Canadian Rail

No. 248
September 1972
NORTH TO THE YUKON!

C. Willis Creighton.

The completion of 250 miles of new railway - anywhere in North America in the 1970s - should not be allowed to pass unnoticed. Such an event did, in fact, take place in September, 1971, when the Pacific Great Eastern Railway, renamed the British Columbia Railway in April, 1972, owned and operated by the Province of British Columbia, Canada, placed in operation the extension of its Peace River main line.

This new line extends northward from the former terminus at Fort St. John, B.C., two hundred and fifty miles to a new terminal, five miles south of the town of Fort Nelson, on the famous but as yet unpaved Alaska Highway. The recently-completed railway extension strikes through completely new territory and the closest it comes to the Alaska Highway, wartime (1944) emergency supply route to Alaska, is at Fort Nelson.

Passing through farmlands on its way north from Fort St. John, the new railway soon leaves civilization behind, traversing uninhabited territory that, up to now, has been populated only by the odd moose or bear, or an occasional oil survey or drilling crew. The first bridge of any size is crossed 75 miles from Fort St. John, where the line leaps the Blueberry River. Continuing due north to the Beatton River, the railway then climbs the Milligan Hills to an elevation of 3,000 feet, running along the northern slope to Gutah Creek.

Following the west side of this creek, the rails soon reach the bank of the Sikanni Chief River, one of the main tributaries of the Nelson River. At a point some miles northward, the Sikanni Chief is joined by the Fontas River, to form the Nelson. Four Indian families living in this neighbourhood represent the first sign of human habitation since leaving the Beatton River country, 85 miles to the south.

The new railway thereafter follows the north bank of the Nelson to a "forced" crossing of the river, some ten miles south of the town of Fort Nelson. Crossing the river on an all-steel bridge, 727 feet long, the largest of seven bridges on the 250-mile extension, the railway terminates at the Muskwa River, about five miles downstream from Fort Nelson.

When the extension of the Pacific Great Eastern Railway was opened, Premier W.A.C. Bennett was one of the proudest citizens of the Province of British Columbia, as, indeed, he had the right to be. We are particularly pleased to have this excellent picture for this month's cover. Photo courtesy British Columbia Railway.

At the official ceremonies at Fort Nelson, representatives of the several on-line industries participated in the "Sprinkling Ceremony". At the far right is Mr. Kelly H. Gibson, Chairman of the Board, Pacific Petroleum Limited and Chairman, Westcoast Transmission Limited. Each industry representative sprinkled some of it over the new line to dedicate it for use. Photo GUNNAR Photography.
Fort Nelson, which in the early 1950s had a population of only 300 people, today is a thriving small city of 4,000.

The principle reason for the construction of the British Columbia Railway's extension is the ever-growing need for a better transportation mode for bulk commodities further into northern British Columbia. The growing markets of the north demand an ever-increasing quantity of manufactured goods and construction materials. Conversely, improved transportation for the raw materials being produced in this northern area was and is essential. Major industries to be served by the new line include forest product mills, the Churchill mine which produces copper concentrates and two multimillion-dollar natural gas plants, which ship sulphur and other important by-products.

Already the BCR's freight trains are rolling north with a wide variety of manufactured goods and materials to the new industrial park with extensive warehousing facilities, being constructed near Fort Nelson.

A special inaugural train - with the writer on board - was operated by the then PGE on September 8, 1971, from Fort St. John to Fort Nelson. This train consisted of three Budd RDC cars (two RDC-3s, BC 30 & 31 and one RDC-1, BC 11, in the middle), carrying businessmen and industry representatives (the author was one), together with a high school band! PGE Special Train BC 30 rumbled cautiously northward over the newly-laid rails, the permitted maximum speed being 25 miles per hour. Most of the new line had only recently been ballasted and, as it was built over a muskeg bottom, three to five years must elapse before the new line will be completely settled in place.

The up-and-down level of the track on the spongy roadbed and the resulting motion imparted to the Budd cars created more than a few problems for the train crew, during the run. On one occasion, the RDC cars had to be uncoupled and separated, because the end buffer-plates of the cars had ridden up and over one another. Under such trying operating conditions, the PGE stewards did an exceptional job of serving to all the passengers a hot roast beef dinner with all the trimmings!

Meanwhile, another larger special train, carrying distinguished guests, provincial government representatives and other dignitaries was en route from Vancouver, 700-odd miles to the south. There were 13 special and business cars in the consist, plus a steam-generator car. Power for this train was PGE units 630, 615, 627, 625 and 619, DL718Bs, all built by Montreal Locomotive Works, Montreal, as are all of the units on today's British Columbia Railway, with the exception of the Budd RDC railcars and a single B-B switcher.

The composition of this Special Train for Dignitaries on its northbound journey was as follows:

<table>
<thead>
<tr>
<th>PGE Unit</th>
<th>CNR VAL ALAIN</th>
<th>Union Pacific RR 114</th>
<th>CP RAIL VAN HOMME</th>
<th>CP RAIL ASSINIBOINE</th>
<th>CNR 24</th>
<th>CNR BONAVENTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>630</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>615</td>
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<td>627</td>
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<td>625</td>
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</tr>
<tr>
<td>619</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PGE St/Gen 730</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
When the railway was surveyed, the Canadian Indians in this part of the country did not agree that they had received sufficient compensation from the Province and on the day that the Special was scheduled to arrive, there was a rumor that the line would be blocked, in protest for this injustice. However, no confrontation occurred, although the constables of the Royal Canadian Mounted Police were on duty.

At Fort Nelson, a demonstration of track-laying did occur. The track-crew had laid a section of the line in the Fort Nelson yard a few days before and had then removed four rail-lengths, which were to be replaced during the demonstration to the dignitaries and the public. However, when the time came to show their capabilities, the track crew just could not get the rails to fit quite right and some of the rail-joints had to be left unbolted until the sections could be "stretched" into place! This demonstration preceded the actual "Last Spike" ceremony.

When the "Last Spike" had been driven, a special freight train carrying products of the north to the markets of the south, broke a symbolic ribbon, stretched across the track, to signify the opening of the line. This special freight was made up of PGE DL71BB No. 624, with a consist of cars including a covered hopper of copper concentrates, a boxcar of finished lumber for Chicago, a bulkhead car of graded lumber for Canada's east coast markets and a brightly-coloured Pacific Great Eastern caboose.

The Honorable W.A.C. Bennett, Premier of British Columbia, paid tribute to those men who had constructed the new extension, as well as those other pioneers who first settled the area, when he declared, "Our present achievement will be overshadowed by the challenge of the future." This announcement was, in a sense, somewhat anticlimactic, since the PGE had already declared its intention to add another 420 miles of new line from Fort St. John to Dease Lake, B.C., scarcely 100 miles from the boundary with the Yukon Territory - in 1974.

Mr. Bennett also took advantage of the occasion to make an announcement about the forthcoming name-change in corporate title of the PGE. He said that, as soon as the enabling legislation could be formulated, the railway would become the British Columbia Railway, as indeed it did on April 1, 1972.

After all of the celebrations had taken place, the Special Train for Dignitaries departed on its southbound run through Chetwynd, Kennedy, Odell, Prince George, Quesnel and Williams Lake, on its way to Squamish and North Vancouver. However, near Williams Lake, a serious derailment occurred, severely shaking up all of the passengers, among whom were the Premier and members of his Cabinet, several Canadian National and CP RAIL Vice-Presidents, the President of the Burlington Northern and officials from several other United States railroads.
Some passengers, including two PGE train stewardesses, were hospitalized, but fortunately no serious injuries were suffered by any of the passengers.

The official investigation of the derailment determined that it had been caused by a transverse fissure in a rail, which caused the rail to fracture when the wheels of one car passed over it. The derailed equipment was rerailed by auxiliaries from Squamish and Prince George, while the passengers were returned to Vancouver the next morning by Pacific Western Airlines.

The "challenge of the future" referred to by Premier Bennett in his Fort Nelson speech aptly describes the opening up of vast new areas of the Province through the medium of the British Columbia Railway. With the completion of the Dease Lake extension in 1974-75, the BCR will have penetrated even closer to the Yukon and the State of Alaska - north to the Yukon, and beyond.

The author would like to thank the following people for their assistance in the preparation of this article:
Mr. H.D. Armstrong, Executive Assistant to the Vice-President and Director of Public Information, British Columbia Railway;
Mr. R.F. Corley, Peterborough, Ontario;
Mr. S.S. Worthen, Montréal, Québec.
PGE SHIPMENTS—FORT NELSON

With the opening of the Fort Nelson extension, the Pacific Great Eastern will be hauling a wide variety of shipments into and out of the area.

INCOMING
- oil & gas industry supplies
- construction materials and equipment
- general merchandise

OUTGOING
- lumber
- pulp logs
- wood chips
- copper concentrates
- asbestos
- agricultural products

We are pleased that you could be with us on this special occasion to mark the official opening of the 250-mile rail extension from Fort St. John to Fort Nelson on September 10, 1971.

PACIFIC GREAT EASTERN RAILWAY COMPANY
PACIFIC GREAT EASTERN RAILWAY'S SPECIAL - EXTRA BC 30 - UNCOUPLED AND
stationary on the siding at mile 125. The newly-laid roadbed was not
a little uneven, causing the end buffer-plates to over-ride thus risk­ing derailment.

A TYPICAL STRETCH OF THE NEW RAILWAY, BUILT ON MUSKEG, IN SEPTEMBER,
1971, the track had not been completely aligned or sledded. Several
years of maintenance will be required to finish the line to the high
standards required by the BCR. Both photos by C.W.Creighton.
The special train for the dignitaries was hauled by MLW units with Number 630 leading. On its southbound run, the train was derailed near Williams Lake, B.C.

The inaugural freight, with Unit 624 on the point, breaks through the red ribbon across the track, symbolizing the official opening of the new line.

Both photos C.W. Creighton.
The Pacific Great Eastern Railway Company was incorporated in accordance with the laws of the Province of British Columbia and construction was started on February 27, 1912.

Date opened for service
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Vancouver</td>
<td>Horseshoe Bay</td>
<td>12.0</td>
</tr>
<tr>
<td>Squamish</td>
<td>Quesnel</td>
<td>348.0</td>
</tr>
<tr>
<td>Quesnel</td>
<td>Prince George</td>
<td>81.3</td>
</tr>
<tr>
<td>Horseshoe Bay</td>
<td>Squamish</td>
<td>39.8</td>
</tr>
<tr>
<td>Prince George</td>
<td>Fort St. John</td>
<td>262.5</td>
</tr>
<tr>
<td>Fort St. John</td>
<td>Fort Nelson</td>
<td>250.0</td>
</tr>
</tbody>
</table>

Branch Lines
- Oct. 5, 1958 Chetwynd
- Aug. 1, 1958 Kennedy
- Aug. 1966 Odell
- Dawson Creek
- Mackenzie
- Fort St. James

Total: 1,151.7 miles

Notes:
1. The original line of the PGERy was constructed from North Vancouver, B.C. to Horseshoe Bay, on Howe Sound. It provided a commuter-type passenger service until November 29, 1928, when service was suspended. It had no connection with any other railway, except by car-barge, until the construction of the Second Narrows Bridge across Burrard Inlet.
2. Tugboats and car-barges moved freight cars from North Vancouver to Squamish. Passengers made the connection by ferryboat.
3. The North Vancouver-Horseshoe Bay line was extensively rebuilt at the same time as the Horseshoe Bay-Squamish line was constructed along the shore of Howe Sound.
4. This branch runs to the south end of the Peace River Reservoir, created by the W.A.C. Bennett Dam, some miles upstream on the Peace River from Fort St. John, B.C.

Passenger service is offered between North Vancouver and Fort St. John, B.C., only. There is presently freight service only on the other portions of the British Columbia Railway.

The Special Train for Industrial Representatives and Marching Bands stands in the new yard at Fort Nelson, B.C., ready for its southbound journey to Vancouver, B.C. The track in the new yard had been laid only 10 days before and was, as yet, unballasted. Photo C.W. Creighton.
### British Columbia Railway

**Roster of Diesel-electric engines.**

<table>
<thead>
<tr>
<th>Road number(s)</th>
<th>Wheel arrangement</th>
<th>Model/Type</th>
<th>Builder</th>
<th>Date</th>
<th>Hp.</th>
<th>Weight</th>
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<td>B-B</td>
<td>65 ton GE</td>
<td>1948</td>
<td>550</td>
<td>150,000</td>
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<td>552-555</td>
<td>B-B</td>
<td>70 ton GE</td>
<td>1949</td>
<td>600</td>
<td>139,000</td>
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<tr>
<td>556-557</td>
<td>B-B</td>
<td>70 ton GE</td>
<td>1950</td>
<td>600</td>
<td>139,000</td>
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<tr>
<td>561-566</td>
<td>A1A-A1A</td>
<td>RSC-3 MLW-CGE</td>
<td>1951</td>
<td>1600</td>
<td>240,000</td>
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<tr>
<td>567-568</td>
<td>A1A-A1A</td>
<td>RSC-3 MLW-CGE</td>
<td>1952</td>
<td>1600</td>
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<td>569-571</td>
<td>B-B</td>
<td>RS-3 MLW-CGE</td>
<td>1953</td>
<td>1600</td>
<td>240,000</td>
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<tr>
<td>572</td>
<td>B-B</td>
<td>RS-3 MLW</td>
<td>1954</td>
<td>1600</td>
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<tr>
<td>573-575</td>
<td>B-B</td>
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<td>RS-3 MLW</td>
<td>1955</td>
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<tr>
<td>579-586</td>
<td>B-B</td>
<td>RS-10 MLW</td>
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<td>601-602</td>
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<td>RS-18 MLW</td>
<td>1957</td>
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<td>603-604</td>
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<tr>
<td>605-617</td>
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<tr>
<td>612-613</td>
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<td>614-618</td>
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<td>DL-718B MLW</td>
<td>1964</td>
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<td>625</td>
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<td>1965</td>
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<td>DL-718B MLW</td>
<td>1965</td>
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<tr>
<td>628-630</td>
<td>B-B</td>
<td>DL-718B MLW</td>
<td>1966</td>
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<td>624 (1st.)</td>
<td>C-C</td>
<td>RSD-17 MLW</td>
<td>1957</td>
<td>2400</td>
<td>339,000</td>
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<tr>
<td>701-704</td>
<td>C-C</td>
<td>M-630 MLW</td>
<td>1959</td>
<td>3000</td>
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<tr>
<td>705-709</td>
<td>C-C</td>
<td>M-630 MLW-I</td>
<td>1970</td>
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<td>m</td>
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<td>710-716</td>
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<td>1971-2</td>
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<td>1000-03</td>
<td>B-B</td>
<td>S-13 MLW</td>
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<tr>
<td>1004</td>
<td>B-B</td>
<td>3B-D-8 1/8 FM-Beloit</td>
<td>1949</td>
<td>1000</td>
<td>249,440</td>
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### Notes:

- Sold to MacMillan & Bloedel, Powell River, B.C.
- No. 552 scrapped; Nos. 554, 555, 556 & 557 to Sydney & Louisbourg Railway, 1960.
- Nos. 554, 556 & 557 to A.A. Merrilees Limited, Toronto, Ont.
- Converted to B-B trucks.
- No. 572 wrecked and later scrapped in 1960.
- Original road numbers 587-599 inclusive.
- No. 627 was originally No. 616, which was wrecked, repaired and renumbered.

**By this time,** Unit 714, which was outshopped by MLW Industries in January, 1972, will have been painted in the new BCR colours and will bear the proud name "British Columbia Railway."
h Now CP RAIL No. 8921, ex-PGE No. (1st.) 624, ex-CNR No. 3899, ex-MLW demo No. 7007 on CP RAIL.

k Equipped with LOCOTROL for mid-train unit operation.

m No. 710 outshopped ex MLW-I December 23,1971; Nos. 711-712 outshopped December 25; No. 713 outshopped December 31; Nos. 714-716 outshopped January 5, 1972.


For its new "corporate symbol", the British Columbia Railway has selected a design somewhat more natural and understandable than those designed in recent years. It is the dogwood flower, which is the well-known provincial wildflower. It has been applied to one of the new wood-chip cars, recently purchased by the BCR, to handle the ever-increasing traffic in this commodity. Photo courtesy BCR.

<table>
<thead>
<tr>
<th>Road Number</th>
<th>Model</th>
<th>Serial</th>
<th>Built</th>
<th>Psgrs.</th>
<th>Facilities</th>
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<tr>
<td>BC-10</td>
<td>RDC-1</td>
<td>6219</td>
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<td>80</td>
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<td>80</td>
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<td>BC-30</td>
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<td>6508</td>
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<td>BC-31</td>
<td>RDC-3</td>
<td>6509</td>
<td>1956</td>
<td>48</td>
<td>Bag/Exp/Mail/Kitchen</td>
<td>b</td>
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<tr>
<td>(BC-32)</td>
<td>RDC-3</td>
<td>6510</td>
<td>1956</td>
<td>-</td>
<td>see note c</td>
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<td>BC-33</td>
<td>RDC-3</td>
<td>6601</td>
<td>1956</td>
<td>48</td>
<td>Bag/Exp/Mail/Kitchen</td>
<td>b</td>
</tr>
</tbody>
</table>

**NOTES:**

a Original passenger capacity 89. Reduced to 80 to provide two small compartments for baggage, express and mail.

b Original passenger capacity 49. Reduced to 48 to provide space for baggage, express, mail and a small galley.

c BC-32 wrecked in a level crossing accident at Canim, B.C., February 8, 1960.
RIDING TO A WINTER WONDERLAND

Glenn F. Cartwright.

Late in January, 1972, Canadian National Railways began the operation of a weekend "Winter Wonderland Special" from Edmonton, Alberta to the winter sports resort of Jasper, well-known holiday centre in the Canadian Rocky Mountains.

Each Friday evening during the skiing season, the "Winter Wonderland Special" departed Edmonton for the nearly five-hour run to Jasper. The usual consist of the train was two "A" units, a steam generator car, a coach, a "recreation car", a snack coach and a second coach, in that order.

The "recreation car" was actually a modified baggage car, located in the middle of the train. Special ski racks had been installed and a piano was located in the centre of the car. Shades of the Montreal-Toronto "Bistro"!

CN's passenger representative, genial Ed Power, presided at the piano and provided song sheets for all. Singing was one thing, but more than a few couples - responding to the rhythms of Ed's piano - were known to dance all the way to Jasper!

Canadian National made every effort to ensure that each weekend was an enjoyable and memorable one. At both Edmonton and Jasper, skiers with their gear entrained and detrained from the recreation car by means of a specially-constructed wooden stairway. This enabled effortless boarding and quick storage of skiing equipment so that it did not interfere with subsequent activities. While no bar service was provided on the train - though a liquor license had been applied for - Canadian National made available complimentary plastic glasses and ice-cubes from the popular snack coach for those who "required" them.

The package deal was organized by Canadian National with the cooperation of the Jasper Park Lodge - a CN-owned and operated hotel. The skier's package fare of $29 included round-trip transportation from Edmonton on the "Winter Wonderland Special", transfers at Jasper and two nights accommodation at the Lodge. For an additional fee, skiers could arrange transportation to the ski areas and the use of all ski-lifts.

Each year, Jasper Park Lodge has increased the number of its facilities available to the public and this winter saw the addition of the Moose's Nook dining area and the Copper Kettle Coffee Shop. Sleighrides, skating and snowmobiling are available at this famous winter and summer resort. With these and other activities to enjoy, many skiers and not a few non-skiers found CN's "Winter Wonderland Special" an excellent way to enjoy a weekend in Canada's Rockies.
Unloading of ski equipment was greatly facilitated by a ramp.

The "Winter Wonderland Special" arrives at Jasper, Alta.

Enthusiastic ski types were transported to their hotel by this somewhat primitive but reliable transport mode.
BECAUSE OF THE SIGNIFICANCE OF CP RAIL'S WINDSOR STATION, MONTREAL, to railway enthusiasts everywhere, our Association has a special interest in the continuing redevelopment of this famous station and the surrounding property.

The Editor of CANADIAN RAIL has been given to understand that the new building to be erected by Marathon Realities will provide an estimated 1.4 million square feet of floor space. Each floor will have an area of about 30,000 square feet and the height of the building for public use will be about 46 stories. There will be other floors for mechanical services so that the probable height of the finished structure will be 50 stories.

The principle entrance to the new building will be from a plaza and the entrance and plaza will face north to Dorchester Boulevard and Mount Royal. The relocation of the new building from its originally-planned site was necessary in order to accommodate its larger size and, at ground level, it is expected to encompass much of the concourse of the existing Windsor Station.

An official announcement is expected to be made by Canadian Pacific interests in the autumn.

MR. DAVID WILKIE OF THE BRITISH COLUMBIA RAILWAY HISTORICAL Association writes to say that the two CP RAIL SD40-2s referred to on page 201 of the June, 1972 issue of CANADIAN RAIL (No. 245), were the third and fourth units of CP RAIL Train 801 out of Fort Steele, B.C., northbound to Golden, on April 2, 1972. The power for this long train of Fording coal was units 4558, 4559, 5587 and 5588 (see above) and the train consisted of 88 new "black bathtubs", each loaded with 105 tons of coal. Mr. Wilkie photographed and taped the train as it rumbled over the Kootenay River bridge at mile 14.8 of the Windermere Subdivision, north of Wasa.
MR. JOHN WELSH, OUR PERIPETATIC CORRESPONDENT
from Dorval, bought a current "Official Guide" recently. He
found that the Midland Railway of Manitoba is now advertised as
Burlington Northern (Manitoba). He also noted that Canadian National
Railways' entry is reduced to less than 10 pages from 20 (December,
1971), being about even with CP RAIL's 9-page entry. Cone is CN's
4-page map, replaced by a one-pager, on which the only CN identifi-
cation is printed in a small box of smaller type in one corner, the
legend explaining the "dark" and "light" lines on the map.
The one and only mention of the Company is contained in "CN Steam-
ships".

John also bought a copy of the Canadian Transport Commission's
1970 report on traffic in the Québec City - Windsor corridor for $2.
He found it interesting and says it is worth the price. The tables,
charts, etc. make it so. Statistique Canada (Information Canada) -
formerly the Dominion Bureau of Statistics - has a series on railway
transportation. From Report 52-209 (1970), one learns that CP RAIL
has more second main track than CN: 929.7 miles vs. 886.3 miles. In
1970, over 97% of all passengers went by CN, CP RAIL and GO TRANSIT.
92% of all freight ton-miles were accounted for by CN, CP RAIL and
CN&L. The length of the average freight train was 64.1 cars plus
the caboose, an increase of 3.1 cars over 1969. The average freight
train speed, including "time spent in setting out and picking up
up cars, meeting oncoming trains, etc.", was 21.4 miles per hour, com-
pared to 21.1 in 1969. Of 106 steam generator cars in service, (look
out, you know what's coming) CN had 101. But who had the other 5?
Passenger car miles in freight trains totalled 10,070,531, compared
to 11,384,097 in 1969. Hm. Conversely, freight car miles in passen-
ger trains totalled 158,910,579 compared to 141,083,615 in 1969. One
wonders where the RTC gets these fascinating figures!
Fascinating figures? How about these:

<table>
<thead>
<tr>
<th>Passenger-miles in 1970</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canadian National Railways</td>
</tr>
<tr>
<td>CP RAIL</td>
</tr>
<tr>
<td>Algoma Central Railway</td>
</tr>
<tr>
<td>Canada Southern Railway</td>
</tr>
<tr>
<td>C&amp;O-Pere Marquette Railway</td>
</tr>
<tr>
<td>Northern Alberta Railways</td>
</tr>
<tr>
<td>Ontario Northland Railway</td>
</tr>
<tr>
<td>Pacific Great Eastern Railway (BCR)</td>
</tr>
<tr>
<td>Québec, North Shore &amp; Labrador Railway</td>
</tr>
<tr>
<td>Other Class 2 roads</td>
</tr>
<tr>
<td>All Class 3 &amp; 4 roads</td>
</tr>
</tbody>
</table>

Electric locomotives? Only CN had 'em! 18 units. Total horse-
power, 358,000.

CN had more first main track in every Province except British
Columbia, where CP RAIL had 1,724.3 against CN's 1,414.4 miles. But
in the U.S.A., CP RAIL took the honours with 267.3 vs. 71.8 miles.
A total of 336,014 tons of rail were laid in 1969, of which some
118,142 miles were 100-105 lb. and 104,320 was 132 lb. No new rail
under 85 lbs. was laid. Thank goodness!
One more thing. Shown in an explanatory glossary at the back of one report is "Class IV Road: Other companies such as terminal, bridge, tunnel and pullman". And "Pullman"??

Mr. Welsh says "Cheers!".

DESCRIBED AS AN "EXCITING NEW CONCEPT IN BUS TRAVEL",

Ontario Northland Railway Transportation Commission recently unveiled a Courier "Challenger" standard MC-7 model bus which had been extensively altered inside. It is "The Sleeper", normally an air-conditioned, washroom-equipped, 47-passenger coach, but renovated to carry only 24 occupants. Two redesigned buses have been introduced on the Toronto - Timmins, Ontario service, departing each point at 2300 hours nightly. No extra fare is required, but a reservation fee of $2.50 is charged. Service, planned to commence 28 June 1972, operates 7 days a week. The 24 seats are of the reclining type, tilting and locking in any reclining position and are large and spacious.

Mr. Jim Singleton, Passenger Service Supervisor for ONRTC, said that this concept was a "first" of its kind in North America. If the principle proves attractive to travellers, it will be introduced to other communities in northern Ontario and to the major centres of the southern part of the province. R.F. Corley.

CANADIAN NATIONAL RAILWAYS TWO NEW SERVICES,

AUTO-WITH-YOU and DAY-NITER coach travel, were previewed on 20 June 1972 in Edmonton, Alberta. AUTO-WITH-YOU is an improved version of CN's old CAR-GO-RAIL service. In the new service, the passenger's automobile is carried in the same train in which he travels. Initially, the service will be available between Toronto and Edmonton only but CN says that Montreal and Toronto - Winnipeg service will be introduced when warranted. Cost for the service is $188 plus a minimum of two regular adult rail fares. CN feels that this price is reasonably competitive with comparable air fares and car-rental costs.

The DAY-NITER coach provides reclining seats with leg and foot rests, almost the equivalent of SLUMBER COACH accommodation, at a conveniently lower fare. However, there will be a service charge required: Montreal-Vancouver, $8; Montreal-Edmonton, $6; Edmonton to Vancouver or Winnipeg, $2. G. Cartwright.

FOLLOWING THE DISALLOWANCE OF THE CANADIAN TRANSPORT COMMISSION'S ruling in re the Burlington Northern's Kootenay & Elk Railway by the Supreme Court of Canada, the possibility that this line will be built is once again revived. Various regional organizations in the Fernie - Trail area of British Columbia generally oppose the construction of the Kootenay & Elk. The City of Trail opposed it and was supported by the Regional District of East Kootenay. Cranbrook opposed it.

One dissenting vote in this opposition was that of Mr. Lloyd Phillips of Fernie, B.C., who advised some of his fellow directors to learn something about the economics of the situation and then draw accurate conclusions as to whether or not there would be detrimental effects to the local economy.
The City of Trail's resolution, as reported in the CROWSNEST CLARION, Sparwood, B.C., (1) opposes building of the Kootenay and Elk for the export of Crow's Nest Industries (Kaiser Industries) coal from the Sparwood, B.C. area; (2) it asks that, if the K&E is built, it be restricted to the transportation of goods for consumption by United States markets; (3) it supports and recommends upgrading of the present CP RAIL line through southern British Columbia, via the Kettle Valley, to provide an alternate route to Roberts Bank for Elk Valley coal and (4) it asks for further public hearings - this time in the west - "to hear the views of the people most affected by a decision in this matter". CROWSNEST CLARION.

CANADIAN NATIONAL RAILWAYS SD40-2, DELIVERED BY DIESEL DIVISION, General Motors of Canada, are reported on by Pierre Patenaude. These units were assigned as indicated:

<table>
<thead>
<tr>
<th>Road numbers</th>
<th>Builders Numbers</th>
<th>class</th>
<th>Added equip.</th>
<th>Assigned</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000-5007</td>
<td>A2246 - A2253</td>
<td>GF-30c</td>
<td>D/B UT</td>
<td>Calder</td>
</tr>
<tr>
<td>5008-5010</td>
<td>A2260 - A2263</td>
<td>GF-30d</td>
<td>UT</td>
<td>Toronto</td>
</tr>
<tr>
<td>5012-5075</td>
<td>A2264 - A2267</td>
<td>GF-30d</td>
<td>UT</td>
<td>Toronto</td>
</tr>
<tr>
<td>5076-5090</td>
<td>A2335 - A2349</td>
<td>GF-30e</td>
<td>D/B UT</td>
<td>Symington</td>
</tr>
<tr>
<td>5091-5097</td>
<td>A2350 - A2356</td>
<td>GF-30e</td>
<td>D/B UT</td>
<td>Caler</td>
</tr>
<tr>
<td>5098-5110</td>
<td>A2357 - A2369</td>
<td>GF-30e</td>
<td>D/B UT</td>
<td>Symington</td>
</tr>
<tr>
<td>5111-5125</td>
<td>A2370 - A2384</td>
<td>GF-30e</td>
<td>D/B UT</td>
<td>Caler</td>
</tr>
<tr>
<td>5126-5130</td>
<td>A2385 - A2389</td>
<td>GF-30h</td>
<td>D/B UT</td>
<td>Caler</td>
</tr>
<tr>
<td>5131-5139</td>
<td>A2390 - A2398</td>
<td>GF-30h</td>
<td>D/B UT</td>
<td>Caler</td>
</tr>
<tr>
<td>5141-5175</td>
<td>A2400 - A2434</td>
<td>GF-30h</td>
<td>D/B UT</td>
<td>Caler</td>
</tr>
<tr>
<td>5176-5199</td>
<td>A2493 - A2516</td>
<td>GF-30k</td>
<td></td>
<td>Caler</td>
</tr>
<tr>
<td>5200-5221</td>
<td>A2517 - A2535</td>
<td>GF-30k</td>
<td></td>
<td>Symington</td>
</tr>
<tr>
<td>5222-5226</td>
<td>A2539 - A2542</td>
<td>GF-30k</td>
<td></td>
<td>Montréal</td>
</tr>
<tr>
<td>5226-5240</td>
<td>A2558 - A2602</td>
<td>GF-30m</td>
<td></td>
<td>Montréal</td>
</tr>
</tbody>
</table>

Notes:
D/B means fitted with dynamic brakes; UT means for unit-train service.
Unit 5011, B/N A2263 was wrecked in the Fraser River canyon near Hope, B.C. in 1968. Unit 5140, B/N A2399 was wrecked in the Fraser River canyon near Boston Bar in 1971. Neither of these units were recovered.

IN A RECENT SPEECH TO THE PULP & PAPER TRAFFIC LEAGUE at their Annual Meeting at Murray Bay, Québec, Canadian National Railways' executive Vice-President and President, Grand Trunk Corporation, Dr. R.A. Bandeen, said that by 1975, intermodal transportation systems will account for the movement of almost half of the goods carried in Canada. This broadly-based transportation enterprise has not yet appeared in the United States, Dr. Bandeen said, probably because of Canada's different attitude towards transportation regulations. In the United States, governmental regulations tend to define and protect the role each transport mode may play. Dr. Bandeen, commenting on the formation of the Grand Trunk Corporation, said that CN was trying to create a self-sustaining United States corporation, managed by U.S. citizens for Canadian owners, which would be a railway in its own right, not primarily a feed-
er line for Canadian National. Dr. Bandeen said that, to be a success, the GT Corporation would have to expand its capacity to create transportation packages - price, equipment, facilities and route - geared to the needs of people and businesses in the U.S. midwest region.

CANADIAN NATIONAL RAILWAYS ANNUAL REPORT, presented in the House of Commons (Canada) recently, once again underlined that even though the railway can show an excellent operating profit for a fiscal year, the balance sheet has the inevitable red-ink entry because of the enormous interest charges on the perennial "long-term debt".

The railway operating profit was $21.3 million, the highest since 1966 and the best overall financial result in 16 years. A $24.3 million deficit was shown after payment of $68.5 million interest on the aforementioned long-term debt.

Railway operating revenues totalled $1,140.8 million, with expenses at $1,119.5 million, both record highs. Major contributions to increased revenues were carload freight, up 12%, express up 9.7%, hotels up 12.4% and telecommunications, up 6%.

Increased expenses included higher wages and increased employee fringe benefits. Passenger service revenues were down 1%, a reduction of 100,000 passengers on a total of 13.3 million compared to 1970. Employment across the system remained fairly constant at 81,744.

CN Chairman and President Norman J. MacMillan, Q.C., said he believed that the Canadian economy would continue to improve in 1972 and that CN would "improve its performance and financial situation still further" in the years immediately ahead.

The 1971 Annual Report of Canadian National Railways was presented in two parts; the first part was a summary history of the Company, illustrated with some historic pictures seldom or never before published and a delight to the CN enthusiast. The second volume contained the figures, some of which were interesting and all of which were informative and important. Heartiest congratulations are due to those who designed and produced the 1971 Annual Report of Canada's national railway.

S.S. Worthen.

IN LATE JULY, CANADIAN NATIONAL RAILWAYS ANNOUNCED the awarding of equipment contracts totalling $13.9 million. Marine Industries Limited of Sorel, Quebec will build 115 container flats, 84 feet long and capable of carrying 4 x 20-foot or 2 x 40-foot containers. Delivery is scheduled for October, 1972, at the rate of 8 flats daily.

National Steel Car Corporation Limited of Hamilton, Ontario, got the order for 600 boxcars, 52 feet 8 inches long, for transporting sawn lumber, plywood and pulp products. 300 were 100-ton capacity, while the other half were 70-ton capacity. Delivery is scheduled to commence in November, 1972 at the rate of 16 cars daily. CN NEWS.
SPACE PROBLEMS IN THE JULY, 1972 ISSUE (NO. 246) OF CANADIAN RAIL PRE-
vented use of all of the excellent pictures accompanying Mr. John E.
Hoffmeister's article on the Baldwin's of CP RAIL's E&N Sub. Here are
the remainder: No. 1, Train 51, units 8007 & 8010 at Hillbank Station,
mile 34, Karl Brall, engineman; No. 2, Tr. 52, near Lampson Crossing,
Victoria, B.C., with units 8001 & 8009 and 25 cars, Mr. Brall at the
throttle; No. 3, units 8005 & 8009 on the roundhouse lead at Victoria,
ready to take Train 51 north; Mr. MacLaughlan, engineman; No. 4, units
8002, 8010 & 8014 idl in Victoria yard on Sunday, October 25, 1970.

PICTURED HERE IS A PRIME EXAMPLE OF THE CRAZY, MIXED-UP BUSINESS
of railroading in eastern Canada in recent years, when leased or
borrowed units abound. Readers may care to hazard a guess about
the identity of the railway and the location, in this Summer 1969
photo by K.R. Gossett.
"CANADIAN RAIL"
published by the
CANADIAN RAILROAD HISTORICAL ASSOCIATION
P.O. Box 62, Station "P"
Brantford, Ont.

Associate Membership including 12 issues of
"Canadian Rail" $8.00 annually.

EDITOR S.S. Worthing
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