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FRONT COVER:
A GENERAL VIEW OF THE DAMAGED BRIDGE showing the lift span, fortunately raised, hanging precariously over the channel.

OPPOSITE:
The tower of the C.N. Second Narrows bridge, damaged in the October 13, 1979 collision, is seen here with the crane barges in position ready to lift the damaged span.

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60-6100 4th Ave. NE
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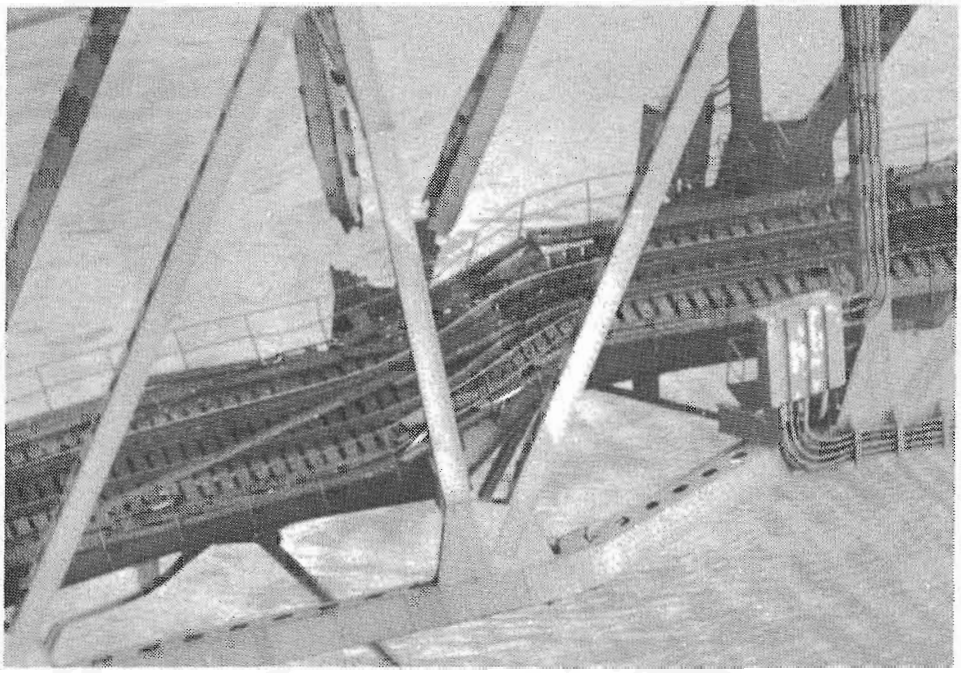
CN RAIL SPAN KNOCK-OUT

by H.E. McGarry

Under certain conditions, conflicting weather systems that occur during seasonal change often create havoc with various forms of transportation, resulting in disruptions in schedules and services. Severe storms of wind, rain or snow are usually somewhat noisy affairs to be tolerated until they move on to another area and movement of man and machine gets back to normal. There is, however, one other example of Natures' tantrums that is quite silent, all enveloping, and at times deadly, sinister. FOG! Where large bodies of water meet continental land masses, as on Canadas' West Coast, a

A VIEW OF THE DAMAGED TOWER soon after the collision. This view will give some idea of the problems faced in repairing the bridge



A VIEW OF THE POINT OF IMPACT showing the damage where the ship's bow struck.

confrontation takes place with resulting loss of visibility. Unless electronic navigational aids are used, manual control of airborne machines (aircraft) or water transport (ships) becomes almost impossible. Virtually no problem exists while aircraft, ships, trains and autos remain stationary, but moving these under zero visibility conditions buys a ticket to disaster.

On October 13, 1979, early evening hours of darkness had descended. At approximately 7:45 p.m., all but one piece of the puzzle remained to fitted, that of the decision by the Captain and Harbor Pilot of the 24,500 ton Japanese freighter, Japan Erica to leave port of Vancouvers' inner harbor of Burrard Inlet while the area was wrapped in heavy fog.

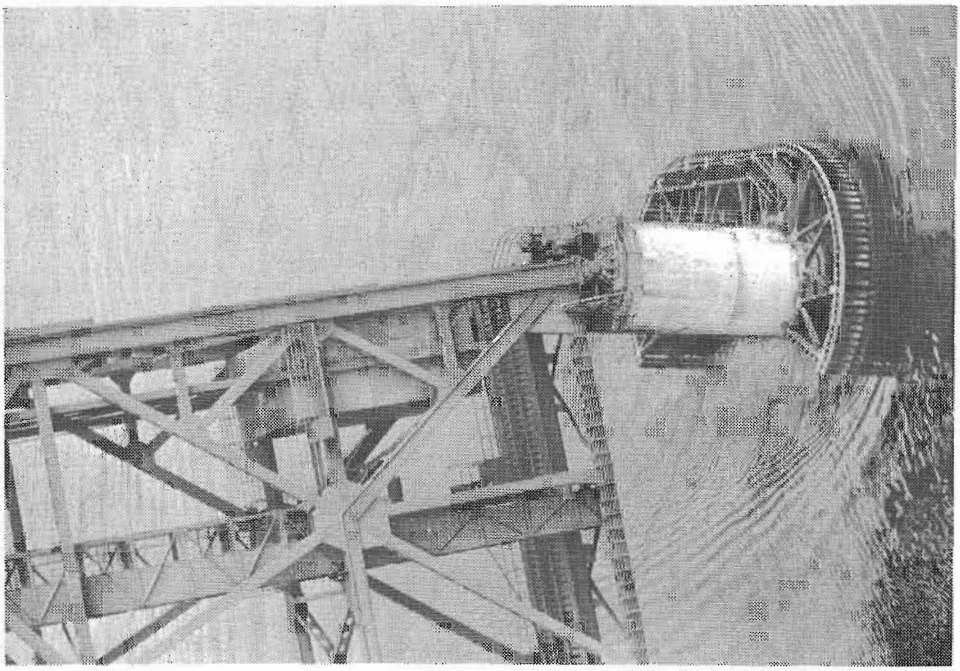
The ship loaded with a cargo of logs attempted to negotiate the narrow passage between the towers supporting the raised lift span of CNs' vital rail bridge which carries between 750-1000 carloads daily to and from the Port of North Vancouver. This is the normal ship traffic route from that area. The Federal harbor traffic officer on duty receives the order by radio that the ship will be moving out, but does not have the authority to overrule the decision. The bridge operator employed by CN then has no choice but to raise the lift span, and the rest is in the lap of the gods.

If the foregoing appears to be overdramatizing the events, consider the end result. Repair costs to CN, and alternate transportation charges paid by port members were well in excess of $10 million, plus loss of revenue from valuable export shipments.

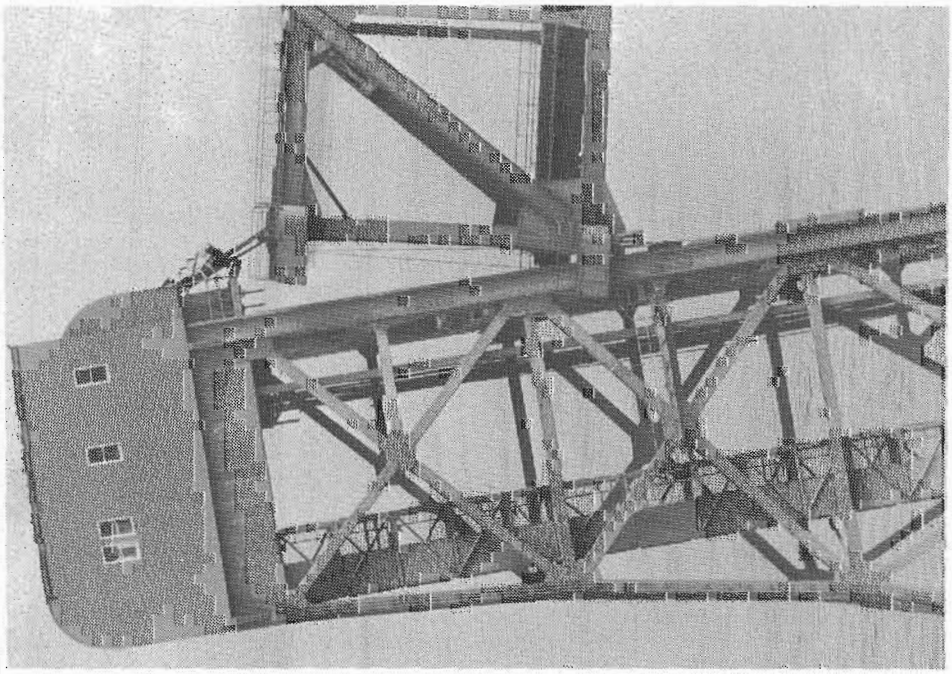
Because of extremely poor visibility, a crewman was stationed at the bow rail to relay steering directions to the pilot. Two towers, north and south, contain vertical guide rails and massive pulley blocks to carry the heavy cables supporting the lift span. It is necessary for a ship to maintain enough forward momentum for steerage response from changes in rudder alignment, but as the intervening distance was rapidly closing, the stationary span on the northerly side of the north tower was sighted as being in the direct path of the ships' bow.

The verbal instructions came too late to avoid collision at 7:58 p.m., and the point of contact was roughly 1/3 along the length of the stationary span which took on a severe bend before having one end knocked from its' anchor position on one side of the north tower, and dropping into the water where it settled to the harbor bottom as shown in the photos, while the north tower came to rest looking like the leaning Tower of Pisa. The Pilot ordered both anchors dropped in a desperate effort to stop, but the action came too late. Sometime later anchors were raised and the ship moved astern to mid channel to await daylight and safer navigation conditions. Authorities ordered ships' owners to post a $10 million bond before leaving port one week later for Aberdeen, Washington. A 12,000 volt electric transmission line was severed during the collision causing power failure in a wide area on the north shore. Harbor officials closed the channel to deep sea traffic because of the potential hazard of the lift span which remained in the raised position.

NORTH END OF STATIONARY SPAN after being knocked from its anchor pins



NORTH TOWERS STILL ANCHORED but looking like the Leaning Tower of Pisa



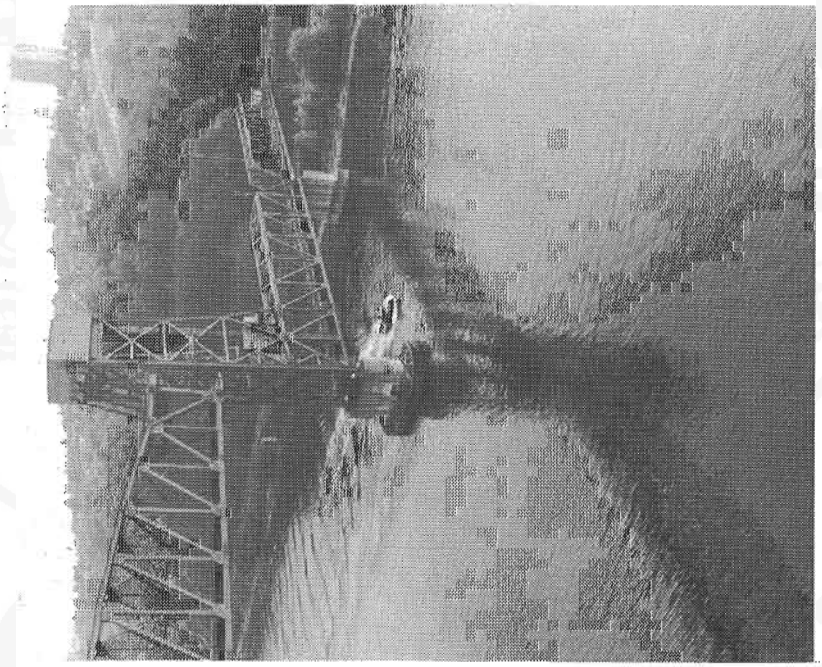
LIFT SPAN AND LEANING NORTH TOWER

The Harbor Pilots' Association have complained for some time of a critical gap in the radar detecting system, and that it should be corrected with installation of a RACON BEACON on the bridge to pinpoint the towers and thereby indicate to proper exit passage.

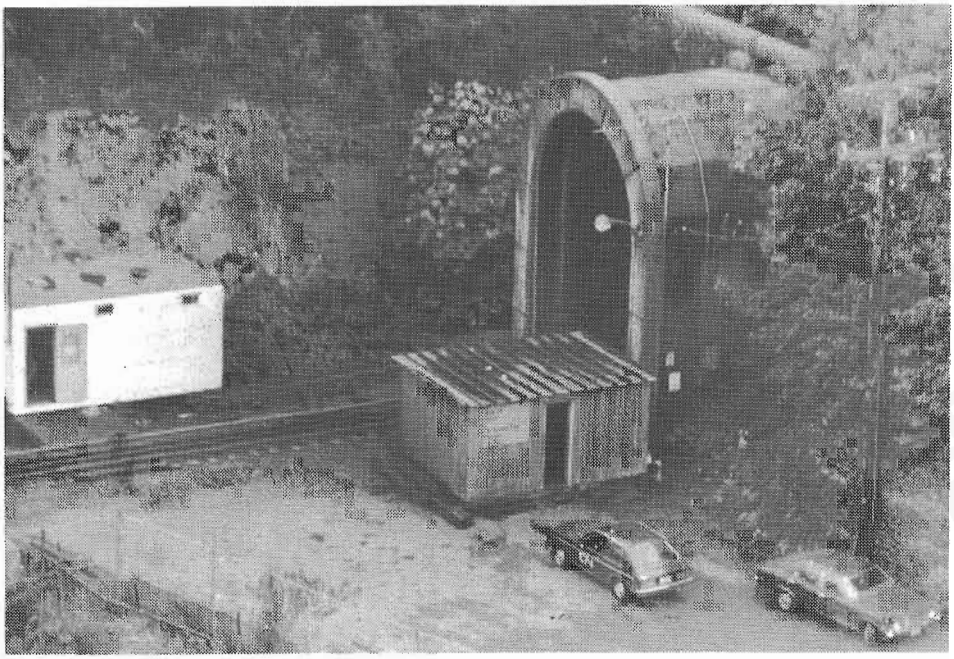
The Second Narrows crossing of Burrard Inlet in Vancouver, British Columbia is occupied by a 6-lane highway bridge and the closely paralleling rail bridge equipped with centre lift span. The route originates at Willingdon Junction which was spliced into the double track Burlington-Northern/Canadian National main line and opened for use in late 1969. Beginning near the junction, an 11,235 tunnel was excavated beneath the rocky terrain in North Burnaby to exit on the steep shore line of Burrard Inlet, some distance above the main line of CP RAIL which traverses the shore line at water level. The tunnel-bridge complex replaces a low level combination road and rail bridge long ago outdated by todays' traffic requirements. The excellent storage facilities in the Port provide space for stock-piling bulk commodities such as coal from open pit mines in B.C., sulphur from oil producing areas, and potash from Saskatchewan for conveyor belt loading of ships. Saskatchewan Pool Elevators also store and ship grain, one of the prime exports so valuable in obtaining foreigh currency to maintain Canadas' balance of trade. British Columbia Railway also handles export lumber in large quantities from interior mills, which are taken by CN across the bridge to the Junction and interchange with BN and eventually to lumber brokerage points in U.S.A. The economy of several interior B.C. communities was severely affected by the closure.

LIFT SPAN STRETCHED out of alignment with South tower

A CLOSE-UP VIEW SHOWING HOW THE LIFT SPAN was stretched out of alignment with the South tower



NORTH PORTAL OF TUNNEL can be seen at end of bridge

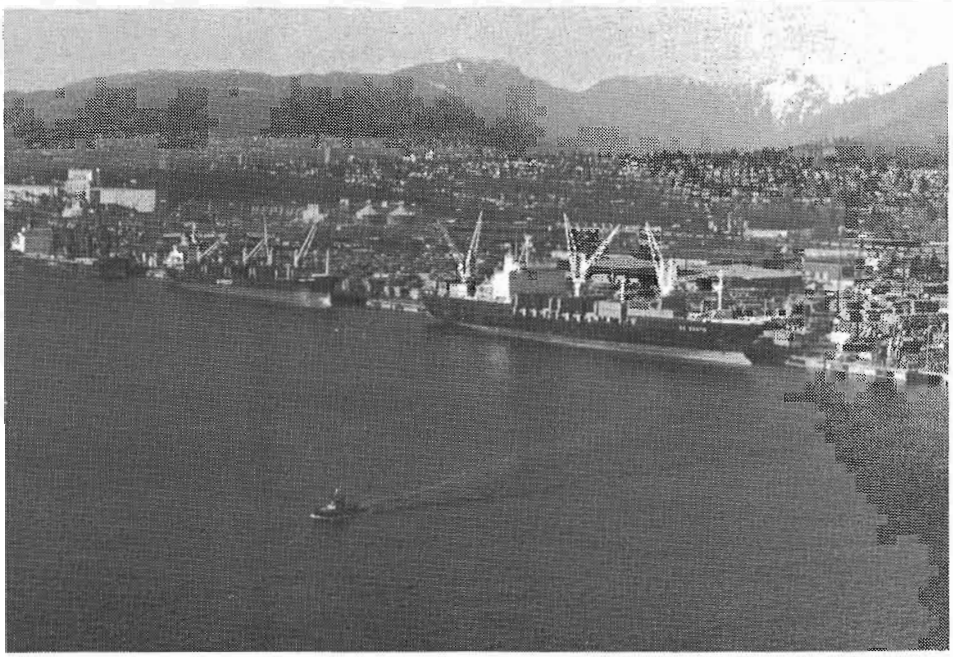


TUNNEL OPENS unto bridge approach

IDLED BY THE CLOSURE the giant arms of the belt conveyor at Neptune are silent, waiting for action

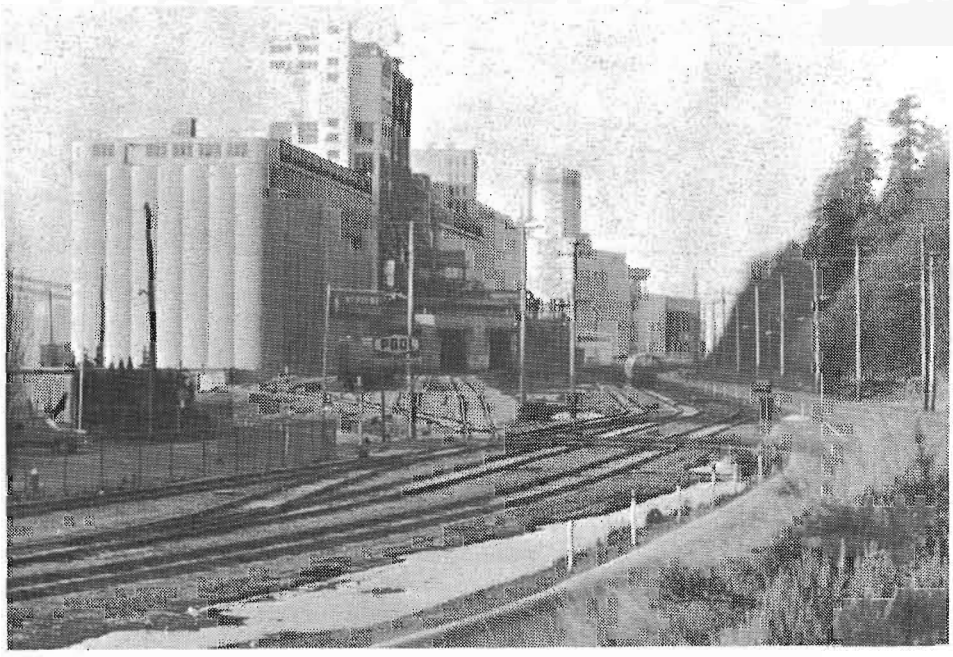
It was proposed that a percentage of the rail traffic could have been handled over BCR via Prince George where there is a CN - BCR interchange. The plan was delayed, however, by strike action on BCR (unrelated to the bridge closure) until late January. Under normal operation, the BCR line is mostly single track with some severe mountain grades of 2%, with the result that additional trains of heavy CN traffic could only be integrated with BCR trains on a restricted basis. End result for major exporters such as Neptune Terminals (coal), Vancouver Wharves (potash, etc), Lynnterm (lumber) and Saskatchewan Pool Elevator was large scale lay-offs or, for some, a complete shut down.

CANRON-WESTERN BRIDGE, who originally built the bridge in 1969, were responsible for the repair contract, estimated at $3 to $5 M, and as engineers completed their assessment of the damage, their estimate for the length of time required to put it back in operation was 15 weeks, making the date roughly end of February. On Jan. 31/80, the damaged span was raised from its' resting place and put in a position to allow dismantling of bent and twisted steel members and replacement with new. By mid-February the leaning support tower had been straightened to its' proper alignment with the still raised lift span. Estimates were to prove nearly correct as the first train moved over the repaired structure at 7:15 a.m., March 4/80 with over 10,000 tons of phosphate rock destined for Edmonton, Alberta. Some additional repairs and adjustments were made during the next several days, traffic permitting.



LYNNTERM AND SEABOARD lumber export terminals, with Neptune bulk loading facility at centre left. Saskatchewan Wheat Pool at far left.

NORMAL CONDITIONS AT NEPTUNE show stock pile of export coal and tank hopper cars on the unloading circuit track



ALSO AFFECTED WAS THE WHEAT POOL where empty leads are clear evidence of the shortage of loaded grain cars

SD-40's C.N. 5085 and 5076 on the double-track main line of C.N. - Burlington Northern in Sapperton B.C. Engines have just uncoupled from leaving interchange traffic at the C.P. Rail junction located here under the Brunette Street overpass

THE CRANE BARGES ARE NOW IN POSITION ready to begin lifting the damaged span

DAMAGED SPAN REMOVED for repair and strengthening.

While the bridge was out of service, Vancouver Wharves was able to move only 60% of its' normal tonnage by alternate routes. The Canadian Wheat Board lost an estimated $100 M. in grain exports through the Wheat Pool Elevators, and Neptune terminals and other major exporters are currently attempting to put their estimate of losses into perspective.

The controversy continues, and several lawsuits are either in progress or pending because uncertainties concerning responsibility in case of accident are difficult to ascertain. For everyone concerned, there was an immediate resumption of effort to resume the flow of traffic, and fervent hopes that a similar recurrence can be prevented.

BY MID-FEBRUARY 1980 the span was removed for completion of repairs and the North tower was straightened on its anchor pins

THE MAKING OF A METRO

by Song Ming

Commuter travel in China? The phrase probably summons up hordes of cyclists, riding up to ten abreast in silent phalanxes, impervious to the presence in their midst of the occasional motor car, weaving an erratic and bewildered course between the serried ranks of handlebars.

Qianmen Station of the Beijing Underground Railway.

Visitors to China will have also noted the concertina-style trolley buses, packed to capacity at rush-hour in the major cities.

But for nine years now, residents in the capital, Beijing (Peking), have had an alternate means of public transportation; the underground railway.

Presently, the Beijing metro caters for some 100,000 passengers a day and covers just over 23 kilometres of track -- but work is underway on two new lines which will treble the existing length of the railway.

And brand-new underground systems are being built in the northern cities of Tianjin and Harbin.

The Beijing metro is a remarkable feat of "self reliant" engineering. Conceived by Soviet advisers in the early 'fifties, the plan was dropped when relations between the two countries deteriorated.

But in July 1965, the Chinese decided to go ahead with the railway on their own.

Temporary highways were constructed along the proposed route to avoid undue traffic disruption and residents living in the path of the metro were evacuated to new housing estates.

Historical and other important buildings were protected from possible subsidence by the use of steel piling with timber lagging boards to retain the excavation -- the same method being used to construct the railway's 17 stations.

Employing the cut-and-cover method in open channels throughout the route, tunnelling was comparatively easy since the land was mostly flat, with low-density building.

The biggest problem was posed by Beijing's relatively high ground water table. Wells had to be sunk to pump out this water along most of the track, though in sections where the water table was low, an open-drainage method was used to save on costly equipment.

In the western suburbs, the railroad crosses a small stream which made it difficult to lower the water table by conventional means, and here the engineers resorted to a cofferdam method, employing steel-sheet piling in the tunnel.

Anti-leakage measures have been so effective that there have been no reported leakages since the system was opened on October 1, 1969.

The ventilation system is designed to remove up to 350,000 cubic metres of air per hour, which means that in Beijing's torrid summers, when the temperature sometimes soars as high as 40 C, the city's metro stations are just about the coolest place to be.

In winter, when the thermometer plummets way below freezing, the temperature in the underground tunnels is a constant 15.8 C.

On either side of the ventilation machinery, walls of noise-absorbent bricks, laid in beehive style, have been installed, cutting the noise level from 120 to 70 decibels.

Concrete track bed was chosen over ballasted track for its ease of maintenance and repair and parts of the sidings have been constructed in the same way.

Current to drive the cars comes from an electrified "third" rail, while three-colour signal devices have been installed throughout the system.

All the equipment used in construction of the railway was manufactured in China, as were the distinctive green-and-yellow passenger cars -- a joint product of the Changchun Rolling Stock Plant in Jilin and the Xiangtan Electrical Machinery Plant in Hunan.

Each car has a driver's cabin so that it can be used as the lead car when necessary.

The four-car trains can carry a total of 744 passengers, with seating capacity for 60 in each car.

Though they can travel smoothly at 80k.p.h., the trains usually run at 70k.p.h. They are comfortable, but excessive noise is still a problem.

The entire operation of the railway is directed from an electronic "nerve centre", with facilities for observing and controlling all the turnouts and signals along the line and masterminding the flow of traffic.

And in case of emergency, the trains are fitted with automatic brake equipment.

Interior view of a coach on the Beijing Underground Railway.

There are three categories of underground station, graded according to location and passenger volume. Some have island platforms, others are double or four-spanned with side platforms.

Design of ticket halls and entranceways varies from station to station, but most feature marble-faced columns and are decorated with murals by famous Chinese painters or examples of calligraphy.

And the bright, fluorescent lighting in the station halls is in vivid contrast with the rather dimly-lit city above ground.

The metro, which starts from Beijing's main surface railway station in the eastern sector of the city and terminates in the western suburbs at Pingguoyuan, near the huge Capital Iron and Steel Works, is operational from 5:30 a.m. to 11:40 p.m. daily, during which time some 200 trains are dispatched from five to ten minute intervals.

Tickets cost ten cents (US $0.04), though there is talk of a fare rise soon.

A new line is now being built, covering a 16-kilometre stretch north from Beijing Railway Station, arcing back to join the present line at Fuxingmen, about halfway along.

And a 13-kilometre branch line linking the new line with the Summer Palace, one of the capital's principal tourist attractions, is also planned.

With the completion of these two sections, the city will be able to boast a totally integrated traffic network, with bus and trolley bus routes linked to the underground railway stations at all major commercial and industrial centres, as well as providing easy access to shopping, entertainment and leisure districts.

China makes no claims to having the most efficient, most extensive or even most beautiful metro in the world, but it is, like so much else in this for-so-long-isolated country, all their own work.

And the experience gained in building this "homemade" railway will prove invaluable as other cities rush to catch up with Beijing in solving the traffic problems which will inevitably result from the current headlong modernisation programme.

ANIMAL CRACKERS

by Nicholas Morant

Prefatory Note.

The September-October, 1969 issue of Canadian Pacific's SPANNER contained the following article by Mr. Nicholas Morant. Mr. Morant is, of course, a very well-known photographer who has, for many years, recorded on film the passage of Canadian Pacific's trains through the "Shining Mountains" of western Canada. However, his accomplishments with the pen have not, until now, been equally recognized and his repute with the flute has not yet penetrated to eastern Canadian musical circles.

The Editor wishes to thank Mr. Pat Donovan, Associate Editor, SPANNER for permission to reproduce this article.

When Old Man Noah, that venerable, whiskered dean of mariners opened up the hatches of the Ark after the Big Rains, he could hardly have realized how many problems he was to unleash for railroaders who were to follow thousands of years later. When those animals came crawling, hopping, galloping, scampering and flying down the slopes of Ararat, it was to be their progeny who were to badger the CP RAIL hogheads, conductors and trainmen of another era.

When the elephants lumbered out from below decks, could the Old Man have realized that their descendants would figure in a train order - "Watch out for elephants approaching Cranbrook"? Twice, the researchers tell me, elephants have put on minor stampedes when debarking from circus trains. Not displays of viciousness, mind you, simply expressions of "joie de vivre" after being locked up in a box car for a day or so. One of these was staged at the Edmonton Fair Grounds and another in the Cranbrook yards. In the latter instance the circus left town short one elephant which went missing and was not found until two years later. It was dead, presumably of malnutrition.

Almost a century ago, P.T. Barnum's famous "Jumbo", primadonna performing pachyderm of the period, was fatally injured in a train encounter near Stratford, Ont. The engine came off badly as well.

A moose was once removed from the lower Spiral Tunnel in the Rockies by a sectionman, a quick-thinking fellow named Jim Dominicis, armed only with a lamp and an iron nerve. He also must have had a strong thumb and forefinger, for he led the animal out of the darkness by the ear.

Should anyone be so foolish as to doubt this story, Jim's superior officer was one Andy Montalbetti, retired roadmaster, now living in Penticton and who will vouch for its authenticity. Not only that, but he'll cap the yarn by adding that, at about the time Jim discovered the animal, there was a train coming down the hill. The two, man and moose, stood back against the wall in the manner approved by all tunnel workers, to let the train go by. Then led by the ear, moose accompanied man to the tunnel-mouth, freedom and safety.

Moose, especially in the Fall, have a world-wide reputation for suicidal truculence. They resent trains passing through their territory.

Some years ago THE CANADIAN, highballing west, encountered a large bull moose near Lake Louise. He refused to move from the track and the train was brought to a halt. A moose carcass underneath the low clearance of a diesel can cause mechanical ructions - so it is no humanitarian impulse that necessarily impels the engineer to come to a stop. The accepted practice for moose removal is to slowly and deliberately push him off the track by sheer locomotive power. So it was in this case and, having lost twenty minutes, the train was on its way again. A note was tossed to a section crew to go back and chase the animal away before the arrival of the eastbound CANADIAN.

In the area around Banff we see a bear that has been attracted by soup cans and other litter left by human inhabitants. Since animals are legally protected in the area, such a sight, even near the railway line, is by no means rare.

At the meet, the eastbound CANADIAN's engineer Harry Eisenstein took a message from the other train, warning of the moose at a certain mileage and instructing to watch out for the section crew.

As the train approached the area, there was the sectionmen's track motor beside the right-of-way, but no sign of its crew. At the next bend, there stood the MOOSE in the middle of the track, belligerently facing westwards. Once again the CANADIAN was stopped.

Ear-splitting blasts from the engine horn had no effect so the bunting technique was again employed and the disgruntled animal found himself beside the track for the second time. Wes Cudney, one of the train crew, said to a mate: "Wonder where the sectionmen got to?" A few seconds later, the mystery was solved.

"There they were", recalls Wes, "all three of them -each one up in the wires of the telegraph pole of his choice. They were still hollering for help as Eisenstein opened up the throttle to make up the lost time."

Bears too, have a habit of becoming involved with railroaders and, more often than not, the maintenance-of-way employees suffer most. But there are exceptions.

The classic tale of confusion in a caboose is related by George Davis, assistant superintendent at Coquitlam, B.C., then a conductor on freights between Field and Calgary in the days of steam and before two-way radios. You're invited to bear with George's story.

A 40-car freight, drawn by a 5900 locomotive, eastbound at Lake Louise, was handed orders for a "meet" with three other trains at Castle Mountain siding. Castle Mountain was later renamed Mount Eisenhower. The side-trackings, George thought, would give him and his brakeman a wonderful opportunity to make themselves a hot breakfast.

As soon as they were in the siding and the switch safely locked, - out came the bacon, the eggs and all the accompanying goodies that were such a feature of caboose life. Soon the surrounding atmosphere was filled with inviting aromas.

Seated at the table and just about to dig into the frypan, the two men felt a movement of the caboose - an effect that always heralds the arrival of a visitor as he swings onto the step. George and his companion expected to see the section foreman or another "brakie", Fred Ramsay dropping in for a coffee. Instead there loomed in the doorway a large black bear accompanied by two cubs. Hoping to get them off the van, George tried to toss a piece of bread out the doorway but, unfortunately, it struck the wall and bounced back inside. In no time at all, that caboose become overcrowded.

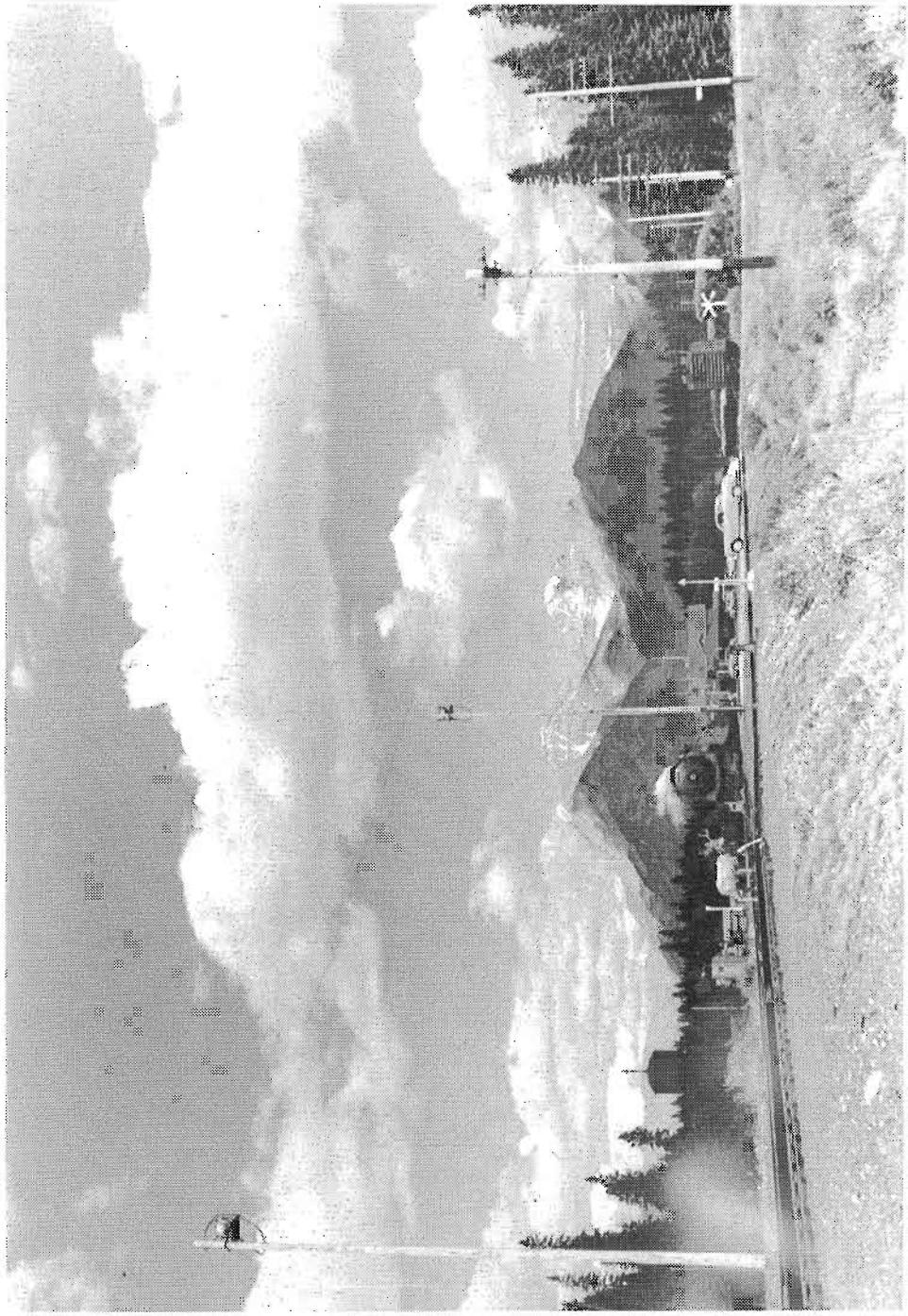
The boys took to a built-in escape route - up the ladder into the cupola and out the window onto the roof. From down below, sounds of animal confusion arose - glass being shattered to the accompaniment of growling noises. A glance through the window showed the bears eating the prepared breakfast - one actually sitting in George's chair.

The "meet" completed, the engineer on George's train whistled off and moved onto the main line with the three bears still holding their ground in the caboose. Brakeman Pawluk, wielding a bamboo rod, was finally able to dislodge the unwelcome guests at a siding at Massive, Alta.

Van 436432 was a wreck: lamps torn from their wall moorings; broken crockery everywhere; mattresses ripped open and there remained a pungent reminder that three bears had passed that way.

Snakes turn up in unexpected places along the right-of-way. There's an historic train order among collectors' files in the Medicine Hat area which warns crews - "Be on the alert for rattle-snakes around Empress yards".

In a conversation with Cliff Gunning, regional signals supervisor at Toronto, he recalled snakes going into his equipment boxes to change their skins and leaving unoccupied "overcoats" hanging across relay boxes. He also explained that spiders, building webs across signal lenses, can considerably impair their efficiency and there have been occasions when insects, squashed between electrical contact points, have caused technical failures.



A WESTBOUND C.P.R. PASSENGER TRAIN hauled by steam engine 5934 at Banff Alberta encounters a four-footed inhabitant of the area walking on the track just ahead. Fortunately the train was stopped at the time so the pedestrian got safely across.

Andy McGregor, a well-known retired eartern lines rail official, recalls how tent caterpillar hordes actually stalled trains completely and that special steam jets were installed on locomotives to clear the rails.

John Jay White of Chapleau, Ont., recounted similar experiences and said that often the situation was worsened at night when the caterpillars would congregate on the rails, - attracted by the retained heat of the day. Grasshopper plagues on the prairies have also caused train delays.

Beavers are traditional enemies of maintenance-of-way employees because they build dams and expose track to the danger of flash floods. Art Dewitt, a telegraph inspector formerly at Revelstoke, did battle with beaver for many years and, on eastern lines there is an annual inspection of the railway from the air by a crew from CP RAIL and the Department of Lands and Forests. In some cases the animals have to be destroyed. Where humanly possible however, they are trapped and moved to a distant point by wildlife officials.

CP Telecommunications people have had a measure of attention from flying creatures like the stubborn osprey (a large hawk) which insisted on building her nest on a certain line pole at Banff, Alta. Lineman George Scott fought a losing battle with the bird until telecommunications finally conceded and built an extra crossarm on the pole especially for the nesting bird. It remains there today, tribute to an osprey with a one-track mind.

Birds seem to have the ability to get into everyone's thatch. They build nests on drawbars of boxcars awaiting maintenance on shop tracks. These are tenderly moved, "tenants" intact, to a place of mutual convenience. Hawks attack linemen on the prairies. Dayliners in Alberta have barred control-cab windows to protect enginemen from flying pheasants. A woodpecker near Sicamous believed that the humming noise of a signals rectifier was created by insects in the wooden box and drilled holes in a fruitless search for a square meal.

There are countless tales of dogs.

A character named "Boomer" turned up around Moose Jaw. He travelled all over the various divisions and branch lines with train crews for two years - riding engines, cabooses and baggage cars; leaving and returning unexpectedly in various towns and villages. Another was "Jiggs" who used to assist train crews in shunting operations near Drumheller. He could jump on a moving engine as expertly as any crew member.

But undoubtedly the most outstanding canine was "Duke", who used to reign over the platform at Schreiber thirty years ago and whose guardian in those days was a famous one-armed CP constable, Jack Handel.

Duke was undisputed king and a veteran railroader who always stayed nights at the YMCA with the rest of the boys. He was once involved in saving the lives of two youngsters caught in a raging blizzard. On another occasion, he drew the attention of a passing train crew to a man freezing to death along the tracks. For this he was recognized by the Humane Society, taken to Toronto and awarded a medal.

Duke used to await all passenger trains and posted himself always at the exact spot where dining cars stopped. He expected and received due hommage from all chefs. Passengers and anyone else in the neighbourhood were permitted to examine the citation on his collar and he actually used to turn his head to the side a bit to make things easier for admirers.

The Winnipeg investigation department have record of a poodle which escaped custody of a baggageman at Fort William. The animal was seen adventuring throughout the lakehead area but, instead of a reward offer, nobody could catch it. Friendly words fell on deaf ears. One day, however, a Quebecker happened along and called out "Hey there, viens ici, mon pitou!" He collared the canine and the reward. It had come from a French family and didn't understand English. Proof it pays to be bilingual!

Of all the animal anecdotes, I like best one about the man who boarded The Canadian at Calgary and slept in a hammock in the baggage car, all the way to Toronto. Unusual enough - but wait. His bedfellow was a young ourangoutang and baggagemen related to me that it was quite a sight to see the two of them, asleep in one another's arms in the swaying hammock - for all the world like an illustration from a jungle book for children.

Thank you, Old Man Noah, for saving the animals who have provided us with countless tales of adventure and misadventure, pleasure and annoyance and a few good laughs.

Rail Anniversaries in 1980

WITH THE LONGEVITY OF THE IRON HORSE (WHICH IS ONE OF THE MOST fascinating attributes), it is hardly surprising that the last few years have seen an increasing number of rail anniversaries. 1980, however, promises to be the grand year for these; a few are being celebrated, but the majority are being quietly forgotten. To nudge our memories, then, the following list is offered:

150th Anniversary: Inter-city rail travel in Britain, when the Liverpool & Manchester Rly opened on September 15, 1830. Also the first railway fatality, when Rt. Hon. William Huskisson was killed at Parkside on that same day.

130th Anniversary: The issuing of the first stamp in the world to bear a picture of a railway engine took place on May 15, 1860. The colony of New Brunswick issued a 1¢ brown-violet stamp portraying a 4.4.0 loco.

100th Anniversary: A formal agreement to build the "Pacific Railway" was signed by the Canadian Government and the CPR "Syndicate" in Ottawa on October 21, 1880. This was the essential preliminary to the formation and incorporation of the CPR on February 16, 1881.

95th Anniversary: CP's last spike on the transcontinental line was driven at Craigellachie (in Eagle Pass) on November 7, 1885.

90th Anniversary: Transit services by rail were first run in the Vancouver area by BC Hydro's predecessor (BC Electric) on the line from Vancouver to New Westminster, built by the New Westminster and Vancouver Tramway Co. Ltd. This was the second interurban built in Canada and first offered service on June 28, 1890, although test runs were made two days earlier.

65th Anniversary: The Canadian Northern's line along the south side of the Fraser River was built in 1915. CN gained access to the GN terminus on Main Street (built on land reclaimed from the east end of False Creek) over the Great Northern line (VV & ER) from the bridge at New Westminster to Vancouver, from October, 1915.

50th Anniversary: Montreal Tramways Company innaugurated service on its street car line up the East side of Mount Royal on July 10 1930. This extremely scenic route always used 1913-vintage street cars especially equipped with dynamic brakes, and it ran until 1957 when it was replaced by a road.

40th Anniversary: EX-CP "Royal Hudson" #2860 was completed at Montreal Locomotive Works in June, 1940. Classified H1e class by C.P., she was MLW's #69292. Now used on the North Vancouver to Squamish excursions, May to October.

30th Anniversary: The first nationwide railway strike in Canadian history began on August 22, 1950 and brought Canada's railway network to a halt for the first time in more than a century. For nine days the only trains that ran were those of some U.S. lines that entered Canada, as well as a few private railways that were not affected by the strike. Eventually Parliament legislated an end to the strike, and the trains returned to service August 31. One result was the introduction of the five-day week and other benefits taken for granted today.

25th Anniversary: Rail transit ended in Vancouver, when PCC #424 moved into the car barn on April 21, 1955, at the end of the last day of regular service. Free rides were offered on the remaining lines on the following Sunday, April 24, then cars, wires and tracks were (largely) sent for scrap.

25th Anniversary: Modern passenger stock on Canadian intercontinental services dates from April 24, 1955, when CP introduced the "Canadian" with a new Budd-built streamlined consist. On the same date, CN introduced the new "Super Continental", the stock being primarily provided from the 389 new cars ordered in 1953-54.

10th Anniversary: The merger of GN, NP, CB&Q, SP&S and a few smaller lines into the Burlington Northern, on March 2, 1970. (BN's latest acquisition, in 1980, is SL-SF.)

10th Anniversary: The opening of the BC Harbours Board Rly line, connecting the CN and BN lines with the new "Superport" constructed at Roberts Bank took place on May 4, 1970. First customers were CP coal trains from Sparwood, B.C.

10th Anniversary: The opening of one of the first (and most successful) British steam tourist lines, the Severn Valley Railway, occurred in summer, 1970. Rail scenes in the film "The 7% Solution" were shot on this lines.

10th Anniversary: The formation of the Pacific Coast Branch (as it was then known) of CRHA took place in August, 1970. We will write later of this. This anniversary has made us very sensitive to others during this year and prompted the compilation of the list above. We hope you can add to it.

Book Review

CANADIAN PACIFIC IN THE ROCKIES

Volumes 1 - 5

These five volumes comprise the beginning of what seems to be a lengthy series of photo books which depict the Canadian Pacific operations between Winnipeg and the west coast. The books are a most excellent example of what can be done along the lines of a book of photographs as each is accompanied by a concise well written caption which not only is accurate but interesting. To develop these the author has spent considerable time on his research which leads to a fascinating collection of facts directly relevant to the photo which it accompanies.

To assemble such an excellent collection of photographs the author Don Bain has gone to great lengths to locate the best available from all sources. Many of these are contributed by the unexcelled dean of all railroad photographers and this makes each volume all the more workwhile when one realizes the work that has gone into each of Nick Morrant's excellent shots, most lovers of railways would only appreciate

more the contribution he has made to the success of these volumes. In addition to the "art" of Nick Morrant, photos have been contributed by N.R. Crump from the collection of his late brother Edward, Floyd Yeats who only recently retired as engineman of #1 The Canadian, Alfred Coverdale, Philip Hastings, Michael Woodhead and many others. The excellence of this work has only been enhanced by their contribution of not only photographs but expertise. In reading the five volumes, one soon notices that aside from Nick Morrant, one other person contributed what is definitely priceless information to this series; all based on his long and varied career with the railway. This is former Canadian Pacific Chairman and President N.R. Crump whose assistance must be appreciated by all who read. He readily lends of his vast storehouse of knowledge collected over fifty years of railroad life working from shop apprentice to the top. It must be appreciated and most especially by this writer, that the anecdotes and fact contributed on such subjects as the #8000, or the construction of the decapods, or from his mechanical engineer's thesis "Internal Combustion Engines in the Railroad Field" are of an invaluable nature and his contribution is greatly enjoyed.

In completion the five volumes of about 25-30 pages each form a most valuable addition to the collection of any true railway enthusiast. They should be enjoyed and welcomed by all.

Canadian Pacific in the Rockies
- D.M. Bain

- priced at $3.50 for volumes 1 & 2
$4.00 for volumes 3 & 4 & 5

Available from : -The Calgary Group of the British Railway Modellers of North America
c/o 5124 - 33rd St. N.W.,
Calgary, Alberta T2L 1V4

Harvey W. Elson

The business car

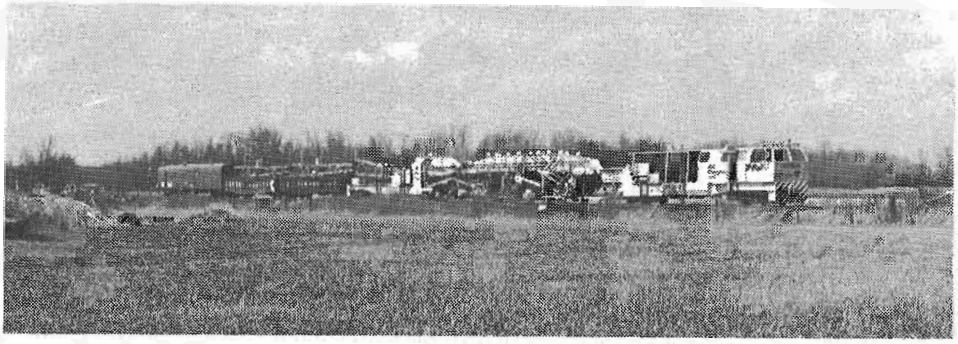
ON SATURDAY, MARCH 15, 1980, A HANDFUL OF RAILFANS BID GOODBY TO the Milwaukee Road's Extra 5802 East. The last Milwaukee train to leave it's western end.

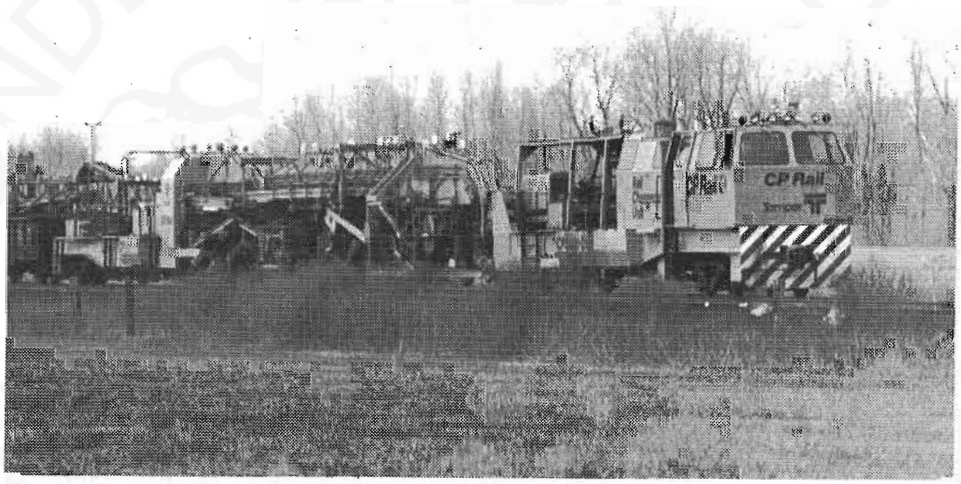
At 7:50 PM the crew boarded engines 5802, 5803, 5052, 5511 and 5507 at the Tacoma, Washington roundhouse, backed down into the yard, picked up two strings of cars and were on there way at 8:20 PM. A faulty air valve delayed the departure for a few minutes. The consist was made up of five engines up front, fifty three cars, switcher #627 and two cabooses on the rear end. The train had one work car, several gondola cars loaded with speeders and other railroad parts, many flats loaded with box car bodies, and lots of empty grain cars.

Shortly after 10:00 PM the train cleared Renton and about 10:25 the small group waved good-by as Extra 5802 cleared the Maple Valley Station and headed for the long slow trip to Othello and then East.

While the Milwaukee has officially moved from this area, there is still some operation going on here. There are still two switchers and a caboose on the Seattle waterfront doing the switching for the barges that service the Port Townsend branch. There is also one Milwaukee switcher that is being leased to Weyerhauser Timber Company at their Snoqualmie mill.

GRADE SEPARATION TO BE BUILT WEST OF TORONTO UNION STATION. The Toronto Area Transit Operating Authority has sanctioned the award of a $3,927,485 contract for the construction of a major grade separation in the rail corridor west of Toronto's Union Station. The work will consist of an underpass between Bathurst Street and Spadina Ave. for the tracks used by GO trains on the Lakeshore route, separating them from those used by CN and CP freight and passenger service. The project's first phase, a $10-million new concourse for GO passengers, opened last August; the second, now under way, will eliminate the bottleneck at Bathurst Street to facilitate train movements for existing GO rail service and accommodate the new GO train line which is scheduled to begin operating between Toronto and Streetsville / Milton in late 1981.





OUR MEMBER GORDON R. TAYLOR sent these photos of the Rail Changeover Unit at work on the C.P. Rail line east of London Ontario on May 1 1980. The front of the unit runs on the old rail, and the rear runs on the newly installed rails. The unit has lights mounted on it so crews can start work early in the morning. Section men then finish up the new track after the unit has passed.

B.C. TO RESCUE KETTLE VALLEY LINE. Premier Bill Bennett says the Provincial government will help the Kettle Valley Railway Heritage Society save a section of the 70-year old railway that helped open up the Okanagan Valley. The government will assist the society in its negotiations with C.P. Rail which has not used the line since 1973. The premier says the government will start negotiations to purchase 984 acres of land in Myra Canyon, one of the line's most spectacular sections.
(Montreal Gazette).

TORONTO STREETCARS COMPLETE BOSTON TESTS The three new Toronto streetcars sent to Boston in early February for evaluation by the Massachusetts Bay Transportation Authority (MBTA) completed their 90-day test program on June 2 and are due back in Toronto in June. Ontario's Urban Transportation Development Corporation Ltd. (UTDC) originally developed the vehicles for the Toronto Transit Commission (TTC) but expects to sell them to other transit companies in North America and abroad. UTDC sent the three cars to Boston to permit MBTA to evaluate their performance and to determine their suitability for use on the city's streetcar system. Operating in regular

service on four branches of Boston's "Green Line", the vehicles logged an estimated total of 35,000 kilometres without defects or problems.

MBTA conducted tests to ensure that CLRV's are physically compatable with the Boston system and meet all operating requirements. The authority also accumulated data on vehicle maintenance, availibility for service, noise characteristics, and public acceptance. Concurrent with this evaluation, the authority is preparing a specification document which will define in detail MBTA's requirement for new vehicles. This specification, expected in about three months, will then be used as the basis for the authority's procurement activities. UTDC president, Kirk Foley, says the corporation hopes to obtain an order for as many as 70 vehicles in the near future.

The corporation will continue to work with MBTA and the U.S. Urban Mass Transit Administration to determine the effect of 'Buy America' legislation on the delivery of the vehicles. To ensure best price and fastest delivery, UTDC would like to supply vehicles from the production line manufacturing the Toronto car.

During the evaluation program, MBTA personnel operated and maintained the vehicles under the direction of an advisory team led by UTDC and comprising representitives of the major subsystem suppliers. Surveys conducted by the MBTA indicate that roughly 98% of passengers like the Canadian cars enough to recommend they be purchased for use in Boston. "Passengers were impressed with the vehicles and in many cases they waited at stations while other streetcars went by just to get a ride on the CLRV" says Warren Bartram, UTDC's program manager in Boston.

WHILE STILL ON THE SUBJECT OF TORONTO'S NEW STREETCARS deliveries of these cars are continuing, and numbers as high as 4088 have been seen on the streets. Many are on the Bathurst street line, and have been carrying large numbers of passengers during the time the Midway of the CNE is open. A ride on one of the new cars is a real pleasure; they are unbelievably smooth-running, even over switches and crossings.

ANOTHER CANADIAN STREET CAR THAT WENT TO NEW ENGLAND, Montreal car 957 is now rapidly approaching the completion of its restoration at the Seashore Trolley Museum at Kennebunkport Maine. Last year the rear platform was structurally rebuilt, the main underframe was reinforced, new wooden side posts were installed, and the trucks and motors overhauled. The front end had suffered much less from salt damage, and so it is expected that this several-year restoration will reach its last phase, the paint shop, during 1980.

MONTREALERS AND VISITORS SEEKING A BIT OF RAILWAY NOSTALGIA should visit the corner of Mc. Gill and Youville Streets where the old station of the Montreal & Southern Counties Railway is still alive and well. In fact it has recently been opened as an old style restaurant where one can have old-fashioned Coney Island hot dogs, real French fries, cherry, cokes, and banana from the soda fountain, and a variety of other fare. The restaurant is called "Once Upon a Time", and is decorated with memoribilia of the old days. The M. & S. C. began running to the South Shore on November 1 1909, and the last train to use the Mc. Gill Street station left on June 19 1955, just a quarter of a century ago!

BACK COVER:

HEADING SOUTH OUT OF MONTREAL, Canadian Pacific's new main-line diesel locomotive 4000 was photographed by E.A. Toohey about 1950. This locomotive introduced a new era to the C.P.R. but 4000 itself was retired in the late 1960's.