

Canadian Rail



Number 153 / March 1964





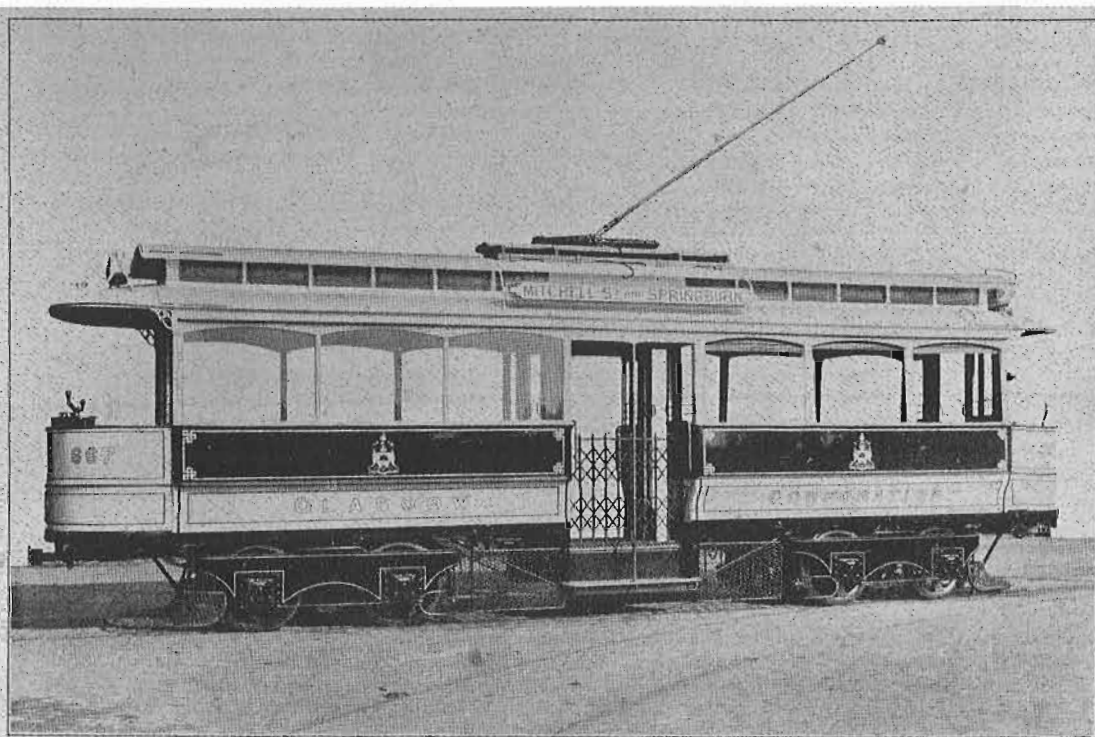
Montreal Streetcars

638 class The "Scotch Cars"

-- R.M.Binns.

While on a visit to the British Isles in 1900, Montreal Street Railway officials had been intrigued by a series of experimental centre-entrance cars in Glasgow, Scotland. Although the 640 class cars, inspired by a New York type, were

under construction, the Company built an experimental car similar to the Glasgow centre-entrance design. This was No. 638, and while records are not clear, it may have been turned out before the 640 class was completed.



Glasgow car from which 638 class was designed

The design of No. 638 shows clearly the European influence, namely fewer but larger windows. The centre entrance had the obvious advantage of enabling the conductor to exercise closer supervision over passengers boarding and alighting, inasmuch as he was never more than half

the car length away while collecting fares. It had already been recognized elsewhere that the one disadvantage of large cars in urban service was the longer time required to collect fares inside the car, and consequently the rear platform was left unattended much of the time.

On the other hand, a centre door was considered somewhat dangerous, because of the possibility of passengers falling under the wheels of the rear truck, particularly when the car was on a left-hand curve. No. 638 was, therefore, fitted with protective screen guards at each side of the steps and around the truck frames. The latter were subsequently removed.

Apparently satisfied with No. 638, which was the largest car so far operated by Montreal Street Railway, the Board of Directors at a meeting on June 20th, 1901, made the following decision:

"The question of additional double-truck cars, with centre entrance was considered and upon the recommendation of the Manager, the Board approved \$110,000 for construction of 25 cars and equipments."

The cars were put in service late in 1901, (the last two in January, 1902,) on St. Catherine St. Continuing the numbering sequence from the last 640 class car, they were numbered 690 to 738 even. Thus, including No. 638, there were twenty-six cars of this class, known as the 638 class, but popularly and even officially known as the "Scotch Cars".

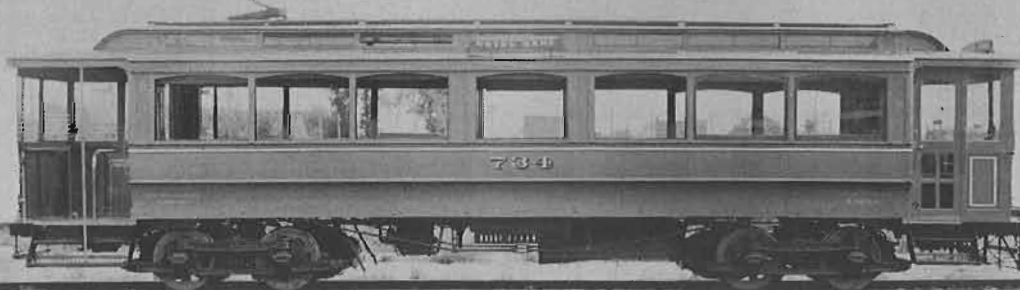
The Scotch cars were 42'6" long overall and were mounted on

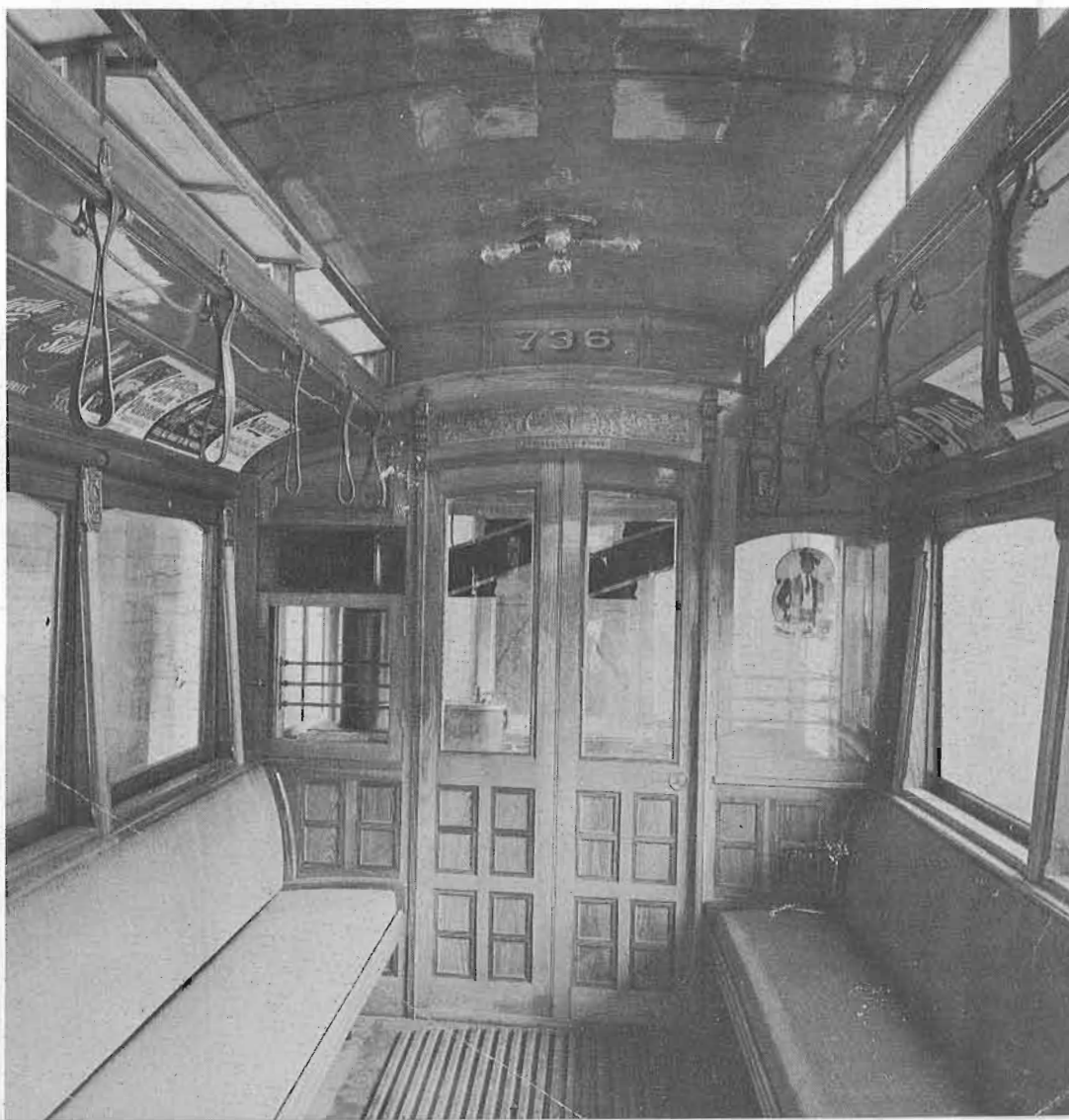
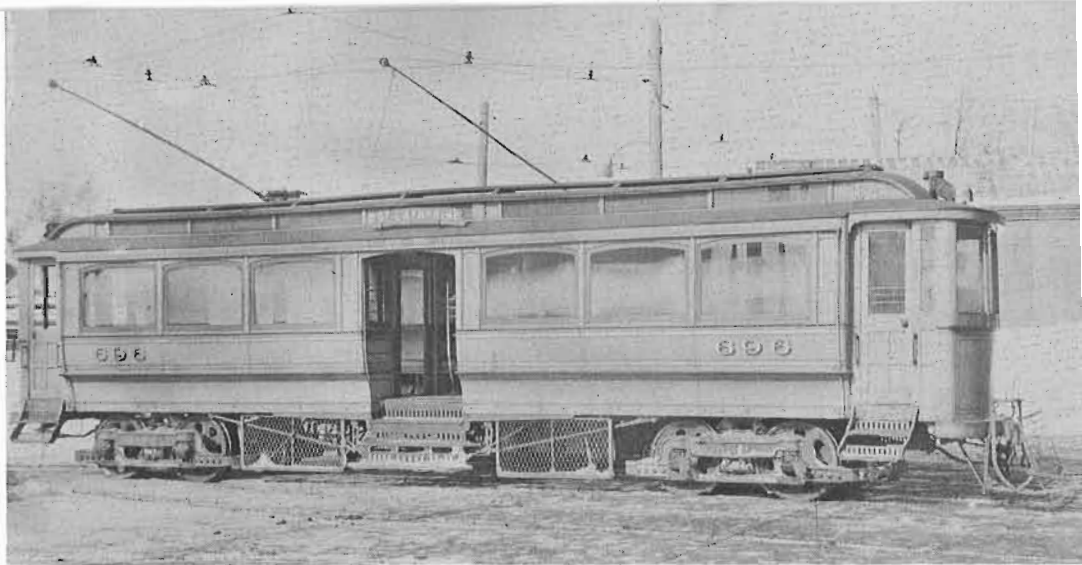
Blackwell Cl. 31 trucks. Motor equipments varied between GE. 67 WH. 49 and WH. 12a, - all with K6 controllers. Total weight was about 35,000 lbs., - rather heavy for hand brakes. They were equipped with air brakes a few years later. Originally No. 638 had motors on the rear truck only, but this was found unsatisfactory and the front truck was motorized. All subsequent cars of this class were turned out with four motors.

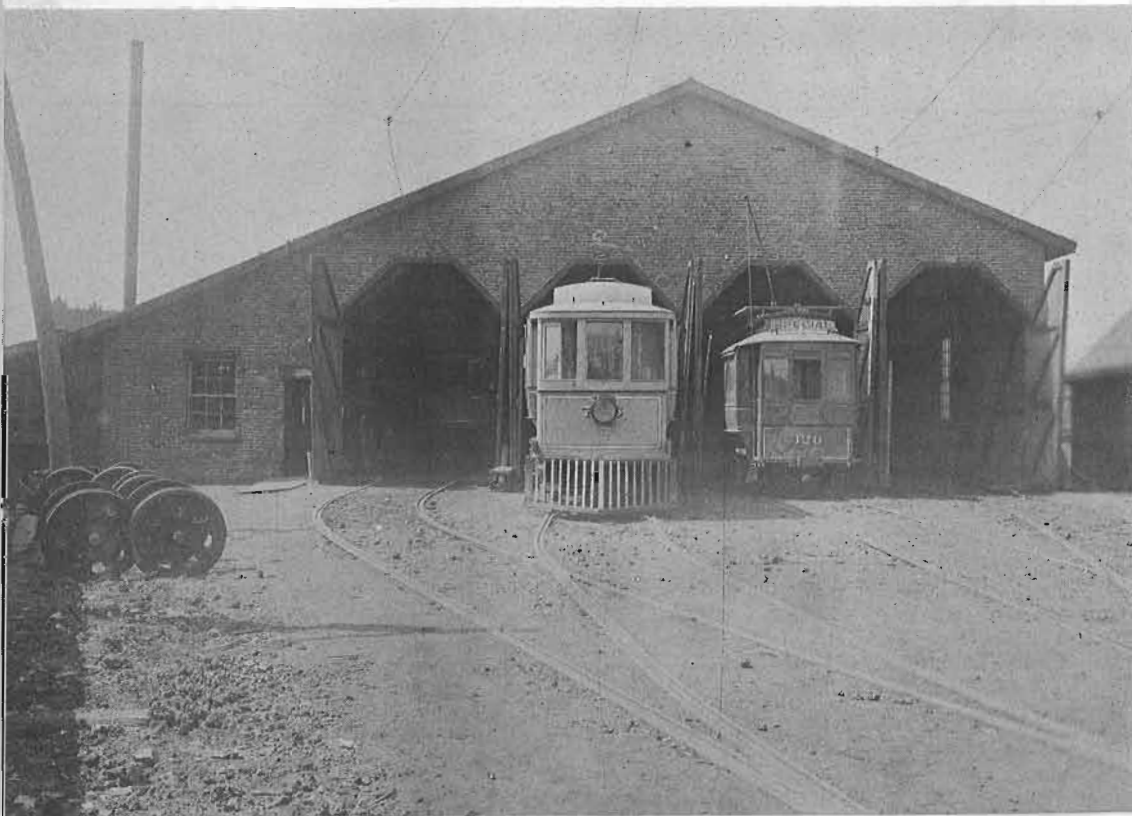
In 1909, Nos. 704, 716 were "sold" to the Montreal Park and Island Railway Co., and were used on the Sherbrooke Street line between Victoria Avenue and Elmhurst. On June 12th of the same year, No. 706 was destroyed by fire under circumstances which are now unknown.

Also, about 1909, three Scotch cars - Nos. 722, 728, 730 were assigned to the Terminal Railway lines, where they worked for several years. Nos. 700 and 702 were also equipped for suburban service and used on the Cartierville and Back River lines.

In 1911-12 all cars in this class were altered for P.A.Y.E. operation by closing the centre doorway and lengthening both the rear and front platforms, thereby increasing the length to 45'10". This alteration, plus the previous addition of air-brake equipment, brought the total weight to 38,540 lbs.



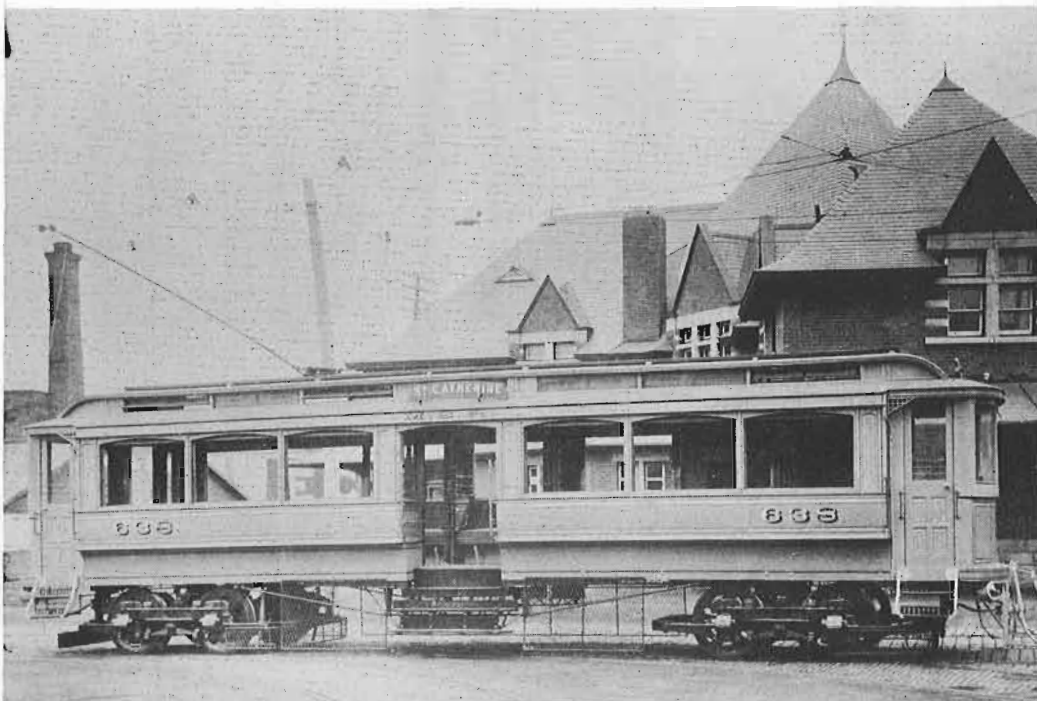




In 1917, we find 17 Scotch cars at St. Denis Division, 3 at St. Henry and 5 at Hochelaga. Thereafter, they were largely confined to rush-hour service and lasted into the mid-1920s in that capacity. Two were scrapped in 1925 and the remainder in 1928.

PHOTOS - from the collection of
Mr. R.M.Binns.

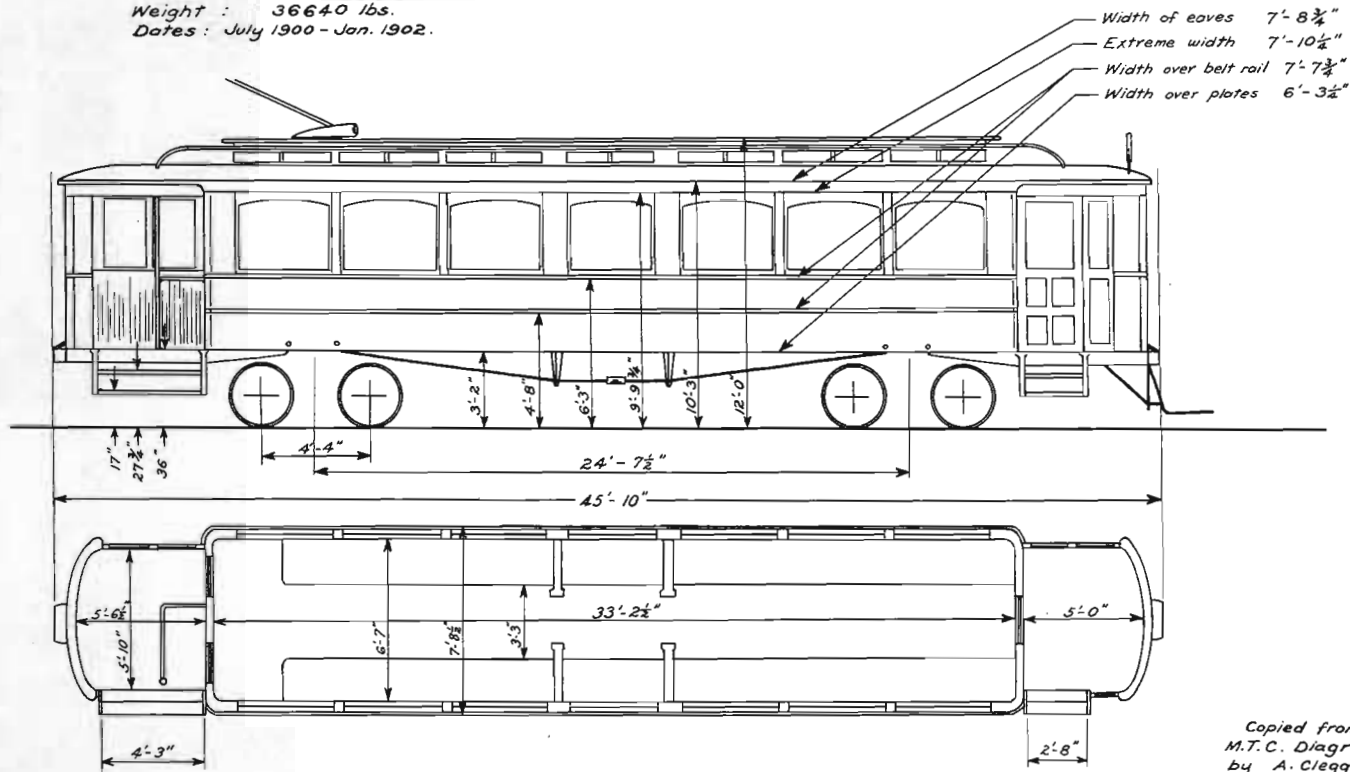
- Page 54 No.722 at Phillips Square, Montreal, c.1902.
(from the Notman Collection - McGill University)
- Page 55 Glasgow car from which "638" class was designed.
- Page 56 MSR 734 -- one of the 638 class -- as altered in 1911 and 1912. Fourth window was formerly centre door. (M.T.C. photo)
- Page 57 (upper) MSR 696 showing European influence in windows and doors. (MSR photo).
(lower) Interior of 736 showing heating duct from the stove on front platform and intricate wood-worked picture above front door. (MSR photo)
- Page 58 (upper) No.702 on Maplewood Ave. in 1907 (MSR photo)
(lower) No.728 at Bourbonnaire carbarn(Terminal line) in 1912. Note headlight and wooden pilot. (M.T.C. photo)
- Page 59 (below) MSR 638, posed at Hochelaga Depot.



CLASS 638 CARS.

(AS ALTERED FOR P.A.Y.E.)

Seating capacity : 38
 Number in service : 25
 Weight : 36640 lbs.
 Dates : July 1900 - Jan. 1902.



Copied from
 M.T.C. Diagram
 by A. Clegg.

FLASH NEWS



PANORAMA TO DEBUT MAY 24

What is the PANORAMA? It's CN's new deluxe transcontinental train, a twin for the Super Continental. In almost every way the PANORAMA'S equipment will be the same as the Super Continental. Club lounges, diners, coach lounges, sleeping accommodation, reserved coaches with attendants, will be interchangeable.

On the PANORAMA CN passengers will be offered, for the first time, an all-day trip through Canada's Rocky Mountains. The westbound PANORAMA'S 6:00 a.m. departure from Jasper permits hour after hour of fabulous sightseeing.

Following is the PANORAMA'S schedule alongside that of the Super Continental: (standard times)

<u>Panorama No.9</u>	<u>Super Continental No.1</u>		<u>Super Continental No.2</u>	<u>Panorama No.10</u>
10:15 p.m.	4:00 p.m.	Lv. Montreal	Ar. 2:45 p.m.	10:45 p.m.
12:25 a.m.	6:05 p.m.	Ar. Ottawa	Lv. 12:40 p.m.	8:40 p.m.
12:35 a.m.	6:15 p.m.	Lv. "	Ar. 12:25 p.m.	8:30 p.m.
7:50 a.m.	12:35 a.m.	Ar. Capreol	Lv. 5:55 a.m.	2:00 p.m.

<u>No.109</u>	<u>No.51</u>		<u>No.52</u>	<u>No.110</u>
11:30 p.m.	5:15 p.m.	Lv. Toronto	Ar. 1:05 p.m.	9:00 p.m.
7:45 a.m.	12:30 a.m.	Ar. Capreol	Lv. 5:50 a.m.	1:55 p.m.

8:40 a.m.	1:25 a.m.	Lv. Capreol	Ar. 5:00 a.m.	1:05 p.m.
6:15 a.m.	8:40 p.m.	Ar. Winnipeg	Lv. 7:45 a.m.	4:00 p.m.
8:20 a.m.	9:10 p.m.	Lv. "	Ar. 7:15 a.m.	3:25 p.m.
6:00 p.m.	6:50 a.m.	Ar. Saskatoon	Lv. 9:50 p.m.	6:00 a.m.
6:20 p.m.	7:10 a.m.	Lv. "	Ar. 9:30 p.m.	5:40 a.m.
12:10 a.m.	12:25 p.m.	Ar. Edmonton	Lv. 2:00 p.m.	10:00 p.m.
12:30 a.m.	12:40 p.m.	Lv. "	Ar. 1:45 p.m.	9:40 p.m.
6:00 a.m.	5:35 p.m.	Ar. Jasper (MST)	Lv. 9:05 a.m.	4:40 p.m.
6:00 a.m.	4:50 p.m.	Lv. Jasper (PST)	Ar. 7:50 a.m.	2:40 p.m.
9:30 p.m.	7:40 a.m.	Ar. Vancouver	Lv. 4:30 p.m.	10:30 p.m.

Canadian Rail Transportation Museum

THE MUSEUM IN 1963.

-- F. Angus.

On New Year's Day, 1963, the Canadian Rail Transportation Museum at Delson presented a very different picture than it does today. At that time the enclosed portion of the building was only half its present size, and, while the steelwork for the second half had been erected, it was still bare and not yet covered with aluminium. Track was laid in the building only in bays 3 and 4 for half their present length. The first piece of rolling stock, Q.N.S. & L. locomotive 1112 was at the end of track 4 where it had been since November 24th. In the next 5 weeks, Old Sydney Collieries 25, Ottawa streetcars 6 and 423, Maritime locomotive No. 5, and Quebec interurban 401 had been placed inside, the latter only three days before, on December 29th. The only other pieces of equipment on the museum property were L. & P. S. section car S-1, and N. B. P. Co. streetcar 82, the latter still on a flatcar.

Contrast this with the situation a year later in which 50 items of rolling stock were on the property, 40 of which were in a locked building, and one will quickly see the progress that had been made at the museum in 1963.

The first three months of the year saw the completion of the building, and the construction and erection of 4 temporary aluminum sheathed doors for the building. These doors were built and installed by the members themselves, often in near-zero degree temperature, and provided a considerable measure of protection until replaced by steel roll-up doors in the Autumn. At this stage the train shed looked so large it was difficult to imagine it being filled to capacity a few months later, but as April arrived, work hastily recommenced, as big things were coming from the C.P.R. On April 2nd, C.P. locomotive 144, and cars 1, 56, 1554, and 3987 as well as Ste. Anne Paper Co. engine No. 3 were brought to the museum, and were placed on the interchange track the following day.

Track laying began for the year on April 6, and continued unabated under the very able direction of Mr. Wyatt Webb, until the end of November, when snow and cold again forced the suspension of this phase of activity until the Spring. Track in bay 3 was completed on April 15, and O. T. C. No. 6 became the first piece of rolling stock in the new half of the building. This track was then filled, and the lead disconnected and swung to track 4, which now advanced steadily towards the rear of the building.

Up till now all equipment-moves were made by manpower, jeep or bulldozer, but April saw the arrival of a gas-electric locomotive, soon christened No. 9, or "Sans Pareil", which soon took over much (but not all) of the shunting chores. No. 9's first big test came on May 8, when it pushed 1112 to the end of the newly-completed track 4. The museum was now faced with a crisis, as the entire MTC historical collection of streetcars, as well as all other C.R.H.A. cars at Youville Shops, (in all 25 rail vehicles occupying more than 900 feet of track) were due to arrive in June. Track and switches were laid with great rapidity, and, as time was so short, much of the construction was, of necessity, incomplete, but sufficient to store the equipment for the time being. However, it will be necessary during

1964 to finish this work, and, by ballasting, levelling and spiking, to bring this track up to the standards required for the finished museum.

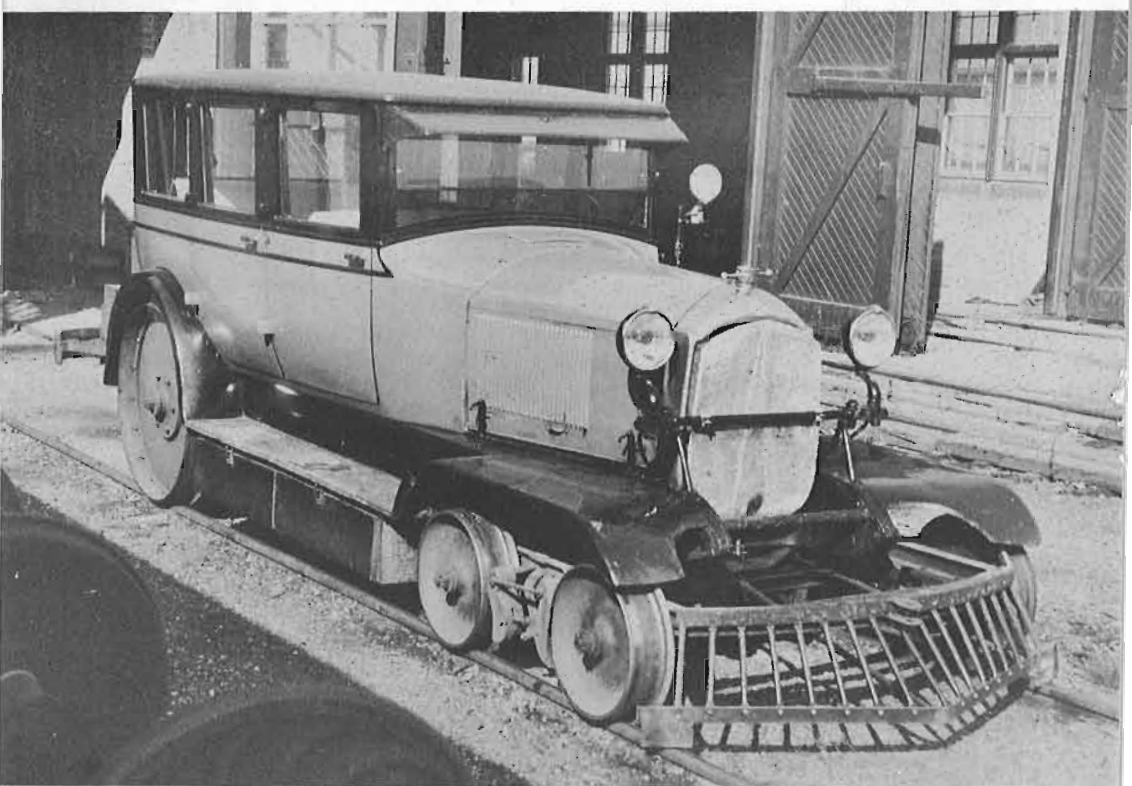
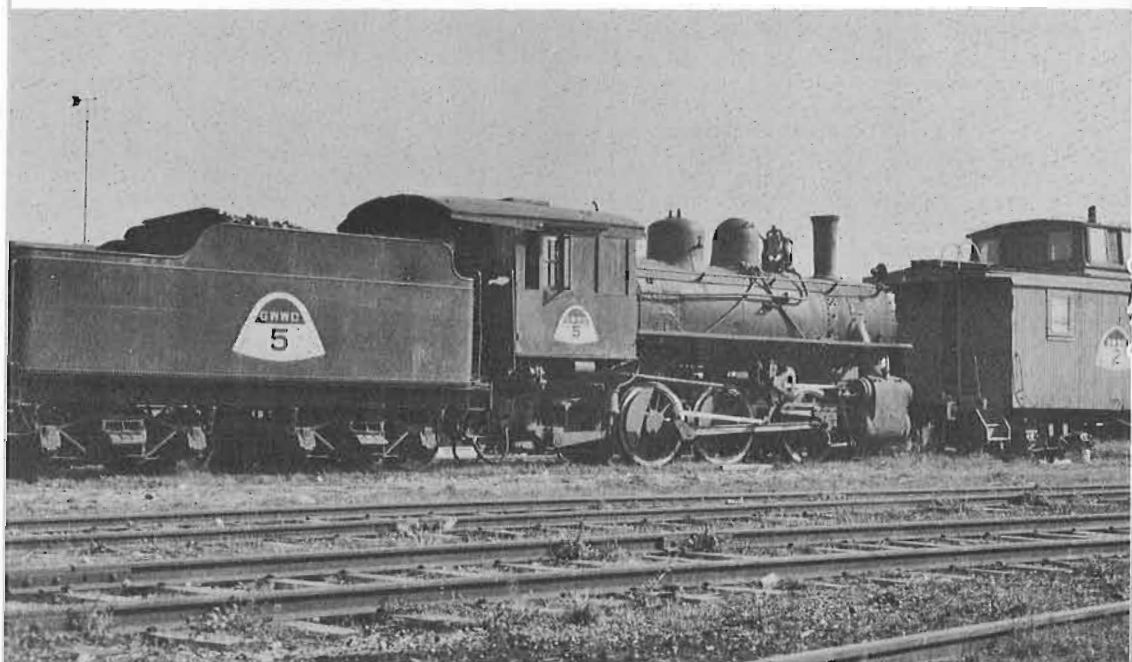
To accommodate the streetcars, double track was laid in bay 2, and the rear half of bay 1, the lead track being swung to the second track in the bay when the first was filled. The switch to bay 2 was made ready for use the evening of June 10, the night before the streetcar move began! Track 2A was filled June 13, the front car No. 2222 clearing by only 15 inches with all cars touching. By June 29, 2B was also filled with equally close clearances. During this move, locomotive No. 9 proved invaluable, and switching was often carried on into the night, in one case as late as 11:15, with the ever-present danger of derailing the narrow wheeled cars in the darkness, lighted only by lanterns, and the light of the locomotive.

During the summer, much time was spent on ballasting and spiking the track, and not until late September was the extension started into bay 1. Meanwhile, M.T.C. sleigh 20 and omnibus 7 were unloaded from a flatcar, the latter being rolled down a ramp during the darkness of a solar eclipse on July 20th. One week later, Toronto streetcar 2300 was unloaded by pulling it down a ramp made by jacking up the moveable portion of our stub switch. On August 1st, Sydney & Louisburg car No. 4 joined the "family", and this 1894 car with its two old-fashioned stoves has proved to be a welcome haven to members especially in the cold days of Winter. During August, work continued on the switches, and at the end of the month more equipment arrived from Youville Shops, including several spare trucks, and shop locomotive Y-5, otherwise known as "Charlie". These were unloaded in the same way as 2300. In September the four cars remaining at the Canada Creosoting yard, L. & P. S. 10 and 14, Q.R.L. & P. 105, & the Procor tank car 11204, were moved to the museum, and during this time and in October, track 1 was completed and the tail track realigned.

On November 10th, the last arrival of rolling stock of the year occurred as C.N.R. engine 6153 and British "Terrier" No. 54. Waddon came to Delson. 6153 was not moved into the property, but Waddon was placed inside immediately on arrival at 10:30 p.m. The "last spike" inside the building was driven November 16th, and a week later track 3 was extended outside, but has not yet been connected to the main track. Car 82 on temporary trucks was moved inside clearing the door by less than 1 inch! A week later a point switch finally replaced the stub switch which, despite its appearance, had never had a derailment, and National Harbours Board locomotive No. 4 was moved inside, so filling the building. By this time, snow was on the ground, the cold weather had come, and activities slowed down, although work on miscellaneous projects has continued on Saturdays through the winter.

So, as 1963 ends, we can look back on a year during which over 2000 feet of track were laid, and more than 40 pieces of rail equipment brought to the museum property. This work was performed by the members themselves who turned out at Delson in numbers varying from about 5 to 35, depending on the weather. The work of laying track is, at present, the most pressing need, so that the remainder of the Association's equipment may be brought to Delson. It is, therefore, extremely important that as many members as possible come to the museum on weekends during the Spring and Summer of 1964, so that track laying may be continued, and work may also be undertaken on the re-

(continued on Page 75)



Shortline Railways in Manitoba.

-- Barry Biglow.

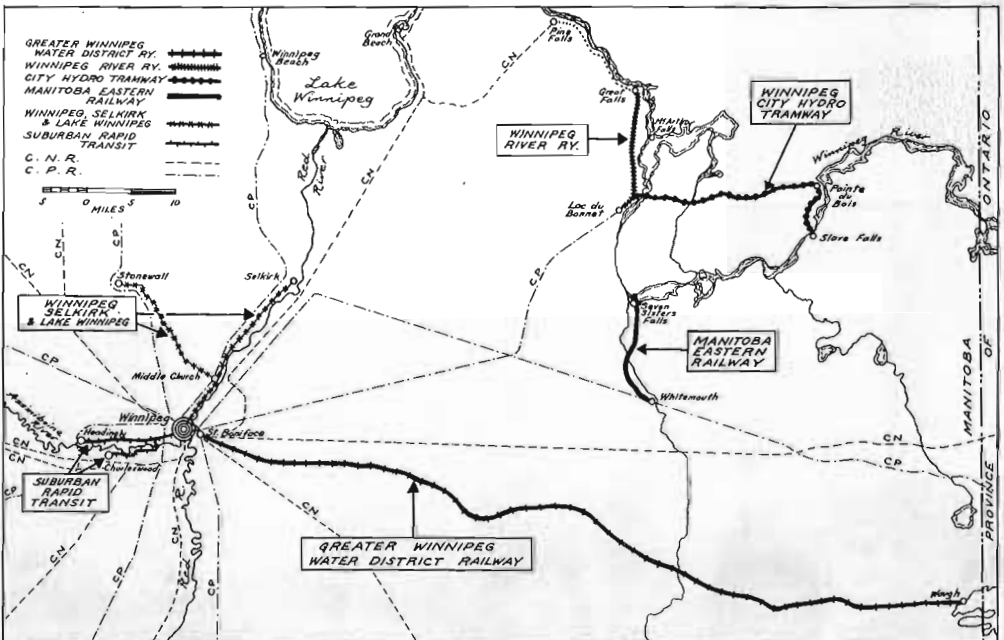
Manitoba, being largely an agricultural area, has had few short line railways. A certain number of independent lines were built for hauling grain but all of these were quickly absorbed into the major systems. These lines are part of the history of the transcontinentals.

The public utility industry in Manitoba constructed several shortlines as a necessity to enable them to carry on their business. Included in this category are the following companies: Greater Winnipeg Water District Railway, City Hydro Tramway, Winnipeg River Railway and Mani-

toba Eastern Railway. All of these were originally operated by steam and later by gas and diesel electric.

Two other shortline railways operated in the Winnipeg area as electric interurbans. These were the Winnipeg, Selkirk and Lake Winnipeg Railway Company, and the Suburban Rapid Transit Company. Both were subsidiaries of the Winnipeg Electric Company (formerly Winnipeg Electric Railway Co.).

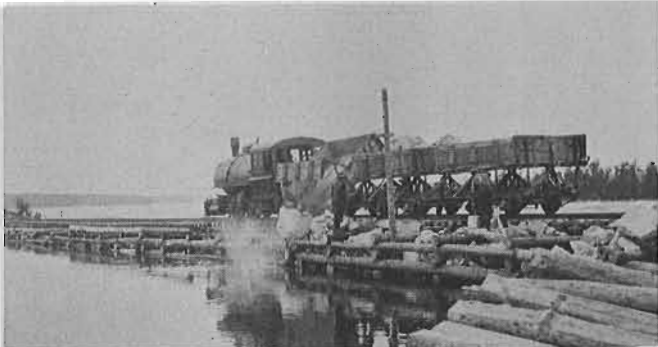
A brief outline of the life and operation of these short line railways is given below:



GREATER WINNIPEG WATER DISTRICT RAILWAY.

This Railway was built by the Greater Winnipeg Water District to enable construction and repair of the water aqueduct

supplying Winnipeg with water from Shoal Lake. It originally operated Moguls (2-6-0) built by Canadian Locomotive Co. but die-



PHOTOS.

P.64 - G.W.W.D. #5, later sold.

G.W.W.D. track inspect'n
automobile.

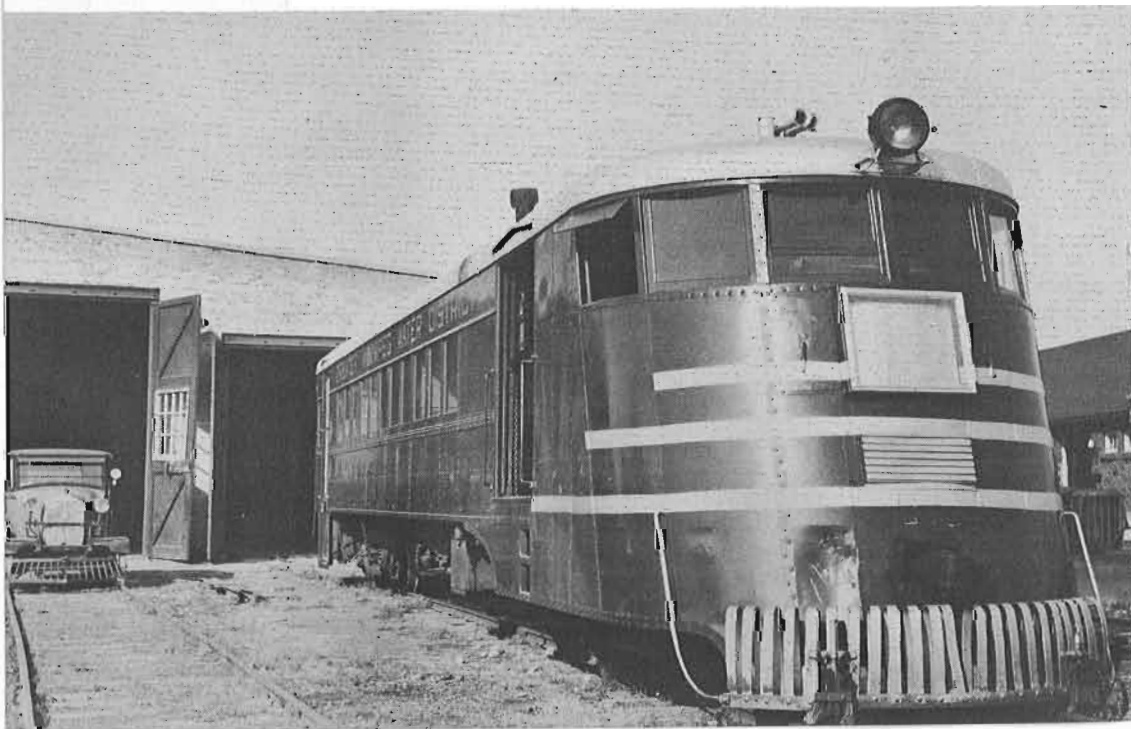
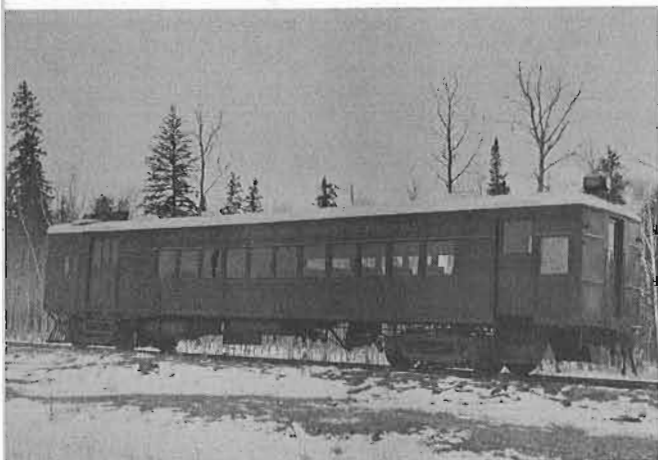
P.66 - Rock-filling at White
Mud Falls cofferdam,
year 1922.

Man. Eastern Ry. PM6.

G.W.W.D. Mack Railcar at
St. Boniface, Man.

P.69 - Three views of the con-
struction of power
dams and transmiss-
ion lines.

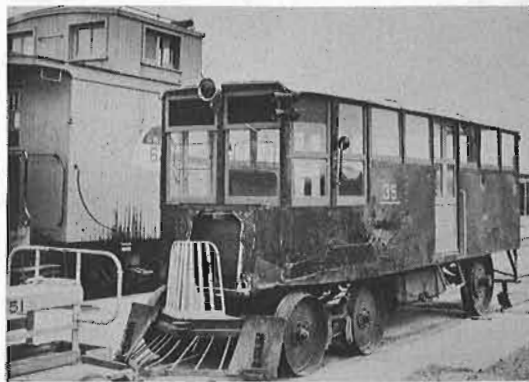
Photos courtesy of the Manitoba
Hydro, Barry Biglow and A. Clegg



selized with G.E. 44 ton diesel electrics. These operate in freight service (mainly gravel and pulpwood) but are sometimes used in wintertime passenger service. Normal passenger service uses a rebuilt Mack gas electric purchased second hand from the Winnipeg River Railway. Other passenger stock of interest to the historian is owned and used as occasion demands.

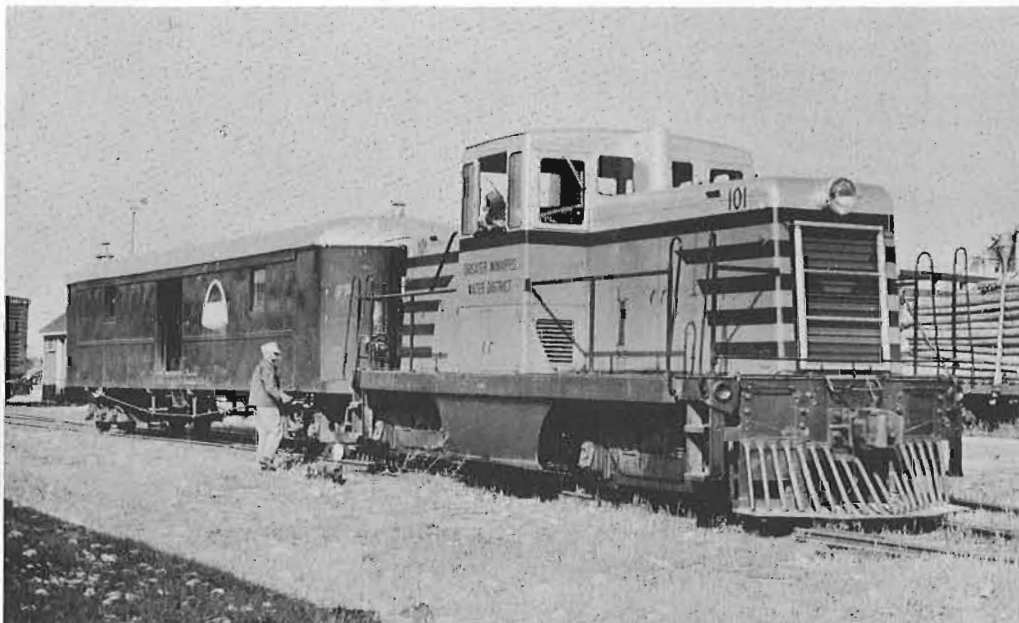
CITY HYDRO TRAMWAY

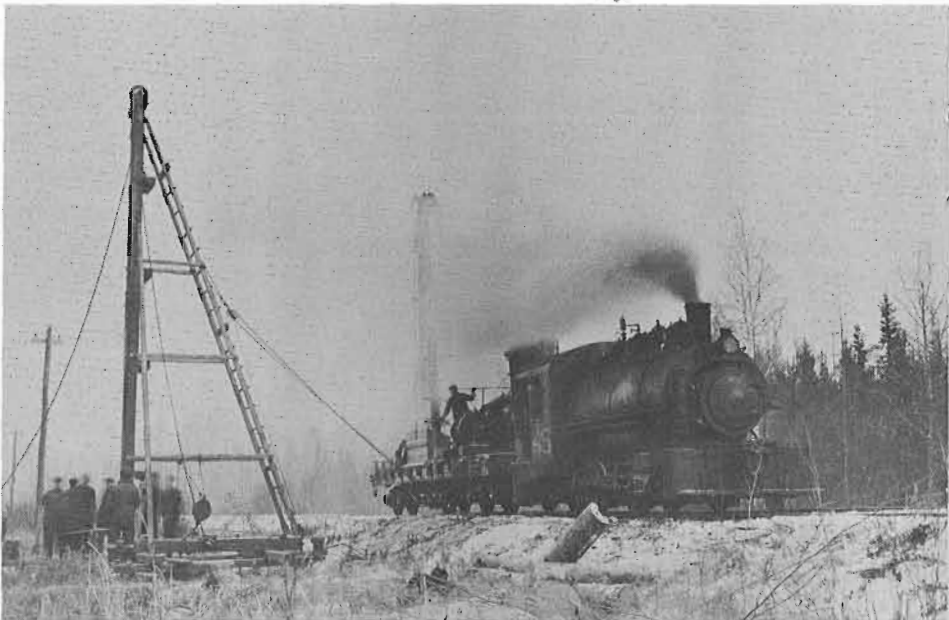
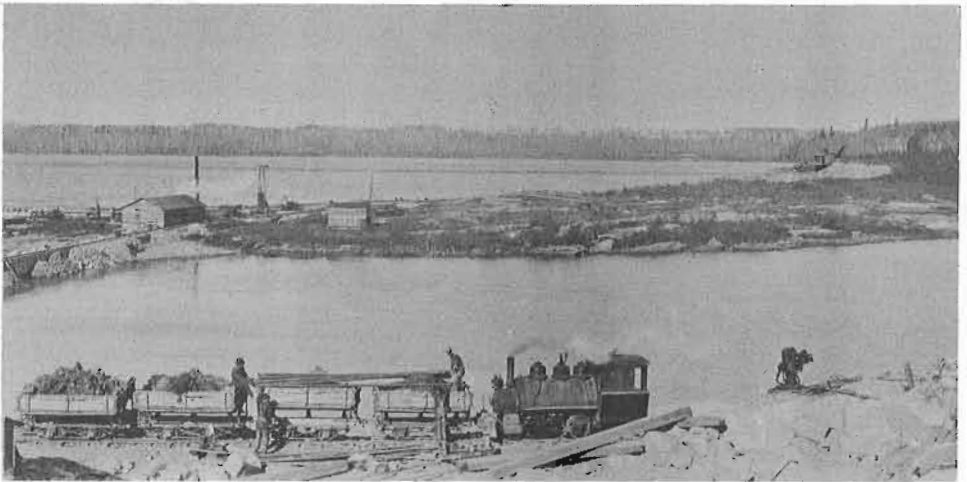
This line was built from Lac du Bonnet to Pointe du Bois by the City of Winnipeg Hydro Electric System to allow construction and maintenance of Pointe du Bois hydro electric plant. The line was further extended to Slave Falls when a generating station was built at that point. (O. S. A. Lavallee covered the rolling stock operated by this line in the 1959 July-Aug. News Report.) The lack of a good road to Pointe du Bois forced the company to operate a passenger service to Lac du Bonnet from Pointe du Bois until recent times. This service was provided by rail buses (Mack and Ford). The author knows of no substantial freight business.



A movie using #3 (4-4-0 Steam Locomotive) was shot on the line last summer. No use was made of the Pointe du Bois-Lac du Bonnet section of the line after January 1963, and this section was torn up during the past summer as a good road is now available between these points.

No road exists between Pointe du Bois and Slave Falls. Service continues on this portion of the line taking the operating personnel to and from Slave Falls. All equipment has been kept at Pointe du Bois since the abandonment of the Pointe du Bois-Lac du Bonnet section.

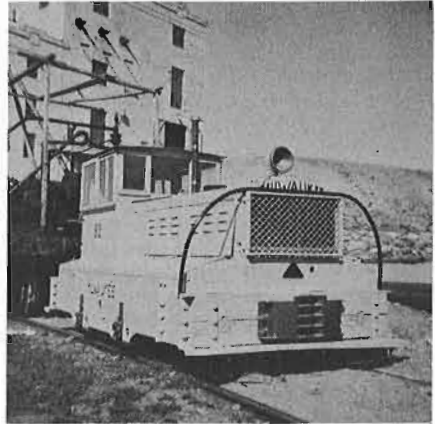




WINNIPEG RIVER RAILWAY

This railway was constructed in 1921 from Lac du Bonnet to Great Falls, Manitoba by the Manitoba Power Co. (a financial subsidiary of the Winnipeg Electric Co.) to allow the construction of the Great Falls generating station. In later years the line was leased and operated by the C.P.R. A daily RDC service was operated for a time but mixed service (up Friday-down Saturday) was provided at the end. Passenger service was originally provided by a Mack model AS gas electric railcar which was sold to the G.W.W.D. in the '30s.

Until recent times a Mack gas mechanical car (similar to the City Hydro Tramway car) was stored in excellent condition at Great Falls. This car was shipped north to aid in constructing the Kelsey power development. At one time it had operated on the Stonewall branch of the W.S.& L.W. R.R. Its fate is unknown.



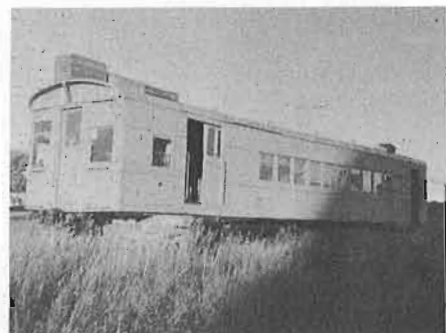
Pulpwood traffic existed for a while on the line, and a spur to construct MacArthur Falls generating station provided some traffic in the fifties. Preliminary grading was done from Great Falls to Pine Falls but construction was never carried out with the CNR building to Pine Falls in the thirties. Most of the track of the Winnipeg River Railway has recently been removed.

MANITOBA EASTERN RAILWAY

This line (12.7 miles in length) was constructed in the summer of 1928 from Whitemouth on the CPR to Seven Sisters Falls by the Northwestern Power Co. (a financial subsidiary of the Winnipeg Electric Co.). Two saddle tank locomotives were used on this railway, along with gas mechanical shunters. A Mack Model AS railcar provided passenger service until the end of World War II. After the war fairly extensive repairs were made to allow the transportation of equipment to complete the generating plant. The persistent failure of a spillway trestle coupled with the completion of the plant led to the scrapping of the railway in the middle fifties.

Unfortunately the contractor isolated the railway equipment at Seven Sisters in abandonment necessitating roadhaul

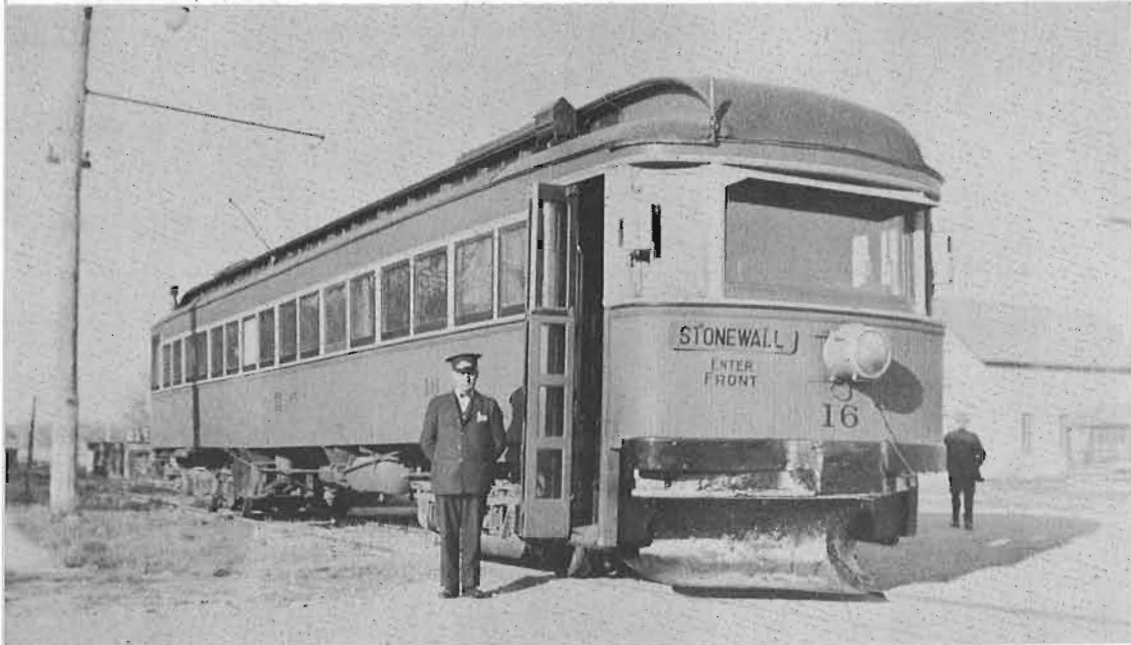
of the railcar to Whitemouth. The body was badly damaged by vandals and finally scrapped after pressure from the C.P.R. The trucks were bought by the G.W.W.D. as spares for their railcar. They would have bought the whole car but body repair costs prevented this. (Mack built only two model AS railcars.) The steam locomotives were presumably scrapped not being in operating condition.



WINNIPEG, SELKIRK & LAKE
WINNIPEG R.R.

This was originally a steam railroad from Winnipeg to Selkirk until it was acquired by the Winnipeg Electric Co. in 1906. The line was electrified and service began with 2-man interurban-style cars. The cars were later converted to 1-man cars. Service continued to Selkirk until Sept. 1, 1937, at which time buses re-

placed the cars. The overhead and rails were removed as far back as Middlechurch in 1938. Service on the Stonewall branch (electrified in 1913 and 1914) continued until 1939 at which time all service was abandoned except for a segment in Winnipeg over which city streetcars operated until 1955.

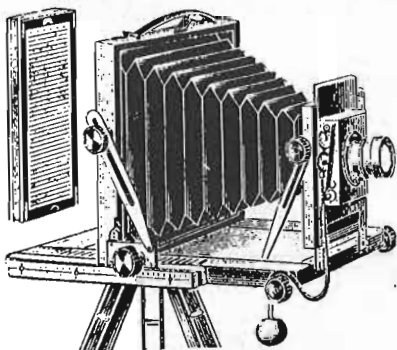
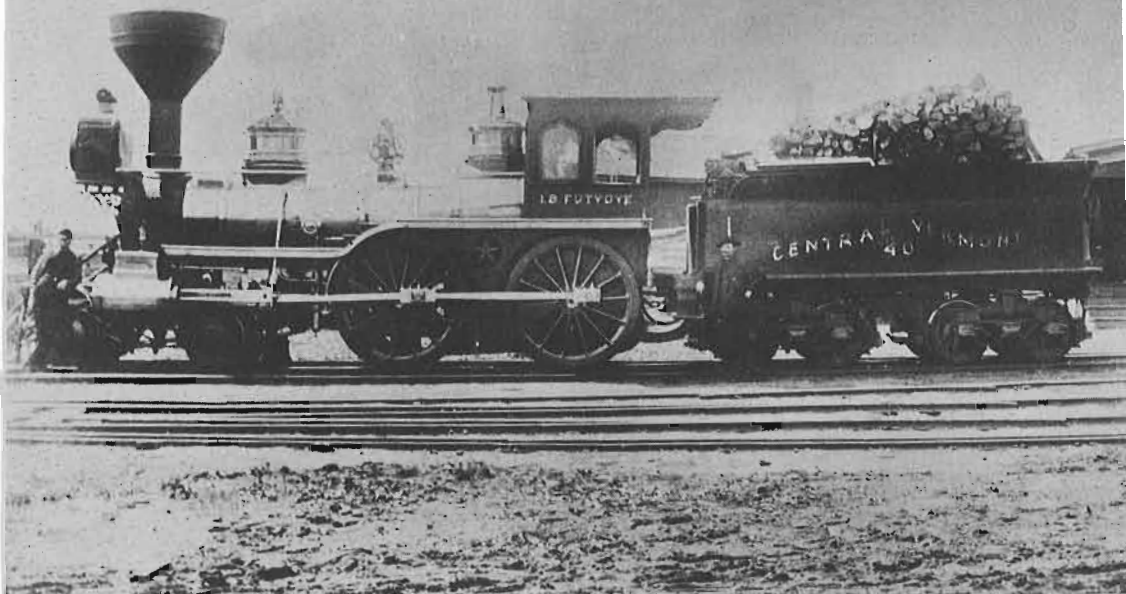


W.S. & L.W. #16 at Stonewall, Man., in October 1935. Motorman was Mr. R. Styles, father of Stan. F. Styles who provided this photograph of the Manitoba interurban.

SUBURBAN RAPID TRANSIT CO.

This company was chartered in 1902 to build a line on both sides of the Assiniboine River from Winnipeg to Headingly (10 miles). Service started on the north side of the River in 1903, but on the south side the line got only to Charleswood. The company was taken over by the Winnipeg Electric Co. in 1905. Service continued with double-ended cars similar in style to

the city streetcars. The line was progressively cut back in 1931 (Rifle Range), 1933 (Memorial Park), 1934 (Rifle Range Spur), 1936 (Park St.), 1937 (St. Charles), with the final segment (Deer Lodge to St. Charles) being abandoned in 1941. Streetcar service continued to Deer Lodge until 1955. The south line to Charleswood was abandoned in 1935.



Photos

Above is a photo of the C.V.-S.S.& C. locomotive "I.B. Futvoye" referred to in the January issue of 'Canadian Rail' - Railways of the Eastern Townships. The photo, from the collection of Mr. Fred Novorol, shows the engine at Waterloo, Que. about 1884.

Cover Photo

Canadian National 6043, the last steam locomotive to operate in regular service on the CN's western lines, now is enshrined in Assiniboine Park, Winnipeg. During the winter, it sits rather forlornly under a blanket of snow, but during the summer season is admired by the many visitors to the Park.

According to Mr. J. I. Cooper of McGill University, the station scene illustrated on the cover of issue 132, was photographed at North Battleford, Saskatchewan. The date between 1907 and 1912 as the engine was built as #222 in 1907 and renumbered 1283 five years later.

LOCOMOTIVE NOTES

Information
from
E.L.Modler.



ABOVE Duluth, Missabe and Iron Range diesels leased by the CNR, shown at Symington Yard, near Winnipeg. (photos by Barry Biglow.)

OPPOSITE CN's new Booster Unit, B-1, shown at Montreal Yard. (photo courtesy of C.N.R.)



Canadian National has recently constructed the first of what may be a series of Booster Units for use in hump yard operations. Designated "B-1" this unit was built in December 1963 at Pointe St. Charles Shops, Montreal (no serial number), using the frame and trucks of diesel-electric 8477. Four GE-731 traction motors provide a starting tractive effort of 61,750 lbs., while the total weight of the "locomotive" is 247,000 lbs. B-1 was placed in service January 6th, 1964 at Montreal Yard, and if successful will be the prototype for a number of additional units.

C.N.R. steam locomotives held by the Railways for possible exhibits or inclusion in the C.N.'s Museum Train, were recently transferred from Stratford, Ontario, to Pointe St. Charles and Joffre, Que. The imminent closing of the shops at Stratford, and the availability of protected space on the St. Lawrence Region, dictated the move, which was completed in mid-February.

Further to the news in the Nov. and Jan. issues re lease of U.S. locomotives by the CN, five additional Duluth, Missabe & Iron Range units were leased to the Canadian National on Dec. 6th. These were DM&IR nos. 101, 102, 103, 104 and 106. On Jan. 31-Feb. 1st, last, five of the originally-leased DM&IR units (134, 164, 165, 167 and 168) were returned to their owners, while five other diesels of a more powerful design were received by the CN from the DM&IR. They carry numbers 179, 182, 183, 187 and 188.

New orders for diesel locomotives - see Notes and News column.

An experimental unit:

Confusion over the horsepower rating of CN 1719, used on the CRHA excursion to Hemmingford, is a result of the unit being equipped, with an experimental diesel engine rated at 1200 H.P. While locomotives in class MR-10c are, generally speaking, 1000 H.P. diesels, number 1719 is an exception for the time being, and is temporarily a 1200 H.P. unit.

Notes and News

by W. L. Pharoah



- ★ CN recently ordered two 2,500 horsepower road switchers from General Motors Diesel in London, Ontario. They will be classified as GR-25-a's and will probably be numbered 4000 and 4001. Meanwhile CN's only other high-power unit, number 2900, a 2400 horsepower opposed piston road switcher has been transferred from Montreal's Longue Pointe Yard to new duties on the soon-to-be-opened hump at Toronto.
- ★ Announcement of "top-level" administrative moves aimed at expanding CN's share of freight and travel markets and getting ready for implementation of the recommendations of the MacPherson Royal Commission on Transportation was made recently. Mr. A.H. Hart, formerly Vice-president of Sales will devote his full attention to freight interests as Vice-president-Freight Sales. Mr. Pierre Delagrave, who as General Sales Manager - Passenger has been responsible for the introduction of CN's Red, White and Blue fare plan and other passenger service innovations, becomes Vice-president, Passenger Sales and Services. The appointment of a vice-president of passenger sales and services is a recognition of the growing importance CN attaches to the passenger business. "It...reflects the public's response to our efforts to improve service and enlarge our share of the travel market," remarked Donald Gordon, CN President. (Other North American railroads, please note. -- Ed.)
- ★ The Government has announced that it has withdrawn the plan to spend sixteen million dollars on a branch line between Matane and Ste. Anne-Des-Monts in the Gaspé area of Quebec. In its place the Government will spend about the same amount on other projects to improve transportation, communications and other facilities for the economic benefit of the area. The statement said that a CN survey of the proposed railway found a substantial number of bridges, rock cuts and heavy grading would be needed. Because of topography some communities would have to be bypassed rather than served directly and these factors cast doubt on the desirability of building the line.
- ★ Some reports have circulated that the proposed causeway between Prince Edward Island and New Brunswick would not have a rail line. However, Solicitor-General Watson MacNaught, MP for Prince is quoted as saying that, "There is no intention whatsoever on the part of Federal authorities to build a causeway with no rail tracks." Mr. MacNaught said that there would always be a need for "long haul" transport of potatoes and other island agricultural products.
- ★ Six new railheads are to be set up on the Ontario Northland Railway on April 26 with the inauguration of a new express and freight service. The locations are: New Liskeard, Kirkland Lake, Rouyn-Noranda, Iroquois Falls, Timmins and Cochrane. Freight and express trains will leave Toronto at 9:30 pm Sunday to Friday, arriving at Kirkland Lake at 8 am the following day. Limited traffic such as newspapers and perishable goods will be handled on passenger trains which will run seven days a week instead of the present six. Trains 46 and 47 will be discontinued because they carry more freight and express than passengers.

- ★ CN is restoring the name "Bonaventure" to its former place of prominence in Montreal area railroading. CN's vacant property above the railway tracks behind Central Station, in the area bounded by Lagachetiere, St. Antoine, Inspector and Cathedral may soon be occupied by a huge complex that will include a merchandise mart, exhibition hall, retail stores and hotel facilities. "Place Bonaventure" would be located on the No. 2 subway line which will turn west from Berri along Vitre and terminate on the CPR property opposite Windsor Station where CP is planning its own complex comprising a hotel and office building. Developers of the project is Concordia Estates Development Co. who will lease the land from CN on a long-term basis.
- ★ The Edmonton city planning department has given its approval to plans for a three-million-dollar CN office tower. Subject to city approval of the detailed construction plans, the 25-storey structure will be built for CN by the Allied Development Corporation of Edmonton. To be part of the civic centre plan, the Tower will house railway station facilities and offices. The building will be finished in late 1965.
- ★ Union spokesmen have promised to fight closure of CN's freight car repair shops at London. The railway had told its 273 car shop employees that it would keep the shops open until 1966, as promised previously, but that it would be in the interests of the employees to shut down next year because there will be more jobs to transfer to than in 1966.
- ★ The first locomotive to enter the Northwest Territories arrived two hours late at Hay River because of flat tires. The blowouts were not on the 46-ton diesel locomotive but on the sixteen-wheel tractor trailer truck that brought it 134 miles over the Mackenzie Highway from Meander River, Alberta.
- ★ The Truro Daily News carries a report from Johannesburg, South Africa, stating that drunken elephants are terrorizing railroad workers based at a small station in South Africa's Kruger National Park, a large game reserve. At this time of year some elephants get drunk after eating fermented berries which have dropped from the maroela trees growing in the park. Some of the pickled pachyderms become extremely aggressive and unpredictable.



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storage of equipment, and many other jobs, so that the museum can be opened to the public. For there will be work for everyone at Delson in 1964, and if the members support the project actively, the year 1964 should be the greatest in the history of the Association.





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