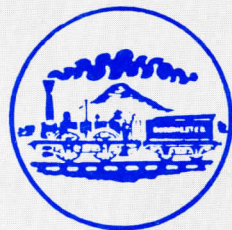
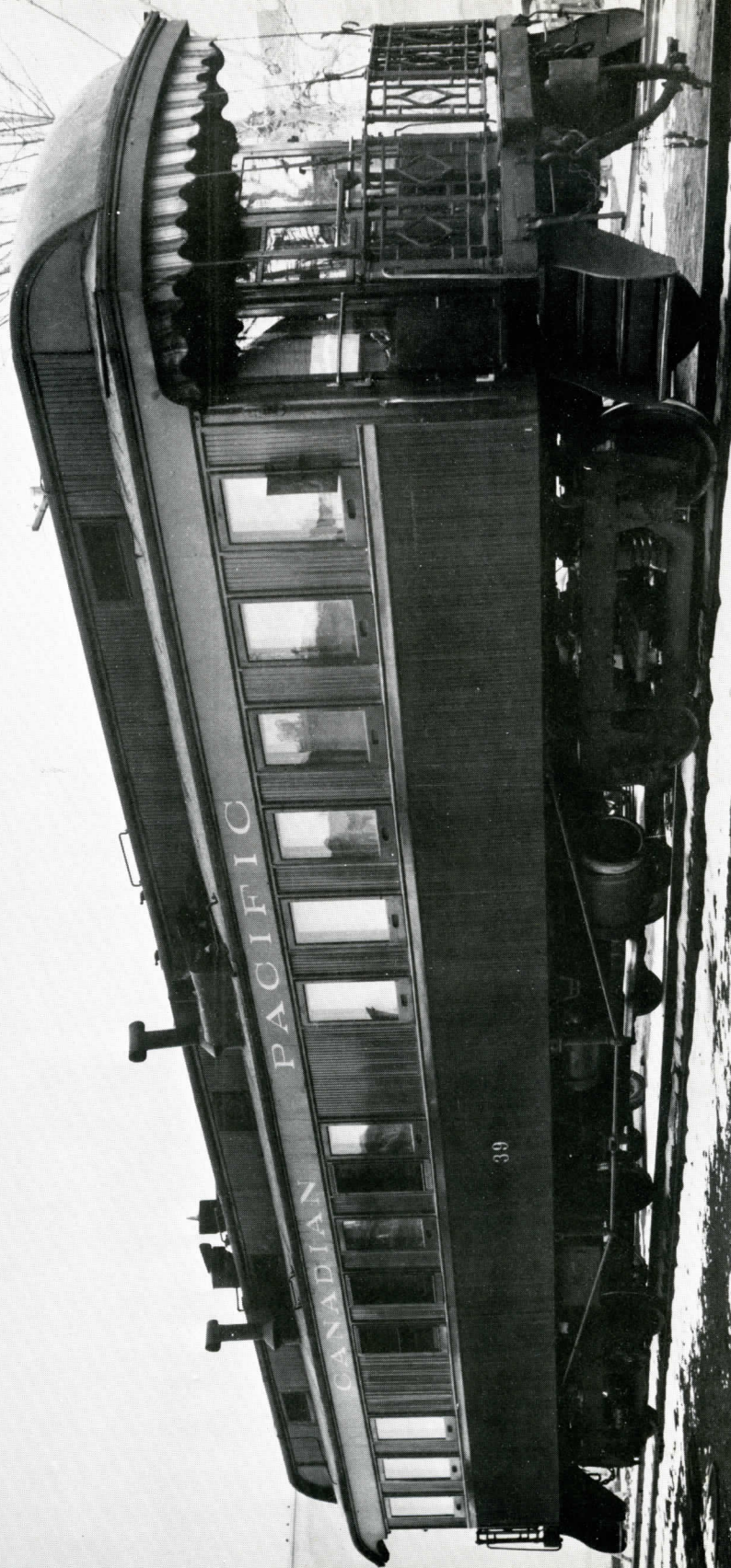


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COVER PHOTO:

Following winter comes spring, and with spring comes high water from the winter run-off. Back in the early fifties Jim Shaughnessy caught this Central Vermont way-freight tripping across the Alburgh Trestle in up-state Vermont probably en route to Rouses Point N.Y.

OPPOSITE:

This photograph was one of the last, if not THE LAST, taken of car No. 39 when in service. It was taken in Medicine Hat, Alberta in 1955 only one year prior to her being retired from service. Twenty three years have done little to alter the outward appearance of the car. Photo courtesy Canadian Pacific Corporate Archives(P20286)





This permanently installed over-roof was no doubt instrumental in the preservation of the car. Although hooked up to an electrical and plumbing system, the car was left otherwise un-altered for years making the 'find' all the more valuable and interesting. Photo courtesy of CP Corporate Archives.

This rare photograph of car 77 as it was first operated on the CPR is presented through the courtesy of CP Corporate Archives and has previously appeared in Van Horne's Road by Omer Lavallee. Jim Brownlee who is holding the horse became Superintendent at a number of prairie division points, R.R. Jamieson standing to the left of the car became General Superintendent, Western Division and was also Mayor of Calgary for a period of time.



THE PHANTOM OF DELTA MARSH

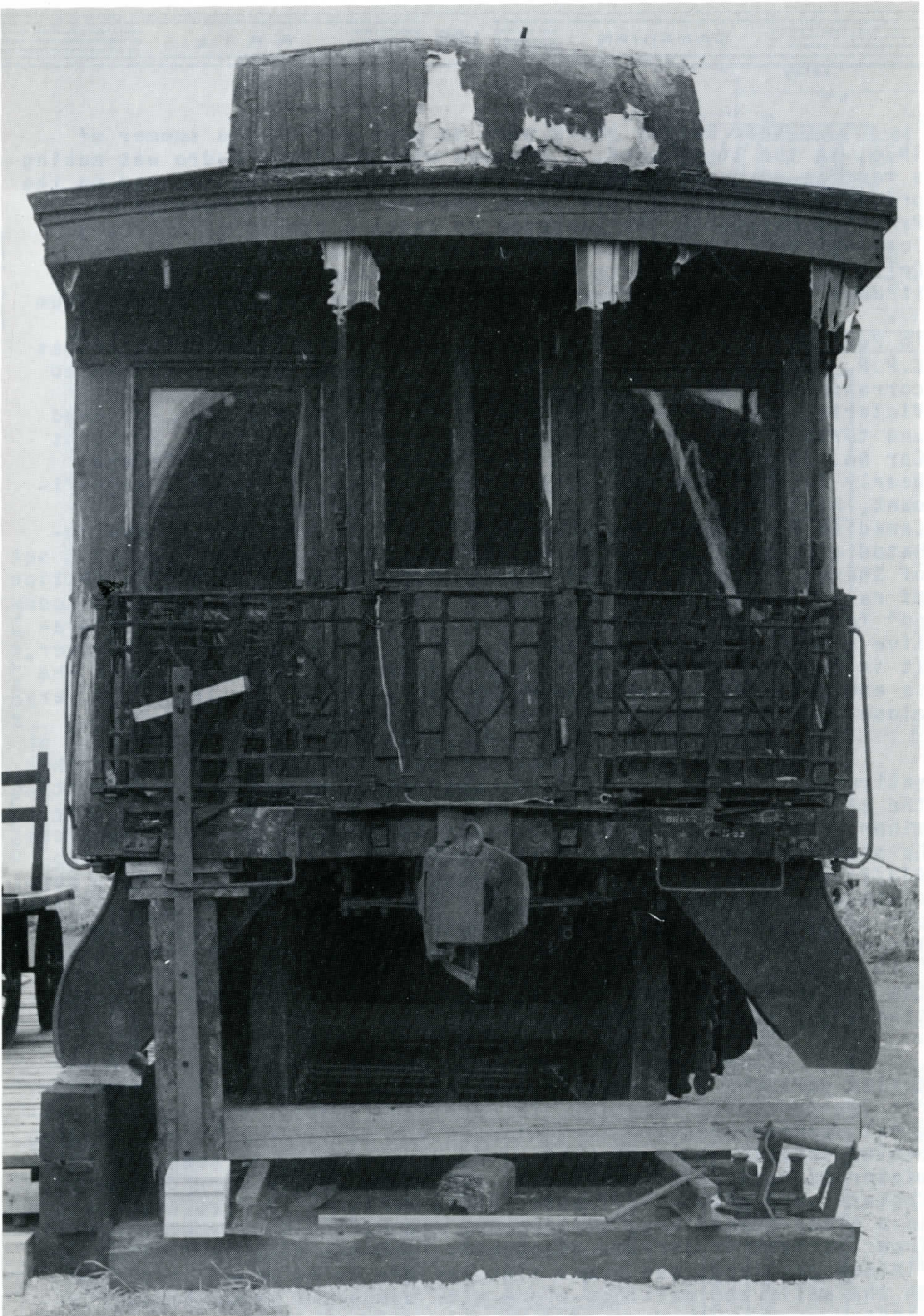
by GEORGE A. MOORE

No, this isn't one of your average, run of the mill, day to day ghost stories, but I think that once you have read it, you will consider it by comparison, no less believable than any so-called ghost story you may have heard previously.

Once upon a time, long, long ago, the Canadian Pacific Railway made a deal for the purchase of two old passenger cars from The St. Lawrence and Ottawa Railway Company. The time, to be exact, was 1882 and both cars dated back to the early 1870's. One was a Parlour car known as the "RIDEAU", believed built ca. 1872-75 and also bearing the number "10" while in St. L & O services. It set the C.P.R. back some \$2,800.00 to purchase while the other, of considerably less import as suggested by the price of \$200.00, was reported to be a "sofa car", or possibly an early, rudimentary form of sleeping car. Its reasonable price would suggest it had value simply as a source of parts and fittings. There was a singular purpose behind the acquisition of the cars, and it was to combine the two into a Private Car for the use of C.P.R.'s renowned General Manager, William Van Horne. Cobourg Car Works of Cobourg, Ontario were contracted to perform this constructive surgery and the car emerged in all her hand-carved oaken finery in August of 1882. She was immediately shipped direct to Van Horne in Winnipeg.

The new car was given the number "10" and used by Van Horne during his frequent inspection trips over the Western Division during the summers of 1883 and 1884. These were, of course, transcontinental line construction days. No. 10 was reserved for his use at Winnipeg until the middle of 1885 when it was turned over to General Superintendent John M. Egan, Sir William Whyte's predecessor, and renumbered No. 77. Van Horne had by this time been assigned his recently built pride and joy, the "SASKATCHEWAN". Serving various Company officials on C.P.R. Western Lines and passing through numerous name and number changes in the process (see summary at end) the "Van Horne Car" as it has come to be called in the last year, was finally superannuated on August 17th, 1956. She was sold to Mr. F.S. Sharpe of Winnipeg, Manitoba and there the story ends...or does it?





This is how car #39 looked soon after being to her new home at the Fort La Reine Museum in Portage La Prairie, Manitoba. The ensuing years have done little to alter her outward appearance, even the traces of the observation canopy are still visible. Photo courtesy of the author.

Some twenty years were to pass and in the summer of 1976, so the story goes, a lineman with Manitoba Hydro was making a routine disconnect of power from a farm building located on the property of Mr. J.D. Love, some distance north of Portage La Prairie, Manitoba. He happened to catch a glance of a strange looking "building" posed in a shady grove at the edge of the Delta Marsh at the south end of Lake Manitoba. News of the strange discovery reached management of the Fort La Reine Museum

in Portage La Prairie, who subsequently identified the object as C.P.R. Business Car No. 39 (her last designation) and commenced corresponding with Mr. Sharpe who had become a resident of Victoria, B.C. Donation of the car to the museum soon followed and through the assistance of the Portage Rotary Club, Business Car No. 39 (truly the ghost of that long ago No. 10), loomed nearly intact from the mists of Delta Marsh to become a significant, historical exhibit in the City of Portage La Prairie. Canadian Pacific also displayed interest in the project and donated a pair of rare six-wheel Burnett passenger car trucks; a set of Sharon couplers, and an expert track force to prepare a section of rail for the car at the museum site. The car has been "cocooned" for the winter in polyethylene sheeting, and awaits restorative efforts this coming summer. If anything is certain however, it is that No. 39 will never again return to the Delta where she so nobly served her respecting owners as a hunting lodge for very close to twenty years.

Mr. Sharpe and those who have used Car No. 39 since her retirement from active service, deserve much credit for permitting the car to survive in a state very close to the original. Only minor alterations were made during this period. Some changes can be seen in the two plans which accompany this article. Drawing #3377 1/7B shows the interior layout very much as it is now, complete with all loose furnishings. There are even remnants of the old canvas observation awning fluttering in the breeze. Nevertheless, the harsh prairie environment has taken its toll of the "old lady", playing havoc with the exterior, and in particular, the roof. Much effort will have to be spent in terms of restorative and preservative labours.

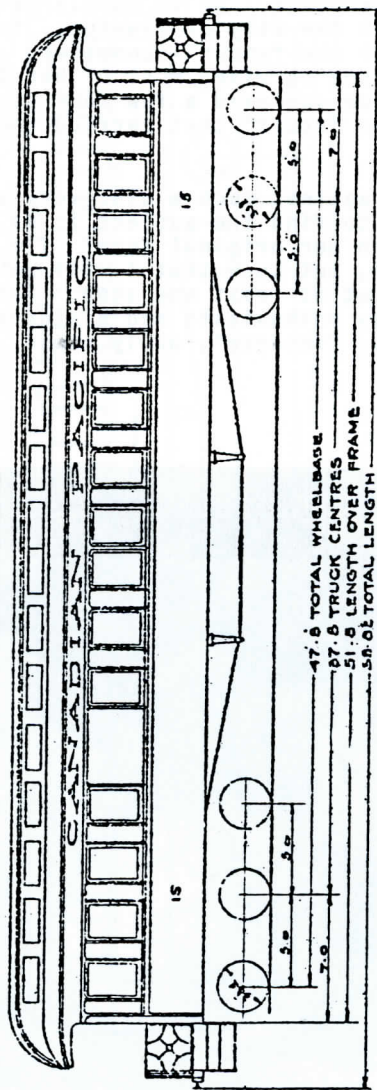
While there has been some damage by moisture to interior portions of the walls and ceiling, the interior of the car is, generally speaking, in excellent shape. Many of the original decorative clerestory windows are still intact, some hiding behind interior wood sheathing, no doubt put up to keep the cold winter air out. These windows, and those in the corridor doors, contain very elaborate frosted glass designs. A fire axe mounted in a glass framed box, still bears the C.P.R. employee's initials from its last in service inspection, and the date is in 1953. Pintsch gas lines and brass fixtures are to be found in place on the walls and ceilings along with numerous other brass fittings.

Visiting the car as I did last fall, was the equivalent of stepping into a "time capsule". Indeed, while sitting in the lounge portion of the car, pondering the full impact of the discovery of No. 39, I was certain that for just a second or two, I smelled a trace of cigar smoke in the air. Come to think of it, wasn't Van Horne partial to good cigars?

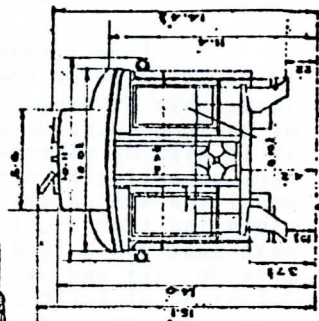
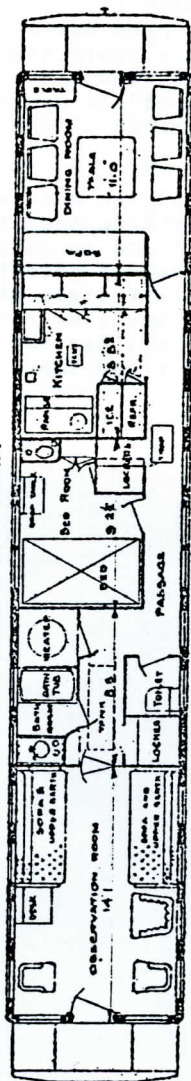
CANADIAN PACIFIC RAILWAY MECHANICAL DEPT. MONTREAL

DWG 154

APRIL 1902



PRIVATE CAR



CAR	BUILDER	DATE BUILT	WEIGHT	FINISH	LIGHTING SYSTEM	HEATING SYSTEM	VESTIBULE	PLATFORM	BRAKE
NS 15	CROSSEN	1902		OUTSIDE INSIDE	ELECTRIC OIL LAMPS	HEATER STEAM HT.			
				WHITEWOOD	OIL	BAKER CONSOL'S	NONE	WOOD	WAB

This drawing depicts the car as reconstructed in 1882, however the 1893 numbering change from 10 to 15 has been made.

Fund raising to accomodate the Car No. 39 project is, no doubt, a prime concern of the museum at this stage, under the leadership of Manager Vic Stuart, are most appreciate of the value of their possession which has yet to be opened to public viewing. It is also my sincere hope they will be able to acquire the necessary expertise to restore the car in an accurate manner and to the condition she deserves. Ideally, ultimate plans should include isolation from the harsh prairie environment. We in this area have just won a long, hard battle with the City of Winnipeg, to provide full and proper protection for the famous locomotive "COUNTESS OF DUFFERIN", and although she survived most of her long life outdoors, and doubtless could have squeezed a few more years in, No. 39 just isn't made of the same "stuff" that carried the "COUNTESS" through.

I wonder what the odds are against such a discovery as No. 39 in this day and age; and then to find the subject in as good a state of health and so close to her original form? I'm still scratching my head in disbelief, but know that I will never again bypass Portage La Prairie without at least one stop. There in a new "shrine" for would-be railway enthusiasts and historians to visit; one with a peculiar smelling "incense", oddly reminiscent of good Cuban cigar smoke!



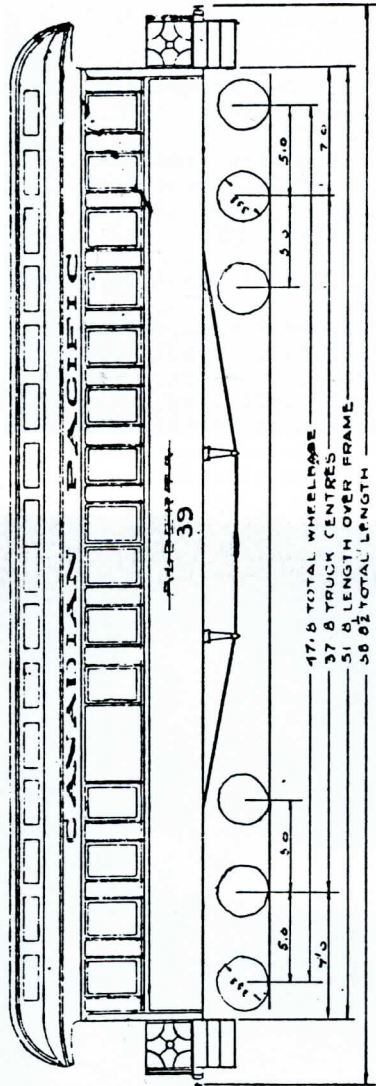
These pintsch gas ceiling fixtures are still in place over the table in the dining end of the car. Note the spider webs admitting to years of peaceful disuse.

CANADIAN PACIFIC RAILWAY

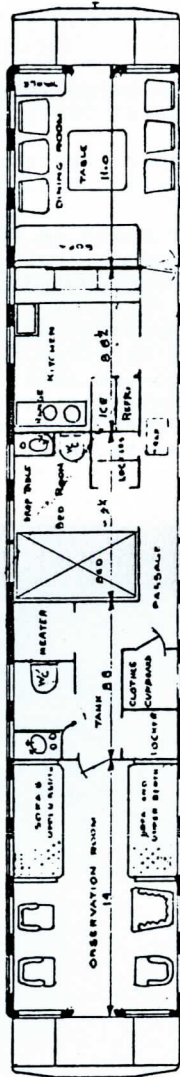
MECHANICAL DEPT. MONTREAL

No. 3377 1/7B

APRIL 1906



BUSINESS CAR

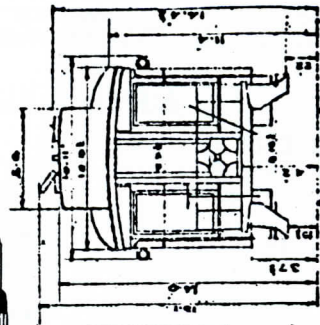


[OLD MP 15]

CAR	BUILDER	DATE BUILT	WEIGHT	FINISH	LIGHTING SYSTEM	HEATING SYSTEM	VI	SHULE	PLATFORM	BRARE
39	EROSSEN	1902		OUTSIDE INSIDE WHITWOOD	ELECTRIC OIL LAMP	HEATER STEAM HT			WOOD	WAB

SOLD AUG. 17, 1956. THIS CAR, ALTHOUGH WITHIN CLEARANCE LINES SHOWN ON B-22-C-229, 230, 231, IS RESTRICTED TO C.P.R. LINES BECAUSE OF WOODEN UNDERFRAME OR COMPOSITE TRUCKS.

With minor differences, this drawing shows the layout of the car ca. 1956 and as it exists now. One minor exception is the fact a shower is now accommodated on the opposite side of the passage-way to the clothes cupboard, however the general toilet still remains here as well.

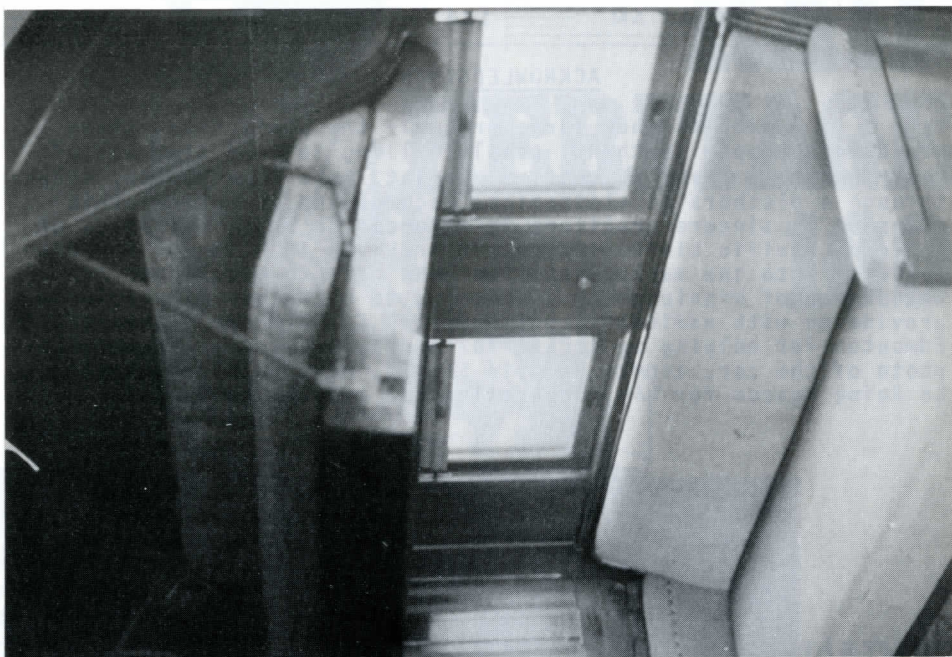


A CAPSULE HISTORY OF THE "VAN HORNE" CAR

- "RIDEAU"
or "10" - Following construction 1872-75 and while in service with the St. Lawrence and Ottawa.
- No. 10 - On purchase & reconstruction by C.P.R. in 1882.
- No. 77 - Renumbered in mid-1885 and turned over to General Supt. of Western Division, C.P.R.
- No. 15 - Number changed during general renumbering of all C.P.R. passenger equipment in 1893.
- "LILLOOET" - Car named in about 1916.
- "ALBERTA" - Renamed March 16th, 1917 at Winnipeg, Man.
- No. 39 - Renumbered July 17th, 1919 at Ogden Shops. Retired from C.P.R. service August 17th, 1956 and sold to Mr. F.S. Sharpe. Served as hunting lodge until 1976 when donated to Fort La Reine Museum at Portage La Prairie, Man.



An example of the decorative clerestory windows, some of which are hidden by wood sheathing. The pattern apparently depicts a stylized locomotive wheel and CPR script.



Sofa and upper berth in the lounge end of the car. All interior shots were kindly provided by Mr. George Moore of Winnipeg Man.



This view of the passageway leading to the dining room attests to the generally good condition of the wooden interior. The cook-stove and bathroom fixtures are all still in place as are the other furnishings such as upholstered chairs, sofa, etc.

ACKNOWLEDGEMENTS

Regardless how large or small the production, there are always people to thank; people willing to take time out of their own busy lives to confirm a point, take some photos, search through a plethora of statistical records and so on. On this occasion my sincere gratitude is extended to Mr. Jim Shields of Canadian Pacific Limited Corporate Archives in Montreal for his research into the early history of the car, to Mr. Rodger Letourneau of Winnipeg for journeying to Portage La Prairie to provide me with additional photographs, to Mr. Norm Fisher of Edmonton for helping me locate folio drawings and an in-service photo of the car, and to Mr. Vic Stuart, Manager of the Fort La Reine Museum for his cooperation and assistance.



Still intact is this decorative etched glass door leading from the passenger to the dining area of the car.



RAIL HERITAGE 100

by DAVID J. HARRIS

OCTOBER 9TH, 1877

"At an early hour this morning, wild, unearthly shrieks, from up the river, announced the coming of the steamer 'Selkirk', with the first locomotive ever brought into Manitoba; and about nine o'clock the boat steamed past the Assiniboine. A large crowd of people collected on the river banks, and as the steamer swept down past the city the mill-whistles blew furiously, and the bells rang out to welcome the arrival of the Iron Horse". This was the description published in the October 9th, 1877 edition of the Manitoba Free Press.

The arrival of the Iron Horse, in the form of the 1882 Baldwin Locomotive 'Countess of Dufferin', signalled the beginning of the demise of riverboat traffic on the Red and Assiniboine Rivers and of the rapid development and settlement of Western Canada. To honour the Centennial of this event and to promote the establishment of a railway heritage museum in Winnipeg the Midwestern Rail Association, in cooperation with the Manitoba Historical Society and the Marine Museum of Manitoba, arranged a series of events for October 8th and 9th, 1977.

As details were being arranged the Provincial Government of Manitoba announced its proposal of constructing a major government office complex on Main Street, Winnipeg. The construction of this complex would necessitate the removal from its display site of the first locomotive in the Canadian North West - 'The Countess'. Several proposals had been made as to the disposition of the locomotive. These ranged from placing the locomotive on a plinth in the middle of a fountain in a courtyard to displaying the locomotive inside the ground floor reception area of the complex. As the City of Winnipeg, owners of the locomotive, had already agreed that this important artifact of the West's heritage

be made available for display in a museum being developed by Midwestern Rail. The Association approached the Minister of Public Works and informed him of the status of the Association's aims. The Minister agreed to fund the costs of movement, insurance and storage subject to the Association providing a suitable storage area pending the construction of the museum.

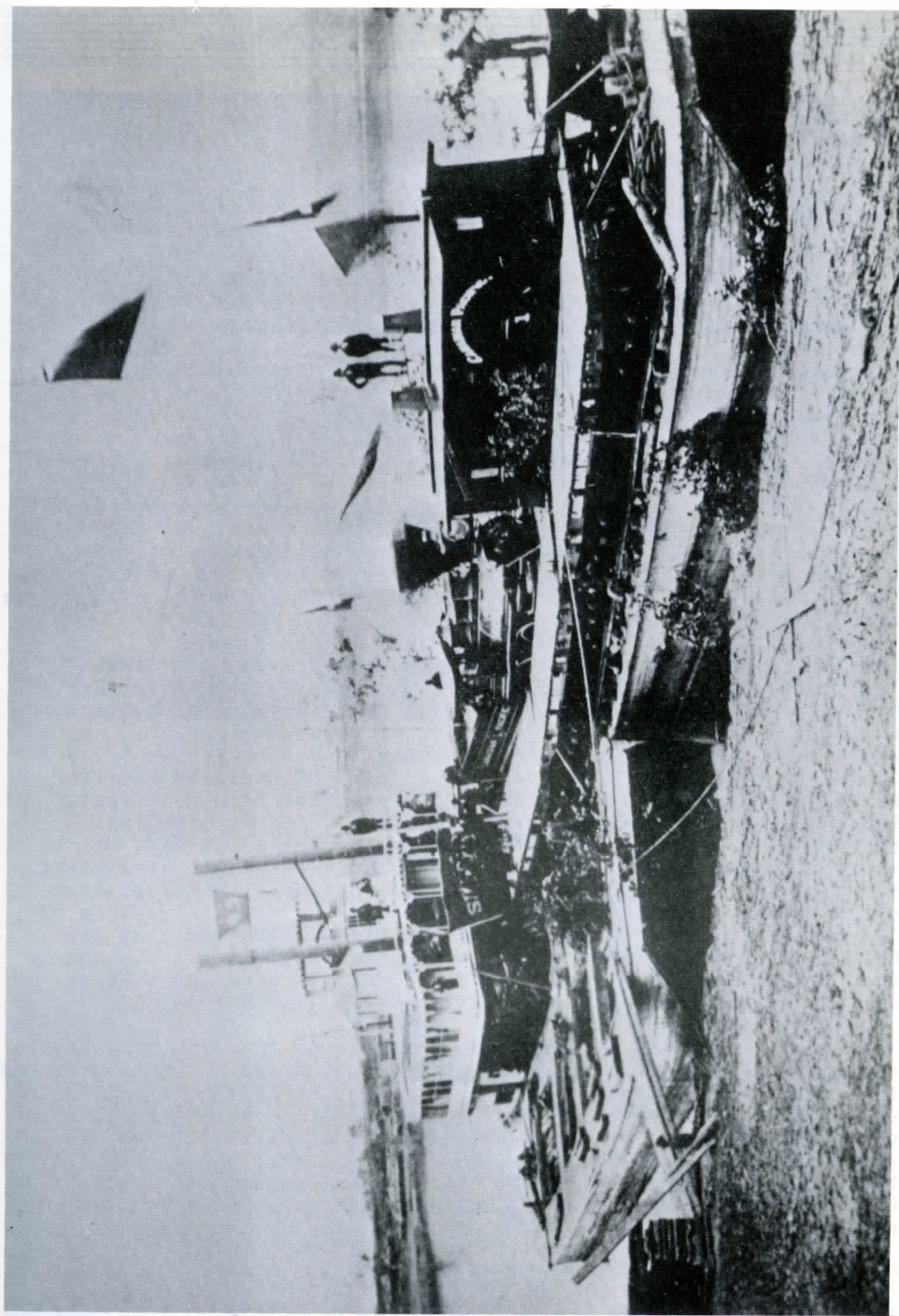
With their usual sense of corporate responsibility officers of Canadian Pacific made available to the Association a suitable enclosed and security patrolled storage site. While the foregoing negotiations were ongoing the Department of Tourism, Recreation and Cultural Affairs had designated the 'Countess', under a new Act, as an artifact of Provincial significance. This, however, reinforced the Association's drive to protect the locomotive. On being contacted The Department provided the necessary permit.

After some discussion with City of Winnipeg representatives and with the cooperation of the Provincial Government, it was decided to incorporate the move of the locomotive into the Centennial celebration. As this meant additional activities the time base for the celebration was extended to the point where Mayor Stephen Juba proclaimed October 3rd through October 9th 'Countess of Dufferin Week'.

The original proposal for a Centennial celebration was the inevitable banquet. It was felt, however, that such an important event in Western Canada's history justified greater public participation. In order to involve as many people as possible a 'Heritage Tour 100' was arranged. The initial proposal was to transport participants down the Red River from Winnipeg to Selkirk, past the historic Lower Fort Garry, and visit the Marine Museum of Manitoba. This would symbolise the demise of the riverboat era. On completion of the museum tour it was then proposed to return to Winnipeg by train. This would symbolise the arrival of the steam locomotive. The track used parallels the first steam operated railway route in the West-Winnipeg to Selkirk. To return the participants to the boat dock, buses were to be utilised. This would represent the effect of the automobile etc. on today's passenger train services.

As the celebrations expanded the Association soon realized that this series of events would require support from many sources. The Manitoba Historical Society, as senior heritage group in the Province, was the first organisation to be contacted and immediately agreed to participate. The Marine Museum was then contacted whose response was agreement to open the museum for the tour, provide organisational help in conjunction with the town of Selkirk, etc. For the river trip on the Red River the Paddlewheel Queen was chartered. Due to the length of the tour it was also arranged that a buffet lunch would be served aboard the Paddlewheel. To provide the necessary nostalgia of early rail travel the vintage locomotive and cars of the Prairie Dog Central, operated by the Vintage Locomotive Society, were also chartered. As the operators of the Paddlewheel also operate double deck buses these were chartered for the occasion.

As this event was not intended as a profit making venture it was decided to operate the tour at cost. As it happened this was much higher than anticipated. Through the courtesy of the operators of



This was the scene on October 9, 1877 as the Countess of Dufferin arrived in Manitoba to become the first locomotive in Western Canada. Photo courtesy Canadian Pacific Photographic Services.

the Paddlewheel and buses, due to their interest in the venture, they agreed to operate their portion of the tour at cost. With this reduction in costs it was found that to keep the cost as low as possible two simultaneous tours would have to operate - one in historical sequence (boat/train) and one in reverse (train/boat). This premise reduced the fare per person to \$18.77 including lunch. Coincidence?

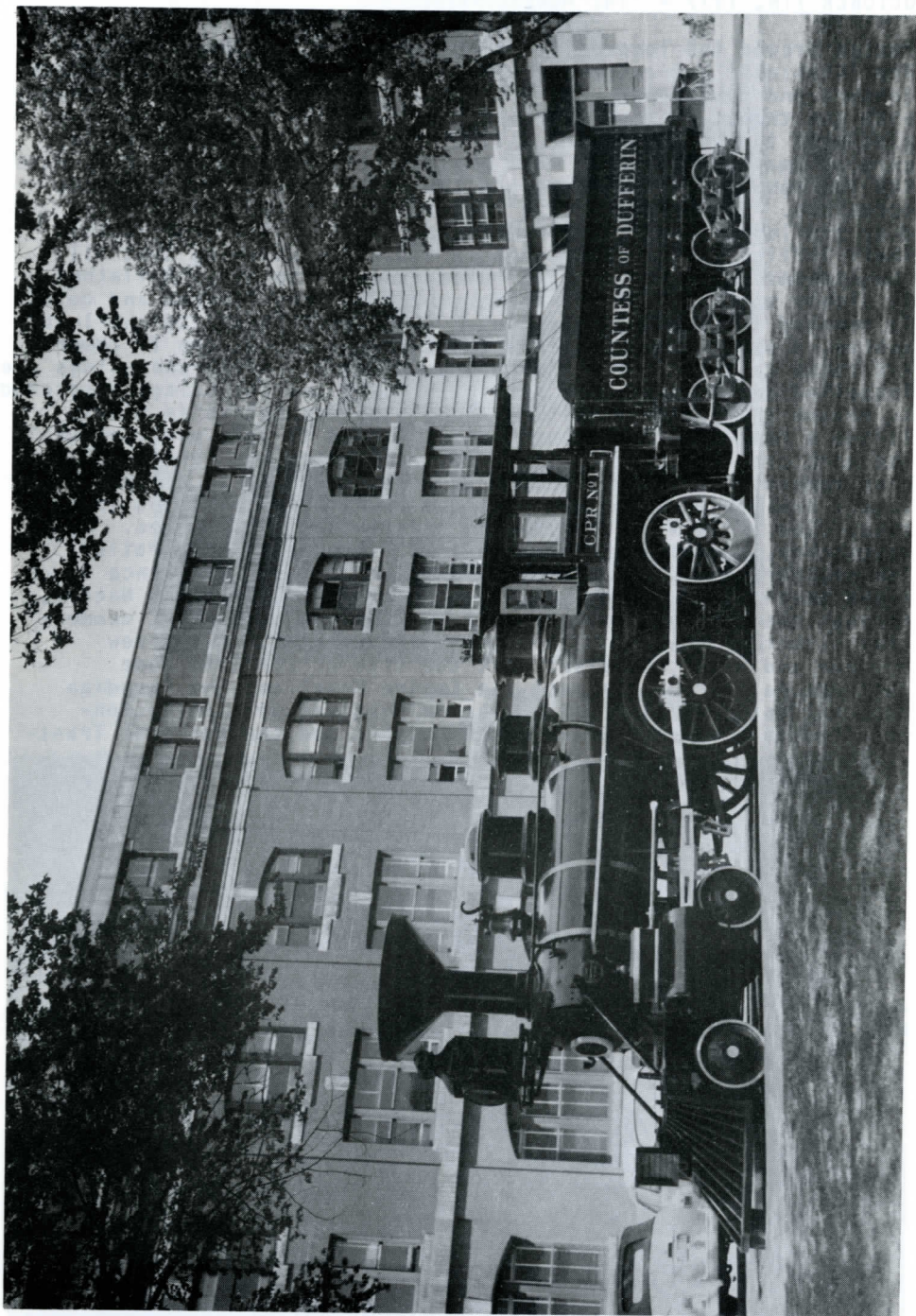
Up to this point the Centennial included the removal of the Countess, a heritage tour and a banquet. While the foregoing negotiations were being carried out the Association obtained from the City of Winnipeg 14.8 acres of land on which to develop the proposed museum. As the site is adjacent to the original right of way of the Winnipeg to Portage La Prairie branch of the Red River Valley Railway, it was suggested that some form of symbolic sod turning ceremony could be included in the week's events. This eventually developed into a ceremony that involved a representative of the Mayor of the City of Winnipeg; a team of Mules, loaned by the village of Miami through their development Corporation; and a slush scraper loaned by the Manitoba Agricultural Museum at Austin. In other words a duplication of the sod turning ceremony of the Red River Valley Railway at a point near the museum site, in 1887 that involved the then Premier of Manitoba and Mayor of Winnipeg.

Simultaneously with all the foregoing, preparations for the 'Countess of Dufferin' banquet were in fully swing. A speaker had to be found who not only knew the rail heritage of Western Canada but was also an integral part of this development. The Association were fortunate in obtaining such a person in Mr. N.R. 'Buck' Crump, former chairman of the board of Canadian Pacific. Arrangements were also made for representation from Municipal, Provincial and Federal governments. Due to the strong links that Manitoba's rail heritage has with the United States, Mr. T. Hutson, Consul General of the United States agreed to be a guest. The guests at the banquet were also to include a representative of Burlington Northern, as descendants of the original owners of 'Countess'. Late in the day press releases intimated that VIA Rail was to have regional offices in Winnipeg. It was thought that a touch to the banquet could be added if a representative of Canada's newest rail organisation could also attend.

Through the courtesy of the administration of the City of Winnipeg another unique touch to the celebration was added. It was arranged to locate the 'Countess of Dufferin' adjacent to the Hotel Fort Garry during the period of the events. This necessitated the provision of security forces to protect the locomotive against the inevitable vandal and 'railfan collector'. What better security than that of uniformed railway police agents. With the support of Canadian Pacific and Canadian National such protection was arranged.

OCTOBER 3RD, 1977 - 'COUNTESS OF DUFFERIN WEEK'

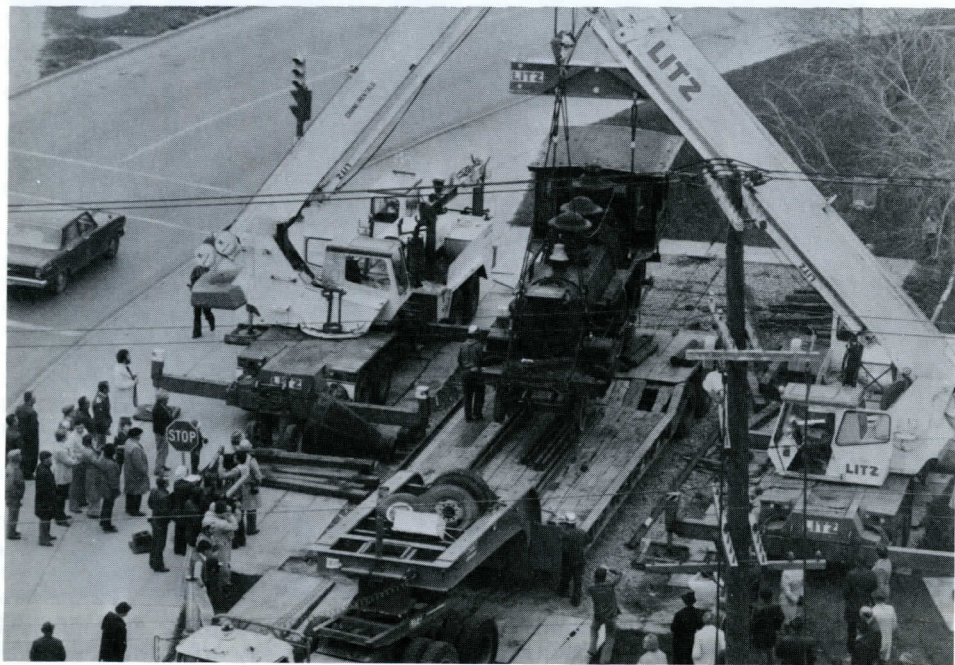
The celebrations started in a comparatively small and quiet way with a display provided by the Association erected in an area of the T. Eaton Store; railway films were shown in the lounge, each afternoon, of the 'Countess of Dufferin' restaurant in Winnipeg's Convention Centre; local radio and TV heritage spots, etc. relevant to the rail heritage of Canadian North West were aired.



The 'COUNTRESS' as she has appeared for years, on display in and owned by the City of Winnipeg, Manitoba. Photo courtesy of Canadian Pacific Photographic Services.

OCTOBER 7TH, 1977 - 'THE MOVE'

Fences around the locomotive had been removed the previous day. The 'Countess' sat rather disconsolately bereft of her smokestack, lantern and cowcatcher. As the weather had turned cold and cloudy with the threat of snow over the last few days the watchman was glad when the work crews of Litz arrived so he could retire to warm up again. Litz were well prepared for this move as they have had the responsibility of moving the locomotive on two previous occasions. Two cranes arrive in company with two lowbed heavy duty trailers. The cranes move into position, the crew install their lifting cables on the tender and after checking that all connections have been removed raise it into the air. A flatbed is slowly backed under the tender which is then lowered and quickly removed to an adjacent street. The cranes return to the locomotive, a small crowd braves a cold wind to watch, the TV cameras and radio tape recorders record the occasion. After the slings are installed and checked, the strain is taken and the slings inspected to ensure their proper installation. The locomotive is slowly lifted a few inches off the ground and held in this position while the work crew remove the rails and ties. When the last tie has been removed the locomotive is raised high enough to allow the second trailer to back into position beneath the hovering locomotive. She is slowly lowered onto the flatbed and secured. The cowcatcher, smokestack, etc. are also lifted onto the trailer. The tractor unit, preceded by a police escort and clearance truck, moves South down Main Street, past the Museum of Man and Nature, through the valley formed by some of Winnipeg's earliest commercial structures; across the underground workings of the new Portage and Main concourse; past the site of the long gone Northern Pacific Hotel; past the Empire Hotel and the Canadian National Union station. The station that was originally constructed to serve the Grand Trunk Pacific and the National Trans-



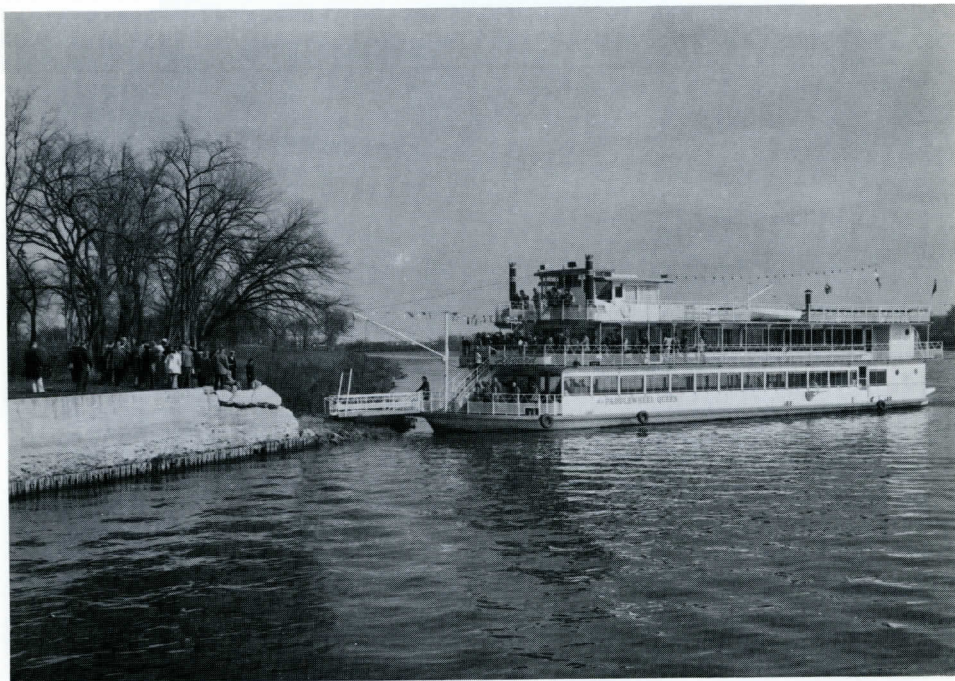


These three photos, all courtesy of the Midwestern Rail Association show the delicate move of the 'COUNTESS' to her new albeit temporary resting place. The locomotive will be permanently displayed in the soon-to-be constructed museum once all the facilities are completed.

continental Railways. The caravan passed the remnants of the gate of the Upper Fort Garry, turned left off of Main and passed alongside the Assiniboine River close to its junction with the Red River, eventually coming to a halt a few yards from the South side of the Hotel Fort Garry on Fort Street. Here the trailer is parked and blocked securely. The trailer with the tender shortly joins the locomotive just a few steps away from the Fort Garry gate. With the arrival of Canadian Pacific uniformed agents the escorting units of Winnipeg police and the workcrew department leaving the locomotive in the shadow of Winnipeg's only remaining original railway company hotel.

OCTOBER 8TH, 1977 - 'RAIL HERITAGE 100 TOUR'

The crew of old Hydro number 3 arrive to service the locomotive and vintage cars prior to the transfer move, via Paddington, from Canadian National's East Yard to the Canadian Pacific Depot on Higgins Avenue at an early hour. The locomotive and cars were cleared by the Dispatcher arriving at the Canadian Pacific Depot in time to make a meet with Canadian Pacific 'Canadian' number 2. A young matron approaches a conductor standing on the platform and asked "Which is the train for Toronto"? She was politely informed "The shiny metal one over there". The Canadian Pacific pilot crew arrived for duty. Their surprise at the motive power was small compared to that of the engineer who discovered on climbing into the cab that the fireman wasn't, but was a 'fire person'. He eventually recovered from the shock of the unexpected. While the train was loading, passengers were boarding the Paddlewheel Queen wonder-



Rail Heritage Tour 100, train passengers greet the Paddlewheel Queen Riverboat on October 8, 1977 at Selkirk, Manitoba. Photo courtesy of the Midwestern Rail Association and was taken by Mr. N.Andrusiak.

ing what the weather held in store for the trip. Both the train and boat were scheduled to depart at the same time. Everything was going well and to boost the spirits the sun began to break through the cloud cover more and more as the tours moved North. After passing through the locks at Lockport a buffet supper was served aboard the boat allowing time for its completion prior to arrival at Selkirk.

The train arrived as scheduled about one hour ahead of the boat. The passengers were detained and guided by Sea Cadets to the Marine Museum where the Selkirk Pipe Band provided a musical background. The tour of the museum was completed in time for the tour members to meet the incoming Paddlewheel and greet their opposite numbers in the presence of the pipeband. As soon as the boat travellers had landed, the train group boarded the boat and were homeward bound. The remaining tour of the museum was completed and the passengers boarded the Prairie Dog for their return. While the train was sitting at the wye the Selkirk Fire Department supplied the necessary liquid refreshment to the locomotive. On leaving Selkirk the train was turned in the wye under the eye of CP brakemen and supervisors. The return trip resulted in the usual collection of children watching wide-eyed as the train passed. Local residents running out of their houses to see what is passing stand surprised at the sight and sound of steam power.

The train arrived back at the CP Depot a few minutes early thereby providing a needed rest period. The buses arrive on cue and return to the boat dock in time to greet the return of the Paddlewheel. With the departure of the last busload of passengers returning to the CP Depot, the clouds again cover the sun. A great day's outing.



End of a great day, passengers leave Redwood Dock for the Canadian Pacific Depot, October 8, 1977. Photo courtesy Midwestern Rail Association and Mr. N.Andrusiak.

OCTOBER 9TH, 1977 - SOD TURNING '1887 STYLE IN 1977'

A bright sun shines even though a chill wind sweeps down from the North. People collect at a clearing in the brush at the site of the future rail museum. Standing patiently to one side is Gorgeous George, Champion Canadian Mule, and his partner coupled to the lines and traces of a turn of the Century slush scraper. After the usual introductions Councillor Don Gerrie representing the Mayor of Winnipeg takes handles in hand, the mules take the load and the sod is turned. The Councillor is heard to remark that the mules seem to be in high gear while he's still in low as they progress across the site. It should be pointed out that the home of the mules is also the home of the Association's 1889 vintage Northern Pacific and Manitoba Railway station that has been refurbished by the Association and is dedicated to the life and times of the rural station agent.

With the simple ceremonies over all present retire, some to prepare for the evening's 'Countess of Dufferin Banquet' at the Hotel Fort Garry, the rest to their family thanksgiving dinners with their families, etc.



Not your usual sod turning ceremony, on the other hand its not every day that we celebrate the arrival one hundred years ago of our first locomotive, nor the donation of 14.8 acres of land for the construction of a museum. Councillor D.I.Gerrie of Winnipeg is doing the honors with a vintage scraper from the Agriculture Museum of Austin, behind a team of mules from Miami, Manitoba. Photo courtesy Midwestern Rail Association.

Five thirty P.M. - Invited guests and head table participants collect at a reception at the Hotel Fort Garry. While introductions are proceeding a display on the Countess and her history, along with other rail archival material is opened to other guests. At six thirty P.M. - The head table guests move through the Provencher Room and take their place. Beside the honoured speaker, Mr. N.R. Crump and the presidents of the Manitoba Historical Society and Midwestern Rail are Mr. J. Guay, Minister of National Revenue representing the Federal Government; Mr. T. Hutson, Consul General of the United States as the U.S. official representative; Mr. J. McFarland representing the Minister of Tourism, Recreation and Cultural Affairs on behalf of the Province of Manitoba; Councillor D.I. Gerrie representing the City of Winnipeg; Mr. F.S. Burbidge President of Canadian Pacific; Mr. L.H.B. Gooding representing Canadian National Railways; Mr. J. Lowry representing Burlington Northern and Mr. E.H. Shute, Vice-President of VIA Rail Canada Inc. One sad note throughout the week's events was the absence of the Association's Patron the Right Honourable F.L. Bud Jobin, Lieutenant Governor of Manitoba, who had become hospitalised a few days before. As this was Thanksgiving Sunday there was only one appropriate meal - a turkey supper with all the trimmings.

After dinner Mr. Crump faced the assembled guests that included rail veterans, rail fans, history buffs and members of the general public and did what is expected from him - the unexpected. His presentation started as expected with a review of rail development of the West and his participation but concluded with a statement of the necessity of maintaining what the rails first tied together with the completion of the CPR - National Unity.



Mr. N.R. Crump was kind enough to address the Rail Heritage 100 Banquet which was held at the Fort Garry Hotel on October 9, 1977. Photo courtesy of Mr. W. von Thuelen and the Midwestern Rail Association.

After the banquet was over the head table guests and representatives of participating organisations and railway representatives gathered at the restored Sir John A. McDonald residence as guests of the Manitoba Historical Society.

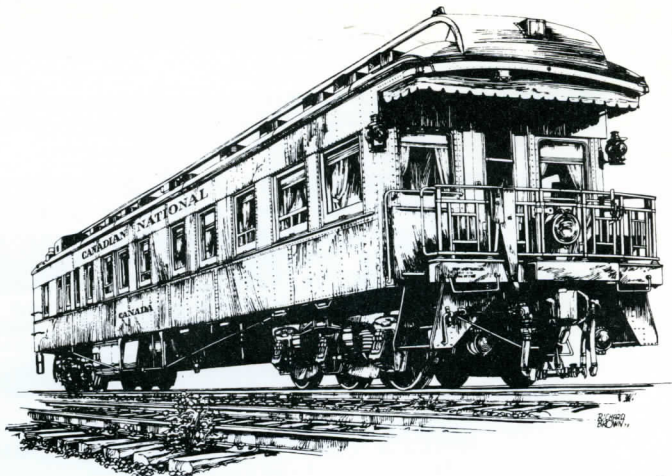
OCTOBER 11TH, 1977 - 'A LADY RESTS AGAIN'

Early in the morning work crews arrive at Fort Street and prepare the 'Countess' for her next move. Shortly after their arrival the workcrew couple up the old lady of the rails and transport her to the storage building. Canadian Pacific representatives remove all brass fittings, etc. that could be 'damaged' despite the security blanket and deliver them to representatives of Midwestern Rail who, in turn, deliver them to the vaults of the Manitoba Archives for safe storage.

So ended this 'Countess of Dufferin week' and portion of the ongoing saga of the 'Countess'. What happens now? The Association is preparing a fundraising programme for the construction of a roundhouse format display structure, to house the 'Countess' and other railway equipment, artifacts and archival materials relevant to the rail heritage of Manitoba. As soon as adequate funding is available the silence of the storage area will be broken once more by the sounds of craftsmen repairing the damage of weather and vandal prior to the 'Countess' moving on her own wheels to her new home protected for future generations to visit and remark "They crossed the Rockies in that?".

The Association owes a debt of gratitude to a great number of individuals and organisations such as the Press media, Executives and employees of the railways whose history was being honoured and members of the participating organisations, but the thanks must go in particular to Mr. Peter Abel, without whose ongoing research in depth on the Countess and her past, many facts would not have come to public light; to Mr. Richard Deans Waugh who in June of 1909 rediscovered the 'Countess' in a stripped condition spread all over the yards of the Columbia River Lumber Company and convinced the owner of this company, Sir William Mackenzie, to donate her to the City of Winnipeg, and the then CPR President Sir Thomas Shaughnessy to bring the parts back to Winnipeg, reassemble her and place her on display.

For further information on Midwestern Rail Association please write to P.O. Box 1855, Winnipeg, Manitoba R3C 1P9.



The business car

ONTARIO NORTHLAND'S "NORTHLANDER" SERVICE WAS CUT BACK JAN.30/78 with withdrawal of trains 120 and 123 because of low usage and high deficits in operating costs. These trains ran North Bay-Toronto; service between Timmins and Toronto continues unchanged. Overall occupancy on 120/123 since operations began last June 9 had been 23 per cent, according to a North Bay Nugget report. Occupancy of the remaining Timmins-Toronto train has been 62 per cent southbound between North Bay-Toronto and 65 per cent northbound on that section of the run.

The Canadian Transport Commission reportedly refused a subsidy to Ontario Northland because it is a provincially-owned railway not under the jurisdiction of the CTC. The only way a subsidy could reach the ONR would be if the ONR and CN contracted a lease agreement whereby the Northlander would be considered a CN train on the North Bay-Toronto run. CN said "we are not interested in any such arrangements". CN has been charging ONR \$13 a mile for the use of its trackage North Bay-Toronto.

IN NEW ZEALAND THE GLENBROOK VINTAGE RAILWAY IS NOW OPERATING the one-time Taupe Totara Timber Company's 2-4-4-2 Mallet. The GVR's line originally formed part of the Waiuku Branch of NZR between Glenbrook and Waiuku. Regularly scheduled passenger service began Oct. 24/77, with runs on Sundays and public holidays.

(New Zealand Railway Observer)

UNION PACIFIC DIESELS ARE BECOMING A FAMILIAR SIGHT AT LETHBRIDGE, reports Patrick Webb. UP and CP Rail have a power swap agreement Jan-March and Sept-Nov. on the Calgary-Portland run. CP handles the trains Calgary-Lethbridge and UP power moves them through Kingsgate, B.C. to Portland, Oregon. Thus UP power runs over 269 miles of CP track, Lethbridge-Kingsgate; units seen recently include 3123 and 3127.



CP RAIL ANNOUNCED THAT IT WOULD RETAIN RESPONSIBILITY FOR PASSENGER service on the Esquimalt & Nanaimo line after VIA Rail Canada takes charge of the country's passenger trains April 1. Closure date for E & N service had been delayed to June 30 to give the B.C. Government time to appeal. CP Rail said it would make little sense for VIA to get involved in the E & N operation until the B.C. appeal is decided.

(Vancouver Province, Feb. 22/78)

MONTREAL METRO'S LINE 1 EXTENSION FROM ATWATER STATION THROUGH Verdun to Angrignon Park will open Labor Day, Sept. 4. The extension was to have been open in June /77 but construction problems contributed to the delay; a tunnel collapsed in 1974, two stations had to be redesigned, and there was a dispute with contractor Janin Construction. The extended line provides eight new stations including Lionel Groulx which will serve as a transfer point for lines 1 and 2. Line 2 between existing Bonaventure Station and Lionel Groulx is scheduled to be completed in March/79.

(Montreal Star, March 17/78)

"SOUTHERN CRESCENT" SERVICE BY THE SOUTHERN RAILWAY WAS REPORTED likely to end April 6, unless an agreement could be reached with Amtrak to carry it on. Southern reported that it had lost \$36-million on the operation since 1971. The train had operated daily Washington-Atlanta and three times a week, Atlanta-New Orleans. More than 80 per cent of the train's patronage was on the Washington-Atlanta run.

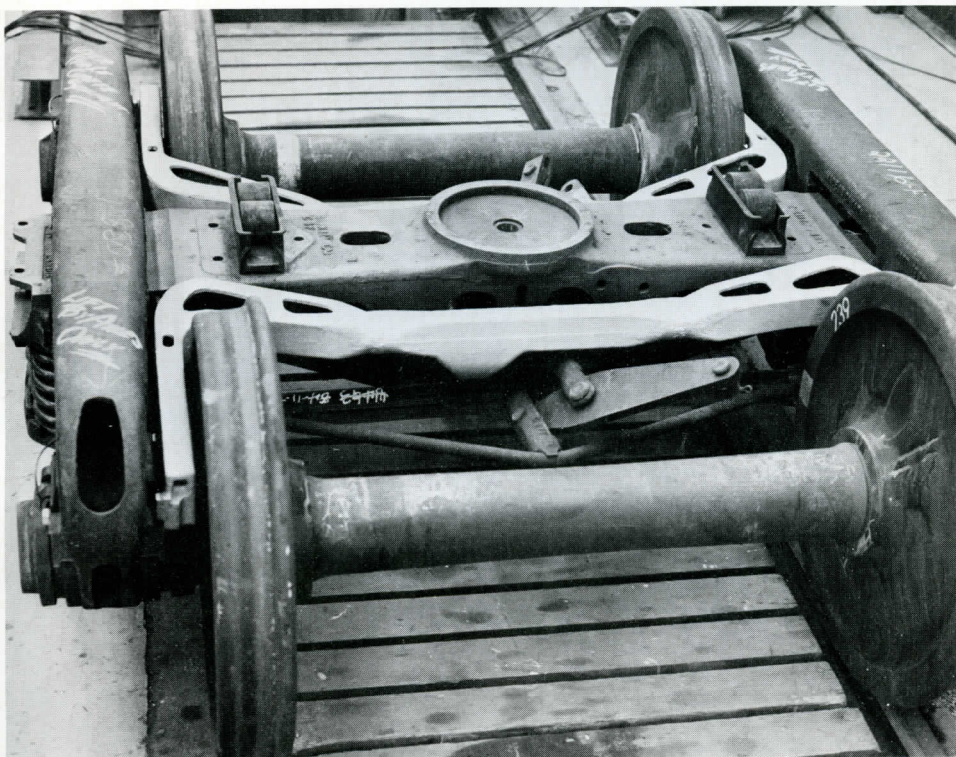
CAN YOU IDENTIFY THE SOURCE? "OUR PRESENT (1977) FLEET OF ROLLING stock comprises 20 wood-burning steam locomotives, some 160 wagons of various types, 10 passenger coaches and three dining cars. This stock ... is all life-expired and proving difficult and expensive to maintain". The locomotives referred to are all to 1910 North British design, though some are of early-1950 vintage. If you're planning a South American vacation, see for yourself by visiting Paraguay's President Carlos Antonio Lopez Railway (FCPAL). And take an extra photo for publication in "Canadian Rail".

BOSTON & MAINE HAS LEASED THREE CN STEAM GENERATOR CARS, 15461-3-9, which are assigned to B&M GP-9's out of Boston. The cars were built in 1953 by GMD.

(The 470, Portland Div. - Railroad Enthusiasts)

FROM THE OLD COUNTRY, "THE RAILWAY OBSERVER" (RCTS) REPORTS THAT the Vale of Rheidel line's three locomotives are to be converted to oil, starting with No. 7, Owain Glyndwr, at Aberystwyth. The other two will be converted in the winter of 1978/79.

And the same publication confirms "that the letter B carried under the coach number of certain units (British Rail) indicates that the interior surfaces are treated with a Barrier Cream to facilitate removal of vandal slogans". You have been warned.



A STEERING TYPE TRUCK FOR FREIGHT CARS IS EXPECTED TO MEAN A substantial reduction in track and wheel maintenance, especially on routes where there is a high degree of curvature. CN Rail and Railway Engineering Associates have developed the truck which, under test, showed up to 60 per cent reduction in flange force and as much as 75 per cent reduction in angle of attack between wheel flanges and rail. The inventor, Harold List, says the benefits of the new truck can be applied to many existing roller bearing freight cars. CN plans to put the first production models in service on unit coal trains between Luscar Mines near Jasper and Port Mann, a 550-mile route with many curves.

Back in the hey-day of steam Sandy Worthen our Editor Emeritus snapped this photo of CP No. 2397 with an impressive train at Ville St.Pierre, Québec. 2397 was built by the Kingston Locomotive Works in 1942 and was designated as a class G3g. Photo courtesy CRHA Archives, S.S.Worthen collection.



