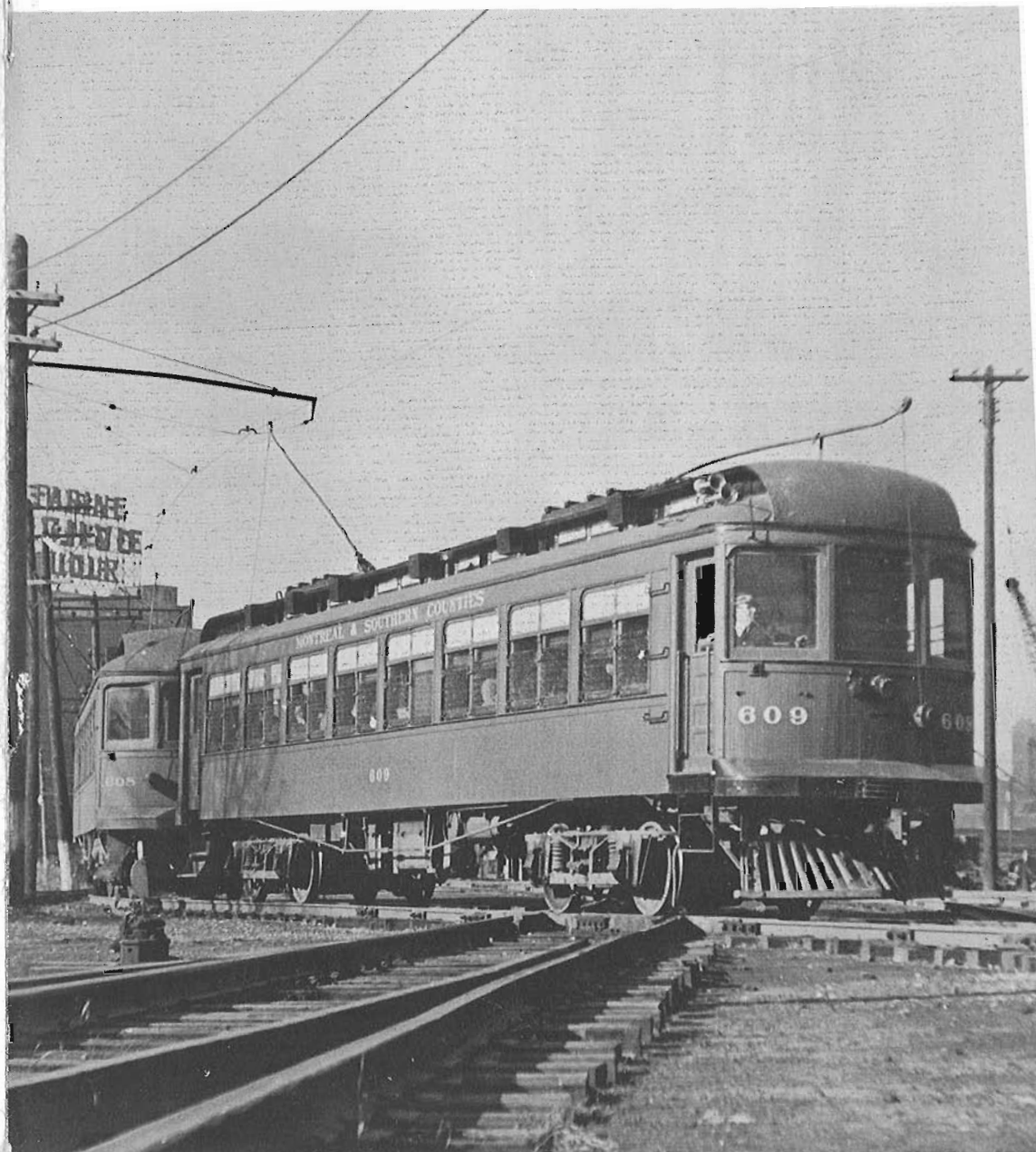


# Canadian Rail



Number 151 / January 1964



**SOUTH EASTERN RAILWAY.**

**CHEAP FARES**

TO THE

**MONTREAL**

**WINTER**

**CARNIVAL**

**JANUARY 26 TO 31, 1885**

**EXTRAORDINARY  
NEW AND NOVEL  
ATTRACTIONS.**

Tickets to MONTREAL and Return to go from January 26th to 30th, inclusive, and to return till February 2nd, 1885, at following rates:

FROM ALL STATIONS BETWEEN

Chambly Basin, St. Cesaire and West Brome, inclusive, . . .	SINGLE FARE.
West Brome to Waterloo and Newport, inclusive, . . . . .	\$2.00
Stanbridge, Bedford and Mystic,	1.50
Sorel, via St. Rosalie and G. T. R.	2.00
All other points on the Northern and Champlain Divisions.	SINGLE FARE.



For Programmes, Lists of Private Lodgings, Boarding Houses, Hotels and Restaurants with rates, accommodation and full particulars, apply to your nearest Station Agent.

**T. A. MACKINNON,**  
General Manager for the District.

MONTREAL, January 15th, 1885



*Our Cover*

Montreal & Southern Counties Railway electric wooden inter-urban cars 609 and 608 at the grade crossing with CNR near the West end of Victoria Bridge, shortly before abandonment of the service in 1956. (J. Marjoribanks)

ABOVE: Sketch of conductor by our Toronto representative, W. McKeown. Poster collection O.S.A. Lavallee.

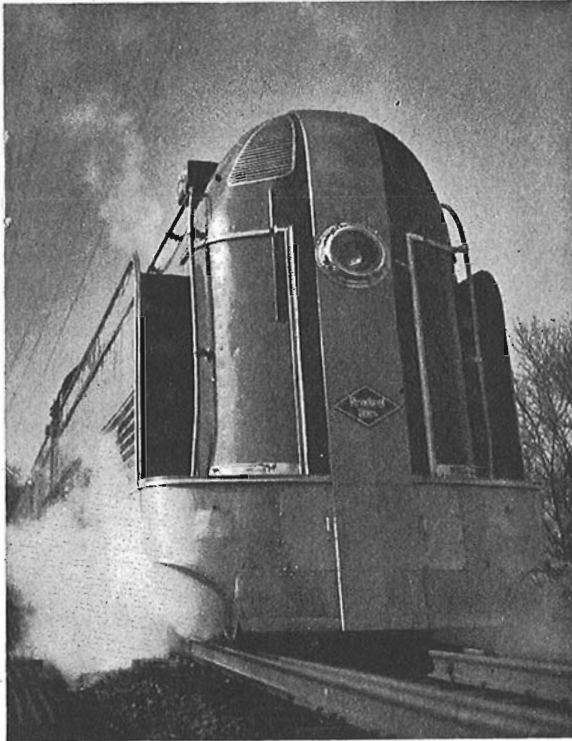


# The Reading Railroad's

## Crusader

New Jersey, who had submitted the name "Crusader" for the Railroad's new five-car streamliner. A committee of railroad officials had selected Mr. Silzer's suggestion as the most appropriate for the train, which had been placed in operation the previous December 13th.

The five new passenger cars had been built by the E. G. Budd Manufacturing Co., and consisted of four chair-car coaches and one tavern-dining car. The train was designed to be assembled with the dining unit in the centre, two coaches forward and two coaches behind. Both the first and last cars were constructed with rounded observation ends to obviate turning of the train at the terminals. These end cars had 56 coach seats, 14 individual lounge chairs and a decorative utility table at the rounded ends. The other two coaches had 56 seats in the main



The era of the stainless-steel streamliner broke over the eastern part of the North American continent as Lily Pons, noted star of the Metropolitan Opera and radio, broke the champagne bottle over the locomotive's driving wheels. A huge American flag was removed from the engine, and the Reading's stainless-steel streamlined train was officially designated "The Crusader".

The ceremony, which took place in the Reading Terminal, Philadelphia, Pa., on February 23, 1938, at 7:15 in the evening, was attended by civic and railroad officials including E. W. Scheer, President of the Reading and Central of New Jersey lines. Mr. Scheer presented a cheque for \$250 to Mr. P. W. Silzer of Plainfield,





body of the car and 12 lounge chairs in a separated section. The dining car accommodated 25, while the tavern lounge had seats for 27.

Although interior decor was distinctive in each of the five units, from the exterior the train presented a smooth and unified appearance. Passenger steps recessed into the car bodies when the vestibule traps were closed, and full-width diaphragms obviated obvious breaks between the individual cars. All units had Controlled Slack Couplers and were constructed and sheathed with "18-8" stainless steel using the Budd Shotweld process. Passenger windows were double glazed, and the train was air-conditioned throughout with electro-mechanical equipment.

To haul the new cars, two Pacific type 4-6-2 locomotives were rebuilt in the Reading's shops. They were streamlined by the addition of stainless steel panels, and harmonized pleasingly with the passenger coaches.

Schedules for "The Crusader" consisted of two round trips daily except Sunday between Philadelphia and Jersey City, N. J., a distance of just over 90 miles. One round trip called for three intermediate stops and took one hour and thirty three minutes. The other run, with six intermediate stops, took seventeen minutes longer.

The subsequent history of the five-car "Crusader" does not appear to have been marked by any outstanding events. It was the first stainless-steel streamlined train in the Eastern United States and, at various times, has been referred to as "The Commuters' Streamliner" and "a delightful little train". On very few occasions did it fail to fulfil its Philadelphia-New York assignments; but at times the equipment has been operated on rail-fan trips originating in the Philadelphia area, and in June, 1960, was used as the "Playhouse Special" between its home terminal and New Hope, Pa. It is reported that on this run it had a few narrow squeaks past



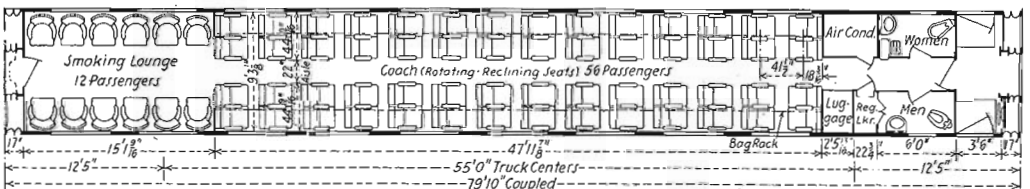
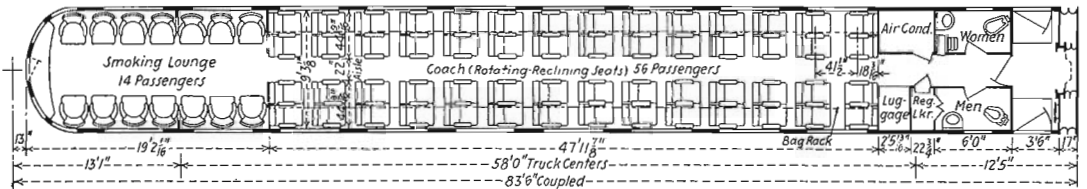
close, close clearances.

Dieselization overtook the "Crusader"'s silver-shrouded Pacifics in the mid-1950s and Electro-motive FP7's performed the motive power duties during subsequent years.

In the fall of 1960, traffic requirements forced the substitution of conventional equipment, and the five unique Budd-built Passenger cars were withdrawn from service. The name "Crusader" was

transferred to the re-equipped train, and the passenger units of the "delightful little train" were placed in storage.

Recent reports indicate that this original "Crusader" equipment has now been acquired by the Canadian National System for use in Canada. Its assignment and operation on the C. N. will be reported in the News Columns of 'Canadian Rail', when such details become available.





# C.N.R. 5093 preserved at Regina.

Colin K. Hatcher.

Regina, Saskatchewan, like many other cities and railway towns across Canada, has preserved a steam locomotive. The honour befell Canadian National Railways 5093, an oil-burning 4-6-2, class J-4-c, built by the Montreal Locomotive Works in December 1917.

## Regina a Railway Centre.

It was not at all untimely that some citizens wished to preserve a steam locomotive as Regina's very existence as the capital of the Northwest Territories and later the Province of Saskatchewan depended on the route of the Canadian Pacific Railway, the first railway across the Canadian Prairies. In the early 1870s Sandford Fleming surveyed a line across the northern portion of the Northwest Territories, a route which is followed to some extent today by the Canadian National trans-continental line. Anticipating that the Canadian Pacific would build its railway over Fleming's route the Dominion Government in 1878 declared Battleford the seat of administration for the Northwest Territories. However, in 1880 John Macoun, a botanist, pointed out that the southern portion of the Northwest Territories was suitable for agricultural purposes, and a route was surveyed through this area over which the CPR built its line. This course of events left Battleford completely cut off from any railway connection and isolated it from the heavy settlement that was bound to spring up along the more southerly route. Lieutenant-Governor Dewdney of the Northwest Territories declared that the new Territorial capital should be located on the C.P.R. close to where the line would cross the Wascana Creek. It was

so located because firstly, it would be on the railway and secondly, it would be in the centre of some of the most fertile land on the prairies. In May 1882 the final survey was run across Wascana Creek and on Aug. 23, 1882, the first passenger train arrived at the new town-site, at which time it was named Regina. It was officially declared capital of the Northwest Territories in 1883. Soon after the formation of the Province of Saskatchewan in 1905, Regina became its capital.

During the first three decades of its history, Regina was an important centre for no less than four different railway companies. In March 1883 the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company was chartered to build a land and water route northward from Regina. In 1889 the Company decided on an all-land route and in 1890 the CPR leased the line with the option of renewing the lease on an annual basis. This arrangement continued until March, 1906, when Mackenzie and Mann's Canadian Northern Railway acquired control of the line. In 1904 the CPR branch line from the southern Saskatchewan towns of Stoughton, Carlyle and Arcola reached Regina. In August, 1911, the Grand Trunk Pacific Railway arrived in Regina and built fairly extensive yard and roundhouse facilities which to this day serve the needs of the Canadian National Railways in Saskatchewan's capital. The Canadian Northern also built roundhouse facilities near the city about this time.

## The Locomotive.

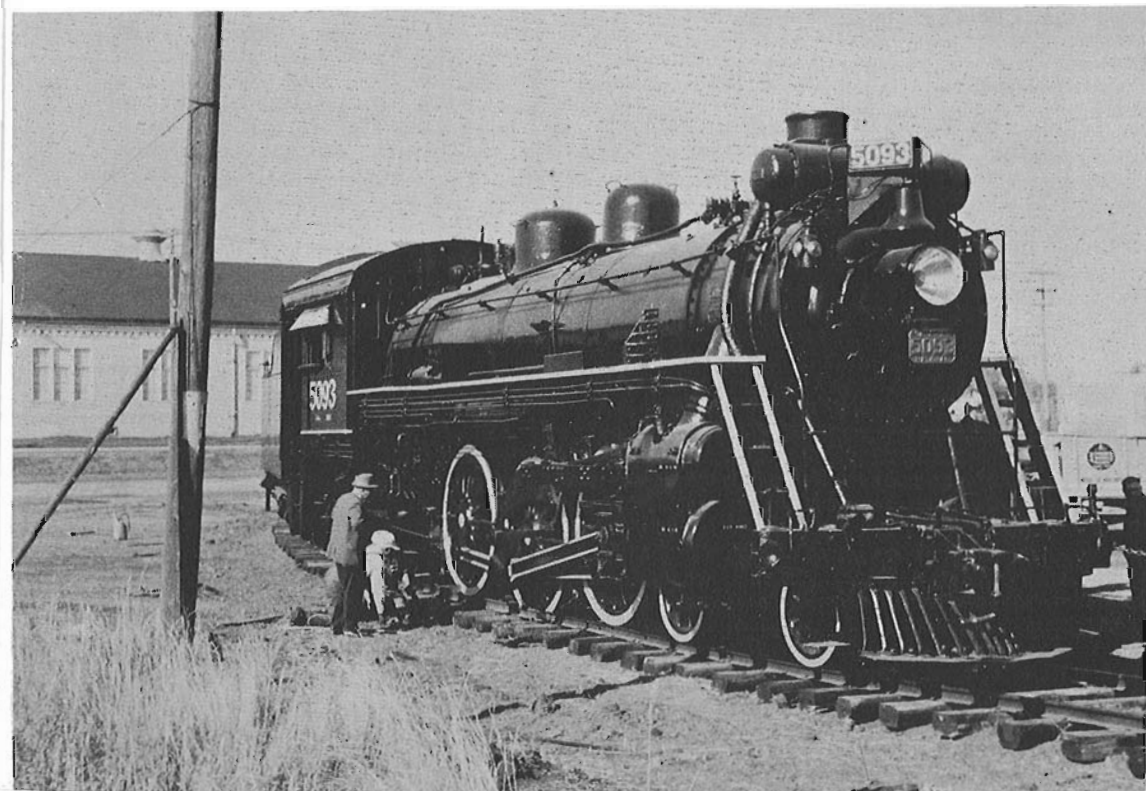
Canadian National's 5093 had been lingering on a siding

adjacent to a residential street behind the roundhouse in North Regina since January 1962. It was obviously being held for some purpose as the CNR was rapidly scrapping steam locomotives at this time. In fact the April 1962 edition of CRHA News Report listed 5093 as one of only twenty steam locomotives remaining on the once-extensive roster of CNR steam locomotives. For many months 5093 remained in the same place without a number plate, without a headlight glass, and without cab window glasses. Children frequently clambered over its rusting hulk.

Early in the summer of 1963 the steam locomotive disappeared from the siding. Many, no doubt, thought they had seen the last of 5093. However, early in October the locomotive appeared in the yard again: this time it was in the centre of the yard where it was inaccessible to children.

It now boasted a gleaming coat of black paint with white trimmed running boards, tyres and driving rods. The tender was decalced with a round CNR insignia obviously intended for a coach, as it looked lost centred in the outline of the previous decal. The number plate looked very prominent under the repaired headlight and the cab window glasses were all intact. Even the running gear was fully intact. Inside, the brasses were all polished and the gauges stamped "Transcona September 27, 1963". This inscription seems a little out of place as 5093 was restored at the North Regina Shops of the CNR.

For many months a group of Regina businessmen interested in preserving a steam locomotive were determining the fate of 5093. This whole preservation project was spearheaded by Mr. G.B. Grant, a prominent business-




man and former Mayor of Regina. A construction firm donated their services and materials to provide a proper display base. Others donated services and materials for landscaping, fencing, and actual restoration. The Regina Exhibition Association provided the display site which is adjacent to its Elphinstone Street gates, and also agreed to properly maintain the locomotive. The Canadian National Railways contributed the cost of moving the locomotive from its North Regina shops to the display site as well as the rail and ties on which the locomotive rests. The City of Regina and the Saskatchewan Diamond Jubilee and Centennial Committee have each been approached to equally share the purchase price of the locomotive itself. The City has already presented its share of the cost, but Mr. Grant still has upwards of \$2000. invested in the locomotive as the centennial Committee has not yet submitted its share.

#### The Move.

On Tuesday, October 15th, 1963, a bulldozer prepared a path across a grass-grown parking lot from a CNR siding to the edge of Elphinstone Street. On October 16th, a diesel switcher pushed 5093 into the siding, track crews then cut the siding and pushed it over to connect with the sections of temporary track laid across the field. These temporary track sections were laid by a CNR "Scoopmobile" which is simply a front-end-loader type of machine. Then, with the aid of a City bulldozer and a Canadian Army winch truck,

5093 began its final journey. The locomotive groaned and creaked over the rails, and as it took to a curve on a slight down-hill grade, the two centre driving wheels walked over an open joint and derailed. Track crews reinforced the rail under the derailment with more ties and laid a pair of re-railers. The winch truck cable was again attached to the tender's coupler and began pulling, but the locomotive acted as a good anchor dragging the winch truck back, despite ties blocking all its wheels. The result was one truck tire punctured by the end of a rail on the temporary track. The second attempt to move the derailed 5093 consisted of attaching a pulley to the coupler through which the cable passed and doubled back to an anchor near the winch truck. This anchor was held in place by five steel rods each about four feet in length pounded almost their full length into the ground. After two attempts this method was abandoned because on both occasions the rods were simply bent and pulled right out of the ground. Finally, with the bulldozer acting as an anchor by thrusting its heavy shovel into the ground against the force of the cable attached to it, the drivers inched and groaned over the re-railers and clunked onto the tracks again.

In the meantime, crews had been repairing the siding, thus isolating 5093 physically from the Railway it had long served. Track sections were moved from in front of 5093 and placed behind it so that the tender-first journey could be continued. The



...the two centre driving wheels walked over an open joint and derailed....



locomotive reached the edge of Elphinstone Street (less than two city blocks from where it began its short trip from the siding that morning) late in the afternoon. Here its wheels were blocked and it remained for the night.

Early on the morning of October 17th, city work crews dumped several truck loads of gravel across Elphinstone Street and leading into the display base over which the track was laid. Total distance of this trip was about 200 feet. Traffic on the street was simply re-routed over the field through which the locomotive had passed the previous day. The final trip around the curve from the street into the base was indeed eventful. On the first attempt, the curve was too tight. The track across the street was straightened so that it ran almost parallel with the street. Then 5093 was pushed forward while crews eased the curve, very carefully gauged the track, and made sure it was well spiked down. Slowly 5093 was winched into the curve. It was stopped again, however, when only about  $\frac{1}{4}$  of an inch of the centre driving wheel on the engineer's side was still clinging to the rail. Another move ahead, further track adjustment and finally 5093 was moved onto the display

base about 4:00 p.m. The track was immediately cut, the wheels welded down to the rails and the moving of 5093 was complete. Within a few days her cab doors were locked shut and she was surrounded with an industrial fence as a deterrent to vandalism. Many Regina's, as they drive past 5093, turn into the Exhibition Grounds to examine more fully the now silent locomotive which once stormed across the prairies with a long string of wheat-laden box cars or hustled its train of baggage, express and passenger cars on to the next depot.

It is interesting to note that the moving of 5093 was a sharp contrast to that of CNR 5080, a similar locomotive on display in Prince Albert, Sask. Press reports in that town indicated that 5080 would be moved at 9:00 a.m. on a given day in late September, 1963. However, the CNR, anxious to get an early start, began the move at 8:00 am and the move was completed by 8:45 a.m. the same morning. Many disappointed towns-people thus missed seeing this spectacle.

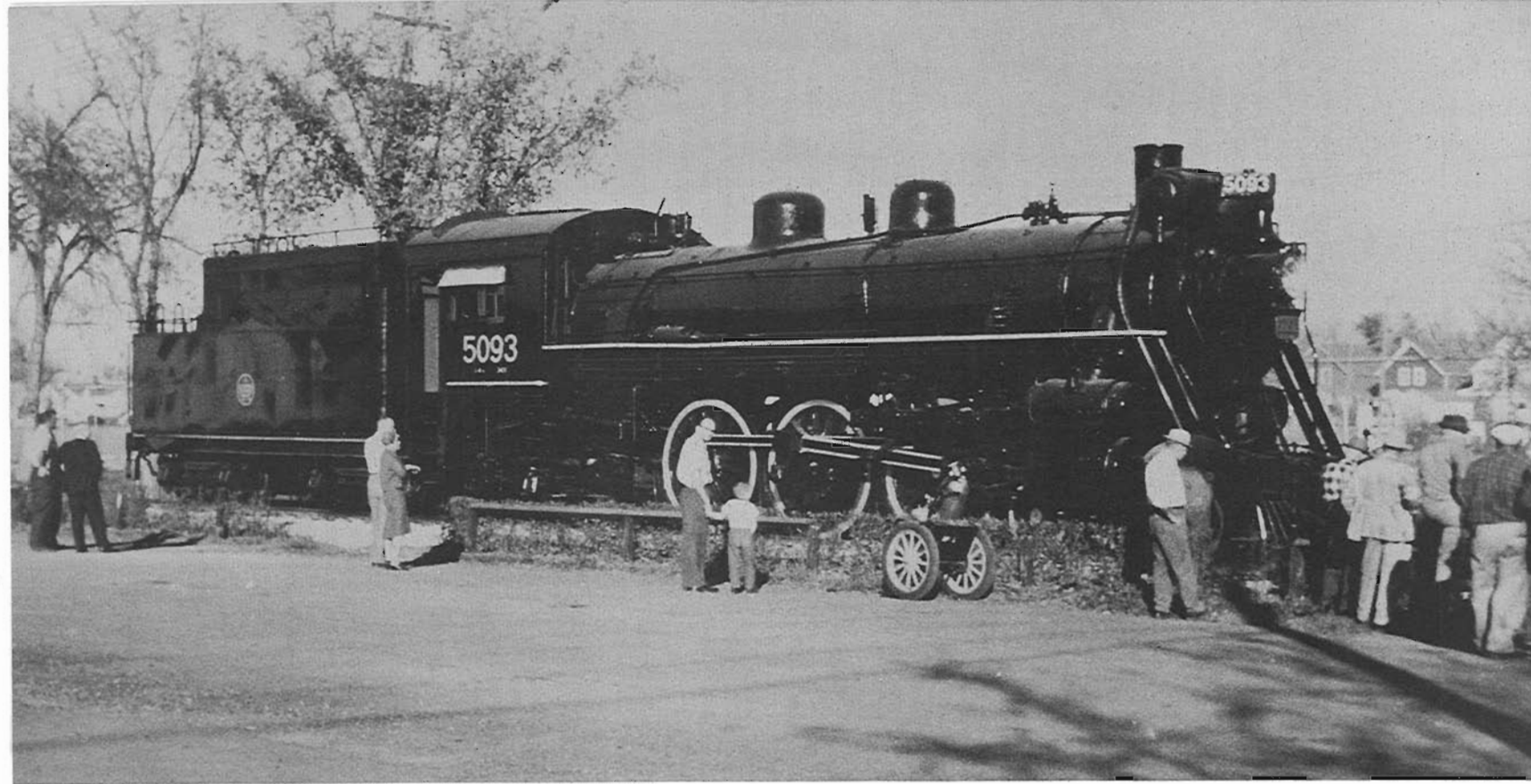
In Regina the difficult move took the better part of two days and many of the capital city's citizens witnessed the final journey of one of the west's faithful iron horses.

Photos by the Author.

...the wheels welded down to the rails and the moving of 5093 was complete.

A misprint.

Mr. W. R. Linley of Ottawa has pointed out to us that CN 1719 mentioned in the October issue is a 1000HP unit and not a 1200 HP locomotive.



# LOCOMOTIVE NOTES

Information  
from  
E.L.Modler.

In addition to the road switcher units leased by the CNR from the Duluth Missabe and Iron Range (P.239,Nov,1963 issue), the National System has leased twenty road freight diesels from the Bessemer and Lake Erie Railroad. These 1500 h.p. units are being operated on CN freight runs originating in the Toronto area. B&LE numbers of the leased locomotives are:-

713A - 715A - 716A- 717A - 718A - 719A - 720A - 722A -  
726A - 728A - 713B - 714B - 715B - 716B - 717B - 718B -  
720B - 721B - 722B - 725B.

The "700 series" of the Bessemer and Lake Erie were built by E.M.D. as follows:

Class	Numbers	Date built.
W-4-A	701A to 707A	1950
W-4-B	701B to 707B	1950
W-4-A1	708A to 714A	1951
W-4-B1	708B to 714B	1951
W-4-A2	715A to 724A	1952
W-4-B2	715B to 722B	1952
W-4-A3	725A to 728A	1953
W-4-B3	723B to 726B	1953

The Canadian National Railways retired eleven diesel electric locomotives during 1963. Seven units were scrapped, one converted to a booster unit for hump-yard operations, two were sold, and one retired from active service but held for possible sale or preservation.

C.N.R.Number	Class	Disposition
500	LS-3a	retired
851	GR-9a	sold to International Nickel Co.
4951	GRG-18b	scrapped #
8454	MS-7a	sold to Manitoba Paper Co.
8477	MS-7b	converted to booster B-1.
9050	GFA-15b	scrapped
9312	CFA-16b	scrapped %
9330	CFA-16b	scrapped %
9332	CFA-16b	scrapped %
9336	CFA-16b	scrapped %
9454	MFA-16c	scrapped %

% - removed from records,Nov.11  
# - removed from records,Nov.30

## PHOTO NEXT PAGE:

When it was still Montreal Tramways Company, observation car No. 2 (vintage 1906) turns the corner of Cote des Neiges and Queen Mary Roads. Of all the cars that disappeared finally in 1959, the observation cars were certainly the most missed, most regretted.

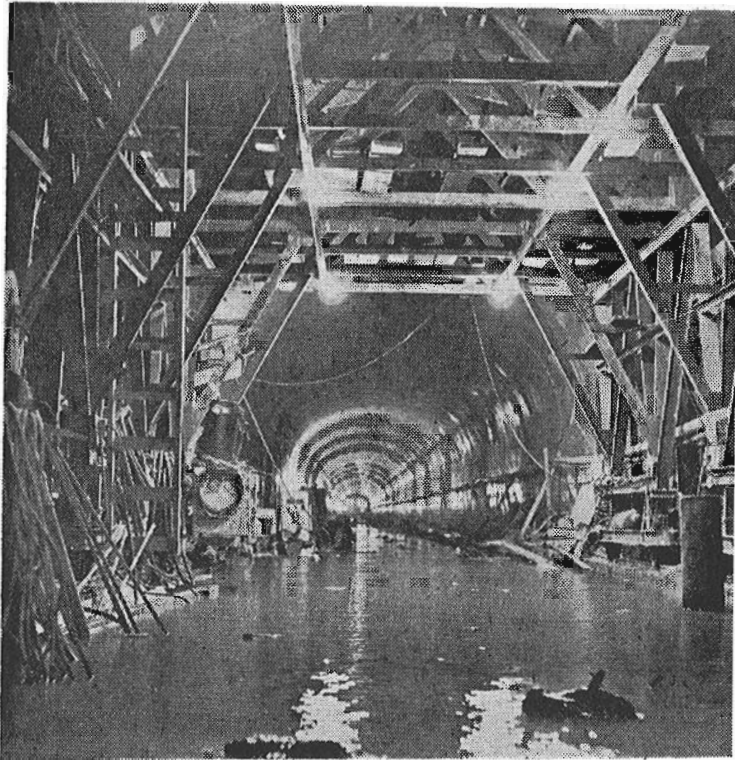




PARC LAFONTAINE  
COTE DES NEIGES



O.S.A.Lavallee.



Subway takes shape on Berri St. line — nearly finished

Though little appears in the local press, construction of the Montreal Metro is going on apace underground, as members of the city council found on an inspection trip arranged early in December. Most of construction on the initial contract, under Berri Street between Cremazie Blvd. and Jean Talon Street, is completed and the subway is beginning to assume completed appearance, as the illustration shows. Proportionate progress is in evidence on the other sections, with work being pushed on one station, evidently to experiment with visual treatment.

Extensive expropriation work has been undertaken adjacent to the corner of Berri and DeMontigny streets, where the "east-west" Line No. 1 will cross the "north-south" Line No. 2, necessitating a double-level station. Up to December 8th, the City of Montreal had made a total expenditure of \$19,191,795 on the project, out of a total commitment of \$105,426,327.

Dredges have been at work in the Saint Lawrence River, making test borings for the projected 14,000-foot extension under the river, which will serve the 1967 exposition site and the south shore.

# DIAGRAM

The diagram this month, for which we are once again indebted to Mr. G.A. Parker, represents a Canadian Pacific 2-8-2 of class P-2-j. The twenty-five locomotives in this sub-class were constructed in the latter part of the Second World War by Montreal Locomotive Works, and supplemented 137 existing units of this class, which had been built between 1919 and 1943 by the Montreal and Kingston works, as well as by the CPR's own Angus Shops.

The locomotives of class P-2-j were numbered between 5437 and 5461, and were outshopped from MLW as follows:

May 1944:	Nos. 5437 - 5439.	August 1944:	Nos. 5454 - 5460
June 1944:	" 5440 - 5447.	September " :	" 5461.
July 1944:	" 5448 - 5453.		

Their specifications are as follows:

Boiler Pressure:	275 lbs.	Cylinders:	22 x 32"
Tractive Effort:	57,500 lbs.	Driving Wheels:	63"
Grate Area:	70.3 sq. feet	Weight on Drivers:	248,500 lbs.
Combined Heating Surface:	4,406 sq. feet	Loaded Weight of Engine:	339,000 "
	Total Loaded Weight of Engine and Tender:		577,000 lbs.

One engine of this class, No. 5446, is currently being held for possible historical preservation.

Diagram -- see next page.



## An interesting comparison

At normal fares, a railway passenger in Italy can travel approximately 55 miles for \$1.00, while in Bulgaria or Roumania he could travel only about 20 miles. Switzerland, Germany, and Hungary have passenger tariffs that work out at between 20 and 30 miles per dollar, while British, French and Scandinavian railway travellers average between 30 and 50 miles for the same price.

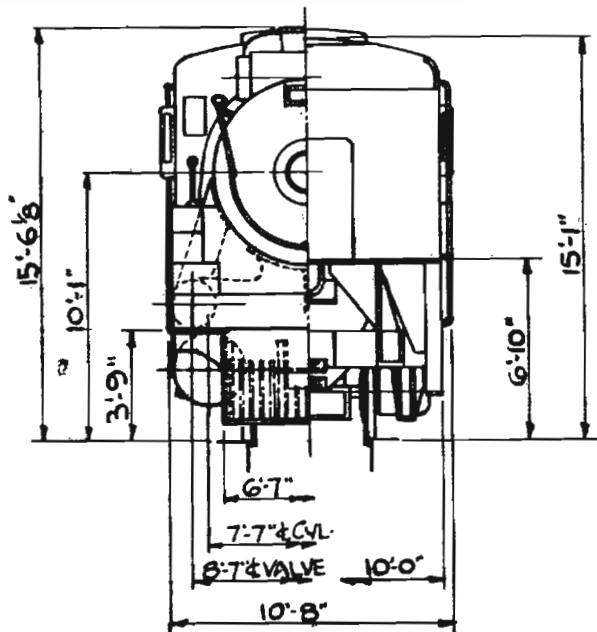
Canadian tariffs used to mean that a passenger travelled about 25 miles for \$1.00, but since the inauguration of RED WHITE & BLUE and FARE-SAVER plans the distance per dollar has been boosted to almost 45.



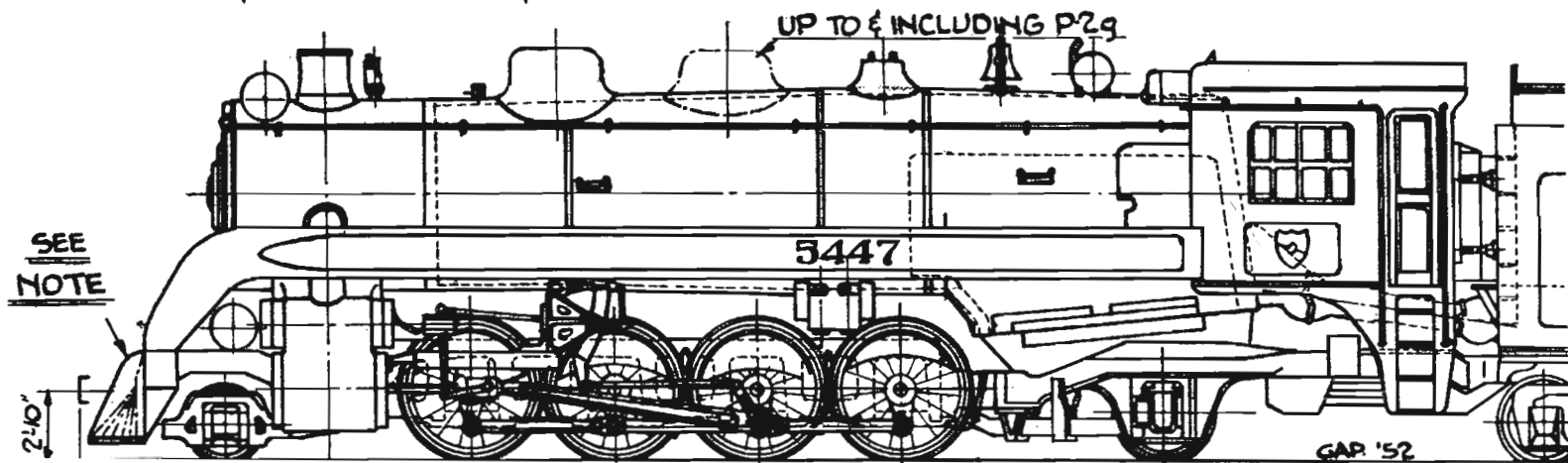
# Canadian Pacific

## 5447

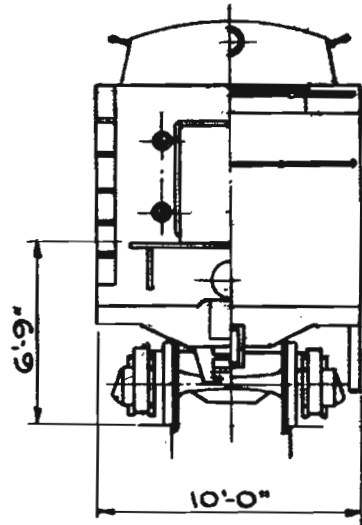
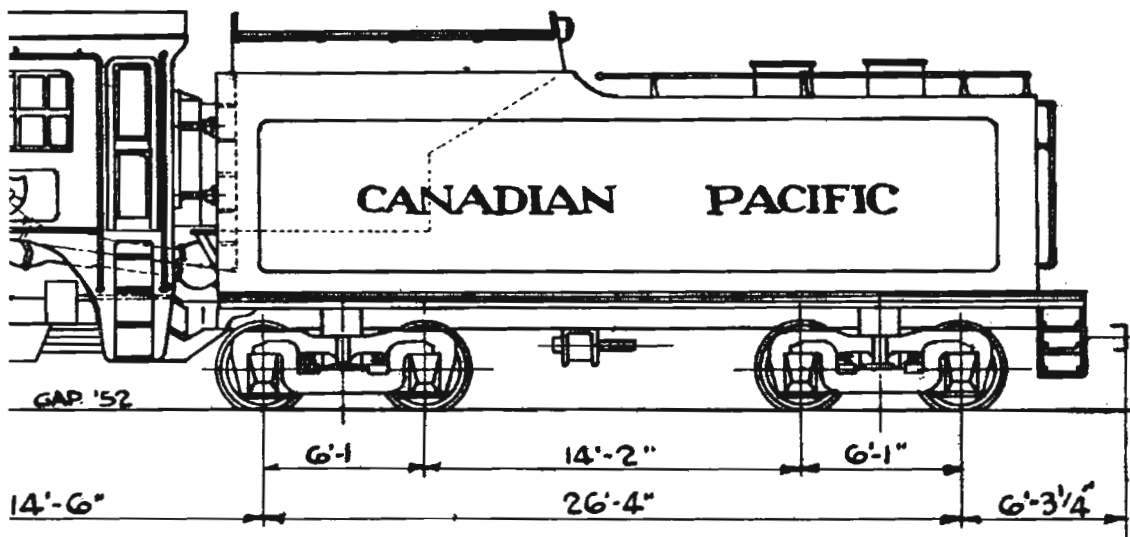
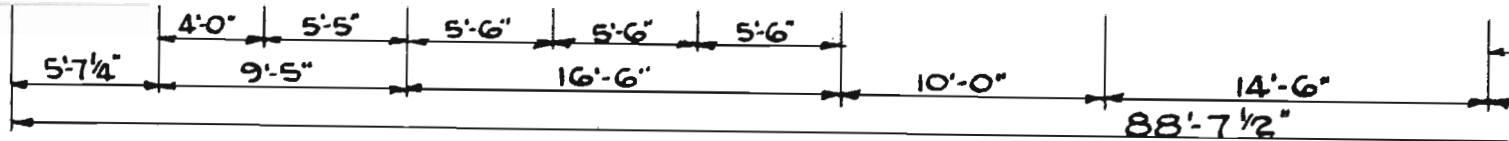
P 2 j



Built - Montreal Locomotive Werks, 1944  
Serial No. 71645.







NOTE:-

- CLASSES P2a to f - SPOKED
- PILOT - NO STREAMLINING
- CLASSES P2g-h - SOLID
- PILOT - STREAMLINING
- CLASS P2j - SPOKED PILOT
- STREAMLINING

DRIVES - 63" DIA.

- LEADING WHEELS - 33" DIA.
- TRAILING WHEELS - 45" DIA.
- TENDER WHEELS - 36" DIA.



SCALE  
DWG. 282-1

# Railways of the Eastern Townships of Quebec

The first of a series of short "thumbnail sketches" on the early railways of eastern Canada by the late Mr. Robert R. Brown. These resumés, originally published in C.R.H.A. News Reports twelve years ago, do not pretend to include all available information on the lines in question: they merely record the historical highlights and serve as a basis which some members may wish to expand into more comprehensive histories.

## STANSTEAD, SHEFFORD & CHAMBLY RAILWAY.

Even before Canada's first public railway, the Champlain & St. Lawrence, was completed in 1836, the Montreal "Gazette" reported that the inhabitants of the Eastern Townships were planning to build a railway from the terminus of the C&StL at St. Johns, through Farnham, Granby, Waterloo, Magog to the province line near Stanstead, where connection would be made with an American railroad being built from Hartford, up the Connecticut and Passumpsic valleys to Newport at the southern end of Lake Memphremagog. Many years were to elapse, however, before the project got beyond the conversation stage.

The Company was incorporated in 1853 but construction did not begin until 1858. The trestle across the Richelieu River and the line from St. Johns to Farnham were built very quickly and completed on January 1st, 1859. A year later, on December 31st, 1859, it was completed to Granby, and to Waterloo on August 21st, 1861. It is said that the line was actually completed a few miles beyond Waterloo to Frost Village but that part was not operated. During 1859 and

1860 the line was operated by the Champlain & St. Lawrence Railroad and with rolling stock belonging to that Company, but toward the end of 1860, the SS&C received its new locomotive, the "A.B. Foster" and other rolling stock, and commenced running the line itself. The promoters of the railway were all residents of Waterloo, then a town of relatively much greater importance than now. L.T. Drummond was President, L.S. Huntington was Secretary, and A.B. Foster was Lessee and Manager.

Meanwhile the Vermont Central Railroad and the Connecticut & Passumpsic Rivers Railroad (better known as the "Passumpsic") had become bitter rivals for the traffic of northern Vermont and, since the Vermont Central had already established an international rail route to Montreal via Rouses Point, it was determined to prevent the opening of a rival route between New England and Montreal via Newport and Waterloo. In the autumn of 1862, the trustees of the Vermont Central Railroad bought a controlling interest in the Stanstead Shefford & Chambly Railroad Co. and put a stop to all fur-

ther construction work. Its control was strengthened by the purchase in 1867 of all the remaining capital stock. They then leased the line at a rental sufficient to pay the interest on the outstanding bonds.

For many years the road was operated as part of the Vermont Central and for ten years (1878-1888) the trains ran through to Magog over the Waterloo & Magog Railway. The Waterloo & Magog Railway was sold to the Canadian Pacific Railway in 1887 and dismantled in 1888. The Central Vermont continued to operate to Waterloo until November 1st,

1923, when the line was taken over by the Canadian National Railways. In 1935, the part between S.S. & C. Jct. (Iberville) and Farnham was abandoned and trains re-routed over the parallel Canadian Pacific Railway tracks and finally on November 25th, 1951, all service via Farnham was discontinued and the trains from Waterloo, hauled by new diesel electric locomotives, began operating via Granby and Marieville over the Montreal & Southern Counties Railway. A mixed train service now operates between Farnham, Granby and Waterloo.

#### LOCOMOTIVES OF THE STANSTEAD SHEFFORD & CHAMBLY RY.

" A.B. FOSTER "

4-4-0 15x22" 66" 1860 Taunton  
no. 276

In 1871 it was added to the Vermont Central RR. roster as no. 42 and two years later it was sold to the Ogdensburg and Lake Champlain Railroad and its subsequent history is unknown.

" WATERLOO "

4-4-0 13x20" 60" 1845 Hinkley  
no. 55

Originally the "Holyoke" of the Connecticut River Railroad; bought by the Vermont Central Railroad in 1855 as no. 43 "Bolton"; rebuilt by Taunton in 1862, and sold to the S.S. & C.

Ry. as the "Waterloo". In 1881, it was sold to the Montreal & Sorel Railway as no. 2; to the Pontiac Pacific Junction Ry. in 1882 as no. 2 "John Rankin". Finally sold in 1885 to the Great Northern Railway of Canada as no. 1 "Ste. Sophie". Scrapped 1903.

" I.B. FUTVOYE "

4-4-0 15x20" 66" 1852 Southern

Originally Vermont Central Railroad no. 40 "Iron Horse", renamed "Gov. Smith" in 1863; rebuilt at St. Albans in 1866, sold to the SS&C Ry. and named "I.B. Futvoye" in honour of the station agent at St. Johns. Scrapped 1895.

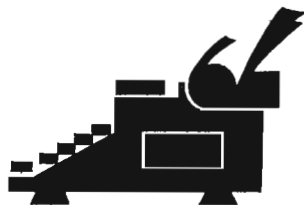
Although it will be mid-January before this issue is distributed, the Editorial Committee of 'Canadian Rail' wishes to extend best wishes for 1964 to all our readers.

We take this opportunity of expressing our thanks to all who contributed to make the periodical a success during 1963, and a hope that in the coming twelvemonth we shall receive items for publica-

tion from an ever-widening circle of contributors. (A special note of thanks to Mr. Perrin of Topeka who sent the Editor and Committee a beautiful railway Christmas card). Finally the Editor expresses appreciation to Mr. O. Lavallee who virtually single-handedly produced the articles and News for the December issue, enabling the Editor and News Editor to enjoy a month's rest from regular tasks.

# Notes and News

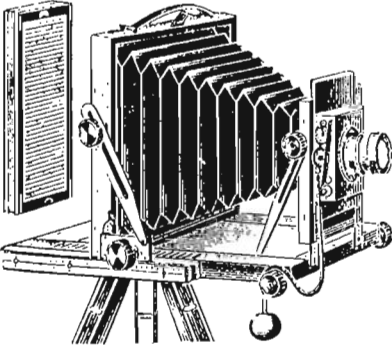
by W. L. Pharoah



- ★ CN's 4-8-4 locomotive No. 6218, recently overhauled in the Stratford shops, has passed its post shopping tests and has been sent to Montreal for storage until required.
- ★ Meanwhile, Cooper-Bessemer of Canada Ltd. has announced that it will take over CN's 200,000-square-foot motive power shop at Stratford, creating eighty jobs next year.
- ★ CPR President, Mr. N.R. Crump, said recently that his company intends to reduce its passenger business. "The public has left us", he said. "We intend to reduce passenger service as time goes on, but we will maintain freight service."
- ★ Mr. Crump is also quoted as saying that the CPR is considering abandoning between 850 and 2,500 miles of line in Western Canada. Mr. Crump said that rumors about possible abandonment of up to 8,600 miles of branch lines on the Prairies were ill-founded. Locations of the lines under consideration were not disclosed.
- ★ CN has applied for permission to abandon the Moose Jaw - Central Butte line which serves the north-west Moose Jaw district. Meanwhile, CPR has been given permission to terminate its passenger service on the Kettle Valley line between Lethbridge and Spence's Bridge.
- ★ A new fast passenger train service between Quebec City and Montreal will be inaugurated next spring by the Canadian National Railways, according to President Donald Gordon. Mr. Gordon, appearing before the Commons' Railway Committee, announced the National's plan for operating a 2½-hour service between the two centres, following CN lines on the south shore of the St. Lawrence River. He also said that such a train will be a CNR operation, removed from the existing CN-CP pool arrangements, and will require "specially modified equipment" which will be used only in the special service.
- ★ Also before the Railway Committee Mr. Gordon said, "we don't want to encourage commuter service because, basically, it's a losing proposition". (One might be tempted to speculate on the amount of rent derived from the many stores and advertising concessions in Montreal's Central Station and to wonder how much of this revenue would accrue were it not for the hundreds of commuters which daily use the station. Would this revenue difference, if applied to the commuter operation, eradicate the red ink insofar as the Montreal operations are concerned? -- Ed.)
- ★ The Montreal Star, in a report from Lancing, England, states that railwaymen at the Lancing roundhouse angrily ripped up Christmas greetings from British Railways chief, Dr. Richard Beeching, which also wished them a happy new year and a "brighter future". The roundhouse was closed January 1, and most of the 1,000 men expected to be fired.

- ★ Railway-approved wrist watches are now accepted as alternate time pieces by CN, the first Canadian railway to break the pocket watch tradition. Adoption of wrist watches follows six years of testing by CN of practically every wrist watch on the market; two brands, designed to railway standards, have been approved. The watches are shockproof, waterproof, anti-magnetic and have a micro-meter regulator so that the regulation of the watch can be done by a screw. Of the two wrist watches accepted by CN, one is an electronic model and the other is a spring-wound chronometer, made in Switzerland. Each of the Swiss-made watches is tested at an observatory to ensure accuracy.
- ★ Italian and German railway authorities have inaugurated a unique new service -- the auto-train. The train consists of five railroad cars equipped to transport passenger automobiles and three sleeping cars. For the time being the service is limited to the Dusseldorf-Verona run. Passengers can drive up to the station in Dusseldorf on Friday nights, see their cars placed on board and climb into the sleeper for a night's sound sleep. Next morning they awake at Verona and drive off for a week-end tour of Italy. Similarly, Italians can plan an easy few days automobile tour of Germany. If the new auto-train is as successful as anticipated, similar trains will begin to operate on other overnight runs between Italian and other European cities.
- ★ CN has announced a 90-man crew has completed the 1963 track-laying program on the Great Slave Lake Railway, bringing steel to the Meander River, 225 miles north of the line's starting point at Roma in northern Alberta. The crew laid 158 miles of steel this year, starting at Hotchkiss, 67 miles from Roma. The winter program will carry the line another 40 miles towards Hay River, northern terminus of the 377-mile railway. A 53-mile spur south-east from Hay River will serve a new lead mine at Pine Point on the south shore of Great Slave Lake. The southern end of the line is already in use.
- ★ A United States federal arbitration board has ruled that 90 per cent of firemen's jobs on diesel yard engines and freight trains in the United States should be eliminated. Following the Canadian example, the board said that the elimination should be accomplished by attrition or with job protection for most of the 40,000 union members affected. The seven-member arbitration board was set up under a law enacted by the U.S. congress in August which provided that its finding would be binding on both parties. However, a spokesman for two of the five railway unions said that the arbitration award and the law under which it was made would be attacked in federal court.
- ★ The Interstate Commerce Commission has approved the State of Vermont's application to acquire 132 miles of track formerly operated by the Rutland Railway Corp. and lease it to a newly-organized private operator, Vermont Railway, Inc. The ICC members, however, were not altogether happy about the idea. They said that this would be the first instance they could recall of a state holding the status of a railroad subject to the Interstate Commerce Act.





## Photos

An interesting pair of photographs, received recently from Mr. Michael Bould, shows the C. N. "Hudson" type 4-6-4 preserved by the Railway. From a superficial examination, this locomotive appears to be the National System's 5700, but a closer inspection would indicate that the engine is really CN number 5703 with changed numerals.

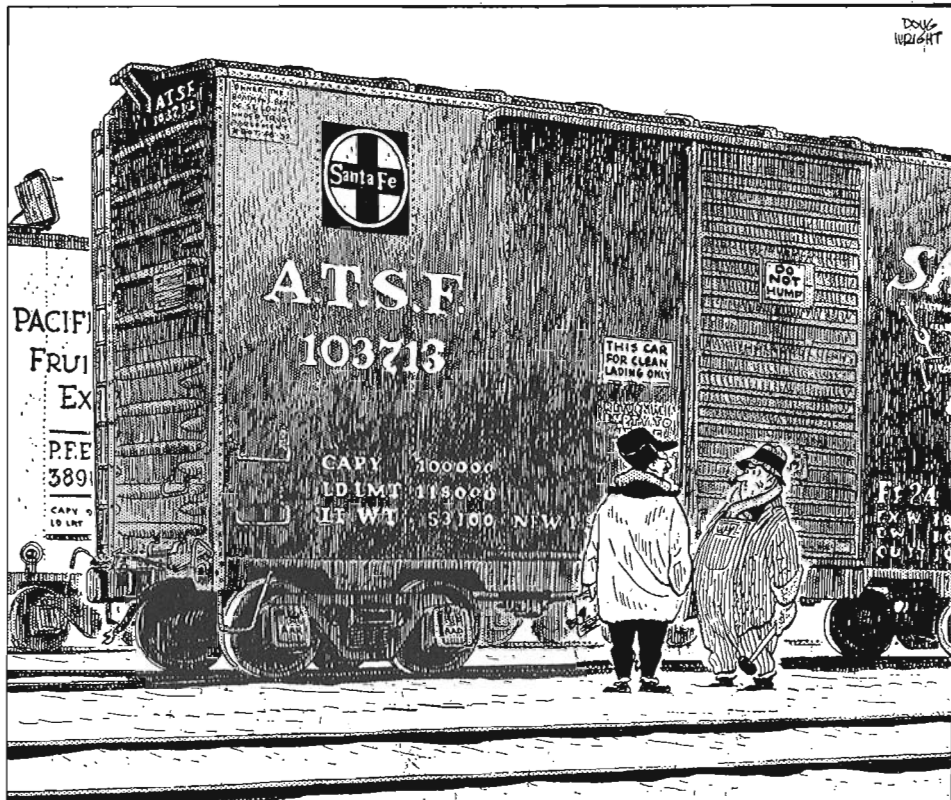


Send in your interesting photographs. We'll try to print them whenever possible. Best material would be unusual, high quality, and/or of historic interest.

### AN UNUSUAL PHOTO

of doubleheaded steam and diesel locomotives, CN 5701 and 6512, taken at Toronto in 1958 by Photographer D. Yeudall.

DOUG  
WRIGHT



"English has got nothing to do with it, Claude; what I said was you won't move newsprint or asbestos or aluminum, or anything else, very far on this continent unless you understand American!"

## CANADIAN RAILROAD HISTORICAL ASSOCIATION

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