

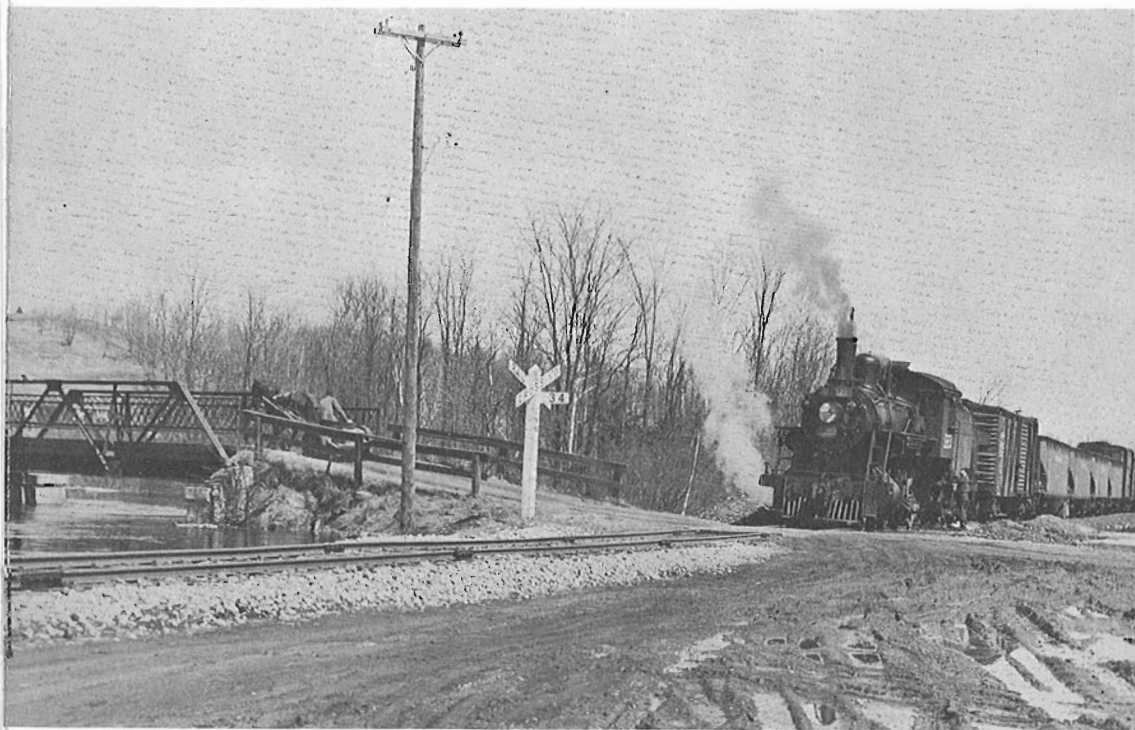
Canadian Rail



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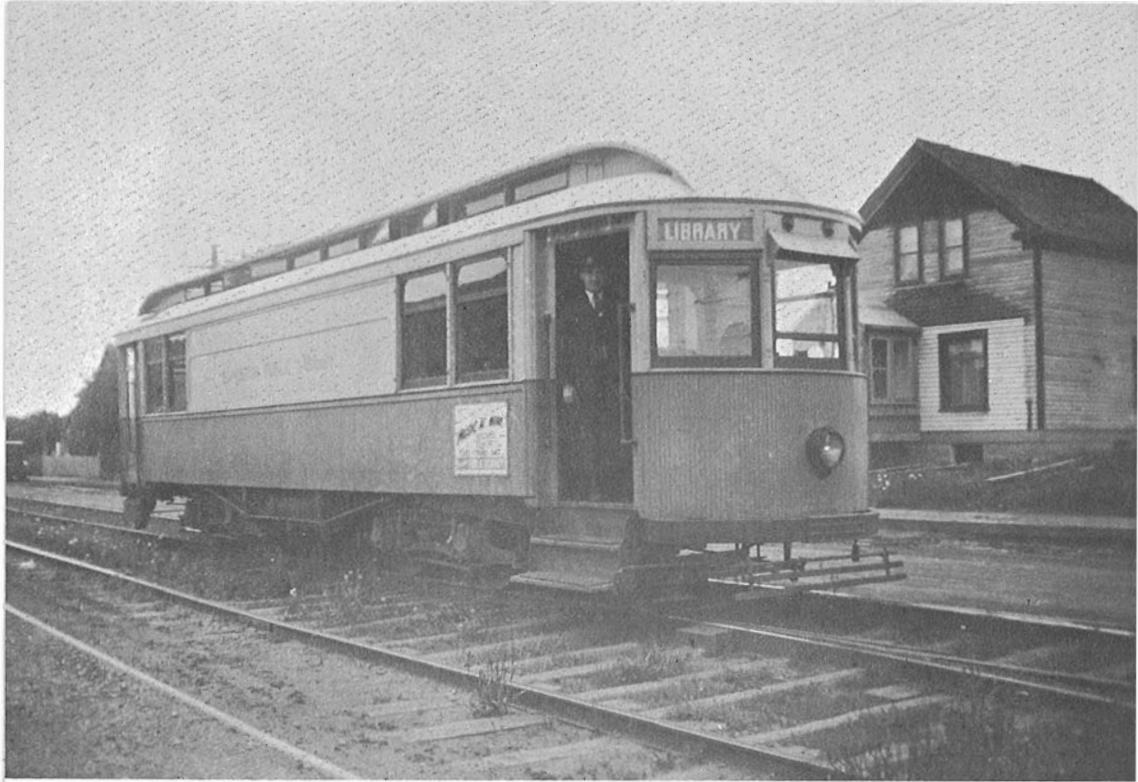
ISSUE NUMBER 146

JULY-AUGUST 1963



LUNCH HOUR AT GOODERHAM

While passengers and crew enjoyed roast beef in the station-agent's private dining room, locomotive C.N. 1223 replenished her tender via siphon from the adjacent stream at Gooderham, Ontario - April, 1952. Gone now is siphon, mixed train and I.B. & O. Railway (abandoned Mar., 1960) but the locomotive is to be preserved at the CRHA Museum at Delson.



Exterior and Interior views of Edmonton's Library Car,
photographed June 24 and 25, 1948 at Calder. (Edmonton)



The Tramway Library in Edmonton.

by A. Clegg from information supplied in 1948 by Mr. J. Fearon and Mr. H. Gourlay of the Edmonton Public Library.

During the early history of electric railways, many of the systems undertook to perform special services in addition to their prime task of providing urban transit facilities. Some lines operated Railway Post Offices, some specialized in the transportation of heavy building materials, while others went into the advertising and sightseeing business. With the advent of the motor truck and the autobus, however, the great majority of these special railway services were discontinued, and few were left in the cities of North America after the mid 1930's.

Therefore, it was with interest that those concerned with the electric railway industry regarded the unique tramway library which was put into operation in Edmonton, Alberta, on October 10, 1941. This experiment in bringing the facilities of the Edmonton Public Library to thousands of Edmonton citizens living far from the centre of the City is believed to have been the first such venture in the world and the only such undertaking in America.

During the year 1941, one of the double-truck wooden trams of the Edmonton Radial Railways was retired from passenger service, and handed over to the Edmonton Public Library for rehabilitation as a travelling book-room. Seats were removed and replaced by book shelves, and the interior was rearranged to suit the requirements of the Librarian. Its general exterior lines, railroad-type roof and mechanical features were not altered, but the majority of the windows were eliminated in order to provide the necessary shelf room inside for some fifteen hundred books of all types. The transformation of the tram was completed during the autumn of 1941 and on October 10th, the service was put into operation.

That the venture was a success was proved by the fact that over eight hundred books were handled by the Tramway Library each day that the car was in use. Different outlying sections of Edmonton were visited on a pre-announced schedule. Calder suburb, far removed from the heart of the city, was one of the chief beneficiaries of this rolling library. During the 1940's and early 1950's, paved streets were few and far between in Calder, and the travelling bookroom fulfilled a great need by bringing to the inhabitants of the district a facility that would otherwise have been most difficult to obtain.

The following paragraphs, written in 1948, describe a visit to the Tramway Library by the author.

"As soon as the blue and white car has been spotted on one of the stub sidings that are a feature of the Edmonton Transit System, groups of youngsters dash to the car in order to be the first to obtain the most desired books. Mr. Jack Fearon, who is in charge of this novel library, assists those who are in doubt about the choice of reading matter, and it is he who keeps everything in shipshape order, although the 'customers' do most of the work of registering the books borrowed and returned. The traditional silence and

gloom of the average public library is missing from this car, and in its place, is present a more informal atmosphere, as the youngsters and adults exchange opinions on the books they have read, and seek recommendations for their next week's reading.

"The interior of the converted tram contains, in addition to the 1500 volumes of literature and reference books, two desks and a few chairs. Books are received at the front entrance, and recorded out at the rear. 'Car-Card' advertisements have been replaced by notes on the latest books, and the lighting has been arranged so as to illuminate the shelves to best advantage.

"While a good deal of the Tramway Library's work is with the younger generation of Edmonton's citizens, for whom a trip to the main Public Library would be almost an impossibility, the facilities are by no means limited to any age group. All who desire may use the facilities of the car without charge, and the popularity of the venture is proof of the outstanding success of this unique, electric railway service.



C. P. 8300, photographed last June 7th at Trois Rivieres by Roger Boisvert. Mr. Boisvert also reports that Canadian Pacific 1902 and 1910, erroneously designated as "A" units in the May issue of Canadian Rail, were, in fact, "B" units.



The Great Northern's Internationals.

by Peter Cox

Dating back to June 18, 1950, daily service between Vancouver, B.C. and Seattle, Washington, has been provided by the Great Northern's streamlined Internationals. Reflecting on the many changes this operation has undergone over the years brings to light varying principles of railway operation and economic overhaul. The International fairly shouts of being a U.S. train and is thereby a completely different spectacle than its rail-borne sisters on this side of the border.

What are the qualities exhibited by this assemblage of wheels, colour and timing which contribute to this difference? Several. Sharing the same route to New Westminster as CN's trans-continentals, the Goat travels the 11.7 miles in 20 minutes, while the CN varnish requires 35. (The Great Northern owns the right of way. - Ed.) Always generously powered, the International steps into town at a brisk 55 m.p.h.; there is no faster way to travel between these two points. Her bright orange and Pullman green are always sparkling clean, her equipment flawlessly maintained. From Mars headlight to oscillating red tail-light, this train differs from anything else on Canadian rails and the U.S. influence takes some getting used to. When first confronted by the brilliant, almost fluorescent blue of the conductor's uniform you are likely to be somewhat startled. Elegance is inadequate to describe the luxurious parlour cars "Port of Vancouver" and "Port of Seattle" which trail each train set. A modern richness emanates from their interiors, such that it is a privilege to pay the extra fare required to venture through their automatic doors.

Back in the days when high-wheeled Pacifics hauled passengers over the 156-mile route, heavy twelve-wheel cars in dark green livery made up the consist. Originating in the early thirties, the train, first known as the International Limited, left Vancouver in the morning and consisted of a four to six-car-string ended by an open-platform observation. The first daily northbound train reached Vancouver in the early afternoon, made up of ten cars or more, often including a fruit-laden reefer during the summer months. This was the Canadian, which headed south again later in the afternoon. Finally, a short, high-speed train arrived in the late evening, called the American. In addition, a mail train operated daily using express cars and one coach. This situation worked continuously, with slight variations, until January 1948, when lengthy E-7 units took over the power assignment and the trains underwent a name change: Puget Sounders. In 1950, whole new train sets were introduced, complete with lightweight multi-coloured cars, rounded-end observations, folding steps -- in short, the latest and best that Pullman had to offer and, the Internationals as such were born. The picture remained essentially unchanged until 1957 and the disappearance of the big E units in favour of F units. In 1960, loss of the mail contract to highway vehicles forced a cutback in service from three times a day each way to twice. In the summer of 1961, the third trip was put back on Friday and Sunday and was known as the Weekender. This was discontinued with the change of time in the fall and even though the Century 21 fair brought increased traffic the following summer, frequency remained at two trips each way per day. Fourteen-car trains were common during that period.



A trio of Alco cabs exits Vancouver through the 1.1% "cut" with the Afternoon International in tow.

(Peter Cox)

Today, the Internationals consist of four car train sets (express, two coaches, and observation) powered by a single Geep. Train 357, the Morning International, leaves Vancouver CN station (the GN station was abandoned April 9, 1962) at 7:45 AM, climbs "the cut" and passes through sections of Burnaby visible only from the track, arriving at New Westminster at 8:05. After crossing the long Fraser River bridge (speed limit 8) she turns South along a curving wooden trestle and travels 21 miles to the next stop, along the beach at White Rock. Then on to Blaine (3 miles) where the border is crossed. From here to Bellingham, about 10 miles of tangent track is encountered and the top speed of 79 MPH is attained. Between Bellingham and Mount Vernon (27 miles) the track follows the coastline, employing a number of trestles, fills and tunnels. After this and until Delta Jct., farm land, primarily for dairy usage, is traversed while semaphores drop majestically as the train whizzes past them. Third Subdivision is left behind and during the next 3.5 miles a variety of intricate track manoeuvring occurs, involving use of the Fourth Sub, the Northern Pacific Railway, and finally the Second Sub, the latter being the "high iron". Within a mile, Everett station is reached, and the Northbound International and Eastbound Empire Builder are met. Now it's double track for the remaining 30 miles of the trip and a mile-long tunnel under the city before emerging into downtown Seattle and King Street station at 11:55 AM. The Noon International (No. 359) repeats this performance daily leaving Vancouver at 12:45 PM and arriving Seattle at 4:35 PM. Northbound trains 358 and 360 operate on similar schedules. Average speed of all these trains is 41 MPH including stops, and round trip fare is \$7.20.

Traffic through the St.Gottard Tunnel in Switzerland has increased from 65 trains per day in 1945, to an average of 197 trains daily in 1960. Consideration is now being given to the construction of a new 28 mile long parallel tunnel to relieve the congestion on the present railway. Much of the recent traffic growth is due to the special automobile conveying trains, which operate through the tunnel, sometimes carrying over 4,000 road vehicles per day. These trains are made up of cars onto which private motorcars can be driven directly -- relieving drivers of the difficult highway journey over the St.Gottard Pass.



Barry A. Biglow, visiting the C. N.'s Stratford Shops during the middle weeks of June, 1963, recorded a scene that can be duplicated in few places in the world today. The National System's #6218, undergoing a complete overhaul, is shown partially dismantled in the main erecting shop at Stratford, Ontario. The steam locomotive is being restored by the railway to operating condition for special commemorative occasions.



CANADIAN PACIFIC STEAM LOCOMOTIVE SITUATION

Despite the fact of complete dieselization of rail services for about three years, Canadian Pacific Railway Company, on June 1 of this year, still possessed more than one hundred steam locomotives, most awaiting scrapping. A very few of those remaining are being held for possible preservation, such as 490, 1201, 2816, 3100.

The 105 locomotives still intact on June 1, 1963, represented a decrease of 26 units from the total remaining at the end of 1962; thirteen of these locomotives were sold or transferred for historical preservation, while the remaining thirteen were scrapped.

1963 disposals for the first five months are as follows:

Scrapped: D-10 4-6-0 No. 926
 G-3 4-6-2 Nos. 2352, 2358, 2363, 2445.
 H-1 4-8-4 No. 2831
 N-2 2-8-0 Nos. 3663, 3676
 P-1 2-8-2 Nos. 5205, 5211, 5263
 P-2 2-8-2 Nos. 5387, 5431.

Preserved: In March, 1963, to Ontario Northland Railway, for eventual inclusion in railway museum projected by the Province of Ontario.
 Nos. 2839, 5361.

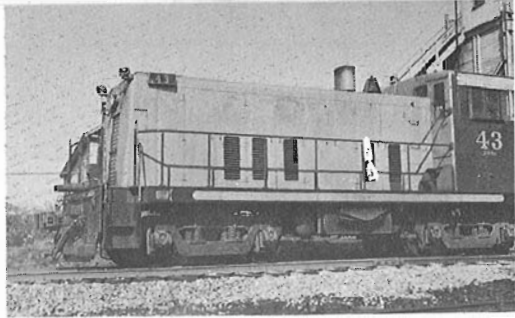
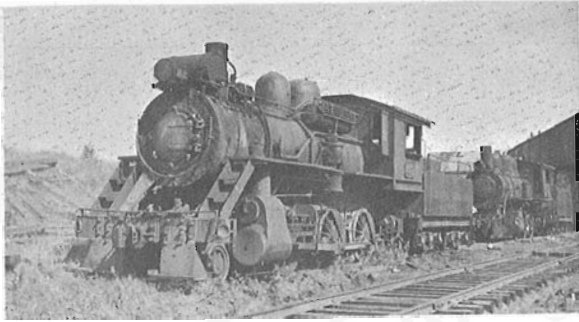
In March, 1963, to Canadian Railroad Historical Association for Canadian Rail Transportation Museum.
 Nos. 29, 492, 999, 2231, 2341, 2850, 2928, 3388, 5468, 5935, 6271.

Steam locomotives still in existence on June 1st, 1963, are as follows:

4-6-0	D-4:	424, 490							2 units
	D-10:	842, 894, 972, 975, 988, 1088,							
		1095.							7 units
4-6-2	G-2:	2634.							1 unit
	G-3:	2314, 2317, 2343, 2344, 2360, 2367,							
		2372, 2384, 2389, 2392, 2409, 2429,							
		2432, 2433, 2446, 2449, 2451, 2454.							18 units
	G-4:	2706.							1 unit
	G-5:	1200, 1201, 1202, 1207, 1209, 1210,							
		1211, 1212, 1213, 1214, 1227, 1234,							
		1238, 1243, 1246, 1248, 1270, 1278,							
		1279, 1286, 1287, 1290, 1293, 1296,							
		1297, 1298.							26 units
4-6-4	H-1:	2816, 2827, 2829, 2851, 2858, 2860							6 units
4-8-4	K-1:	3100, 3101.							2 units
2-8-0	N-2:	3611, 3650, 3651, 3677, 3689, 3716.							6 units
2-8-2	P-1:	5105, 5128, 5131, 5134, 5174, 5210,							
		5221, 5230, 5241, 5244.							10 units
	P-2:	5372, 5392, 5405, 5408, 5432, 5433,							
		5434, 5435, 5436, 5439, 5441, 5442,							
		5444, 5446, 5450, 5457, 5469, 5471.							18 units
2-10-0	R-3:	5760, 5762.							2 units
0-8-0	V-3:	6905, 6906.							2 units
	V-4:	6921, 6937, 6949.							3 units
	V-5:	6965.							1 unit
									<u>105 units.</u>

t o t a l

105 units.



The photos ABOVE, courtesy of Kenneth S. MacDonald of Truro, N.S., show the old and new at Acadia Coal Co's colliery near Stellarton. (August 1962). On the left, Acadia's No. 42 and 12 await the scrapyard, while on the right is the Company's new diesel No. 43. The diesel was formerly CN 43 (previously 1543 - originally 7817).

Members and subscribers who use the information in Canadian Rail to keep up to date on Canadian locomotive changes, have informed us that we omitted listing CNR diesel unit changes for the years 1960 and 1961. We therefore are printing the following list to enable records to be corrected.

CNR diesel locomotives retired during 1960.

73 - retired June 1960 -- scrapped February 1961.
3014 }
3027 } accident at mile 93.7, Hopewell Subdivision, Feb. 18, 1960.
3028 } taken off records April 30, 1960.
3030 }
4564 }
4583 } accident at mile 32, Caramat Subdivision, February 13, 1960.
6517 } taken off records April 30, 1960.
6608 }
9090 - accident at McCall, Nechako Subdivision, September 1959.
taken off records April 30, 1960.

CNR diesel locomotives retired during 1961.

9051 } accident at Canora, Saskatchewan, October 7th, 1961.
9068 } taken off records December 28, 1961.

OTHER LOCOMOTIVE NOTES (by E. L. Modler)

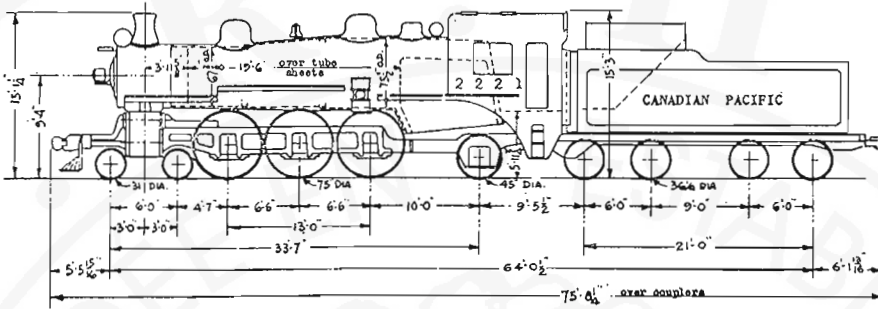
Manitoba Paper Company of Pine Falls, Manitoba, recently purchased a 660 horsepower diesel electric switcher from the Canadian National Railways. The unit, formerly CN 8454, was shipped from Montreal to Pine Falls during the latter part of April.

Mattagami Lake Mines have acquired a small General Electric built switcher from Hydro-Quebec. This locomotive, G.E. No.29948, was shipped from Beauharnois to the northern Quebec mine during May.

Grand Trunk Western 78, formerly 7800, was sold March 29th, 1963 to Pioneer Equipment Co., Detroit, Mich. The unit, which was the first mass-produced diesel acquired by the Canadian National System, was delivered to the new owners on April 23, 1963. No.7800 and 7801 were 600 HP switchers purchased by the GTW from Electro-motive Corporation in 1938.

4-6-2 - PACIFIC TYPE

CLASS G 1
 SUB CLASS G 1 PQRSTUV
 CAPACITY 32%

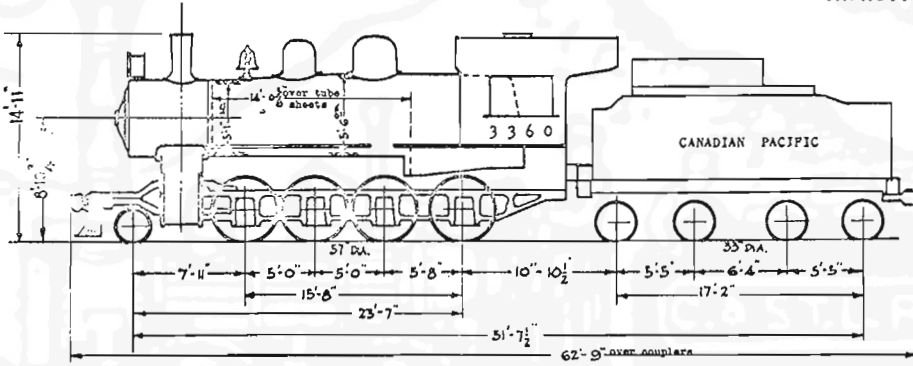


OS abo 8000 Gal. Tender

AXLE SIZES 6"x10" 9"x12" 9 1/2"x12" 9"x12" 7"x14" 6"x11" 8"x11"

2-8-0 - CONSOLIDATION TYPE

CLASS M 3
 SUB CLASS M 3 B
 CAPACITY 31%



6000 Gal. Tender

AXLE SIZES 8 1/2"x 11" 8 1/2"x 11" 9" x 11" 8 1/2"x 11" 8 1/2"x 10" 8 1/2"x 10"

DIAGRAM

This month, we reproduce diagrams of C.P. class G-1 and M-3 locomotives. These are the diagrams for Canadian Pacific engines, numbers 2231 and 3358, which were the second and third C.P. steam locomotives to reach the Canadian Rail Transportation Museum at Delson.

In our mail we have recently received copies of the first few issues of "The Rattler", published by the Edmonton Branch of the C.R.H.A. The monthly news reports, printed by ditto hectograph, (as was the Montreal "News Report" in 1949 and 1950), contain a number of interesting items, a few of which we have reproduced, with credit, in this issue of "Canadian Rail".

We extend congratulations and good wishes to the authors and publishers of "The Rattler".

C. P. R. Steam on the Montreal Lakeshore.

By K. R. Thomas,
with photos by the author.

The Canadian Pacific's Lakeshore commuter service recently gained wide recognition as one of the last regularly operated steam passenger runs in North America. This is only fitting, however, because the service is also one of the oldest. It is interesting to note that as long ago as 1893, the railway built a 4-6-4 tank locomotive especially for this run.

For many years, the service was handled predominantly by G-2 class Pacific locomotives (2500-2600 series). Up until 1953, a five or six-car commuter train composed of wooden, 8-wheel coaches and hauled by a G-2 was an everyday sight on the Lakeshore. These coaches were phased out during that year upon the introduction of the 800 series lightweight, all-metal commuter coaches built especially for that service by Canadian Car and Foundry.

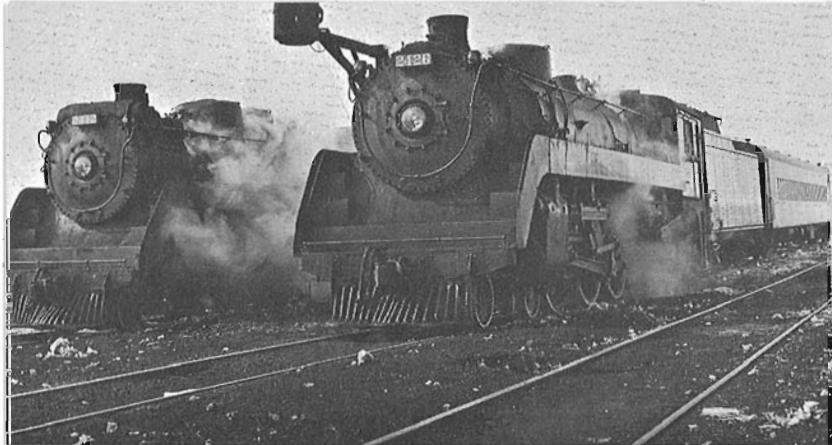
Commencing in 1954 the G-2's, already supplemented by G-5 Pacific locomotives, (1201, the last locomotive built by the C.P.R., saw considerable service on this run during 1954-5) were gradually phased out to make way for the heavier and more modern G-3 Pacifics of the 2300 and 2400 series. There seems to have been two reasons for this: firstly, the G-3's had themselves been displaced from their accustomed assignments by dieselization, and, secondly, the commuter trains were becoming increasingly longer thus over-taxing the comparatively light G-2's. A G-3 was capable of handling a ten-car commuter train with ease. Interestingly enough, one of the first G-3's to be used on this run was No. 2472, the most recent of the series (M.L.W. 1948).

By mid-1956, the G-2's were making only infrequent appearances and the by now commonplace G-3's were being occasionally supplemented by H-1 Class 4-6-4's of the 2800 series. The following year enthusiasts were treated to a comparative novelty on the Lakeshore: No. 2328, one of the earlier, non-streamlined G-3's.

By 1958, the commuter service was being handled almost exclusively by G-3 4-6-2's and H-1 4-6-4's, supplemented in some cases by G-5 Pacifics. Even the G-5's disappeared on this service during the course of the year.

The years 1959 and 1960 belonged exclusively to the 2400 series Pacifics (G-3) and 2800 series (H-1) Hudsons. The 2400's, as during the previous years, were the backbone of the operation, and still outnumbered the Hudsons. By 1960, however, it was painfully obvious that the days of all CPR steam locomotives remaining in service were numbered.

During late March and early April, the service was suddenly dieselized, this lasting for a period of some three weeks, and enthusiasts held their breaths. However, during the second half of April and early May, steam returned for one last encore. Interestingly enough, of the five locomotives involved, four were Hudsons, this being the first time that the 4-6-4's had outnumbered the Pacifics. During May, the service was again dieselized, permanently this time, and the few remaining CPR runs still in steam followed during the next two months.



Métro Montréal

ROLLING STOCK

The first major setback in the planning and construction of the City of Montreal's underground rapid transit system came on June 20, 1963, when officers of the city administration, presiding at the opening of tenders for construction of rolling stock, found the bids to be far in excess of budgeted amounts. In addition, only two bids were submitted, one by Montreal Locomotive Works for \$40,241,624 and the second by Canadian Vickers Limited for \$41,194,434, in spite of the fact that approximately two dozen builders in various parts of the world had indicated interest in the contract by obtaining sets of specifications.

Originally, in 1961, the City Council had appropriated the sum of \$21,945,000 for rolling stock, which covered the design, construction and delivery of 279 cars, certain spare parts, and five yard locomotives for moving rolling stock at the depot, and operating work trains. The tenders received on June 20 were thus for amounts almost double the budgeted price. In another section of the tender, Vickers quoted \$8,146,005 and Montreal Locomotive Works \$8,391,118 for the supply of 63 additional subway cars, provided they are ordered by the City within a year after signing of the initial contract. This additional equipment would be utilized should a decision be made to proceed with extensions to the basic rapid transit system which is well under way. In the various tenders, unit price thus has an approximate range between \$130,000 and \$140,000.

By mid-July, no action had been taken to award the tender, and there were unofficial indications that the specifications could be modified and new tenders called. Though the city authorities have made no comment, it was rumoured that the high costs were attributable in part to the complicated dual (rubber-tyres and flanged steel wheels) running gear, and in part to mechanical and electrical complexity, which the city administration has insisted upon. Any concessions to costs would likely come within the latter field, as the

C.P.R. STEAM ON THE LAKESHORE -- cont'd.

Partial list of steam locomotives employed on Lakeshore
Commuter Run, 1955-1960.

<u>G-1 4-6-2</u>	<u>G-2 4-6-2</u>	<u>G-3 4-6-2</u>	<u>G-5 4-6-2</u>	<u>H-1 4-6-4</u>
2200	2508	2328	2426	1201
	2527	2393	2459	1264
	2539	2403	2461	1253
	2541	2408	2471	1274
	2581	2412	2472	1258
				1262
				1263
				2811
				2816
				2819
				2820
				2821
				2822
				2825
				2859

PHOTO CAPTIONS

- 1: G-3 Pacifics 2412 and 2426 pose at the waterspout at Vaudreuil in March, 1959.
- 2: H-1b 2811 starts a local out of Valois on a Sunday evening in May, 1960.
- 3: G-2r 2527 pauses at Valois with a mid-morning local just after Christmas in 1954.

rubber-tyred feature is one of Mayor Jean Drapeau's most cherished projects, adopted against the advice of recognized North American transit experts.

One week before the tenders were opened, the City unveiled a full-size replica of a Montreal subway car, constructed principally of wood in the MTC Youville Shops. The mock-up is designed to seat forty passengers, but is able to accommodate a total of 160 persons seated and standing. The model is of a motor-car, and shows a full-width control cab at one end, with a one-piece windshield the entire width of the car. At the opposite end is a train door, communicating with the other two cars in the three-car set.

CONSTRUCTION

The fifth contract on the "north-south" line, contract 2-A-5, was let on May 30th to Henry J. Kaiser (Canada) Limited. It is for \$3,195,706, and covers the 2,417-foot section of cut-and-cover under Berri Street, from a point north of Cherrier to a point south of Ontario Street. Berri Street has since been closed to traffic to enable this work to get under way. The connection from Cremazie Boulevard into Youville Shops is now well under way: this is the point where the line comes to the surface, and a single-track ramp is now practically completed. A start will be made shortly on the dismantling of Youville Shops, from which the remaining remnants of Montreal's once-vast streetcar roster have been evacuated, including seventeen PCC cars, and some work equipment.

Led by Mayor Drapeau and other civic officials, a special inspection party visited the workings at different points on June 27, to find that a total of nearly 14,000 feet of the tunnel had been excavated since a start was made on May 23rd, 1962. This included 6,000 feet of the 6,413 feet on the first section under Berri Street between Cremazie Blvd. and Jean Talon Street; 4,000 of a total of 5,610 feet under de St. Vallier Street, between Jean Talon and Rosemont Boulevard; 500 feet of the St. Joseph-Laurier subway station, which was cut out of solid rock to a width of 47 feet; and 3,000 out of a total of 8,142 feet under Berri Street in the region of Roy St. At this location is the first finished section of the line, completely lined with concrete for a distance of 100 feet.

EXTENSIONS

On July 9th, the administration asked council to ratify a contract with Canadian Pacific Railway Company, enabling soil tests to be made under the CPR line between Windsor Station and Atwater Avenue. This seems to indicate that the basic Line No. 2, extending from Cremazie Boulevard to Craig Terminus, and for which extensions have already been proposed at either end, may be in prospect for a FURTHER extension, which would enable the southwest section of the City to be served eventually. Decision has already been made to extend Line No. 2 immediately from Craig Terminus to Windsor Station at the south end; and a north end extension from Cremazie to Henri-Bourassa is at least under consideration. A branch, linking this line with the South Shore, and serving the World's Fair site, is also in the planning stage. Meanwhile, there have been no further developments in the original bid to convert the Canadian National Mount Royal Tunnel into a conventional rail rapid transit system as Line No. 3, but civic officials have indicated that the matter is still under discussion.



The Museum

The above photograph,-- taken on the occasion of the formal presentation of the M.T.C. Historical Collection to the C. R. H. A., shows Brigadier Guy Gauvreau, Chairman of the Montreal Transportation Commission, flanked by Dr. R. V. Nicholls, President, and M.- Charles Viau, Vice-President, C.R.H.A. Others in the photo are Messrs. Leonard Seton, Richard M. Binns, Omer S.A.Lavallee & C. Kirouac.

A feature article on the M.T.C. Historical Collection, by Mr. R.M.Binns, and the story of the movement of the vehicles from the Youville Shops to Delson, by Mr. O.S.Lavallee, will be included in next month's issue of "Canadian Rail".

The following donations to the Museum Fund are gratefully acknowledged:

Frank G. Tatnall	\$	5.00	
Lyle McCoy		7.00	
G. A. Smith		6.00	
J. A. Boulanger		5.00	
Pierre Ranger		3.00	
A. O. Marel		5.00	
G. Baldwin		5.00	
C. B. Clark		25.00	
L. P. Sans Cartier		5.00	
Ernest Modler		50.00	
Mrs. Herbert V. Lacey		100.00	
T O T A L		\$	216.00 ^{1/2}
Previously acknowledged		\$	75,962.72
GRAND TOTAL to end of June		\$	<u>76,178.72 ^{1/2}</u>

^{1/2} This sum does not include \$1165.00 donated to the "WADDON Restoration Fund", nor \$200.00 donated by the Montreal Convention Committee of the National Model Railroad Association, Inc. to assist in the creation of a model-railroad layout at the Museum.

A Show of Power

In the beginning of May, coincident with taking delivery of three new diesel-electric locomotive units, Canadian Pacific displayed a show of steam and diesel locomotives at Windsor Station, Montreal, in which three units from the Association's collection took part.

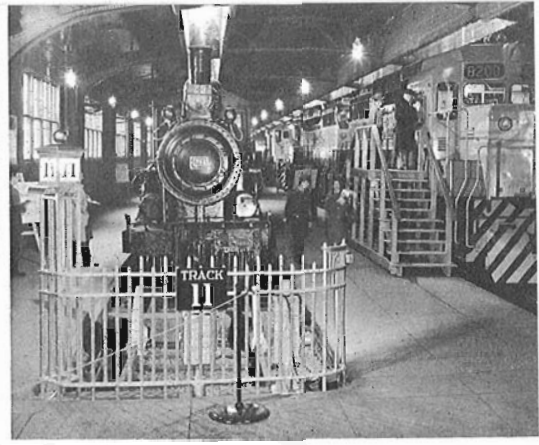
Entitled "A Show of Power", the exhibit was situated on tracks ten and eleven at Windsor Station, and was open to the general public from 9 AM to 9 PM on five consecutive days, Wednesday, May 1st, to Sunday, May 5th. Originally, the display was intended to terminate on Saturday evening, May 4th, but it was extended for an additional day "by popular demand". Altogether, some 33,000 visitors were tabulated through the display, but an undetermined additional number gained admittance by way of stairways and platforms, so that it is probably safe to say that 35,000 persons attended.

"Stars" of the show were new General Motors GP-30 2250-h.p. units 8200 and 8201, and new Montreal Locomotive Works-G.E. unit No. 8300, a 2400-h.p. road switcher of new design, lined up on track ten. Flanking them on track eleven were three steam locomotives, A-1-e 4-4-0 No. 29, P-2-k 2-8-2 No. 5468 and T-1-c 2-10-4 No. 5935, all destined for the Canadian Rail Transportation Museum at Delson, but specially repainted by Canadian Pacific for the display. Nos. 5468 and 5935 had just arrived, two weeks before, from storage at Calgary, Alta., where they had been held since removal from service several years ago. No. 29 had been held at Angus Shops since November 6, 1960, when it pulled the last steam-hauled passenger train on the Canadian Pacific system.

The seventh exhibit was M-235, a 1939 Buick rail inspection car, which had been retired and presented to our museum just a week prior to the exhibition.

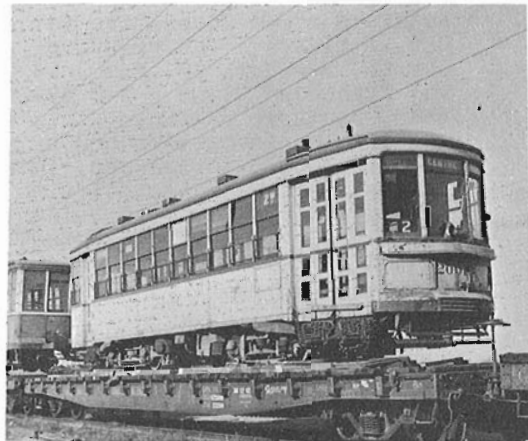
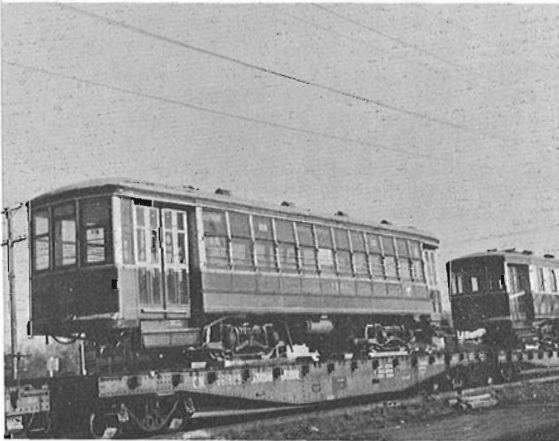
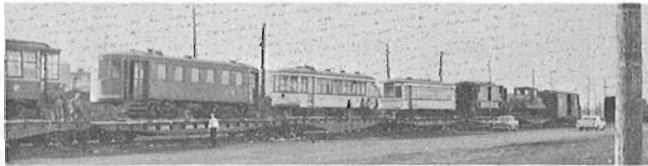
Two interesting events occurred during the course of the show, the first on May 1st when, early in the afternoon, Mr. N.R. Crump, Chairman and President of Canadian Pacific Railway, led a group of directors and shareholders from the Annual Meeting of Shareholders which had been held in the Station that day, down to visit the exhibit; one of the Directors, Col. R.S. McLaughlin, posed for photographs beside the Buick automobile, in token of his family's connection with the manufacturer.

On the following day, May 2nd, an official presentation of the three locomotives (plus eight others not present) took place, at which the eleven units were transferred to the Canadian Rail Transportation Museum. Mr. Crump presented a chrome-plated engineman's oilcan to Dr. Nicholls, our own President, in token of the gift, after which the group retired to the official car ASSINIBOINE to be guests of Canadian Pacific Vice-President R.E. Emerson for an excellent lunch. In addition to Messrs. Crump, Emerson and Nicholls, others in attendance included, for the C.R.H.A., Donald Angus, Honorary President; Charles Viau, Vice-President; and Steve Walbridge, Treasurer. Other Canadian Pacific officers included Messrs. W.D. Dickie, Chief of Motive Power and Rolling Stock; and D.B. Wallace, Manager, Public Relations and Advertising Department.



A number of the Association's personnel assisted in showing the public through the exhibit, whose high point included a visit into the cab of 5935, affording an opportunity to sit at the controls of the largest and heaviest steam locomotive in the Commonwealth.

At the conclusion of the display, the locomotives were released, the diesels to continue test operation on piggyback and fast freight trains, the steam locomotives to go to Angus Shops until facilities at Delson develop sufficiently to accommodate them under cover.



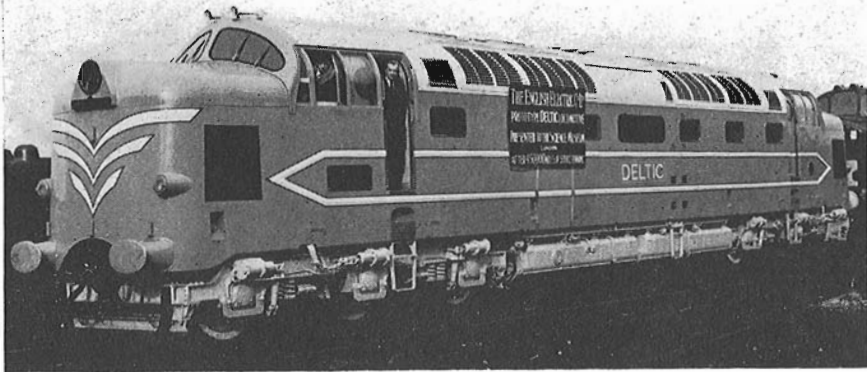
Eleven M.T.C. trams and service units were loaded recently for shipment from Montreal to Seashore Electric and Brantford museums. The cars were brought from the MTC's Youville Shops to the CNR at Ahuntsic by Brocklesby Transport, and shipped to the U.S.A. on CN flat cars. Numbers of the units that made the 300-odd-mile journey are passenger cars 957, 1403, 1972, 2001, 2052, and 2653; brine car 1176; instruction car 1177; locomotive 5002; crane W3, and rotary plough 2. (DLatour)

Notes and News

by W. L. Pharoah

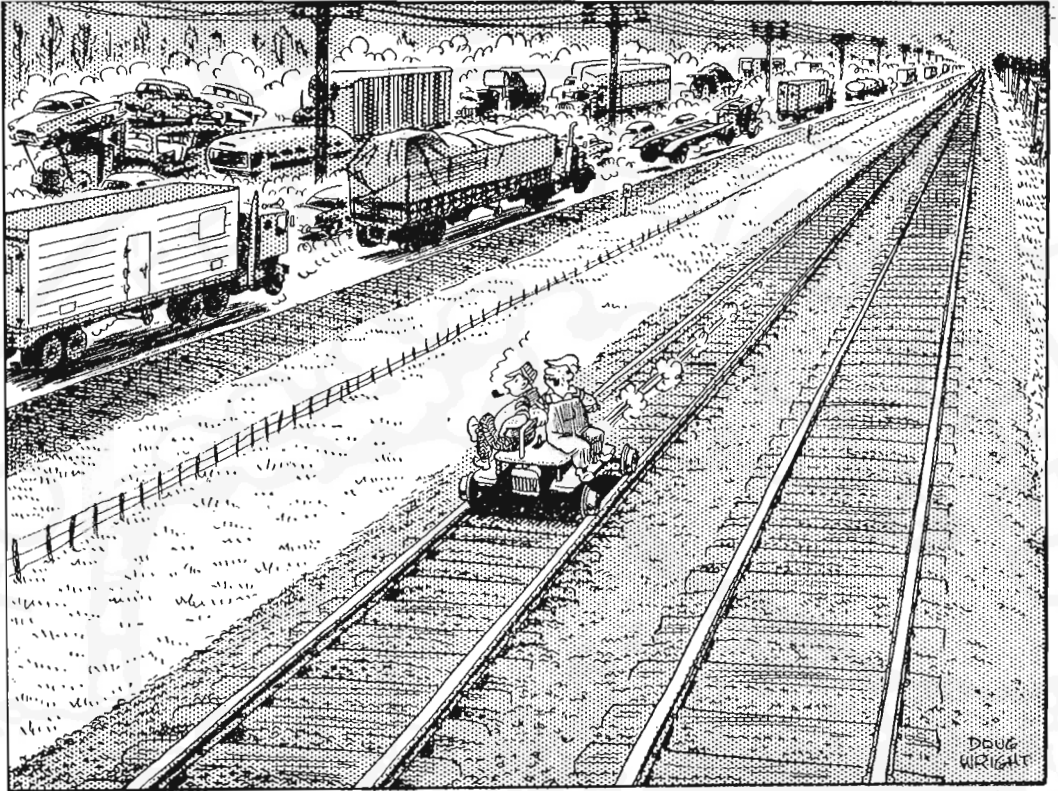


- ★ Canadian Pacific has withdrawn from operation of the 560-room Hotel Vancouver. A CPR spokesman declined to give any reason for the move. The hotel has been operated jointly by CP and CN since it opened in 1939. Coincident with the termination of the joint operation, CN is proceeding as quickly as possible with a major plan for modernization and rehabilitation of the hotel.
- ★ Canmore Mines No. 4 (ex CPR O-6-0) has been removed from regular service and a CP diesel has taken over the job of moving coal cars at the mine situated at Canmore, Alta. (The Rattler)
- ★ Greyhound Lines of Canada, Ltd., has purchased the Canadian National Transportation Limited bus route between Port Arthur and Longlac, Ontario. No changes in service are planned immediately.
- ★ CN has ordered 55 all-steel tri-level automobile transporters from National Steel Car Corporation. This is the second order CN has placed for the triple-deck cars since they were introduced in April of last year. CP recently placed an order for 75 of the cars, bringing that company's fleet to 200.
- ★ A project is underway in the United States to obtain a British Railways steam locomotive for operation in excursion service on U.S. Railways. The group, of which Mr. Edgar T. Mead of 1158 Fifth Avenue, New York 29, N.Y., is Secretary, has had ex-Southern Railway "Schools" Class 4-4-0 30926 "Repton" put aside at Fratton Shed, Southern Region. It is now seeking ways and means of purchasing the locomotive and bringing it to the United States. If this project materializes, it will be the second standard-gauge British Railways locomotive to be brought to North America for preservation, the first being the restored London, Brighton & South Coast Railway "Terrier" O-6-OT No. 54, "Waddon", which our Association has obtained and which, incidentally, is due to arrive in Montreal September 2, on board a Cunard Lines vessel. (O.S.L.)
- ★ In addition to the locomotives preserved in Britain by the British Transport Commission (as reported in July, 1961), a number of other British steam engines are being maintained in operating condition by interested societies and individuals. Word has been received that the Gresley A3 Pacific "Flying Scotsman" recently purchased by Mr. Alan Pegler, has now been restored to its former LNER condition and on April 20, hauled 350 members of the Festiniog Railway Society from London to Portmadoc, North Wales. Special permission was obtained to run the locomotive, No. 4472, on the British Railways. Another former LNER engine "The Great Marquess" has been bought by Viscount Garnock, Chairman of the Middleton Railway, for use on his privately-owned line and for occasional excursions. This engine, No. 3442, has also been refurbished with its former LNER apple green livery. Viscount Garnock is the head of the Crossley firm of carpet manufacturers who recently established a branch plant at Truro, Nova Scotia.



- ★ Otherwise in Britain, the prototype "Deltic" diesel-electric locomotive has been presented to the Science Museum, London, by the builders, English Electric Co. Ltd. This locomotive, one of the first main line diesels to operate on British Railways, was transferred to the Science Museum on April 28.
- ★ Saskatchewan wants the Federal Government to make an overall study of the impact of railway branch line abandonment on railway users and the economy generally. The Saskatchewan Government has submitted a brief to Transport Minister McIlraith and the Federal Cabinet, saying such a study "should assess the additional social and economic costs involved as well as the benefits the railways themselves may obtain."
- ★ Canadian Pacific has placed a \$4 million order with Eastern Car Company at Trenton, Nova Scotia, for three hundred 40-foot insulated steel boxcars. Delivery of the cars will commence in mid-october at the rate of ten to twelve cars per day. This order will bring to a total of 1400 units which CP possesses of this versatile insulated car which is popular with shippers. (OSL)
- ★ The Board of Transport Commissioners has heard a petition from CN to discontinue its passenger service between Quebec City and Richmond. The railway said it had done its best to re-schedule trains for customer service and had modernized the trains used (a Budd RDC equipped with Rolls Royce engines) but traffic did not increase beyond a daily average of eight people.
- ★ Restoration work on car No. 1 of the Edmonton Street Railway is now in progress, according to reports from the Alberta capital. Trucks have been cleaned and carpentry work on the car body is progressing satisfactorily. (The Rattler)
- ★ The British Columbia Government intends to extend the provincially-owned Pacific Great Eastern Railway from Summit Lake near Prince George to Fort St. James, about 100 miles to the northwest. The extension will follow the proposed route of the now defunct Pacific Northern Railway, a project of the late Swedish promoter, Axel Wenner-Gren. Completion is expected by 1965.
- ★ Early in July, Canadian Pacific Railway placed an order for twelve 2500-h.p. diesel-electric road switcher units of type GP-35, with General Motors Diesel Limited at London. The locomotives, of the same general appearance as the two GP-30 type units recently delivered and displayed to the public in Windsor Station, will be more powerful by 250 horsepower. Delivery is expected in April and May, 1964, when the locomotives will be introduced to fast freight and piggyback services. (OSL)

The Open Road



"I'm gonna ask Albert if I can borrow this little buggy and bring the wife for a Sunday spin up here."

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