

Canadian Rail



NUMBER 136

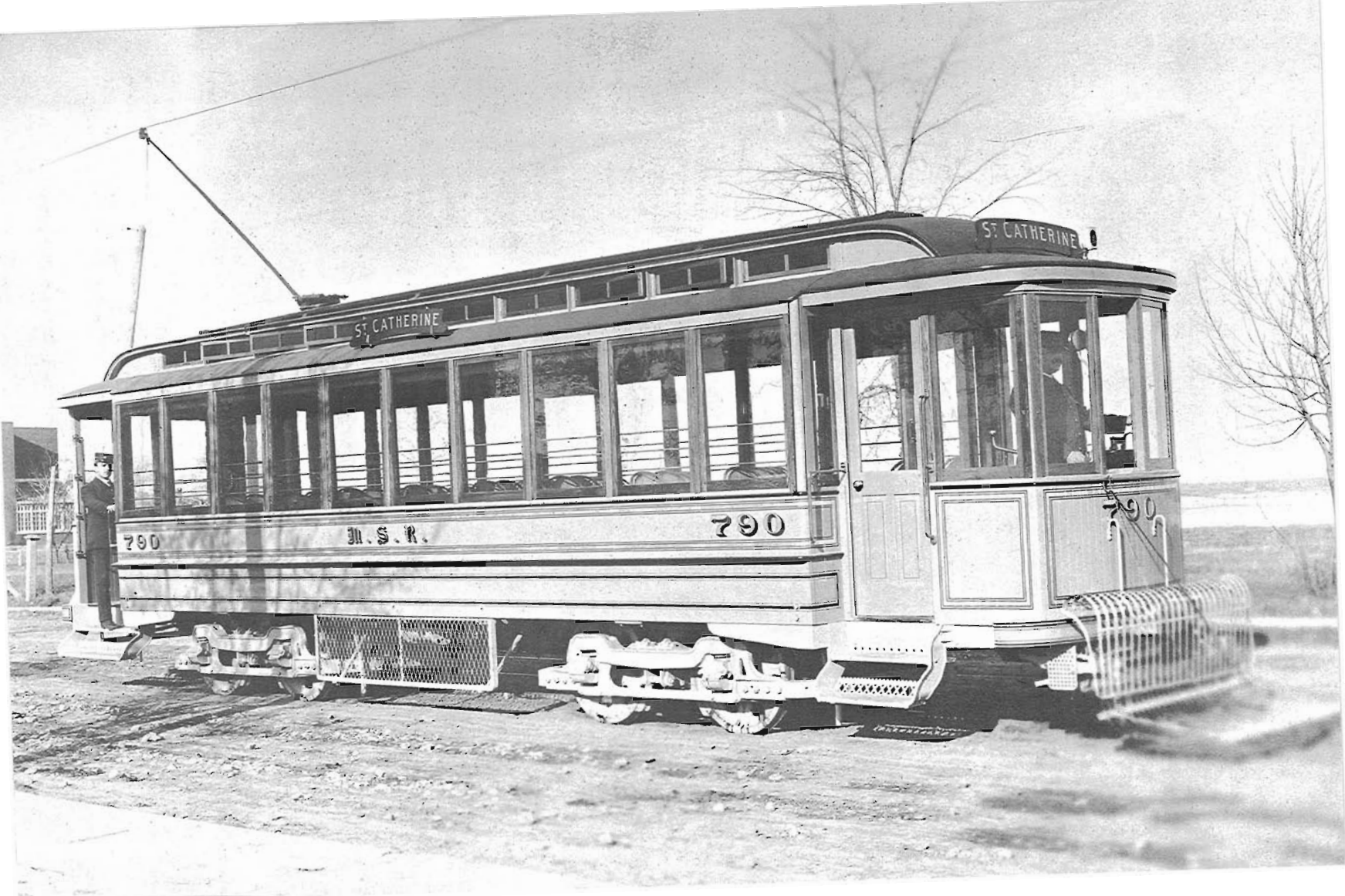
Issued 11 times yearly by
Canadian Railroad Historical Association.

SEPTEMBER 1962



RUSH HOUR at Bonaventure Station, fifty-five years ago. Fashions of Montreal Street Railway passengers "date" this interesting photograph taken of car 824 loading at the Grand Trunk Railway station in Montreal on August 26th, 1907.

-Photo Montréal Street Railway



Montreal Street Railway's 790 class Cars.

by R. M. Binns

Among the many notices and special instructions posted on Montreal Street Railway bulletin boards for the guidance of car crews, there was one that appeared regularly each year during the summer:-

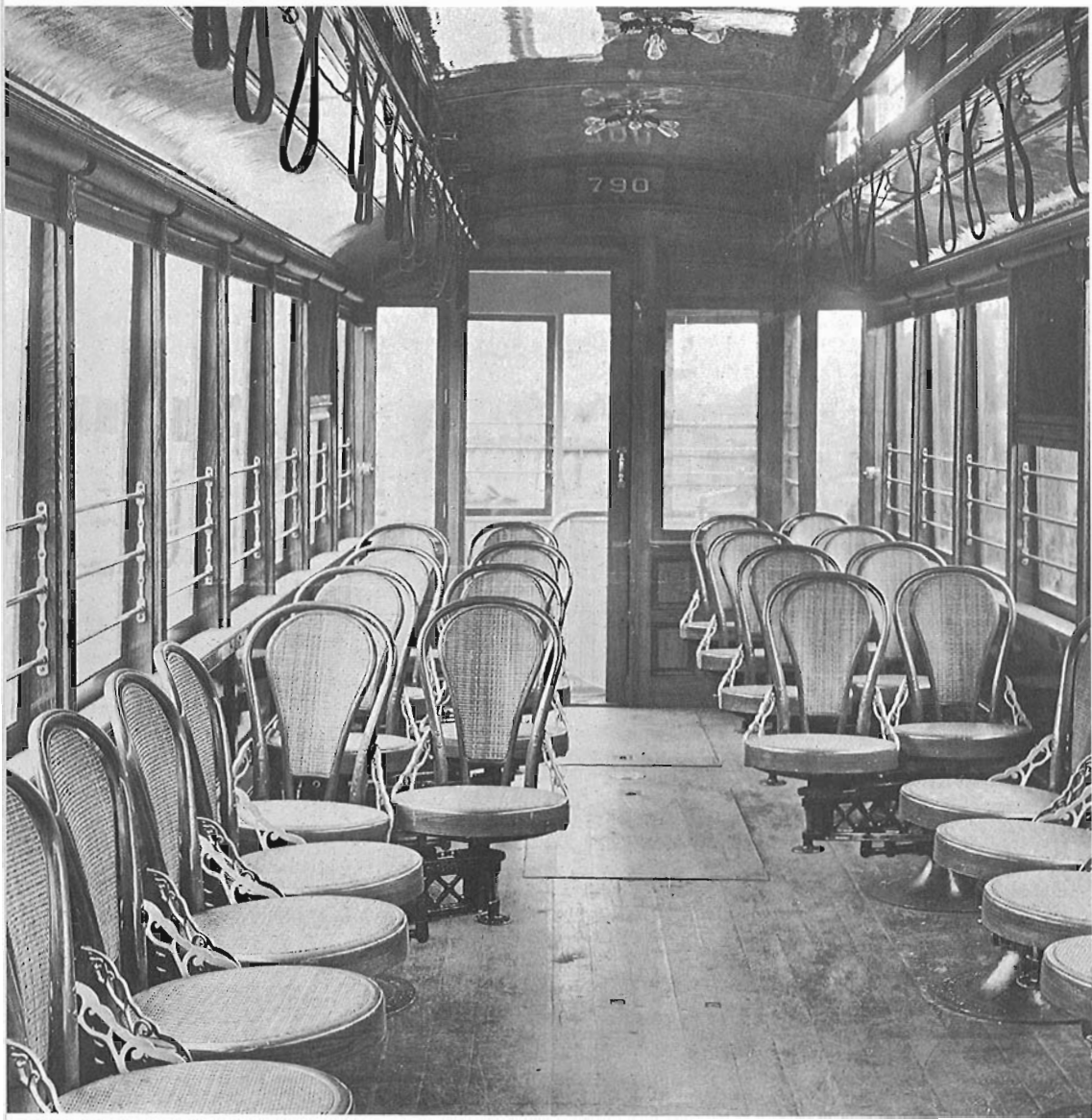
" We wish to remind conductors that it is their duty to see that all windows are closed every time car is pulled into yards. On cars that have the windows removed for the Summer months, the curtains must be lowered. We have noticed that some employees neglect this important duty, with the result that serious damage might be done to the seats of cars left outside, should it happen to rain. "

The reference is to the so-called "semi-convertible" cars, of which the 790 class was the first example.

Around the beginning of the century a great deal of ingenuity and money was being put forth by United States car builders in attempts to create an "all-purpose" car. The objective was a streetcar that would suit the various requirements of most street railway companies, both as to Summer and Winter use, and with a seating plan that afforded the greatest standing space during rush hours, yet provided comfortable seats for passengers riding long distances. None of these attempts proved very successful, except perhaps Brill's "Convertible" car, which received rather wide acceptance for a time.

The Brill design featured transverse seats throughout, with an aisle down the centre. The window sash and side panel between each post could be raised into pockets in the roof, thus the car could be transformed quickly into a fully open car. The design was patented by Mr. John A. Brill in 1899, and he promoted it vigorously.

Late in 1903, Montreal Street Railway, ever on the alert to adopt new ideas, decided to build its own version of the "ideal" car, one suitable for Montreal's Winters, but which could be adapted to offer some of the attractions of open car riding during the short but warm Summer season. A flexible seating plan was also highly desirable. Plans were prepared by M.S.R. engineers, and submitted to the Board of Directors on January 25th, 1904. There was nothing fundamentally new or radical in the Montreal design, except perhaps the seats, the origin of which is obscure. The cars were to be fitted with individual cane chairs similar to those on the 1032 class Park & Island Ry. cars built in 1902. These chairs, ingeniously mounted in pairs, could be swivelled around to produce any combination of transverse and side seating to suit passenger traffic requirements during the various periods of the day. The car body - 28 feet long - had ten large single window sashes on each side which could be removed entirely for Summer operations. The Board of Directors, at its January 25th meeting, approved the building of fifty of these "semi-convertible" cars, as they were called and appropriated \$250,000 for the purpose. The question of purchasing a sample convertible car from the Stephenson Co. and the Brill Co. was considered. It was decided to "leave this matter in the hands of the Managing Director".



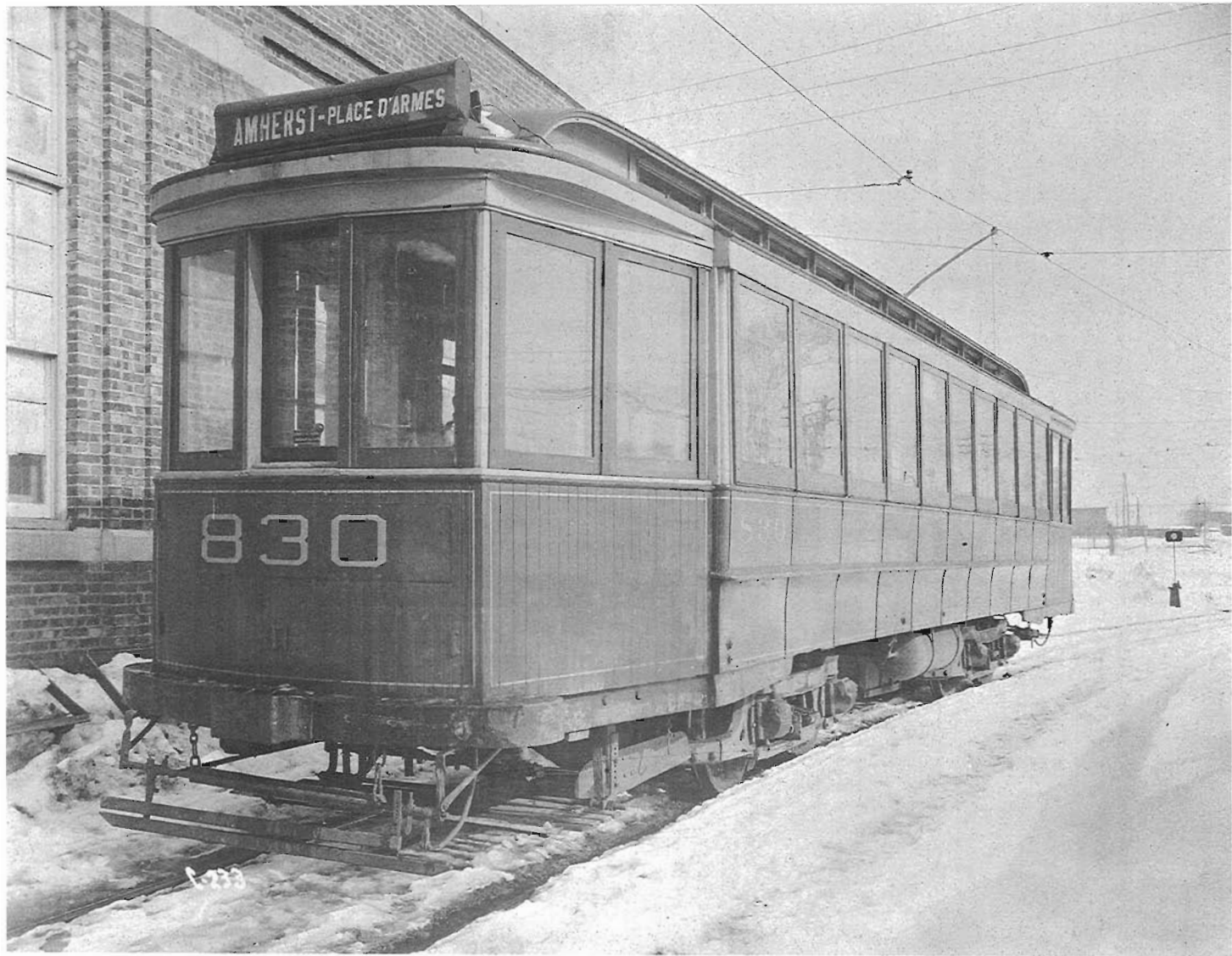
Late in May 1904, the first car, No. 790, was turned out of Hochelaga Shops and inspected by the Directors. Apparently satisfied, production continued and by November of that year, twenty cars (Nos. 790-828 even) were in service.

The significance of the 790 class does not lie so much in their convertible feature, but rather in the marked change in style introduced, and in this respect they represented a most important step in the evolution of Montreal streetcars. The cars were of wood construction, with steel reinforcing in the underframe, and inside truss rods. Overall length was 40 feet, 3½ inches. To accommodate transverse seating - an innovation on M.S.R. cars - the body was some eight inches wider than previous cars, and more rectangular in cross section. Oddly enough, the sides were not flat - the traditional inner-curving lower panel being retained, but curved to a very slight degree. Vestibules became more a part of the car body than formerly, and were a generous 5 feet 4 inches long at each end. The front vestibule contained the air compressor and governor, while the rear platform had a brass rail intended to keep rear platform standees from obstructing the single bulkhead door. It is easy to see how this arrangement would lead, almost inevitably, to the "pay-as-you-enter" concept about a year later. The chair seating experiment was apparently short-lived. It is not known whether any of the cars other than No. 790 were so equipped. In any event, very soon, the front part of the car was fitted with five fixed transverse double seats on each side, and the remainder of the car with longitudinal seats, all spring-upholstered in woven rattan. Thus, we see emerging, a car design which, in general appearance and seating arrangement, was to continue for many years with only minor variations.

Number 790 had scarcely been put in service on St. Catherine Street when the Board of Directors, on June 9th, 1904, appropriated \$100,000 for another project, transforming fifty of the Company's single-truck open cars into convertible cars. This involved building sides with windows, which could be attached to the right sides of these little half-open cars, permanently closed fronts, and other alterations, so they could be used in Winter. Reading the minutes of this meeting, we find:-

" It was also decided that in view of this work being required at once, and that in consequence the building of the fifty double-truck semi-convertible cars would be delayed, the Managing Director be authorized to purchase five cars of the semi-convertible type from either the Stephenson Co. or the Brill Co."

In August, a car arrived from the J.G. Brill Co., Philadelphia. It was the well-known Brill Convertible, but being a single-ender, it was convertible on one side only. It was numbered 701 and therefore classed as an open car. Whether this was the sample car authorized at the January meeting, or one of the five authorized on June 9th is not clear. In any event, it formed part of the fifty in the original appropriation, and was afterwards included in the 790 class, but always retained its open car number. Apparently not impressed with this design, the Company altered No. 701 late in 1904, by permanently fixing the side panels in place, thereby making a closed car with removable windows like the others.

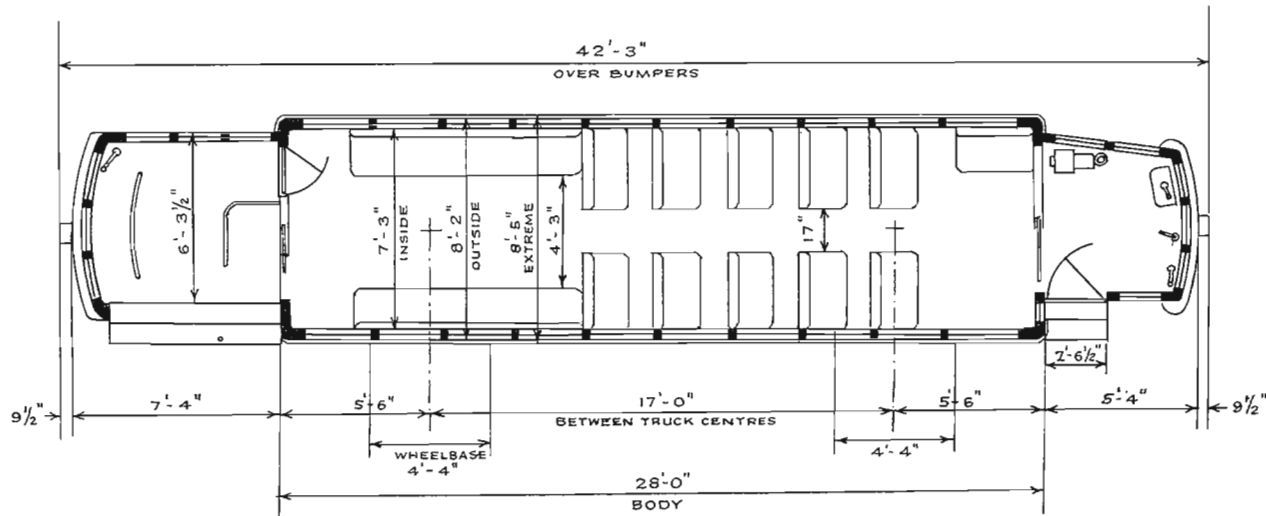


AMHERST-PLACE D'ARMES

830

699

GENERAL DIMENSIONS AND LAYOUT
OF 790 CLASS CARS
AFTER ALTERATIONS, IN 1906-7, FOR P.A.Y.E. OPERATION.



Seating capacity :- 34

NOTE :- NOS. 701, 840, 842, 864, 866 NOT ALTERED.

The Brill order included two other cars built more nearly to the Montreal design, but having more rounded ends and arched windows favoured by Brill at that time. These cars, Nos. 840, 842 did not go into service until April 1905. Two cars were purchased from the John Stephenson Co. of New York. These followed the Montreal design more closely, but had a more rounded front vestibule and a metal sheathed dash. They went into service in July 1905 and were numbered 864, 866.

Getting back to the summer of 1904, we find in the minutes of a subsequent meeting held on July 9th, the following:-

" Owing to the Company being unable to construct the full fifty cars in its own shops, appropriation for which was granted in January last, the Board authorized the purchase of ten semi-convertible cars from the Niles Car and Mfg. Co., five from Rhodes-Curry Co. Ltd., and five from Ahearn and Soper."

Thus it came about that of the fifty cars in this class, twenty-five were built by M.S.R. and twenty-five purchased from other builders.

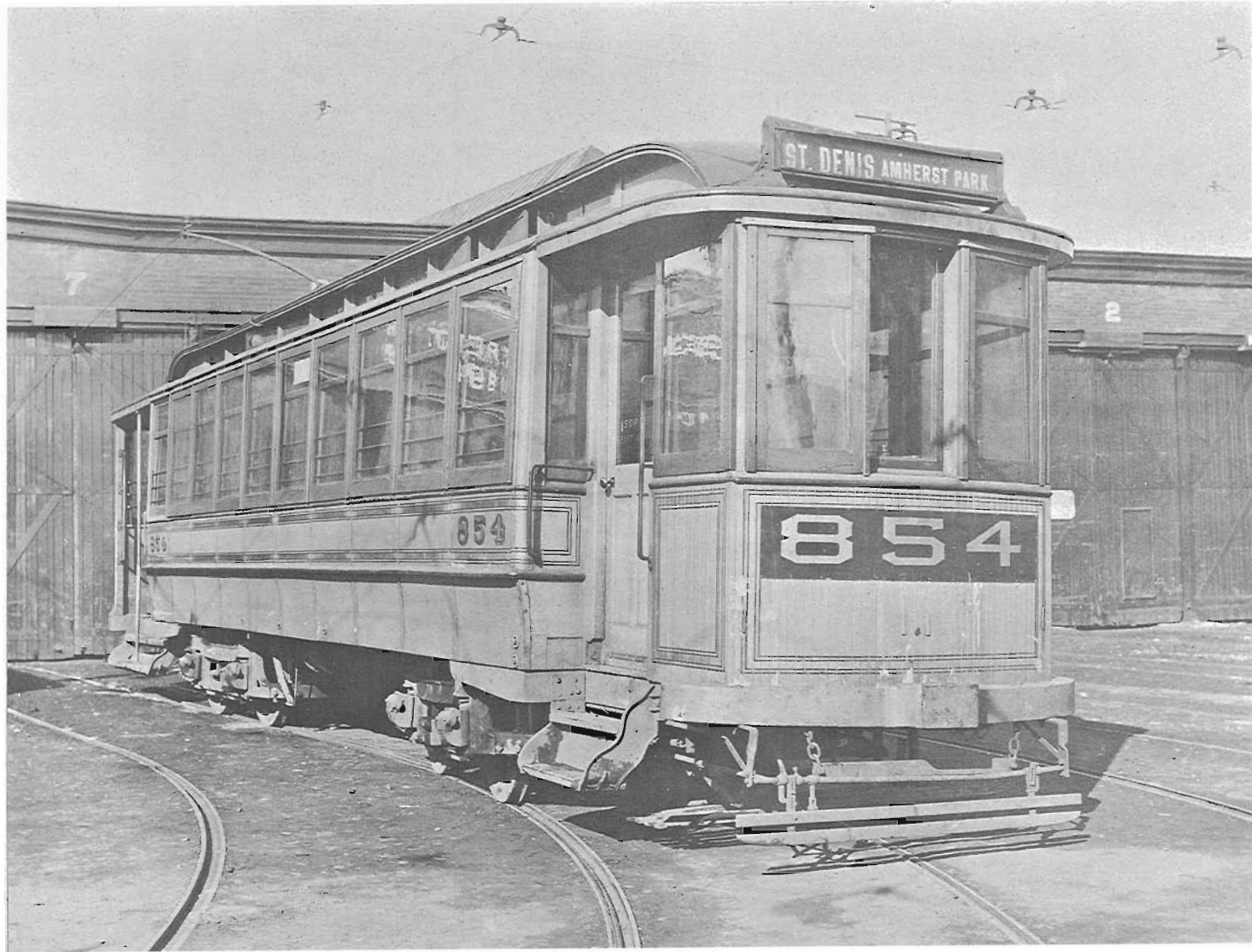
The Niles cars (Nos. 844-862 even) arrived first and were put in service in January and February 1905, about the same time that the Company completed its allotment by turning out an additional group of five, Nos. 830 to 838. This latter group, as well as those from the other builders, differed from the original design in that the windows were composed of a fixed upper sash and a movable lower sash which could be raised or dropped completely out of sight into a pocket by means of a hinged window sill. This arrangement took care of "between season" requirements and eliminated the expense of removing and storing windows in the car barns. This chore was soon to return, however, with the adoption of double windows in Winter, a few years later.

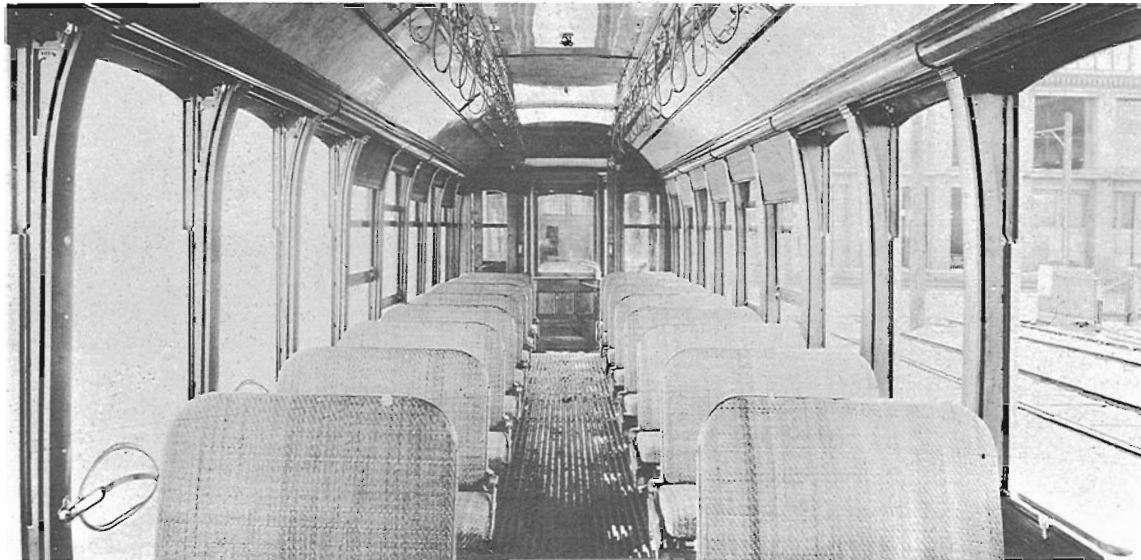
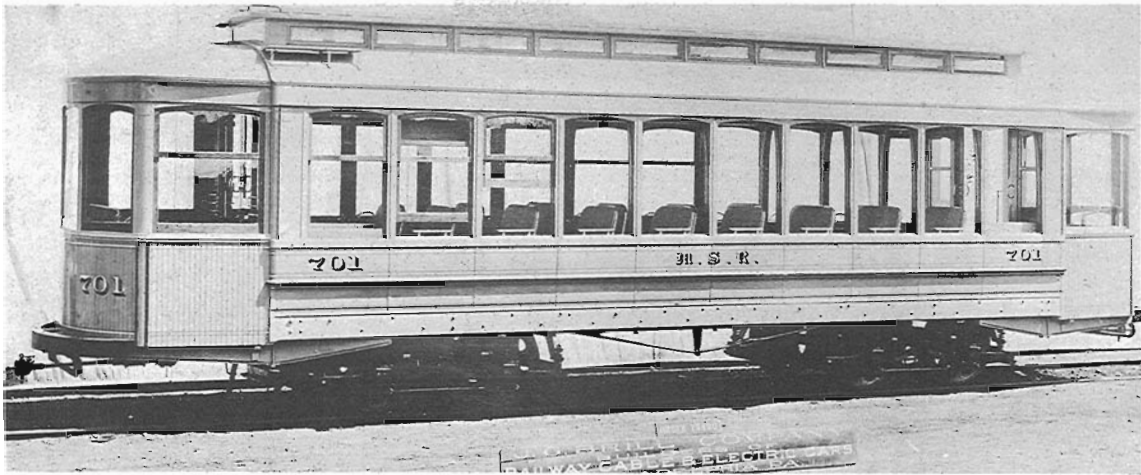
Aside from the quite noticeably different appearance of the Brill and Stephenson cars, there were slight structural differences between the other groups, notably in the treatment of the letterboard. The group built by Ottawa - Nos. 878 to 886, - did not go into service until August 1905, and the group from Rhodes-Curry not until the late Fall of 1905. It is strange that these last ten cars, coming well after the 900 class Pay-As-You-Enter cars were in production, were not delivered with long rear platforms for P.A.Y.E. operation, particularly as No. 828 had been withdrawn in June 1905, and so altered, reclassified and re-numbered 950.

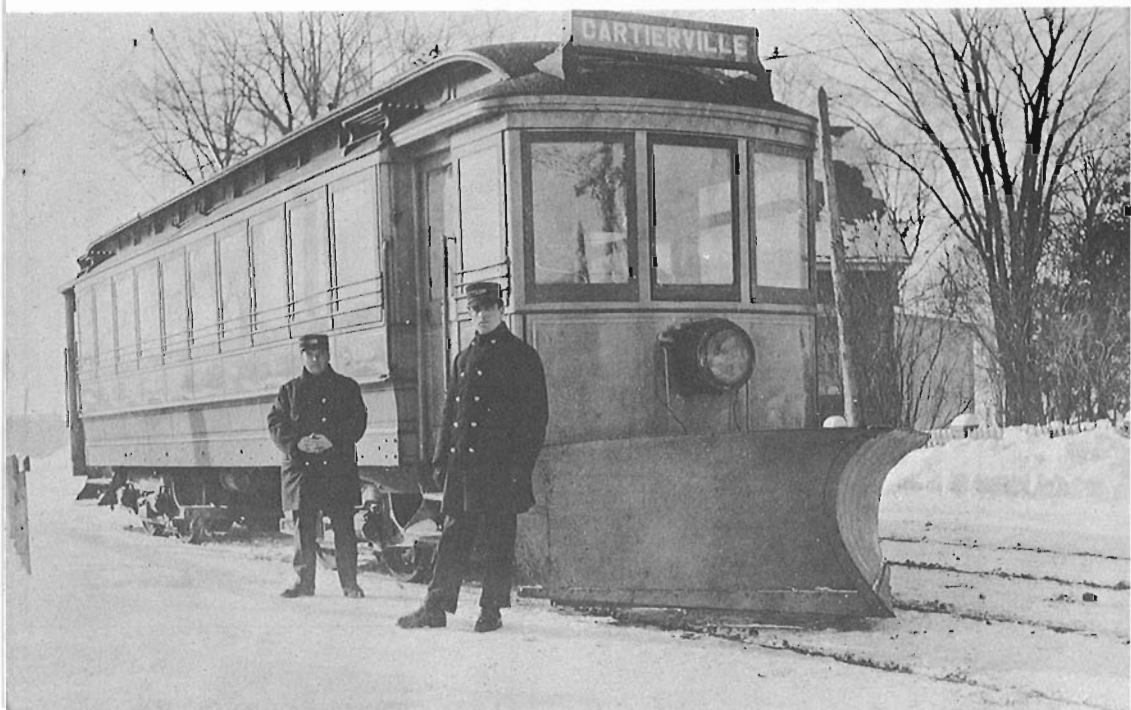
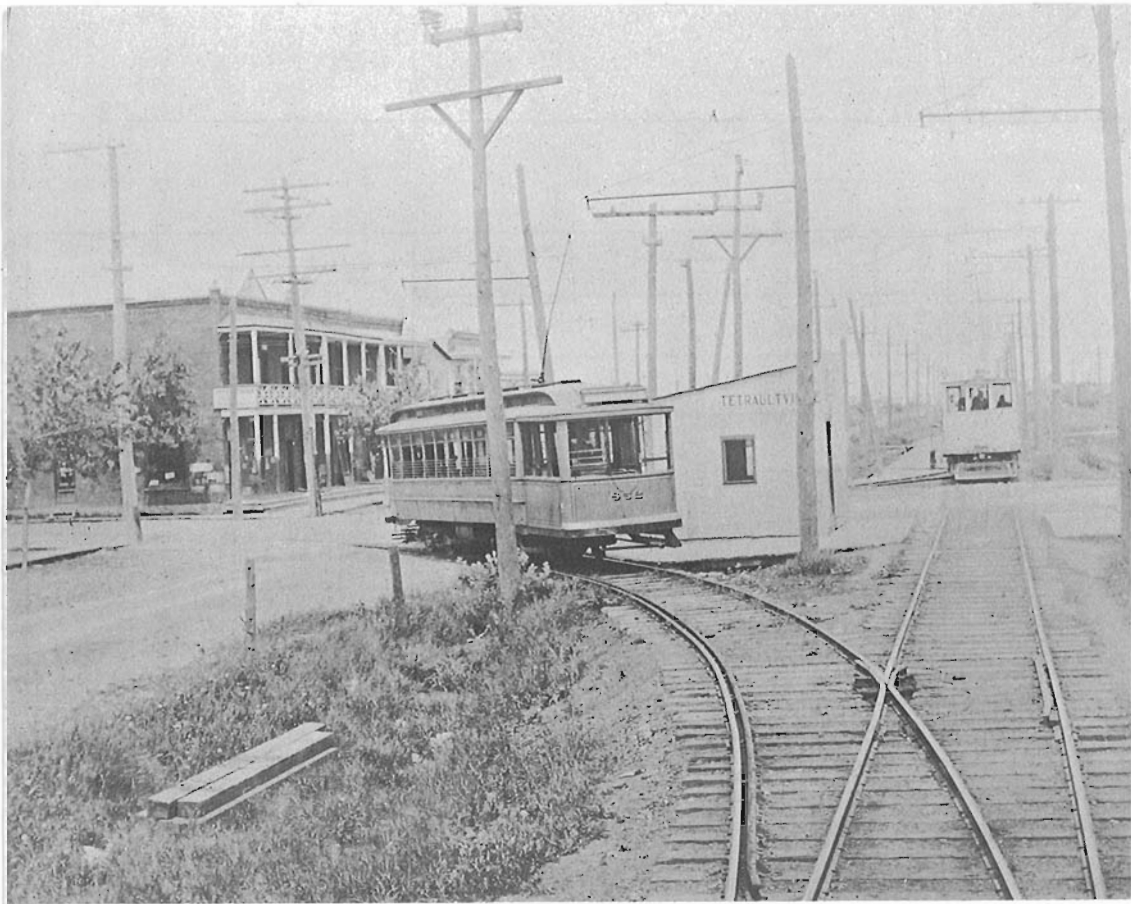
In 1906, sixteen of the 790 class (numbers unknown) were altered for P.A.Y.E. operation and rear platforms extended to about 7 feet. In 1907, twenty-eight were similarly altered. The Brill and Stephenson cars (701, 840, 842, 864, 866) were not converted. Nos. 864, 866 were assigned to Park and Island lines in 1909 and Nos. 840, 842 to the Terminal Railway about the same time. The P.A.Y.E. system was not then in effect on suburban lines. While these four were operated on city lines in later years, as P.A.Y.E. cars, the rear platforms were never lengthened. No. 701 also retained its original platform.

When built, the 790 class cars were equipped with WH 68 or GE 67 motors, Blackwell Cl. 50 trucks, K6 control, and Christensen air brakes. Total weights ranged between 40,120 and 40,600 lbs. No. 701 had WH 68 motors, Brill 27 G trucks, K6 control and hand brakes only. Total weight was 33,270 lbs. Air brakes were installed on No. 701, probably late in 1904.

Text continues on Page 144, photos continue overleaf.







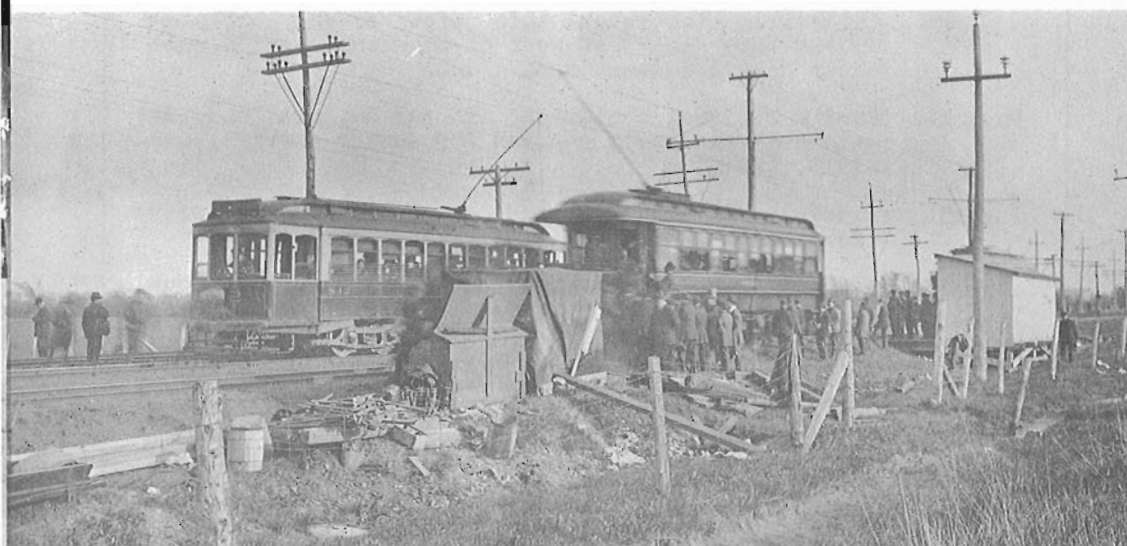
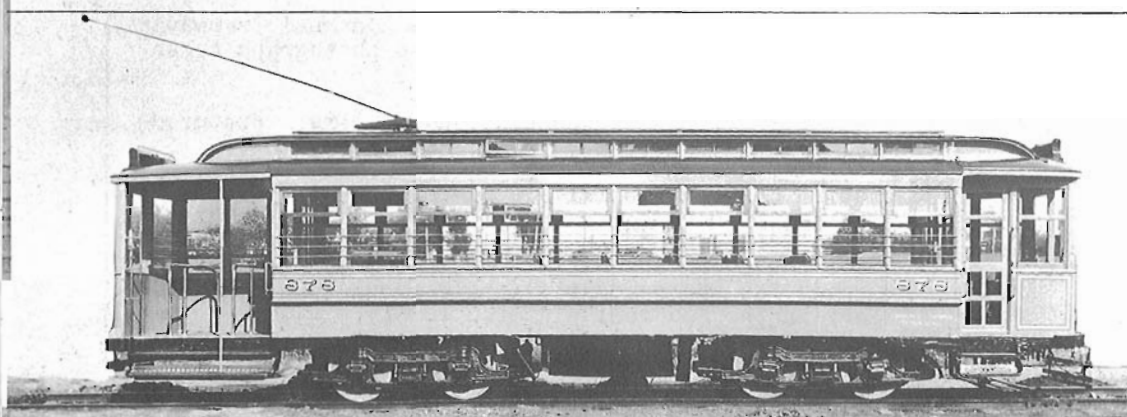
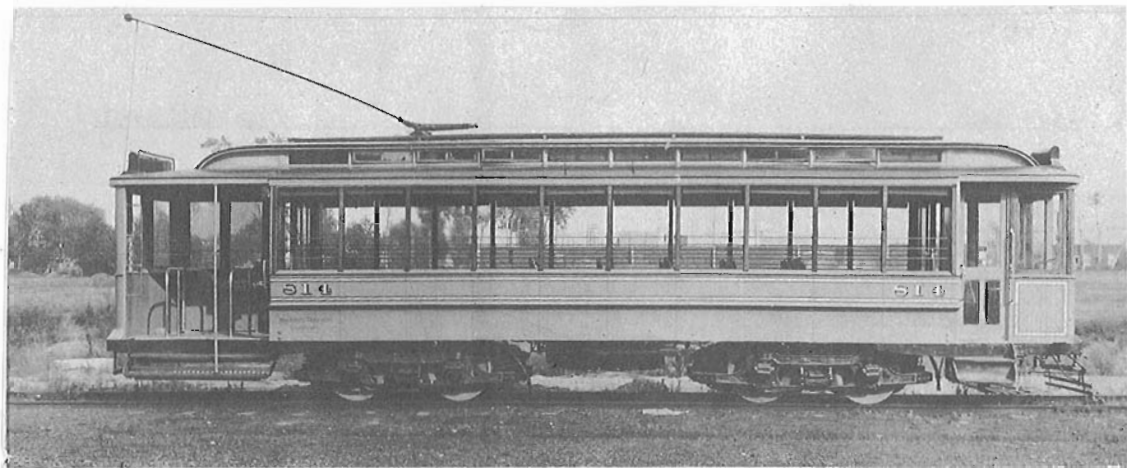


Photo Captions.




PHOTOGRAPH CAPTIONS

- Page 130 - Notre Dame Street, in May 1904, was a typical muddy morass over which only railed vehicles could glide in comparative comfort. Here is car 790, the first of its series, in the MSR's light chrome yellow, silver and black livery. (MSR)
- Page 132 - The interior of No. 790 showing the curious pivoted and paired seats which could be locked in different positions. Used also on the Park and Island Railway cars, this arrangement enjoyed only restricted use. (MSR)
- Page 134 - Car 830 during the regime of the Montreal Tramways Company, in an official broadside photograph taken at Youville Shops in 1918. (MTC)
- Page 137 - No. 854 was one of the Niles-built cars, pictured here in 1912 at the St. Denis carhouse. (MTC)
- Page 138 (top) - Only one Brill "semi-convertible" was ever purchased for Montreal, and it was car 701. Blind side arrangement shown here, as built, was adapted for the door side shortly after the car was delivered, as the removable panels proved unsatisfactory in the Montreal winter. (OSAL)
- Page 138 (bottom) - The interior of No. 701 as built, showing transverse seats which were first to be applied to an MSR closed car. (OSAL)
- Page 140 (top) - No. 852, one of the Niles-built cars, is shown in this 1913 photo, about to leave Tetraultville Junction for a trip up Des Ormeaux. (MTC)
- Page 140 (bottom) - Stephenson-built No. 866 ran on the Cartierville line when this picture was taken on Queen Mary Road just west of Snowdon Junction, well over half a century ago. (JLJ)
- Page 141 (top) - Official broadside of car No. 814, showing windows completely removed for summer service, in 1913. (MTC)
- Page 141 (middle) - Official broadside of car No. 878 with lower sashes dropped into pockets; 1913. (MTC)
- Page 141 (bottom) - No. 842 in rush hour service on the Bout de l'île line in the summer of 1917. (MTC)

PHOTO CREDITS: MTC - Montreal Tramways Company.
 MSR - Montreal Street Railway Company.
 OSAL - Collection of O.S.A. Lavallée.
 JLJ - Collection of J.J. Lunny.

Métro Montréal

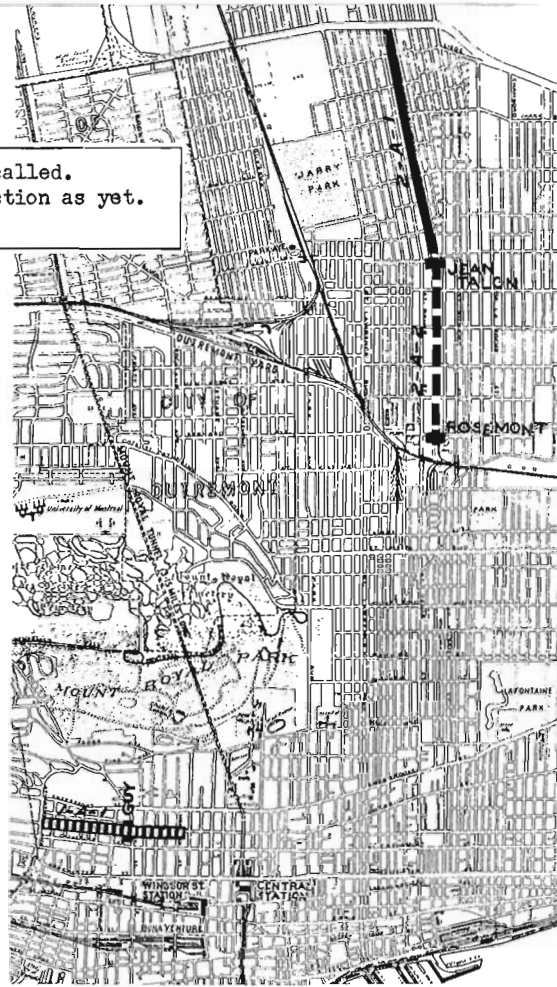


-  Contracts for which tenders are called.
-  Contracts awarded but no construction as yet.
-  Contracts under construction.

The Montreal City Administration authorized the calling of tenders for the first section of the east-west (Line No. 1) of the Montreal rapid transit system on Wednesday, August 22nd. The new contract, 1-A-1, will cover a 4,090-foot stretch under St. Luke Street, from Atwater Avenue to a point east of Mountain Street; this contract will also include "Guy" station, to extend from Guy to St. Matthew streets. The work involves rock tunnelling for 2,564 feet, earth bore for 990 feet and station excavation for 536 feet. Tenders will be received up to September 21st, and they will be opened at noon on September 25th. The usual 700 days has been allowed for completion of the contract.

The calling of tenders for the east-west route now brings to three the number of contracts under way, the others being on the north-south "Line No. 2" starting at Cremazie and extending south to Rosemont Boulevard, under Berri and de St. Vallier streets. The east-west Line No. 1, of which the new contract forms the westernmost part, will eventually be 21,270 feet long, and include ten stations including the termini at Atwater and Frontenac streets; it will extend under St. Luke, Burnside, Ontario and deMontigny streets, and will intersect the north-south line just to the northeast of the intersection of St. Catherine and St. Denis streets.

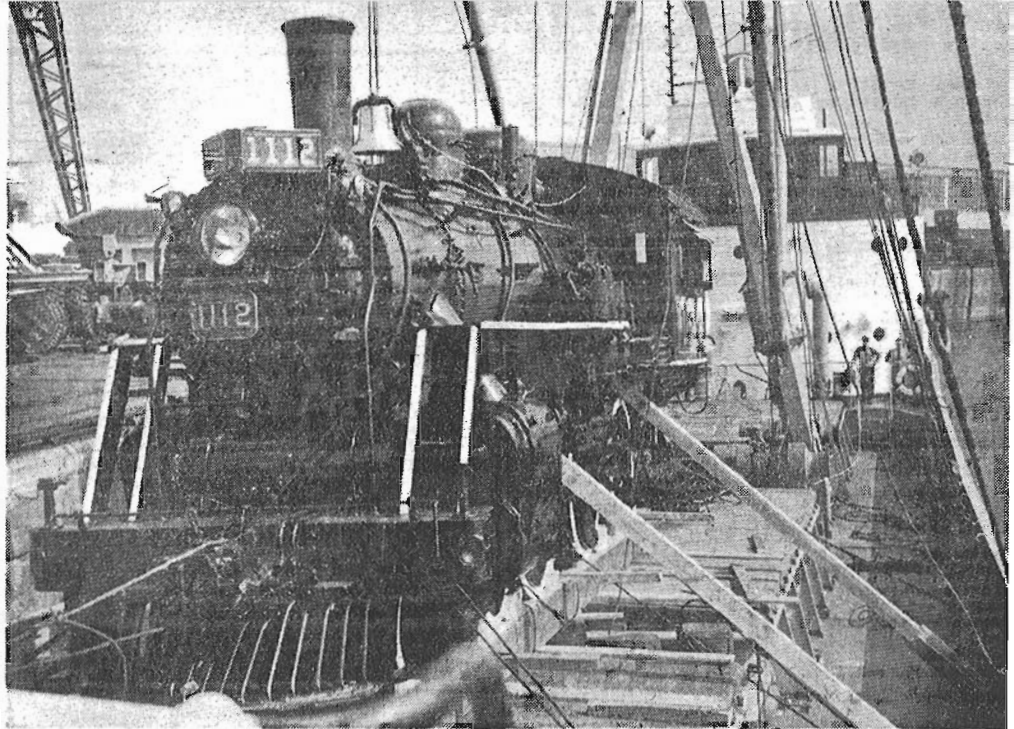
The north-south line is to extend from Cremazie to the MTC Craig Terminus, and will be 30,200 feet long with eleven stations. Both lines will be operated with rubber-tired rolling stock, as presently in use on the rapid transit system in Paris. A third route, using conventional railway equipment, and utilizing the present CNR Mount Royal Tunnel, is under study.



Work has already started on the first contract (2-A-1) at Berri Street just south of Jarry and commencement of the second contract (2-A-2) will be undertaken in September with completion of an access pit from a point north of Beaubien street, between deChateaubriand Avenue and de St. Vallier street.

Mr. Lucien Saulnier, the Chairman of the city executive committee, says that planning has now reached the stage where design of the subway cars and equipment are under study. He indicated that the administration (which is building the lines itself without consultation with the Montreal Transportation Commission) may be in a position to call tenders for the rolling stock early in 1963.

\$132,090,000 is the expected cost of the completed project.



Staff Photo by David Bier

This 50-year-old steam locomotive, which over the years was owned by three rail lines yet never had its number

changed, arrived in Montreal by ship on its way to the Canadian Rail Transportation Museum at Delson, Que.

Pioneer Engine to Retire in Mothballs

By HAROLD POITRAS

Fifty-year-old 10-wheeler No. 1112, which helped blaze a rail-road through a wilderness in Quebec's north shore area, is being placed in "mothballs."

It has been donated by the Quebec, North Shore & Labrador Railway Company to the Canadian Railroad Historical Association for ultimate display in the Canadian Rail Transportation Museum at Delson, near Montreal.

The ancient coalburner, converted to oil in its last years of operation, was transported from Seven Islands aboard the M/V Inland, owned and operated by the QNS & LRC. It took the ship, under the command of Capt. L. E. Pain, a seaman of 44 years' experience, 44 hours to bring the 71-ton locomotive and its 18-ton tender from Seven Islands to Montreal.

On its arrival here today, it was formally presented to the Canadian Railroad Historical Association, represented by Dr.

Robert V. V. Nicholls, president, and Leonard A. Seton, QC, director and general counsel, by John Little, general manager and Paul Ouimet, QC, secretary, of the QNS & LRC.

The locomotive was built by the Montreal Locomotive Works in 1912 for the Canadian Northern Railway and later became the property of the CNR. It was subsequently purchased by the QNS & LRC in 1952, converted to an oilburner and used with another locomotive in the construction of

the railway line between Seven Islands and Knob Lake.

The other locomotive has also been retired from service and is now on display in front of the railway station at Seven Islands.

The locomotives, including No. 1112, which never had its number changed although it was connected with three railways, were assisted in the rail line construction by three diesels. These have now been replaced by a fleet of 80 diesels owned by the company.

Continued from Page 136

The 790 class cars had a relatively short life compared to some of the other types. None quite attained twenty-five years of service. Nos. 842, 844, 848 were scrapped in 1925, No. 701 in 1926, No. 796 in 1927, and the remainder in 1928. One of the bodies survived for a few years as a waiting room at the corner of Park Avenue and Beaubien Street. Appropriately, this was No. 886, the last of the series.

Before closing, we should not forget that these interesting cars had the distinction of bringing to Montrealers, for the first time, a new popular feature of streetcar travel that continued to the very end, a cross seat next to the window. Who can deny the attraction of that spot? If you were lucky enough to secure one of these prized positions, you had virtually a private compartment, and at no extra fare, where you could adjust the window and curtain to your own liking. You were not confronted by a row of staring faces, nobody could step on your toes, and the never-ending pageant of the city's streets rolled by at your elbow.

Representative from Labrador

An interesting event took place at Shed 62, Montreal Wharf, on Friday, August 17th, when a heavy-duty dockside crane swung ashore Quebec North Shore & Labrador Railway 4-6-0 No. 1112, latest unit to be delivered to the Association's museum at Delson. No. 1112, a gift of one of Canada's newest railways, had just completed a 44 hour sea trip from Sept-Iles, Que., on board the M.V. "Inland".

Resplendent in a new black, white, maroon and gold paint job, No. 1112, a former Canadian National engine of class G-16-a, gave onlookers some notion of what a CN engine would look like in a Canadian Pacific paint scheme, and the effect was agreeable, to say the least. The Railway had spared no effort to make the locomotive most presentable for the Museum, even to cleaning and painting of the cab interior, with gleaming boilerhead and fittings, newly upholstered seatboxes and new white canvas curtains.

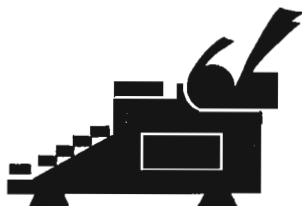
Once swung ashore and coupled to its tender, No. 1112 commanded the attention of passersby on the wharf until Saturday morning, when the National Harbours Board removed it and turned it over to the Canadian Pacific Railway, for removal to Delson via St. Luc Yard. The engine was loaded as deck cargo on the comparatively small vessel, with the tender placed in the hold immediately below: tender oil and water tanks were loaded with water as ballast, but even with this additional stability, Captain Pain of the "Inland", who acted as host at lunch to Dr. Nicholls, and Messrs. L.A. Seton, D. F. Angus, and W. Pharoah, said that the vessel experienced considerable rolling with its top-heavy cargo when off the mouth of the Saguenay.

While still on board, there was a short ceremony when Mr. Paul Quimet, Q.C., and Mr. Little of the QNS&L officially turned the engine over to our Association. In addition to making a gift of No. 1112, the Iron Ore Company of Canada also transported the engine to Montreal without charge to our Association. Acquisition of the engine had originally been negotiated with the ore company and its subsidiary railway by our Legal Counsel, Mr. Leonard Seton, Q.C.

The arrival was given good publicity in Montreal papers, while the members recalled that it was just short of ten years since No. 1112 had been converted into an oil-burner and sold to the iron ore railway, which was then (September 1952) under construction. On the CNR, the locomotive had last worked at Campbellton, N. B., and was withdrawn from service and placed in storage at Mont Joli on March 27th, 1952. Formerly, it had seen service on Prince Edward Island. No. 1112 was originally built for Canadian Northern Railway by the Montreal Locomotive Works in 1912. It retained its same number under Canadian National regime after 1918, and again after sale to the QNS&L. On the iron ore railway, it was used in work train and mixed train service, and as a boiler for thawing culverts and ore piles. In this service, it was accompanied by ex-Ontario Northland Railway 4-6-2 No. 702, which has also been honourably retired and is on display at Sept-Iles, Que.

Notes and News

Edited by W.A. Pharoah



- ⊙ The Montreal city administration recently awarded the second contract for construction on north-south line No. 2 of the projected Montreal Subway. The successful bidder was Spino Construction Company whose bid of \$1,786,920 was the lowest of seven opened on July 3 by the city executive committee. This contract covers construction of the double-track, single tunnel structure from a point north of Jean Talon Street (adjoining the first contract, awarded in May) and extends south under the axis of Berri and de St. Vallier streets to a point south of Rosemount Blvd. The stretch includes the three stations at Jean Talon, Beaubien and Rosemount. A total appropriation of \$2,190,000 was voted for the project, the \$403,080 balance covering engineering fees, supervision costs and other charges.
- ⊙ Two electric locomotives of the Lake Erie & Northern Railway, the Canadian Pacific subsidiary which was dieselized in the autumn of 1961, have been sold to the Cornwall Street Railway, Light & Power Company, at Cornwall, Ontario. The locomotives, Nos. 333 and 335, have been delivered to their new purchasers and are currently being converted from 1500 volts DC to 550 volts.
- ⊙ Greater Winnipeg Water District recently obtained several open-platform wooden passenger cars from an unknown (to us) source; a recent visit by one of our members disclosed that the railway is painting this equipment yellow.
- ⊙ Canadian Pacific Railway has applied to the Board of Transport Commissioners to abandon the St. Lin Subdivision, Laurentian Division, extending from St. Lin Junction (with the Ste. Agathe Subdivision) to St. Lin, 15.1 miles. This railway was built by the former Laurentian Railway Company, and was opened for service in 1877; it was the locale of CRHA's November 1960 re-enactment of the CPR last spike ceremony. The hearing will be held at Ste. Thérèse, Que., on September 25.
- ⊙ Canadian Pacific Railway has also applied for permission to discontinue passenger service between Ottawa and Maniwaki, Que., and between McKerrow and Little Current, Ont.
- ⊙ Pacific Great Eastern Railway recently scrapped its last remaining steam locomotive, 2-8-2 No. 160, which had been held at Squamish presumably pending preservation. Also in an obvious bid to divest itself of additional units of its older, though picturesque, rolling stock, mountain observation car No. 14, a cut-down wooden inter-urban car, was recently sold to an Oregon historical group for \$350.
- ⊙ Canadian Pacific Railway is applying CTC installations to its Adirondack Subdivision, between Montreal and Brookport, Que. As a corollary of this application, double track between Delson and Brookport is being reduced to single line and this work is presently under way.

- ① Comox Logging and Railway Company on Vancouver Island, is still using 2-8-2 type steam locomotives 11 and 16 in regular service on logging trains, replacing an imported diesel locomotive which is out of service. The Company is said to be seeking an additional diesel unit to supplement the existing one. The locomotives handle log trains over a twenty-mile line-haul operation from Nanaimo Lakes to Ladysmith, B.C. MacMillan & Bloedel Limited also operate trains over the same line, using a rare-for-Canada 2-6-2 type engine.
- ① In connection with our recent report on application to abandon a portion of the Canadian Pacific's Minto Subdivision in New Brunswick, we are now informed that the drawbridge at mile 69.5 has been out of service since April 2 when it was reported to have moved twelve inches out of alignment, probably due to high water flowing under the span.
- ① The Federal Government's austerity program will not affect construction of the \$86 million Great Slave Lake Railway, CN President Donald Gordon said recently. Mr. Gordon said he knows of no factor which would slow construction of the 377-mile railway linking Peace River with the vast lead-zinc deposits at Pine Point on the lake's south shore.
- ① Canadian automakers are sounding the death knell for long-distance highway car transports hauling more than 300 miles as they switch back to rail shipment of passenger cars. The move will affect to some degree all of the 1,600 car transports operating in and out of Ontario. Two companies - Ford Motor Co. of Canada Ltd. and Chrysler Corp. of Canada Ltd. - have signed agreements with CN and the CPR covering the almost-exclusive shipment of automobiles to major distribution points in the Maritimes and Western Canada. General Motors of Canada Ltd., builder of about 57 per cent of the cars made in Canada, will start to serve the West and the Maritimes with cars shipped by rail in mid-October. Agreements, with rate reductions ranging from 30 to 36 per cent, call for shipment of automobiles in the new tri-level automobile car loaders, which range from 85 to 89 feet long and carry 12 conventional or 15 compact sized cars. National Steel Car Corp. is building \$5,750,000 worth of the tri-level cars: 150 for CN, 100 for CP.
- ① CN is seeking to abandon a 30-mile branch line between Moncton and Buctouche that loses money at the rate of almost \$75,000 a year. CN already serves the area by motor truck and this service would be expanded. CN has also applied to abandon its Sunnybrae spur from Ferrona Junction, NS, to "end of steel". Alternative service is provided by CN trucks from the railhead at Stellarton.
- ① The Soviet Union has begun construction of a modernized electric belt railroad around Moscow to ease the capital's heavy traffic. Bypass routes about 50 miles from the centre of the city are designed to divert transit freight that has been clogging yards and freight depots in the complex Moscow railroad system.
- ① A private group headed by a 21-year old has offered to run the Rutland Railroad. The group is willing to invest \$2.5 million in the line if the State of Vermont underwrites a loan to make up the rest of the \$5.5 million estimated necessary to revitalize the road. Key elements in the plan would be institution of piggy-back for hauling milk, restoration of passenger service (!) and establishment of integrated service with connecting railroads. The Rutland has been closed by a strike since September 15, 1961.

- ⊙ In the May 1952 issue of the News Report it was announced that, "The name 'Tavernor' has been chosen by Newfoundlanders for the new CNR ferry operating between the tenth province and the mainland". The choice of name was never acted upon, however, and the ship became the William Carson. Now 'Taverner' (spelled with an "e") is to be the name of the new ship for the Newfoundland services, recently launched at Collingwood, Ontario. The name commemorates Captain Taverner who was in charge of the Sydney - Port aux Basques ferry "Caribou", sunk near the Newfoundland port by enemy action early in World War II.
- ⊙ It is reported that Canada and Dominion Sugar Company's O-6-0 switcher (formerly CN 7470) will shortly be disposed of because of the closing of the sugar company's Wallaceburg, Ontario, plant. The locomotive, which now carries a C. & O.-type headlight numbered 303, has been stored serviceable outside the plant since its acquisition from the National System in 1959. (DMQ)
- ⊙ Mr. Eric Wynne, Vice-President of CN's Great Lakes Region, has announced that Kapuskasing's request for fast train service from Toronto to Hearst and return has been granted. The new schedule will be inaugurated on October 28, in conjunction with the return to eastern standard time. The new train, with the very latest of equipment, will leave Toronto at 7:00 pm daily except Sunday and will arrive in Kapuskasing the following morning at 10:30. No longer will Kapuskasing travellers be forced to transfer at Porquis or Cochrane, or ride buses to and from Kapuskasing to make connections.
- ⊙ Agreement has been reached in the contract dispute between Canada's railways and their 100,000 non-operating employees. The agreement is based on the UNANIMOUS recommendations drawn up by a three-man conciliation board and marks the first time in the history of the non-ops that a board has been able to reach a unanimous decision.

More information regarding locomotives which were not built in North America, but which are in use on Canadian rail lines:

Vancouver Wharves Limited, North Vancouver, B.C.	Two diesels, numbered 1(21) and 2(22) built by Hudswell Clarke, England. One shown in photograph on page 117.
Pilkington Glass Co., Scarborough, Ont.	Operates an even larger British-built diesel-electric.
Winnipeg Hydro Railway, Manitoba.	Steam locomotive No.3, built by Dubs & Co.of Glasgow, in 1882.

Also some additional information on James Bay Railway 101 and Canadian Northern 164 & 165, provided by Messrs.R. Corley and H.Goldsmith:

These locomotives were originally part of an order for 7 locomotives built by Brooks(1259-1265) for the Buffalo, Rochester and Pittsburgh RR(Nos.37 to 43) in 1887. Known as class D, they had 19x24" cylinders and 56" driving wheels. All were sold in 1905-06, numbers 39 and 42 going to the Texas Central as 111(second) and 112, numbers 37, 40 and 41 to the Canadian lines. The disposition of numbers 38 & 43 has not been ascertained.

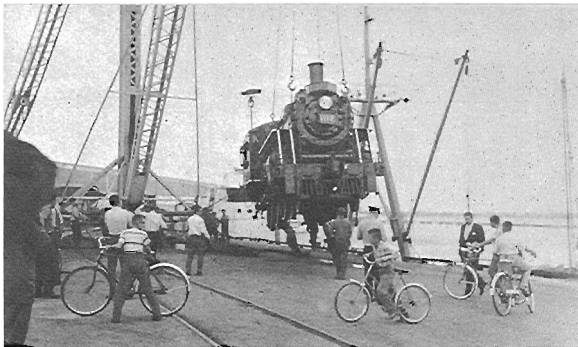


Boxcar Letters.

"Boxcar letters", a phrase often used to describe the ultimate in typographical visibility, is taking on added meaning at the Sorel Works of Marine Industries, Ltd. First units of an order of 100 roller-bearing 70-ton covered hopper cars for Canadian Pacific have been completed and will be the first to carry the words "Canadian Pacific" in letters larger than ever before applied on C. P. rolling stock. In fact, the words "Canadian Pacific" stretch over a width of seventeen and a half feet in letters eleven and a half inches high.

Similar applications of the enlarged script are being made to a total of 800 additional units of freight train equipment on order with various Canadian suppliers and in various stages of completion. These include 600 50-ton, 40-foot boxcars and 100 roller-bearing 70-ton gondola cars on order with National Steel Car Corporation at Hamilton, Ont., and 100 50-foot boxcars being built at the Dosco Trenton Works in Nova Scotia. Dosco has almost completed an order for 200 70-ton flatcars but flatcars do not provide sufficient space on their sills for application of the large insignia.

As existing cars are shopped for general repairs and when they will receive a new coat of paint, an application of the large size Canadian Pacific insignia will be made according to the master plan adopted by the railway to give their rolling stock the new look.

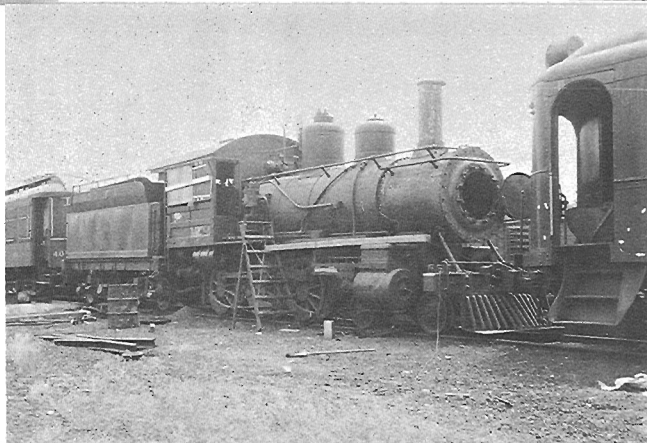


Canadian
Rail Transportation
Museum

Progress Report

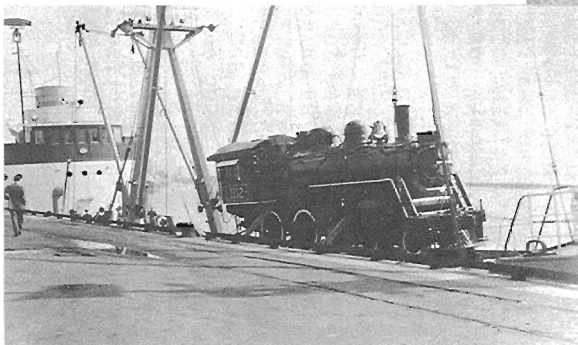


ABOVE: QNS&L 4-6-0 No. 1112 being swung ashore at Shed 62, Montreal Wharf, from the M.V. "Inland" on August 17th. BELOW: No. 1112 on board the vessel, which carried it from Sept-Îles, Que. See story "Representative from Labrador" elsewhere in this issue.



ABOVE: First train into the museum siding was CPR Work Extra 8444, on July 10, bringing ballast for our newly-laid siding. BELOW: Newest addition to our roster is UTLX 11204, whose story appears on the opposite page.

Photos of No. 1112 by Bill Pharoah. All other photos by Peter Murphy.



ABOVE: Maritime Coal, Railway & Power Co. No. 5 when restoration and repainting was begun in July, in the yard of Canada Creosoting Co., at Delson. It is flanked by two interurbans, QRL&PCo. No. 401 at left, and L&PSRy. No. 14 at right.



Newest Addition has our Highest Road Number.

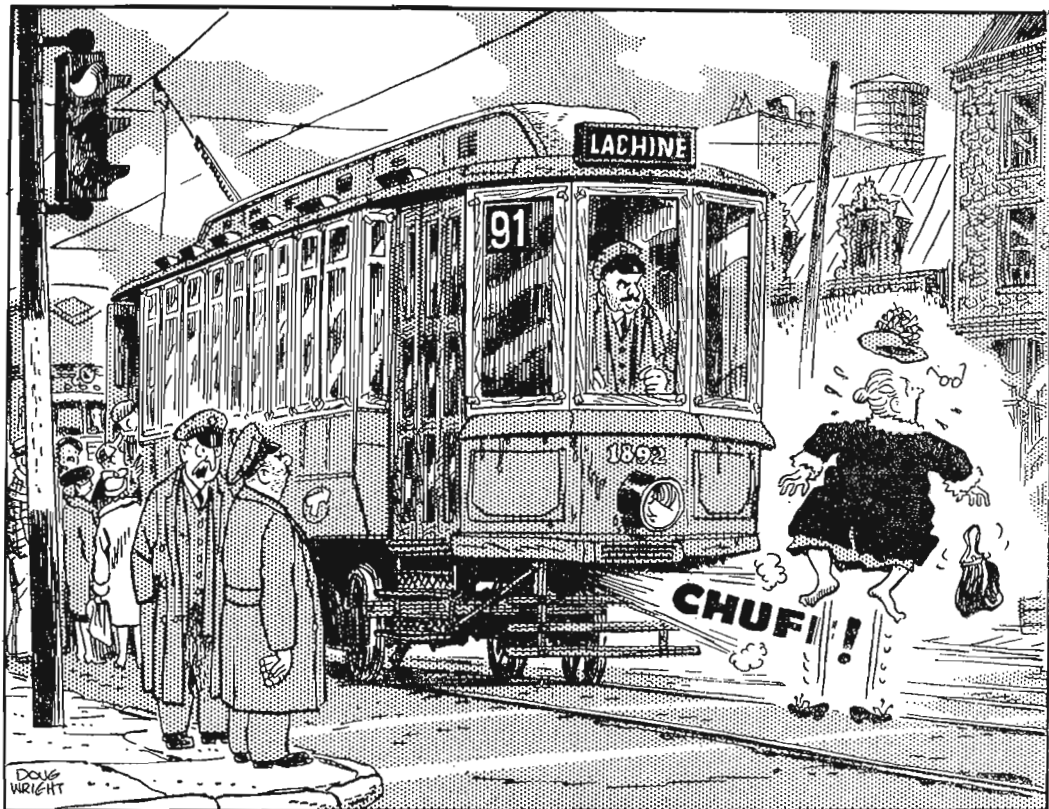
Early in July, the first railway freight car to be acquired by the Association for preservation at the Museum, was delivered at Delson and placed in the yard of the Canada Creosoting Company. The unit is a tank car, UTLX 11204, and is a gift of Procor Limited of Toronto, who operate an extensive fleet of liquid-carrying cars.

UTLX 11204 was built by Canadian Car & Foundry Co. Limited of Montreal in July, 1916, and is an AAR type II tank car, having a shell capacity of 5,388 Imperial gallons and a dome capacity of 175 gallons. It is built with a single centre sill, mounted on 40-ton capacity trucks. As the photograph shows, the catwalks are mounted on the side of the tank, which also serves as a mount for the brake wheel. The car was completely cleaned, reconditioned and repainted at Montreal East refinery shop, and neatly lettered -- at the request of the Association -- with the name of the donor company.

Mr. Ronald Melvin, Managing Director of Procor Limited, who arranged the gift, advises us that the car has been used to transport such light petroleum products as stove oil, furnace oil, diesel oil, gasoline and kerosene. While precise mileage records are not available, Mr. Melvin has given us an educated guess that the car has travelled between 425,000 and 450,000 miles since it was built. Its actual mileage may not be far short of half a million miles; the estimate is based on empty miles equalling loaded miles whereas Mr. Melvin tells us that such cars normally experience more mileage empty, than loaded.

SERVICE RECORD 1869 - 1937

Born before the route was mapped For main line since completed. Born when construction boss was king, And distance undefeated. Born to start them rolling.	Sell the service, bag or carload, Weigh the gross, deduct the tare. Warm the chicks and feed the cattle, Handle everything with care. Care to keep them rolling.
Help the crew with their unloading, None too young to lend a hand. Help the travellers,- new arrivals Opening up a great new land. Help to keep them rolling.	Leave your desk to turn the switch When 104 comes down the wye. Brakeman's chore, and you both know it, But you smile and wave him by. Wave to keep them rolling.
Enter service, still a youngster, Piling cordwood by the track; Through bright day and into darkness Lit by engine's flaring stack. Fuel to keep them rolling.	Speeding flyer, gaily whistling, Riding high around the turn, Take a light and flag the crossing, Act the safety all must learn. Safe to keep them rolling.
Lonely outpost, lonely stranger, For a month or for a day, Take your turn relieving others At the stops along the way. Learn to keep them rolling.	Time brings changes never-ending, And your turn to step aside. Time for pension and relaxing; Must not show the hurt inside. Others keep them rolling.
Move on up the service roster, Till you earn the right to say "There's a station that is vacant In a village where I'll stay." Stay to keep them rolling.	Out beyond the winking signals, Where the powerful diesels run, Restless spirit gently whispers, "Now you keep them rolling son; Always keep them rolling."



"I think it's going to break Gerard's heart when he finds out bus brakes don't work quite the same."

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 Station B Montreal 2 • Quebec • Incorporated 1941

CANADIAN RAIL: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association.

\$2.50 annually

CHAIRMAN, PUBLICATIONS

COMMITTEE: David R. Henderson

EDITOR: Anthony Clegg
 ASSISTANT EDITOR: William Pharoah
 DISTRIBUTION: John W. Saunders
 COMMITTEE: Robert Halfyard
 Omer S.A. Lavallee
 Frederick F. Angus
 Peter Murphy

PACIFIC COAST REPRESENTATIVE:
 Peter Cox, 2936 West 28th Avenue,
 Vancouver 8, B.C.

ROCKY MOUNTAIN REPRESENTATIVE:
 William T. Sharp, Apartment 11,
 11544 St. Albert Trail, Edmonton, Alta.



**SUBSCRIBERS!
 BEFORE YOU MOVE—WRITE!**

At least 5 weeks before you move, send us a letter, a card, or a post-office change-of-address form telling us both your OLD and your NEW addresses.