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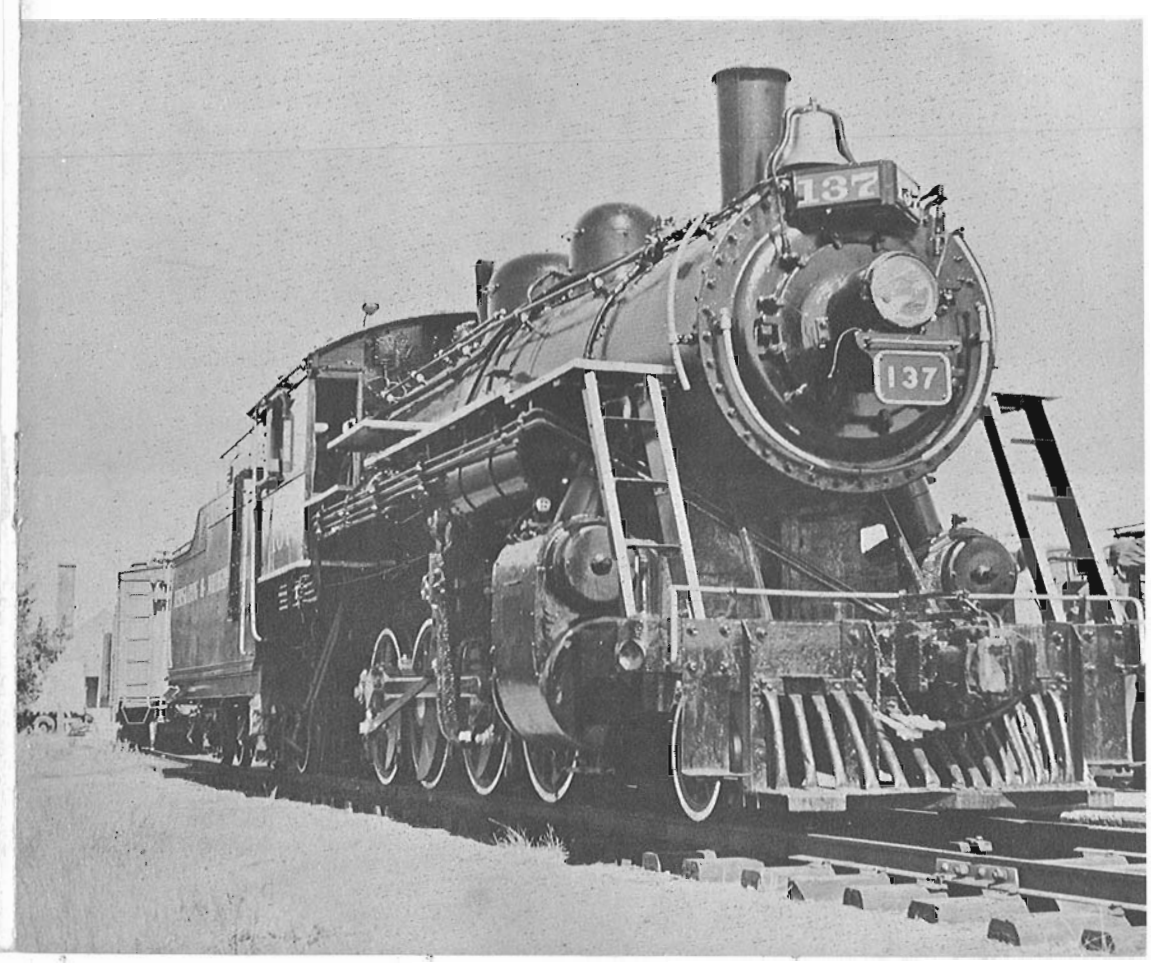
"Temiskaming and Northern Ontario" Number 137, pictured here at North Bay, Ontario, on September 3rd, 1963, was formerly Canadian National Railways 2164, sold in January 1963 to the Ontario Northland Railway. The Ontario-Government-owned line has renumbered the locomotive into the numerical series formerly occupied by O.N.R. 2-8-0's and lettered the tender with the original name of the Ry.

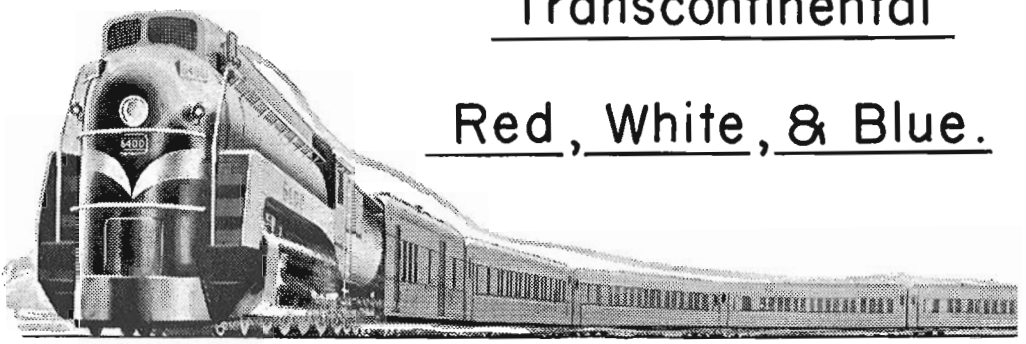
(Photo by Barry Biglow.)



Everyone was busy at Melville, Saskatchewan, when "The Continental Limited" paused for servicing on June 26th, 1948. The above photograph, taken from an open doorway of the second section of the transcontinental train, shows the locomotive maintenance staff inspecting C.N.R. 6049, the locomotive on the first section of the train. Baggage and express handlers are transferring parcels from the trains to platform carts, while to the rear, car crews are busy replenishing the ice supply in the air-conditioned first-class cars.

Transcontinental

Red, White, & Blue.



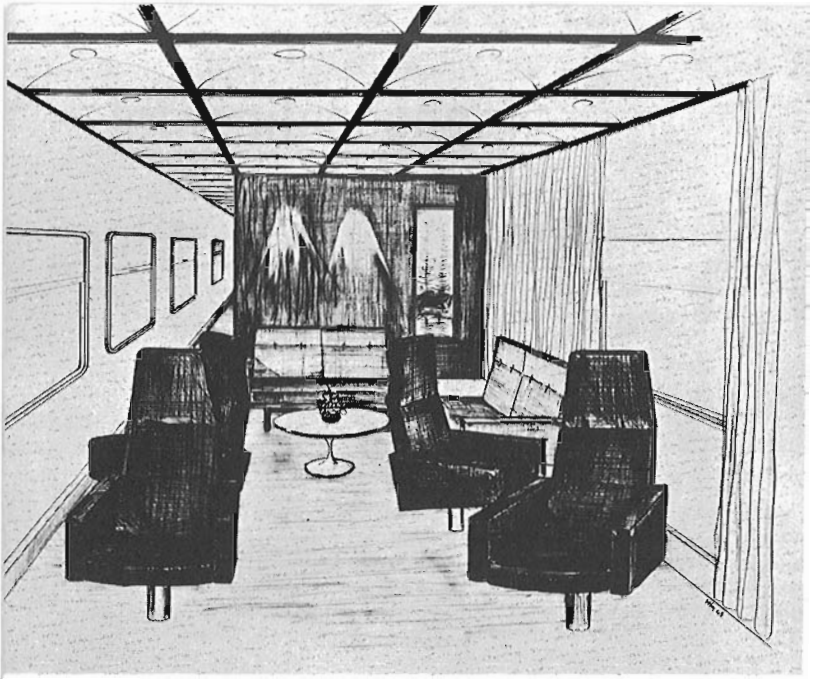
The Canadian National Railways, on September 16th, announced sweeping changes in its passenger train services affecting almost every area of Canada. The National System plans to introduce a new concept to cross-country train travel, and effective October 27 will alter transcontinental schedules, equipment, service and pricing.

Briefly, the changes are as follows:
EXTENSION of the Red, White and Blue fare scheme to include not only the Atlantic Provinces, but CN transcontinental services and all C.N. passenger train services in the four Western Provinces. Under this plan, fares will be cut by as much as 58 per cent.
PROVISION of complimentary meals to passengers holding sleeping car space under the Red, White and Blue plan.
INTRODUCTION OF re-designed equipment to its main transcontinental train, the Super Continental.
IMPROVEMENT of the Super Continental's cross country schedules.
RE-INTRODUCTION of the Scotian, operating between Montreal and Halifax, as a truly first-class train.

Mr. Pierre Delagrave, CN's General Sales Manager - Passenger (who was guest speaker at the CRHA Banquet last April)announced the radical changes during a coast-to-coast press conference on closed-circuit TV. He declared ".....we are making these changes because the transcontinental market is a very large one. We feel that long distance automobile travel is losing considerable appeal for a large part of the market. CN is offering prices, comfort and convenience that you simply cannot get from an automobile. These changes, on our railway, might be called 'explosive' for never before have so many improvements been made simultaneously to passenger train operations."

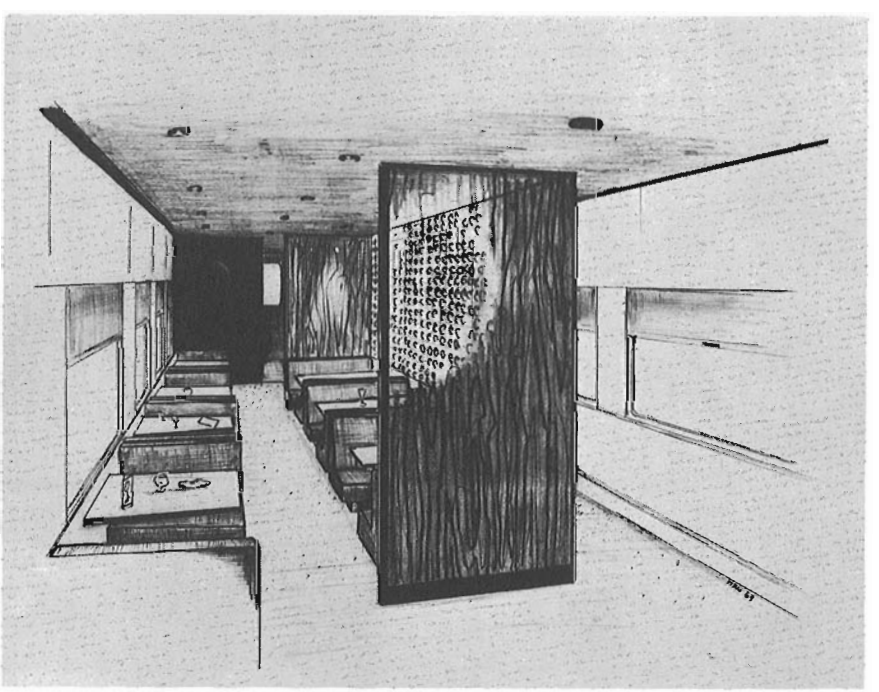
Extension of the Canadian National's revolutionary Red, White and Blue fare plan will see transcontinental and western Canada train fares cut by more than half. The new fares will make it possible, for example, to travel from Halifax to Vancouver and return for as little as $114.00 on a Red (bargain) day. When the new fare scheme goes into force, all other fare plans will be suspended in the affected areas.

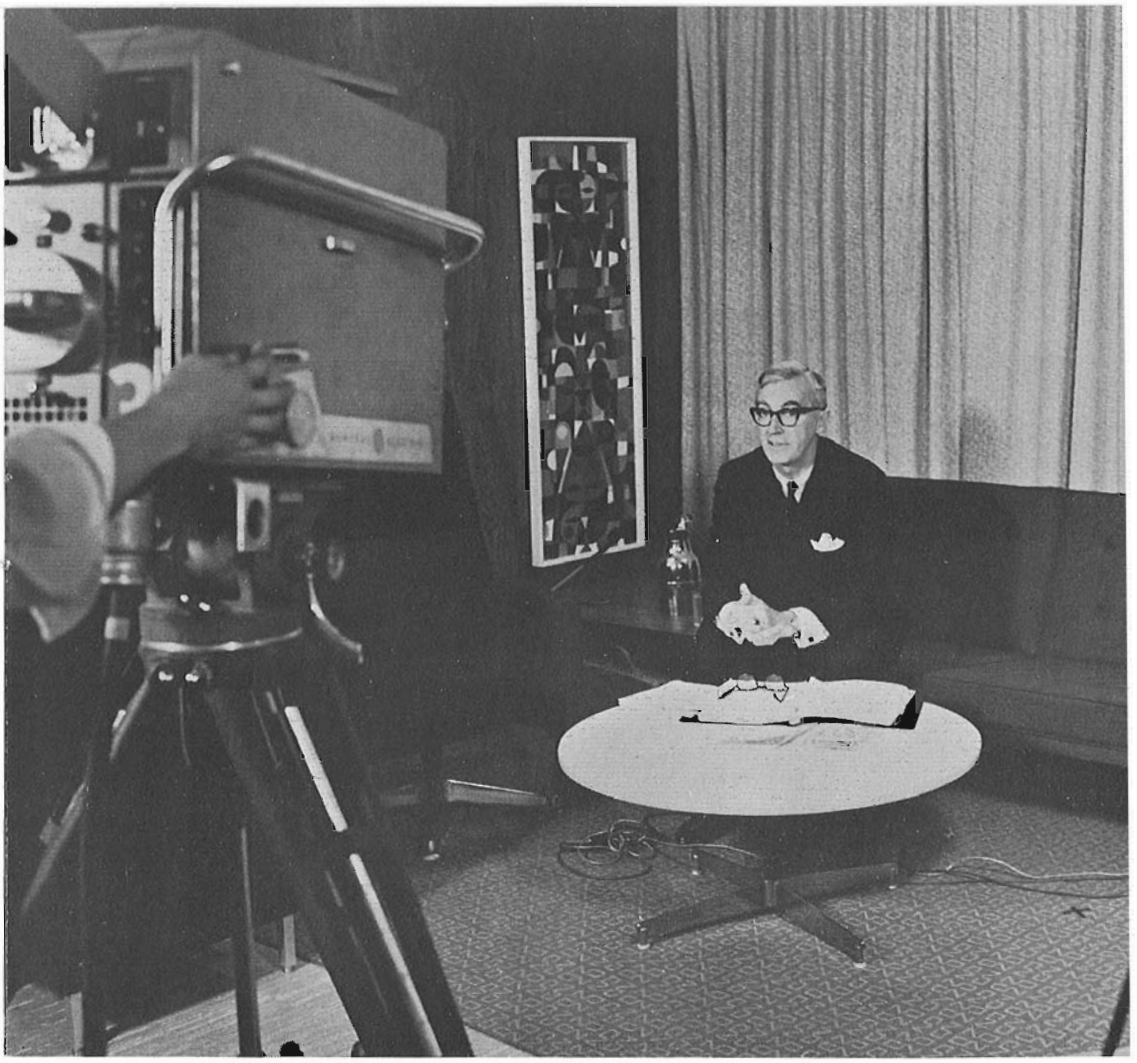
Cutting three hours in each direction, the Super Continental's new schedule also will improve arrival and departure times at major cities en route. Connections with other main passenger trains also will be better. Redesigned equipment will offer more attractive facilities. For passengers with sleeping accommodation, CN will provide most appealing lounge cars, with almost double the seating area of present cars.



Coach passengers, in addition to being offered the lowest fares for regular travel by any railway, will also occupy completely redesigned equipment. They will have their own refreshment lounge and coach attendants will be on hand. Coach attendants will also be assigned to the Ocean Limited between Montreal and Halifax. All coach space on the Super Continental and Ocean Limited will be on a reserved basis, although there will be no charge for this service.

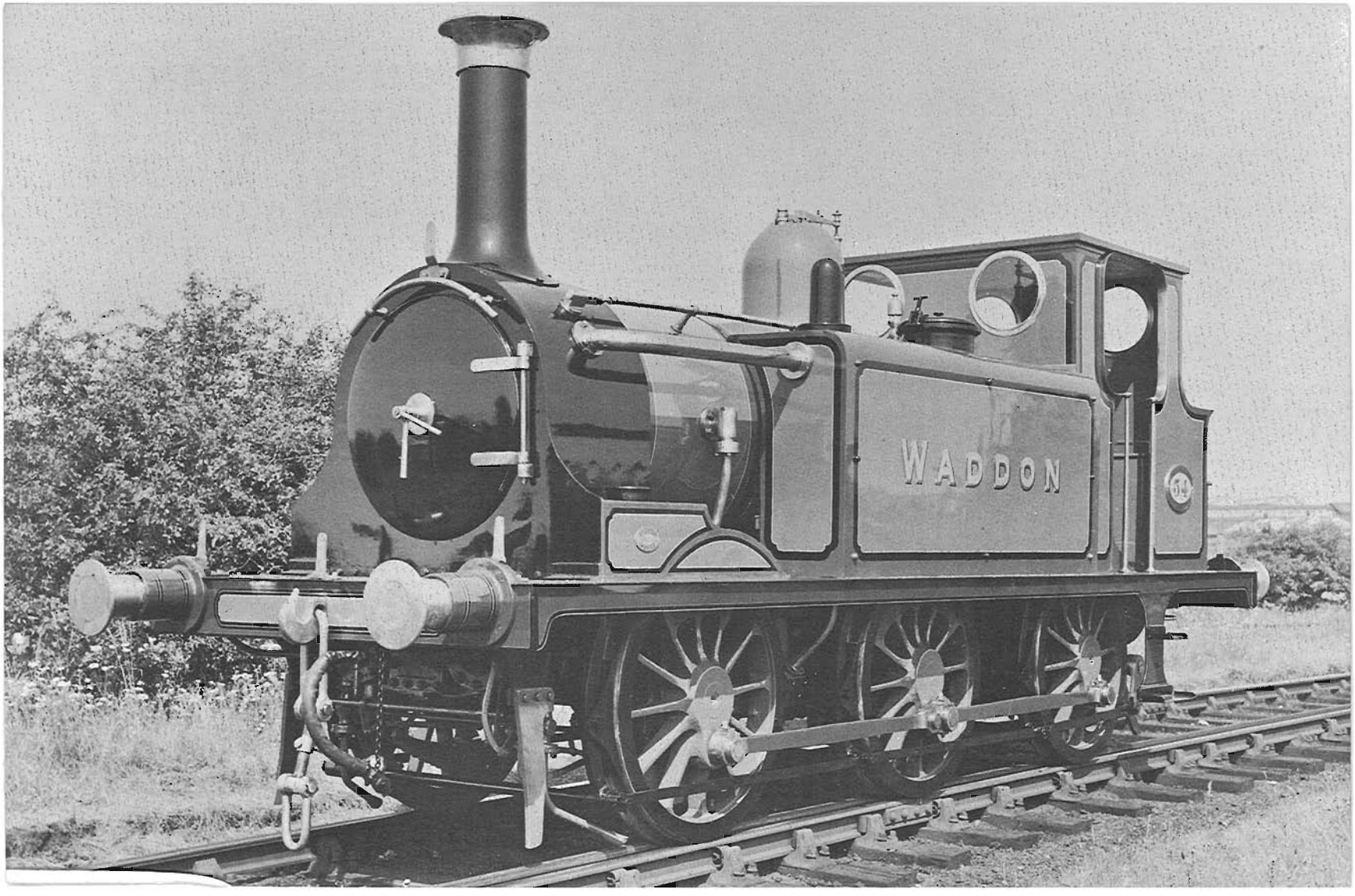
The new version of the Scotian will provide service comparable to that of the Ocean Limited.





Not only were the details embodied in Mr.Delagrave's announcement of almost revolutionary importance to the railway passenger business,but the method of presentation gave CN the honour of being the country's first business organization to hold a coast-to-coast press conference by closed circuit television. A twelve-city hook-up from Vancouver to St.John's was used by the railway to announce the sweeping changes. Outside of Montreal, where the conference originated, reporters from the other parts of Canada were linked to the proceedings by two-way broadcast lines and television monitors located in Railway offices and CN hotels. Mr. Delagrave was the man before the cameras,answering in English or French the questions fired at him by newsmen.

Newspapers, radio stations and television across Canada featured the news, while many dailies gave the CN's announcement front-page coverage. Mr. Delagrave made it clear that the "National Way" was ready to go further in making rail travel attractive. "There is more coming in the months ahead,but as of October 27th the train passenger will benefit from such things as the elimination of the $1 reservation charge for coach seats; reservations will be accepted in the restaurant cars to eliminate the frequent line-ups; table games for children and adults; coloured linens, table wines; and more and more....."


WADDON
614

A Stroudley "Terrier" in Canada.

—O.S.A. Lavallee

Normally, the arrival of an ocean vessel in the Harbour of Montreal holds little interest for the railway amateur, unless, as is frequently the case, the individual is also interested in ships and shipping. However, the progress of the Norwegian freighter TAUTRA, of Trondhjem, under charter to Cunard Steam-Ship Company, was of considerable interest to the members of our Association, as it made one of its periodical transatlantic crossings in the latter half of August, for its hold contained one of the museum's most interesting acquisitions, the British steam locomotive "Waddon".

The arrival of "Waddon", an eighty-eight-year-old 0-6-0T locomotive, was in accord with the pattern set by previous British prototype locomotives which have visited North America: "King George V" of the GWR in 1927, "Royal Scot" of the LMS in 1933, and "Coronation Scot", also of the LMS, in 1939. There was one notable difference in this latest arrival, however: "Waddon" had come to North America to stay,and is the first standard-gauge British locomotive to do so for historical reasons.

The background of the story takes us to the winter of 1960-61, when, the initial task of acquiring and preserving sufficient examples of Canadian motive power and rolling stock being well under way, the Railway Committee turned its attention overseas. One might well ask how non-Canadian equipment fits into an admittedly Canadian museum, and the answer was and is quite simple. The Association feels that a few well-selected non-Canadian exhibits will supplement and contrast with the Selkirks and 6100s, the X-10s and D-4s, which have been such a familiar part of the Canadian railway scene. In planning our museum, the directors were impressed by the fact that in no railway museum now existing is there an exhibit showing a European and a North American railway locomotive, side by side. Despite the fact that the railway locomotive traces a common ancestry back to the Penydarran locomotive of 1804, its development took place, in the ensuing century, along vastly different lines on either side of the Atlantic, induced principally by geography, by economics and by natural resources. With the advent of the electric and the diesel locomotive, technology has tended to reconcile the two fields, with the concessions, if we may so call them, being made more by the European school than by the American, with the former adopting designs long used on this side of the ocean.

Accordingly,it was resolved that just any locomotive would not do; and that the candidate or candidates would have to represent what we considered to be the classical period of locomotive development. the last quarter of the Nineteenth Century. At this time, the divergence between transatlantic practices was probably at its height. From these conclusions, it was but a natural step to select one of several remaining examples of a famous locomotive design the 0-6-0T small passenger tank locomotives which were designed by William Stroudley of the London Brighton & South Coast Railway, and built between 1872 and 1880. To these tank engines the Brighton Line's passengers characteristically appended the endearing nickname of "Terriers".

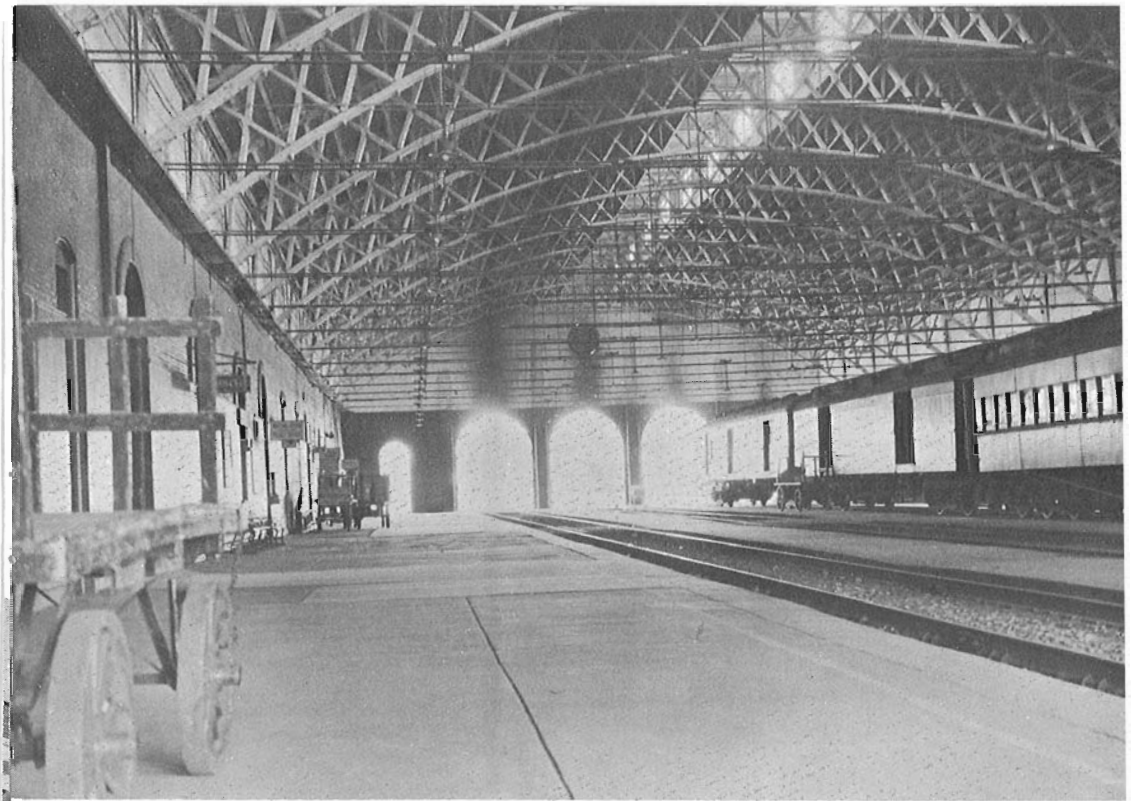
A letter dispatched by the then-Secretary of our Association, Kenneth Heard, to the Chairman of the British Transport Commission, General Sir Brian Robertson, elicited a reply that British Railways would be very pleased to donate a "Terrier" locomotive to the Association, provided, of course, the CRHA would underwrite the cost of its transport to Canada.

The Association neither specified, nor did British Railways indicate, at that time, which particular locomotive would be selected for this purpose. We had to wait for another year, until the spring of 1962, when we were advised that the locomotive selected was in departmental carriage and wagon service at Lancing Works, Southern Region, and was No. 680s.

Receipt of this advice precipitated a flurry of research activity. In short order it was determined that No. 680s had been built at Brighton Works in December, 1875, as London Brighton and South Coast Railway No. 54, "Waddon". The engine had been named Waddon after a village in Surrey on the London-Epsom line between West Croydon and Sutton. It had pursued an interesting career thereafter, having been sold to the rival of the LBSCR, the South Eastern & Chatham Railway, in 1904. At the time of grouping, in 1923, the locomotive came into Southern Railway and thereby rejoined its remaining sisters, which had come into the SR when the Brighton road was absorbed at the same time. In the interim, the remaining locomotives had been reboilered and changed somewhat, and the erstwhile "Waddon" was relegated to works service from that time onward. It was alternately in storage and in service for the next thirty years. In 1948, it was absorbed by British Railways along with the whole Southern Railway system, and was withdrawn finally on December 31st, 1962.

Our close connection began with it when in June, 1962, at a ceremony at the Preston Park works of the Pullman Company at Brighton, England, the locomotive was officially presented to Mr. Donald Angus, Honorary President of CRHA, representing the Association. During the winter of 1962-63, negotiations were entered into with British Railways, who agreed to restore the original Stroudley brown-and-green livery for the sum of £500/-/-. This work was completed during the spring and summer of this year, culminating in the loading of the locomotive aboard the steamer TAUTRA at King George V Dock, London, on August 24th. After a stormy ocean crossing, the little locomotive was unloaded by one of the Montreal Harbour floating cranes on Friday, September 6th, its polished pipes, copper-capped chimney and brightly-painted decor reflecting splendidly the bright late-summer sun. Along with it came a 21-foot section of original LBSCR track, complete with bullhead rail, chairs, and keys. An unexpected gift was the locomotive's vacuum automatic brake apparatus, removed in the process of restoration (the LBSCR used Westinghouse air brakes) mounted on a piece of frame of a scrapped locomotive. By prior arrangement with Canadian National Railways, locomotive, track and brake exhibit were whisked away to Point St. Charles shops for interim storage, pending a motive power exhibit which it is planned to stage in Montreal on the weekend of October 19/20. At this time, appropriately enough, "Waddon" will be displayed alongside an equally-classic North American contemporary, the CN's nonagenerian Portland-built 4-4-0 No. 40. This locomotive was built for approximately the same type of service as the British engine, and of about equivalent tractive effort.

Following the display, the "Terrier" will go to its new home at Delson, there to be joined in due course by one or two other non-Canadian exhibits, selected with equal judiciousness, to make our museum truly cosmopolitan.



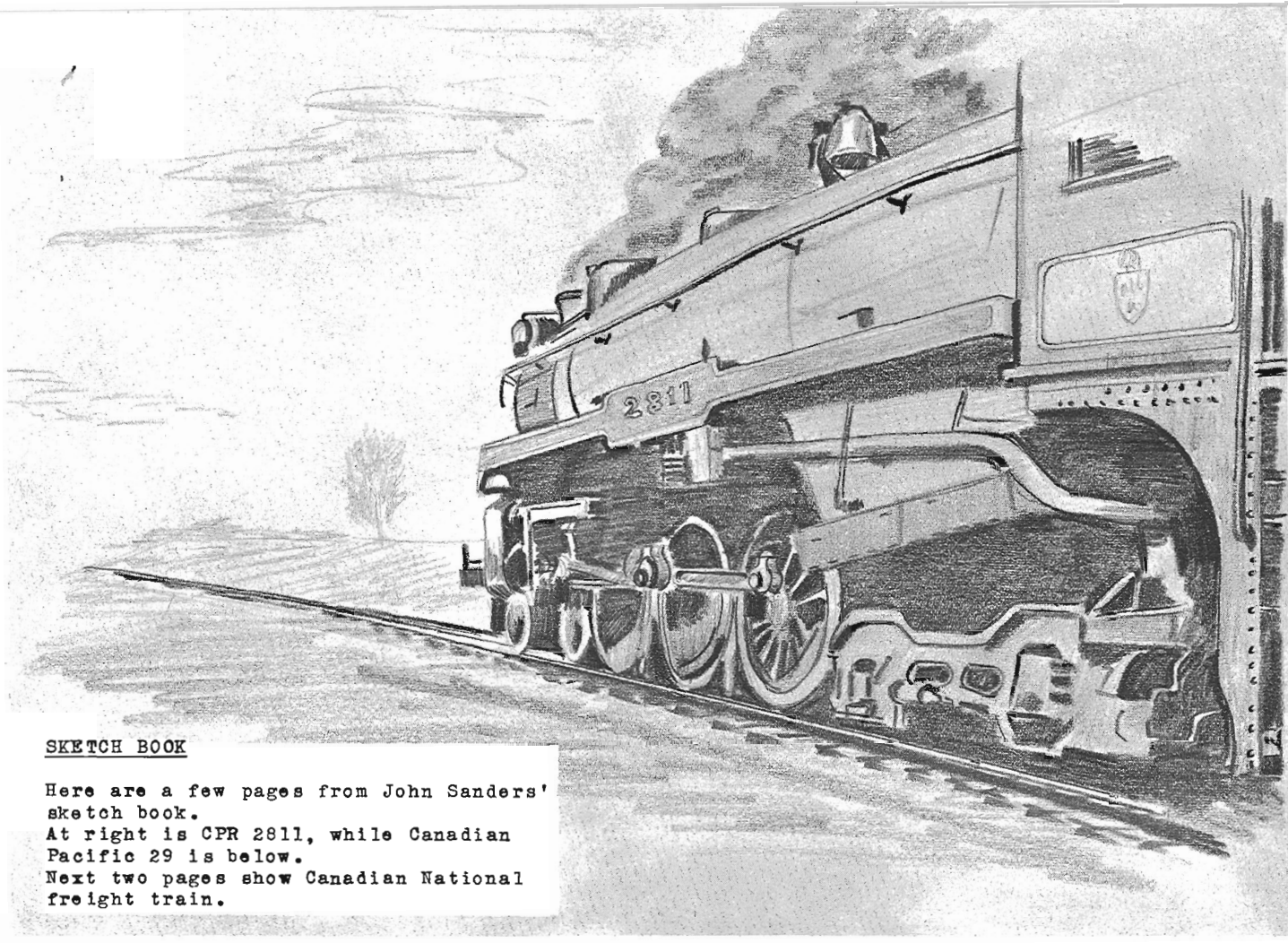
The Central Vermont trainshed at St. Albans, Vt. was razed on September 24th last. (See page 143 - June issue). The photo above shows the structure, familiar to passengers on CN Montreal to New York trains, which had sheltered three generations of passengers from the elements.

The ninety-seven year old structure, which measured 88 feet by 351 feet, was dismantled as a safety and economy measure.

A STROUDLEY "TERRIER" -- cont'd.

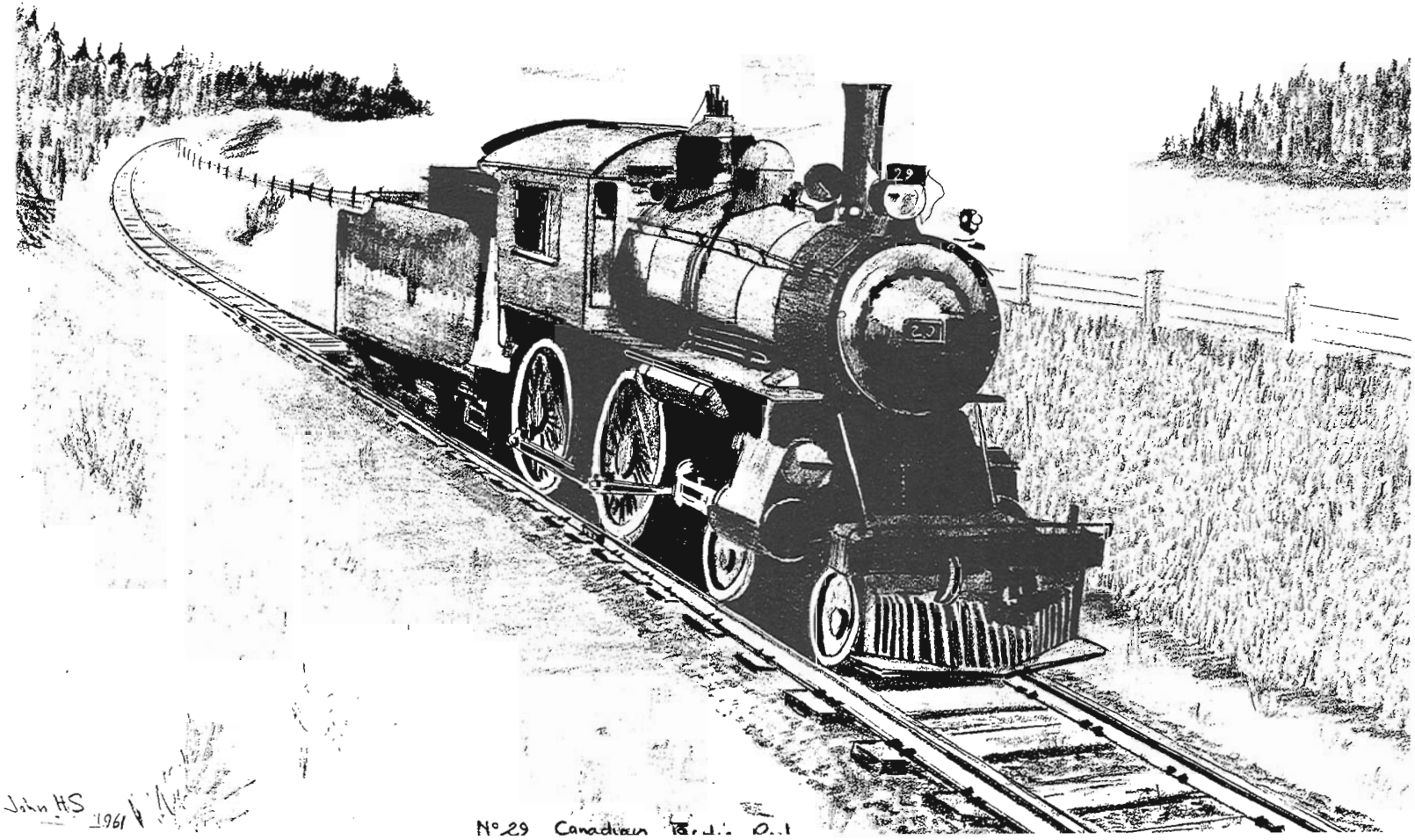
For the"big-power" enthusiasts who may be inclined to sneer at the "Terrier's" small size (26 ft. ½ in. overall) and weight (28 tons 5 cwt.), it is worthy of note that a sister engine,"Brighton", won a gold medal at the Paris Exposition of 1878 for design and performance. On a power/weight basis, possibly the only means of comparing locomotive capabilities fairly, it considerably outranks the CPR Selkirks and CNR 4100s, with a 7,600 pound tractive effort at 85%of boiler pressure,for a locomotive weighing only 56,500 pounds.

Far from its early duties at New Cross Shed, in the south of London, our Brighton "Terrier" will represent in a fitting and dignified manner, the land of birth of the railway locomotive engine. More than that, "Waddon", along with its sisters "Stepney" in operation on the Bluebell Railway preservation in England,and "Boxhill" in the British Transport Museum at Clapham, will remain a permanent tribute to the competence and genius of William Stroudley, one of England's and the world's most renowned locomotive designers.



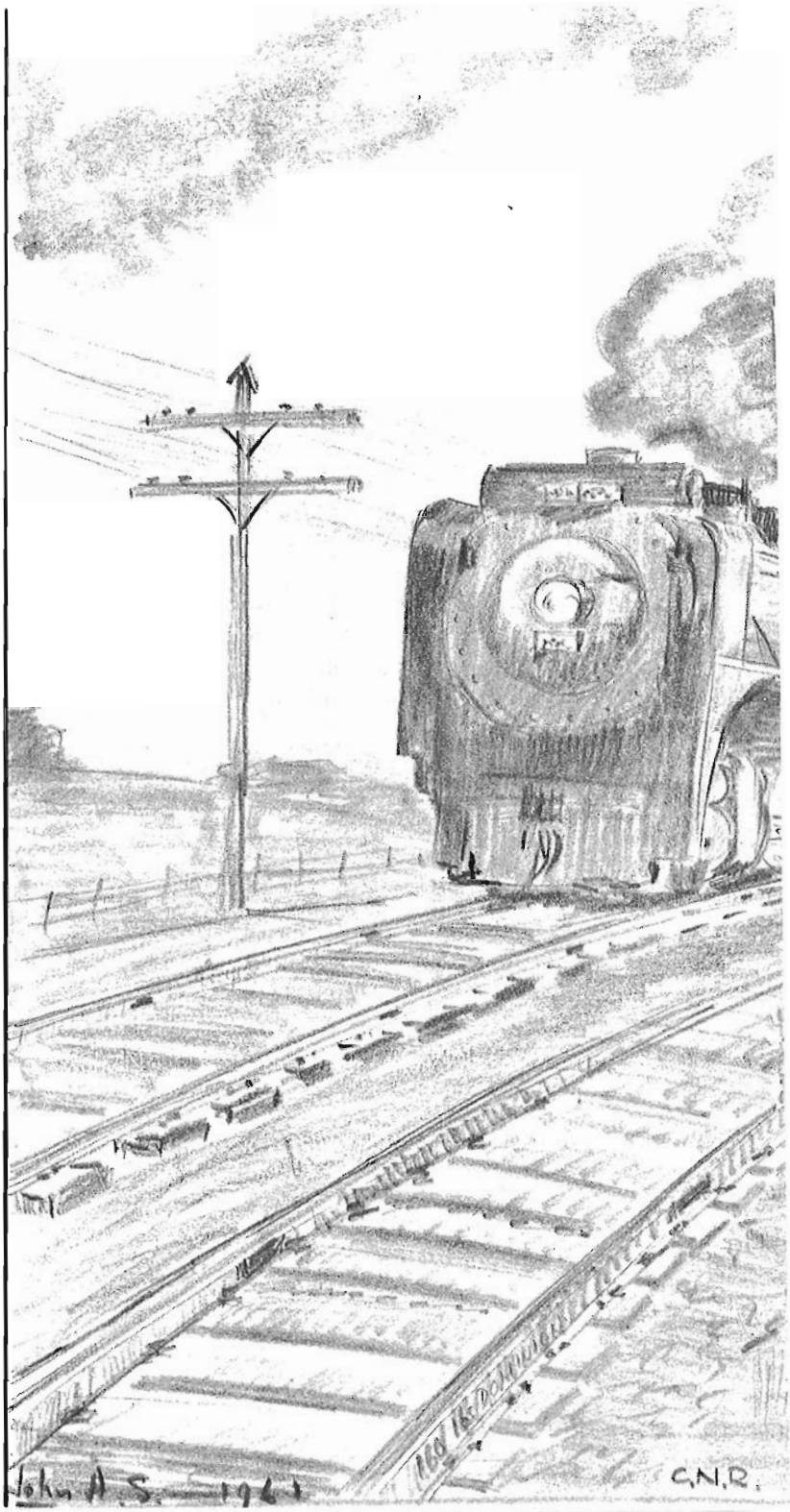
SKETCH BOOK

Here are a few pages from John Sanders' sketch book.
At right is CPR 2811, while Canadian Pacific 29 is below.
Next two pages show Canadian National freight train.



John HS 1961

N°29 Canadian


John A. S. 1961
C.N.R.


East Freight

The M.T.C. Historical Collection.

Double Truck Passenger Car No. 1317

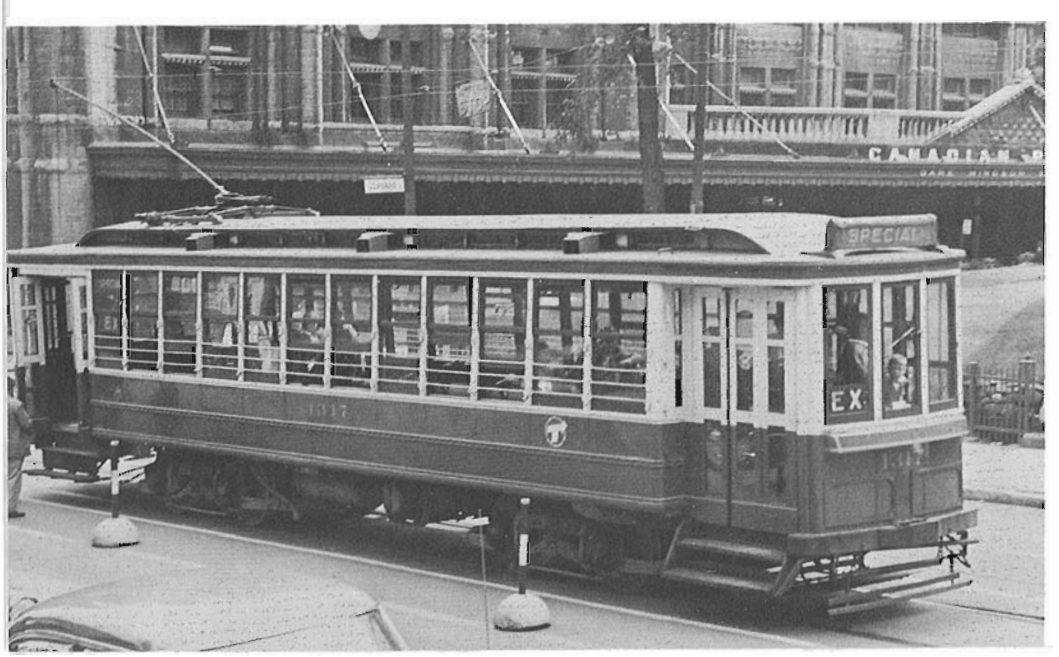
This car represents a further development of the basic Montreal design created in 1904. No. 1317 is one of a group of 125 cars put into service between December 1911 and June 1913, and known as the 1200 class(nos. 1200 - 1324 consecutive). Forty were built by Canadian Car & Foundery Co. and eighty-five by Ottawa Car Mfg. Co. No. 1317 is one of the latter group. This class was the last to have the "Montreal" type roof.

Aside from the pneumatic rear doors added, and the rear bulkhead removed in 1925-26, this car is little changed from its original appearance. Construction is a composite of steel and wood, with a resulting saving in weight over the all-steel 901 class of some 9000 pounds.

Perhaps the most significant advance in the design of the 1200 class was the absence of bulkhead doors between the front vestibule and the body. Instead a small waist-high panel and drop seat was located directly behind the motorman's position. In this new treatment of the front end we see a significant step in the process of bringing the motorman out of the isolation of a "driver's cab". It gave the motorman more control over the movement of passengers at the front exit, and made it easier for passengers to use that exit.

The 1200's were very successful and were used on practically all parts of the system, including suburban lines. In 1943 the cross seats were turned to a longitudinal position to increase their capacity for wartime service. They were not changed back to the original positions.

The series remained intact until 1952 when the inroads of bus substitution began to be seriously felt. The last run in passenger service was made by No. 1220 on the afternoon of June 22, 1956.



Double-truck Passenger Car No. 1339

This is one of the 1325 class cars which were put into service between 1913 and 1917. The series consisted of two-hundred cars, the largest group of one particular style ever to be purchased in Montreal. Actually, the design is almost identical to the 1200 class except for the roof which is of the arch type and believed to be the first of its kind in Canada. The order was equally divided between Ottawa Car Mfg. Co.(Nos. 1325 to 1424) and Canadian Car & Foundry Co. (Nos. 1425 to 1524). Our specimen, No. 1339, was put into service September 24, 1913, on the Ontario Street line.

The first cars received were assigned to the Ontario route which lends some credence to the story that the arch roof design was specifically adopted to allow passage through the railway underpass at Valois Street. In any event, when this underpass was altered to allow greater vertical clearance shortly after, the Company opposed sharing the cost, claiming that it had already spent a large amount of money purchasing cars specially built to use the old underpass. This sounds like a legal maneuver and probably is only partially true, as by 1912 the arch roof was becoming popular because of its lighter, stronger, and cheaper construction. Another innovation was the placing of the front route signs inside, above the front windows.

The 1325 class cars were most successful and were used without restriction as to grades or clearances throughout the system. Equipment consisted of K-35 controllers and W.H. 533 or GE.241 motors, all providing excellent performance and dependability. Light weight was 45300 lbs.

Locomotive No. 5001

This is one of two locomotives built in Youville Shops in 1917 and 1918 and originally numbered 1 and 2. They were required for switching railway freight cars to and from industrial sidings along the Company's lines, principally on the Montreal North - Bordeaux and the former Terminal Railway lines, as well as the Coca-Cola plant at Bellechase Street. The locomotives were also used intermittently on the Cartierville line when required to handle cars carrying race horses between the C.N.R. connection in Ville St. Laurent and Blue Bonnets race track.

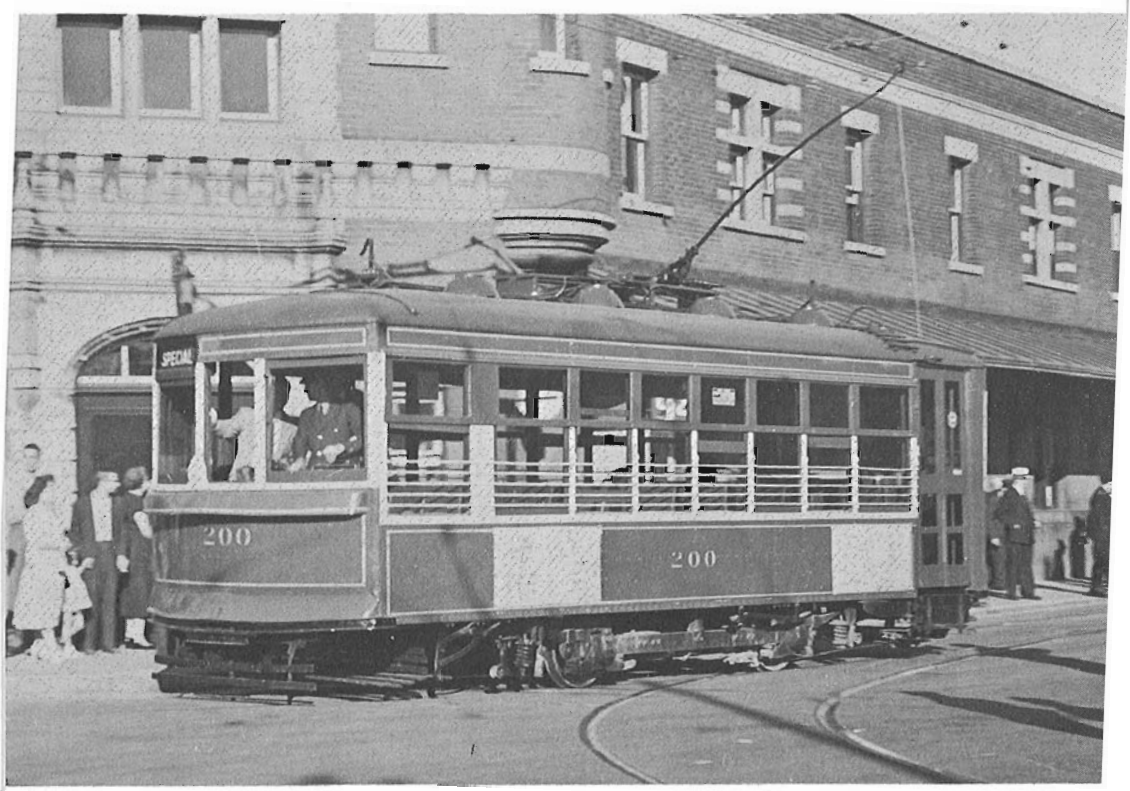
No. 5001 is 31'-8" long and weighs 85,000 lbs. It is equipped with four W.H. 112 motors of 75 HP rating each.

Last month, 'Canadian Rail' published the first part of a resumé by Mr. R. M. Binns, outlining, in brief, the history and important features of trams in the M.T.C. Historical Collection. This month we print the second part of Mr.Binns' contribution.

Birney Safety Car No. 200

Late in 1923, the Company bought fourteen Birney cars second-hand from the Detroit United Railways. They had been in use on the local lines in Flint and Pontiac, Michigan. In Montreal they served on many outlying stub lines and also on some short connecting lines in the city. These Birneys, built by Brill in 1919 were put into service in Montreal in early 1924.

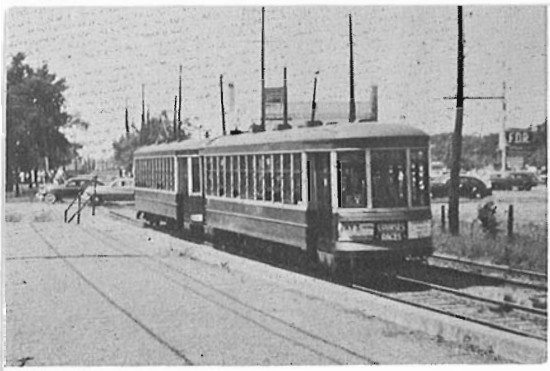
Seven were scrapped in 1939 and three sold to the Levis Tramways Co. in 1944. Two were scrapped in 1947. The remaining car, No. 200(ex U.R.D. No. 223), was used to transport fare boxes between the Hochelaga storage yard and the Hochelaga office from 1945 to 1953. In 1954, it was stored as an historic item and is one of the very few Birney cars in operating condition on this continent.



Crane Car No. W-2

This unit was built in Youville Shops during 1924, and fitted with a Brownhoist Co. crane. It was used primarily in track construction, but was also useful as a wrecker and for general material handling. The length is 42 feet and the weight 77,600 lbs. Lifting capacity is as follows:

Boom radius	Load
12 ft.	17,000 lbs.
15 ft.	12,000 lbs.
20 ft.	8,500 lbs.



Double Truck Passenger Car No. 1801

This car is one of the lead cars of 25 2-car trains built by Canadian Car and Foundry Co. in 1924 (Nos. 1800 to 1824 and 1675 to 1699). The design is a direct copy of Brill-built cars -- motor cars and trailers -- acquired between 1914 and 1922.

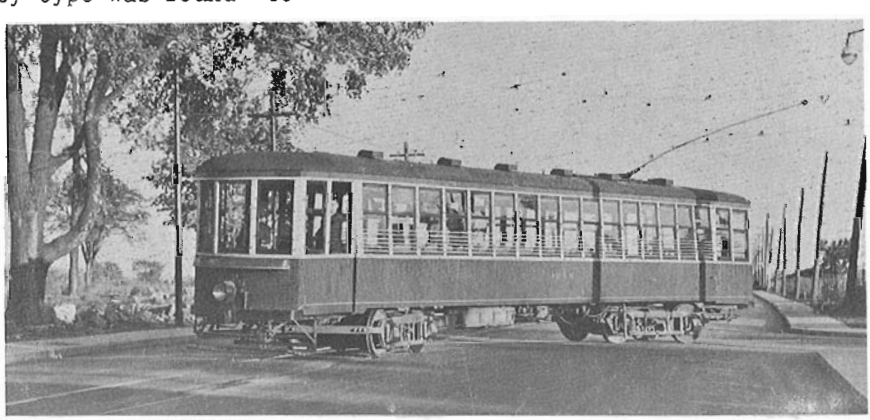
To assist the builders of the 1800 class, a Brill two-car train was stationed at St. Henry car barn, near the C.C.F. works, for convenient examination during construction. The weight of the 1800 class cars was slightly greater than that of the 1550's from which they were copied, being 46,700 lbs. as against 45,300 lbs.

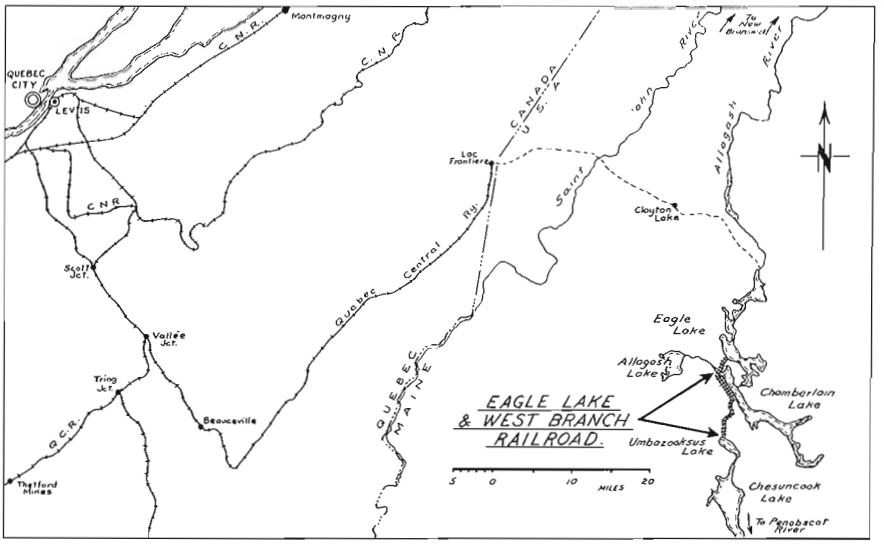
Like the 1550-1625 class trains, the 1800-1675 class had WH PK multiple unit control providing either manual or automatic acceleration. Trailers had two motors on the front truck only. All motorized trailers could mate with 1550 or 1800 class cars. Cars of the 1800 class were withdrawn from service on April 27, 1957.

Double Truck Suburban Passenger Car No. 1046

In 1902, ten suburban type cars, known as the 1032 class (1032 to 1050 even Nos.) were turned out of Montreal Street Railway's Hochelaga shops for the Montreal Park and Island Railway Co. In the previous year this company had been taken over by M.S.R. but continued to be operated as a separate organization. The 1032 class cars were geared for 50 m.p.h. and were typical of suburban cars of that period, operating for the most part along private rights-of-way.

By the mid-1920's the suburban lines were becoming more built up and intersected by more street crossings, so that high speeds were no longer possible. Consequently a longer car of the P.A.Y.E. city type was found to be more suitable and all of the 1032 class cars were completely rebuilt at Youville Shops. The original Curtis trucks were used but the gearing changed to provide better acceleration and lower maximum speed. Our car, No. 1046, was turned out in March 1924. It is 52' 6" long overall and weighs 51,700 lbs. Equipment consists of K 35 control and WH 533 50 HP motors. The car is finished in a shade of "traction orange" which was used extensively by suburban lines between about 1912 and 1936. This colour was considered to have the best visibility against a summer background of green foliage or a winter background of snow, and therefore constituted a safety measure in suburban running.





Eagle Lake & West Branch RR.

From information in an article appearing in a recent issue of the Moosehead (Maine) Gazette.

Deep in the forests of the far northern reaches of Maine lie Eagle Lake and Chamberlain Lake. These lakes are the headwaters of the Allagash which is a tributary of the Saint John River, flowing eastwards to New Brunswick. A few miles to the south of Chamberlain Lake is Umbazooksus Lake, one of the origins of the Penobscot River System, which flows southwards through the State of Maine to the Atlantic.

On a small neck of land between the headwaters of these two river systems rests the remains of an almost-abandoned railway, the Eagle Lake and West Branch Railroad, which about thirty years ago was busy hauling pulpwood for the Great Northern Paper Co. The railroad tracks ran, (as they still do), through the dense, dark woods far from signs of civilization, but now eleven of the original thirteen miles of track are quietly rusting away, almost hidden by the encroaching forest. The two steam engines, which provided the motive power on the Eagle Lake and West Branch, today stand abandoned in a shadowy barn beside the shores of Eagle Lake, about one hundred miles north of Greenville, Me., and some fifty miles to the southeast of Lac Frontiere, Que. It is reported that the two locomotives were moved onto the line from the Quebec Central railhead at Lac Frontiere, hauled by horse and man power under the direction of a M.- Edouard Lacroix of the town of St.Georges de Beauce, Que. Six hundred tons of rails and fastenings for the construction of the line were brought in by a similar method via Lac Frontiere and the hamlet of Clayton Lake.

In its busiest hey-day, the railroad hauled over 800,000. cords of pulpwood, but those days are gone. Only two miles of the track have been maintained in passable condition. This is a two mile stretch between Eagle and Chamberlain Lakes, where the district fire warden operates a gasolene "speeder" in order to patrol his stretch of forest. All other activity has long since ceased, and the line has been almost entirely engulfed by the all-embracing woods which were the original reason for its construction.

Mixed Train to Hemmingford.

Saturday, September 26th may have been a "White Day" on C. N. runs in the Maritime Provinces, but on the System's line between Montreal and Hemmingford, Que., it was a Red Day, a White Day and a Blue Day all at the same time. Not, mind you, in the matter of fares, but in the colourful combination of orange-red foliage, fleecy white clouds and clear blue sky which favoured participants on the CRHA's recent special trip to Barrington and Hemmingford.

The ninety-four mile excursion was scheduled to commence at 10:15 a.m. at the site of the CN's former Turcot East Station. We had gathered some 70 strong long before the advertised departure time, and spent the extra minutes speculating as to the day's activities, which locomotive would be used, and the like. Our conjectures were cut short however with the arrival of C. N. 1719 a Montreal-built road switcher in the new CN colours of red, white and black. It was hauling a short ten car mixed train. As there are no regularly-scheduled mixed trains in the Montreal vicinity, we knew it must be our train --- a combination of regular way freight and chartered passenger. Eagerly we embarked into both the open gondola and the coach which had been marshalled into the train for our use immediately ahead of the van. It was not long, however, before some of the group made friends with the conductor and were permitted to travel "first-class" in the cupola.

Our route took us over the Butler Street line and past the Pointe St.Charles locomotive shops, where the line-up of electric locomotives, diesels, and steam generator units created a good deal of interest. (A visit to these shops and a tour of the Montreal terminals might be a successful outing for the Association at some future time.) Then over the Victoria Bridge, and past St.Lambert, where we paused to allow the "Ambassador" to proceed ahead of us on its trip to New York. Thence to Cannon Junction and onto the former Granby Sub. of the Montreal & Southern Counties line. The name of the junction incidentally commemmorates Mr. Bob Cannon, the last Superintendent of the M&SC Ry with whom the CRHA had many a pleasant dealing. It was the Association's first organized trip over the old M&SC line since interurban car days, and another first over the CTC equipped line between Castle Gardens and Brossard. At this latter junction, we left automatic-signalled territory and proceeded onto train-order despatched Massena Subdivision.

At Laprairie, we began the day's work by picking up orders and setting off some wayfreight. Four miles further on, at Delson, we left our three "freight" gondolas and a box car. No business for St.Constant, but the agent took the opportunity of putting on his station's double windows while the train crew was on hand to help. At St.Isidore Jct., another box car was spotted on the siding, and the train of diesel, two boxcars, "passenger fun-deck gondola", coach and caboose proceeded at a cautious pace down the Hemmingford Sub. The first stop on this line was at St. Remi, where Clark's Canning Company received the two boxcars by means of a "flying switch". The passenger-carrying equipment was uncoupled and the locomotive and boxcars backed on the main line. The first attempt was made at too slow a pace, and the conductor at the switchstand cancelled the move. Success was achieved on the second try and the two freight cars were

CN 1719 switching at St. Remi, Quebec.

Barrington Station and diamond, slowing
train 491 on Valleyfield Subdivision.

safely put away on the industry's siding. This was quite an interesting manoeuvre for those not accustomed to such switching moves and provided an exciting interlude in the day's activities.

The train then proceeded along to Sherrington and Barrington Here at the diamond of the Valleyfield Subdivision, we were detained while a switching move was completed by a Coteau - bound train and while the army of photographers from our gondola recorded our passenger extra crossing the Barrington diamond. A mile or so further on, we had another photo "run-past" at the crossing of the highway. We reached the end of the line - Hemmingford - at 2:46 p.m. and the photographers had another "field day" recording on film the locomotive, the crew, and the first passenger train in the village since April 27th, 1957. Then, time for lunch.

One hour after arrival, the passengers had returned to the wooden frame station, and the locomotive, gondola and coach were turned on the weed-grown wye just north-west of the platform. The van was subsequently re-coupled and the passengers embarked for the return trip to St. Isidore Junction and Montreal. There was no switching to be done on the return journey. The sun which had favoured us with its presence throughout the day was finally sinking behind the cloud-banked horizon as the short mixed train left Brossard for CTC territory and Turcot. Twilight did not last long, and the lights of the city were twinkling in the distance as we paused at St.Lambert to let off some of the South Shore passengers. We took the"Seaway detour" span between St.Lambert and the old Victoria Bridge, and rattled past the Pointe St.Charles Shops as the locomotives were being prepared for their nightly runs. Then, over the Butler Street line to Atwater Avenue, and on to Turcot East. Here ended our travels. We bade farewell to the train and engine crews who had been so indulgent towards us. We had paid our fares to ride the gondola and the coach, but the way we were welcomed aboard the van (and even permitted to peek inside the diesel cab) made the trip that much more enjoyable for many.

A statistical summary prepared by Mr. Ernest Modler follows:-

Consist: Engine 1719 1200 hp MLW road switcher.
Gondolas CN 148877 and CN 149701
Box car CN 589751
Gondola CN 149717
Box cars CN 531884, 535887 and538902
Gondola CN 149516 (for passengers)
Coach CN 5265
Van CN 78867

In charge: Champlain Area, CNR: Trainmaster-Rd.Foreman, Mr.J.P. Brosseau
Psgr.Sales Rep., Mr.J.J.Lapointe
Can.RR.Historical Ass'n: Mr.William Pharoah

Crew: Conductor - Mr.F.G.Prefontaine
Brakemen - Mr.J.J.Laframboise and Mr.J.A.Vezina
Engineer - Mr. M. Hogan
Helper -- Mr. J.E. Michaud

		Eastern Standard Time.	No. of Cars	Remarks
Schedule:	Turcot East	L. 9.38	10 cars.	23 mins late
	St.Lambert	10.08	10	28 " "
	Brossard	10.26	10	31 " "
	Delson	11.16	6	(Set off 4 cars)
	St.Isidore Jct.	11.47	5	47 mins late
	St.Remi	12.29	3	44 " "
	Barrington	1.19	3	(Ex.4533W(491) in
	Hemmingford	A. 1.46	3	46 circuit mins.late
	Hemmingford	L. 3.12	3 cars.	72 mins late.
	St.Isidore Jct.	4.50	3	50 " "
	Delson	5.16	3	(photo stop)
	Brossard	5.39	3	9 mins late
	St.Lambert	6.00	3	(detrain passengers)
	Turcot East	A. 6.24	3	9 mins late

Notes and News

by W. L. Pharoah

Mr. Donald Gordon's re-appointment as chairman of the CN Board of Directors was announced October 4th by Prime Minister Pearson. The 12-man Board is expected to meet soon to confirm Mr.Gordon as President of the National Railways. Although the official appointemnt is for a three year term, it is rumoured that Mr.Gordon will retire from the Presidency after about 18 or 20 months.

In addition to CN's spectacular Red White and Blue transcontinental fare scheme, reported in more detail elsewhere in this issue, railways continue to make news in Canada during the past month. Almost concurrently with the National's announcement, the CPR made public its intention to introduce a "Faresaver" plan. To date of this writing, however, no details have been released.

Effective September 18th, the Canadian Pacific introduced a new Montreal-Ottawa service. The five car passenger consist features a skyline coach, or dome car, two regular coaches, and a 40-seat parlour car. The scenic dome or observation car provides meals for passengers. Schedules are:-

Montreal	6:55 am	Ottawa	4:00 pm
Ottawa	9:30 am	Montreal	6:35 pm

The announced improvement is CN service between Montreal and Ottawa will not be effective until October 27th. It is reported that these changes will feature a late night train leaving Montreal at 11:30 pm and arriving in Ottawa at 1:35 am.

On the Montreal-Levis-Quebec run (on the South Shore of the St. Lawrence River), the Quebec Chamber of Commerce is seeking the establishment of an improved rail passenger service, according to Quebec City newspapers. It is reported that the Canadian National has submitted concrete proposals to the C.P.R. on the subject, although as the Montreal-Quebec runs are in Pool Territory, neither road can make major changes in the present system without the agreement of the other.

The CN recently requested permission of the Board of Transport Commissioners to cease passenger operations between Quebec City and Richmond (which service connects with Richmond-Montreal trains). This permission, however, was denied by the Board.

Five hundred CNR box cars are being converted by the Railways in their Pointe St.Charles Shops. They are being equipped with new nine-foot doors and are coming off the production line at the rate of ten per day.

Contract for the construction of the new CN technical research and test laboratory has been awarded to Louis Donolo, Inc. The centre is being established in Ville St.Laurent between Cote de Liesse Rd. and the CN's Montreal Yard.

Mr. Donald F. Purves, assistant vice-president of the CN's research and development department outlined the possibility of integral coal trains at a recent Conference on coal in Halifax. Mr.Purves stated that the volume of coal traffic would have to be sufficient to keep at least one set of equipment busy in a shuttle service, carrying 7,000 to 10,000 tons of coal per trip.... by-passing yards and avoiding costly switching moves. Up to now, the requirements of the Canadian market for coal have not been concentrated enough to warrant setting up such arrangements, but by the year 1975, thermal power plants are expected to consume some 21 million tons annually, making an integral train arrangement feasible.

Interest in the London and Port Stanley Railway has been expressed recently by the Chesapeake and Ohio Railway, which operates through St.Thomas, Ontario, and has divisional offices in that city. The L.& P.S. formerly had an extensive passenger business operated by frequent electric trains, but now handles freight only and operates both electric and diesel locomotives. No price has been mentioned and no official negotiations opened for the sale of the line now owned by the City of London, Ont.

The demands which will be made on Canada's railways as the result of the recent Russian wheat purchase have been the subject of many an editorial during recent weeks. Most predictions are that both major Canadian rail systems will be able to undertake the job satisfactorily, but that every locomotive and all available grain-carrying cars will be required. ..."many road crossings will be blocked by long freights during the next several months"...."there will be trains of box cars loaded with wheat wheeling to the Lakehead, the Pacific coast, and to the Hudson Bay port of Churchill"...."it is going to mean a lot of trains and thousand of cars".... The Canadian National has optioned the right to rent up to 75 locomotives from U.S. railroads, although details of this arrangement are not yet available.

Baggage Buggies will be introduced by the CN System when the National Railways' new Moncton station opens later this year. The contraptions, which resemble the carts in supermarkets, are designed to help passengers move their luggage around from the time they arrive at the station to the time they board the trains, or vice versa. They are intended as a supplement to Redcap service, and not as a replacement..

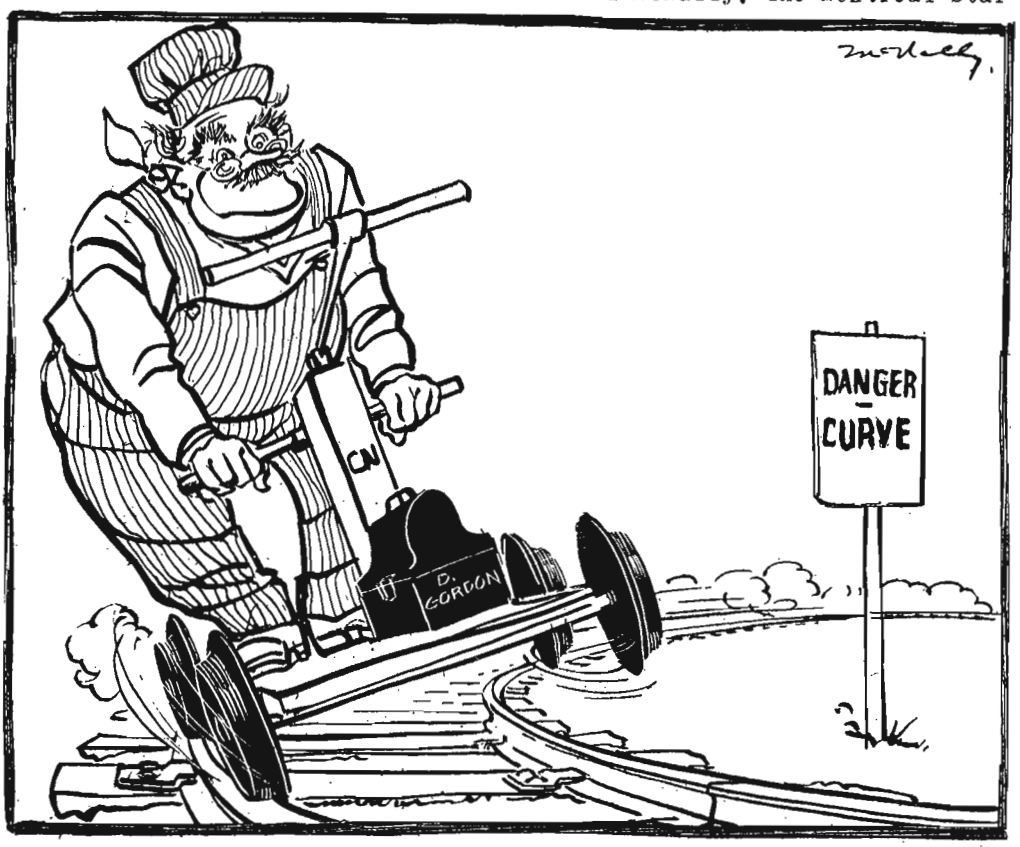
The Canadian Pacific Railway has been given permission to discontinue passenger trains 123 and 124 between McAdam and Edmundston, N.B. No announcement has been made about when the change will take effect, but the Board of Transport Commissioners has given its sanction to the abandonment,

In Nova Scotia, however, the CN has been under fire for having too many passengers. According to civic officials in Sydney, many patrons are being forced to stand up during the trip between Sydney and Truro because there are no seats available. (Is this proof of success of CN's campaign to lure the passenger back onto the railway??? Ed.)

On the CNR's Grand Trunk Western lines, however, passenger receipts have been declining at an alarming rate. Harry Sanders, vice president of the GTW has announced local Detroit traffic dropped from over a million passengers in 1954 to 447,000 in 1962. He indicated that the line needed about a million passengers a year to break even.

Still On the Tracks

- Ed McNally, The Montreal Star



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