

# Canadian Rail



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# CANADIAN RAIL

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## Front Cover

April 1986 saw the return to steam of former C.N.R. locomotive 1009 after more than 25 years. This event took place on the Salem and Hillsborough Railway in New Brunswick. The S. & W. is a project of the New Brunswick Division of the C.R.H.A. and will operate 1009 in regular service this year. A more detailed report on this historic event will appear later in Canadian Rail.

Photo by James L. O'Donnell.

## Inside Front Cover

January 12, 1986 saw the departure of the last long-distance train to leave Montreal's Windsor station. This was Amtrak's "Adirondack" bound for New York City. In the top view we see the last train about to leave, while below is a view of the "Adirondack" at Montreal West on January 5, just a week before the switch to Central Station. Note the Montreal West station undergoing rebuilding in the background.

Both photos by Daniel Poirier.

# Arms & Aspects

By: Mike Westren

(.. ... or how one CRHA Division came to restore a number of grungey old railway signals.)

## PART 1 – INTRODUCTION

CALGARY & SOUTH-WESTERN DIVISION HAS adopted the rescue of old signals as its specialty through circumstances which may become clearer as you read on. Fortunately the Division counts among its membership a gentleman with a 40 acre lot, south of Calgary. More fortunate still, this member is sufficiently tolerant that the positively encourages the group to erect these artifacts on his property after restoration.

To set the scene, Champion Park as the land is known, has the fine restored Canadian Pacific Champion Station on it. It boasts 1000 feet of track. The rails came from the former CP Carbon line near Drumheller, Alberta when the tracks were lifted a few years ago. Mill marks such as Rhymney 1902, Maryland 1904, Algoma 1905, may be seen. Alas, the Blaenavon 1884, St. L. Bochum 1885 originally sought, had already been despatched to be recycled as Hondas and Toyotas. The 1930 CP business car 'Saskatchewan' also calls Champion Park home. By now this must qualify as the most oversignalled stretch of track on the Canadian prairies. Highway 2 passes the west perimeter of the land, and many theories of what is going on have been gleaned by eavesdropping on passing CB radio conversations.

Before going into detail on how each type of signal was tackled, a few other general notes and observations would be in order. Why were signals chosen as a theme? Several reasons and justifications spring to mind. Firstly, very little in the way of special premises or equipment is required. The financial burdens are relatively low as compared with rebuilding locomotives or rolling stock. No previous experience was generally required of the participants; weak minds and strong backs can go a long way on this kind of project. In fact, this last statement is pure slander considering the group of professional people undertaking this work!

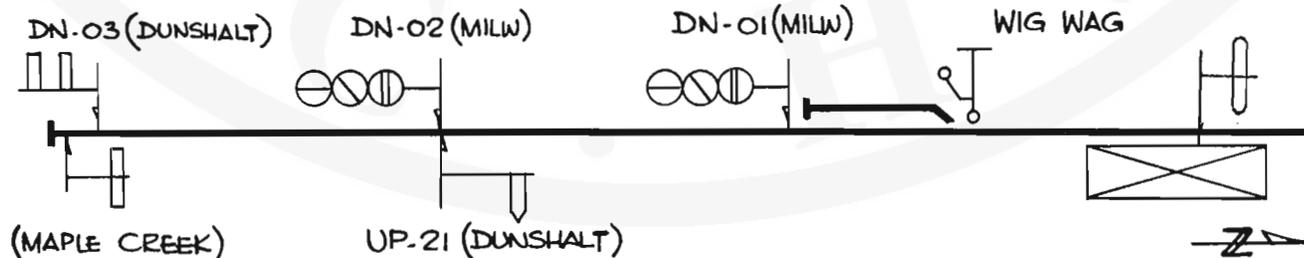
To this point the Division has seven major pieces in the collection:

- Milwaukee 3- aspect colourlights (2), 1917 vintage;
- Canadian Pacific road crossing wig-wag;
- Station mounted 2- position train order boards;
- Canadian Pacific free standing 3- position train order signal;
- Saxby & Farmer semaphores (2), 1912 vintage.

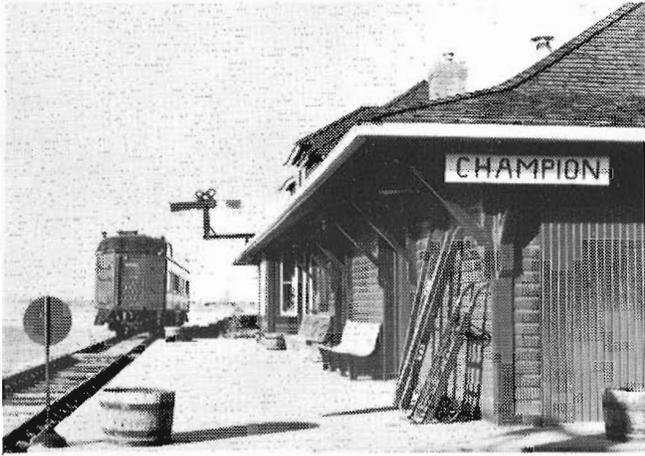
Parts 2 to 6 inclusive describe the background to these signal types, and how the Calgary & South-Western went about obtaining and restoring them. A fair amount of detail has been included in the hope of providing encouragement to others, as they pursue their particular chosen facet of the hobby.



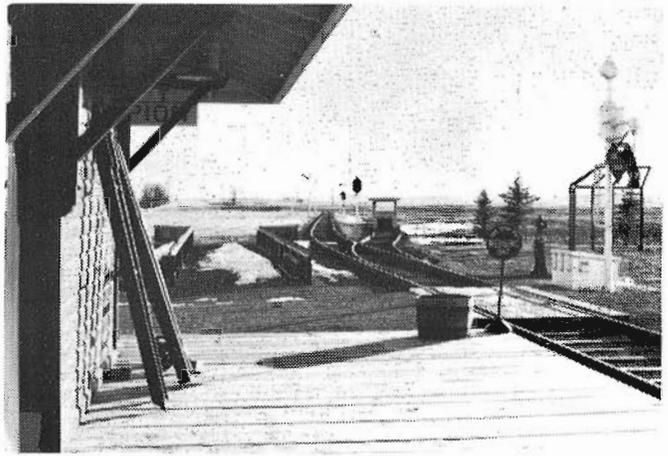
Looking North



GENERAL VIEWS



View looking North



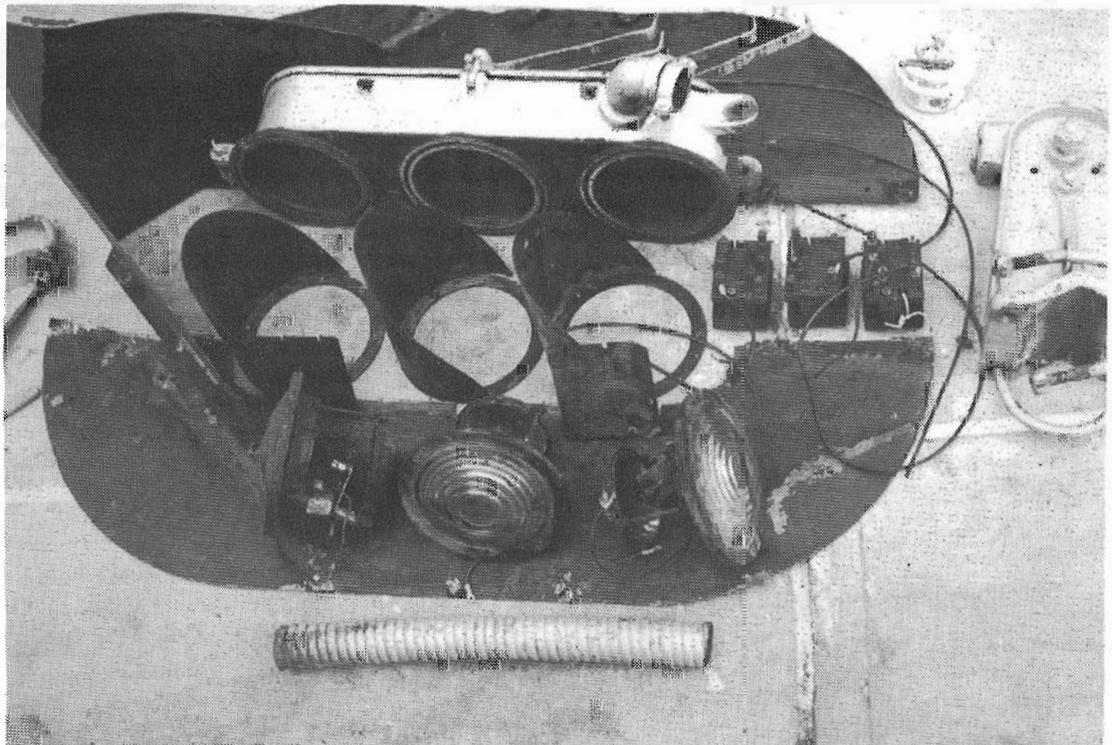
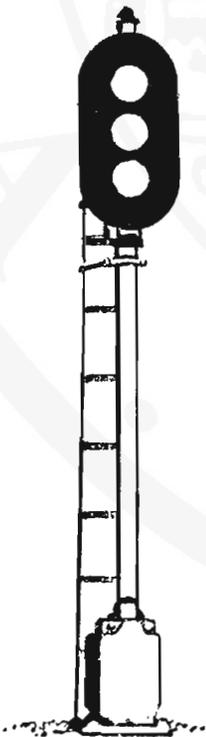
View looking South

#### PART 2 – MILWAUKEE COLOURLIGHTS, DN-01 AND DN-02

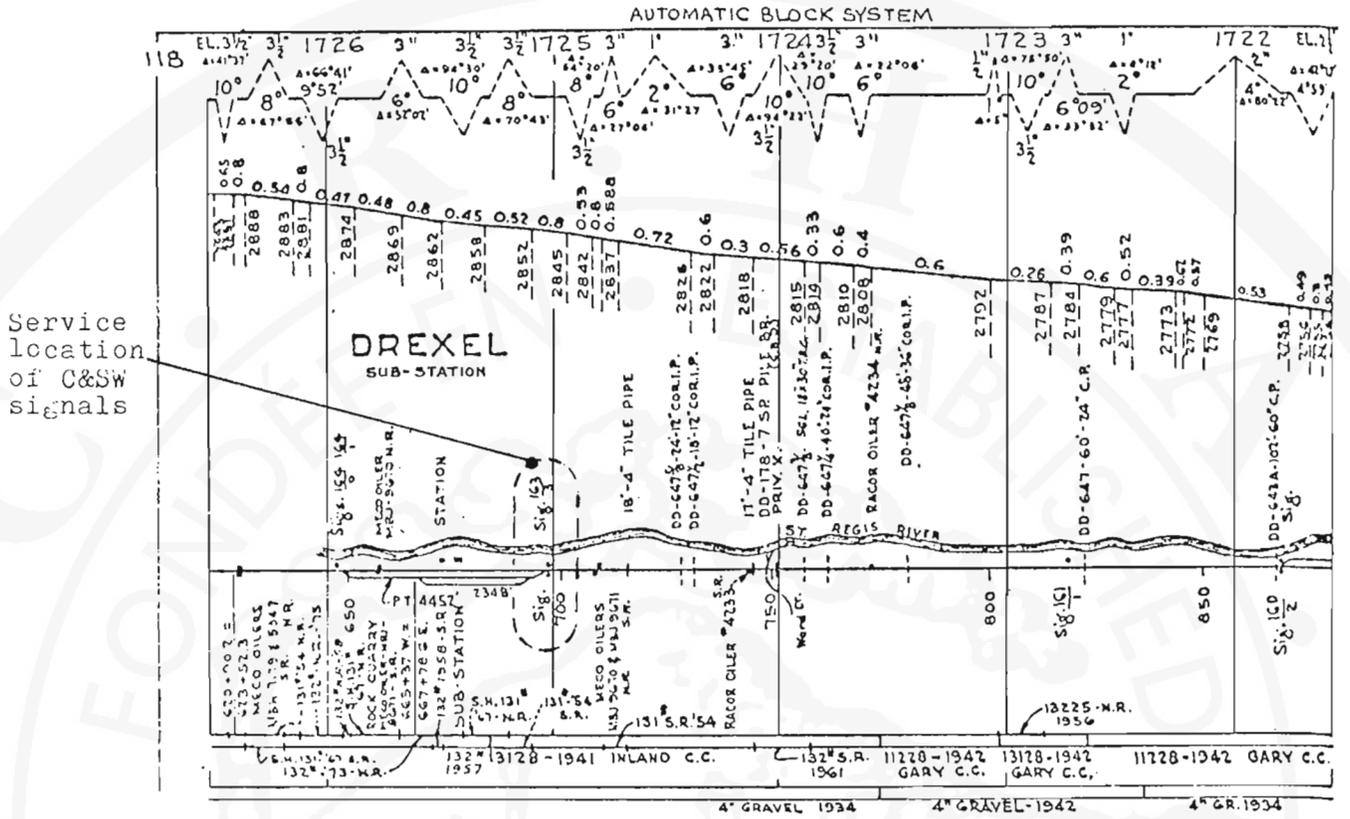
TRAVELLING THROUGH MONTANA IN EARLY 1983, the saddest sight for a sensitive railfan was the defunct Western Region of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company being ripped apart for sale as scrap. At the Deer Lodge depot, piles of smashed early model colourlights brought tears to the eye. Thus it was that US \$100 changed hands and

two examples became the property of the Calgary & South-Western Division. The railroad being bankrupt, these signals could not be donated, hence the nominal \$50 each. Fortunately the engineer supervising these Non Operating Properties had a keen interest in seeing a sampling preserved. He selected a pair in complete condition and bearing special overall snow hoods.

The signals had been located at the east switch at Drexel, Montana, milepost 1725.0. The westbound signal was originally numbered 163-3. At this point the line, electrified, climbed into the Bitterroot Mountains,

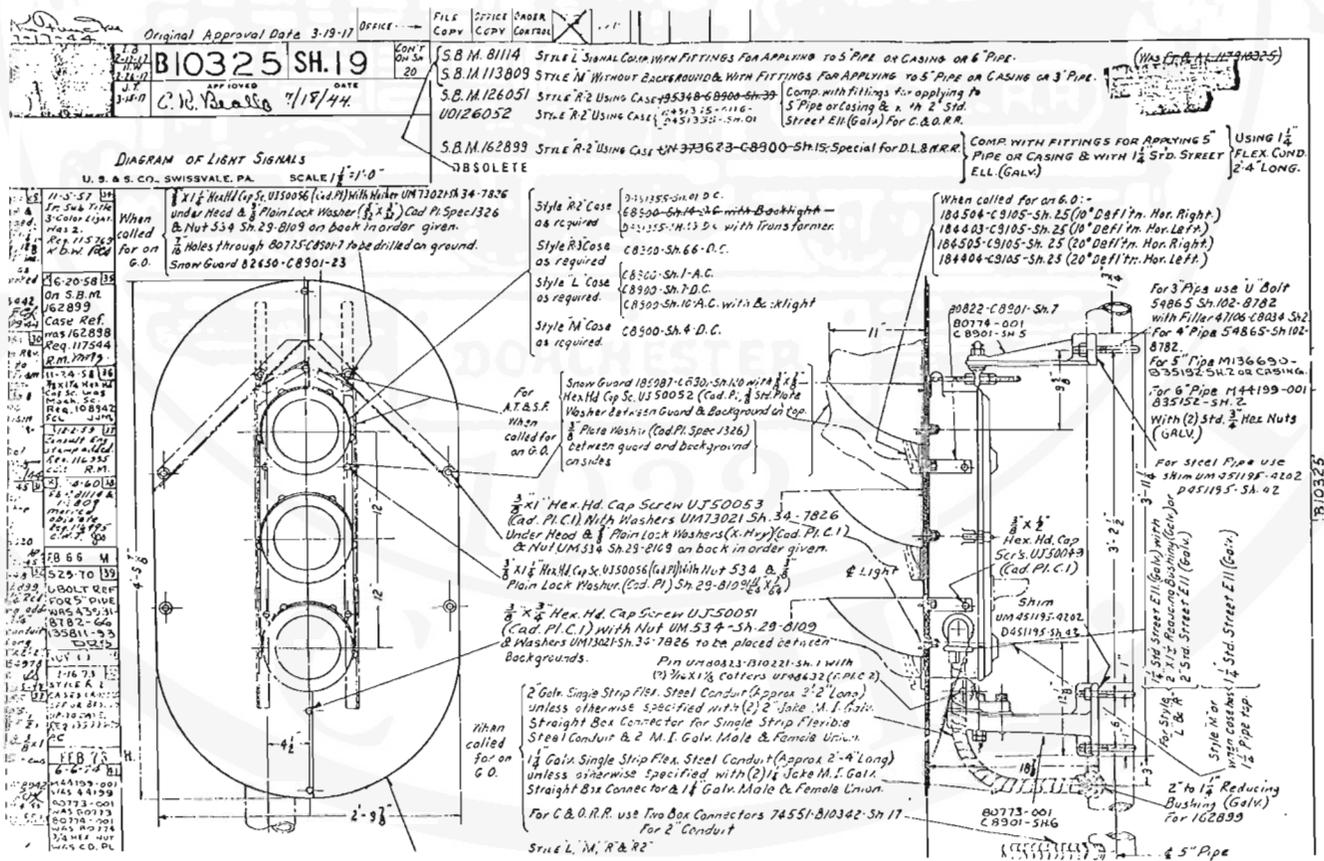


*Milwaukee signal head disassembled for refurbishing.*

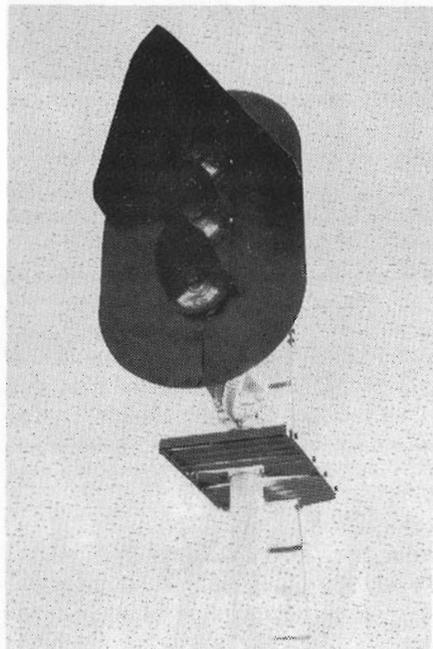


Service location of C&SW signals

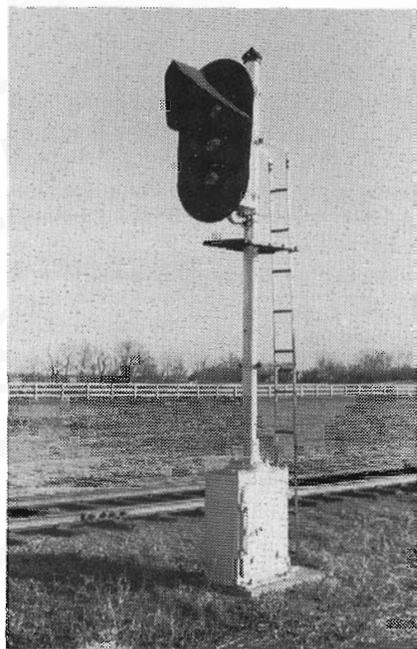
Milwaukee Road - Drexel profile



Much reduced copy of U. S. & S. drawing of Milwaukee colourlight signals. Note the "original approval date" 19 March 1917, redrawn 18 July 1944. Latest revision was 6 June 1974; large overall snowhood was indicated.



*Milwaukee colourlight signals*



DN-01



DN-02

an area of extremely heavy snowfall, hence the extra hoods. The signals were model R-2 as manufactured by the Union Switch & Signal Company, Swissvale, Pennsylvania. The year was firmly established as 1917, and U.S. & S. was able to supply appropriate drawings of these units. The cooperation given by both the Milwaukee Road and Union Switch & Signal is gratefully acknowledged.

Thus far had been easy; now the real work began. First problem was to get these signals, 16 feet tall and weighing 1100 lbs each, the 450 miles from Deer Lodge to Calgary. Two members volunteered for the job; they drove a large van on the round trip at the beginning of December 1983 to collect the pair. In fact they had to race a severe snowstorm on the return leg. The Milwaukee required them to be removed promptly, as the Deer Lodge depot was scheduled for demolition. The signals had been broken down into basic sub-assemblies for transportation, equipment bases, posts, ladders, heads. In this form, these colourlights were unloaded into a residential garage to await slightly more benevolent weather.

March 1984 saw the tasks of total dismantling and stripping of paint commenced. Scraping components down to bare metal, aided by chemical stripper, was arduous work. In course of stripping, pencilled inscriptions dated October 1917 were uncovered on the equipment base doors. One optical unit still bore a test label "5-25-17." By way of confirmation, the original approval date of the Union Switch & Signal drawing was "3-19-17." At least the signal head

castings were small enough to carry off for scrounged sand blasting. Considerable automotive type body repair had to be applied to the sheet metal on the bases. Snowhoods and ladders required a lot of straightening, and bullet riddled sighting boards were replaced with undamaged spares provided by Milwaukee.

By the end of April, primer painting was begun, using red oxide Tremclad. This was followed with two topcoats of silver Tremclad on major parts. Signal head interiors were finished matt black. Sighting boards and hoods were galvanized; these were treated with special etching primer and finished gloss black. Ladders and platforms were also finished gloss black. The optical units were carefully prepared for reassembly and focussing mirrors were resilvered. Corning glass lenses and coloured filters had responded marvellously to soaking and cleaning in a baking soda solution.

Concrete bases had to be designed and poured. Reinforced pads 4 feet by 2 1/2 feet by 8 inches thick were placed on top of an 8 foot by 8 inch pile. This was considered prudent to prevent possible upheaval due to frost. A conduit for underground wiring entry was formed in place.

The now reworked sub-assemblies were carried down to Champion on a variety of trucks and trailers. Imagine the effect of a signal post lashed to a boat trailer, looks like one of Napoleon's artillery pieces! So it was that on 84.07.28 both signals were erected by a working party of twelve in a single back-breaking, hot day. An agricultural tractor hydraulic lift was used to

hoist the equipment bases over anchor bolts set in the concrete pads. In an exercise resembling "tossing the caber," the posts were mounted a-top the bases. Ladders and platforms were assembled next. Signal heads were hoisted into place from the roof of a camper truck. Next, sighting boards and snow hoods were fixed in place. By the time the crew was called to a barbecued steak supper, signal DN-01 was displaying a red aspect, (albeit powered from a car battery.)

Underground wiring was cased in back to the station. A small electric relay interlocking panel had been designed and assembled for installation in the crawl space beneath the freight shed. A subminiature control panel had been installed in the telegraph office. All was connected in readiness for the ceremonial switch-on the evening of 84.10.01. The interlocking is organized so that clearing DN-01 produces a yellow

aspect, assuming DN-02 is still at red. Clearing DN-02 to yellow automatically permits DN-01 to advance to green. As DN-03, a double arm semaphore, is located at 'end of steel,' DN-02 should theoretically never get past yellow. However, to complete the demonstration, an override button will clear DN-02 to green. Ultimately the plan is to include track circuiting so that passage of a train (speeder) will reset signals to red. For the present, control buttons have to suffice.

A lot of justifiable pride was exhibited the night of 84.10.01. This whole phase of the project boosted the confidence of members, some of whom previously may not have been convinced these results could be achieved. Records of manhours were not kept at this stage, but based on subsequent work, it is estimated at least 1000 hours of volunteer labour must have been expended.

### PART 3 – ROAD CROSSING WIG-WAG

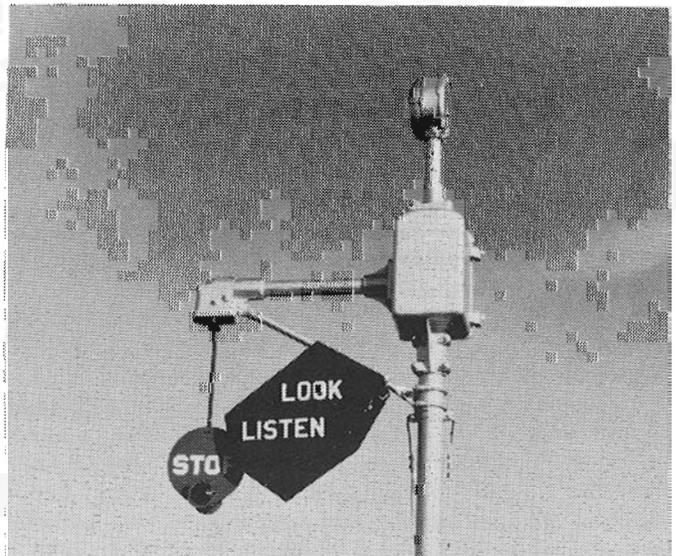
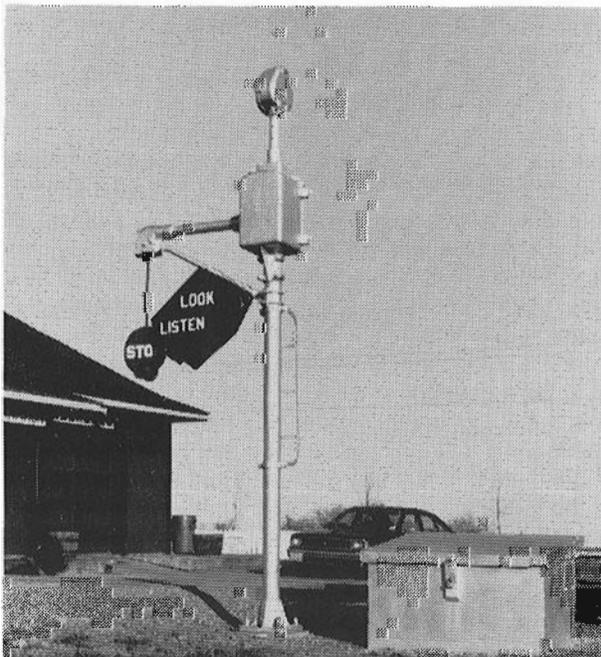
WORK WAS PROCEEDING FULL STEAM AHEAD ON the Milwaukee colourlights when the Division was made this offer it couldn't refuse. CP Rail donated a crossing wig-wag in operating condition, plus an accompanying battery box. The assembled unit stands 14½' high, to drawing WLX 12-5. The age of this example and its origin are unknown at this time, but it is believed to have come out of southern Ontario. The manufacturer was once again Union Switch & Signal Company, Swissvale, Pennsylvania.

Timing was such that its foundation was poured along with DN-01 and DN-02. Again, foundation

support goes down 8 feet to preclude frost damage. Anchor bolts were set into the reinforced concrete base, and a 1½ inch cable access conduit cast in. At this time no refurbishing was undertaken, just a straight repaint. Later it is planned to completely strip it down to bare metal and refinish. Also, a repair to the mechanism case casting will be needed ultimately.

On 84.09.23, a very snowy day, a crew from CP Rail delivered the wig-wag. Using a truck mounted hoist, they had it installed in no time, and connected it electrically before they left. The unit operates on 12 volts d.c., power supplied by an automotive type battery charger in the station. Control is via a relay, actuated by buttons on the subminiature panel in the telegraph office.

The Division is most grateful to CP Rail for this artifact. It is indeed a most handsome addition to the Champion Park scene.



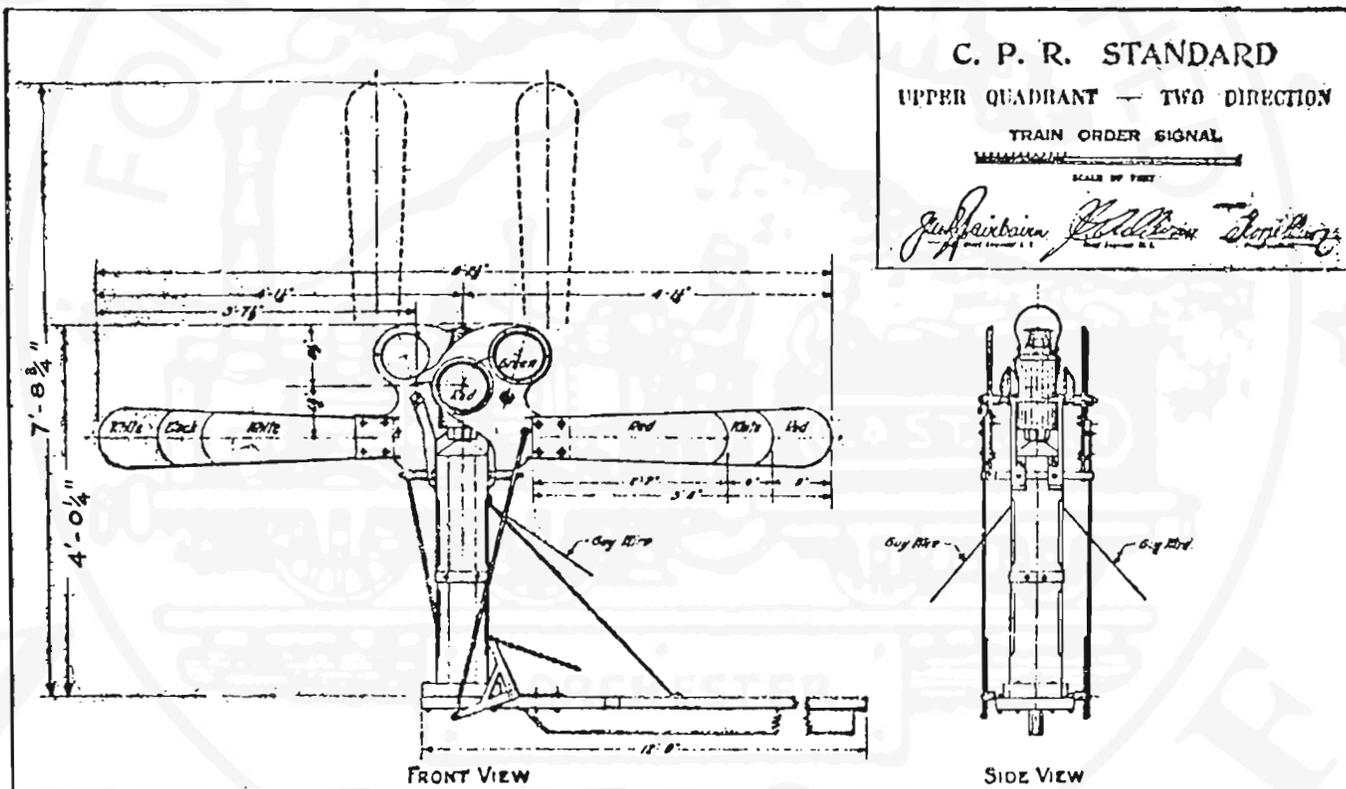
## PART 4 – STATION MOUNTED TRAIN ORDER BOARDS

THIS IN FACT IS WHERE THE PROJECT HAD ITS VERY beginnings. Champion Station had been moved to its present location and restored. It lacked a set of typical 2-position train order boards. Calgary & South-Western just happened to have a station mounted wooden support assembly, the type supported over the platform awning. Spectacle plates and arms, however, were missing. The origin of this example is totally obscure. For a major barbecue held at Champion Park in 1983, celebrating the centennial of the arrival of the Canadian Pacific Railway in Calgary, the support

assembly was erected. A local carpenter cobbled up a pair of 'freelance' temporary plywood boards for effect at the time. As this is written the plywood remains in place.

Efforts to obtain authentic material have just been rewarded. The written train order system has been replaced in the Golden, Cranbrook, Crows Nest area of British Columbia. CP Rail has kindly seen fit to contribute the former Spillimacheen order boards set to the collection.

Plans are to rebuild this signal during 1986. As a 2-position upper quadrant type, it will be fully operable, manually, from the telegraph office.



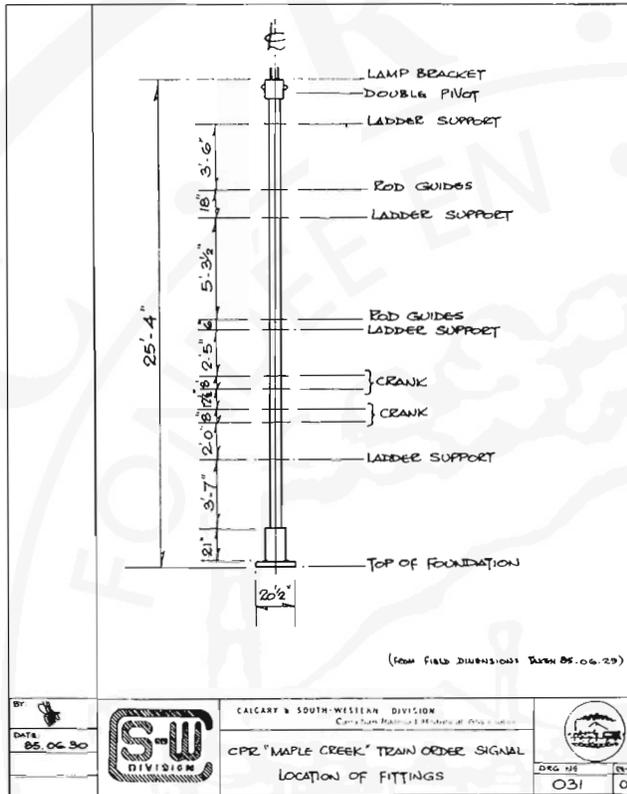
## PART 5 – CANADIAN PACIFIC FREE STANDING TRAIN ORDER SIGNAL

IN 1984 THE STATION AT MAPLE CREEK, SASKATCHEWAN was demolished. The train order signal was obtained for refurbishing and to be added to the collection at Champion Park. Work, however, could not be started on it for a further year. The signal is a free standing type, a 25 foot 4 inch heavy steel post, fitted with two 3-position upper quadrant boards.

During 1985, the signal post was reconditioned at Champion Park, in the outdoors. It was laid horizontally on sturdy wooden trestles while being worked on. Years upon years accumulation of paint was pain-

stakingly scraped away, reducing the post to bare metal. Major fittings, however, were left in place, and carefully and thoroughly cleaned around. A coat of Tremclad red oxide primer plus two silver Tremco topcoats of paint were applied. The ladder and operating rodding had been taken off, straightened and scraped. These were also prime painted then two coats of black gloss finish applied. The heavy, cast spectacle plates were disassembled, carefully cleaned and repainted.

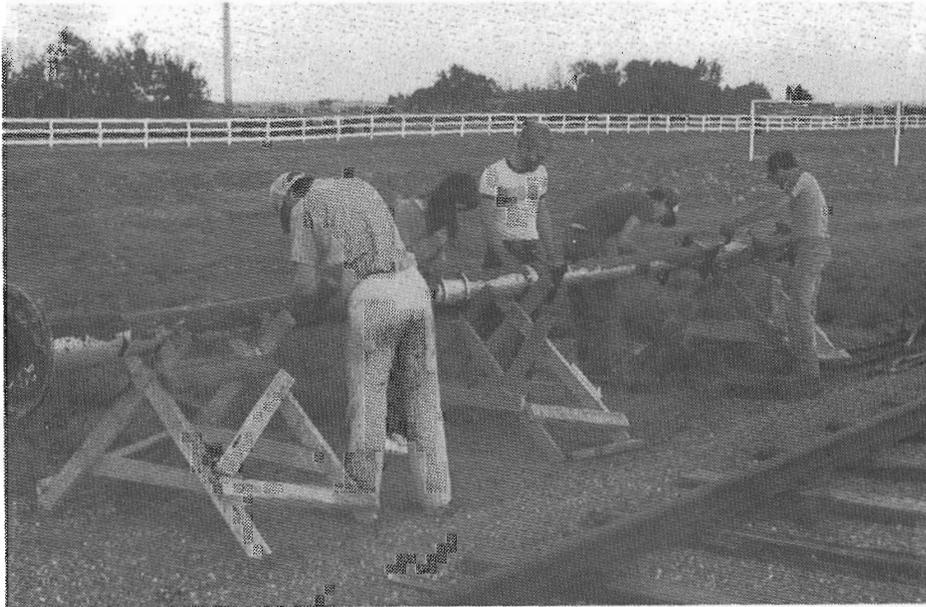
Bearing in mind the post weighs between 800 and 900 lbs, erection was a problem to be approached with care. A sturdy foundation was required. Again the foundation was formed round a reinforced concrete



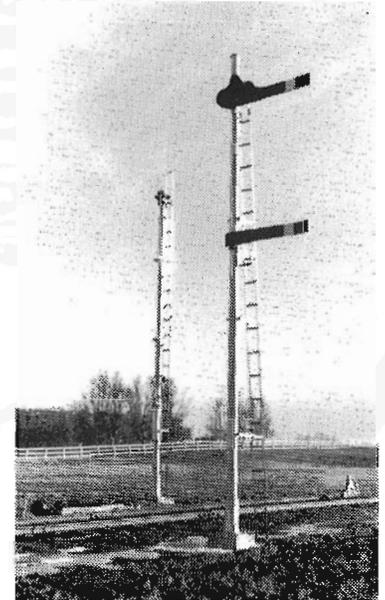
pile, poured in place to a depth of 8 feet. Four 1 inch anchor bolts formed a 12 inch square. On a cool Saturday morning 85.09.28, a crew of fourteen assembled to raise the signal. CP Rail had volunteered its signals department truck mounted hoist, without which the job would have bordered on impossible. In fact this raising was planned to coincide with putting up the Saxby & Farmer semaphores described in Part 6. It went quickly and without a hitch.

A few weeks later the ladder was installed, by the method of attaching it to the post as you climb! The Division's aerialists were getting good at these antics. Touch up painting and hoisting up the spectacle plates has had to be deferred till 1986. To time of writing, no arms for this signal had been located; they should be the pressed steel pattern. Time records have been kept for this signal, 170 hours having been expended so far. The final figure will likely be around 200.

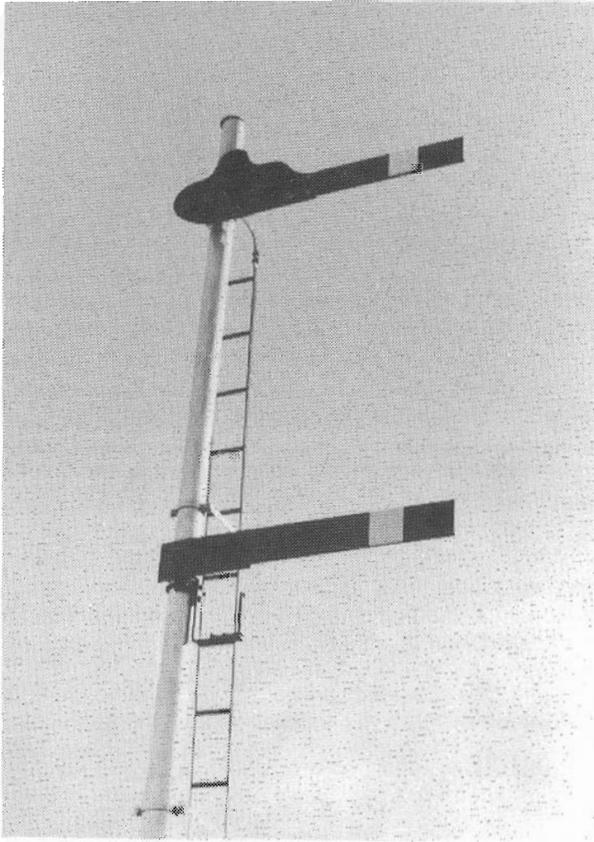
Full mechanical operating mechanism is on hand. This will not be installed until a suitable small building is obtained and put up beside the train order signal. The plan is to assemble a small depot or flagstop at this point, the southern "end of steel" at Champion Park.



Scraping 'Maple Creek' Post:  
 Left to right: John Rowling, Lisa Kirkland,  
 John Sutherland, Ian Kirkland, Jim Wallace.



'Maple Creek' Post behind,  
 DN-03 in foreground.  
 (At South end of track.)



"DN-03"

#### PART 6 – SAXBY & FARMER SEMAPHORES DN-03 AND UP-21

A PRAIRIE LEVEL CROSSING BETWEEN CN AND CP used to exist at Dunshalt/Nightingale, Alberta.

When the Irricana subdivision was abandoned by CP around 1977/78, the interlocking tower was destroyed and the signals stripped and toppled. So they remained, rotting in the bush, until leave was given in 1985 by CN for the Division to recover what it wanted. Unfortunately the interlocking lever frame was wrecked beyond hope, but numerous rodding guides and two reversing compensators were found.

On a very windy 85.05.12, a work party of nine converged on Dunshalt with a borrowed half-ton and large trailer. Two relatively undamaged posts had been selected on prior exploratory trips. These were shorn of all ladder attachments and pivot blocks. The going was sufficiently soft and rough to render it impractical to approach the signals' resting place with truck and trailer. The somewhat unorthodox approach was adopted of placing the posts on the track and rolling them along to the nearest road crossing. It was a Sunday and the precaution had been taken of checking that no trains were scheduled. Ladders, lamp

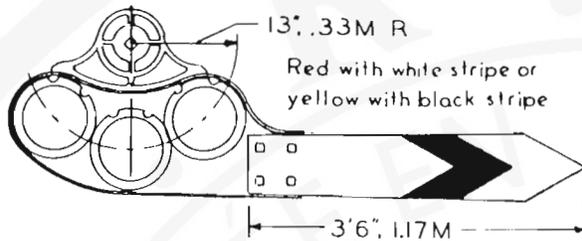


"UP-21"

brackets and several pivot blocks were recovered as well. Both posts, weighing about 800 lbs a piece, were manhandled onto the trailer for the 55 mile drive back to Calgary. With this weight, and the poles being 25 foot 6 inch long and impossible to balance properly, it was a slow journey.

Fortunately the group had access to the warehouse occupied by the Vintage Carriage Group for Car 52, the 1882 Harlan & Hollingsworth CPR car. It was here that stripping and repainting of components was undertaken. As Car 52 sits forlornly waiting for funding, the signal activities in no way interfered. Chemical cleaning of all the smaller pieces, particularly those of intricate shape, saved a lot of time. Red oxide Tremclad primer was again applied, with two silver topcoats. In keeping with the scheme already adopted, ladders and major fittings were finished gloss black.

Meanwhile, CN had located one spectacle plate and pointed permissive signal arm. This had come from Dunshalt originally, and was duly contributed to the project. It now graces signal UP-21, pegged in the raised 45° or yellow position. Signal DN-03, absolute stop, carries two straight-ended arms. The lower is fixed, with no spectacle plate, and the upper is 3-position upper quadrant. A mounting bracket for the



Upper quadrant semaphore arm fixed lower arm was among the fittings scavenged from the site. A plywood simulation of the upper spectacle plate had to be fabricated. Also, new wooden arms were cut and painted appropriately. Subsequently another steel spectacle plate has been obtained, and this will be substituted in due time.

Both signals have been clearly dated to 1912, manufactured by the Saxby & Farmer Company in London, England. The second spectacle plate, as it happened, came from the rival GRS company. An approach to the Westinghouse Signal Company in England, successor to Saxby & Farmer, unfortunately has turned up no results.

Foundations for these two signals could be identical to that provided for the Maple Creek train order signal. Reinforced concrete, based on an 8 foot depth pile and 4 anchor bolts in a 12 inch square pattern, these were poured in place during Summer 1985.

A volunteered truck and hoist appeared on the morning of 85.09.28, and with a total crew of fourteen, these two heavy steel posts were raised. The foundation contractor had been a little less than accurate with anchor bolt placement. The nuts fought all the way down to snug. In spite of this, by noon these and the Maple Creek signal were all securely fastened in the upright position. Ladders were installed by placing them against the posts and securing them as the C & S- W "high wire artists" climbed. Next the heavy, cast spectacle plate was manhandled up on UP- 21. After a spectacular struggle it was finally correctly slipped in place. All this has been recorded on movie film and later transposed to video.

After touch- up painting had been applied, these two signals stood tall and proud. They appear ready for a second 73 years of duty. Records show that just about 400 hours had to be expended to reach this point with the pair of Saxby & Farmer semaphores.



**SIGNAL RAISING CREW**

Front row, l. to r.:

*Lisa Kirkland, Albert Evenski, Ian MacKenzie, John Sutherland, Jim Wallace.*

Back row, l. to r.:

*Scott Joliffe, Lorne Unwin, Walter Edgar, Jim Timmins, Mike Westren, Ian Kirkland, Al(?), Barry Harvey.*

Photo: Roland Reeves

## PART 7 – CLOSING REMARKS

A GREAT DEAL OF HARD WORK HAS GONE INTO THE parts of this project described here. It was brought with it a great deal of satisfaction and a degree of pride in achievement. Obviously impractical to mention all participants by name, some twenty Calgary & South-Western members have actively taken part. Numerous others contributed financially, as did the labour gang. Some special acknowledgements, however, are in order and necessary:

- Mr. Jay Lentzner, Milwaukee Road;
- Mr. Miles Bye, Canadian National;
- Mr. Jim Timmins, CP Rail.

Without the assistance and support provided by these gentlemen, the project thus far would have proved exceedingly more difficult.

Overall the project has had the effect of drawing together a group within the Division, dedicated to the work. These individuals have gained experience, and given expression to talents they may not have realized they possessed. This exercise has certainly contributed to the maturity of the Calgary & South-Western.

As the project progressed, some interesting peripheral benefits were added. Union Switch & Signal contributed copies of the volume *Search For Safety*, and a number of early 1900's signal catalogues have been kindly donated from various sources. Several drawings of older signal equipment and interlocking arrangements have been collected. All the artifacts are being carefully registered to ensure their long term security. It is considered important that ultimately all these items be vested in the national CRHA.

Naturally, the intention is to continue to expand the collection. Negotiations have been initiated with a view to acquiring examples of other patterns of signals, interlocking frames, control boards, and so on. Anything connected with railway signalling and communication will be considered. The Division believes this is already on its way to becoming a significant collection of high quality artifacts. The components are set up on private property which has to be respected. Visitors are invited to contact C & S- W so that a formal demonstration may be arranged.

One important lesson that has been learned is to keep complete and accurate records. These may take the form of photographs, dimensioned notes, letters or drawings. Ensure full details are adequately recorded before disassembly starts. Maintain running information, such as hours expended and costs involved. Ultimately both are important to know. Also this group found an RV with a strong roof to be an indispensable work platform! No restoration team should be without one.

This article has been presented in a sufficient degree of detail to convey an idea of the effort involved in such a project. If the undertaking can be broken down into



*Comparison between DN-02 and UP-21*

*All photos by Mike Westren unless otherwise credited.*

manageable packages, it comes within the resources and capabilities of a small group. Skill and experience levels do not have to be great, but a logical and consistent approach is needed. Should the forgoing have encouraged any group to consider a start, provided some reassurance, or merely been mildly entertaining, it will have succeeded.

Mike Westren a few brief biographical details.

- A member of the C & S- W executive and editor of *FLAGSTOP*;
- Engineering career began in 1956 with the Westinghouse Brake & Signal company in London, England, signal contracts division;
- Emigrated to Canada in 1966;
- Employed these days by the Lavalin organization as a project manager in the oil, gas and petrochemical division in Calgary.

# *Fin d'une Époque à Montréal*

## **– Gare Windsor –**

LE 12 JANVIER 1986 MARQUA LA FIN D'UNE époque à Montréal. On assista au dernier départ d'un train de passagers de longue distance de la Gare Windsor de Montréal.

Ce fut certes un moment historique car depuis 1889, des milliers de trains de voyageurs ont eu la Gare Windsor (Canadien Pacifique) comme point de départ et d'arrivée.

À ses tout début, soit le 4 février 1889, la Gare Windsor accueillait déjà les trains des divisions de l'Ontario et de l'Atlantique.

La Gare Windsor était voisine à l'époque, de la Gare Bonaventure (ex Terminus du Montréal and Lachine Railroad), appartenant au chemin de fer du "Grand Trunk" (GTR). Cette dernière était située près de l'actuel planétarium Dow de la Ville de Montréal, soit à l'intersection des rues St-Bonaventure et Windsor, maintenant appelées St-Jacques et Peel.

En 1948, à la suite de l'incendie majeur du 23 août qui a détruit la Gare Bonaventure, les trains de

passagers furent transférés à la Gare Centrale (Canadien National). C'était à l'époque une toute nouvelle gare puisqu'elle était ouverte que depuis 1943.

Du côté de la Gare Windsor, les trains de voyageurs affluaient en grand nombre et elle a eu ses heures de gloire jusqu'à la fin des années '60.

Cependant, depuis le début des années '70, on remarqua une chute du trafic voyageur à la Gare Windsor. On parla même de la démolir en 1973. Heureusement, cette idée fut remplacée par un projet de rénovation de la Gare.

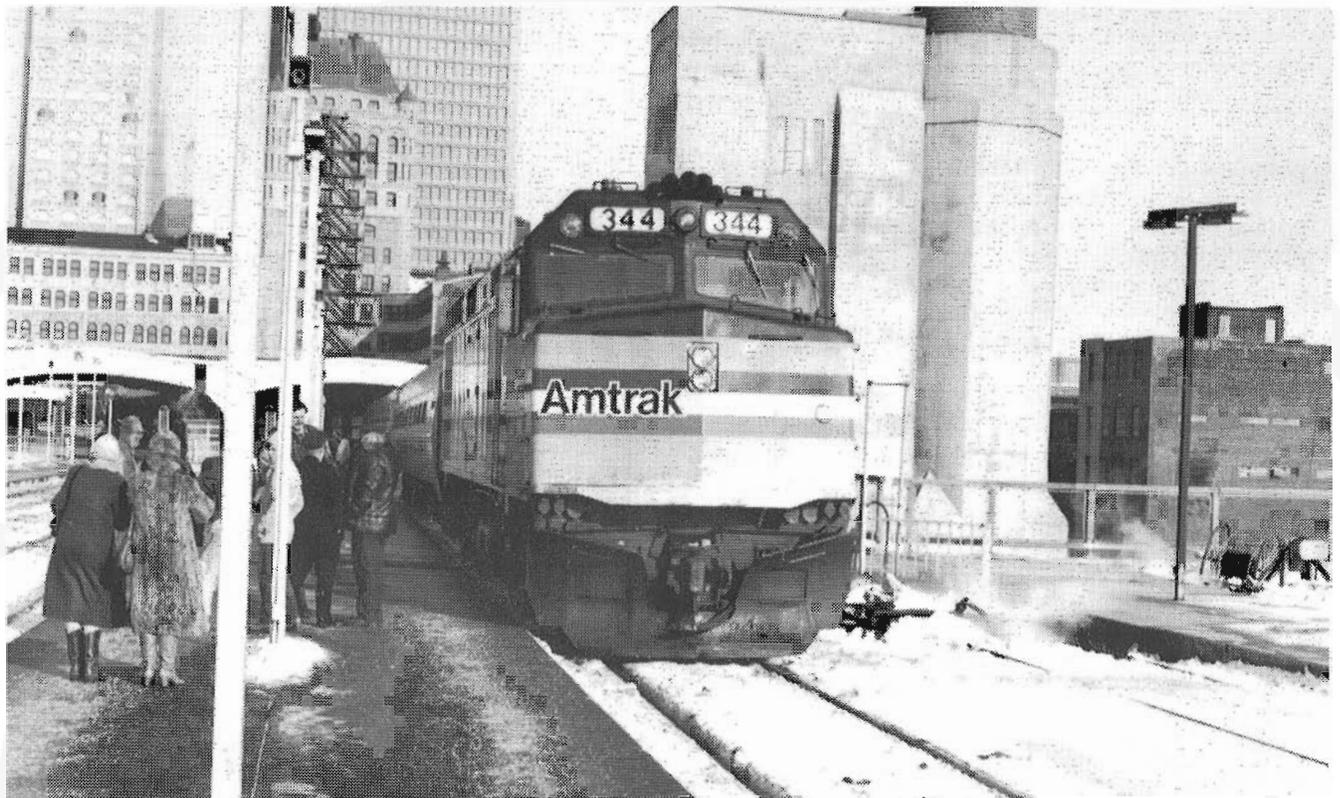
Avec la formation de VIA en 1978, plusieurs trains de voyageurs furent relocalisés de la Gare Windsor à la Gare Centrale.

Par exemple, le 27 octobre 1979, on assista au dernier départ du train "l'Atlantique" du Canadien Pacifique de la Gare Windsor. Le lendemain, le départ s'effectuait à partir de la Gare Centrale (opéré par VIA Rail).

En 1981, la Gare Windsor a perdu un autre train fort



*Nous voyons une partie des voyageurs, à la gare Windsor, qui se dirigent vers le dernier train No. 68, à 13 h15, le 12 janvier 1986.*



*Deux photographies qui nous montrent le dernier train "The Adirondack" à la gare Windsor de Montréal, le 12 janvier 1986. Le train se composait de la locomotive 344, et des trois wagons respectivement numérotés: Coach 21117, Coach 21182 et Dinette 20218-Food Service Car.*



*En ce 12 janvier 1986, on aperçoit le train No. 68 "The Adirondack" et le train de banlieue No. 61. Plusieurs personnes y étaient présente pour assister au dernier départ du train No. 68 de la gare Windsor. Ce fut certes un moment historique en ce qui concerne l'histoire de la gare Windsor. On aperçoit à l'arrière la gare Windsor, le Château Champlain, la Coupole de la Cathédrale de Montréal, le Reine Élisabeth et une partie de la Place Ville-Marie.*

populaire auprès des Montréalais. Il s'agit de la liaison Montréal-Labelle-Mont-Laurier, communément appelé "Le p'tit train du Nord", qui fut abolie le 15 novembre 1981.

La même journée, on assistait à l'abolition du service ferroviaire Montréal-Hull/Ottawa par la Rive-Nord. Cette liaison partait et arrivait à la Gare Windsor.

Par la suite, le 28 avril 1984, un moment historique avait lieu à la Gare Windsor. Il s'agissait du dernier départ d'un train de passagers canadien de longue distance à quitter la Gare Windsor. Il effectua pour la dernière fois la liaison Montréal (Gare Windsor) - Québec par la Rive Nord. Cette liaison est maintenant assurée à partir de la Gare Centrale de Montréal.

Et dernièrement, soit le 12 janvier 1986, à 13 h35, par un dimanche après-midi doux et ensoleillé, un autre moment historique avait lieu à la Gare Windsor. Il s'agissait du dernier départ d'un train de passagers de longue distance à quitter la Gare Windsor.

Cette liaison Montréal/New-York assuré par la Société Américaine "National Railroad Passenger Corporation", mieux connu sous le nom Amtrak, empruntait les voies du Canadien Pacifique en quittant la Gare Windsor de Montréal. Le train Montréal/New-York (via l'état de New-York) appelé "The Adirondack" utilisait donc, en partant de Montréal, le couloir: Montréal, Montréal-Ouest, LaSalle, Caughnawaga et Delson pour atteindre la Rive Sud de Montréal. Par la

suite, il empruntait les voies du Napierville Jonction jusqu'aux États-Unis.

Depuis le 13 janvier 1986, la liaison Montréal/New-York (The Adirondack) est maintenant assurée à partir de la Gare Centrale. Le train "The Adirondack" utilise maintenant les voies du Canadien National depuis Montréal jusqu'à la frontière américaine.

Voici le nouveau parcours sur le territoire Canadien: Montréal (Gare Centrale), St-Lambert, St-Jean (Province de Québec), Cantic.

À noter que le trajet est demeuré le même sur le territoire américain, soit de Rouses Point (dans l'état de New-York) jusqu'à la ville de New-York.

Ce service entre la Gare Windsor et la ville de New-York existait depuis environ 67 ans. Cependant, il serait intéressant, pour le bénéfice de nos lecteurs et lectrices, de retourner dans l'histoire et voir comment le service ferroviaire Montréal/États-Unis a commencé à ses tous débuts.

En voici les faits saillants:

Au début des années 1840, Montréal avait de graves problèmes sur le plan économique. Pour les hommes d'affaires de Montréal, Montréal devait avoir accès à un port de mer et comme ceux de la Côte Atlantique étaient trop éloignés, ils optèrent pour celui de Portland, dans l'état du Maine. Le représentant de la ville de Sherbrooke, à l'époque, fut le promoteur d'un chemin de fer qui partirait de Montréal jusqu'à Portland.



Le train "The Adirondack" No. 68, tiré par la locomotive No. 337, photographié sur la voie No. 2 à Montréal-Ouest le 11 janvier 1986 à 13 h45.

En 1844, à Compton, dans les Cantons de l'Est, plusieurs habitants se sont réunis pour étudier la possibilité de la construction d'un chemin de fer entre Montréal et Boston.

En 1845, le projet à réaliser fut décidé. Il fallait relier Montréal à Portland par un chemin de fer. Ainsi, un projet de loi fut adopté la même année pour créer la "St-Lawrence and Atlantic Railroad Company".

Vers 1847, la "Champlain and St-Lawrence Railway Company" décida d'améliorer son service entre Laprairie (Rive-Sud de Montréal) et St-Jean (Province de Québec).

En 1850, le "Montreal and Lachine Railroad" s'est joint au "The Lake St-Louis and Province Line Railway" pour former la "Montreal and New-York Railroad Company". La même année, elle fit rouler son premier train de Montréal jusqu'à Plattsburgh dans l'état de New-York, aux États-Unis.

En 1851, le "Champlain and St-Lawrence Railroad" construisait un nouveau tronçon et reliait ses voies ferrées à celles du "Vermont Central Railroad" à Rouses Point, dans l'état de New-York. Ainsi, on assistait à la naissance d'une route ferroviaire directe Nord-Sud de New-York et Boston vers Montréal.

En 1852, la "Montreal and New-York Railroad Company" a inauguré un service ferroviaire de traversier entre Lachine et Caughnawaga, sur la Rive-Sud du fleuve St-Laurent. Le traversier fut appelé le "S.S. Iroquois" et il pouvait transporter une locomotive à vapeur, probablement une 4-4-0 et trois wagons passager ou de marchandise par voyage.

Le 20 septembre 1852, la "Montreal and New-York Railroad Company" a inauguré son service ferroviaire entre Montréal et Plattsburgh, en passant par Lachine, Caughnawaga et Hemmingford. Rendu à Plattsburgh, les voyageurs pouvaient se rendre à Boston ou à New-York par bateaux à vapeur ou par train. Fait à noter, la voie ferrée entre Caughnawaga et Hemmingford a été détruite en grande partie. Cependant, elle existe encore entre St-Isidore Jonction et St-Rémi et elle appartient maintenant au Canadien National.

Une guerre des prix destructive s'est développée entre le "Champlain and St-Lawrence Railroad" et la "Montreal and New-York Railroad Company" pour le trafic entre Boston et New-York vers Montréal. Cette guerre des prix fut si ruineuse pour les deux compagnies que, pour survivre, elles furent forcées de se fusionner en 1857 pour devenir la "Montreal and Champlain Railroad Company".

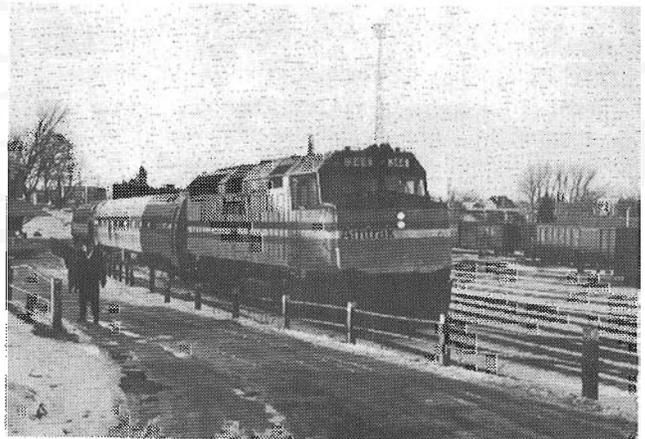
En 1864, un troisième rail était installé sur le pont Victoria pour permettre aux trains du "Montreal and Champlain Railroad" et du "Vermont Central Railroad" d'avoir accès à la Gare Bonaventure de Montréal. Le chemin de fer du "Grand Trunk" (GTR) avait à l'époque un écartement "Provinciale" de 5 pieds et 6 pouces. Cet écartement différait de celui des chemins de fer de



*Le train "The Adirondack" No. 68, le 12 janvier 1986, vers 14 h50, aux douanes américaines, à Rouses Point (État de New-York).*



*Nous apercevons plusieurs voyageurs à la gare de Plattsburgh (Etat de New-York), à 15 h25, le 12 janvier 1986.*



*Le train No. 68 s'apprête à quitter la gare de Plattsburgh pour se diriger vers la ville de New-York. Photographié le 12 janvier 1986 à 15 h30.*

New-York et de Boston parce qu'on voulait éviter que le trafic qui venait de l'ouest vers Montréal ne prenne la direction des villes de New-York et de Boston.

Dans les années 1890, les passagers des trains du "St-Lawrence and Adirondack Railway" de Malone (état de New-York) et du "Delaware and Hudson" de Albany (état de New-York) se rendaient à la Gare Bonaventure de Montréal.

Le 29 avril 1895, la ligne New-York C Adirondack commença à utiliser la Gare Windsor de Montréal. Ceci était maintenant possible puisqu'un nouveau pont ferroviaire enjambait le fleuve St-Laurent entre ville de LaSalle et Caughnawaga.

Le "Rutland Railroad" commença à circuler le 3 novembre 1901, sur les voies ferrées du Canadien Pacifique entre Iberville Jonction et la Gare Windsor de Montréal.

Le 1<sup>er</sup> octobre 1917, le "Delaware and Hudson" et le "Rutland Railroad" échangèrent leur terminus à Montréal. Ainsi, le "D and H" commença à utiliser la Gare Windsor tandis que le "Rutland Railroad" se retrouva à la Gare Bonaventure (Grand Trunk).

Depuis ce temps, la liaison Montréal/New-York via l'état de New-York avait comme terminus la Gare Windsor de Montréal.

Et le 12 janvier 1986, ce train appelé "The Adirondack" affectua son dernier départ de la Gare Windsor.

Plusieurs personnes étaient présente lors du dernier départ du "The Adirondack" de la Gare Windsor, pour capter sur pellicules, des photographies qui représentent beaucoup pour les amateurs de chemin de fer.

Plusieurs membres de l'Association Canadienne d'Histoire Ferroviaire y étaient et la majorité d'entre eux ont monté à bord du train et ont effectué une partie de la liaison Montréal/New-York. Plusieurs membres ont effectué le trajet jusqu'à Plattsburgh et certains se sont même rendu jusqu'à Whitehall, ville située à 154 milles de Montréal.

Les membres et amis sont revenus à Montréal dans la soirée à bord du train "The Adirondack" No. 69 et ils firent leur entrée à Montréal par la Gare Centrale.

Ils ont donc eu l'occasion d'être à bord du dernier train à quitter la Gare Windsor (Train No. 68) et d'être à bord du premier train de la liaison New-York-Montréal (via l'état de New-York) à entrer en gare à Montréal par la Gare Centrale.

Malgré le transfert du train "The Adirondack" de la Gare Windsor à la Gare Centrale, la Gare Windsor restera ouverte au public voyageur puisqu'elle sert de terminus au trains de banlieue de la ligne Montréal-Dorion-Rigaud (STCUM), donnant ainsi un accès direct au Centre-Ville de Montréal.

Daniel Poirier.

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# LAST RUN. THUNDER BAY-SIOUX LOOKOUT

By: Bryan Martyniuk

November 29, 1985 saw the last run of VIA Rail's mixed train #277 from Thunder Bay to Sioux Lookout, while the following day #278 made its final trip in the opposite direction.

Even though it never recovered anywhere near its operating costs the train performed an invaluable service to residents along the line. Most days there were always revenue customers on board. On some trips last summer both the passenger and baggage sections of the car were overflowing with people! The train delivered mail and groceries, children coming home for the weekend, and there were even two dogs who depended upon the train crew for handouts to supplement their meals.

Enough sentimentality! The train has gone. Time to go and search out other railroad related items that are on the verge of vanishing. Things like first-generation diesels, cabooses, stations... the list is endless!



*Engineman John Nistico waits for the conductor's signal to begin the last trip to Sioux Lookout on VIA's #277.*



*The last load of baggage is hoisted aboard combine #7189 at the CN Thunder Bay shelter.*



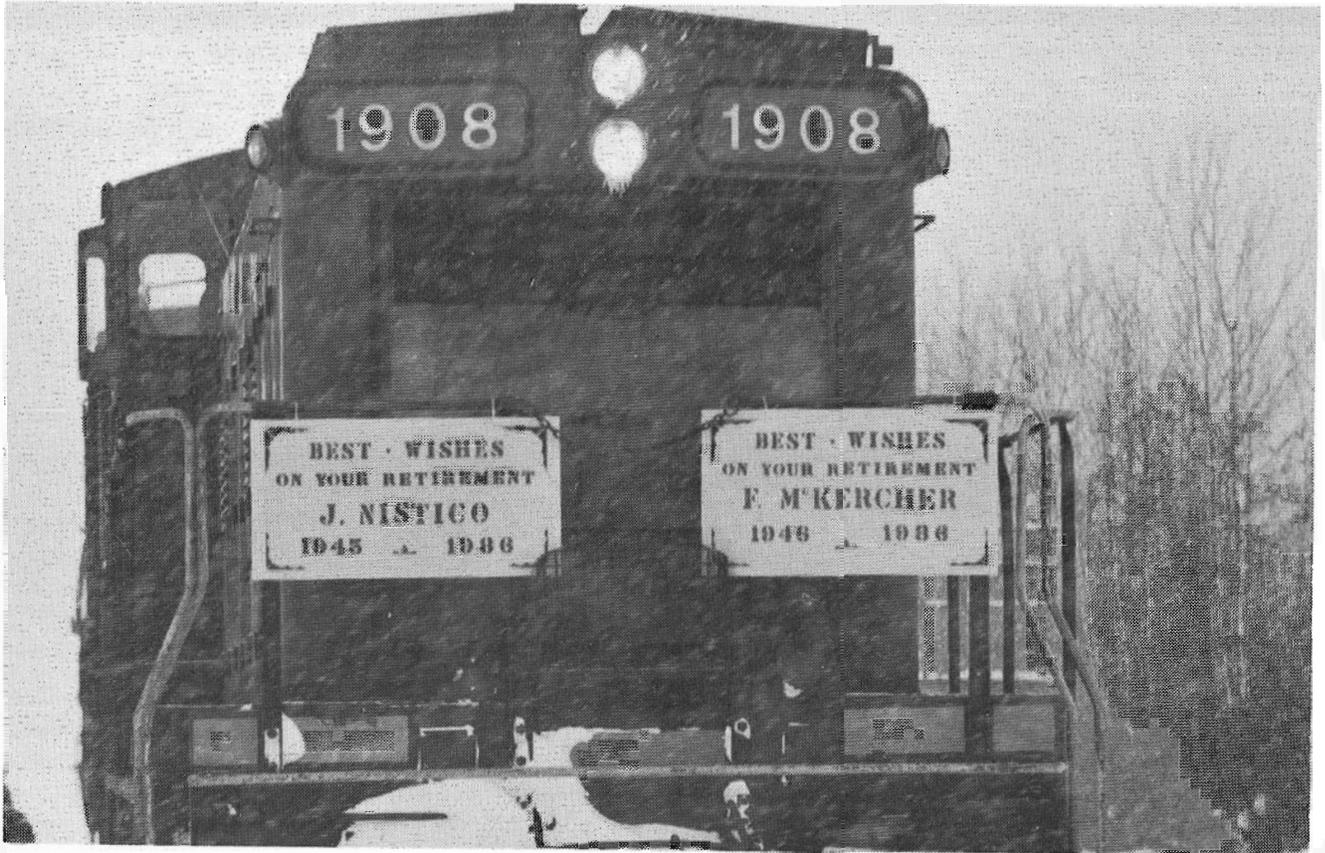
*VIA #277 has just left CN's Neebing Yard on its final trip to Sioux Lookout on Friday Nov. 29, 1985.*



*VIA'S # 278 arrives back at CN's Neebing passenger shelter amid a snowstorm to be met by a crowd of at least 50 wellwishers.*

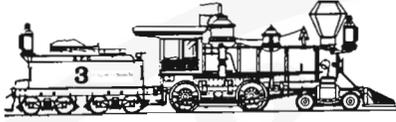


*Handshakes, greetings and tears are the order of the afternoon as friends of the 3 retirees greet them at Neebing upon their arrival.*



CN's GMD-1 #1908 displays two signs honoring the retirement of the two engineers who have handled this train since the days of the steam engine.

<b>CN</b>	CANADIAN NATIONAL RAILWAYS	48-04-970
<b>CLEARANCE</b>		
STATION	<u>Meekong</u>	<u>November 29</u> 19 <u>85</u>
TRAIN	<u>Prop Extra 1908 west</u>	
ORDERS FOR YOUR TRAIN ARE	<u>Kashabowee Sub</u>	
	<u>711-1363-1372</u>	
	<u>Allanwater Sub</u>	
	<u>Nil</u>	
THE NEXT TRAIN AHEAD FROM THIS STATION LEFT AT _____		
EXTRA TRAIN MOVEMENTS IN CTC AND MOVEMENT BY SIGNAL INDICATION TERRITORY (THIS INFORMATION MUST BE REPEATED TO THE TRAIN DISPATCHER)		
THIS CLEARANCE VOID ON ARRIVAL AT _____ (LOCATION)		
OK AT	<u>0937</u>	<u>JRB</u> DISPATCHER
	<u>0853</u>	<u>NLR</u> DISPATCHER
		<u>R. Therrin</u> OPERATOR



## NEWFOUNDLAND RAILWAY'S FAMOUS FLAGSHIP TRAINS

*"Gone but not Forgotten"*

The "Overland Limited"  
and the "Caribou"



Our member, Clayton D. Cook writer:

ABOUT THREE YEARS AGO, HAVING SADLY WATCHED the history of the Newfoundland Railways Steam Passenger trains slowly fade into oblivion, I decided to do something about the matter.

Along with an artist friend, we decided to try and preserve some of the rich history of the Newfoundland railways steam passenger trains in a series of paintings. Those paintings will, in due course, be presented to some museum, so that this and future generations will be able to view, and hopefully feel proud of a transportation system which spiked this great country together.

Having spent thirty three years as a trainman in this Province, I was very knowledgeable and fascinated by the steam engine, I felt that, if someone did not move quickly to try and preserve some of the rich history of the Railway in Newfoundland for posterity, then its history would be lost forever.

Our first painting was a pre-confederation steam passenger train, the "Overland Limited", wheeled by a pair of Mikados 2-8-2's. The lead engine #1010 was built in the United States for the Nfld Railway; the trailing engine #1008 was built in Great Britain.

Our second painting was a Canadian National Railways steam passenger train in Newfoundland. This

train is hauled by a Pacific 4-6-2 locomotive. This locomotive was purchased in the United States for the Reid Nfld Railway in 1920.

Other paintings will be done from time to time as finances permit.

I am enclosing a small photograph of each of these paintings along with the necessary information on them. Perhaps, you may be able to carry the write-up in one of the future issues of your magazine.

We are placing 50 reproduction photographs of each train on the market for sale in order to help defray some of the cost of making those paintings and the research.

The photographs are approximately 11 x 14 inches in full color, and we have them mounted and matted to a 16 x 20 inch size. (not framed).

The cost of those mounted and matted photographs are \$35.00 *each*. This price includes, shipping, Postage and Insurance while going through the mails. Photographs are shipped flat in heavy liner board.

To order those photographs, please write to the following address:

Clayton D. Cook UTU 1350 (R)  
P.O. Box 88  
Lethbridge, Newfoundland.  
AOC 1V0

# C.R.H.A. communications



## NEWS FROM THE DIVISIONS: Pacific Coast Division:

The Division held a number of interesting meetings last fall. In October, members were treated to slide shows by Mike Green of the U.S. west coast area including San Francisco Trolleys, the California Western Railroad, the California State Railroad Museum in Sacraments and so on.

In November, the meeting was dedicated to Canadian Pacific's centennial with guest speakers Mr. Fred Joplin, Commission of CP's pavilion at Expo '86 and Mr. Don Bower, CP Rails Regional Manager. In December, members enjoyed their annual Christmas banquet at Victoria Station and then watched the film "Emperor of the North".

The Division's Fraser Mills Station has been designated a heritage site by the Coquitlam District Council and will wear a plaque identifying it as such.

## Calgary & Southwestern Division:

The Division has received a grant of \$371.00 from the 1979 Railroder Committee for the C & SW Signal Restoration Fund. Fall seems to be a favourite time for movies. In November the Division's meeting included the movie "The Grey Fox".

## Niagara Division:

The Division was well represented at Craigellache last November as about a half dozen members, in the spirit of Van Horne, paid their own way to get there! They believe the Niagara Division was the best represented of CRHA Divisions at the ceremonies.

## Toronto & York Division:

The Division held its annual meeting on February 10, 1986. The following people were elected as directors:

Jack Bell, President  
Chris Kyle, Vice President, Legal  
Tony Rubin, Vice President, Financial  
Hollie Lowry, Secretary, Memberships, Meetings  
Joel Rice, Museum Chairman, Publicity, Restoration  
Derek Henderson, Library and Archives  
Gord Billingham, CRHA Publications Retail Sales, Displays

John Bicur, Research, Turnout, Printing  
Steve Lucas, Activities, Excursions, Programmes.

The T & Y Division meets on the second Thursday of every month (except July and August) at Harbourfront, 235 Queens Quay W. in Toronto. If you are planning a visit to Toronto, and would like to attend a meeting or meet some members, write to the Division for information at P.O. Box 5849 Station A, Toronto Ontario M5W 1P3. (Thanks to Hollie Lowry for this information.).

## Bytown Railway Society:

In February, members were treated to a photography symposium by five of the Society's leading photographers (John Stewart, Dave Stiemes, Doug Smith, Pierre Ozorak and John Coleman). Each gave examples of their slides and described the techniques used to get the picture or effect. For example, one provided examples of "arty" work while another showed how to take night shots including a double exposure with a big moon in the background.

Later in the same month, nine members enjoyed a day's ride on The Thurso Railroad behind the company's snowplow, as crews cleared the line all the way to the end of track (57 miles). The weather was perfect, and everyone enjoyed travelling in the various pieces of equipment (the plow, the Society's ex-CP caboose, ex-CP official's car #27 and even the railway's hi-rail truck).

The Society's 1986 Canadian Trackside Guide has been selling well. With the addition of listings for cabooses and auxiliary cranes, the Guide now contains 212 pages. Copies are still available at \$9.95 postage paid. Also available are the Society's two other books "Snowplow Extra" at \$3.50 ppd and "1201-40 Years Old..." at \$6.00 ppd. In addition, a wide variety of employee timetables and other items are available. Write to the Society for a list (address at beginning of magazine).

## Note to Divisions:

Do you have a "Sales desk" or have you published any books. Send details such as did the Bytown Railway Society above, and we will include it in Communications.

## Canadian Railway Museum:

A tribute to a Very Active Volunter.

### Odilon Perrault

Visitors to the Canadian Railway Museum during the past four years have seen the 16 pieces of railway equipment on display that have been newly renovated. What most of the visitors didn't know was that these fresh exhibits were the result of the initiative taken by only one man – Odilon Perrault.

Odilon is a recently retired railroader, who spent 39 years of his life working with the Car Department of Canadian National Railways Pointe St. Charles Shops, Montreal. He progressed from water boy to carpenter to AA1 "Carman". Actually, he is a Jack of All Trades.

Odilon is a member of a railway family. His father was a brakeman with CNR, and several brothers also were employed by CN. He took early pension to have time to do some other things in life. Not one to stand still, Odilon soon found himself at the Museum as a volunteer. He has experience, and ideas, and initiative to burn. Not only that, he has been leading volunteers of all ages, including young people sent to us by Government-sponsored youth programs, and youths from the area doing community assignments by court order.

Odilon would like to meet at the Museum many more volunteers of all ages who will come to assist in the restoration of our exhibits under his guidance, and not just pay us a visit to take pictures of his work. Give it some serious thought.

### Expo 86:

We are passing along a list of some of the special events to be held at Expo 86 which are rail-oriented. Our thanks to the Expo '86 people for this information.

#### 1. Steam Expo: May 23 to June 1, 1986

**Location:** CN Rail's Terminal Avenue railyard adjacent to the Expo Site.

**Description:** To celebrate the early development of rail transportation, EXPO 86 has designed this event around the romance and history of the steam locomotive. This is of particular relevance to Canada, since 1986 marks the centennial of the arrival of rail service in the Vancouver area. On May 23rd, a "Grand Parade of Steam" will take place. This parade will proceed from the Canadian Pacific railyards adjacent to the Canadian Pavilion and will move to the C.N. railyards, at which daily demonstrations will be performed, together with a public display of all participating equipment, over the remainder of this period.

#### 2. Urban Transit:

The Canadian Urban Transit Association will hold its annual conference, June 16 – 20, and is inviting international participation in this national meeting. In conjunction with this conference, urban transit equipment will be demonstrated or displayed, with emphasis being placed on an urban rail display which will be staged at railyards adjacent to the Expo site. Manufacturers of urban transit equipment, particularly rail equipment from international participants, will be welcome partners in this period.

Several Urban Transit events are taking place during the month of June:

Date	Event
June 15 - 19	Canadian Urban Transit Assoc. Conference
June 18 - 20	APTA Transit Security Workshop & Trade Show
June 19	Vancouver ALRT Symposium
June 20 - 21	Symposium on "Modern Swiss Technology in Urban and Suburban Transit"
June 26	Technical Seminar on the Soule People-Mover Demonstration System

#### 3. Modern Rail: September 29 to Oct. 5, 1986

The design of vehicles and systems for modern rail operations must take into consideration the intermodal aspect of rails within the sphere of transportation systems, for the movement of people and goods, as well as the impacts and hazards which such movements present.

Issues which will be addressed during this period will be the design and operation of specialized railcars and unit trains, the role of multi-modal equipment, the relative value of diesel and electric propulsion, the efficient and safe operation of railcars, management of equipment in terminals and yards, and the potential for high-speed passenger rail technologies and services. Since modern railroads depend heavily on new communications technologies, issues such as computer simulation models of rail operation, centralized traffic control, and passenger ticketing and reservation systems, are among a number of systems which will be given a great deal of attention.

Date	Event
September 30 to Oct. 1	Symposium on "Modern Rail: The View from Switzerland"
October 2 and 3	American Railway Engineering Association Conference.

A number of other events will be occurring which relate to railways or have an impact on railways:

- Truck and Intercity Buses June 9 to 15
- Automobiles July 6 to 19
- Mini-locomotives May 24 - June 1

# New members for year 1985

NO.	NO.	NO.
3287 Mann, Charles N.	3341 Mitchell, D.R.	3395 Caley, W.F.
3288 Hunter, J.	3342 Gatey, Gerry S.	3396 Commonwealth Historic Resources
3289 Aborn, Duane E.	3343 Staples, Frank	3397 Fortin, Jacques
3290 Hickcox, Dr. David H.	3344 Beebe, Kenneth R.	3398 Kaiser, Peter J.
3291 MacIntosh, Barrie	3345 Adams, Gene	3399 Lambert, William
3292 McConnell, Roger A.	3346 Agresti, Armand	3400 Monsour, N.
3293 Morse, Stephen	3347 Balcom, Bruce	3401 Smith, R.R.
3294 Puczko, A.P.	3348 Bidwell, Blaine	3402 Davis, Thomas
3295 Renovich, Stephen B.	3349 Deshon, Dick	3403 Jansen, Cornelus
3296 Fox, Douglas L.	3350 Guimes, William	3404 Tillinghaste, H.
3297 Gartman, Gaylord E.	3351 Kalmbach Publishing Company	3405 Christian, Michael J.
3298 Gould, Ken A.	3352 Schmidt, Thomas J.	3406 Grill Robert M.
3299 Hecker, John W.	3353 Shrank, John A.	3407 Antram, H.S.
3300 O'Connor, Donald M.	3354 Thomas, Authur R.	3408 Connery, Rick
3301 Wolfgarth, Arthur	3355 Anderson, Malcolm	3409 Carter, Leonard
3302 Davies, Harold	3356 Bosse, Richard	3410 Whittall, Malcolm H.
3303 Camp, H.B.	3357 Corness, Leslie	3411 Curran, David
3304 Forman, Geo. Hamilton	3358 Broadbear, Don	3412 Kindrachuk, Mark
3305 Innes, William	3359 Naylor, Harvey	3413 Wiles, Roy M.
3306 McSparron, R.W.	3360 Schroeder, Barrie	3414 Czurak, John
3307 Smith, Joe A.	3361 Card, Dr. Robert T.	3415 Perry, Robert
3308 Appleby, James	3362 Carson, Edward W.	3416 Pilon, Paul
3309 Hayre, John D.	3363 Hillman, John	3417 Vezeau, Real
3310 McDonough, Martin	3364 Lemon, W.B.	3418 Canadian Centre for Architecture
3311 Ratcliffe, John V.	3365 Lichacz, Michael	3419 Boylan, Dr. Terence
3312 Brouse, Jeffrey S.	3366 Norman, Phillip J.	3420 Elzinga, Ed.
3313 Harris, John	3367 Spalla, Joseph M.	3421 Vanderhoof, Dory
3314 Janson, William C.	3368 Thompson, Catherine	3422 Zamkowski, Ed.
3315 Stuhr, Robert	3369 Williamson, Bruce G.G.	3423 Haddow, Douglas, M.
3316 Winkler, Richard H.	3370 Woodrow, Tim	3424 Van Kuiken, John
3317 Harmon, John J.	3371 Mentzer, Marc S.	3425 Bluewater Michigan Chapter N.R.H.S.
3318 Musie, Thomas	3372 Welcome, F.T.	3426 Glemson, J.W.
3319 Berne, Sydney	3373 Martin, A.G.	3427 Garrett, William J.
3320 Fones, William J.	3374 Mills, Angus	3428 Imai, George
3321 Loken, Andrew	3375 Price, Richard H.	3429 Parker, Ron
3322 Morgan, Dave	3376 Smith, M. Glen	3430 Walsh, Edward George
3323 Morgan, Leslie	3377 Tatton, Frank G.	3431 Gaylie, Michael
3324 Richardson, Mark	3378 Avery, Tim	3432 Appleby, James
3325 Webber, Mike	3379 Bonnell, Cranston	3433 Hahndorff, Wolf
3326 Waters, Bernice	3380 Grant, Eric O.	3434 MacMillan, Thomas
3327 Currie, R.W.	3381 Grunet, Lou	3435 Payant, Luc
3328 McKinnon, Archie	3382 Jones, W.L.	3436 Robertson, Donald
3329 Isberter, James E.	3383 Martindale, Bob	3437 Kinzie, Dave
3330 New, R.J.	3384 MacDonald, Bill	3438 Hughes, Michael
3331 Staicue, Paul	3385 New, D.W.	3439 Park, Richard
3332 Usher, David	3386 Ressler, Wayne	3440 Salter, Wm. H.
3333 Girard, Jean	3387 Fortier, Denis	3441 Skelly, Robert
3334 Bryant, William	3388 Wry, Nicolas	3442 Auger, Michael
3335 Licharson, John A.	3389 Riedl, Gerhard	3443 Bell, Rev. Aubrey
3336 Ottenhof, Matt	3390 Dempsey, Charles	3444 Frost, Ian C.
3337 Cote, Vernon, P.	3391 Hofsommer, Don L.	3445 Mair, Bea
3338 Snider, Stewart G.	3392 Bowles, Paul	
3339 White, Ralph R.	3393 Brown, Ron	
3340 Fanning, Thomas A.	3394 Burr, Ward A.	

NO.

3446 Karlewicz, Vincent	3460 Miller, Barry E.	3474 Jackson, G.S.
3447 McPherson, Jim	3461 Nicholson, Brian	3475 Laurendeau, Daniel
3448 Charest, Richard	3462 Mutter, Jas. H.	3476 Deragon, John
3449 Lydfrod, J. Barry	3463 Altimas, James	3477 Lemal, Marcel
3450 Massie, Brian C.	3464 Kidd, Phillip	3478 Ens, Gordon
3451 Plamondon, M.	3465 Nadon, Sylvain	3479 Green, Fred E.
3452 Tyrie, Ralph E.	3466 Makuen, Dr. Donald R.	3480 Linton, Dr. Robert
3453 Simpson, Marc	3467 St. Louis Mercantile Library	3481 Springthorpe, W.C.
3454 Birkemeyer, Michael	3468 Fortier, Dr. Andre	3482 Bernier, Alcide
3455 Flatt, William G.	3469 Horne, Carol	3483 Rudyk, Bill
3456 Milot, Maurice	3470 Tomlinson, C.C.	3484 Belec, J. Alphonse
3457 Robinson, David	3471 Ulph, Thomas S.	3485 Mulligan, Joseph
3458 Southwood, Geoffrey	3472 Cook, Clayton D.	3486 Dubuc, Francois
3459 Wagner, Michael D.	3473 Sparks, Deryk	3487 Homenock, Eugene

## Year End Report for 1985 – Rideau Valley Division CRHA

1985 HAS BEEN AN EXTREMELY SUCCESSFUL YEAR for the Rideau Valley Division. This year started with the acquisition of the former Canadian Northern Railway station in Smiths Falls, Ontario. The purchase of this building marked the end of three years of negotiations with Canadian National.

A great deal of work has been done to date on the restoration of our station. Approximately three quarters of the 12,000 square foot roof has been completely rebuilt. Large expanses of rotten deck boards were replaced, a number of rafters were replaced or repaired, all fascia boards were replaced, and new asphalt shingles were installed. We were very fortunate to receive assistance from inmates of the Rideau Correctional facility in Burritts Rapids. These men did a great job on our roof repairs, and will be back in the spring to complete the job.

All roof brackets, beams, doors, and windows have been freshly painted. Past president Bill LeSurf has acquired a large collection of green- paint splattered T-shirts as a result of this work. Bill spent most of the summer "up a pole" painting.

The interior of the express room received attention. Members applied fresh cream paint to the ceiling and window sashes, and green to the doors, window trim, and cornice moulding. The hardwood floor was rebuilt, as it had buckled with moisture. It will be sanded and refinished in 1986.

On October 5th, approximately 450 people attended a ceremony dedicating our station as a National Historic Site. CRHA president David Johnson, and Lanark MP Paul Dick unveiled the plaque, which was later mounted on the northwest corner of the station. Speakers included Dr. Edward Storey of the Historic Sites and Monuments Board of Canada, David Johnson, President of the CRHA, Robert V.V. Nicholls, CRHA

Honorary President, Bill LeSurf of the Rideau Valley Division, Smiths Falls Mayor Gordon Durant, and Paul Dick, MP for Lanark.

Much to the delight of members and visitors alike, Canadian National accomodated our request by sending a brand new locomotive, SD-50 number 5432, to the ceremony. This engine, along with our ex-Canadian Pacific S-3 number 6591, were available for visitors to explore. Interestingly, 5432 was brought directly to Smiths Falls before being placed into regular service. The engine had travelled less than 1,000 kilometers since leaving the General Motors plant in London.

1985 was a good year for rolling stock acquisition. In December, 1984, our first car, CN 574493, had been moved into our siding. This car had been acquired from the Tunnel Bay Model Railroad club in Brockville. This is a single sheathed wooden automobile car.

Early in June, Canadian Pacific donated their Montreal Locomotive Works S-3, number 6591. Members have spent most of this summer working on the locomotive. The entire cab interior has been painted and lettered, and we are presently searching for parts to replace those missing from the locomotive.

The exterior of the locomotive has been partially stripped and primed. We ran into delays since our air compressor suffered a major mechanical failure, but will complete the work in 1986. We have acquired appropriate CPR grey, maroon, and yellow enamel through the Canadian Railway Museum, and will paint 6591 in the CPR block lettering livery in the spring.

Along with 6591, CP donated an auxilliary train boxcar, number 404266. This car had served as a block and cable car before retirement. This is an old single sheathed double door boxcar, with end doors, electrical service, and work benches installed for work service. We are putting this car to good use as



workshop and storage space.

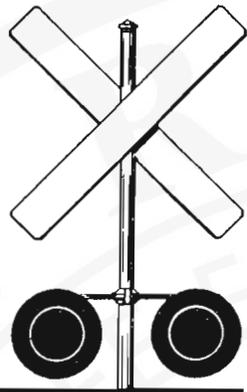
In September, we learned that the Canada Starch Company of Cardinal, Ontario was about to scrap two vintage tank cars on their property. The company was enthusiastic about our request to preserve one, and, after we inspected the cars and made our selection, agreed to donate CSTX number 22. This is an old 36 foot steel tank car with K- type air brakes. We intend to restore the car to Casco's familiar grey and black paint scheme. The car arrived on our siding in mid- September.

Following the very successfully placquing ceremony on October 5 th, our members have moved indoors for our restoration work. We are presently removing old plaster, lath, plywood panelling, and linoleum flooring,

in preparation for rebuilding of the ladies' waiting room. New insulation, wiring, Gyproc, paint and wallpaper will be applied to match as closely as possible the original appearance of the room. A wealth of wooden trim is still in this room, and will be restored to its original appearance. The hardwood floors will be repaired, sanded, and refinished.

The Division would appreciate hearing from any members who have photos or information on typical Canadian Northern station and hotel interiors. Of particular interest is the style of lighting fixtures used, to ensure accuracy in our restoration efforts. The Division's address is listed on page 3.





# Book Review

GUINNESS  
FACTBOOK

RAIL

John Marshall



RAILROAD ENTHUSIASTS WILL FIND THE NEW book GUINNESS FACTBOOK: RAIL (a Guinness Superlatives book distributed by Sterling, \$6.95 in paperback) to be an absolutely indispensable handy reference for railroad enthusiasts. It compiles and organizes the authoritative facts and figures on all the world's great rail services, and it is the *only* source to bring all this information together in compact volume.

Its range is complete — covering the development of rail power from the first authorization of a "wagonway" in 1785 through the superspeed TGV (Tres Grand Vitesse) service in France today, with a chronology of important dates, biographical sketches of leading railway makers, and separate chronological treatments of railway electrification and tunnel building.

It rounds up basic statistics about each of the world's principal railway systems in a convenient, easy-to-follow format; and then follows with in-depth surveys of British, French, American, Canadian, Australian, Russian, Chinese, and Japanese railroads. Virtually any information you might want about route lengths, gauges, rolling stock, motive power and more is easy and quick to locate in carefully designed tables.

Top it all off with a generous selection of historic and modern photographs — over 80 in all — and you have a handbook that every railway enthusiast will want to have on hand for ready reference and enjoyment.

Title: GUINNESS FACTBOOK: RAIL  
Author: John Marshall  
Edition: Paperback 0-85112-403-8 \$6.95  
(\$8.95 in Canada)

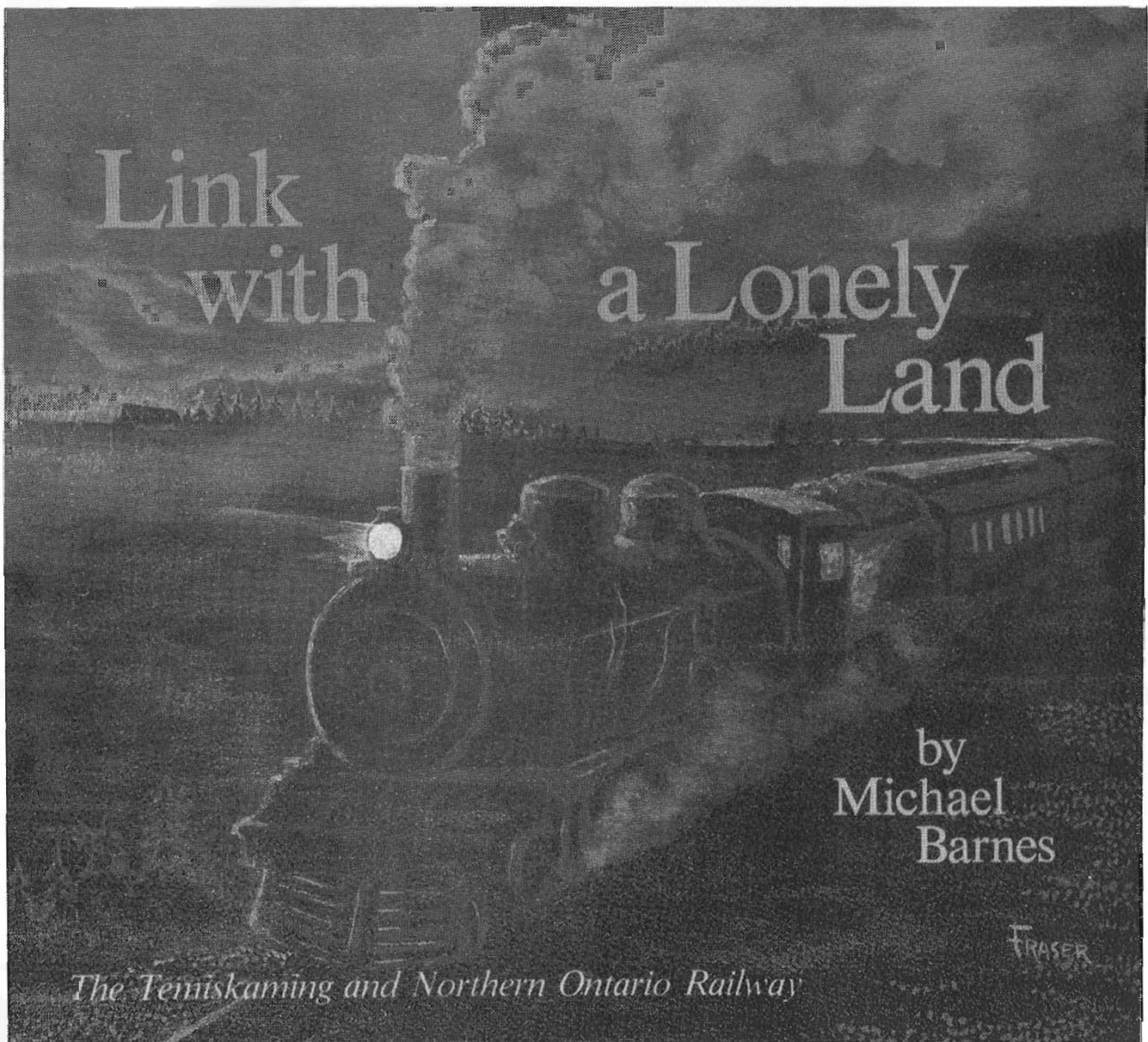
## ONCE MORE UNTO THE NORTH . . .

S.S. Worthern

In his book about the genesis and development of what is popularly known as the ONR (Ontario Northland Railway) (1972), author R.D. Tennant, jr. had this to say:

"The fascination of Moose Factory on the island of the same name is hard to define."

To begin with, this statement could be expanded easily to include almost every locality on the main or branch lines of what is, in fact, the railway of the Ontario Northland Transportation Commission - ONTC. The fascination of this provincial enterprise is so tangible, even in 1985, that it continues to attract hundreds of tourists annually to ride its rails and the organization is a subject for continuing examination and description by hard and soft-cover writers.



Bob Tennant's 1972 book, "Ontario's Government Railway: Genesis & Development" pursued that fine line between a business-type publication and a railway-enthusiast oriented work. It was read as a definitive history of the Ontario Northland, although its presentation may not have been in the true tradition of hard-cover publications.

This year, Boston Mills Press has produced a new hard-cover history of the Temiskaming and Northern Ontario Railway that was, titled "Link With A Lonely Land", which in all truth, the T&NO may be said to have been. But, in the title - or perhaps more properly in the sub-title - there is a degree of confusion, for while the T&NO is stated to be the subject of the book, a good deal of the text is devoted to the ONR, with penultimate

mention of the ONTC and the Nipissing Central.

Mr. Micheal Barnes, in his introduction, asserts that his 18-year residency along the T&NO/ ONR/ ONTC main line has confirmed him as a "ferrequinophile", a lover of the iron horse. It would be more correct to say that Mr. Barnes' book certifies him as a lover of the T&NO, for it is of that organization that he writes with sympathy and enthusiasm. Granted, Mr. Barnes sets out the term of reference of his story as 1902-1946, the era of the T&NO, but his text and illustrations belie this time-frame.

While Mr. Barnes has adhered reasonably closely to the T&NO's sphere of action, there are some slightly disturbing omissions in the antecedent chronology, such as the opening of Canada's first public railway in 1836 (page 11)

and the negotiations with the Canadian Pacific Railway Company in the 1920s.

Surely, much of the charm of "Link With A Lonely Land" lies in the homespun tales of rural celebrations. But under the aegis of Harry (later Sir Harry) Oakes, celebrations were the watchword, generating as they did columns and columns of very favourable publicity in the Toronto (and other) newspapers of the time.

Sometimes it seems that accounts of precious and non-ferrous metal discoveries and catastrophic forest fires dominate the T&NO's history. The accounts of such events make fascinating reading and the lessons taught by the development of the mines and the reconstruction of the burnt-out towns and villages are clear enough for anyone to understand. And the T&NO played a unique and very important part in most of these dramatic events. Think about a celebration where you could see a forty-stamp (rock-crushing) mill turn out real gold bricks in the affluence of South Porcupine in 1912 (page 49)! With potted plants coming from the railway conservatory down the line. As my mother-in-law used to say, "Just imagine!"

There were giants in those days; great names were everywhere. Harry Oakes, developer; C.C. Farr, fur trader turned promoter; Fred LaRose, blacksmith becomd prospector; Duncan McMartin, contractor and miner. The list is impressive. Included in it is the omnipresent Reverend R.G. MacBeth, author of "Romance of the Canadian Pacific Railway" (1924),

"a clergyman who had travelled extensively along the route of the railway . . .",

a psonage as arcane as Dr. Dionysius Landner of Brunel/Great Western Railway of England splendour.

What makes Mr. Barnes' story entertaining reading? Is it his intensely personal treatment of T&NO history, his present-day intimate acquaint-

ance with personalities or his employment of charming eupheisms? It is the combination of all of these elements.

The book's illustrations are, in the main, sharp and clear, although some of them are printed disappointingly dark. Some of the older photographs might have been worked over to improve their quality for presentation. The Patterson-George Collection and Dr. Robert F. Legget supplied unusual photographs, some not published previously.

While Mr. Barnes makes a valiant attempt to maintain a separation between the histories of the T&NO, the ONR and the ONTC, he was unsuccessful in a measure, for inevitably the T&NO becomes the ONR, which becomes the ONTC. But what does it matter? To many, the railway from North Bay to Moosonee via Englehart and Cochrane will always be the T&NO, just as, to others, it will be the Ontario Northland.

The Myriad of colour slides taken by the multitude of tourists annually will perpetuate the identity of a train - the "Polar Bear Express" - rather than the corporate/commission title. But, as Korzybski said, "The word is not the thing; the map is not the territory." Indeed, Ontario's government railway will continue to be many things to many people, particularly those living along its route. And books like Mr. Barnes' "Link With A Lonely Land" will help to keep it so.

LINK WITH A LONELY LAND: The Temiskaming and Northern Ontario Railway.  
- Michael Barnes

The Boston Mills Press, 98 Main Street, Erin, Ontario NOB 1T0 203 pp.; Selected Bibliography; Acknowledgements; no index. 211 b&w photos; 30 engine pictures; 7 sketches; 7 diagrams; 4 maps. 22.5 x 21.2 cm. \$29.95 ppd.

## THE LINE BETWEEN THE LAKES

By S.S. Worthen

Books of pictures of railways and their equipment, otherwise "photo albums", have enjoyed considerable popularity with steam, diesel and electric railway enthusiasts, so that, whenever a publication of this kind appears, it achieves a reasonable popularity at once. While rail photo albums certainly are entertaining and, depending on the quality of the picture captions, instructive, of paramount importance is the selection and sequential presentation of the photographs.

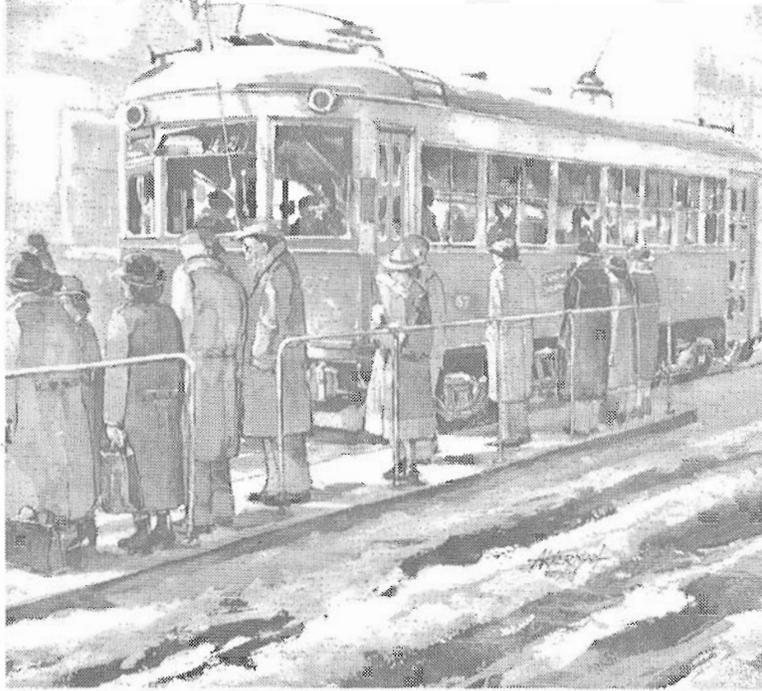
It may be that Andrew Panko and Peter Bowen of NiagaRail Publications Limited were so enthralled in the selection of the 195 black-and-

white photographs for their book "Niagara, St. Catharines & Toronto Electric Railway in Pictures" that they overlooked both geographical and historical sequence. At any rate, the result can confuse the viewer - one cannot say "reader", really - unless he is prepared to evaluate the rolling stock and motive power of the NS&T by age or road number, the two elements which remain more or less constant throughout the book.

"Niagara, St. Catharines & Toronto Electric Railway in Pictures" is a well produced volume, although it seems on inspection that some of the pictures could have been worked on a little more to improve them for publication. The photographs illustrate the origins of the line in 1890s, its several divisions and its diverse roster of

## Niagara, St. Catharines & Toronto Electric Railway in Pictures

by Andrew Panko and Peter Bowen



equipment, from early double-truck, open, interurban cars and later steel cars of various origins, to a series of Cincinnati Car Company (Cincinnati, Ohio) lightweights in local services.

In its lifetime, the NS&T developed a significant carload freight business, with several interchanges with eastern main-line steam-operated railways. LCL freight was handled routinely by electric baggage-passenger combos and motor express cars. While perhaps not totally relevant, there are photographs of several passenger ships operated on Lake Ontario by the wholly-owned subsidiary, the Niagara, St. Catharines and Toronto Navigation Company.

In the spirit of "something for everybody", the Evans auto-railers or "Road Railers", gasoline-powered rail motor coaches, built by Evans Products Corporation of Detroit, Michigan in 1937 are striking curiosities. Transferred from Canadian National Railways in 1938, the rail mechanism was removed the same year. They were repainted to Canadian National Transportation Limited livery in 1941 and transferred to the Oshawa Railway, Oshawa, Ontario bus line in 1942, where they "ran" out their days!

Photographs by Messrs. R.J. Sandusky, C.N. Riehl and J. William Hood are presented, as well as some from the J.J. Wigt Collection and the St.

Catharines Historical Museum.

Most of the pictures are of operating scenes with adequate explanatory captions. A clearer understanding of events in the history of the NS&T, the line between Lakes Erie and Ontario, certainly could have been achieved by a better sequential ordering of the pictures. The system map, essential to this reviewer to achieve an understanding of the reasons for building the line in the first place, might have been amplified by additional, detailed inserts of complex junctions and stations, with appropriate dates of opening and abandonment.

The colour painting on the dust-cover and the attractive binding provide a pleasant entrance and exit. Electric interurban railway enthusiasts, and there are a few, will be pleased.

NIAGARA, ST. CATHARINES & TORONTO  
ELECTRIC RAILWAY IN PICTURES Andrew Panko  
& Peter Bowen 1984. NiagaRail Publications,  
Limited.

R.R. No. 4, Niagara-on-the-Lake, Ontario,  
Canada LOS 1J0 144 8½ × 11" pp.; hardbound;  
coloured dust-jacket; 1 colour painting; 3 colour  
pictures; 195 b&w photos; sytem maps;  
timetables; transfers, etc. No Table of Contents,  
Roster, Index or Bibliography. \$24.95 ppd.

# The business car



A VIGOROUS ONE-YEAR LETTER-WRITING CAMPAIGN by passengers and Transport 2000 supporters has helped convince VIA Rail to retain overnight train service between Ottawa and Toronto. In a letter dated Feb. 19, 1985 to the Canadian Transport Commission (CTC), VIA served notice that it was withdrawing its application to discontinue the Ottawa-Toronto section of *The Cavalier*. The application was filed Feb. 17, 1984 but never received a CTC ruling.

VIA originally proposed to replace the overnight train with an early-morning rail diesel car (RDC) that would connect with an existing Montreal-Toronto LRC express at Kingston. Total travel time would be reduced to four-and-a-half hours, made possible by a \$41 million track improvement program over the Ottawa-Brockville segment. In late 1984, VIA modified its plan and proposed a *through* Ottawa-Toronto early-morning LRC in place of the RDC connection at Kingston.

The new LRC service was inaugurated Jan. 7, 1985, even though a CTC ruling on VIA's *Cavalier* application had not been forthcoming. VIA was forced to maintain the overnight train pending a CTC ruling. With the withdrawal of VIA's application, Ottawans are guaranteed four daily train departures to Toronto: at 07:15, 09:30, 17:10 and 23:59. The 07:15 and 17:10 departures, both utilizing LRC equipment, complete the 450-km trip in four hours. In addition, a bus/rail service via Kingston departs Ottawa Station at 12:30.

Source Transport 2000.

SEVERAL RAILWAY STATIONS IN THE GASPÉ AND Matapédia Valley regions of Quebec will be relocated or totally renovated this year at a cost of \$2 million. More than 60 jobs, mainly in the construction sector, will be created. The program will be implemented under the proposed revitalization of VIA Rail services announced in January by federal transport minister Don Mazankowski.

Stations to be relocated are Bonaventure, Chandler and Richmond. The relocation program is to meet several objectives: To enhance the image of VIA in the eyes of potential passengers, to provide better station access near downtown areas and to cope with the advanced obsolescence of existing stations. Renovations will affect Amqui, Carleton, Causapscaal, Gaspé, Grande Rivière, Matapédia, New Carlisle, Percé, Port Daniel and Sayabec stations.

Calls for tenders will be issued in the spring and work should be completed in Dec. 1985. Transport Canada will soon release the results of its study into the condition of stations in Quebec's Lower St. Lawrence region.

Source Transport 2000.

EVELYN ATKINSON ISN'T BEING ALLOWED IN TO see her friend, who has been feeling poorly for 40-odd years.

That's the black friend that they lashed to a flatbed truck and snuck over the bridge and into surgery late in

the night in November. Now, they say she looks as good as she did when they ran her out of Montreal 99 years ago.

Atkinson's friend, her obsession, is Engine 374, that magnificent piece of Canadian history that has been too long in the wind, too long in the rain.

Engine 374 was the pull tab that zipped this country together. She made the word Confederation a reality, rather than a political slogan, when she hauled 10 cars and 150 passengers from Montreal's Dalhousie Station to the new CPR terminus at the deep-water foot of Howe Street in Vancouver. When she steamed wearily but proudly into Vancouver on May 23, 1887, bell clanging, drive rods slamming, steam belching, it was the completion of the first transcontinental rail crossing of the young nation. Before the passengers and luggage had been unloaded in Vancouver, a cable had been sent to Queen Victoria announcing: "Canada linked."

That was Engine 374, Evelyn Atkinson's friend.

But Vancouver has some quirky ideas about history. Over the years, the historic locomotive was treated as a nuisance.

In 1945, 58 years after her first epochal arrival in Vancouver, she came back, totally refitted and again under her own power, a gift to the city from the CPR.

Her brass and copper still gleamed. Her boilers made steam. But it was as if someone had given the city the gift of a 50-ton elephant: After the initial surprise, what in hell do you do with it, where do you keep it?

The one-time city archivist, Major J.S. Matthews, said, in accepting 374, "We shall cherish it as a symbol and a tradition, for it reminds us of the greatness of great men, great deeds and great events."

We did no such thing. The proudest locomotive in Canada's rich railroading history was placed on a length of track, out in the open on the CPR right-of-way at Kitsilano Beach Park.

Like many blunders, it seemed a good idea at the time. The curious came to stare at 374. Kids by the hundreds came to climb on her. But rain and snow and frost and sun and seagulls and rot and rust also came. So did vandals. Many of them came at night with crowbars and tore her guts and her gauges and cab fittings out and stole them.

In 1972, I wrote a story about the shame of 374's visible death. Evelyn Atkinson read it and was moved by it. In 1975, while she was a member of the Park Board, she was in a taxi that drove past Engine 374. The cab driver slowed down and cursed unnamed people for "letting a piece of history rot."

By 1981, when she was off the Park Board, Atkinson resolved to save 374. The result of the long commitment was the formation of Friends of Locomotive 374.

The work of that group is under cover right now at Versatile Pacific Shipyards, where another restoration

of the engine is being complete, prior to 374 being trucked to the Expo grounds at the end of this month, where she will sit on a spiffy turntable in front of the Esso Roundhouse Pavilion.

The locomotive is in the hands of salaried engine surgeons right now. But she survived to get that far because volunteers from the Friends put 5,000 hours of first-aid into her during the 2 1/2 years she was in a shed at Granville Island, supplied rent-free by the Granville Island Trust. Members, train buffs all, often took pieces of her home to the lathes in their basement workshops, before major money began flowing in to take care of the big-ticket job problems.

Volunteer Steve Stark says of the work going on inside the off-limits Defence Department property at Versatile, "She's on track. The cab has been reconstructed, the boiler has been coated, new parts have been cast and everything but the gold-leaf finish will be done by the end of the month, when we have to truck her onto the Expo ground."

What we will be seeing will be the ghost of 374, rather like the axe the old logger said he'd had for 50 years, through three new handles and seven new heads.

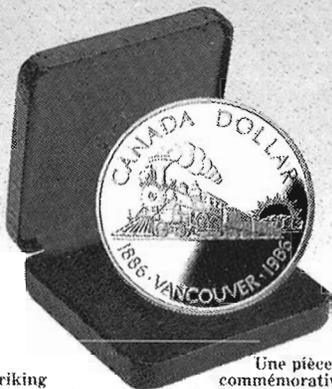
Her wheels will never turn again and there are no tubes in her boilers. But she'll make steam from an auxiliary source all through Expo. And if she blows off a disdainful snort at a lot of the new-fangled transportation models that have never crossed and gathered up a nation, who's to blame her?

Source Vancouver Sun via  
Norris Adams.

STEAM EXPO '86 — THE LATEST INFORMATION indicates that this will be the steam event of the decade. The great steam race will see a number of large mainline steam locomotives heading simultaneously to Vancouver from points all around North America. It will be a "race" in name only. Some will be from overseas exhibitor nations also. All locomotives participating in the "race" will time their arrival in Vancouver for the evening of May 22, 1986.

On the morning of May 23, the anniversary of the arrival of CPR #374 at Vancouver in 1887, they will switch out of the receiving yard and head north to Burrard Inlet in preassigned positions, lead by British Columbia's most well known locomotive Royal Hudson #2860. Taking into account seasonal angles of sunlight, the entire chain of locomotives and their cars will steam west from Columbia Street along the waterfront past the new Advanced Light Rapid Transit station and Canada Place. Over the following 10 days, the locomotives will be on display at a site adjacent to the main Expo '86 grounds.

Source The 470.



**A striking commemorative coin**

The Government of Canada has authorized the Royal Canadian Mint to issue a 1986 Commemorative Silver Dollar to mark both these historic events. 21st in an extraordinary

**Une pièce commémorative d'une rare finesse**

Le Gouvernement du Canada a autorisé la Monnaie royale canadienne à émettre un dollar commémoratif 1986 en argent, à la gloire de ces deux jalons historiques.

series, the silver dollar depicts Elliot John Morrison's design of Engine no. 371 with the skyline of Vancouver in the background. This issue represents an important numismatic milestone, and may well become one of the most desired of all Canadian Silver Dollars.

**The 1986 Proof Silver Dollar**

The silver dollar depicts Elliot John Morrison's design of Engine no. 371 with the skyline of Vancouver in the background. The obverse bears Arnold Machin's classic effigy of Queen Elizabeth II. The proof dollar design is rendered in frosted relief on a brilliant field. This magnificent coin is encapsulated and presented in a black display case.

21<sup>e</sup> d'une prestigieuse série, le dollar en argent représente un jalon important de l'histoire des monnaies, et pourrait devenir le plus recherché de tous les dollars canadiens en argent.

**Le dollar commémoratif 1986 en argent**

Le dollar en argent représente la locomotive N° 371 sur un profil de la ville de Vancouver en arrière-plan, d'après l'oeuvre de Elliot, John Morrison. L'avers de la pièce est frappé à l'effigie de la Reine Elizabeth II d'après le portrait classique réalisé par Arnold Machin. Le motif, du dollar épreuve numismatique se distingue en relief mat sur champ brillant. Cette magnifique pièce est présentée sous capsule dans un écrin noir.

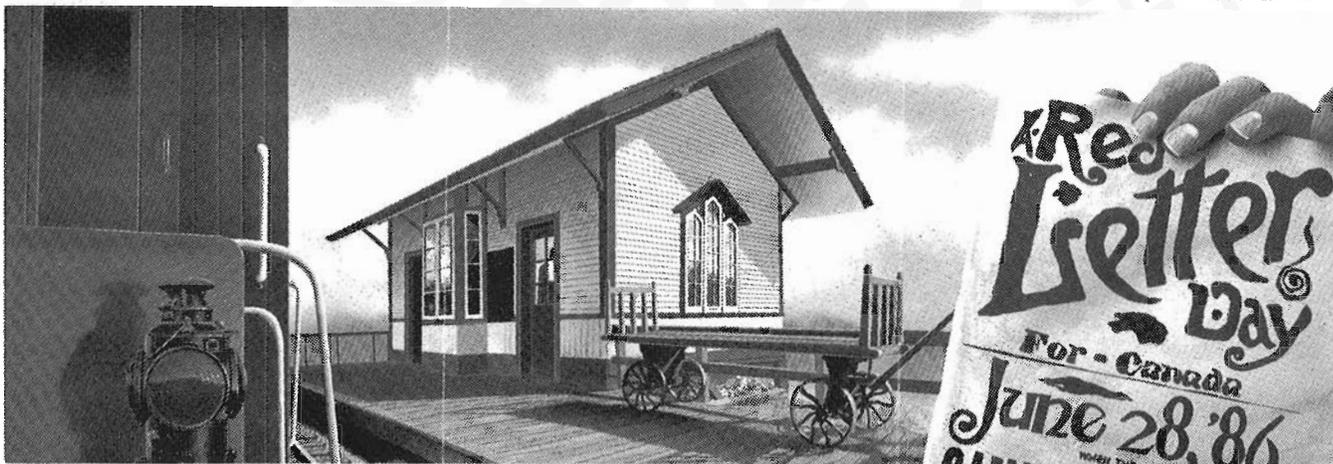


**The 1986 Brilliant Uncirculated Dollar**

It depicts Elliot John Morrison's design of Engine no. 371 with the skyline of Vancouver in the background. The obverse bears Arnold Machin's classic effigy of Queen Elizabeth II. Both designs are in brilliant relief and field. This coin is presented in a protective transparent capsule.

**Le dollar brillant 1986 hors-circulation**

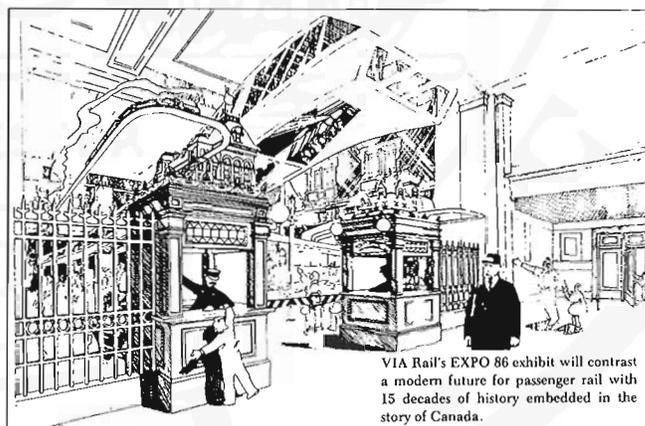
Cette pièce représente la locomotive N° 371 sur un profil de la ville de Vancouver en arrière-plan, d'après l'oeuvre de Elliot John Morrison. L'avers de la pièce est frappé à l'effigie de la Reine Elizabeth II, d'après le portrait classique réalisé par Arnold Machin. Les deux thèmes graphiques se distinguent en relief brillant sur champ brillant. Cette pièce est présentée sous capsule protectrice transparente.



CANADA'S NATIONAL PASSENGER RAILWAY, VIA Rail Canada Inc., will lead a national celebration of 1986 as the 150th anniversary year of passenger rail service in Canada. This will also be the theme of VIA's Expo '86 pavilion here in the modernized Vancouver Station.

Lawrence Hanigan, VIA's board chairman, told an Expo '86-hosted news-conference in the historic Vancouver Station September 25 that VIA is renovating that building at a cost of more than \$3 million. VIA will then use half of the station as its 12,000 square foot Expo '86 pavilion and mount a lively multi-media exhibition of 150 years of passenger rail history in Canada, with a look into the future. The station, built in 1917, was declared an historic building by Vancouver City Council. It is close to one of the main gates of the Expo '86 site on False Creek and near an ALRT rapid-transit station.

"VIA hopes others will join in marking the 150th anniversary," said Hanigan. "It's a celebration for all Canadians. Almost everyone has someone with a railway background in their family history. Thousands of Canadians were brought to Canada through railway immigration/settlement schemes and settled on their



VIA Rail's EXPO 86 exhibit will contrast a modern future for passenger rail with 15 decades of history embedded in the story of Canada.

land. Thousands more took their first trip on Canadian soil by rail. The railway has therefore touched all our lives, one way or another."

Source The Pacific Express via Norris Adams.

— ON OCTOBER 4TH, CN TOOK POSSESSION OF the first SD60F locomotives built in Canada by General Motors. The four locomotives which CN ordered for mainline freight service were all delivered by the end of October.

The rollout of the SD60F signals a major advance in Canadian locomotive technology, introducing new engines and a microprocessor control system. As well, the locomotives incorporate a number of features to help engineers cope with Canada's harsh climate: a full-width carbody, increased cab size for crew comfort, and a console control stand.

The SD60F locomotives feature a new generation of fuel-efficient diesel engines — the 710G series — which offer an advanced turbocharger and greater displacement for better fuel economy.



The stars of the show, however, are the three microprocessors on board each locomotive. The first is a logic system which controls engine speed, locomotive direction, and traction motor switching. The second receives throttle and brake information from the logic system to control wheel creep, dynamic braking, and fuel. The third unit assists railway maintenance personnel with computer diagnostics and displays in plain English information for the power plant, electrical systems, radar, and other microprocessors. A computer continuously monitors locomotive operation and can initiate corrective action. The microprocessors contain self-test features to check electrical systems, radar, and the computer itself.

As a result of this new technology, three SD60F's rated at 3800 HP provide as much tractive effort as four

of the SD40-2's. By controlling wheel creep, the SD60F increases rail adhesion by 33 percent, and this improved performance is coupled with an 18 per cent reduction in fuel consumption, and lower maintenance costs.

Source Keeping Track.

## SD60F fact sheet

Overall length: 21.7 m  
Total weight: 176,904 kg

- 3800 tractive hp at 900 rpm, with a displacement of 710 cubic inches per cylinder.
- 200 rpm low idle speed for railroad service, reducing fuel consumption and noise levels.
- The 16-710 G3 engines have a piston stroke of 28 cm versus a stroke of 25 cm in the 645 series engines — same bore but a longer stroke — giving an additional 10 per cent displacement.
- A larger, more efficient turbocharger reduces thermal loading of critical engine components with a 15 per cent increase in air flow.
- D87ARS traction motors provide high performance and improved thermal performance at low speeds.
- Carries 11 percent more current than the SD40-2's, with no increase in size.
- Micro control systems include reduced number of components thereby increasing systems reliability, and decreasing spare parts inventory.
- Two-speed AC cooling fans provide more efficient cooling system.

THE CP HAS LEASED ENGINES FROM BN, BCR, B&O, CR, QNS&L, Kennecott Coppter, and from GO on weekends. The B&O units were re-worked at Morrison Knudsen and are able to be used as lead units. There are now eleven different railroads' paint schemes running on CP. The railway has ordered from GMD another 50 GP38-2 units for a May delivery, on top of an earlier order of 45 of these units.

Source The 470.

### BACK COVER:

*With the threat of abandonment hanging over the railway in Newfoundland, mementos of its days of glory are becoming more and more significant. This beautiful painting by Willis Hancock shows Canadian-built 1010 and British-built 1008 pulling the famous "Overland Limited". The location is "Wreck House" near Port Aux Basques, and the date is shortly before Newfoundland entered the Canadian confederation in 1949. Large colour photos of two of Mr. Hancock's paintings are available from Clayton C. Cook of Lethbridge Newfoundland.*

# Canadian Rail

P.O. Box 282 St. Eustache, Qué., Canada  
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