR TRACK BLDG.	47	LUMBER OFFICE	58	CARPET CLEANING SHED	73	METAL STORE & LUNCHROOM
2	GREY IRON FOUNDRY	18	STEEL CASTING SHED	35	MATERIAL SHED	48	CABINET SHOP	59	YARD MASTERS OFFICE	74	GEAR STORAGE SHED
3	PATTERN SHOP	19	BICYCLE SHELTER	36	POLICE & FIRE STATIONS	49	HARDWOOD STORE	60	GENERAL OFFICE & EXT.	75	COKE STORAGE SHED
4	PATTERN STORE	20	HOSPITAL	37	POLICE STATION	50	CAR ELECTRIC SHOP	61	BANK	76	COKE SCALE SHELTER
5	CAR MACHINE SHOP	21	LUNCH ROOM	38	POLICE STATION	51	PASSENGER CAR SHOP 1-3	64	SECTION GANG	77	ELECTRIC CONTROL SHELTER
6	TRUCK SHOP (CAR)	25	RAIL SAW	39	POLICE STATION	52	PASSENGER CAR SHOP 2-4	65	LIQUID AIR	78	ELECTRIC WELDERS SHELTER
7	FREIGHT CAR SHOP	26	CAR TRANSFER TABLE	39M	POLICE STATION	53	INSTRUCTION	66	RESERVOIR	79	BICYCLE SHELTER
8	STEEL CAR SHOP	27	CAR ROOF SPRINKLER	40	GENERAL STORES	54	IRON RACKS	67	MUNITION STORE	80	SHOT BLAST BUILDING
9	WHEEL FOUNDRY	28	WHEEL BREAKER	41	LOCO BLACKSMITH SHOP	55	GALVANIZING SHED	68	MOTOR BLOWING	81	RECLAIM BLDG.
10	WHEEL AND SWITCH SHOP	29	WATER COOLER	42	CAR BLACKSMITH SHOP	56	BRASS & TINSMITH SHOPS	69	AUTO PARK	82	RECLAIM DOCK
11	BOLT AND NUT SHOP	30	WHEEL FDRY DOCK	43	POWER HOUSE	57	UPHOLSTERING SHOP	70	STORE HOUSE		
12	GAS HOUSE	31	SCALE	44	PLANING MILL			71	SCALE HOUSE		
13	LOCOMOTIVE BALANCE	32	REPAIR TRACK BLDG.	45	GARAGE & EXTENSION			72	SAND HOUSE		
14	TRANSFORMER HOUSE	33	REPAIR TRACK BLDG.	46	KILN						





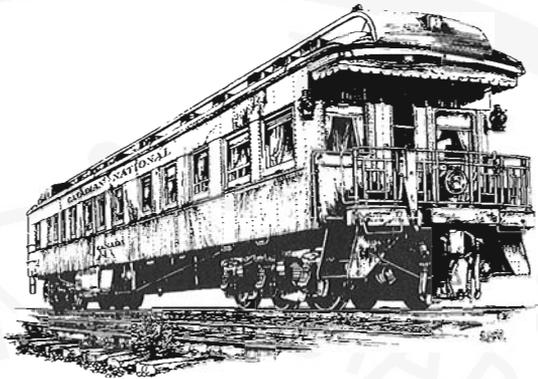


As steam phases out, diesel phases in. Here we see two views of the diesel shops circa 1965-1966. While the technology is completely different, the variation in locomotive types on the floor is ever evident. A units, B units, yard and road switchers combine to make the diesel shops as varied in their own way as the steam locomotive shops.



A demonstration of the Angus built military tanks for World War II drew thousands of workers out of the shops to see for themselves. The prevailing spirit of the times is evidenced by the motto 'We shall not fail or falter' as seen on the banner installed across the main street of Angus.

The business car



'THE BUSINESS CAR' (FORMERLY WAYBILLS) IS EDITED BY OUR LONGTIME member and friend Mr. John Welsh of Dorval. We wish to encourage our members to submit any and all interesting news items be they newspaper clippings, magazine articles, or personal observations with or without photographic accompaniment to BUSINESS CAR, c/o CANADIAN RAIL, P.O. Box 22, Station B, Montreal, P.Q. H3B 3J5. Even if your news items are not published all material submitted is turned over to the CRHA archives for future reference.

VIA RAIL CANADA INC., WITH HEAD OFFICE IN MONTREAL, WAS ANNOUNCED by Minister of Transport Otto Lang, Feb. 28. Robert A. Bandeen, president and chief executive officer of CNR, is chairman of the new company's board of directors. VIA's president and CEO is Frank Roberts, formerly vice-president of CNR's St. Lawrence Region. VIA is a subsidiary of CNR. It will operate passenger train services now handled by CN and CP Rail with the aim of providing improved services at less cost to the Canadian taxpayer. Mr. Roberts says that commuter services will not come under the proposed re-organization. As the Canadian Transport Commission decides which passenger routes should be retained, VIA will take over, contracting with CN and CP for the actual operation of trains on the properties of either railway company. Once VIA takes over a service it will receive 100 percent subsidies for losses on the operation, instead of the current 80 percent passenger loss subsidy now received by CN and CP. The government will continue 80 percent loss subsidies for services that are not upgraded to standards suitable to be taken over by VIA. What will happen to passenger services of the Ontario Northland, Algoma Central and British Columbia lines is yet unknown; similarly, the NAR and the CP-TH&B-Conrail link, Toronto-Hamilton-Buffalo (Algoma Central has applied to discontinue its passenger service between Sault Ste. Marie and Hearst, on which it lost \$920,000 in 1975).

Lang said that VIA would "immediately" take over the busy Quebec City-Windsor corridor, that "the establishment of VIA does not relieve CN and CP of their statutory obligation to provide passenger service", and that the aim (of VIA) is efficient and attractive services "in areas where rail is an appropriate and effective form of passenger transportation". He hopes VIA will complete its takeover of passenger train routes within two years.

As readers of CANADIAN RAIL will perceive, much room is

left for debate. For example, in The Montreal Star, a letter to the editor reads:

"Since creation of VIA Rail frees Canadian Pacific from its historic contract to provide passenger services, it should be safe for us to assume that the new Crown corporation will not have to pay for use of the private company's trackage where needed. Or am I dreaming?"

Others have expressed fears that an AMTRAK-style operation may incur massive deficits. Lang, in a letter to The Financial Times of Canada (Feb. 28/77), says in part "I feel that our program is now putting us well within reach of controlling a rapidly escalating railway passenger deficit in Canada; I cannot and will not promise that the railway passenger service will be in a profit position".

Although VIA is a CN subsidiary, its board of directors will include representations from CP Rail, government, labor and business.

The Canadian Transport Commission is expected to release its preferred plan for the Montreal-Toronto-Vancouver service in late March with the final plan coming after public hearings. Hearings on the Maritimes services are also coming soon and it is reported that a so-called Charlottetown Agreement, following a February meeting of Lang and the four premiers, calls for reduction of through service to one daily train between Montreal and Halifax. Public hearings are not expected to be held in Maine although CP Rail's Atlantic Limited provides the only regular rail passenger service in that state.

Meanwhile, the CTC has ordered CN to continue operation of trains 11, 12, 14, 15, 18, 19, 601, 602, 603 and 604. Actual operating losses on these runs totalled \$27.3 million in 1975, according to the CTC.

CP RAIL'S VANCOUVER PASSENGER TERMINAL WILL BE REFURBISHED TO ACCOMMODATE commuters using the new Burrard ferry system, scheduled to open June 15/77. The station, built in 1912, may also become the western terminus for VIA. A spokesman for Marathon Realty, which owns the building, is also hopeful that it will become the terminus for rail commuter service being planned by the B.C. Government.

Ferry commuters will get from the ferry terminal to the CP station by using a 400-ft. escalator and a glass-enclosed walkway approx. 350 ft. long which will cross over the railway tracks and connect to the back of the station, through which they will pass to connecting buses. (Vancouver "Sun")

A SECOND RAIL PASSENGER CONFERENCE IS PLANNED FOR OTTAWA, SEPTEMBER 30-October 2, 1977; co-sponsor is the Algonquin College of Applied Arts and Technology. Theme: Progress in consumer participation in transportation planning. The first such conference was held in Regina last October. (SRS News)



ACCIDENTLY COINCIDENTAL TO OTTO LANG'S ANNOUNCEMENT OF THE FORMATION of VIA Rail Canada Inc. was the introduction of Amtrak's new presence in Canada. On March 1, 1977 Amtrak's sleek new Rohr built turboliner eased out of Montreal's Windsor Station on the first regularly scheduled southbound run to New York City over Delaware and Hudson iron. Jim Shaughnessy's ever excellent photo story tells of all the events leading up to Amtrak's big day.

On February 13 test runs were initiated using the Turboliner equipment between Albany/Rensselaer and Montreal. These were non-revenue runs as the regular D&H Adirondack service was obviously maintained until full introduction of the Turboliner service could be accomplished. Our first photo shows a northbound test run whining through Saratoga Springs, N.Y. on February 13, 1977.

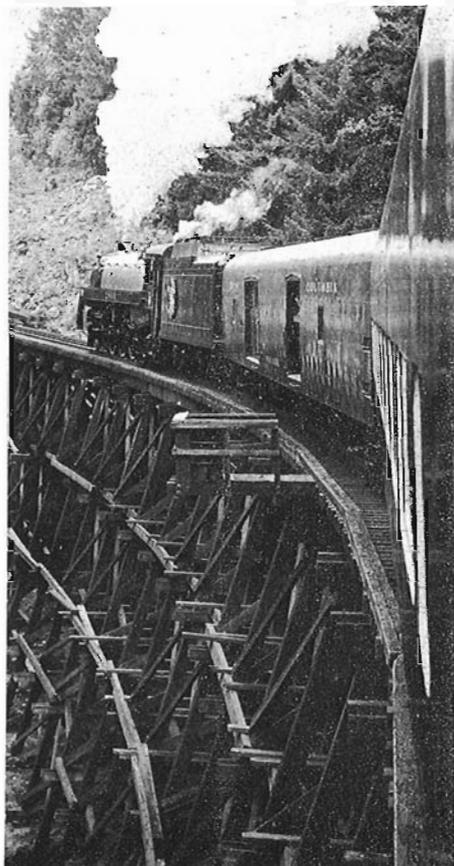
Turboliner service had been introduced on the Albany/Rensselaer - New York portion of the line two weeks prior to full implementation. Bad weather and the lack of Turbo equipment prevented crew training on the D&H portion of the line resulting in the delay. During this two week period an across the platform transfer of passengers took place in the Albany/Rensselaer station where patrons transferred from the PA-1 hauled regular D&H equipment to the Turboliner for the continuation of the journey.

The first day of through New York - Montreal Turboliner service captured on film at the meet in Mechanicville, N.Y. The last conventionally equipped D&H southbound train hauled by that gleaming pair of PA-1s road numbers 18 and 19 meets northbound ADIRONDACK Turboliner train set No. 157 on March 1, 1977. Turboliners are scheduled to be operating on the run for 60 days at which time their use will be re-assessed, this whole operation once again places the future of the famous PA's in an uncertain position. Our sincere thanks to Jim Shaughnessy for the photos and information.



MORE HOPPER CARS FOR GRAIN MOVEMENT ARE BEING BOUGHT BY CANADIAN taxpayers (via the federal government). Three contracts worth almost \$80 million have been let for 2,000 cars, to be built by Hawker Siddeley (Trenton, N.S.), 688 steel cars; National Steel Car (Hamilton, Ont.), 824 aluminum cars; and Marine Industries (Sorel, Que.), 488 steel cars. Delivery of steel cars is to begin in July, while aluminum cars are expected 2-3 months later. Allocation of cars will be based on each railway's share of the total grain movement; about 52.5 percent CP Rail, the rest CN. This will bring to 8,000 the government-owned fleet of such cars.

BRITISH COLUMBIA'S TRAVEL MINISTER, MRS. GRACE MCCARTHY, HAS ANNOUNCED that the Royal Hudson steam train will leave Vancouver March 19 on a five-week promotional tour of the western U.S. Fifteen cities in Washington, Oregon and California will be covered. The tour will commemorate the Queen's Silver Jubilee as well as promote B.C.'s tourist attractions. (Toronto "Globe and Mail")



Look whose coming to visit the north-west U.S., none other than ex CPR Royal Hudson 2860 and train on a vast publicity tour to promote British Columbia to our friends south of the border. Both photos courtesy of Robin Russell.

CP RAIL HAS BEEN ORDERED TO RESTORE SERVICE ON TWO SHORT LINES. The CTC has ruled restoration of the 9½-mile Payne-Douglas, Ont. line near Ottawa, and of 20-miles of the Lepreau-St. Georges, N.B. line. The Ontario line has been without service for five years, the N.B. line for three years.

THE HIGH SPEED TRAIN OF BRITISH RAIL BROKE ITS OWN RECORD FOR PASSENGER service, Feb. 16/77, when it covered the 118 miles from Bristol to London in 71 minutes at an average speed of 99.5 mph. Previous record was 92 mph. (London "Daily Telegraph")

OUR MEMBER AND FRIEND MR. W.J. CADOGAN OF KITCHENER, ONTARIO WRITES:

"I was interested in the photo of Grand Trunk 268 which appeared in the October issue of Canadian Rail on page 317. The equipment appears to be in a terminal, although it could be in a coachyard, perhaps Montreal, Toronto or Hamilton. I could not identify the high building in the background.

The 268 series existed prior to 1914 when at that time GT 4-6-4 tankers road numbers 1540-1545 took over. These were re-numbered CN 45-50 in later years.

The 268 became 1525 and I recall 1527, 1530, 1533 handling menial tasks such as moving dead engines around Point St. Charles Yard in Montreal. It would be interesting to hear from any other members who might have recollections about these engines."



MAKING THE FRONT PAGE OF "THE VALLEY LEADER" OF CARMAN, MANITOBA, AS of October 13, 1976, was a story relating how CP RAIL crews were removing rails from the Carman S/D from the town of Carman to a point a quarter-of-a-mile north of the elevator at Kronsgard. This portion of the S/D had been abandoned for about seven years because continued operation was uneconomical.

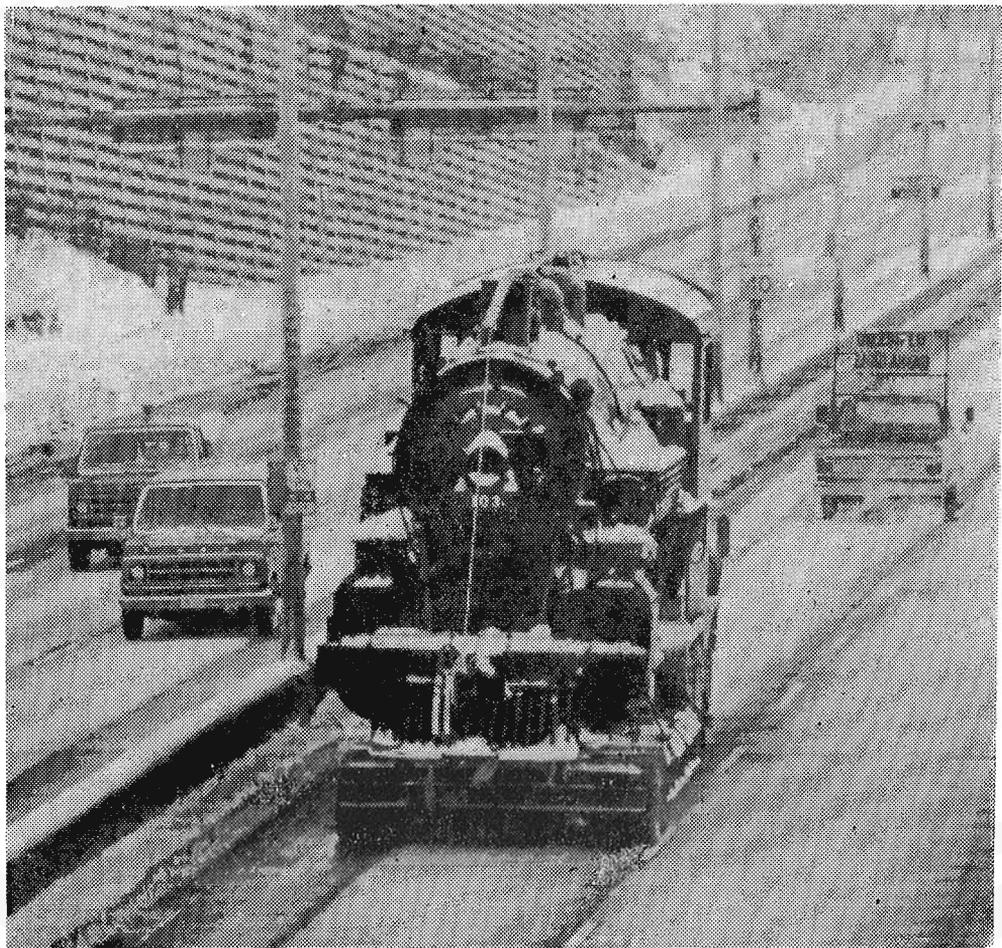
The 16.6 miles of track were once part of the Great Northern Railway's operation in southern Manitoba. The part of the line from Elm Creek to Mile 6 was completed on May 17, 1885 and that from Mile 6 to Carman on November 24, 1889. The section presently being removed was opened for operation in May 1907.

The Canadian Pacific took possession of the line in 1926 and the track from Plum Coulee to the International Boundary was lifted, as was also the section from Carman to Portage La Prairie.

On the other side of the front page of "The Valley Leader" was a story on the opening of Cargill Grain Company's \$ 4 million new "high throughput" grain terminal, designed to receive 20,000 bushels of grain per hour, equivalent to at least 250 full-sized trucks per day. Yes, it has a railway siding for grain hopper cars.

WHEN THE DIESELIZATION PROGRAM OF THE TORONTO, HAMILTON AND BUFFALO Railway Company was nearly completed in 1956, steam locomotive Number 103, a big-boilered 2-8-0, was donated to the City of Hamilton, Ontario at the suggestion of the Hamilton Chapter of the Upper Canada Railway Society of Toronto, Ontario. For more than fifteen years, the Hamilton Chapter of the UCRS kept the engine looking good, with paint and other essential items for her maintenance. But Number 103's location in Gage Park, near the City's centre, made maintenance difficult and short-lived, especially in winter, and there was a growing problem of vandalism, which was almost impossible to stop.

In 1972, there were some suggestions that the locomotive should be moved to Wentworth Pioneer Village, a project of the Regional Municipality of Hamilton-Wentworth located on 30 acres in Beverly Township near Rockton, Ontario. This project also includes the railway station of the TH&B from Jerseyville, Ontario. The Hamilton Chapter of the UCRS at first resisted this proposal, but as time passed, this alternative seemed the only reasonable solution to the worsening problem.

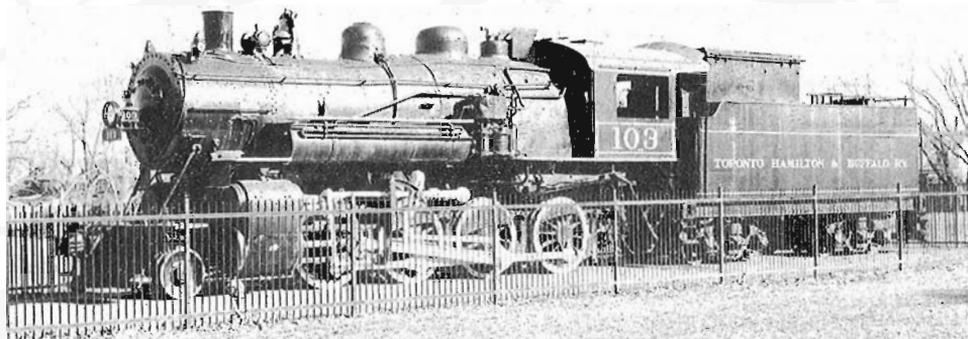


And so it was that, at the turn of this year, Number 103 was loaded on a low-bed trailer and trundled off to Wentworth Pioneer Village to join the TH&B caboose already at the station. This is one of the wooden cabooses of the TH&B made redundant when the railway received a delivery of new steel cabooses in November 1973.

It is interesting to note that another of these redundant wooden cabooses today forms part of the "Victoria Station" restaurant at the corner of Rue de la Savanne and Victoria Avenue in northwestern Montréal.

Unfortunately for record-keepers, the number of the caboose at Wentworth Pioneer Village was indecipherable in July 1976, when Bert Holland saw it. Similarly, the one being prepared for "Victoria Station" Restaurant in Montréal was unidentifiable, the number having been "blacked" out with black paint.

The photo of TH&B Number 103 in Gage Park, Hamilton, which accompanies this report was taken by Bert Holland on January 21, 1973.



SILLY SEASON: THE FIRST PORTION OF 1977 BROUGHT THE USUAL NUMBER OF paradoxical news items and, through the courtesy of John Welsh of Dorval, we are able to present a few:

As a starter, do you remember CP RAIL's proposal to collaborate with Inchcape and Company of London, England, in the creation and operation of a car-float operation between Québec and newsprint paper mills on the north shore of the St. Lawrence River? If you do, you also remember that Canadian National Railways sought to forestall this service by purchasing the Canada and Gulf Terminal Railway, Mont Joli to Matane, Québec, and creating a car-ferry service from Matane to Baie Comeau and Port Cartier, on the North Shore.

Well, in capsule form, ownership of the car-ferry INCAN ST-LAURENT, built for CP RAIL at a cost of \$ 6.8 million, passed to CN early in the New Year. This car-ferry was intended for service between Baie Comeau and Québec. CP RAIL was unsuccessful in establishing this service for what must be termed "political reasons". What is even more peculiar is that CN intended to start its Matane-Baie Comeau service in the spring of 1977, but thereafter deferred its implementation until at least September 1978 because of delays in the construction of the necessary ramps at the two ports. As a result, CN advertised the INCAN ST-LAURENT for charter until the end of next summer! In case you are wondering where the INCAN ST-LAURENT really was (in January), she was berthed at Vancouver, where she had been gracefully swaying in the swell for a year.

The group which will operate the across-the-river service from Matane to Baie Comeau, Port Cartier Sept-Iles and Haute Rive is said to be composed of lower St-Laurent business men and is called La Compagnie de gestion de Matane, Incorporée (COGEMA). CN owns 49% of COGEMA. Traffic from Matane will be consumer goods for area residents, chemicals, supplies and parts for paper mills and the Canadian Reynolds Metals Limited.

Second curious new item was a report from Vancouver, British Columbia, which described how Robert Bandeen, Ph.D., President and Chief Executive Officer of Canadian National Railways' advocated that, since CN made an overall profit in 1976 - amount unstated - , some serious consideration should be given to making CN a public company, by offering shares in its subsidiaries to the public. He did not remind his listeners that CN lost \$ 16.4 million in 1975.

In sharp contrast to Dr. Bandeen's enthusiasm was the information contained in the \$ 373,000 study tabled in September 1974 and confirmed by a year-long federal Department of Transport study issued 18 January 1977. Both studies recommended a major expansion of CN highway services, increased trucking service, up-dated bus service and abandonment of plans to restore rail passenger service on CN's Newfoundland rail system. In the case of the Newfoundland railways, Dr. Bandeen prescribed additional federal government subsidies for the rail network, the same support as is presently accorded CN's Marine Operations which is about \$ 70 million annually.

Just two more stories ought to complete this group of nonsensical announcements. At the beginning of 1977, federal Minister of Transport Otto Lang announced that a Crown corporation would be established to run Canada's intercity passenger trains "within a few months". This move, it was said, would help Canadian National and CP RAIL to "wipe out" some of the annual losses they regularly report on their passenger train services. Similar to that of AMTRAK, the United States' national railway passenger corporation, the new system would involve a simple payment by the federal government to the railways for hauling the trains, the latter being owned entirely by the new passenger train corporation. Mr. Lang also explained on a TV show that all operating losses of the new passenger train corporation would be covered by the government. The Canadian taxpayer, no matter where he lives, be it Glace Bay, Fredericton, Summerside, Sept-Iles, Valleyfield, Cambridge, Sault Ste. Marie, Swan River, Emerson, Melfort, Prince Albert, St. Walburg, Waterways, Peace River, Lethbridge, Penticton, Nelson, Deerholme and Courtenay, will find himself making a contribution, through his various federal taxes (e.g., sales tax, income tax) to passenger train services between Québec, Montréal, Toronto and Windsor/Sarnia.

And when this fact finally is understood by the Canadian citizen, there ought to be a few scattered expressions of disagreement with Mr. Lang's panaceal proposition.

Last but by no means least in this series of inexplicable items was found in the February 1977 issue of TRAINS, THE magazine of railroading, which said, on page 6, that "AMTRAK plans in 1979 to lease a pair of LRC locomotive-hauled five-car trains from a Canadian consortium. Under terms of the lease, the LRCs could be rented for 15 years, by which time AMTRAK would take title, or be returned after two years, in which event Canada would buy them for domestic use." If this proposition were confined to the consortium which first promoted the LRC concept, then this proposal would be, if accepted, "at their own risk". However, when it is suggested that the Government of Canada will buy back from a foreign corporation two trainsets rated as unsatisfactory to that corporation, for use in Canada, that is something else!

Well, let's not get too excited. As of the time of writing this item, all that was in the cupboard was one power-car and one passenger car, half wires and half swivel seats and that is still a train only if judged by the Uniform Code definition.

MIKE GREEN, EDITOR OF "THE SANDHOUSE", THE REMARKABLE PUBLICATION OF the Pacific Coast Branch of the Association, has published two items which are certainly of more than local (British Columbia) interest. Here they are:

In October 1976, it was learned that BC Hydro had offered for sale its last two steeple-cab 1000 hp electric locomotives, Numbers 961 and 962, at the startling price of \$1 each. At that time, both locomotives were stored below the south end of Burrard Street bridge in Vancouver. It was rumored that Mr. Robert Swanson of Railway Appliance Research had bid for one. Thus, the question was, what fate awaited the other? By the time you read this, the question likely has been answered.

At the beginning of the year 1977, Canadian National and CP RAIL were engaged in a dispute regarding the charges levied by CN for handling CP RAIL traffic over the Second Narrows bridge to British Columbia Railway, on the north side of Burrard Inlet. CN claimed that the interchange point has always been at the foot of Dunlevy Street in Vancouver in Waterfront Yard, more than four miles from the terminals on the north shore and the BCR and thus beyond the inter-switching limit described in Canadian Transport Commission General Order T-12. This order limits charges over distances of less than four miles to below 1.5¢ per 100 lb. of freight. CP RAIL claims that the interchange point is at the south end of the aforementioned bridge, where a switch was removed in 1969, the year after CN rebuilt the lift-bridge. If CN's contention is allowed, the rate on CP RAIL grain cars crossing to North Vancouver rises from \$10.44 to \$42.98 per car over the last eight years which CN says reflects its investment and switching charges. Not so, said CP RAIL and has refused to pay the charges in full and is now some \$300,000 in arrears. The two companies have agreed to submit the argument to arbitration and the three-man arbitration team was scheduled to meet in March 1977.

Last but not least, Mike wonders if many readers will remember that CP RAIL has a 4,579-foot tunnel under downtown Vancouver. Here's one reader who didn't know it! When CP RAIL closes its Drake Street roundhouse and yards to make way for a housing project, the tunnel will remain in use. Built in 1931-33, it provides direct access from False Creek to the Vancouver waterfront, just west of Pier B, and eliminates seven road crossings in the process. It will have to be maintained to provide a connection with the CP-owned Vancouver and Lulu Island Railway, running south to Steveston via the trestle over the mouth of False Creek, Kerrisdale and Marpole. Presently, BC Hydro Railway leases the line for freight operations. Drake Street yards, meanwhile, handle piggyback and container traffic, store and clean the "Canadian's" passenger equipment and refuel and maintain the diesel units used in local service. Also present in the yards is a motley collection of rolling stock owned by the Government of British Columbia, including the BC Museum Train (and Climax Number 2) and the passenger cars used on the British Columbia 1860 "Royal Hudson" summer excursion train.

EDITORIAL NOTE

As you have read in the pages of CANADIAN RAIL we are somewhat altering our method of operation, this having commenced with the March issue which you should all have in your hands by now. I would like to take this opportunity to outline to you just what has taken place regarding your favorite railway magazine.

Sandy Worthen after no less than nine years as Editor decided to relinquish his duties but decidedly agreed to stay on in an advisory and consultative capacity. Like all of us Sandy wished more time to do all the things he ever wanted to do, (including researching and writing) but never had the time to do it.

Having worked closely with Sandy on the production side of Canadian Rail over the last nine years I agreed to a request made by the Board of Directors to edit CANADIAN RAIL commencing theoretically with the January 1977 issue but in actual fact with the March issue.

One cannot tamper with success, and the new editorial policy if we really must call it that will reflect as little tampering with system as possible. I wish to outline a few points and just give you some rough guidelines that I intend to follow in the up-coming issues. Firstly the pages of CANADIAN RAIL are available to all members, and you are encouraged to write and submit material for publication anytime. While we as usual cannot guarantee publication all material will be acknowledged and if selected the edited version (if editing is required) will be returned for your approval. Articles should be accompanied with photos wherever possible, and if 35mm slides are selected they must be bright and sharp as we must produce a 5x7 black and white from them to work from.

I must be understood that the AUTHOR is responsible for the accuracy of his article. We will try to verify and assist the author, and indeed we normally pick up any blatant inaccuracies but the final responsibility is the authors.

The overall aim of CANADIAN RAIL is to provide a monthly railway magazine to our membership reflecting not only researched articles on past railway history, but also timely insights into the present day railway scene in Canada. Most important is the continuing policy to mix not only the subject matter from steam to diesel and electric, but also to guarantee the representation from all corners of the country from Victoria to St. John's.

Regarding the actual format of CANADIAN RAIL we have now the services of Mr. Joe Smith who has taken over the layout responsibility and from the comments we've heard to date everyone is noticing a much needed improvement.

While the yellow pages will continue, any important milestones involving the Association will be covered in the pages of CANADIAN RAIL. Last month we presented the President's Report and up-coming we hope to present an illustrated account of the Edmonton Branch's - APRA new museum operation in Edmonton. Day to day doings of the CRHA will continue to be covered in the yellow pages.

Articles too lengthy for one issue will be serialized as in the past, but it is our intention to try and run the parts consecutively if possible. It is also our intention to try and have the cover photo related to the lead article whenever possible. We also hope from time to time to feature from the archives' corner wherein our members will be treated to some of the rare treasures present in our archival collection. Dr. Nicholls and Harvey Elson are already hard at work making the preliminary selections for presentation.

All in all we are looking forward to meeting the challenge but it is most encouraging to know that more than ever CANADIAN RAIL is really a team effort involving not only Sandy Worthen, John Welsh, Joe Smith and myself but also each and every one of you. Without our members to contribute and indeed subscribe to CANADIAN RAIL no amount of effort on our part would make the project either possible or worthwhile.

M. Peter Murphy
Editor



The last steam locomotive built by Angus Shops, class G5a, 4-6-2 locomotive No. 1201 outshopped in June 1944. 1201 has recently been overhauled by Ontario Rail for the National Capital Commission in Ottawa and spends her weekends during the summer months in excursion service between Ottawa and Wakefield, Quebec. ↙



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