Canadian Rail

No. 309
OCTOBER 1977

CANADIAN RAIL

ISSN 0008-4875

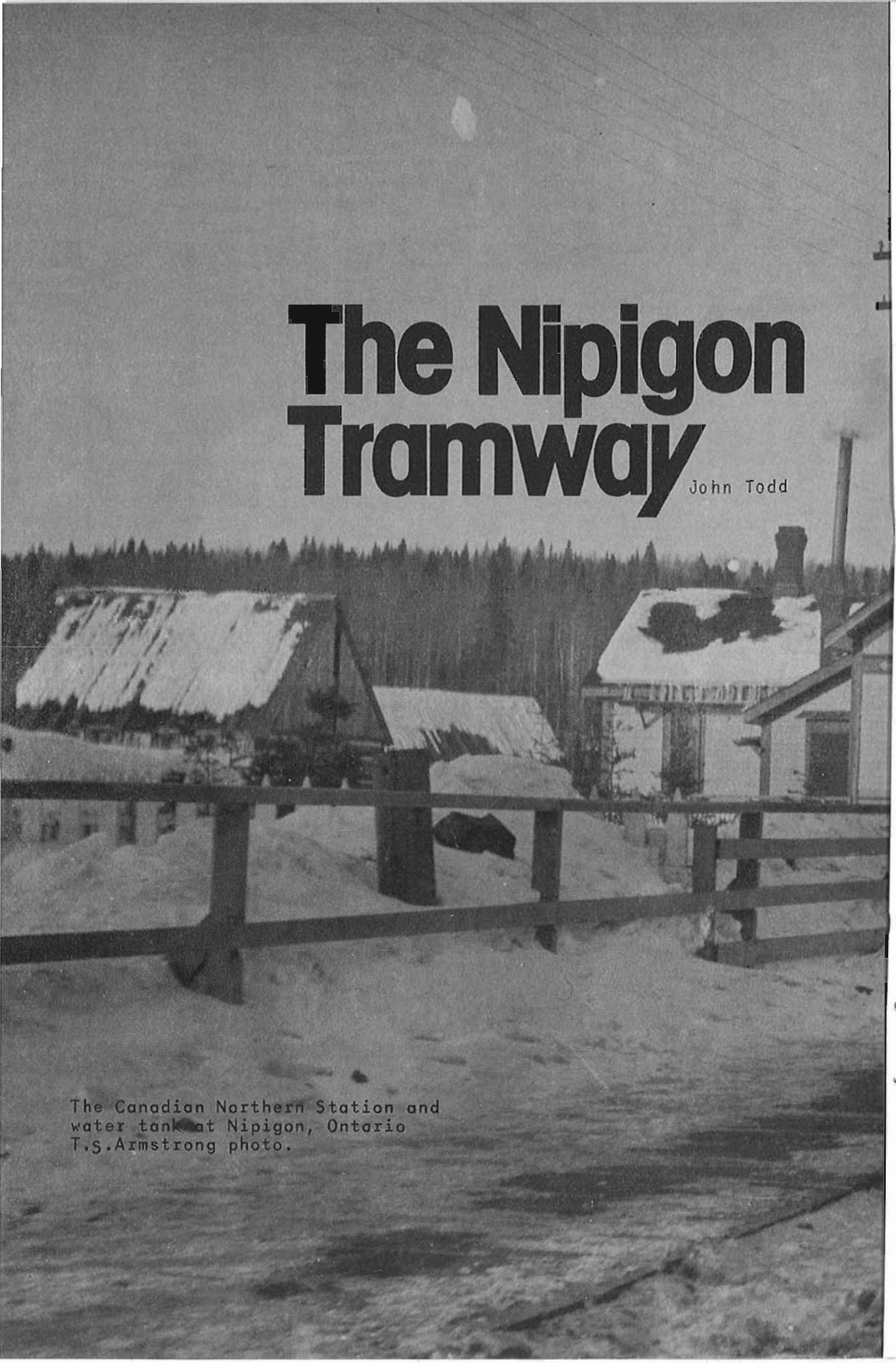
Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal Quebec Canada H3B 3J5

COVER PHOTO:
Although the odds were greatly against it happening, Mr. T.S. Armstrong of Thunder Bay, Ontario was most fortunate to catch both the CPR passenger train high on the Nipigon Bridge while under chuffed the 'NIPIGON TRAMWAY' along the river bank. While the date of the photo is unknown it was probably taken around 1910.

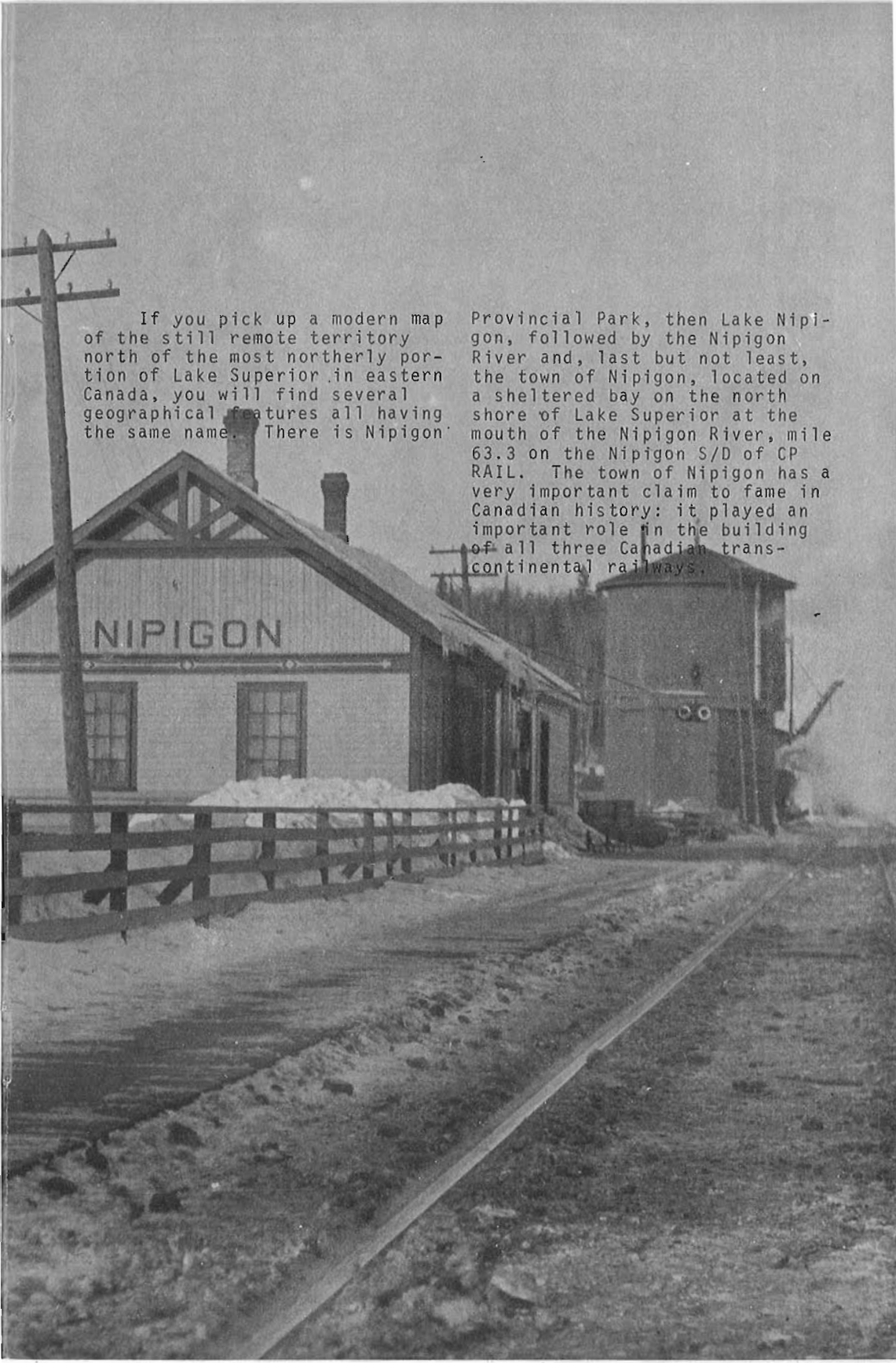
OPPOSITE:
This rare photo taken by Mr. A. J. Isbester, chief engineer for the Canadian Northern Ontario Railway, shows the freighting operation as carried out up the Nipigon River. The steam driven tug 'NIPIGON' is hauling the barge loaded with narrow gauge flat cars, they in turn are loaded with construction materials for the building of the CNOR.

The Nipigon Tramway

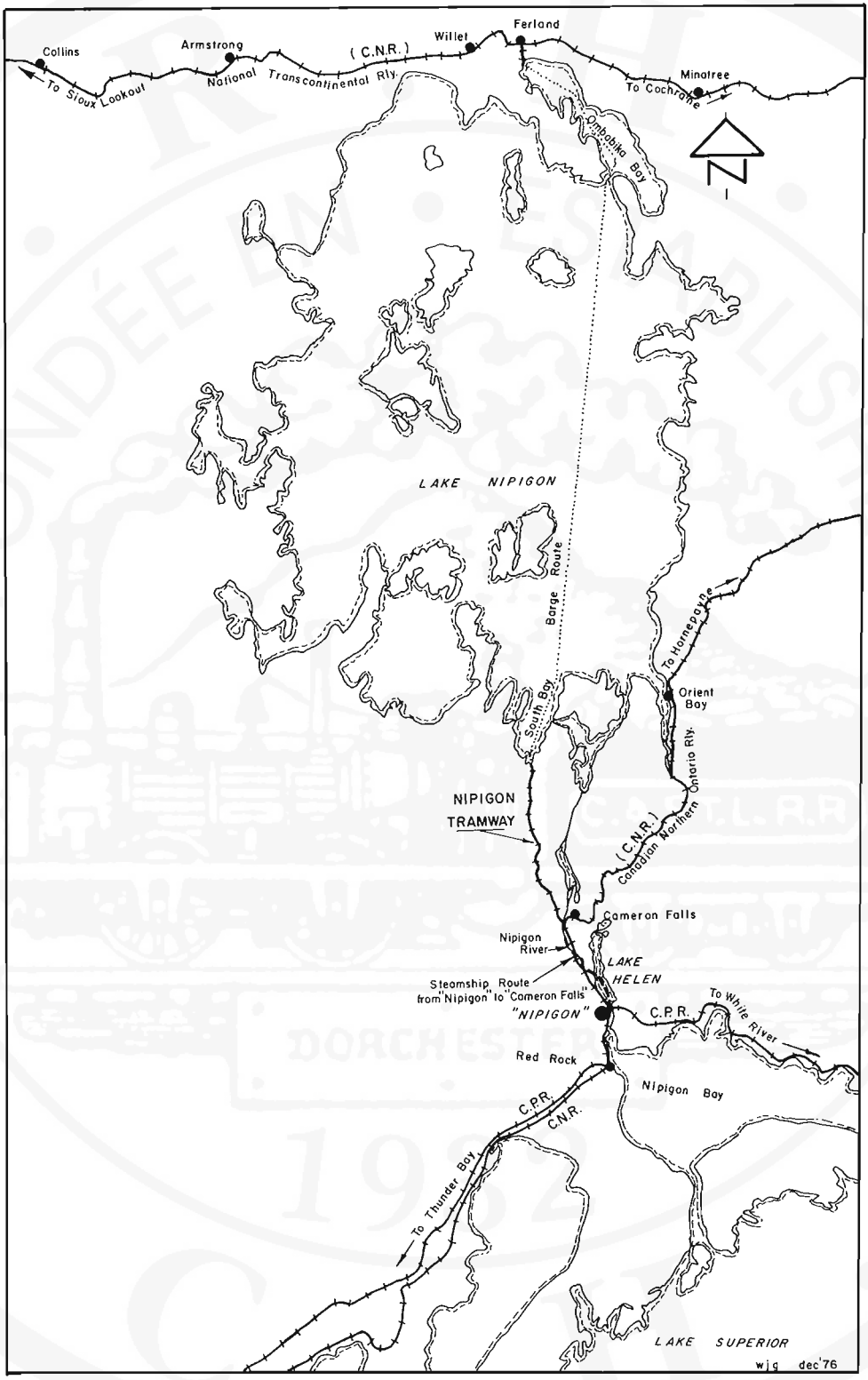
John Todd



The Canadian Northern Station and water tank at Nipigon, Ontario
T.S.Armstrong photo.



If you pick up a modern map of the still remote territory north of the most northerly portion of Lake Superior in eastern Canada, you will find several geographical features all having the same name. There is Nipigon Provincial Park, then Lake Nipigon, followed by the Nipigon River and, last but not least, the town of Nipigon, located on a sheltered bay on the north shore of Lake Superior at the mouth of the Nipigon River, mile 63.3 on the Nipigon S/D of CP RAIL. The town of Nipigon has a very important claim to fame in Canadian history: it played an important role in the building of all three Canadian trans-continental railways.

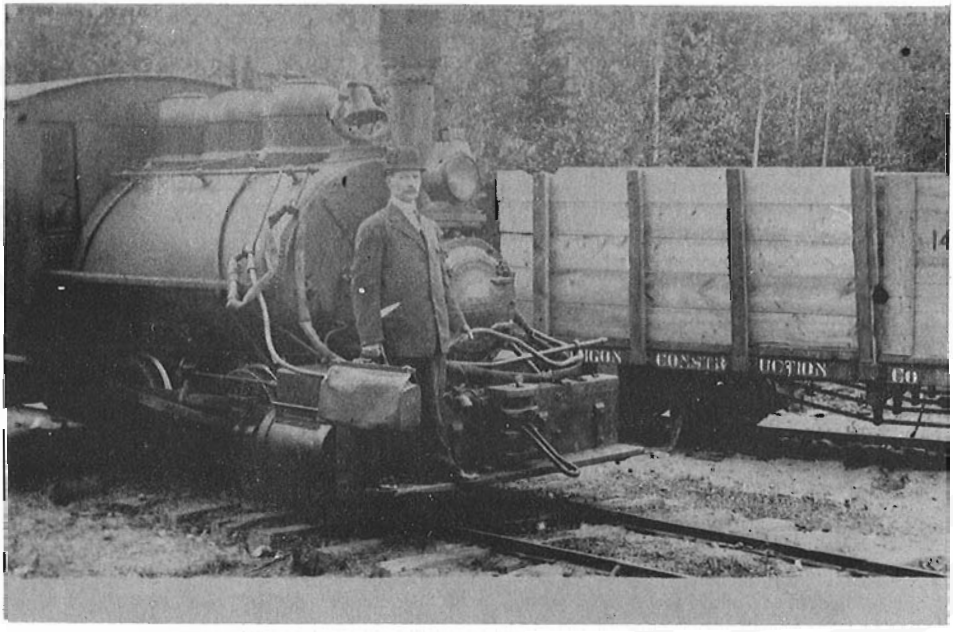

Collins
To Sioux Lookout
Armstrong
National Transcontinental Rly.
(C.N.R.)
Willet
Ferland
Minatree
To Cochrane
Ombabika Bay
N
LAKE NIPIGON
Barge Route
To Hornepayne
Orient Bay
South Bay
Ontario Rly.
Canadian Northern
(C.N.R.)
NIPIGON TRAMWAY
Cameron Falls
Nipigon River
LAKE HELEN
Steamship Route from "Nipigon" to "Cameron Falls"
"NIPIGON"
C.P.R.
To White River
Red Rock
Nipigon Bay
C.P.R.
C.N.R.
To Thunder Bay
LAKE SUPERIOR
wjg dec'76

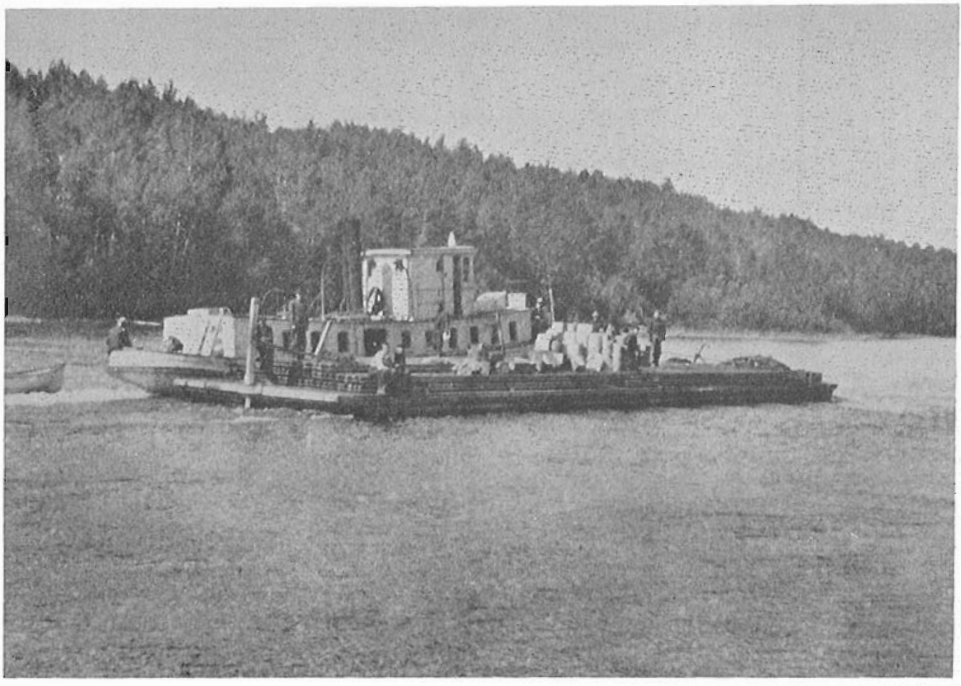
cal inducements and personal vanity to consider most seriously a second transcontinental railway, to run north of the Canadian Pacific from Quebec to a port on the Strait of Georgia north of Vancouver. The new railway would also act as a development line, opening up vast areas to settlement, thus assuring Sir Wilfred of a permanent place in the history of the development of our country.

While the concept may have been valid, it took lengthy negotiations and a few years before an agreement was reached with the then powerful Grand Trunk Railway Company of Canada, which had been selected to operate the new railway. It was finally agreed that the Government of Canada would build the eastern section of the National Transcontinental Railway, from Moncton, New Brunswick, via Quebec to Winnipeg, a little more than 1,800 miles. The Government would, upon its completion, lease the line to the Grand Trunk Pacific Railway for 50 years at an annual rental of 3% on the cost of construction. This turned out to be a bad bargain for the parent company, the GTR.

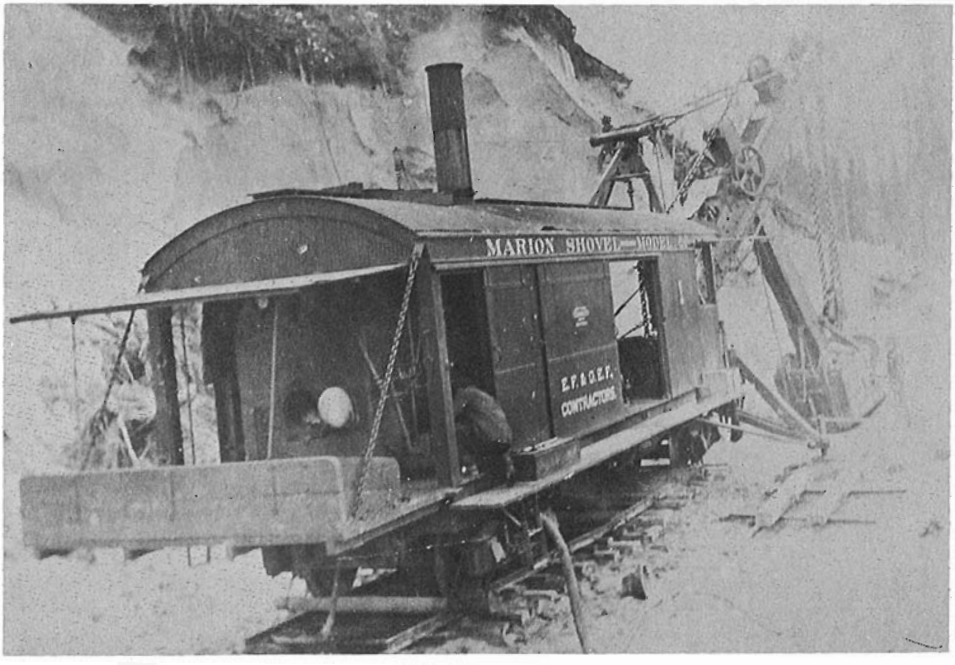
The western portion, from Winnipeg to Prince Rupert, on an inlet off Chatham Sound, was to be constructed by the Grand Trunk Railway Company and was to be completed by December 1, 1908.

Entitled ' Dr. Herman Bryan M.D. enroute to Canadian National Railway construction, north of Ombabika Bay on Lake Nipigon ', and taken by E.C.Everett, Commercial Photographer, Nipigon, Ontario. Our readers will probably be more interested in the 0-4-0 tank engine and the flat car in the background than in the good Doctor. Fortunately for us the photo was taken and discovered in time for presentation with this article.

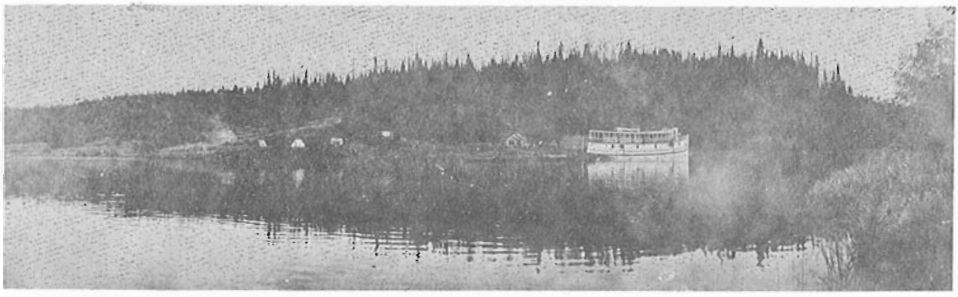




The transportation of rails for the construction of the National Transcontinental Railway in 1908 on Lake Nipigon, this time without the narrow gauge flat cars.



Marion Steam Shovel ' model 60 ' as used by E.F. and G.E. Faquier contractors on the construction of the National Transcontinental Railway in the Nipigon region. T.S.Armstrong photo.



These three photos all taken by Mr.T.S.Armstrong give an excellent indication of life as it was in the early 1900's in the Nipigon Region or Northern Ontario. In the first photo we see the S.S. OMBABIKA docked on the shore of Lake Nipigon. Secondly a group of Native People in their Birch Bark Canoes as photographed from the S.S. WABINOSH. Thirdly an across the lake view of the S.S. WABINOSH CACHE docked at the same location as seen in photo one.

It was to be built to standards equivalent to the GTR main line between Montreal and Toronto. The Canadian Government would guarantee cost of construction and interest to a maximum of 75% of the construction bonds issued by the GTP, such bonds to be limited to $13,000 per mile on the prairies and $30,000 per mile on the mountain section.

Government survey crews for the National Transcontinental project passed through Nipigon in the autumn of 1903. From there, they went by boat to the north end of Lake Nipigon, where they began running trial locations for the railway. The route finally selected was similar to that recommended by Sanford Fleming for the Pacific Railway nearly 35 years before.

An engineering headquarters was built at Nipigon in 1904

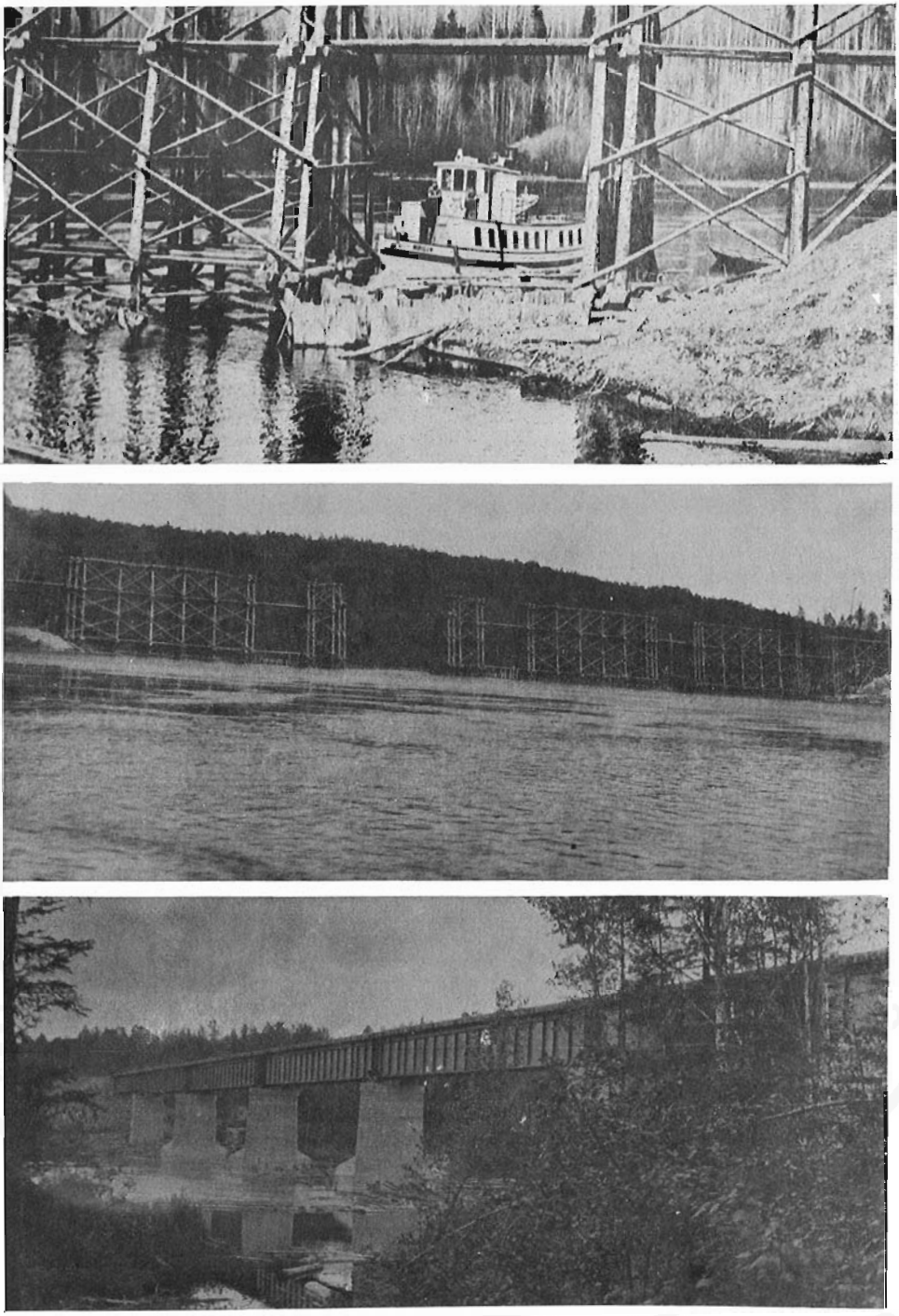
The Engineers office for the 'Trans Continental Railway' located in Nipigon, Ontario. Photo courtesy Mr. T.S.Armstrong of Thunder Bay.

to service Division E civil engineers of the National Transcontinental Railway, which ran easterly from English River nearly to today's town of Hearst. Mr. T.S. Armstrong was the chief engineer.

Messrs. O'Brien, Fowler and Macdougall Limited were awarded two contracts, amounting to 150 miles of railway, immediately to the east of the point where the GTP branch to Fort William left the main line. This point had been named Superior Junction, for obvious reasons. E.F. and G.E. Faquier Limited were also awarded two contracts, one for the 75-mile section eastward from Lake Nipigon to Grant and the other 100 miles westward from Abitibi Crossing, the crossing of the Abitibi River in remote northeastern Ontario.

Transporting equipment and supplies into this remote region north of Lake Nipigon posed a big problem for the contractors. Winter tote-roads were built from various locations on the Canadian Pacific Railway. Teams of horses hauled in supplies to the construction sites, usually about 100 miles to the north. Dog-teams also proved to be useful. In summer, the Nipigon water route provided the best means of transport. The problem of portaging the many rapids on the upper Nipigon River was resolved by building an 18-mile three-foot-gauge tramway. Its construction and operation was undertaken by the Nipigon Construction Company and it was called the Nipigon Tramway.

At Nipigon on Lake Superior, a large wharf and warehouse were built underneath and upstream from the Canadian Pacific's high bridge over the river. All the supplies for the construction camps were loaded onto the narrow-gauge flat cars, which, in turn, were loaded onto a scow or primitive car-ferry for the three-hour trip up Lake Helen and the Nipigon River to Alexander Landing (or Alex-



Three photos showing the evolution of the Nipigon River Bridge of the Canadian Northern Railroad. The first picture was taken by Mr. A.J. Isbester chief engineer and shows the falsework behind which is the tug 'NIPIGON'. Next a broadside view of the falsework, and finally the completed steel bridge over the river.

ander Point), a distance of 12 miles. The loaded cars were here run off the scow to the "main line" of the narrow-gauge, and hauled 18 miles by a diminutive "donkey engine" (0-4-0 saddle-tank) to South Bay at the south end of Lake Nipigon.

The loaded cars were stored here in warehouses, until the second part of the trip was begun. The cars were loaded again onto the primitive car-ferries for the 70-mile trip to the northern depot on Ombabika Bay. The cars were rolled off the scows to the second part of the "main line" and hauled two miles further north to the construction site, now the town of Ferland on the Canadian National Railways' Caramat S/D.

Two steam tugs were used to push the scows up the lake; they were the "Ombabika" and the "Pewabic", both built as lake fishing boats about 1901. The steam tug "Nipigon" was used to push the scows on the Lake Helen-Nipigon River run and a small tug alongside the scow helped to guide it through the fast-flowing, turbulent waters.

The return trip from Ombabika Bay, with empty cars on the car-float, was made at a much faster speed. On arrival at the southern terminal, the cars were hauled off the scow by horse power and taken to the warehouses, where they were reloaded as quickly as possible for another trip up the lake. Hay and oats for the horses, coal for the steam engines, track-building material, commissary's supplies and other associated items were rushed up the lake before the freeze-up in the fall of 1908.

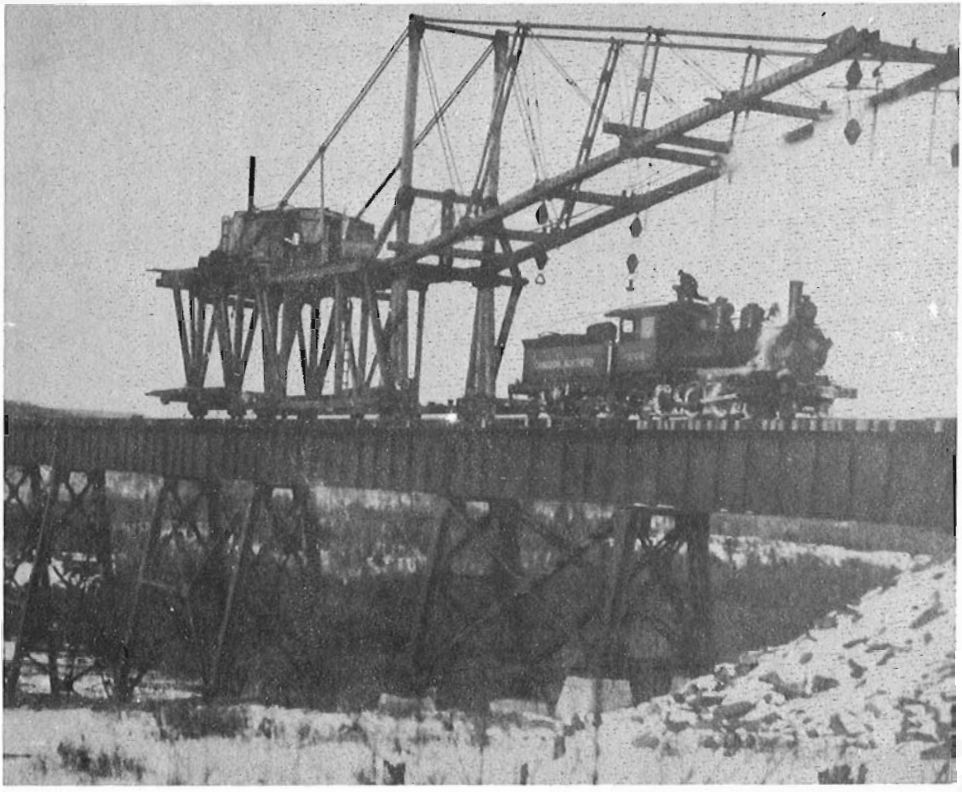
The Canadian Pacific built a siding, or, more correctly, a spur from its main line to the warehouses alongside the narrow-gauge railway, where construction materials and supplies were interchanged. Rails for the National Transcontinental were also unloaded here for transhipment onto the narrow-gauge cars. In 1908, a large dredge was busily engaged in deepening the channel into Nipigon Bay, so that the larger lake freighters, laden with rails, could tie up alongside the wharf.

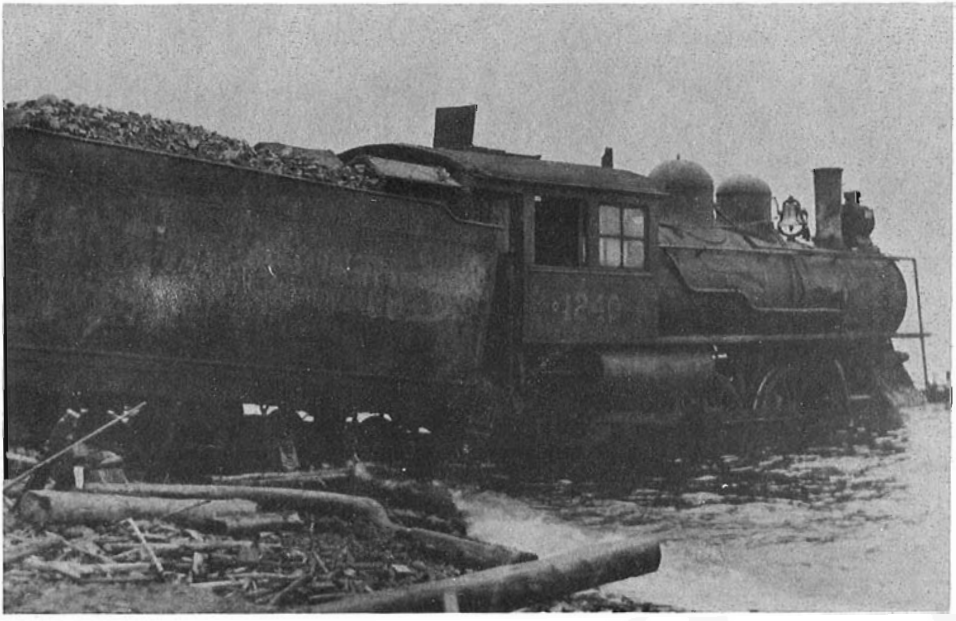
At each rail-water interface point on the narrow-gauge, loading ramps, each with three tracks, were built so that the loaded or empty cars could be run on and off the scows. Each of the three tracks on the scows held three cars, for a total of nine cars per scow.

Passengers were also transported on the tug-boats. For the rail portion of each journey, passengers enjoyed the rocky ride over the portage railway in a closed-in car with longitudinal benches, the capacity of the vehicle not being known.

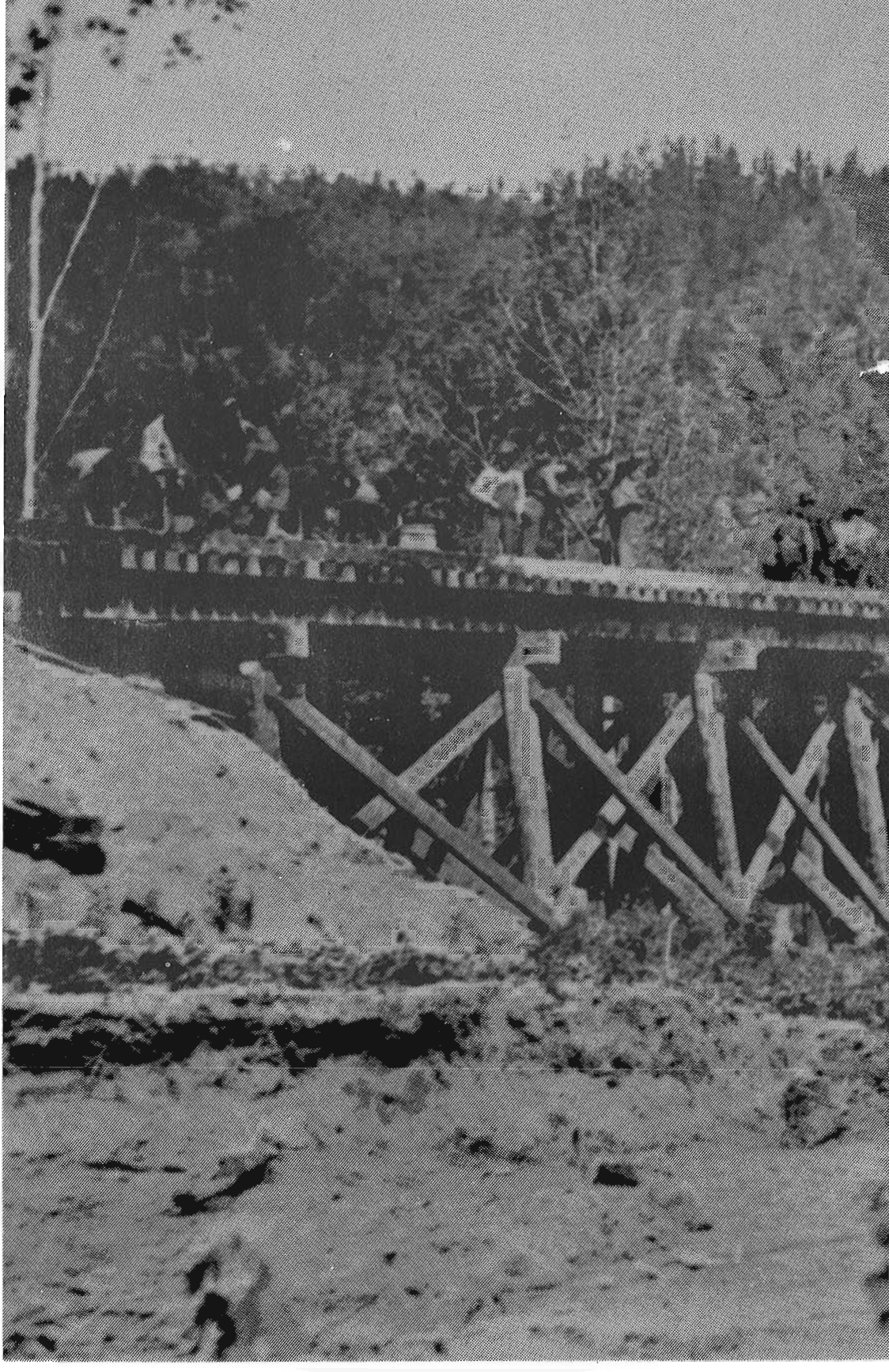
An alternate route to the construction site, via Windigo Bay on the northwest side of Lake Nipigon, involved traversing a formidably rough terrain and only light supplies were brought in to the NTR location over this route. "Ombabika" in the Ogibway language means "a high rock cliff rising up from the edge of the river".

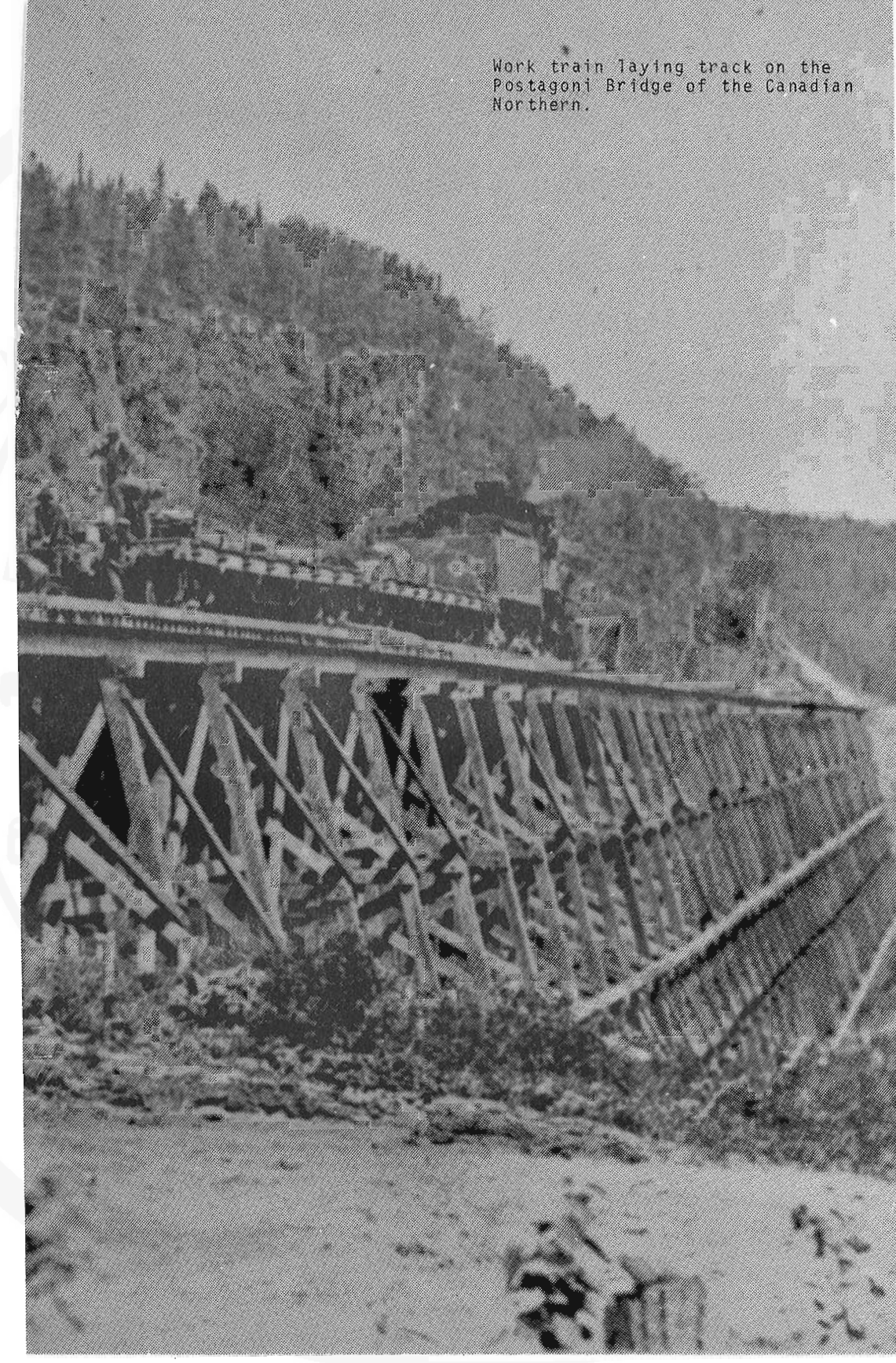
When the winter freeze-up arrived, the tote-road from Nipigon again was used to transport the essential supplies north to the construction sites.



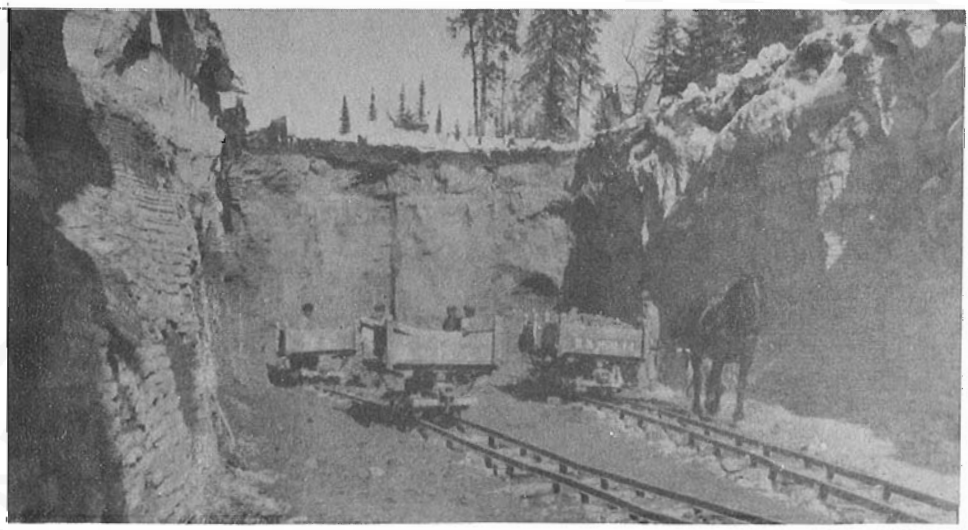


Construction scenes along the Canadian Northern Railway include this un-identified 4-6-0 with gantry on the Blende River Bridge following its completion. No. 1240 got her feet wet following a wreck at the Current River Yard,





Work train laying track on the Postagoni Bridge of the Canadian Northern.



Animal power pulling narrow gauge lorries was the order of the day as workmen dug through this clay cut at mile 86, the lorries were transferred to locations requiring fill as noted in the second photo. View of yet another extensive cut under construction near the town of Nipigon.

Pilings for the trestle over the Kenogami River at Long Lac, Ontario, the trestle was built on a 4 degree curve and required 61 'bents'.

In 1908, at Nipigon, two, old, rival fur-trading companies, the Hudson's Bay Company and Revillion Frères, were located side by side. Both firms were still engaging in competition for the furs of the local Indians and trappers. A little further up the town's main street there was a store operated by William McKirdy, an old Hudson's Bay man, who competed successfully for local furs with his two powerful rivals.

Wholesale businesses established branches in Nipigon to supply contractors with groceries and hardware. A branch of the Bank of Ottawa was soon opened to transact the business offered by the contractors, among whom were Messrs. Chambers, McQuaig, McCaffrey and Russell. This company later built the rock breakwaters in the harbour at Port Arthur.

Many other business establishments were soon opened in the town, including hotels, restaurants, stores and a barber shop. All of them, including the last one named, did a thriving business.

No sooner had construction on the National Transcontinental begun than William Mackenzie and Donald Mann, owners of the Canadian Northern Railway, announced plans to build a Pacific and an eastern extension to their system, which would thereby create yet a third Trans-Canada railway. On December 30, 1902, the railway from Winnipeg to Fort William had been completed and it now remained to build a main line from the Lakehead to Toronto and Montréal. Survey crews began running trial locations east from Fort William-Port Arthur in 1905. By September 1910, the route of the Port Arthur-Ottawa railway was announced and the Canadian Northern (Ontario) Railway Company was incorporated to build it.

Contracts for the new railway were awarded to Foley Brothers, Welch and Stewart and construction started in the spring of 1911. Rapid progress was made, steel laying being started at Port Arthur in June 1912. By March 1913, the new railway was completed for 130 miles eastward to a point 70 miles west of Sudbury (Capreol). On January 1, 1914, Sir William Mackenzie drove the last spike in this section at Little White Otter River, 254 miles east of Port Arthur. Ballasting was still incomplete and it was October before a freight service was started between Toronto and Port Arthur.

The location chosen followed Nipigon Bay from a point just north of Red Rock to the town of Nipigon. Here, the Canadian Pacific right-of-way hugged the shoreline at the base of a high, rocky bluff and there was just no room for another right-of-way. To overcome this obstacle, the Canadian Northern built a retaining wall close to the Lake's shoreline and filled the space between it and the rocky shore with a huge amount of rock and fill, dredged from the lake and brought in from other locations. At Nipigon, the new line crossed a lagoon on a causeway, which also required a very large amount of fill.

After passing under the Canadian Pacific's Nipigon River bridge, the Canadian Northern turned north, staying on the west bank of the Nipigon River for six miles and then crossing the river on a multi-span bridge. After running a further four miles on the river's east bank, the line turned northeast along the shore of Orient Bay, a long, narrow inlet on the southeast end of the main lake. Leaving the lake, the line headed for Long Lac, 198 miles to

the east and only 32 miles south of the National Transcontinental's main line at Nakina.

During the building of the Canadian Northern, headquarters were established at Nipigon by the surveyors; Foley Brothers, Welch and Stewart also had their headquarters there. The Nipigon River route and the narrow-gauge tramway were again used to transport equipment and supplies to the construction sites along the Nipigon River and Orient Bay. As a consequence, the town of Nipigon continued to prosper during this second period of railway building.

With the completion of the Canadian Northern Railway's line through northern Ontario early in 1914, with the subsequent introduction of freight service in October 1914 and passenger service in 1915, the last of Canada's transcontinental railways was completed. Today, Nipigon, Ontario, is not as prosperous as it once was, but it remains as a fine example of the many scenic locations in this region of northern Ontario.

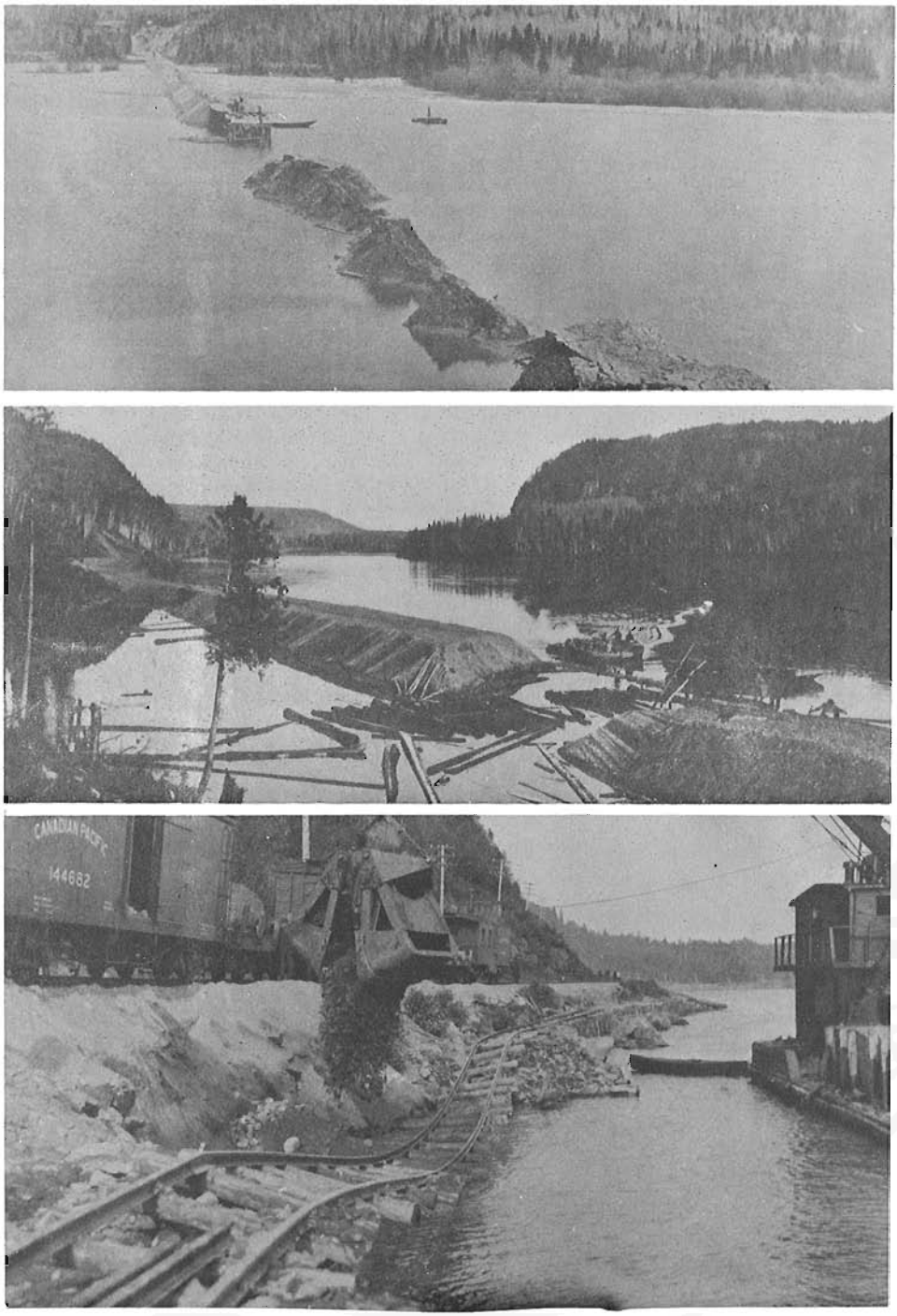
Additional Notes

Today, there are three large hydroelectric power plants on the upper Nipigon River, between Nipigon and South Bay. These are at Pine Portage, Cameron Falls and Alexander. The latter two are close together, while the former is up-river and was the last one built.

Armstrong, Ontario, the western terminus of Canadian National Railways' Caramat S/D, is named for T.S. Armstrong, Chief Engineer on Division E of the National Transcontinental Railway.

The late Duke of Windsor was taken on a fishing trip on

The motor launch as used by Foley Brothers during construction of the railway.



Even after completion of the grade workmen had to often return to repair flood damage to newly placed fill. Firstly a slide at Red Rock being repaired by a clam shovel aboard a barge, then two photos of serious washouts along the line. All photos in this series courtesy of the author's collection.

Lake Nipigon and the upper Nipigon River during his tour of Canada in the summer of 1924. Mr. John G. McKirdy, now of Thunder Bay, was a guide with the party.

The region encompassing Nipigon Provincial Forest and Nipigon-Onaman Game Preserve is a paradise for the nature-lover and sportsman, well known for its beautiful scenery, fishing and hunting. The area is accessible from Ontario Highway 11, the northern Ontario "Trans-Canada Highway" route.

The National Transcontinental Railway's Division E Engineering Headquarters building of 1904 was used by the surveyors of the Canadian Northern Railway during its construction in 1911. The Nipigon Woodlands Division of the Brompton Pulp and Paper Company of East Angus, Quebec, used this building as its main office for many years. DOMTAR, the successor to Brompton Pulp and Paper, sold the building and land to the town of Nipigon for the sum of $1 and other considerations, with the provision that is should be used and maintained as a museum for the collection and preservation of items associated with the history of the Nipigon area.

REFERENCES

"Trains of Recollection":	Hanna, D.B. The Macmillan Company of Canada, Toronto 1924.
"Canadian National Railways, Volume 2: Towards the Inevitable":	G.R. Stevens; Clarke, Irwin & Company, Toronto 1962.
"Canada Great Highway: From the First Stake to the Last Spike":	Secretary, J.H.E., London, England 1924.
"Port Arthur NEWS":	Thunder Bay, Ontario, October 12, 1908.
"Fort William TIMES-JOURNAL":	Thunder Bay, Ontario, October 31, 1908.

ACKNOWLEDGEMENTS

The author would like to thank the following people for their valuable assistance in the preparation of this article:

Mrs. J. Simpson	Thunder Bay, Ontario
Mr. T.C. Armstrong	Thunder Bay, Ontario
Mr. Clifford Brown	Thunder Bay, Ontario
Mr. E.C. Everett, Photographer	Nipigon, Ontario
Mr. William Germaniuk	Thunder Bay, Ontario
Mr. John G. McKirdy	Thunder Bay, Ontario
Mr. L.M. "Buzz" Lein	Midland, Ontario
Mr. H.J. Netemegesic	Nipigon, Ontario
Mr. W.H. Thompson	Nipigon, Ontario
Mr. J. Thorsteinson	Beardmore, Ontario
The Nipigon Museum	Nipigon, Ontario
The Nipigon GAZETTE	Nipigon, Ontario
Mr.James Dawson	Thunder Bay, Ontario.

The business car

BRITISH COLUMBIA RAILWAY'S RAILWEST CAR MANUFACTURING PLANT AT Squamish has closed. The plant opened March 27, 1975, and had a work force of 260 at peak. A total of 1,400 cars came off its assembly line. Decision to close down followed unsuccessful attempts to gain additional contracts.

(Toronto GLOBE AND MAIL)

SIX MAJOR RAILWAYS HAD A COMBINED OPERATING PROFIT OF $28.8 MILlion on their Canadian operations in June 1977, up from $4.2 million in June 1976, according to Statistics Canada. Operating revenues rose 14.5 percent to $296 million while operating costs rose 5.1 percent to $267.2 million a year earlier.

For the first six months of 1977, operating profit totalled $113.7 million, up from $20.7 million a year earlier. Operating revenue totalled $1.68 billion, up 13 percent, and operating expenses totalled $1.57 billion, up 6.8 percent.

The six lines are CN, CP Rail, QNS & L, B.C. Railway, Ontario Northland and Chesapeake & Ohio.

(Toronto GLOBE AND MAIL)

CN IS TESTING COMPOSITE BRAKE SHOES IN AN ATTEMPT TO REDUCE THE number of forest fires caused by brake sparking, according to a Halifax news report of August 20, 1977.

Statistics from the Nova Scotia lands and forests department say eight to ten percent of all forest fires in the province are caused by trains. Last year, 43 fires attributed to trains destroyed 244 acres of woodland. After every railway-caused fire the railway is billed for the cost of extinquishing it, says a provincial official.

Davis Blair, CN's Atlantic Region vice-president, says composite shoes are being investigated for rate of wear, minimum sparking, ease of installation and cost per unit.

WHITE RIVER JUNCTION'S OLD ROUND HOUSE IS TO BE USED BY UNITED Railway Supply Co. of Montreal as a diesel locomotive engine rebuilding plant. URS will lease the building from the Central Vermont Railroad and hopes to open another facility in St. Albans, Vt. if a suitable building can be made available. Each operation would employ 35 people at peak.

(The "470", Portland)

SIR SANDFORD FLEMING (1827-1915) RECEIVES RECOGNITION WITH A NEW Canadian twelve-cent stamp, issued September 16, 1977, and featuring a train crossing one of the Fleming-designed steel bridges on the Intercolonial Railway.

Fleming designed Canada's first stamp, the Three Penny Beaver. In addition to surveying a route for the ICR, he worked on the CPR, invented a system of standard time and promoted the Pacific cable.

RAIL PASSENGER TRAFFIC IS MAKING A STRONG COMEBACK THIS YEAR, ACcording to rail officials quoted in the Toronto "Globe and Mail" (August 31, 1977). Passenger traffic is up about 10 percent so far this year. On the Toronto-Montreal route the increase is 20 percent. August saw a "phenomenal" 30 percent increase, mainly because of the air traffic controllers' strike as well as flight delays that followed the controllers return to work. CN's Montreal-Toronto Turbo and Rapido services have carried about 70,000 more passengers so far this year than last, according to Harold Murray, CN general manager, passenger services. "Even our transcontinental traffic is 7 percent ahead of last year. Toronto-Ottawa is up about 10 percent, while passenger traffic in southwestern Ontario (Toronto-London-Windsor-Sarnia) just continues to grow and is up by 11 percent", Mr. Murray said. In the Maritimes, CN passenger traffic is up by 6 percent. Holiday tours by train introduced by CN are also proving very popular; between Montreal and Toronto, between Winnipeg and Churchill and from Toronto and Montreal for boat tours of the Thousand Islands - "we are going to carry 17,000 to 18,000 people to the Thousand Islands this year".

LAKE MICHIGAN TRAIN FERRIES ARE STILL OPERATING BUT BOTH GRAND Trunk Western and Chessie System are trying to get out of the business because of the losses incurred. GTW petitioned the ICC for permission to abandon the operation more than two years ago, the Chessie System some three years ago. Chessie carries both passengers and automobiles; GTW has not been permitted to carry autos and dropped passenger service in 1971.

(The "470", Portland)

TRAINS OF NORTHERN NEW ENGLAND IS A NEW ILLUSTRATED BOOK BY JOHN Krause and Frederick Bailey, which covers Rutland, B&M, Maine Central and Central Vermont. Publisher is Quadrant Press, 19 West 44th. St., New York, N.Y. 10036 and the price is $7.50 plus $0.50 for postage, according to a brief review in the Railroad Enthusiasts' Portland Division newsletter of August 1977.

THE MARY MARCH MUSEUM IN GRAND FALLS' NEWFOUNDLAND HAS LITERALLY dug up an addition to its collection - a century old locomotive that has been buried underground since the late 1930's.

Museum curator Glen Stroud says the locomotive, the first steam engine used on Newfoundland rails, is in poor condition but can be restored so that its exterior will be a replica of the origional.

Stroud said it is not likley the 20 foot - long engine can be brought back to working condition.

The museum is attempting to find out some of the details of the locomotive, which was brought to Newfoundland in 1881 from the Hawthorn-Leslie works in England.

It once operated as engine No. 1 on the Harbour Grace - St.John's run but later spent many years running between Grand Falls, an inland newsprint town, and the seaport of Botwood. In the late 1930's it was stripped and buried behind the newsprint mill here.

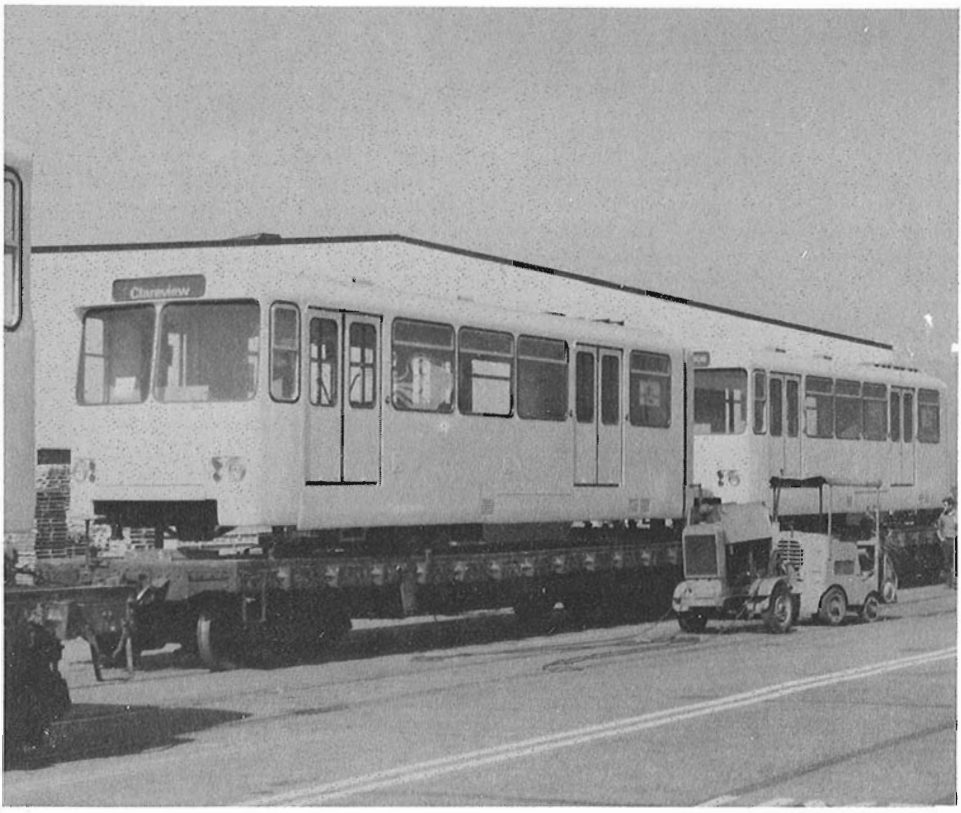
"It's behind the mill above ground right now," said Stroud, "and once we have a place to put it and have some research done, we hope we can get some people to volunteer time and knowledge to restore it."

(The Montreal Gazette)

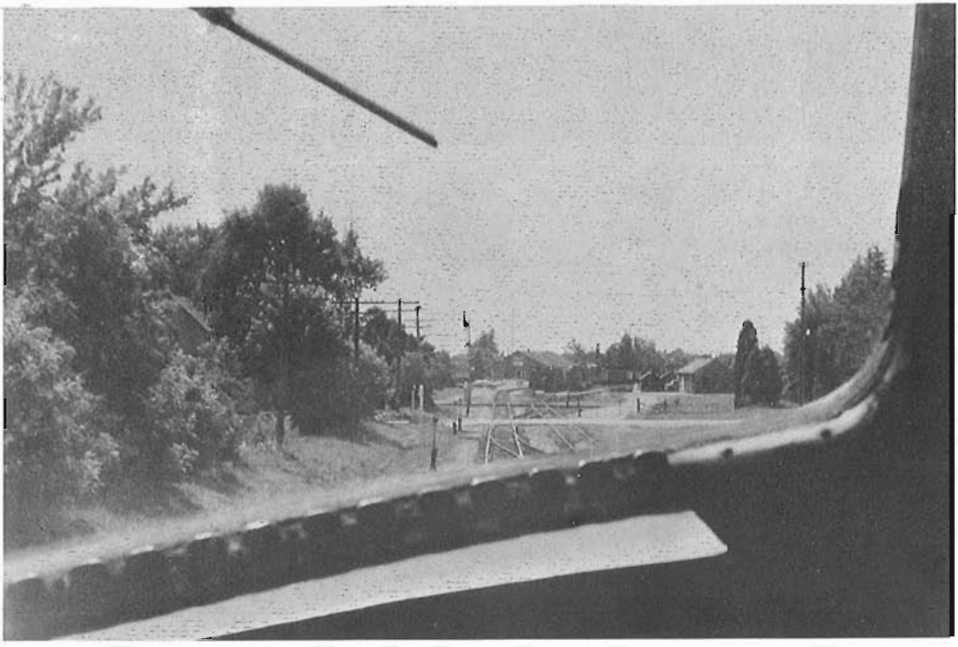
CN's GIMLI (MAN.) TRANSPORTATION TRAINING CENTRE MARKED FIVE YEARS of operation June 5/77. The centre, which began with a class of 20 students, has provided training for 4,394 CN transportation employees from all parts of Canada. Of these, 1,450 were student locomotive engineers. The school now includes courses for train dispatchers, transportation supervisors, master mechanics, general yardmasters and operational trainees. In addition to CN personnel, Gimli has accepted students from the Ontario Northland, British Columbia, Central Vermont and Duluth, Winnipeg and Pacific railways.

-- CN "KEEPING TRACK"

RECOMMENDED READING FOR TRACTION/TRAM/INTERURBAN ENTHUSIASTS IS "Headlights" (Electric Railroaders Association Inc.) for July-December/76 (Vol. 38, No. 7-12) offering 48 pages on operations in Europe with more than 100 fine photos, detailed captions, useful notes for the visitor, indices of traction in, a) Western Europe, b) Eastern Europe and of interurban services all over Europe etc. Responsible for this issue was John F. Bromley of Etobicoke, Ont.



Richard L. Shantler of our Vancouver Branch has been kind enough to forward two recent photos showing the arrival of the new 'light rail transit cars' for Edmonton at the Vancouver docks. The car bodies were loaded onto CP rail flat cars for the eastward journey to Edmonton from Vancouver.



Gord Taylor from Lakeside, Ontario has sent along two interesting photos showing the view from within and without Norfolk and Western F unit 3725 as she operates over trackage in Southern Ontario. 3725 is Canadian built and the last 'F' unit in operation on the N & W. The cab view shows the scene as the 3725 enters St. Thomas, Ontario yard on joint CN - NW trackage. Just ahead is the former London & Port Stanley level crossing which intersects at the signal. Our thanks to Gord for submitting these two photos.

AMTRAK UPS FARES, CUTS TRAINS - EFFECTIVE OCTOBER 30, 1977 SERVICE in Amtrak's Northeast Corridor and on three other routes will be cut back and fares on most routes will increase about 2½ percent to help trim a deficit projected at $535 million for fiscal 1978 which begins October 1, 1977. In the Boston-Washington corridor, an average 22 trains daily out of 120 being operated will be trimmed, largely involving weekends and shorter runs. 10 Metroliner runs are to be dropped. Daily service will be cut to four times a week on the Washington-Cincinnati "Shenandoah" and the Washington-Catlettsburg, Ky. "Hilltopper". One daily round trip and one Sunday-only round trip of Chicago-Milwaukee Turboliner service will be eliminated. Public hearings will be held on possible elimination or service reductions for the Chicago-Florida "Floridian".

Effective September 8, the New York-St. Petersburg "Champion" was discontinued; the "Empire Builder" was cut to four times a week and the "North Coast Hiawatha" to three times a week. Also cut to four times a week were the "San Joaquin" and the "Palmetto"; to three times a week the St. Louis-Laredo portion of the "Inter-American".

Cuts on other routes are being considered.

("Wall Street Journal")

(Note by Editor: Amtrak announced its October 30th changes a full two months before the effective date. Can Canadians expect the same considerate attention from VIA?)

CN HAS BEEN ORDERED BY THE CTC TO CONTINUE PASSENGER TRAIN SERVICE between Toronto-North Bay-Kapuskasing which includes the overnight Northland and week-end trains between Toronto and North Bay. The commission said it will review its findings if the new service of the Ontario Northland meets the needs of the public; this "Northlander" service started last June and runs six days a week. CN operating losses on this route rose to $2.9 million in 1975 from $1.6 million in 1972.

(Toronto GLOBE AND MAIL, September 10, 1977)

CP RAIL HAS EMBARKED ON THE FINAL PHASE OF A FIVE-YEAR, $10-MILlion upgrading of its Megantic-Saint John, N.B. main line of some 300 miles. Significant increases in traffic, particularly container movements from the Port of Saint John, and longer and heavier trains have made these track improvements necessary, according to division engineer S.K. Chopra, Saint John. Over 250,000 new ties and more than 1.5 million tons of ballast will have been laid on completion in September 1977. One of the most difficult pieces of track to rebuild was between Mattawamkeag and Vanceboro. In some areas more than 1,300 new ties per mile were required. Work crews have averaged more than one mile of completed track per day with the program running during the frost-free months from May to November. In some areas, the line was so remote a "meals on wheels" scheme was used to get food to the men. This called for a work train or track motor car travelling up to 10 miles from the auxiliary diner to deliver hot meals.

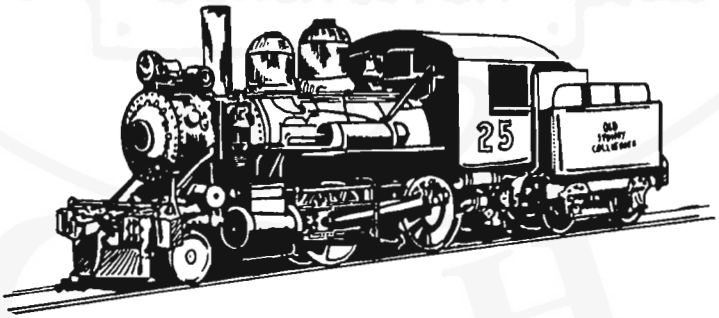
(CP RAIL NEWS)

BRITAIN'S FASTEST TRAINS (80 MPH AND OVER) ARE REVIEWED IN THE "Railway Magazine" of August 1977. Douglas Ferry's five-page article notes that "Britain's first 100 mph bookings and no less than 73 runs at more than 90 mph (to be increased to 81 runs after October)..keeps this country firmly in the position of second only to Japan". The HST programme helps to give a total of 303 daily runs at 80 mph and over, covering 21,635 miles between them, in the summer 1977 timetables.

The Great Western Region leads with four runs Swindon-Reading at 103.3 mph (166.3 kph) in a total of 136 runs. West Coast's best effort is topped by two trains Rugby-Watford at 88.8 mph (143 kph) in a total of 165 runs. East Coast shows only two runs of which the best is one run York-Darlington at 81.4 mph (131.1 kph). Of all trains, the fastest over the longest distance is West Coast's 16.45 Euston-Preston dash of 209 miles at 82.8 mph (133.3 kph).

HALL COMMISSION REPORT ON THE GRAIN TRADE COMMENTED ON THE STATUS of the Fraser River Bridge, owned by the federal government, controlled by Burlington Northern and also used CN and B.C. Hydro. "The dispatcher who controls the movement of trains over the bridge is a BN employee based in Seattle, although an assistant located in the Vancouver yard of BN was said to control the operation. When the Commission inspected the bridge, it discovered that communication with the Seattle dispatcher was necessary. Furthermore, it appeared that BN trains have precedence. It is not a case of being nationalistic, but of efficiency, that the Commission recommends that control of traffic over this government bridge be in the hands of CN in Vancouver", as it is a virtual bottleneck for CN traffic going to the grain terminals.

("The SANDHOUSE - Pacific Coast Chapter CRHA)



New image CONRAIL GP-7 (Canadian Built) No. 5826 was caught switching the St.Thomas, Ontario yard on July 2, 1977 by Burt Van Rees.

Mr. I.C.Platt of Sydenham, Ontario submits this photo of Capital # 43 running about one hour late crossing the Trent River Bridge in Belleville, Ontario. The train was headed up by locos Nos. 6534 and 6626, our thanks to members Mr. Van Rees and Mr. Platt for submitting the above mentioned photos.