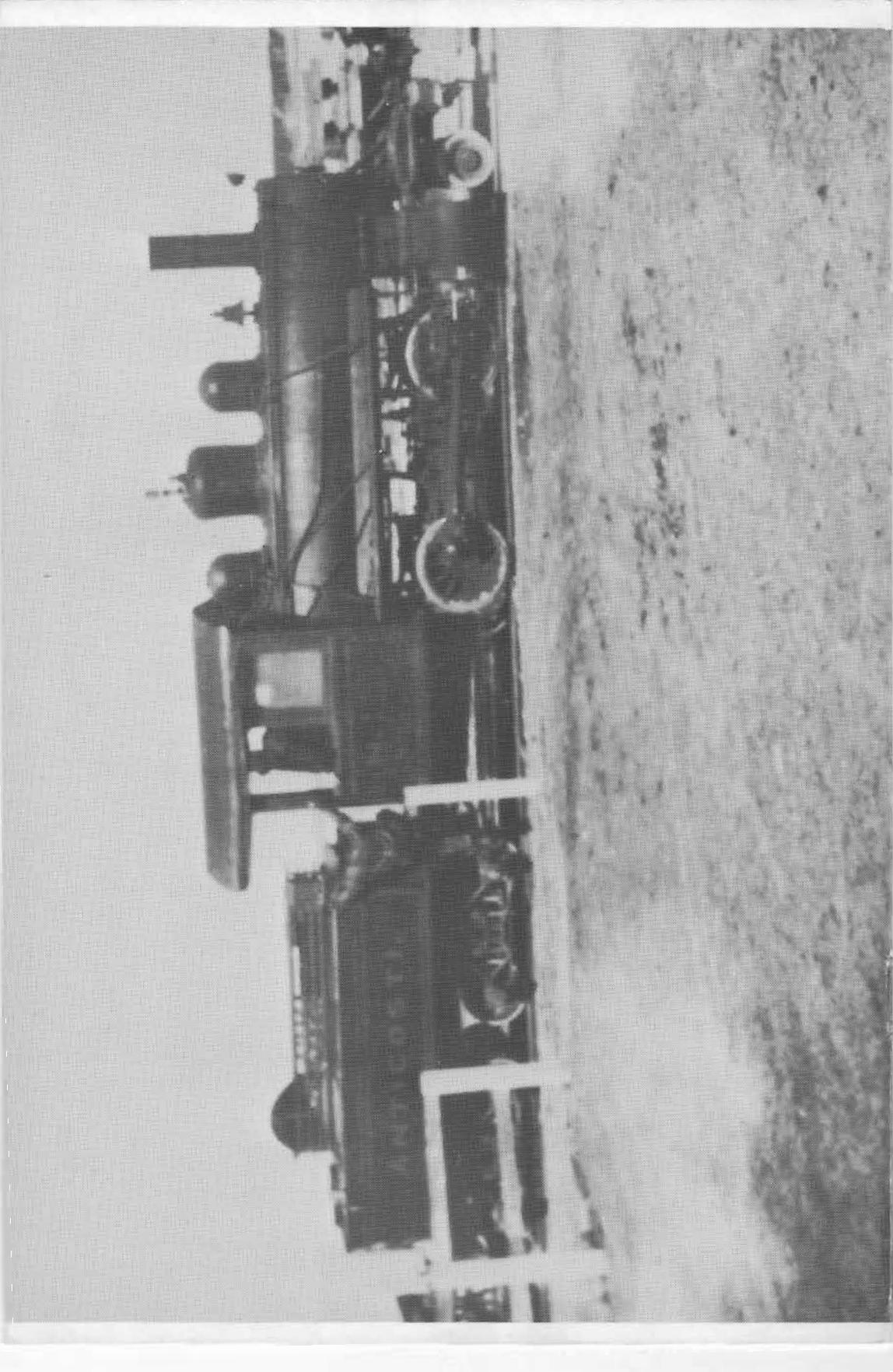


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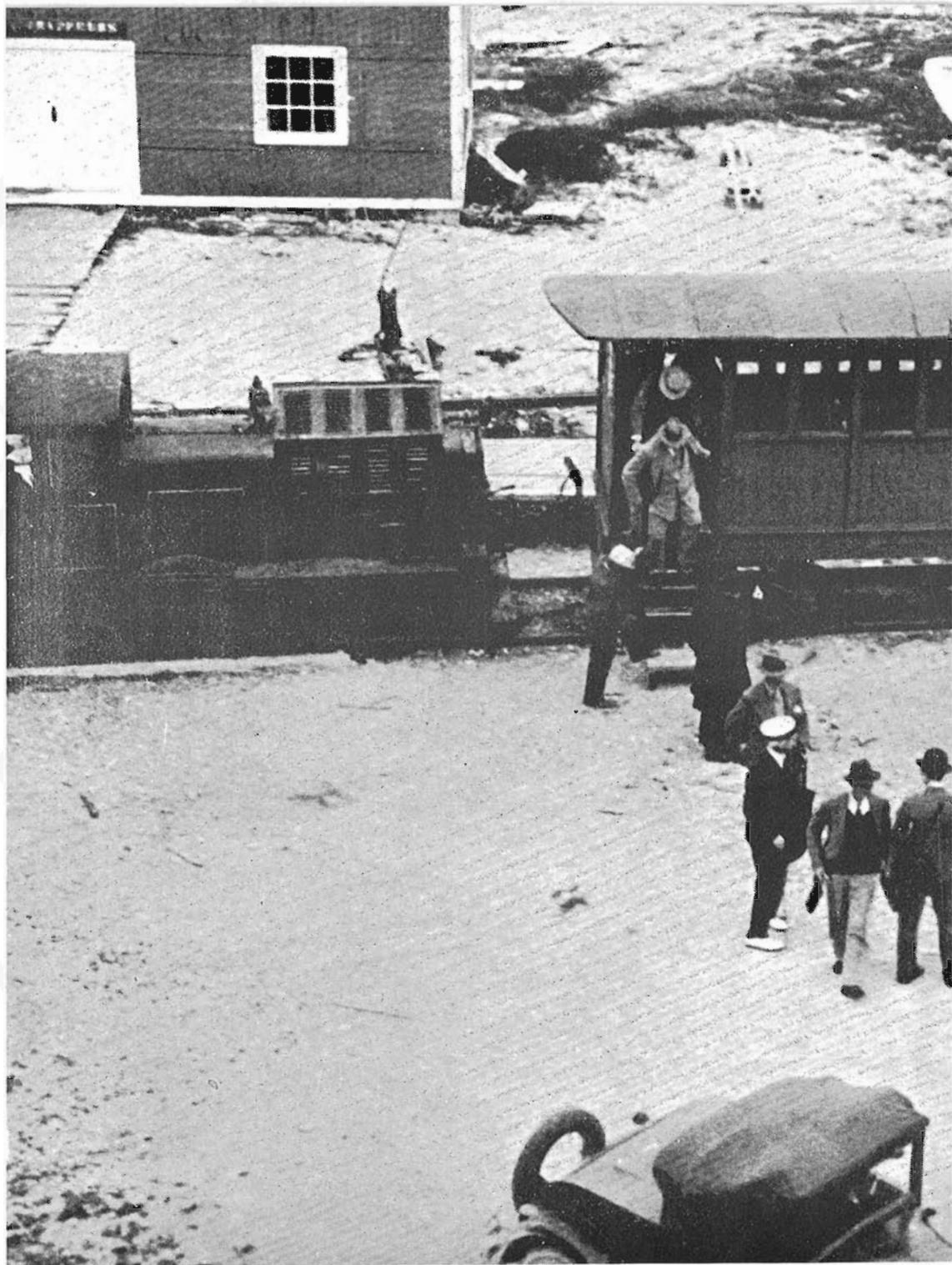
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FRONT COVER

The first track installed on
Anticosti (1898). The Decauville
Railroad, which was 1' 11½ gauge,
photographed at Baie Ste.Claire.
The flat cars were horse-drawn.
Collection, Lionel Lejeune.

OPPOSITE

Anticosti Railway locomotive No.1,
built by M.L.W. in 1910, serial
number 48736.



C. H.



This photo of the Anticosti Railway appeared in the January 1942 issue of the National Geographic Magazine. Carriages met the train to take passengers to the château, there were only two automobiles on the island at that time. Photo courtesy National Geographic.

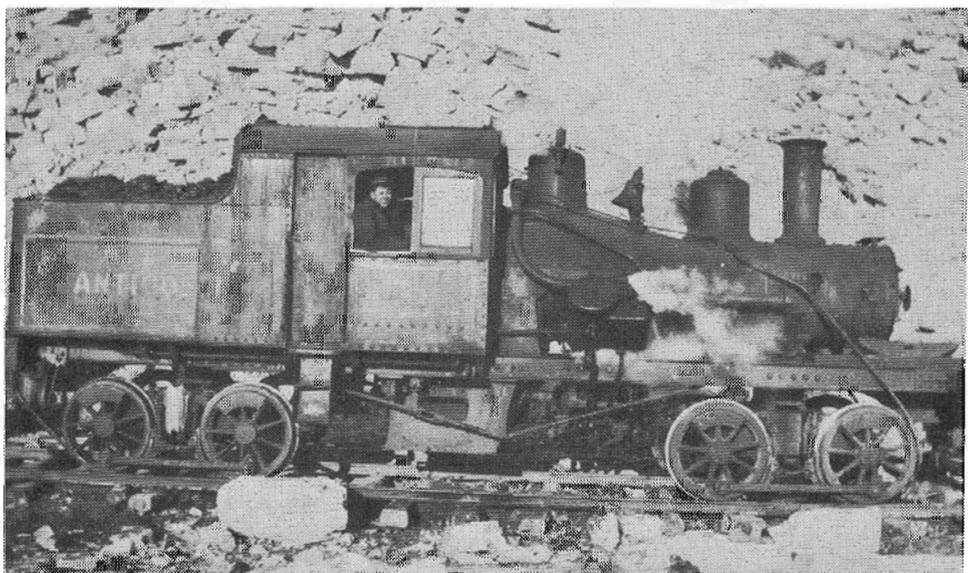
Anticosti Railway

ROBERT SAMSON

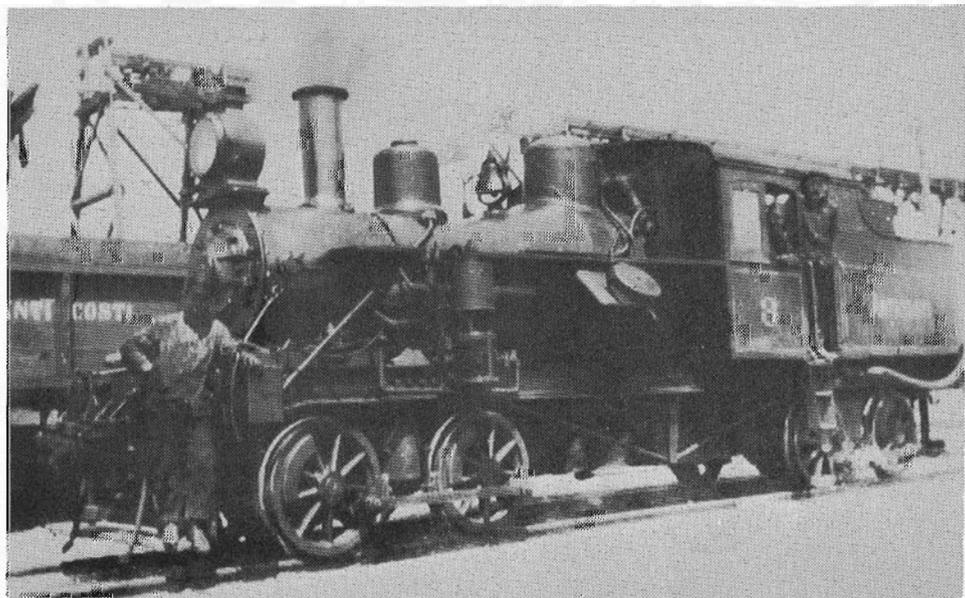
The Island of Anticosti lies in the Gulf of St-Lawrence at 45 miles north-east from the Gaspé peninsula Que., at its nearest point and 22 miles south from the north coast at its nearest point. It is a low island of 137 miles long and 35 miles across at its widest points. This island has been given to the explorer Louis Joliet by the King of France Louis the XIV in 1680. After Louis Joliet and his descendants, the island had many owners until bought in 1895 by M. Henri Menier of France. After his death in 1913, his brother Gaston, a french senator became the owner. In 1926 the island was sold to a new pulp and paper company called "Anticosti Corporation" which became in 1931, Consolidated Paper Corporation



Locomotive No. 1 built by M.L.W. in 1910. The four wheels under the tender were replaced by two regular 4-wheel trucks in 1912 at the same time that the engine was converted from wood to coal-burning. No. 1 was in service until the end of 1936, and was scrapped in the Fall of 1939. Collection, Lionel Lejeune.



Locomotive No. 2, a Heisler 4 - 4 weighing 90,000 lbs. In this view at Port Menier, No. 2 was almost new in 1912 or 1913. In service until the end of 1930, this locomotive was scrapped in the Fall of 1939. Collection, Lionel Lejeune.



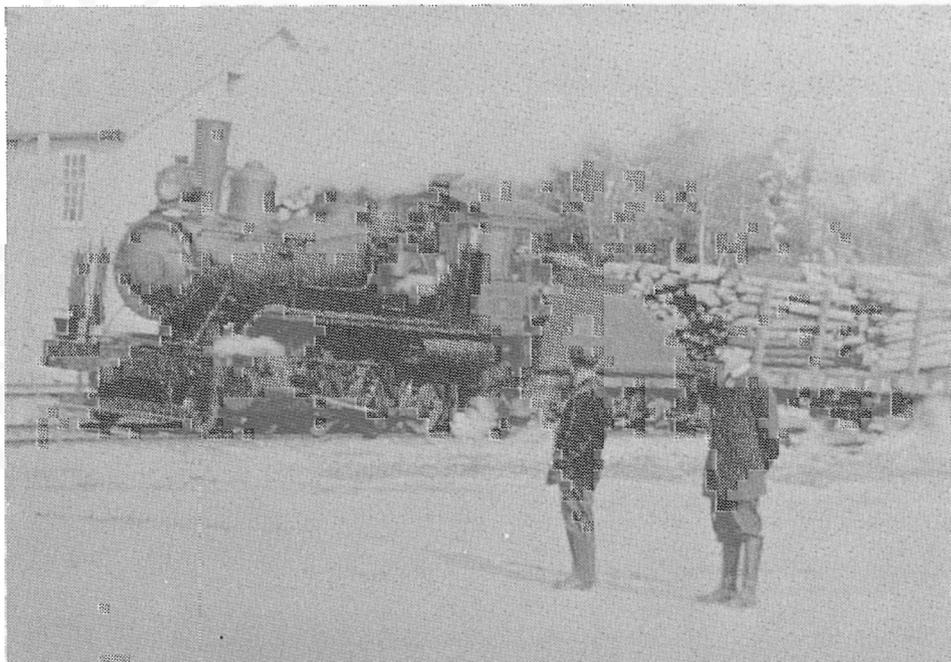
Locomotive No. 3 was also a Heisler 4 - 4 and weighed 100,000 lbs. It arrived at Port Menier in 1912 or 1913 (more likely 1912), and was in service until the end of 1934, being scrapped in the Fall of 1939. Collection, Lionel Lejeune.

Ltd., and again in 1967, Consolidated-Bathurst Ltd. Finally the Quebec Provincial Government bought the island in 1974. Today, the only village is Port Menier with a population of about 150 permanent residents.

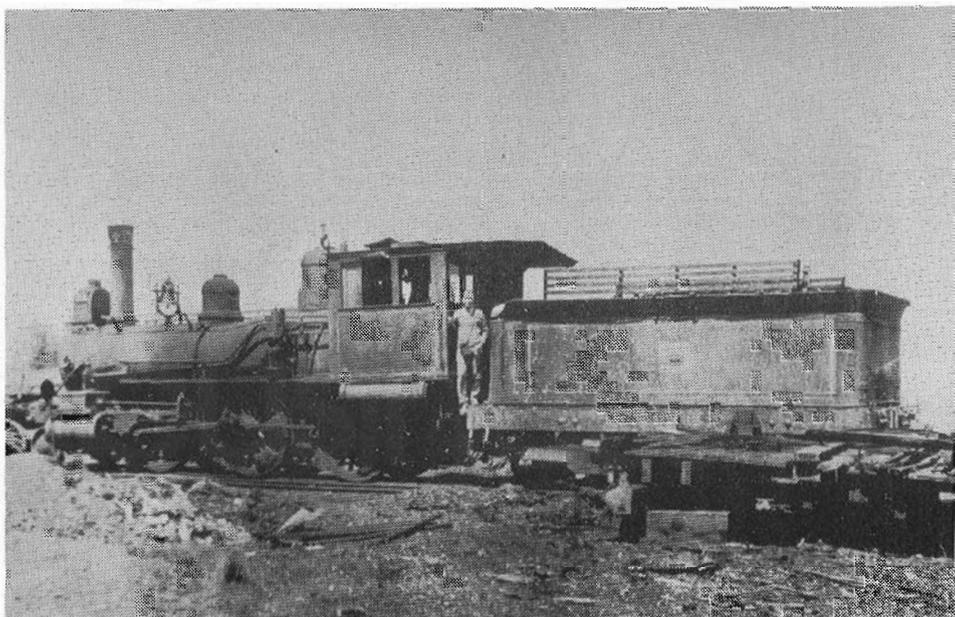
When M. Menri Menier became the owner, 2 little villages already existed on the island, one at Fox Bay located at the north-east end of the island with 16 families living in shacks. This little village has completely disappeared in 1900. Anse-Aux-Fraises located at the south-west end, very close the west end, had a population of 26 families living in comfortable houses.

M. Menier commenced in the spring of 1896 to built his main village at Baie Ste.Claire (Formerly English Bay) located at the west end completely, and where already 6 or 7 fishermen were established with their families, constructed a saw-mill, his main office, houses, warehouse, a farm etc. A wharf of 300 feet long was also built in the bay and the first railroad on Anticosti Island was built from the end of that wharf going to the farm with a branch to the warehouse and another branch to the saw-mill for a total length of one mile. This was a Decauville narrow gauge railroad (1' 11½") brought from France by M. Menier in 1896 or 1897. The little flat cars were horse-drawn.

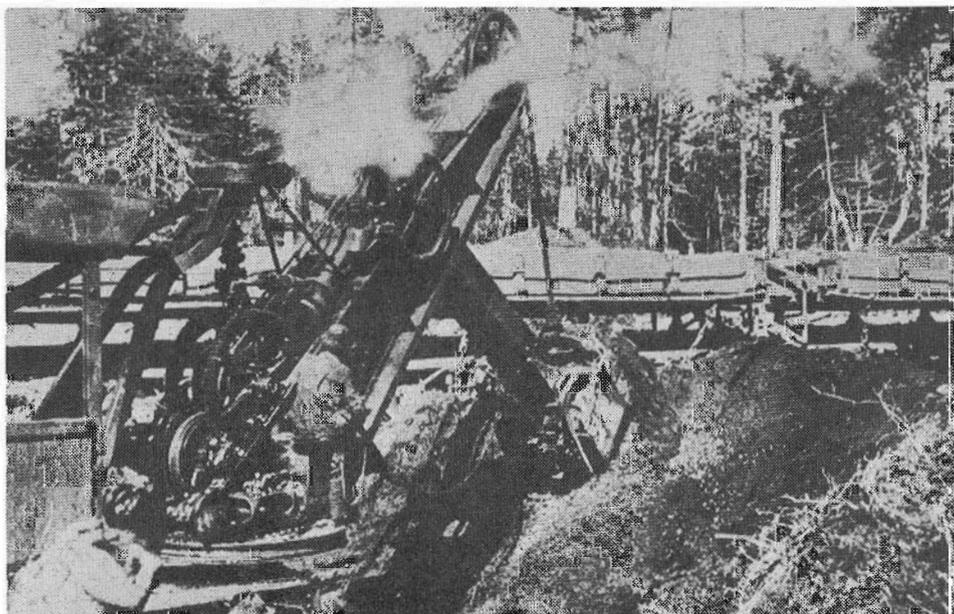
In 1899 M. Menier noted that the Baie Ste.Claire did not offer a good shelter for ships, and decided to move his main village to Baie Gamache (Later Port Menier) which was located deep enough



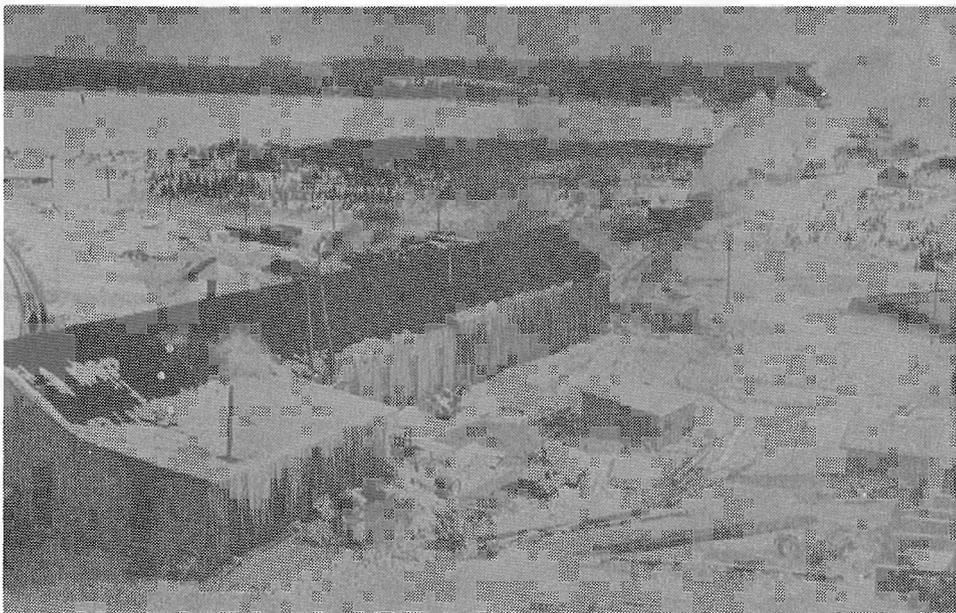
Locomotive No. 4, a 4-6-0 built by Baldwin in 1913 arrived at Port Menier the same year. It weighed 140,000 lbs. and was in service until December 1930, being scrapped in the Fall of 1939. Collection, Lionel Lejeune.



Anticosti Railway locomotive No. 5.



The Anticosti Railway steam shovel at work in 1912. It was built by Alco (Rogers) in 1911, serial number 48414, and arrived in Anticosti the same year. Retired in 1920, and dismantled in 1939, the pieces being shipped out by boat that Fall.
Collection, Lionel Lejeune.



The engine shed and engine repair shop of the Anticosti Railway about 1920.
Collection, Lionel Lejeune.

inside the Bay Ellis and considered as a good shelter for ships from all kinds of winds, except may be the south-east winds which are never seriously strong. The distance between Baie Ste. Claire to Baie Gamache (Port Menier) is $8\frac{1}{2}$ by the road. In the fall of that year already 900 feet of wharf had been done on a total length of 3500 feet which was completed the next year. Later 300 more feet and a breakwater were added. Another little Decauville narrow gauge railroad was used in the construction of that long wharf. The flat cars were also horse-drawn.

In 1904 arrived on the island the first steam locomotive. A Decauville narrow gauge (Approx. 30 inches) tank type. Arrived with her some flat cars and new tracks. The purpose of that railroad was to carry goods from the end of that long wharf to different places in the village and for general purposes. This narrow gauge railroad was replaced with standard gauge in 1910-11. This had been rendered necessary due to M. Menier's intentions to make some logging operations. A total of 38 miles of tracks including sidings were laid from the end of the wharf to 27 miles in the wood, 8 miles of branches also in the wood and $1\frac{1}{2}$ miles in the village of Port Menier.

Around 1919 almost all the families which were living in the villages of Baie Ste. Claire and Anse-Aux-Fraises had moved to Port Menier.

ANTICOSTI RAILWAY ROSTER

NARROW GAUGE: (Approx. 30 inches)

Decauville tank locomotive 0-4-0 built by "The Decauville Works", Petitbourg, France in 1904. In active service at Port Menier from 1904 until the end of 1910. Stored from that date in the basement of the club-room at Port Menier. In 1944 or 1945 the two water tanks were removed from the locomotive and used as diesel oil tanks in the powerhouse. In 1949 she was scrapped, dismantled and shipped by boat late in the same year.

STANDARD GAUGE:

Road number	Builder	Year built	Serial number	Wheel arrangt	Engine weight	Steam pressure	Note
1	MLW	1910	48736	2-4-0	44,000lbs	150	1
2	Heisler	-	-	4 + 4	90,000 "	150	2
3	Heisler	-	-	4 + 4	100,000 "	160	3
4	Baldwin	1913	-	4-6-0	140,000 "	170	4
5	-	-	-	2-6-0	150,000 "	150	5
none	Gas-motor locomotive Mechanical with side rods			"B"	26,000 "	120 HP	6
none	Alco	1911	48414	Steam shovel			7
none	Industrial Bay City Michigan USA	1927	-	Steam crane	Capacity 33,000 lbs		8

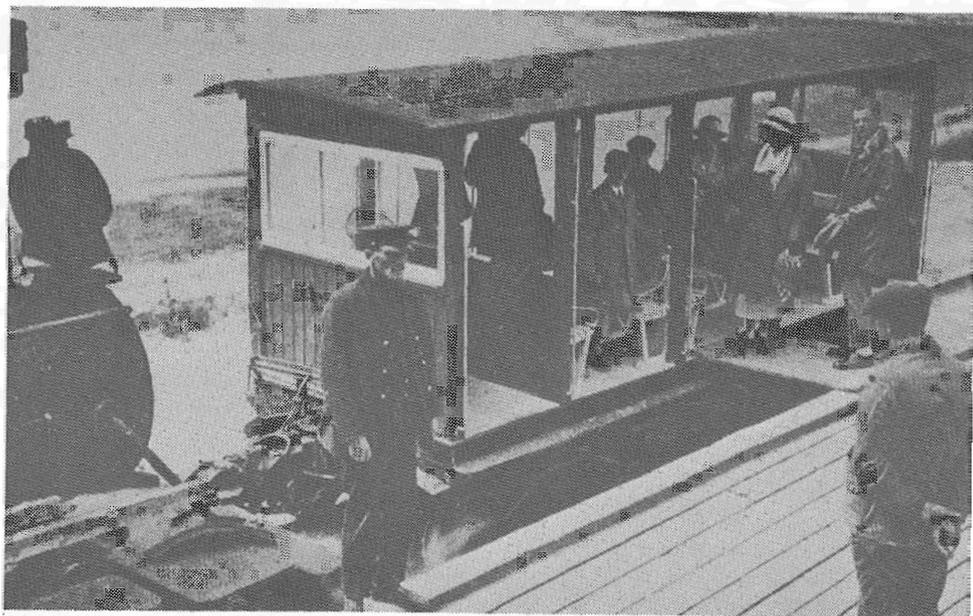
Note 1.- Arrived new at Port Menier late in the fall of 1910. Had only 4 wheels under the tender and was wood burning. In 1912 she was converted to coal burning and 2 regular 4 wheels trucks replaced the former 4 wheels under the tender. Work was done at Port Menier locomotive repair shop. Was in active service until 1936 and mainly used as switcher in Port Menier village. Scrapped, dismantled in 1939 and shipped by boat in December of the same year.

Note 2.- That engine arrived not new but nearly new at Port Menier in 1912 or 1913. (more likely in 1912) Was in active service until end of 1921. Stored from end of 1921 until 1926. In active service again from 1926 to the end of 1930. Scrapped, dismantled at Port Menier in 1939 and shipped by boat in December of the same year.

Note 3.- Arrived new at Port Menier in 1912 or 1913. (more likely in 1912) was in active service until 1923. Stored from 1923 to 1926. In service again from 1926 until 1934. Scrapped, dismantled at Port Menier in 1939 and shipped by boat in December of the same year.

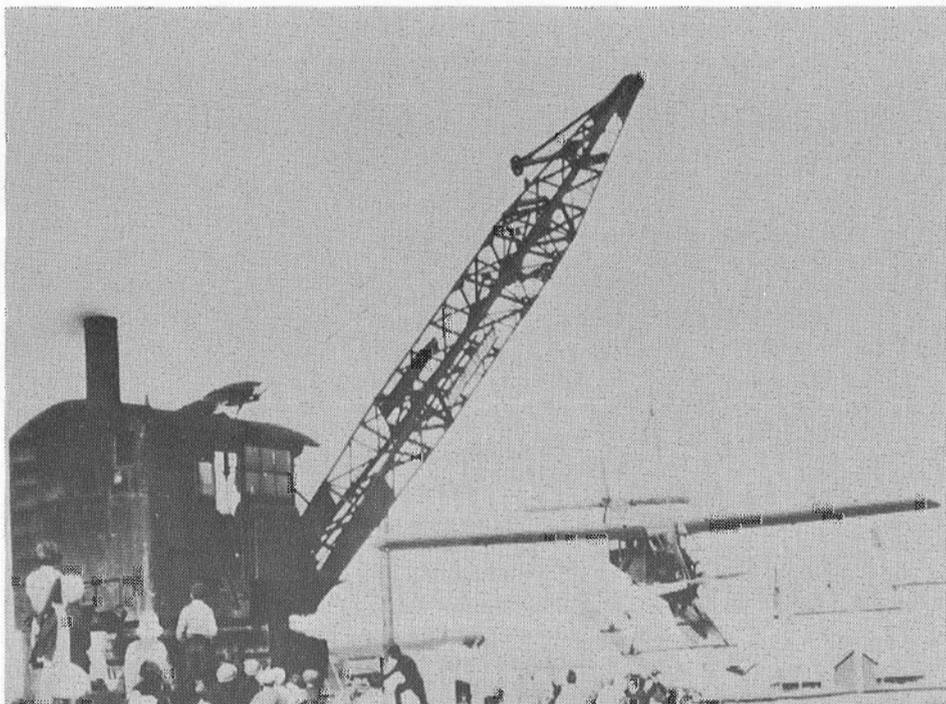


The tracks at the end of the wharf and on the breakwater about 1922. Collection, Roger Samson.

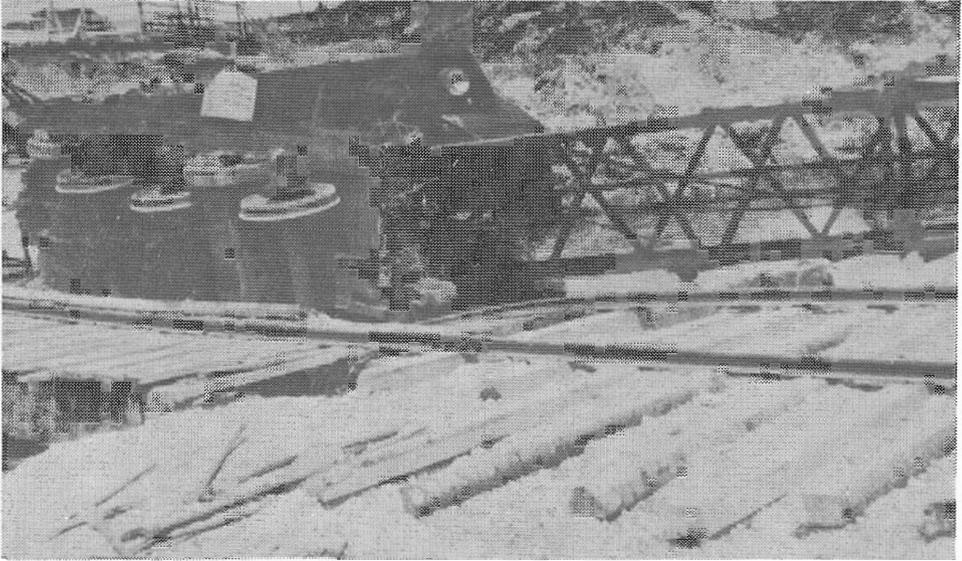


Engine No. 1 ready to push the passenger car about 1925. The man in uniform is chief policeman Francois Vezina. Inside the car is Georges Menier (one of the two sons of Gaston Menier) with his wife, four children and the nurse. Collection, Lionel Lejeune.

- Note 4.- Arrived new at Port Menier in 1913 and was in service until December 1919. Stored from December 1919 until 1926. In active service again from 1926 until to the end of 1930. Scrapped, dismantled at Port Menier in 1939 and shipped by boat in December of the same year.
- Note 5.- That locomotive was the former number 14 bought from the "Quebec and Lake St. John Railroad" and she was assigned on passenger trains between Quebec City and Lake St. John Que., while on that railroad. The size of her cylinders was 17 X 26 and the height of her drivers was not less than 65 inches. Arrived at Port Menier in 1917 in poor condition. After boiler repairs she was in active service until the end of 1918. Stored until 1926. After heavy boiler repairs and a new cylinder built at Port Menier locomotive repair shop in 1926, she returned in active service until end of 1930. Scrapped, dismantled at Port Menier in 1939 and shipped by boat in December of the same year.
- Note 6.- Arrived second-hand at Port Menier from E.B. Eddy Co., of Hull Que., in 1929 or 1930. Had a gas-motor of 120 HP, but one year later the motor got out of service and was replaced with another gas-motor of 100 HP. Was in active service until fall of 1947. Scrapped, dismantled at Port Menier in 1949 and shipped by boat the same year.



A steam crane of the Anticosti Railway lifting a seaplane in the early 1930's. Collection, Lionel Lejeune.



The Anticosti Railway steam crane lying on its side after falling into the Port Menier canal in 1946. It was built By Industrial of Bay City Michigan, U.S.A. in 1927, and had a capacity of 33,000 lbs. After this accident it was dismantled, and the parts were shipped out by boat in 1949. Collection, Lionel Lejeune.



A general view of Port Menier around 1935. Some points of interest are indicated on the photo by numbers: 1 Power House. 2 Company's office. 3 Car Shed. 4 Roman Catholic church. 5 General Store. 6 Meat market and cold storage. Track passed underneath snow shed. 7 Main warehouse. 8 Hotel. 9 Club room. 10 Village water tower. 11 Engine house and engine repair shop. 12 Convent. 13 Port Menier canal (man made).

Note 7.- Arrived new at Port Menier in 1911 and was in active service until 1920. Scrapped, dismantled at Port Menier in 1939 and shipped by boat in December of the same year.

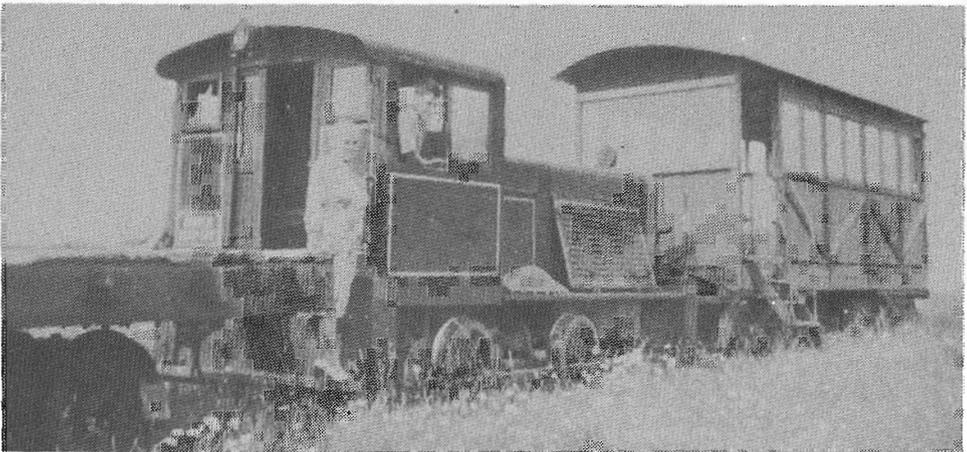
Note 8.- Arrived new at Port Menier in 1927 and was in active service until she fell on her side in the canal of Port Menier in the summer of 1946. Scrapped and dismantled in the canal and shipped by boat in 1949.

In 1939 were also scrapped, dismantled and shipped with the above listed locomotives and steam shovel, the followings; The metal of 60 wooden flat cars, 5 steel flat cars, 10 pulpwood dump cars, 10 gravel dump cars and a length of about 27 miles of rails for a total of 4000 tons of scrap metal.

The remainder of the rolling stock comprising the gas-motor locomotive, the steam crane, 10 steel flat cars and the little passenger car (home-made at Port Menier) have been kept in active service until the fall of 1947. (Except for the crane wrecked in the summer of 1946) The construction of a wide gravelled road which commenced in the summer of 1946 gradually replaced the tracks until completed in the fall of 1947, putting to a end of the Anticosti Railway.

In 1949 all the rolling stock has been scrapped, dismantled and shipped by boat the same year together with the rails and the french Decauville narrow gauge locomotive.

The only keepsakes left on the Island from the railways are the 2 water tanks removed from the Decauville locomotive and now in the powerhouse, and the old scrapped cylinder from engine number 5 which lies at the foot of the little hill back of the Port Menier village and is almost out of sight, no doubt left there because unseen or forgotten by the dealer in scrap.



The gas-engine locomotive of the Anticosti railway with a passenger car and steel flat car in 1945. This locomotive was a type "B" with side rods, and was purchased second-hand from the E.B. Eddy Co. of Hull Que. in 1929 or 1930. In service until the Fall of 1947, it was scrapped in 1949. Collection, Roger Samson.

Wayfreights

by Kenneth A.W.Gansel

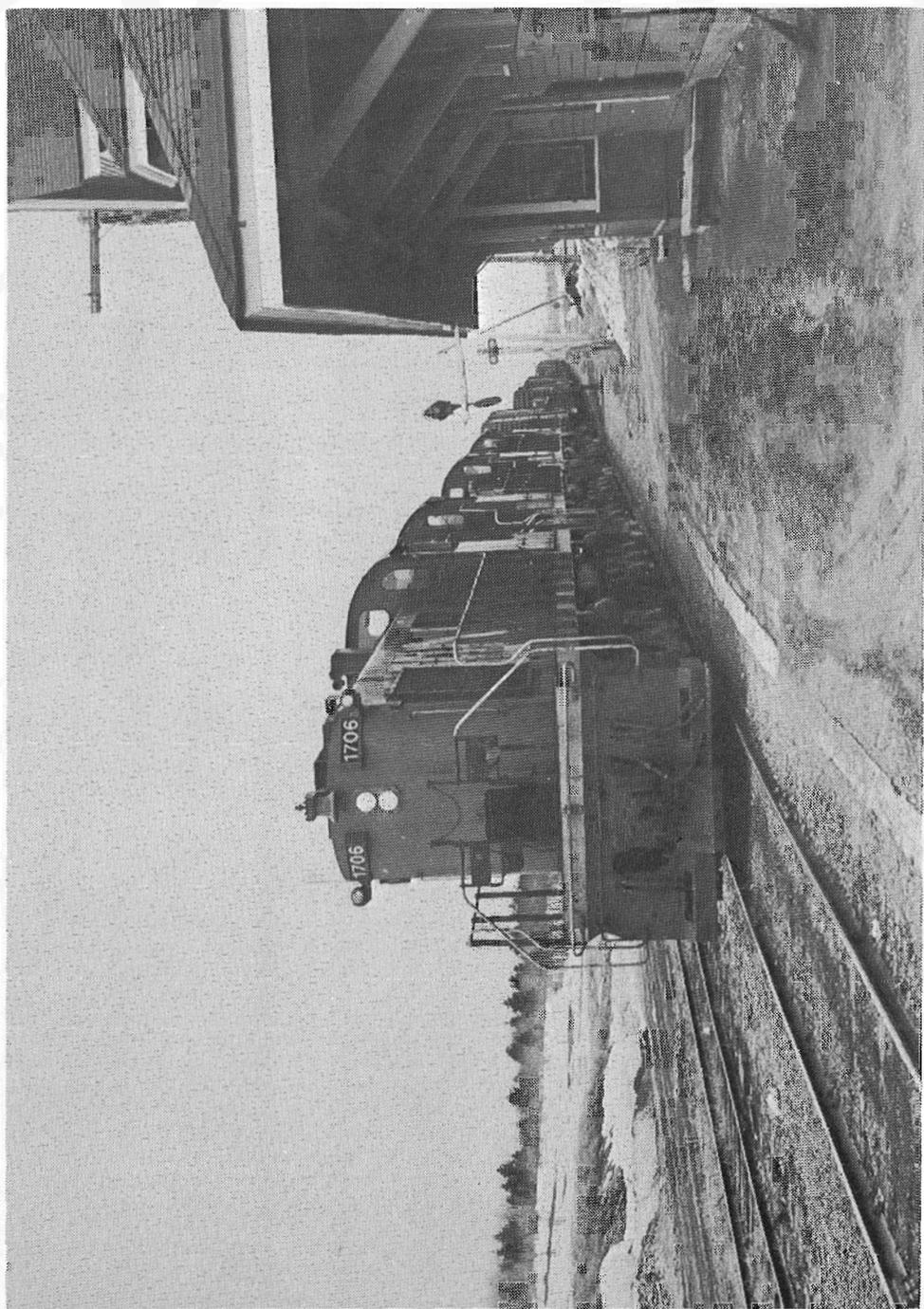
This is the story of two wayfreights on the Canadian National, one which operates in Northern New Brunswick and the other in La Have river valley of Nova Scotia.

The first wayfreight is known as the "St. Quentin Turn", and operates Tuesday, Thursday and Saturday from Edmunston, N.B. to Campbellton in the Eastbound direction and returns to Edmunston on Monday, Wednesday and Friday. The day I chose was the Saturday, and it was a typical late April morning, with fog and light rain. I had checked with car-control the night before and was told that the train would depart at 06:00. Well it being a Saturday and the crew anxious to get home, the train left at 0515. Well with a mad dash up the Trans-Canada to St. Leonard and then East on the road to St. Quentin. On arriving at St. Quentin, and after careful examination of the tracks, one came to the conclusion that the train was not by, so the waiting game starts. During the 30 mins. of waiting, I looked over the employees time table and top maps for any interesting locations, then decided to go on East to Kedgewick.

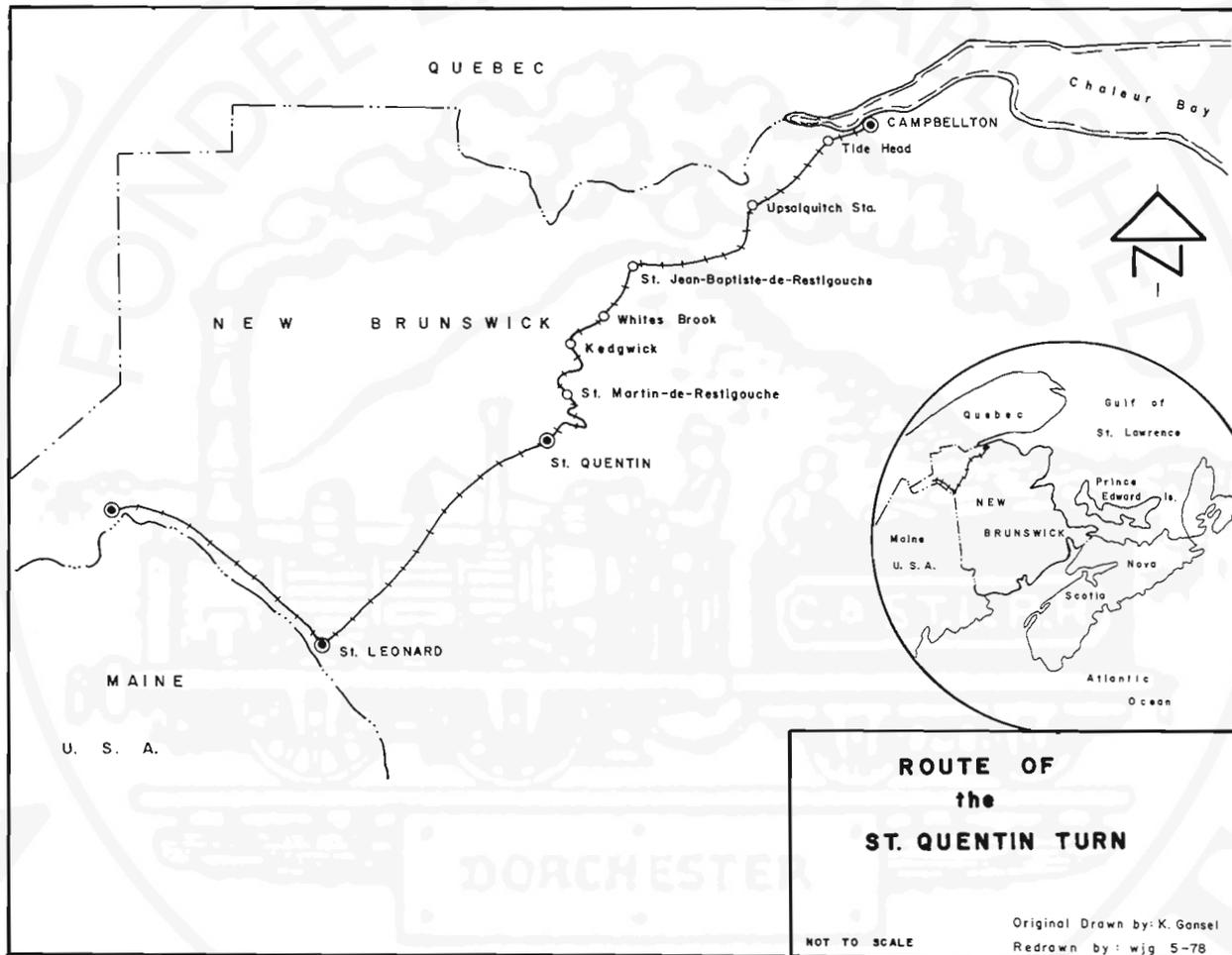
There is a spot between St. Quentin and Kedgewick called 'St. Martin-de-Restigouche' where the line looks like a large snake. However, the roads were closed to other than a 4-wheel drive jeep. To Kedgewick the drive from St. Quentin takes 15 min. by car and 50 min. by train, from this you can see that the rail line is tortuous.

At 0940, the St. Quentin Turn comes by the station at Kedgewick, just to the East is a large lumber and pulp plant, and if there is work to be done then the train will stop. This mill and the one at St. Quentin are the mainstay of the line. Today there is no work, and the train passes up the mill. So our train of 4 RSC-13's (1706, 1721, 1703, 1710) pushes on through White Brooks, St. Jean-Baptiste-de-Restigouche and Menneval. At Menneval the rail line swings away from the highway. The next good location is Upsalquitch, turn off at Robinsonville. The line has been descending from Menneval along the Grog Brook and comes down to water level at Upsalquitch, crosses the Upsalquitch River and works it's way up the Christopher Brook to Tide Head and the main line into Campbellton.

The line is again away from the highway until it reaches Glencoe and crosses the highway 4 miles from Tide Head. The highway climbs a bluff and a good shot can be had looking down on the train.



Canadian National at Kedgwick, N.B. passing the station, note the old order board. The photograph was taken on 26 of April, 1975.



DORCHESTER

1932

Tide Head is reached by 1130 and is the junction between the St. Quentin Sub-Division and the Mont Joli Sub-Division (main line between Campbellton and Montreal). Here the train stops and the dispatcher in Campbellton is notified that the train wants the signal for the last 5 miles into Campbellton.

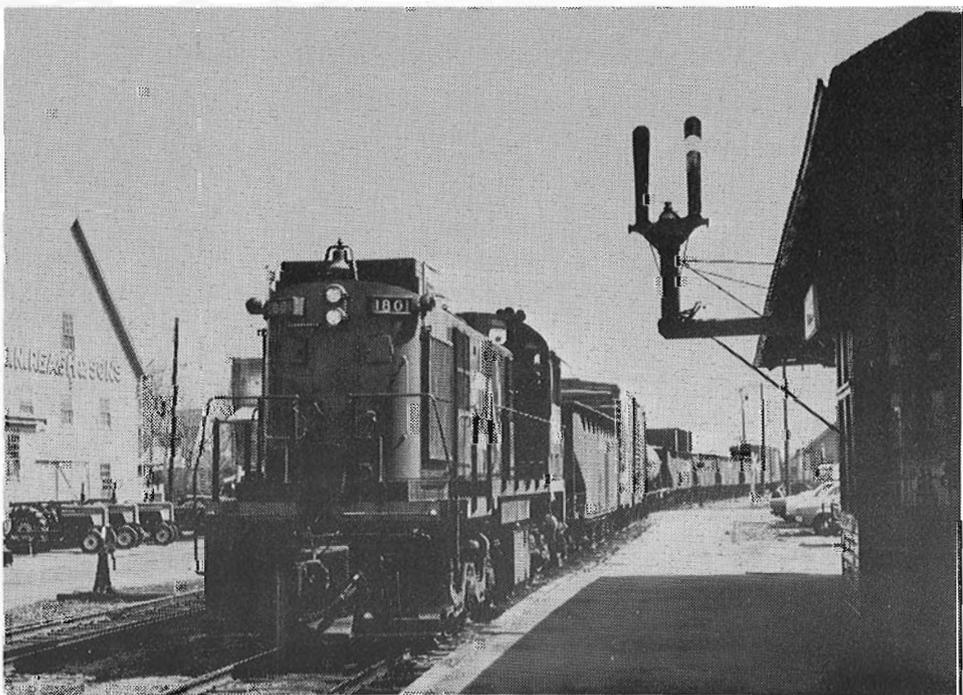
The train has come some 135 miles in 6 hours; when there is work along the line it will take about 8 hours or more. There are two open order offices on the line, St. Quentin and Kedgewick, they are not open on Saturday. The line offers some fantastic scenery and with weight restrictions ONLY MLW RSC-13's (1700's) can run which makes it a worthwhile trip.



Canadian National west of Tide Head, N.B. Locomotives 1706, 1721, 1703, 1710 work their way to Cambellton on April 26, 1975. All locomotives are MLW, RSC-13's.

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The other wayfreight of interest runs from Bridgewater to Middleton, Nova Scotia, it also operates with very unusual power. That being RSC-24's also built by MLW, there are only three left out of the four which were built in 1959 (no: 1800, 1801, 1803). The CN operates from Bridgewater to Middleton and returns on Monday, Wednesday and Friday, and on Thursday to Caledonia, and Tuesday to Lunenburg. We will only deal with the run to Middleton (note that due to weather, I photographed this line on two Fridays, which will account for the different unit numbers).



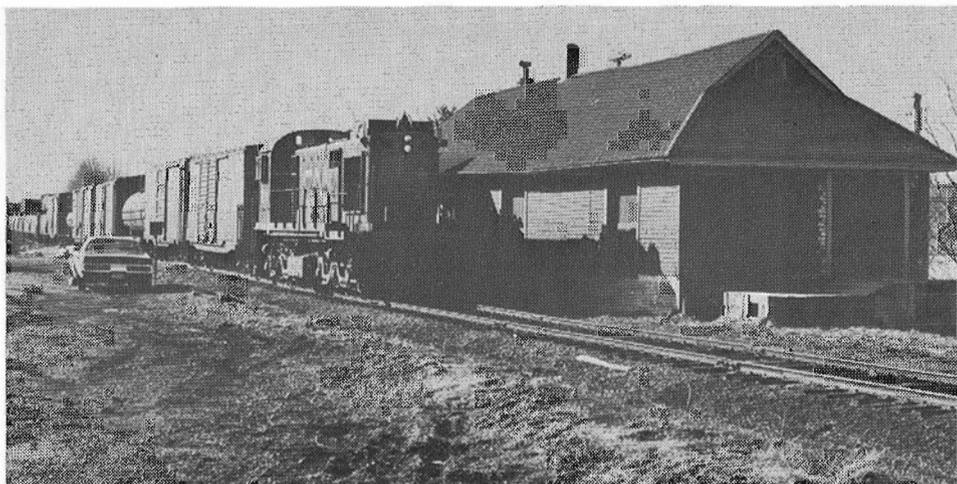
Dominion Atlantic Railway - Middletown, Nova Scotia the CN train is working its way through the town. All photos courtesy of the Author.

The Middleton train is ordered for 0700 at Bridgewater and gets under way by about 0720, the train will have about 12 cars, which are waiting in the yard having been made up the evening before by the yard crew. The train will take the East bank of the La Have River and the highway (#10) the West bank for about 5 miles at which time the highway comes alongside of the railway. Union Square, Wentzell Lake offer some good photo locations to capture this train working it's way to New Germany. There is no work done along the line until it reaches New Germany, also the junction for the Caledonia line, there is still an operator at New Germany but he tells us that the station will soon be closed.

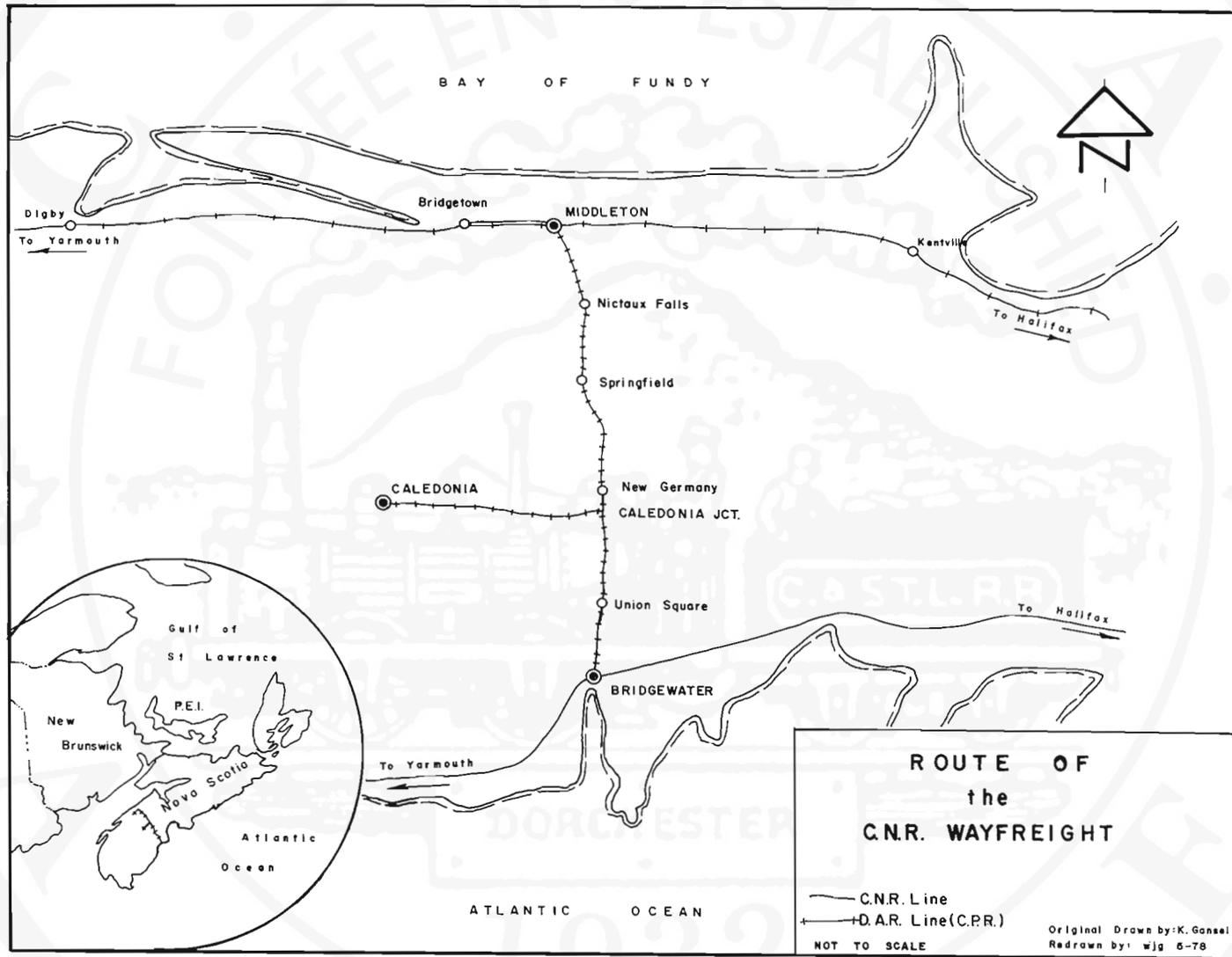
There is quite a grade into New Germany and the train roars by at 8 MPH. New Germany is reached by 0810 and the engine sets out to pick up a car from the feed mill. And after 10 mins. at New Germany the train is off for Middleton. Some of the rail used on the Middleton Sub is 65 lbs., (c. 1887) and for that reason the RSC-24's are used, CN is in the process of replacing some of this rail with 100 lbs.

After Springfield, the line leaves the highway and runs through the bush for some 20 miles. Then comes alongside of the highway at Nictaux Falls, and here an excellent photograph can be had. From Nictaux Falls to Middleton is only 5 miles and the line is rather flat but does cross the Annapolis River over a double span truss bridge.

Middleton is reached by 1030 and the train will spend an hour or so switching the various business cars here. On some days the train will proceed to Bridgetown 13 miles Southeast of Middleton. However, money making is in Middleton. And also CPR cars are left for the DAR (those for DAR points). The train is on it's way back to Bridgewater by 1200 or so. If one is a visitor to Nova Scotia, the Middleton Sub offers, unusual motive power, great scenery, and typical branch line operation.



CN- New Germany, Nova Scotia coming by the station on the 2nd. of May 1975.



ROUTE OF
the
C.N.R. WAYFREIGHT

— C.N.R. Line
 + D.A.R. Line (C.P.R.)
 NOT TO SCALE

Original Drawn by: K. Gansel
 Redrawn by: wjg 6-78

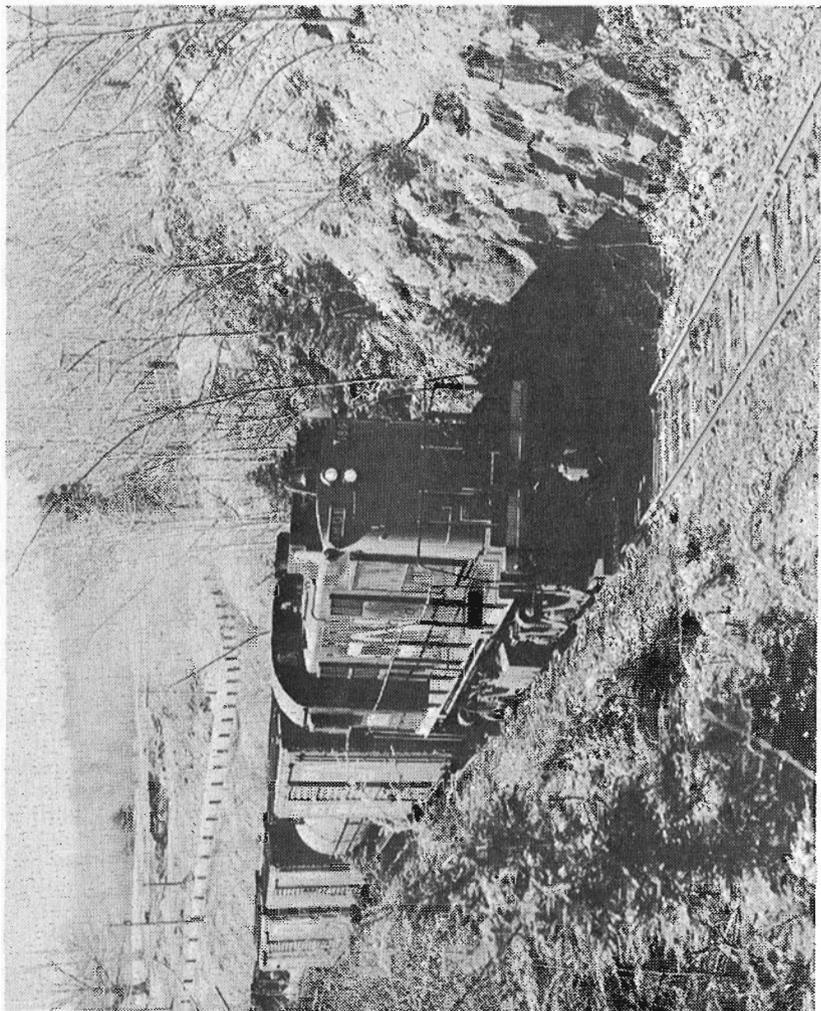
As an aid to people interested in following any of these two wayfreights the following topographic maps will be an asset, they are for:

St. Quentin Turn: CAMPBELLTON 1:250,000 No: 21-0 \$1.50
Middleton, N.S. : ANNAPOLIS 1:250,000 No: 21-A \$1.50

and are available at:

Information Canada,
or Canada Map Office
615 Booth Street
Ottawa, Ontario

add \$0.50 when ordering from Ottawa for handing charge.



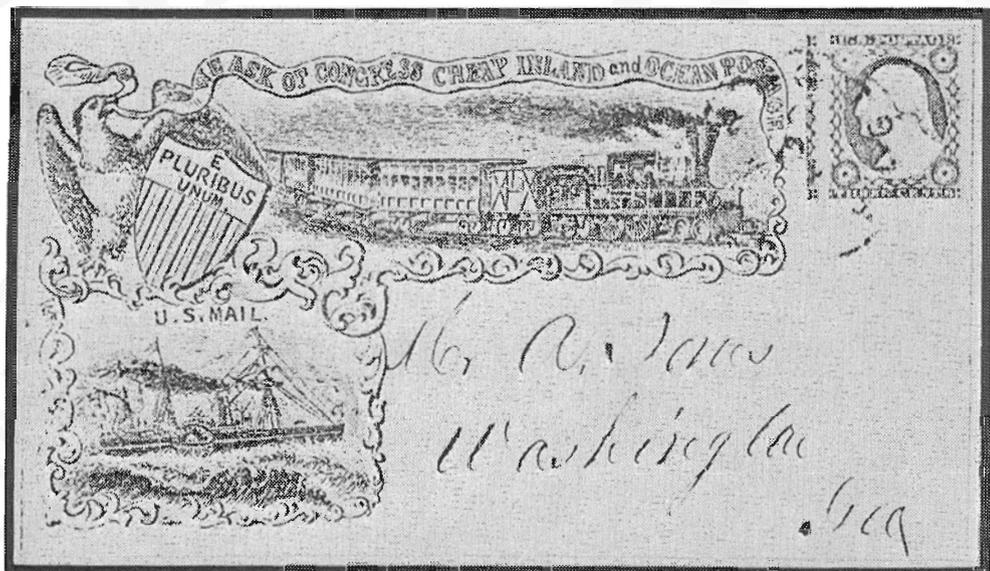
CN-Nictaux Falls, Nova Scotia, XN 1801 an RSC-24 photographed by the Author on the 2nd. of May 1975.



The business car

RAILWAY PART MAKERS ASK FOR TRADE SYSTEM SIMILAR TO THE CURRENT auto pact. Canadian manufacturers - Hawker-Siddeley Canada Ltd. of Thunder Bay; Bombardier Inc. of Montreal; and Vickers Canada Ltd of Montreal feel they are being discriminated against by the United States 'Buy American' rule. The U.S. Surface Transportation Assistance Act of 1978 requires that passenger rolling stock purchased with U.S. federal aid must have at least 50% U.S. content and that final assembly be done in the U.S.A. The Chicago cars manufactured by Bombardier have 78% U.S. content which is no problem; however the final assembly clause will foster inefficiency and create increased costs. The companies would be willing to have Canada drop its tariff in the field if the United States will waive its so-called 'Buy American' rules. The companies have threatened to cut the U.S. content down to the 50% level if the U.S. government refuses to budge. (Globe and Mail).

PROVINCE'S RAIL SYSTEM UNDER REVIEW. A nine-member task force headed by former Cabinet Minister Mrs. Margaret Scrivener (M.P.P. St. Davids) was announced Jan 30th to study the future role of rail in Ontario's integrated transportation system. The goal is to provide a provincial perspective on rail transportation in the province, and to examine the existing system, identifying changes required for the effective movement of people and goods as a means of enhancing the social and economic development of Ontario. Questions to be answered include: the railway role, existing railway inventory, railway technology, energy, financial, environmental, jurisdictional and others. (O.T.F. on P.R.P.). The ministry of transportation and communications is currently studying: (1) Toronto Area Transit Operating Authority (TATO) including GO TRANSIT train extension to Oshawa, and (2) a study of the potential for electrifying parts of the GO TRANSIT system. These two studies will also be provided to the Scrivener Task Force. (Globe and Mail).



THE ENGINE ON THE STAMP - - FOLLOW UP

Sad to say, gremlins got into our type and changed the meaning of the conclusion of the article "The Engine On The Stamp" in the January issue. On page 18, line 40, the words: "unlikely to have been one of the two of 1854" should read: "unlikely to have been one of the four later engines, but was probably one of the two of 1854". The editor regrets any confusion that this error may have caused.

Since the article appeared, our member Mr. Andrew P. Nimmo has sent the above picture of a rare U.S. envelope. While no date is visible, the stamp is of the issue of 1851 which was demonitised at the start of the Civil War in 1861. The great similarity of the engine on the envelope to that on the 1860 New Brunswick stamp is too great to be a coincidence. Possibility they were both based on an earlier engraving such as one by Currier and Ives, in which case the engine would not be Canadian. So pending further data turning up the question is still open.

CANADIAN LIGHT RAIL VEHICLES (C.L.R.V.) went south of the border March 3rd. (rather 2 on the 3rd. and one several days later) for demonstration and evaluation by the Massachusetts Bay Transportation Authority (MBTA) in Boston for a 90-day period for which Urban Transportation Development Corp. Ltd. (UTDC) will receive \$500,000. These cars will be in revenue service on MBTA's system. Hopefully these demonstrations will prove satisfactory and lead to an early order for CLRV's. (UTDC).

C.T.C. WITHHOLDS APPROVAL OF A BID BY CONRAIL TO TAKE OVER PROPERTIES: The properties are: Canada Southern Railway, The Detroit River Tunnel Co., The Niagara River Bridge Co. all located in Southwestern Ontario; and the St. Lawrence and Adirondack Railway in Quebec, all presently held by the trustees of the bankrupt Penn Central Transportation Co. and the Michigan Central Railroad. The Consolidated Rail Corp. of Philadelphia (CONRAIL) applied to the Railway Transport Committee of the Canadian Transport Commission (R.T.C. - C.T.C.) in 1976 to acquire the four properties and hearings were held in March 1977 in Toronto and Ottawa.

The C.T.C. in withholding approval suggests that CONRAIL has not behaved as a good corporate citizen since it took over the operation on an interim basis in 1976. The C.T.C. indicated that CONRAIL has been diverting trains from Canada Southern lines to CONRAIL lines in the U.S. at the expense of the Canadian operations and Canadian rail workers (53 have lost their jobs). The C.T.C. suggested that this action could be the prelude to abandonment of the 225-mile double-tracked line - also questioned was CONRAIL's financial reporting. The C.T.C. directed CONRAIL to: (1) continue to operate the properties in the public interest on an interim basis, but under C.T.C. surveillance; and (2) directed CONRAIL to file a plan within 90 days on how it intends to improve the operations of these properties. The ruling in effect directs CONRAIL to operate more trains over the Canada Southern which currently runs only a local daily freight train. Also the C.T.C. stated that CONRAIL is not supplying adequate service to Southern Ontario grain farmers.

The traffic diversion has also had a deleterious effect on the viability of the Canada Southern, and C.T.C. investigation has showed that the Canadian companies are profitable, except for the Canada Southern which might also be profitable were it not for the traffic diversion. The 3.2 mile Detroit River Tunnel connects CONRAIL's U.S. lines to Canada Southern at Windsor; also it is an important gateway for Canada - U.S. rail traffic used also by C.P. Rail, C. & O., G.T.W., and D.T. & I. who pay \$22.00 per rail car for moving through the tunnel, versus \$60.00 per car for floating by rail barge. The Niagara River Bridge Co. is an international bridge between Niagara Falls N.Y. and Niagara Falls Ont. and provides CONRAIL and C. & O. with access to Buffalo. The St. Lawrence and Adirondack operates 57 miles of owned or leased track between Malone and Massena N.Y. and Adirondack Jct. Que. near Montreal which is reached by track-age rights over C.P. Rail. The Chesapeake and Ohio (C. & O.) has operating rights over the Canada Southern for up to 6 trains a week between St. Thomas and Niagara Falls, and over a six-mile section east of Windsor.

The C.T.C. also refused an application by minority shareholders of Canada Southern to order cancellation of the 999-year lease to Michigan Central and for restitution and damages, because C.T.C. lacked jurisdiction, and it was a matter for civil suit. (Globe and Mail).

OSCILLATING AND STROBE LIGHTS on any Canadian locomotive or RDC etc. have been ordered, by the Canadian Transport Commission, to be removed immediately. This reversal, after 27 years, is because it was found that rotating lights and flashers as used on RDC's by C.P. and C.N. have a hypnotic effect on those running these units. (The Marker - A.P.R.A.).

CALGARY POWER JOINED THE RANKS OF COMPANIES WHICH OWN SPECIALTY cars when it took delivery, in December 1979, of CAPX 1001.

This car, built by National Steel Car Co. in Hamilton has 36 wheels and will be used to transport large and heavy generators and turbines. Calgary Power Co. Ltd. is an investor-owned electric utility which serves much of Alberta, except Calgary and Edmonton.

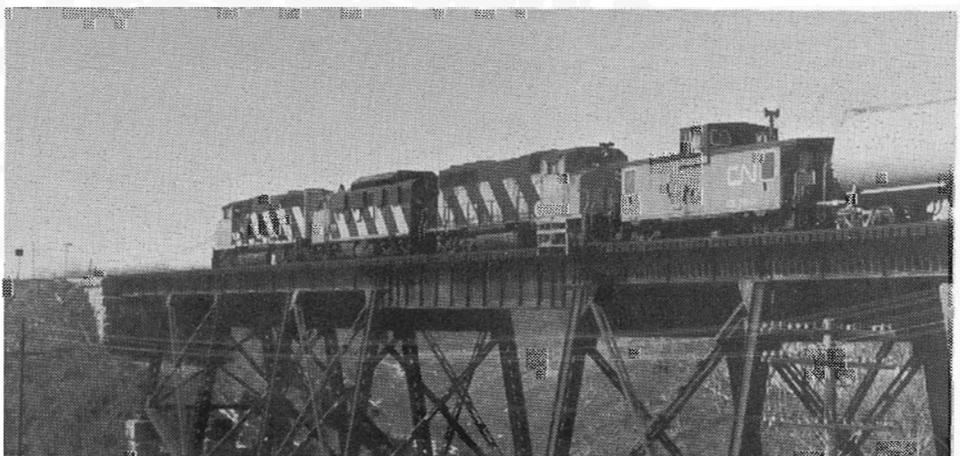
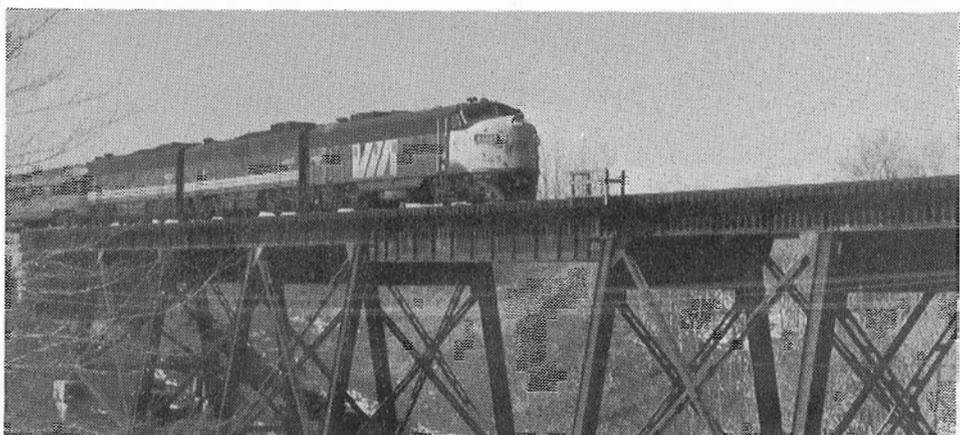
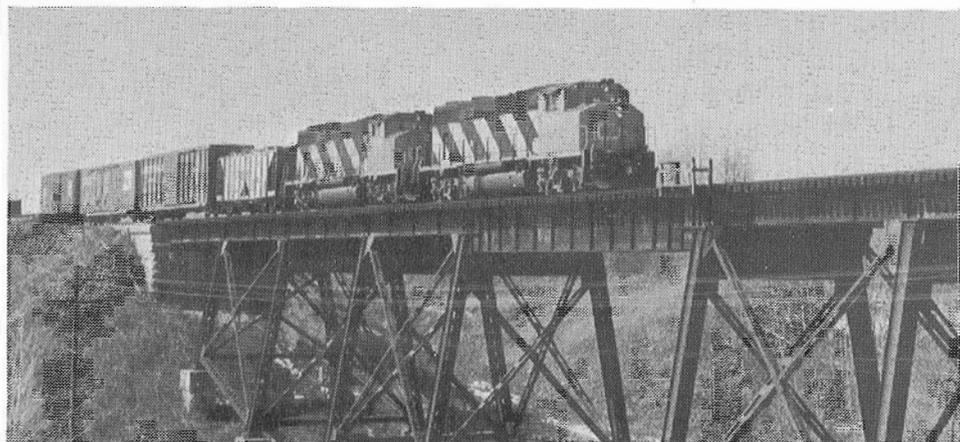
At each end of the car is a conventional heavy 4-wheel truck, a buckeye 6-wheel truck, and two more 4-wheel trucks for a total of 18 axles - 36 wheels, each 36 inches in diameter instead of the standard 33-inch. The car also has an operator cabin with controls.

SPECS:	Capacity	792,000 lbs.	Length	141' 6"
	Load Lmt.	792,000 lbs.	Width	10' 8"
	Lt. Wt.	391,500 Lbs.		

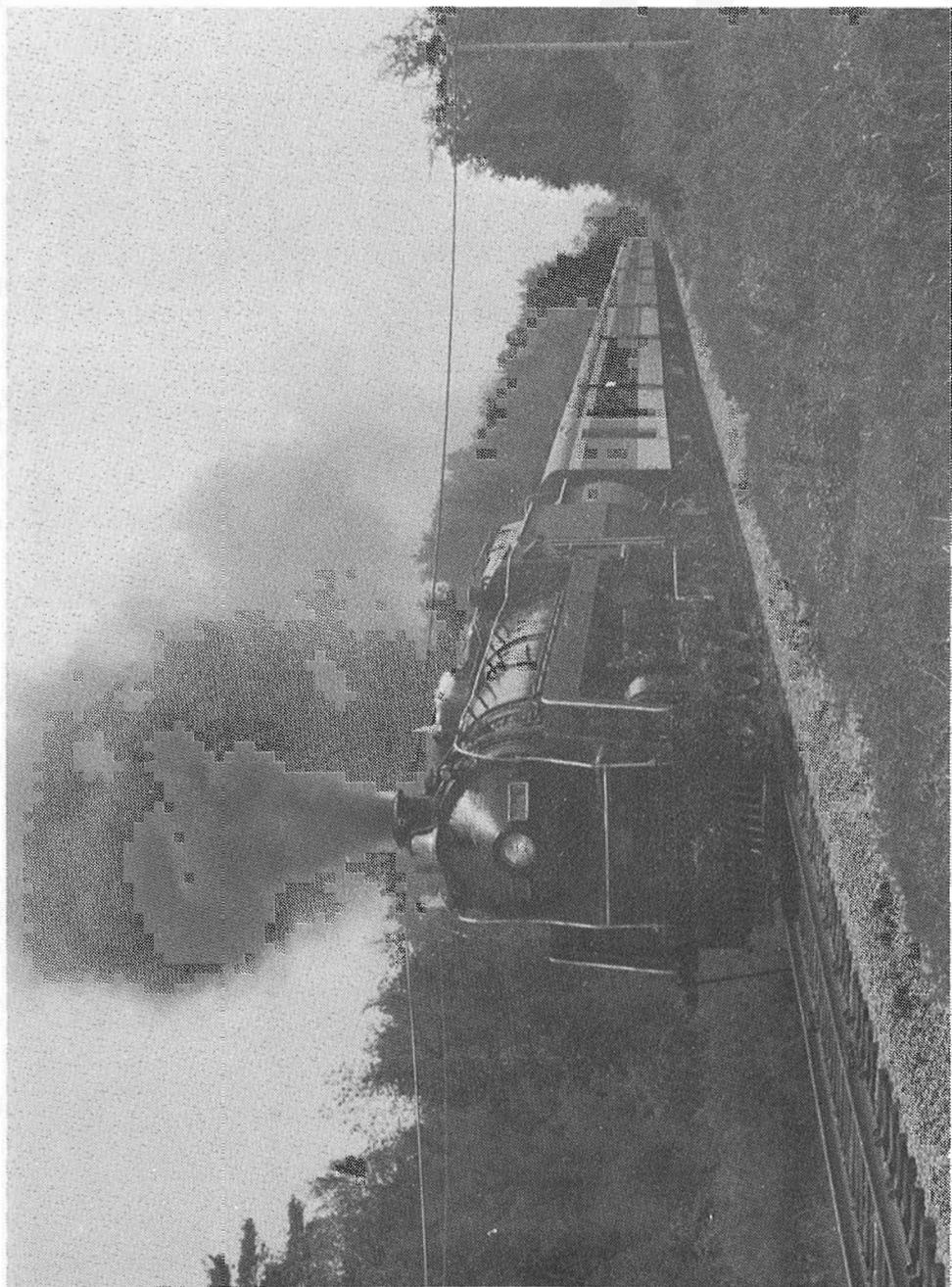
Incidentally, the rival Alberta Power Company used the car to transport a generator from Vancouver to Edmonton. Home point for the car is Calgary Power Ltd. Sundance Steam Plant, Wabamum, Alberta C.N.R. Delivery. (The Marker - A.P.R.A.).



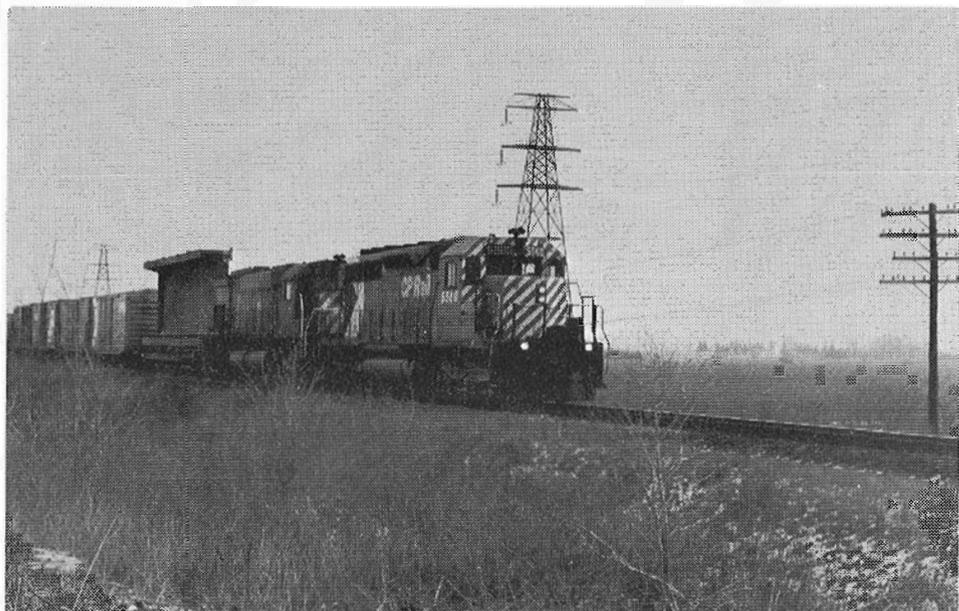
Mr. I.C.Platt of Ingersoll, Ontario was kind enough to submit this interesting photo of Toronto Hamilton and Buffalo No. 402 switching at Goderich, Ontario on 18 July 1979.



Gord Taylor submitted these three photos taken at Waubuno Creek Bridge which is double tracked on March 15, 1980. First we see VIA no. 74 eastbound, then freight No. 422 westbound, note the specially equipped F unit for snowplow service in the lask-up. Last in this series is CN No. 400 eastbound headed up by 9535.



Canadian National's only operating steam locomotive 6060 will be heading West for a yet-to-be determined future. Here we see the famed twin sixties roaring towards the Madoc Road Crossing during railway week celebrations at Belleville, Ontario on May 24, 1978. Photo courtesy of Mr. I.C.Platt of Sydenham, Ontario.



February 9, 1980 saw CP 5560 heading a drag through Chatham, Ontario one car of which contained a high steel load for a bridge under construction at Tilbury, Ontario. Next we see the local CN switcher at London, Ontario, note that the unit has one Can-Car and one Dofasco truck. Our thanks for Gord Taylor for remembering Canadian Rail in his travels.

BACK COVER

Today this location consists of a single track CN siding beneath a massive auto interchange commonly known as 'spaghetti junction'. Back in the early 1950's when Allan Toohey was busy photographing railway action in and around Montreal he captured a westbound Route 91 Lachine streetcar, an eastbound CN commuter train complete with tank engine and wooden coaches as well as the westbound mainline freight just for effect. The location is Ville St. Pierre, Quebec, how times have changed.

MANUSCRIPTS REQUESTED

The Editor's file is becoming just a little thin and your help is requested. As you know all articles that appear in CANADIAN RAIL are submitted by the members for the enjoyment of all. If you have a favorite topic be it steam, diesel or electric, or a particular line that you are researching why not drop us a line. Photos should be black and white and 5 X 7 or larger if at all possible. B&W prints made from color slides should be avoided if possible. May we take this opportunity to thank all those who contribute on a regular basis and we invite you to join in the fun of contributing to Canadian Rail.

Fred Angus
Editor.

