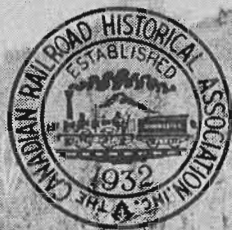
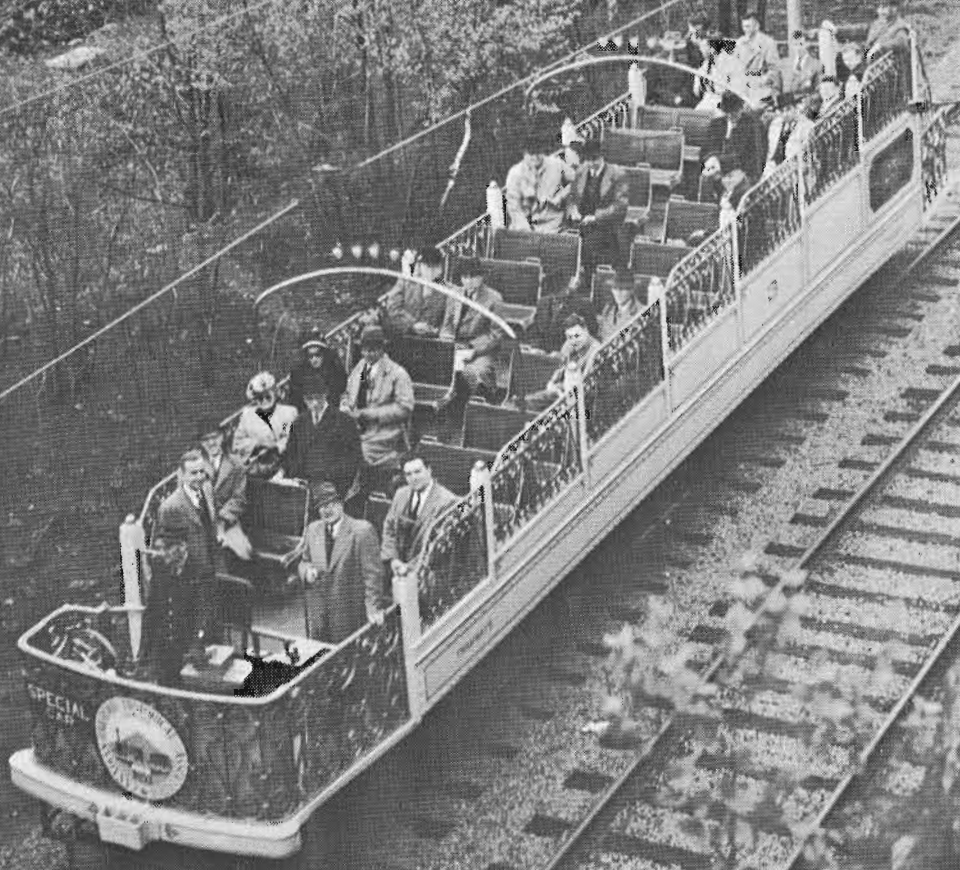
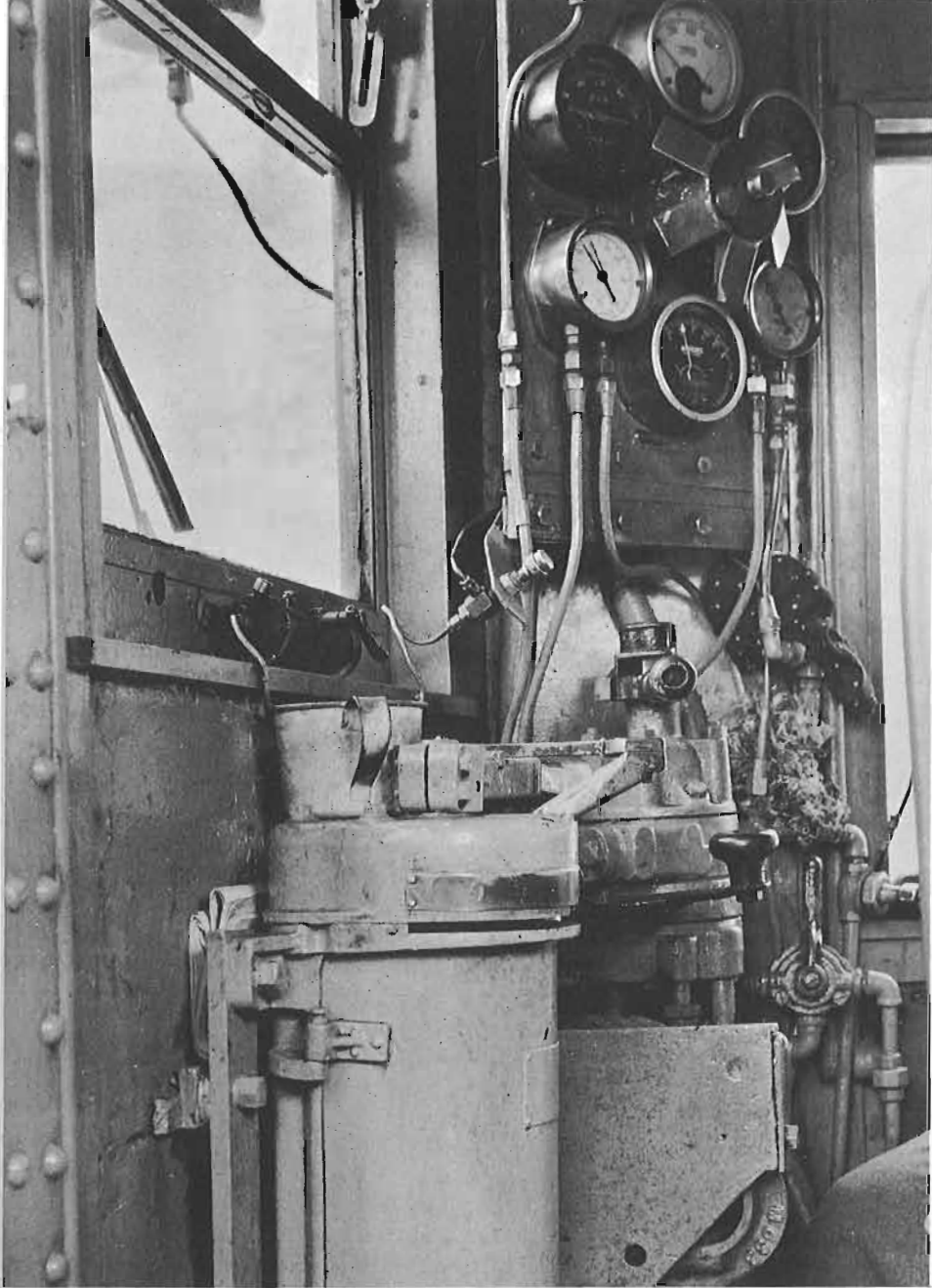


Canadian Rail



Number 154 / April 1964





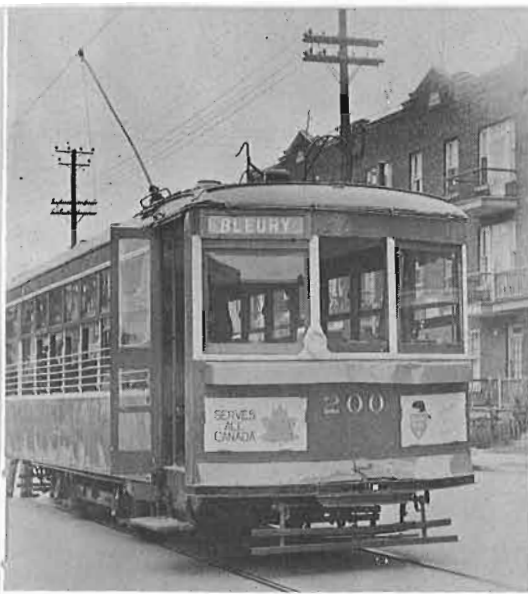
Photographs:

- Cover - M.T.C. Observation Car No.3, photographed on Mount Royal, May 14th, 1949 -- the first CRHA- chartered tramway trip.
- Above - The interior of the control cab of C.N. 15837, on the Association's first main-line railway excursion. (photo from "Self-propelled cars of CNR")
- Opposite - Special car-cards were carried by M.T.C.200 on August 5,1950 as the CRHA made one of the final runs over the Frontenac and Belanger tram routes in Montreal.

15 Years of C R H A Excursions.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆

1949 — 1964

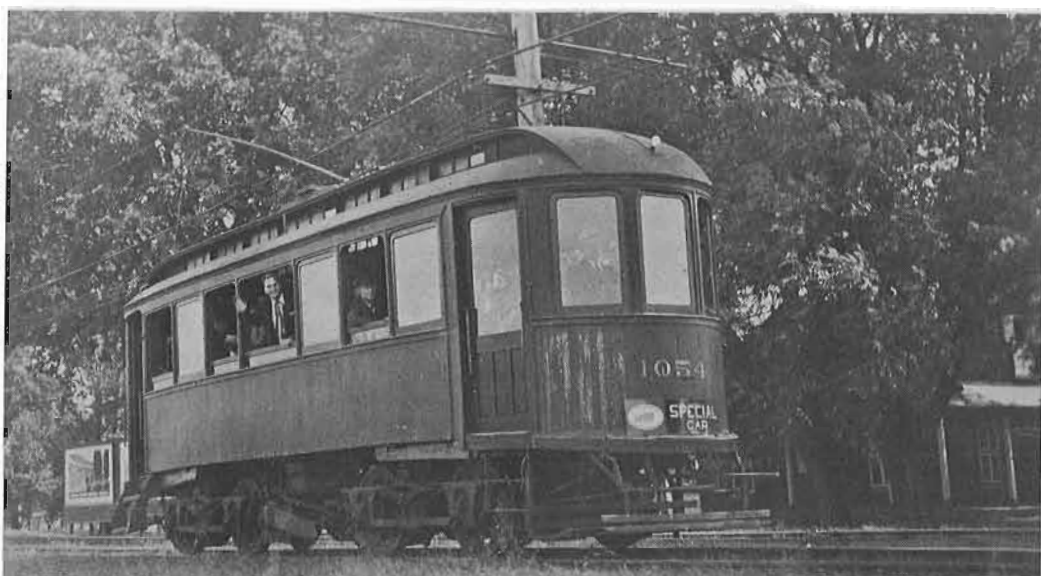


Since the founding of the Canadian Railroad Historical Association in 1932, trips and outings to points of railway and historical interest have been major items on the list of Association activities. In the early years, numerous trips were arranged by the comparatively small number of members - trips that were both successful and enjoyable. Outstanding amongst these were the outings to Joliette, Cantic, Swanton-St. Johnsbury, Asbestos and Shawinigan Falls. There was not a large number of participants on these trips - for indeed the Association itself was a small and struggling group at the time. But what the excursionists lacked in numbers they made up for in spirit and enthusiasm, and the early activities will live forever in the memory of those who were fortunate enough to have taken part.

All these outings were organized in the informal way that only small groups can. Private automobiles and regular railway transportation services were utilized exclusively, and chartering trains or trams was not seriously considered by the Association members of that era.

It was not until May 14, 1949, that the CRHA organized and operated its first excursion, utilizing privately-chartered rail equipment. This trip was over certain lines of the Montreal Tramways Co. and Observation Car No.3, one of the unique open sightseeing cars operated by the M.T.C. at that time was the chosen vehicle. For a reason that may interest some "Canadian Rail" readers, this trip is known as Excursion No. 2, and is shown as such in the list of Special Trips itemized below. The Association as such never operated an Excursion No.1, although a trip by that number did, in fact, run and is included in the list of the excursions.

The beginning of that story goes back a few years previous, to September and October 1946, when a New York enthusiasts' organization known as the Joint Railfan Trip Committee planned a grandiose excursion to and around Montreal Terminals, taking in journeys on the Canadian Pacific and Canadian National Railways, the rail lines of the National Harbours Board on the Montreal waterfront, as well as the M.T.C. and Montreal and Southern Counties electric lines. John G. Kneiling was supervisor of this American Committee and in the course of organizing the Montreal weekend, he had a number of meetings with two local enthusiasts, Omer Lavallee and Anthony Clegg.



M.T.C. 1054, the Montreal Tramways Training Car, was operated August 7, 1948 for the S.L.V.E.T.C. The unique car is shown at Athol Station on the Cartierville line. (photo - O.S.A.Lavallee)

In spite of the fact that the New York group could not get enough support to operate their Montreal safari, planned for July 4, 5, and 6, 1947, and were thus forced to cancel the weekend activities, Mr. Knelling continued to visit Montreal from time to time, proffering advice to his two Montreal associates and infusing them with the zeal to try a local Montreal trip. In the course of these discussions, certain rules and policies were formulated that have since been proven by experience and found to be flawless.

But the C.R.H.A. in 1947 and 1948 was in no mood to run excursions. Finances were low and scepticism of success pervaded the majority. A small band of members went ahead with plans for a M.T.C. charter car excursion, however, and formed the Saint Lawrence Valley Electric Transit Committee for the express purpose of operating such an outing. On August 7th, 1948, under the auspices of the Saint Lawrence Valley E.T.C., a special chartered trip was operated from St. Denis carhouse of the M.T.C. to Blue Bonnets and Noorduyn Loop, using the Montreal Tramways Training Car No. 1054. Only some twenty enthusiasts participated, but through the co-operation of Mr. R.M. Binns and the Montreal Tramways Company, rates were geared to the modest means of the ST.L.V.E.T.C. and the excursion was adjudged a success.

Participants on the Association's first chartered railway excursion posed beside CN 15837 at Huberdeau on Oct.1,1950.



Nothing succeeds like Success. And subsequent trips were organized by the Trip Committee under the banner of the Canadian Railroad Historical Association. Following is a list of the special trips organized in the ten-year period between 1948 and the end of 1957, compiled by Mr. Ernest Modler. There were also four excursions operated using regular transportation facilities, and the MTC Pageant on St. Catherine Street, Montreal, in which the CRHA played an important part.

No.	Date.	Co.	Train.	Equipment.	Destination.	Notes.
1	Aug. 7/48	MTC	Special	Car 1054	Cartierville	
2	May 14/49	"	"	Car 3	Mountain & Mt.Royal	
3	Oct.30/49	"	"	Car 1042	Lachine	
4	May 24/50	NYC	22-2, 3-33	En.4543,'15, '58,'98,'09,'43	Childwold, NY Grasse River RR Corp.	Visit
5	Aug.5/ 50	MTC	Special	Car 200	Frontenac & Cote St. Farewell Route 95.	
6	Oct. 1/50	CNR	"	DECar 15837	Huberdeau	Fall Foliage Trip.
7	Feb.18/51	M&SC	"	Car 107	Granby	
7A	May 31/51	CPR	Tr.463	Eng.1228	Park Avenue	Last train ex.Place Viger Stn.
8	June10/51	CNR	Special	DECar 15837	Quebec, via Garneau	
9	May 17/52	MTC	"	Car 4	Mountain & Lachine	
10	June 1/52	CNR-A&D	"	DECar 15837 Eng.47		Visit to Asbestos, Que. bestos & Danville RR
11	Oct. 5/52	CNR	"	Eng.5292	Huberdeau	Fall Foliage Trip.
11A	Nov.22/52	MTC	"	Car 859	Montreal North	Last run 703 cl.car.
12	Mar.14/53	"	"	Car 2501	Garland & Cote St.	Last run Duplex car.
13	June 6/53	CNR	Wayfreight	Eng.2591	St.Hyacinthe	St.Rosalie Wayfrt.
14A	Oct. 3/53	MTC	Special	Car 200	Youville Shop	
14A	Oct. 3/53	MTC	Special	Car 200	Youville Shop	
14B	Oct. 4/53	MTC	"	Car 1177	Lachine	
15	Oct.30/54	"	"	Cars 1555-1664	Montreal North	Last run MTC trailer.
16	Apr.30/55	"	"	Car 200	Bois Franc Road	
17	May 1/55	M&SC	"	Car 107	Ste.Angele	
17A	June19/55	"	Tr.128-129	Car 326	Montreal South	Last trip ex McGill St.
18	June 25/55	MTC	Special	Car 1981	Cote des Neiges-Westm't	
19	Oct. 1/ 55	"	"	Car 1046	Montreal North & Cartierville.	
20	Oct. 2/55	CNR	Special	Eng.674	Rawdon	Fall Foliage Trip
20A	May 12/56	M&SC	"	Car 607	Ste.Angele	
21	June 2/56	"	"	Cars 104-102	"	
22	June 3/56	MTC	"	Car 997	George V Loop	
23	Sept.1/56	"	"	Car 1317	St.Catherine St.-Farewell St.Catherine.	
24	Sept.3/56	"	Pageant	Cars 997-274	St.Catherine St.-Farewell St.Catherine (MTC Pageant)	



25	Sept.29/56	MTC	Special	Car 1046	Lachine
26	Sept.30/56	CPR	"	Engs.2580-489	Sutton-Fall Foliage Trip
27	Oct.13/56	M&SC	"	Car 104	Ste.Angele-Farewell to M&SC
28	Apr.13/57	CPR	"	RDC 9106-9067	Cornwall-Visit Seaway
29	June 23/57	MTC	"	Car 274	Notre Dame St.-Farewell to Notre Dame.
30	Sept.22/57	"	"	Car 3200	Cartierville & Youville Shop
31	Oct. 5/57	"	"	Car 1	Mountain & Lachine-Fare well Route 11.
32	Oct. 6/57	CPR	"	Eng.2467	Mont Tremblant & Labe- lle Fall Foliage
33	Nov. 2/57	MTC	"	Car 997	Lachine & Garland-Fare- well Rts.48-31.
34	Dec.14/57	OTC	"	Cars 1003-685	Ottawa (system) Britan- nia, Lindenlea.
35	Dec.15/57	MTC	"	Car 200	Montreal North and Cartierville.
36	Feb.23/58	"	"	Car 2222	Ontario & Papineau - H.Heider retirement.
37	Mar. 2/58	OTC	"	Car 855	Ottawa Britannia,Bank, Coburg.

The Association's first chartered railway trip -- as distinct from special tramways trips -- took place on October 1st, 1950. It was operated from Montreal to Huberdeau, Que., by C.N.R. diesel-electric car 15837 to commemorate the record transcontinental run of 15820 twenty-five years earlier. As the M.T.C. had done previously, the National System arranged for the least expensive tariff possible and gave the organizers every possible assistance. The late O.A. Trudeau of the C.N.'s Passenger Traffic Department and a member of the C.R.H.A. was of great help in planning this milestone in the Association's progress. The excursion was attended by a number of those who had made the pioneer diesel trip in 1925, including Mr. E. J. Feasey, then Supervisor of Diesel Equipment for the CNR and I.I.Sylvester of the MLW. From all points of view, the Historical Association's first Railway excursion was a successful undertaking. The fact that 15837 did not at first make the Laurel grade and the cooling water boiled over, only heightened interest in the trip. A rather unique description of this outing was published in a contemporary issue of the News Report and is reprinted in this issue on Page 93.

The next Railway excursion - again with 15837 - was to Quebec City on June 10th, 1951. This was the time most of the return journey was made without lights in the gas-lamp equipped coach. There were a few murmurs of complaint at this slight inconvenience, - but it was an adventure not unappreciated by all.

To be continued.....







Doodlebug to Tartigou (and beyond)

by Ferro

(Above) Artist's impression of possible CG&T insignia

"Good morning. I am J. B. Quimper, Superintendent of the Canada and Gulf Terminal Railway." Thus spoke the man who, with two of his employees, was about to merge a fascinating railroad and traditional Gaspé hospitality to produce one of the most remarkable days which a small group of C.R.H.A. members will ever experience.

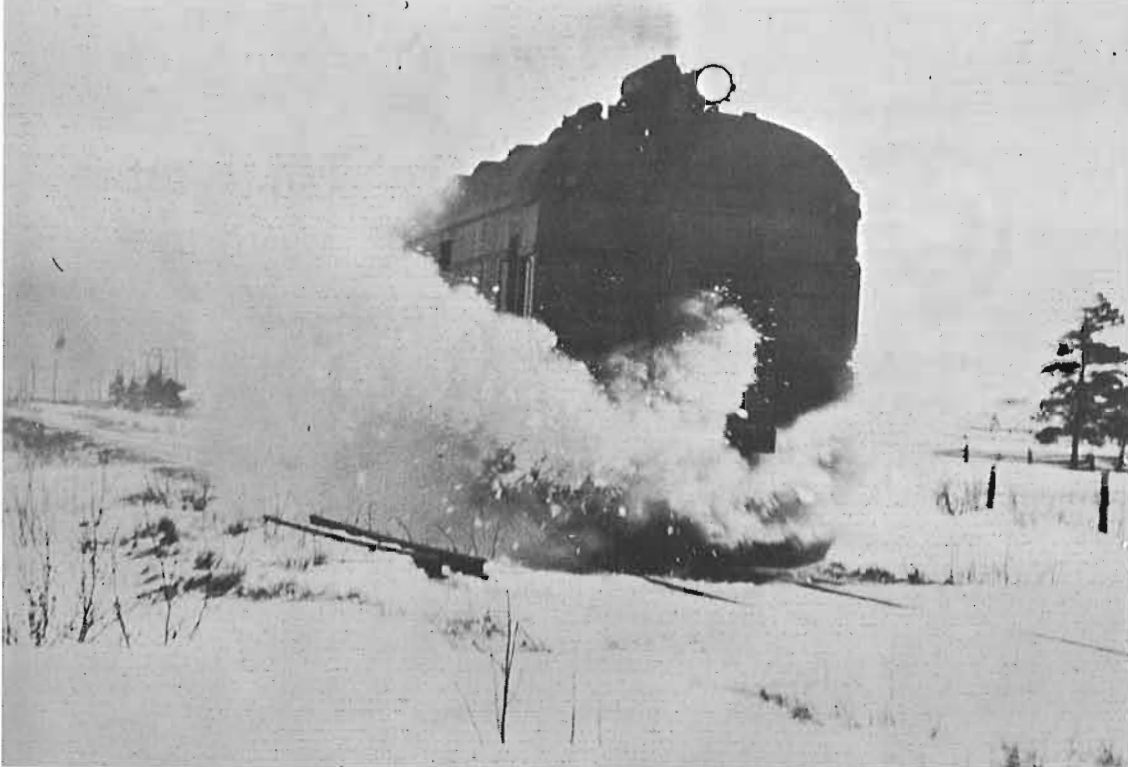
The Canada and Gulf Terminal Railway is a privately-owned line which runs for thirty-six miles along the north shore of the Gaspé peninsula from Matane, through Tartigou, to Mont Joli where it joins Canadian National Railways. We hope to have a comprehensive history of the road in a future issue of Canadian Rail; Suffice here to say that the operation is solvent, that the line is in fine condition, and that during Saturday, March 14, 1964, it became a most hospitable victim of seventeen Montreal ferroequinologists.

A main object of our visit had been a promised excursion in one of C.&G.T.'s diesel-electric rail cars. Anyone who has been a C.R.H.A. member for fifteen years or so invariably has a special affection for diesel-electric "doodlebugs", perhaps unexplainable to those who never participated in the Association's earliest and, according to some, finest excursions, operated in the early 1950's using CN's doodlebug, the late 15837.

It was with some delight, then, that we saw diesel car 405 backed to a stop in front of CN's Mont Joli station and heard Superintendent Quimper invite us aboard. Car 405 was built for the New York Central Railway and was later acquired by the Canada and Gulf Terminal. It has been re-engined and is in splendid condition, thanks to the loving care of Master Mechanic, Albert Lavoie who, on this occasion, acted as our engineman. The interior of the car would be a Quebec Nationalist's nightmare, for all signs are in English only -- and this in the Gaspé peninsula! "We never bothered to change the N.Y.C. signs," explained Mr. Quimper. "We are all bilingual on the C. & G.T. anyway."

Our first stop was at the east end of CN's Mont Joli Yard where we inspected the C.&G.T. enginehouse. There, we found a steel snow-plough being constructed from the ground up by our versatile engineman-master mechanic and, apparently, master car builder. "If you need a snow-plough at your museum, just tell us and Albert will build you one," joked the Superintendent; I think he just might, too. It was while stopped here that we seized the chance of photographing CN's semi-crack "Scotian" as it passed beside the 405.

"All aboard!" called Conducteur Paul Cloutier, and the excursion got underway in earnest. With Cummins engine roaring and generator whining, and 405 full open, eating up rail at thirty miles per hour, the year was suddenly 1950 and I a thirteen-year-old on CN's Montfort Subdivision, making my first C.R.H.A. excursion. Both diesel car 15837 and the Montfort Sub. are no more but for a while on March 14, 1964, that mattered little.



Photograph by Peter Murphy.

As detailed below, ample opportunities were provided on the way to Matane to take many interesting photographs. Perhaps the most interesting photo, though, was had at Matane itself. There, at the end of thirty-six miles of railway, 405 came to a stop in front of a modern tri-storey bricked, concrete-frame station, the likes of which would be eyed with envy by scores of cities many times larger than Matane and served by railways much larger than the C. & G.T. Apparently the Quebec Telephone Company and the Railway have common owners, and the telephone company occupies much of the station space. Still, it's an impressive structure considering that regular passenger service consists of one daily mixed train. After seeing the station I wouldn't have been at all surprised had we been shown an electronic hump-retarder yard.

At Matane we were met by local press and television representatives who interviewed us, in French, on the *raison d'être* of the Association and this particular excursion. Superintendent Quimper then took us to a hotel for a most welcome lunch, followed by a taxi tour of Matane which ended with an inspection of the express-freight handling facilities.

Typical of the hospitality extended us in spite of the always peculiar whims of rail enthusiasts was the highlight of the trip back to Mont Joli. Several of us had lamented the fact that, because of the unusually mild winter, photographs could not be had of 405's large pilot-plough knifing through a drift. Ah -- but we had underestimated C. & G.T. resourcefulness. "The solution is simply this", explained Mr. Quimper. "We will back the car up for some distance; in the meantime, you take this shovel and pile snow from the fields onto the track." Thus resulted a magnificent sight: 405 charged a fine C.R.H.A.-made drift at thirty miles per hour and the snow flew high. Terrific!

Once back in Mont Joli, we were invited to the C. & G.T. headquarters which, incidentally, is also Mr. Quimper's living quarters. There we received refreshments and were permitted to scan files concerning the history of the C.&G.T. and its motor cars. It was here that C.R.H.A. President, Dr. R.V.V. Nicholls borrowed a page from early Canadian Pacific history; a special meeting of the Association was convened and Mr. J.B. Quimper was unanimously elected President of the Association for one hour.

Following a most interesting discussion with Mr. Quimper, his assistant, Mr. L. Cyr, Conducteur Paul Cloutier, and Mechanicien Albert Lavoie, we all adjourned to a hotel for a fine roast beef dinner. One thing that became increasingly evident is the spirit of comradery that exists between members of the C.&G.T. family. It was clear that Mr. Quimper was proud of his men and that they, in turn, liked and respected him. No one was at all eager to leave this pleasant atmosphere and dinner lasted long.

In fact, this Saturday, CN's inevitable on time performance was not at all well received as word came that the "Ocean" to Montreal was expected on time. It was with utmost reluctance that we bade adieu and, had we been faced with other than the prospect of a ride in the "Ocean Limited", I'm quite sure that some of us might well have remained in Mont Joli, home of the Canada and Gulf Terminal Railway, or, if you will, the Comradery and Good Times Railway.

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CANADA & GULF TERMINAL RAILWAY - Special, Saturday, March 14, 1964.

Engine M-405 - Brill-Cummins diesel-electric car.

Engineer: Albert Lavoie (Master Mechanic)  
Conductor: Paul Cloutier  
General Supt: J.Benoit Quimper in charge.

Passenger Extra M-405 East.

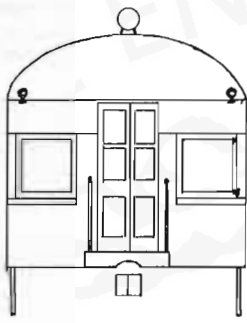
|                          |            |                                 |
|--------------------------|------------|---------------------------------|
| Mont Joli (CN Station)   | L. 9:33 am |                                 |
| Mont Joli (C&GT Shop)    | 9:53       | photo stop and shop inspection. |
| Metis River - Bridge 2.8 | 10:08      | photo stop and movie run        |
| Price                    | 10:20      | photo stop                      |
| Riviere Blanche          | 11:40      | photo stop and movie run.       |
| Matane (Mi.36.2)         | A. 11:59   | O.T.                            |

Passenger Extra M-405 West.

E.S.T.

|                           |            |                                |
|---------------------------|------------|--------------------------------|
| Matane                    | L. 3:15 pm | Block on #3(eng.102) to Baie   |
| Riviere Blanche (Mi.27.1) | 3:45       | des Sables.                    |
| Mile Post 24.             | 4:01       | photo stop and movie run.      |
| Baie des Sables (Mi.16.8) | 4:19       | Block on #3(eng.102) to Price. |
| Price (Mi. 2.9)           | 4:48       | Photo stop - Orders.           |
| Mont Joli (C&GT Shop)     | A. 4:55    | Photo stop.                    |
|                           | L. 5:04    |                                |
| Mont Joli (CN Station)    | A. 5:06    |                                |

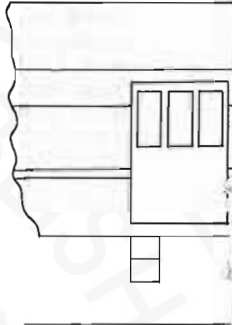
-- E. L. Modler



BACK

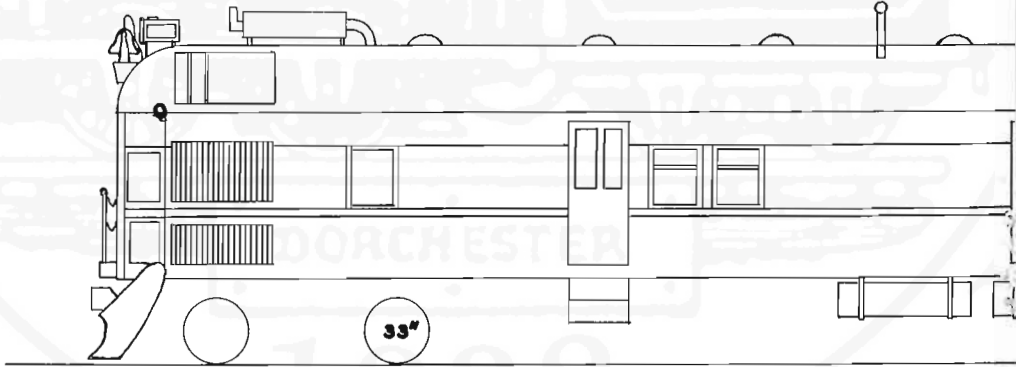


10'0" WIDE  
FRONT



CANADA & GULF TERMINAL RY. OIL ELECTRIC

SCALE IN FEET



7'9" WB

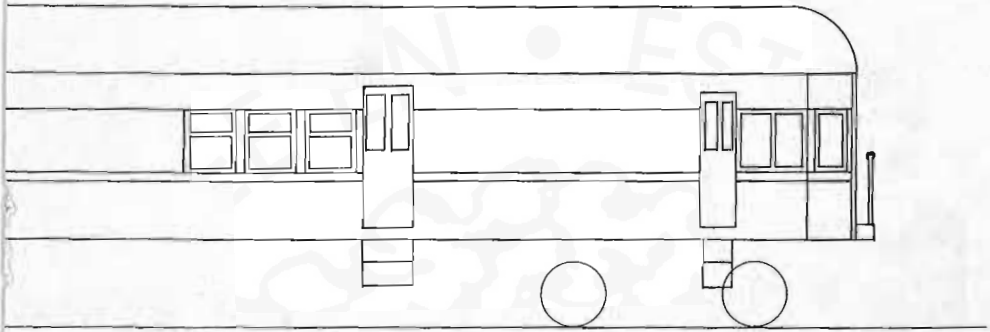
33"

53'6" TRUCK

RADIATOR SIDE

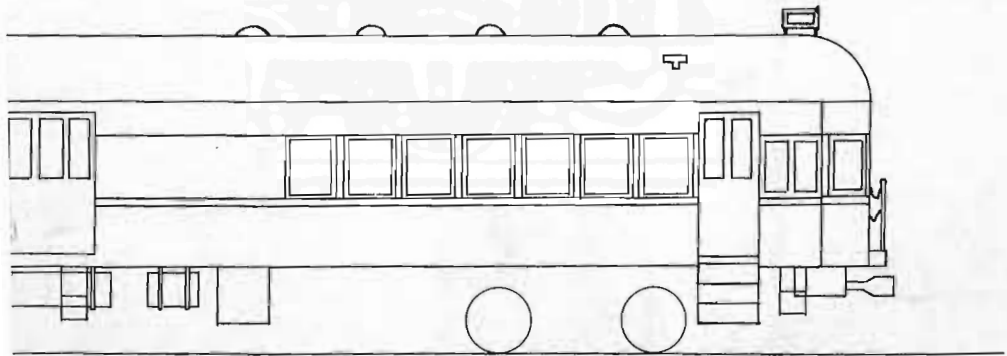
74'10" OVER COUPLERS





MOTORMAN'S SIDE ELEVATION

IC 405 - EX N.Y.C. GAS CAR M405



CENTERS

6'6" WB

P. Murphy

13'7" RAIL TO ROOF



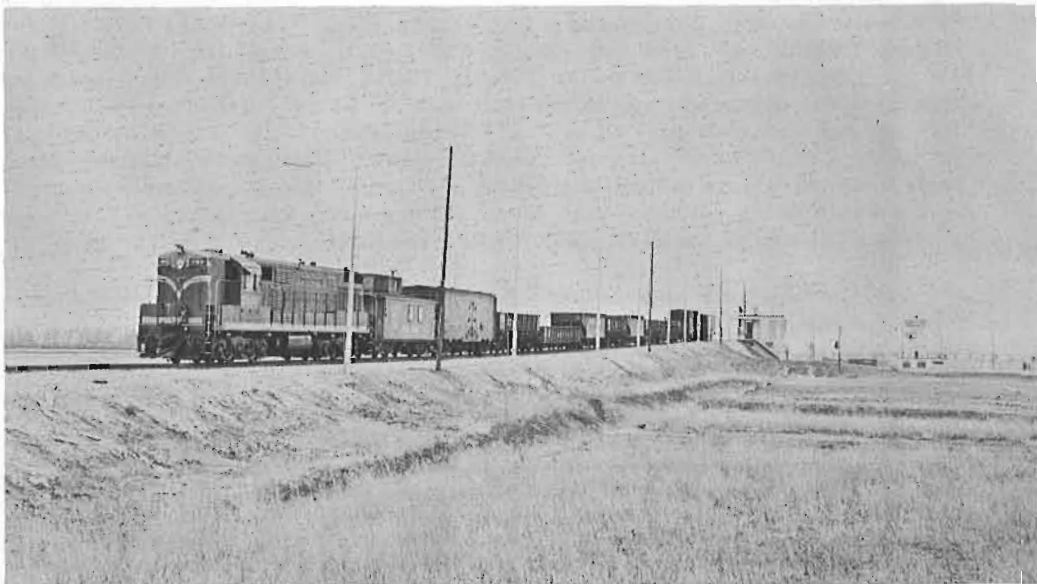


# First cars over Hump at TORONTO YARD

Photography:  
A.E.Robinson  
and B.Biglow

Cars were humped experimentally over the Local Hump at Toronto Yard recently, and we are fortunate in being able to obtain a pictorial record of the event through the courtesy of Messrs. A.E.Robinson & Barry Biglow.

The first photograph shows locomotive C.N. No.2900 arriving with the test cars. Photograph No. 2 shows the first car coming down the hump. This was Express refer CN 10611. The third picture is an overall view of the test train, the hump conductor's tower, and the retarder operator's tower.



A new Railroad Exhibit will be seen when the Shelburne Museum opens this year on May 25th at Shelburne, Vermont. One of the 33 buildings at this interesting outdoor museum of early American collections is the former railroad station of Shelburne, Vermont. It has been moved intact to the museum and is exhibited together with a refurbished private car "Grand Isle", a locomotive, a combination car, and a small caboose.

The station building was constructed in 1890 to serve the town of Shelburne, where Dr. W. Seward Webb maintained his summer residence. Dr. Webb was a director of the Central Vermont Railway and the Rutland Railway, President of the Wagner Palace Car Co., and the Father of J.W.Webb who founded the Shelburne Museum. In the station annex is a replica of "Old Ironsides" one of the early steam locomotives built by the Baldwin Locomotive Co. The "Grand-Isle" was more recently Business Car No.86 of the C.V.R., but during the past three or four years has been completely refurbished and now possesses an atmosphere of quiet elegance reflecting something of the grandeur of its former splendor.

# • BANQUET •

The "Salle Canadienne" in Windsor Station, Montreal, was the locale for the Association's annual banquet, which was held this year on Thursday, March 12th. About one hundred and twenty-five persons attended, comprised of members of C.R.H.A., their families and friends. The occasion marked the thirty-second birthday of our society, which was founded in Montreal in March, 1932.

The speaker of the evening was Mr. Ernest W. Wakefield of the Department of Public Relations and Advertising, Canadian Pacific Railway, and he was introduced by one of our Vice-Presidents, Mr. Omer Lavallee. Mr. Wakefield's topic dealt with the part played by Sir William Van Horne in the construction of the Canadian Pacific Railway, and it was followed by a special screening of the 90-minute Canadian Broadcasting Corporation film, "The Brass Pounder from Illinois" which was produced for the C.B.C.'s "Festival" television series in 1962. The play was written by Tommy Tweed, and starred John Drainie and others; it was produced in technical collaboration with the Canadian Pacific Railway and our Association. Of special interest were the sets depicting the interior of the Van Horne official car "Saskatchewan", in which much of the activity took place; they were built in the C.B.C.'s Toronto studios after a personal visit to the Van Horne car by technical personnel headed by Rudi Dorn. The "Saskatchewan" is now in the possession of our Association.

Mr. Wakefield was thanked by our other Vice-President, Mr. Charles Viau, and our President, Dr. Nicholls, acted as master of ceremonies. Other head table guests included Lord Shaughnessy, grandson of the Canadian Pacific Railway's third President, Lady Shaughnessy, our Honorary President, Mr. Donald Angus, and Mrs. Angus. The arrangements for the dinner were made by Mr. Bill Pharoah, Chairman of the Special Activities Committee.

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## NEW RAPID TRANSIT LINE PROPOSED FOR MONTREAL

On April 7th, representatives of Canadian National Railways met with municipal officers of communities served by the Montreal suburban electric system, which extends from Central Station to Deux Montagnes (St. Eustache), Montreal Nord and Cartierville. Topic of the discussions was a proposal put forward by the National system to replace the existing electric railway service with a \$25,000,000 rapid transit system, on a cost-sharing basis with the cities and towns served. CN contends that the existing system will reach its saturation point by 1966. The mayors present commented favourably on the project, and are to bring up the proposals with the several municipal councils involved, reporting back in the latter part of April.

It will be recalled that the section of the CN electrification extending from Montreal to Cartierville and Montreal Nord, was officially designated "Line No. 3" of the Montreal Metro, but interest by the Montreal city administration in it seems to have abated due chiefly to the demands of the first two lines of the Metro, which are now under construction. Moreover, Montreal's interest in the Mount Royal Tunnel route was limited to the Montreal-Cartierville section, leaving the status of existing users of the electric service west of Val Royal in some doubt. The latest proposal is a much more constructive approach to transportation needs in the Val Royal-Deux Montagnes area, which includes some of Montreal's fastest-growing suburbs.



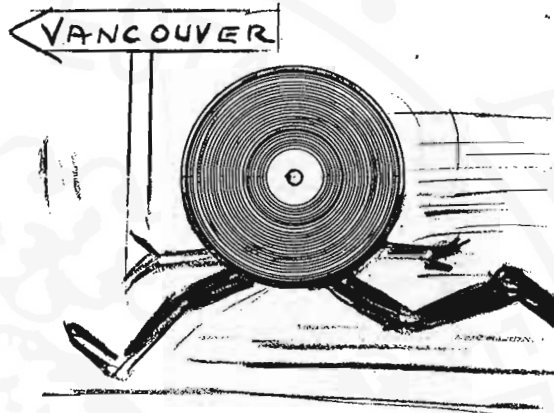
# " I was a Ferroequinologist ! "

Illustrations by J. A. Barnewall

One day I am casually glancing through the newspaper when I come across a blurb which informs me that the Canadian Railroad Historical Association is sponsoring a rail-fan excursion to Huberdeau, to observe the "fall foliage" up that way. Now I don't know what a rail-fan is, but I guess that it is a device used for cooling the rails. However, I am curious so I decide to invest four dollars and go along.

I arrive at CNR's Central Station at eight-thirty a.m. the following Sunday. The day is sunny and my spirits are high. Since the train does not leave until nine a.m., I pass the time conversing with other passengers. I learn that insufficient cash was raised to charter a steam train. Something is mentioned about a diesel. I remark that a diesel is more modern and that we are very lucky that one could be spared for our train. This meets with several scornful looks and my popularity decreases immediately.

Around eight fifty-five, I become a trifle worried for, so far, I haven't seen so much as a donkey assigned to pull the train. My thoughts are interrupted, though, as the train lurches forward without any apparent means of locomotion. To make matters worse, smoke is pouring from the roof of the front car and 'volumptuous' (sic) bangs can be heard. I immediately start for the door, proclaiming that the cars are rolling away and that a revolution is being carried out in the front car. Again the cold looks from fellow passengers. I am informed that our means of locomotion is an oil-electric "doodlebug" similar to the one which made a record run to Vancouver. I say that a machine like that



would make anything run to Vancouver, let alone a record. At this, several people go up to the front car.

I settle back in my seat, my mind filled with visions of every one pushing the "doodlebug" back from Huberdeau when I learn that, rather than go through the mountain we shall go around it and in this way, we shall get a glimpse at Canadian Pacific's hump yard. We pass close to the yard and everyone admires it. All I see is a freight train on top of a big pile of earth. Every so often a car becomes detached and rolls down the hill, crashing into another car before it can be stopped. I wonder why the company doesn't level off the hill and save all that trouble -- but I have learned not to express my opinions.

Soon we make a stop. I am admiring the scenery when someone shouts " 5500! ". I figure there is an auction or a game of chance in progress, so I follow the crowd. All I see, however, is an old steam engine. I wonder what all the fuss is about so I go up to the engine in order to get a better look. Immediately, I am the centre of attention. Loud

voices proclaim that my proximity to this machine is undesired. Later when I see photographs of this particular engine, I notice that I am in all of them. This pleases me greatly to realize that I am so popular.

Just then our train lets out a blat which scares me so that I dive into a three-foot ditch filled with water. I finally reach the train having averaged four cuss words per step. After this blat has scared me seventeen more times, we depart and I see men running after the train waving their arms. To be sociable, I wave back. Later it is discovered that four passengers are missing.

Someone tells me that refreshments are being sold in the baggage compartment, so I go forward. While finishing a Coke, I notice that some of the excursionists are disappearing through a door marked "Operator", so figuring there must be a train telephone in there, I go in. I regret this decision immediately. The noise is deafening. I cannot get out because of the people behind me; I see a large pile of motor and surmise that this is the source of the noise. When I finally get out my ears are ringing like a diesel with motor trouble. I stay clear of the door after that.

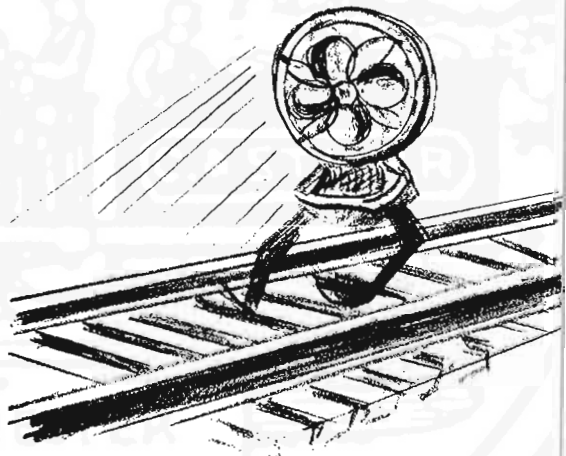
Finally we arrive at our destination. We are told that we have an hour. Everyone complains that this is not enough time so

after a fifteen-minute discussion the time is lengthened fifteen minutes. At this, everyone seems happy and they spend the rest of the time sitting around waiting to leave.

At last we start for home. I do not make a single blunder on the way home. I credit this to the fact that I fall asleep soon after departing. I wake up as we arrive in Montreal and walk away with thoughts of the trip. One thing bothers me, though. "What is a rail-fan?" I ask a fellow-passenger.

"A Ferroequinologist", says he.

"Oh!" I reply, the whole thing quite clear to me now. A ferroequinologist must be the trade name for a device which cools the rails.



#### WHY????

Why are grants from the taxpayers to maintain Canada's railways "a brake on the whole economy which diminishes Canada's ability to compete in both the domestic and the world market" while on the other hand "the fact that the (St.Lawrence) Seaway is not paying its way does not mean that it is a failure. ...last year revenues from tolls were \$9.5 million, while interest charges alone totalled \$15.4 million".

Both these quoted items cropped up the other day in the same news digest.



# Business Car & Electric Cars come to Museum.

-- Fred Angus

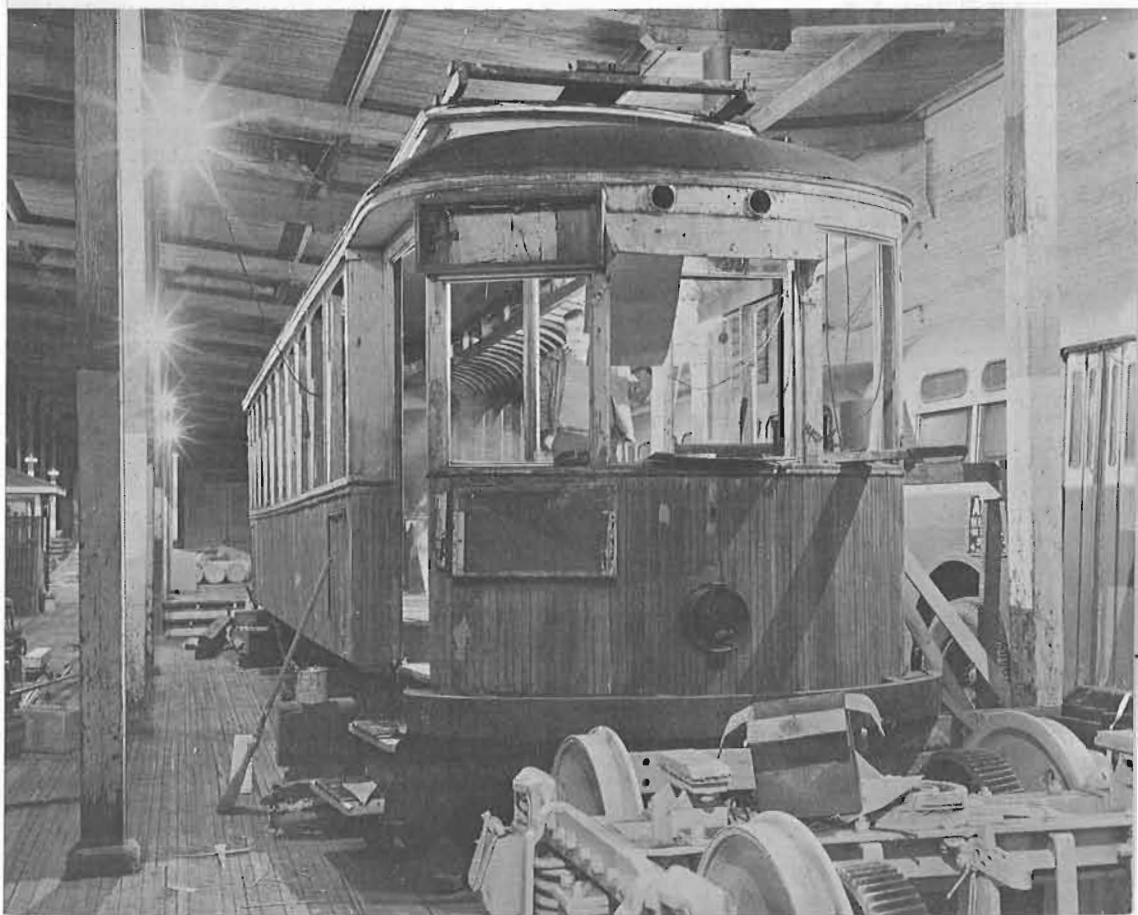
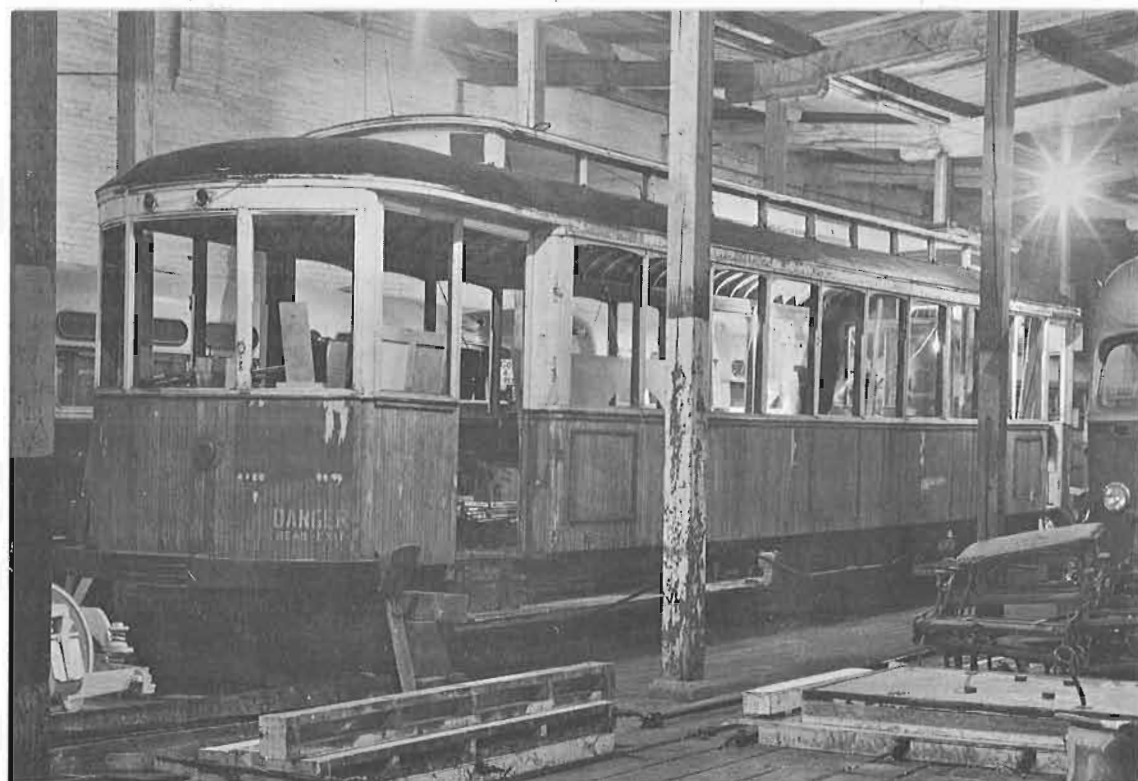
photographs by Ron. Bryant

During the first five weeks of 1964, five more pieces of equipment arrived at Delson, to bring to 54 the number of exhibits at the museum. On January 21st, at about 1:00 pm., Canadian Pacific business car No. 38, better known as the Saskatchewan, was brought to Delson on the C.P.R. way-freight and switched into the C.R.H.A. interchange by Soo Line diesel No. 371. The latter event is worthy of note because not only was this one of the much-discussed leased diesels, but number conscious readers will observe that 371 was the number of the engine which pulled the first Canadian Pacific transcontinental train into Port Moody, B.C., in 1886; an interesting coincidence. The following Saturday, January 25th, the Saskatchewan was switched into the building, displacing L.& P.S. NO. 14. The Saskatchewan is one of the most, if not the most, historic item owned by the C.R.H.A. It was built by Barney and Smith of Dayton, Ohio, in 1883 for the C.P.R., and was used for many years by William Cornelius Van Horne, the dynamic General Manager during the time when the C.P.R. was under construction. The Saskatchewan itself was present at the driving of the last spike at Craigellachie, B.C., on November 7th, 1885. Subsequently, it was used by Van Horne until his death in 1915. It was then renamed Laurentian, and, in 1916, the Quebec. Finally, in 1929, it became No. 38, which number it carried until it was retired in 1958. At that time, it was presented to the Association by the C.P.R. and has been very kindly stored by Dominion Bridge in Lachine until it could be moved to Delson.

The second arrival at Delson was less historic but more involved, and required greater coordination. This was the simultaneous move of two streetcars from Ottawa, one from Lachine, and an electric locomotive from Cornwall. Ottawa streetcar 696, built in 1917, had been the property of the Association since 1958 and was stored at Allis Chalmers in Lachine. Electric locomotive No. 7 was presented by Courtald's of Cornwall in 1959, and was still on the latter's property. No. 7 is the oldest electric locomotive in Canada, having been built by the Montreal Street Railway in 1900 for the Shawinigan Falls Terminal Railway. Ottawa streetcar 854 and sweeper A-2 were donated by the City of Ottawa in 1963, and were in the Cobourg barn at Ottawa. Since these cars were on property soon to be used for other purposes, it became necessary to move them, and it was decided to move all four vehicles at once, so that only one crane would be needed at Delson for the unloading. This involved simultaneous coordination of transport companies in Montreal, Ottawa, and Cornwall, and a large number of small details which had to be ironed out before the movement could commence. Arrangements in Montreal and Cornwall were handled by Jacques Loiselle, while Dennis Peters saw to the details in Ottawa.

After several postponements due to unforeseen difficulties, the work began on Friday, January 31st. 696 was loaded, and spent the night in a yard in Montreal. 7 was brought from Cornwall late in the day, while 854 and A-2 were loaded in Ottawa and left very early the following morning. On Saturday, February 1st, five flatbed trucks arrived at the Canada Creosoting yard at Delson, bearing in the following order: No. 7, A-2, 854, 854's trucks, and, finally, 696. All but 854 were shipped on their trucks, although A-2 had one brush removed. During the day the cars were unloaded and towed to



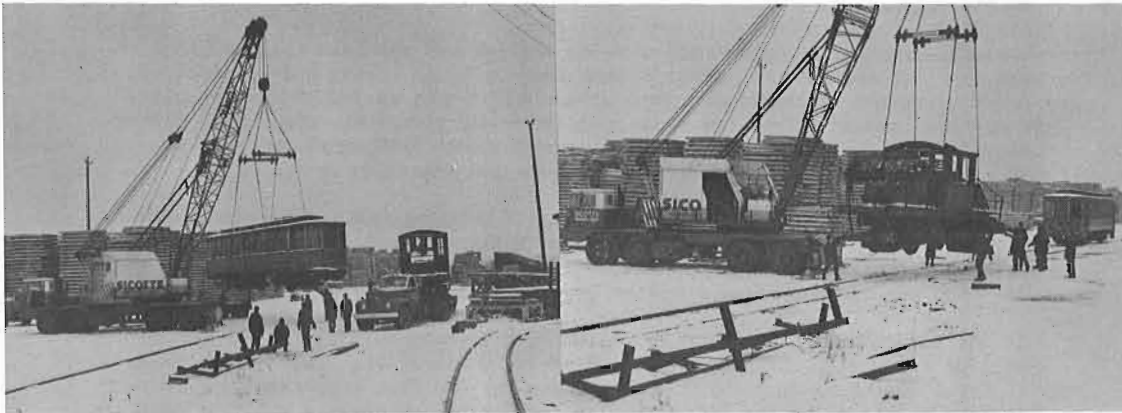


## Restoration work progresses on Edmonton Transit No. 1.

On the opposite page are two views of the fine restoration work being performed by C.R.H.A. members in Edmonton. The object of their attentions is Edmonton Transit streetcar # 1, being restored by the "Rocky Mountain" group at the E.T.S. Cromdale carbarns. Note the cleanliness of the refurbished truck in the foreground of the lower photograph. The photos, taken on Monday March 2, 1964, are by Mr. E. W. Johnson.



the museum by locomotive No. 9. Two incidents threatened trouble which was fortunately averted. In the first case, sweeper A-2 had been so long idle that the grease around its gears had congealed and the wheels would not turn. At length, after pulling and pushing by No. 9 and alternate applications of snow and sand under the wheels, the grease loosened, and A-2 rolled freely. The second incident was caused by the broken main beams of No. 7, which caused the collapsed end to foul the track. However, the beams were supported, and all the equipment was brought safely to the museum. A-2 has been placed inside, while 854 will follow shortly. No. 7 is already being restored and will soon have its broken frame welded. 696 has been quite badly vandalized, but 854 and A-2 are in excellent condition, and all four electric vehicles will be of great interest at the museum.



Now that Spring is here, work at the Museum is again in full swing. It goes without saying that if adequate progress is to be made in 1964, we shall need a large turnout at Delson on weekends. This year, there will be a variety of jobs, so, whatever your specialty, please try to come to Delson and help to bring nearer the day when the Museum will be open.



## Notes and News

-- P. A. Ganley

It has been confirmed that a new fast passenger train will be inaugurated between Montreal and Quebec city beginning June 11. The train, to be called "The Champlain", will be in the CN-CP pool agreement and will make the run between the two cities in 3 hours and 15 minutes with only one stop between - in the Quebec suburb of Ste. Foy. It was originally reported that CN would be operating the train on their own. In any case the train will run on CN lines via St. Hyacinthe, and will have five cars - two coaches, one diner-lounge and two parlor cars. The stainless steel train was purchased by the CN from Reading Railroad. The CN-operated Champlain is now being refurbished in the company's Point St. Charles shops at Montreal to meet CN's new interior design standards.

C.N. has awarded a contract to Eastern Car Co. Ltd., Trenton, N.S. to manufacture 500 triple-hopper railway cars, each weighing 70 tons. They will have a carrying capacity of 3,000 cubic feet and will be used primarily for coal traffic between the Maritimes and Central Canada. C.N. has also ordered 150 ore cars of 100-ton capacity from Marine Industries Ltd. of Sorel, Que. The cars, with a capacity of approximately 2,000 cubic feet, will be used to carry gypsum in the Halifax area. Delivery is expected to begin in mid-June at the rate of six a day.

Steel has advanced about 36 miles along the Great Slave Lake Railway since the first of the year. Track and ties are moving up to the end of steel by truck. Freight trains with materials are only going as far as Meander River until the bridges across the upper and lower Hay Rivers are finished. Timber work on the 480-foot upper Hay Bridge was finished last month and the steel work of four spans that will stretch across the lower Hay is up.

The Board of Transport Commissioners has authorized C.N.R. to abandon a 10-mile branch line between Peterborough and Millbrook, Ontario. The board said that the railway may abandon the line any time after April 30. The decision was reached after a public hearing last December in Peterborough.

It has been reported that C.P.R. trains 21 & 22 between Toronto and Detroit will be replaced by R.D.C. "Dayliner" trains on April 26. This is the last of three trains between these cities to be changed from conventional to R.D.C. service and it means the end of Parlor and dining car service and a through sleeping car from Montreal to Detroit now handled on Pool 21, leaving Montreal at 11.00 p.m. With this change, close to 60% of C.P.R.'s passenger service will be R.D.C.

Hawker-Siddeley (Canada) has been awarded a contract to build 164 subway cars for the Toronto Transit Commission. The Hawker Siddeley bid is understood to have been the lowest of four received. The cars will be built at their plant at Fort William, Ont., with delivery beginning in 1965.



The New York Public Service Commission has denied permission for the Delaware & Hudson Railroad to discontinue its day run between Albany and Montreal. The commission said, however, that the railway may renew its request to drop the train after October 1, 1965. The trains, nos. 34 & 35, and called "The Laurentian" run daily from Montreal to New York with New York Central handling the leg between Albany and New York. The D & H says that the trains are operated at a loss and that it could save \$24,500 through discontinuance of the one run north and one run south each day. The commission concluded that the train carried "a substantial volume of relatively long-haul intra-state passenger traffic" and had "considerable feeder value" for international and inter-line operations.

Increased commuter fares on CPR lines on the Montreal - Lakeshore service went into effect on April 1, as authorized by the Board of Transport Commissioners. A \$2. increase brought the price of 40-trip tickets from Montreal to Hudson to \$35.20. At Valois, commuters pay \$14.10 for a 40-trip ticket instead of \$12.10. Student fares also increased. Montreal West commuters pay a nickel more for fares into Montreal, the price being 30 cents.

The Bangor and Aroostock Railroad has ordered about \$6 million worth of rolling stock for delivery this year. The equipment consists of 100 mechanical refrigerator cars costing three million and 168 pulpwood cars costing a similar amount.

As announced in last month's report CN will be inaugurating a new trans-continental passenger train on May 24th. Pierre Delagrave, CN Vice-President of Passenger Sales & Services, explained that introduction of the new train "follows most encouraging results achieved with our Red, White and Blue fares on the transcontinental service." New equipment, like that on the Super Continental, also will be used on the Panorama, including new living room lounge cars, coach lounges, diners, and the train will have such extras as the Hospitality Coffee Hour, Children's Playtime, coach attendants, etc. The schedules of the twin transcontinentals are arranged to enable passengers to change from one train to the other at Jasper, Alta., with about a ten-hour stop-over. There will also be a change in service between Jasper and Prince Rupert. The existing train will have a schedule tied closely to the arrival and departure of the Panorama at Jasper. This train now connects with nos. 1 & 2 at Jasper. The train will operate with through sleeping and dining car service to Prince Rupert, replacing the present "Railiner" service between Prince George and Prince Rupert.

One of the pioneers in the Canadian transportation field, Mr. Armand Bombardier, inventor and builder of the world-famous Bombardier snowmobile, passed away February 18th at Valcourt, Que. Although not a rail-borne vehicle, his invention was noteworthy in the field of transportation generally, and the output of the Bombardier manufacturing plant provided the bulk of the traffic over the CPR's Valcourt branch. Mr. Bombardier's first commercial snowmobile was completed in 1937 after eleven years of experimenting and trial. Today his versatile machines see service around the world as ambulances, pulpwood haulers, taxis and pleasure vehicles. Snow removal machines, "skidoos" and machines for the forest industry are also turned out by the Bombardier plant, which employs 300 Valcourt residents and makes almost all of its own parts.





"If they get many more signals in these yards, we'll need TWO firemen to help read them."

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