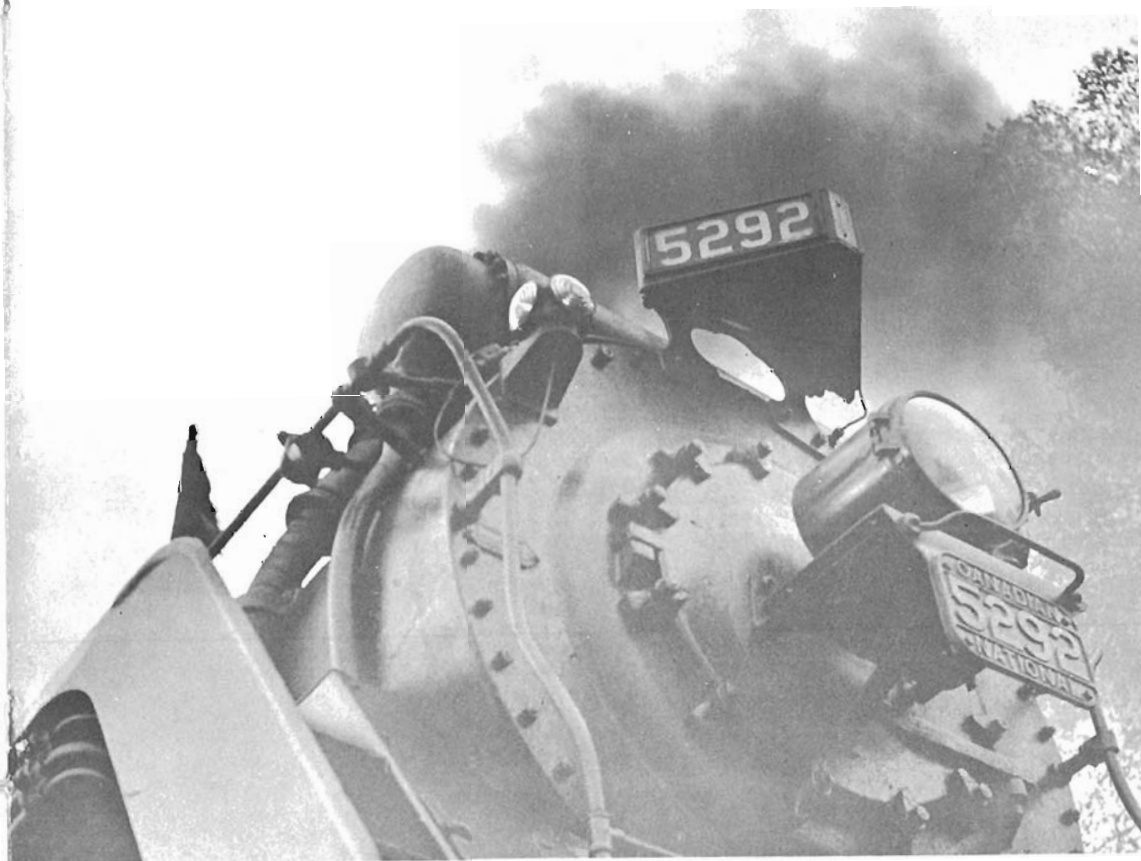


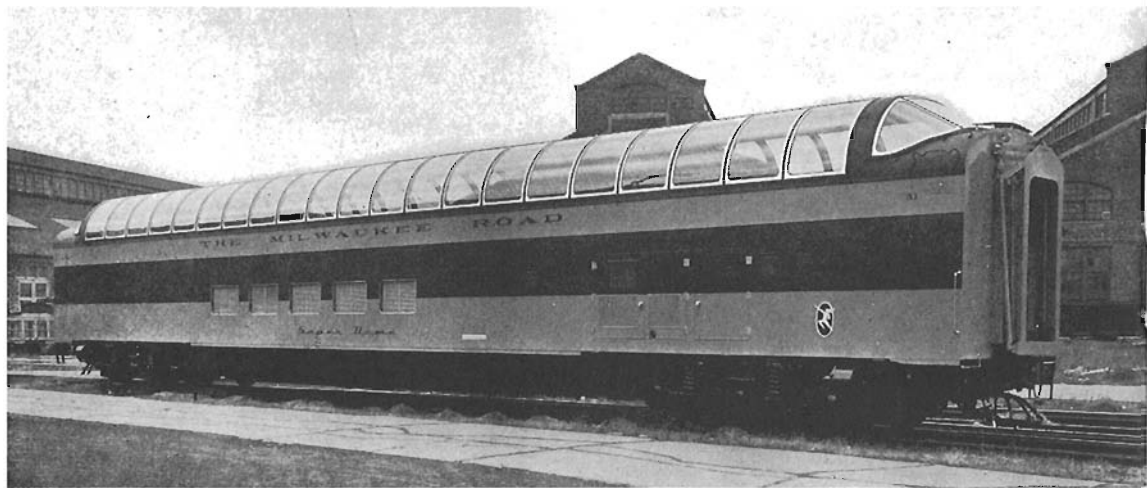
Canadian Rail



Number 155 / May 1964



.....locomotive 5292 with a three-car train was substituted for the single unit diesel car.....and on October 5, 1952, the Association ran its first chartered steam-powered train.



C N Passengers to find their Place in the Sun.

...Ferro

CN recently offered tangible proof that the sky's the limit when it comes to passenger train luxury. Ten glass-topped passenger cars have been acquired from the Milwaukee Road, to meet an increasing demand for accommodation on CN mainline trains. "It is quite clear," said CN Vice-president Pierre Delagrave, "that the response to our various campaigns to encourage use of our passenger services, particularly the introduction of the Red, White, and Blue system of reduced fares, is developing to the point where we are faced with an immediate need for specialized equipment."

Six of the cars are the distinctive Sky Top sleeper-lounges which were introduced on the Milwaukee Road's Hiawathas in 1948 and 1949. The 8-double bedroom - lounge cars were built by Pullman-Standard, the distinctive lounge section being copied from four parlor-lounge cars designed and built in Milwaukee Road Shops. The cars offer excellent visibility and it is said that the lounge glass can withstand a brick hurled at 110 miles per hour.

CN will refurbish the cars, although Canadian Rail does not yet know how extensively the interiors will be altered. After shopping, in late autumn, the cars will be assigned to the Ocean Limited and the Scotian, between Montreal and Halifax, and will apparently be called

"Skyview" cars. Specific CN names and numbers are not yet known; on the Milwaukee Road the cars were:

- 12 - Alder Creek
- 14 - Arrow Creek
- 15 - Coffee Creek
- 16 - Gold Creek
- 17 - Marble Creek
- 18 - Spanish Creek

The other four cars acquired by CN will introduce the full-length dome to Canada. The cars will be placed in service almost immediately on some runs of the Super Continental and the Panorama, through the Rocky Mountains. CN refers to the cars as "Sceneramic" double-deck cars, thus avoiding a contradiction of not too historic CN statements to the effect that dome cars would not be practical on the National System.

When built in 1952 by Pullman-Standard, the cars gave Milwaukee's Hiawathas the distinction of having the first full-length domes or "Super Domes" as they were then called. The cars were heralded as being the first of their kind, with a number of innovations in car building as well as car design.

The cars are 85 feet long and the dome section is 73 feet 2 inches from seat end to seat end. The dome seats 68 passengers against 24 in conventional

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Two of the new types of passenger cars to be introduced to Canadian travellers this year by the Canadian National System. Upper view is of one of the full-length dome cars to be placed in service during the coming summer. Lower photo shows a Sky-Top Lounge car, to be added to the consist of the Ocean Limited and the Scotian, after renovation in C.N. Shops.



Place in the Sun.

domes. The dome seats are non-reversing,* thus making it necessary to turn the car. Below the dome is dining and lounge space. The dining-lounge section, seating 28, and the all-electric stainless-steel kitchen have ample head room because mechanical equipment for air conditioning, lighting, fuel, and water, usually under the car, is accommodated at either end of the car above the trucks, thus permitting a lower car floor. Passengers can walk through the dome to get from one

car to another without passing through the lower level dining-lounge section. The cars are equipped with a public address system for train announcements.

Super Domes carry Milwaukee Road numbers 50 to 59, but it is not known specifically which of these numbers have been bought by CN. It is known, though, that these ten cars -- six "Sky-view" lounges and four "Sceneramic" domes, -- will play no small part in the skyward trend of Canadian railway passenger travel.

* C.N. says "Sceneramic" travel-view seats WILL be reversible.

Spring Timetable Review.

... F. A. Kemp.

Canadian National's bright blue Folder "A" has already proven to be a "best-seller", as prospective passengers exhausted supplies on the first few days of the schedule, which contains many new and revised schedules in the most sweeping change since the inauguration of the "Super Continental" and "The Canadian" in April 1955.

Standard bearer of the new trains is "The Panorama", trains 9 and 10 between Montreal and Vancouver, 109 and 110 between Toronto and Capreol. Advertised as a "twin" of the Super Continental, it will have similar equipment but a more leisurely schedule. It will begin operation May 24th westbound from Montreal, Toronto and Winnipeg and eastbound from Vancouver.

"The Champlain", trains 23 and 24 (123 replacing 23 on Saturdays) is a new $3\frac{1}{2}$ hour Montreal-Quebec service via the Drummondville route and the Quebec Bridge, using the stainless-steel equipment purchased from the Reading Company and formerly used on the "Crusader". It will enter service June 14 and will have all seats reserved. Only one intermediate stop will be made, at Ste.Foy (formerly called "Bridge") in the western suburbs of Quebec City.

The "Chaleur", trains 61 and 62, will enter service between Montreal and Campbellton, N.B. on June 14th, on the former schedule of the "Ocean Limited" eastbound and as an advanced section of this train westbound, relieving heavy summer traffic on the run. These trains will run until September 19th.

The remaining new trains do not have official names, although Train 75 was, for many years, known as "The Forest City" in tribute to the City of London, through which it passes en route from Toronto to Windsor. It has a running mate, No. 76, so that there are now four through trains between Toronto and Windsor. Toronto to Stratford train No.37 now runs through to Windsor, replacing 105 and 106 now goes through to Toronto via Brantford. Trains 81 and 82 form another new (or restored) Toronto - Sarnia service, with 81 running via Stratford. There are now ten Toronto - London trains, four westbound via Stratford, six via Brantford; three eastbound via Stratford, seven via Brantford.

An additional Hamilton -Niagara Falls Railiner trip will begin operation June 21st, replacing trains 89-189 in one direction. It will carry numbers 649-650.

Another Railiner round trip will be added May 24th, between Regina and Saskatoon, when trains 625 and 626 will begin a connecting service for "The Panorama". Railiner trains 621 and 622 have been extended to Prince Albert, replacing trains 7 and 8.

The Jasper - Prince Rupert service will be completely revised on May 25th, as overnight Jasper-Prince George trains 195-196 are to be replaced by daytime trains 5 and 6 (with Parlor Grill cars), while Railiners 695-696 will be replaced by overnight trains #11 and 12 between Prince George and Prince Rupert. Through Sleepers and Parlor Grill cars will operate Jasper-Prince Rupert on the days

HORAIRE TIME TABLE No. 169
 EN VOYAGE DE OCTOBRE 1963
 EFFECTIVE OCTOBER 28, 1963

CHEMIN DE FER CANADA AND GULF TERMINAL RAILWAY

est l'heure annuelle de l'été
 Canadian Time

DECEMBER 1, 1963

CANADIAN NATIONAL RAILWAYS

IN CONNECTION WITH GRAND TRUNK RAILWAY SYSTEM

Transport System

RESEAU CANADIEN

APRIL 20, 1964 TO OCTOBER 24, 1964

DOMINION ATLANTIC RAILWAY

LAND OF EVANGELINE ROUTE

APRIL 27, 1967

"The Short Route"

HALIFAX—BOSTON
 HALIFAX—NEW YORK

CN

Canadian Pacific

TIME TABLE

INDICATEUR

28 OCTOBRE 1962 — 27 AVRIL 1963

WORLD'S MOST COMPLETE

CN

Canadian National Railways
 system time table
 april 26, 1964 to october 24, 1964

Indicateur du Canadian National
 ensemble du réseau
 du 26 avril 1964 au 24 octobre 1964



APRIL 20, 1964 TO OCTOBER 24, 1964

APRIL 20, 1964 TO OCTOBER 24, 1964

GRAND TRUNK RAILWAY SYSTEM

LOCAL TIME TABLES

LINES WEST OF
DETROIT AND ST. CLAIR RIVERS

(WESTERN LINES)

CN

NEW YORK
 SARATOGA SPRING
 ADIRONDACKS
 LAKE CHAMPLAIN
 FORT TICONDEROGA
 PLATTSBURG
 MONTREAL

DAYLIGHT SAVING
TIME TABLE
 EFFECTIVE APRIL 27, 1964
 (Continued on page 4, 1964)

Route of the Famous
MONTREAL LIMITED
 Between New York and Montreal

CN

Canadian National
 Condensed Schedules
 between principal cities
 Canadian National
 Résumé des horaires
 entre les
 principales villes

APRIL — AVRIL
 26, 1964

MONTREAL INDICATEUR "D" FOLDER

STANDARD TIME
 HEURE REGLEE

Passenger Inquiry Bureau
 487 Station St. Jacques
 2-1323

Montreal - 487 Station St. Jacques
 Bureau des passagers & marchandises

Canadian Pacific

Revised to November 27, 1964

CENTRAL VERMONT RAILWAY

CN

Canadian Pacific
 Canadian National
 Bureau des Passagers
 Montreal - 487 Station
 St. Jacques

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Other service revisions have resulted in the Maritime Provinces from the rescheduling of the "Ocean Limited", train No. 2, which, after June 14th, will leave Montreal $3\frac{1}{2}$ hours earlier, its schedule to Campbellton being assumed by "The Chaleur" No. 62. Train No. 104 from Campbellton to Moncton will be retimed to connect with No. 62 at Campbellton. Trains 29 and 30 will replace Railiners 629-630 Campbellton - Gaspé on June 14th, and will carry Buffet-parlor cars, after several years' absence. Saint John-Moncton Railiners 614, 623, 643 and 644 will change running times on the same date. The Truro-Sydney Railiner, No. 602, will be rescheduled to connect with the eastbound "Ocean Limited" at Truro, leaving insufficient time for the usual trip into Halifax as Nos. 606-605, which will be withdrawn for the summer. Overnight train 7-10 will leave Sydney 25 minutes earlier to provide a better connection at North Sydney with the Newfoundland ferry service, which is also changing to a daytime run in both directions for the summer months. Through passengers from Montreal will use "The Scotian" to Truro, change to No. 8 for North Sydney; board the ferry for the trip to Port aux Basques; then get on No. 2 "The Caribou", which is being rescheduled to become a six-days-a-week service during the same period. The daily mixed, 203 - 204, will operate only once a week, on the days that Nos. 1 and 2 do not run. Mixed trains 205-206 Clarendville-Bonavista, 207-208 St. John's-Placentia-Argentia, and 211-212 Brigus Jct.-Carbonear will all run at different times during the summer period. The St. John's - Bonavista buffet sleeper will be withdrawn during this time. All of these services will revert to their former times and conditions on September 19th.

Returning to Central Canada for a few lines; the Levis-Edmundston overnight trains 68-69 and 67-70, which ran twice weekly during the winter and continued until the end of May last year, were cut off at the end of April this year. Richmond-Quebec Railiner 644 was retimed for an early-morning departure, eliminating the connection from Montreal via this route, which is one of the "pool channels" between Montreal and Quebec. Train 643 still provides a connection to Montreal. Baggage service has been eliminated from both trains. The Portland train service will operate on Saturdays only from July 4th to August 29th, with a morning departure from Montreal and an afternoon departure from Portland, with arrival back in Montreal at midnight (11 p.m. Standard Time). A Coach-lounge and a Coffee Shop car will run in addition to coaches.

The "Lakeshore Express" Trains 7 and 8 between Montreal and Toronto will run on a 5-hour, 59 minute schedule, the fastest ever timed between these cities, with eight intermediate stops.

A new extension to a recently-built branch line to a new mine in Manitoba has resulted in a new terminal for Mixed Trains 217 and 218, which hitherto have run between Flin Flon and Chisel Lake, and now go on 8.2 miles farther, to Stall Lake.

On the Toronto-North Bay run, Trains 46 and 47 have been eliminated from the passenger schedules, as have their Ontario Northland Railway connections, and the CNR Porguis-Cochrane trains 146 and 147. Instead, the CNR has added two trips to its bus service, connecting at North Bay with Trains 41 and 44.

The Algoma Central Railway has also been bitten by the passenger service bug, and has planned to begin a daily service between Sault Ste. Marie and Hearst on July 5th, to run until Oct. 11th. This is the first time that Sunday passenger trains have run on this railway for many years.

The Canadian Pacific's contribution to the passenger service changes this year comes mainly in the field of removals rather than additions. Trains 21 and 22 Toronto-Detroit, 321-372 and 379-328 Toronto-Buffalo, 325-326 Toronto-Hamilton and the "Bala Special", Toronto-MacTier have all been withdrawn. The two remaining Toronto-Detroit Dayliners have been rescheduled and renumbered 337, 338, 339 and 340. Train 329, "The Ontarian" has been renumbered 321, but is now the only train between Toronto and Buffalo.

The CPR timetable is one page shorter this issue due to the elimination of Lethbridge-Spence's Bridge trains 45 and 46 on January 17th. The remaining Medicine Hat-Lethbridge portions of these trains have been renumbered 307-308. The only addition to the CPR schedule is on the St. Paul-Winnipeg service, where "The Winnipeger" will have express and local sections between Glenwood and Winnipeg during the period June 25-Sept. 8. These will carry numbers 107, 108, 111 and 112.

Time changes cause confusion as usual among Canadian Railway passengers, and Canadian National devotes a page to explaining why they stick to Standard Time for public schedules, by noting the large areas of Canada which retain Standard Time all year round and those which do not adopt Daylight Saving Time for the same period as other communities. However, schedules in Prince Edward Island and Newfoundland are shown in Daylight Saving Time.

More mixed trains have disappeared on the new schedules in addition to the Prince George-McBride trains already mentioned. 293-294 between Jasper, Alta., and Blue River, B.C., and 251-252 between Charlottetown and Tignish, P.E.I., have been withdrawn, the latter on April 4th, although it was replaced by tri-weekly 220-241 between Summerside and Tignish and by except-Sunday 259-260 between Summerside and Emerald Jct. Station lists for the three Eastern PEI branch lines are still shown in the timetable, so we may assume that the service will again be resumed next winter.

On reading the equipment lists for Canadian National's new trains, one wonders where all of the parlor, dining, lounge, cafeteria and sleeping cars will come from. It is understood that car shops across the country are working overtime to prepare sufficient equipment for the summer services. The new trains on the schedule, plus the usual influx of sleeper tours from the U.S. to Western Canada should provide some interesting train-watching during the



Canadian
Rail Transportation
Museum

Weekend activity at the museum for the 1964 season has now resumed on a large scale. While some work was performed on every weekend during the winter, it is only with the start of Spring that the major projects, especially tracklaying, can be undertaken. Already this year four freight cars of material have arrived at the museum. The first, a box car, contained transformers and conduit for the electric lighting system, and the remaining -- three gondolas -- carried 100 tons of new 100-pound rail complete with fastenings and tie plates, enough for more than half a mile of track, a very valuable gift from Algoma Steel. The rail was unloaded on two weekends, the first being April 4-5, and the second, April 25-26, when an air-operated crane unloaded the third gondola, and stacked the previously unloaded rails more neatly.

Continued on next page

(Canada & Gulf Terminal photos illustrating "Doodlebug to Tartigou" in April issue courtesy of Messrs. P. McGee, F. Angus, B. Biglow and P. Murphy.)

Spring Timetable Review.

summer, as the wheat rush and the imported diesels did in the winter.

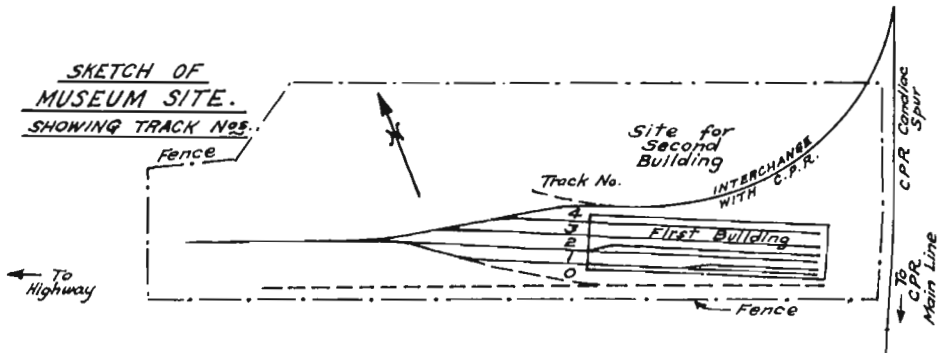
Canadian National's new train "The Champlain" will be part of the pool arrangements between Montreal and Quebec, and RED, WHITE & BLUE fares will not be valid. However, this will mean that round trips will be cheaper on weekends than under this plan. However, the highly successful fare scheme has been extended into the Lake St. John and Abitibi areas of the Province of Quebec, and RED, WHITE & BLUE tickets are now available to Arvida, Chicoutimi, Senneterre, Rouyn-Noranda and Cochrane. Canadian Pacific's FARESAVER plan was modified on April 15th, and now provides fares equivalent to the BLUE fares except for shorter distance travel, where fares equal to the WHITE fares are provided for journeys on days other than Friday and Sunday. This will give the Canadian National a slight advantage between competitive points, especially during May, which has 20 RED days. Neither railway quotes a through fare between Montreal and Chicago, and such a fare must be difficult to construct, as it involves three fare systems.

While the rearranged folders may be more convenient for those using main line services only, they do require a lot of turning back and forth for those tracing trips from main to branch lines in the same territory. We hope for a more logical sequence of tables in the next issue.

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For the benefit of those who have not been to the museum, a brief description of the track arrangement will be helpful. The present building is roughly parallel to the C. P. R. mainline, and faces west. It has four tracks which are numbered from right to left as one faces the building, i.e., track 1 is farthest south and nearest to the C.P.R. Between track 1 and the southern boundary of the property there is a space for one track. This will be called track 0, and will afford outside storage for equipment, and may eventually become part of a streetcar line around the property. To the north of the building is the interchange track with the C.P.R. Caniac spur, and between this and the northern boundary of the property is space to erect the second building which will be the same size as the present one, but will have six tracks closer together. For display purposes, equipment will be removed from two tracks (e.g. 2 and 5), thus providing good visibility on one side of the exhibits. The lead tracks for the new building will connect with a track which branches off the interchange at a spot near the north west corner of the first building. In addition, Track 0 will be extended westward from its connection with the lead, and will create about 300 feet of additional storage. All this work will require eight switches, and the complete material for these has been made available, out of scrap stock, by the Canadian Pacific Railway.

Although this description may sound complicated, it will be easy to understand if you COME TO THE MUSEUM TO HELP WITH THE GREAT AMOUNT OF WORK NEEDED TO REALIZE THIS SUMMER'S OBJECTIVE.



Already a start has been made. Track 3, the only remaining unconnected track from the building, has been straightened and extended, and now awaits only the arrival of the switch parts before it is permanently joined to the interchange. Next will be the construction of Track 0 and the ballasting and levelling of Tracks 3 and 4. When all this is done, the next job will be to build the trackwork leading to the site of the new building. Already trees have been cut down and a start made on grading the area so the track can be laid quickly. Also on the agenda is a new access road which will replace the present one which travels over private property and is unsuitable for use by the visiting public. The new road will require a bridge, and this is scheduled to be erected by the Army during June. The opening of this road and general rearrangements and landscaping may make it possible to open the museum to the public on a limited scale this summer, IF THE MUSEUM COMMITTEE CAN HAVE THE ACTIVE SUPPORT OF THE MEMBERS.

RECENT *Canadian Pacific* OFFICIAL CAR CONVERSIONS

... O.S. Lavallee

Within the past few years, the retirement of wood-framed railway passenger cars has resulted in a considerable decimation in the ranks of wooden official cars, used as instruction cars and by division superintendents. Many very interesting and historical vehicles have thus been discarded, though it is fair to say that the most interesting ones have been, or will be, kept by preservation groups.

Canadian Pacific has met the demand for official cars at the divisional level which has thus been created, by converting existing steel observation-solarium or buffet-sleeping cars of older design. Fifteen cars of the "CAPE", "FORT", and "LAKE" class have been used. In addition, five passenger cars have been converted into instruction cars (42-44, 46-47) as have four named official cars formerly assigned to operating districts that were abolished in 1960.

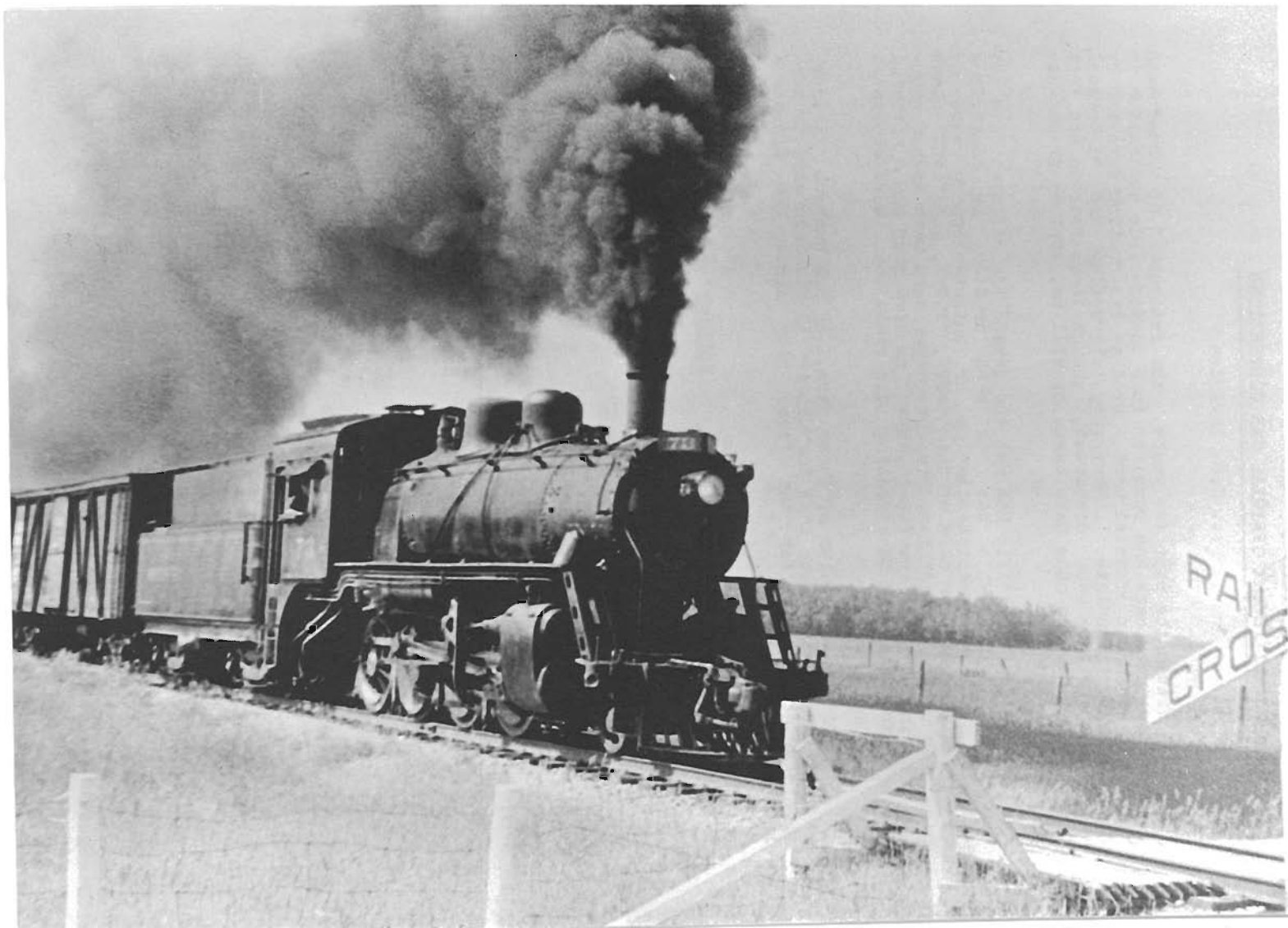
A complete list of these cars, by new number, follows. It is interesting to note that the number 13 has been used to designate an official car for the first time since the Company's inception.

<u>New No.</u>	<u>Converted From</u>	<u>Date Conv.</u>	<u>Builder</u>	<u>Date</u>
4	Cape Ray	4/62	Nat'l Stl.Car/C.P.R.	1929
6	Cape George	5/62	" " " "	1929
8	Alberta	12/62	" " " "	1929
9	New Brunswick	6/62	" " " "	1930
10	Ontario	6/62	" " " "	1928
12	Saskatchewan	6/62	" " " "	1930
13	Cape Race	5/63	" " " "	1929
14	Cape Hurd	1/63	" " " "	1929
15	Cape Cook	12/63	" " " "	1929
17	Lake O'Hara	8/62	Can. Car&Fdy./CPR	1926
18	Lake Megantic	6/62	C. P. R.	1911
28	Fort Coulonge	4/62	Nat'l Stl.Car/C.P.R.	1927
29	Fort Reliance	4/62	" " " "	1927
30	Fort Simpson	7/62	" " " "	1927
31	Fort William	4/62	" " " "	1927
32	Lake Chamcook	7/62	" " " "	1928
33	Lake Huron	6/62	" " " "	1928
34	Lake Nipissing	5/62	" " " "	1928
35	Lake Ontario	4/62	" " " "	1928
42	1449 (first Class)	5/62	" " " "	1924
43	1452 " "	4/62	" " " "	1926
44	999 " "	10/62	C. P. R.	1912
46	1308 " "	2/63	Nat'l Stl.Car/C.P.R.	1929
47	1316 " "	11/63	" " " "	1930

★★★★★★★★★★★★★★

Next page: Northern Alberta Railways #73 heads north out of Edmonton with a Barrhead freight. Photo taken in the summer, 1959 by Mr. E. W. Johnson.





NORTHERN ALBERTA RAILWAYS NO. 73, AND OTHER
EQUIPMENT PRESERVED.

The first quarter of 1964 saw preservation of prototype Canadian railway equipment continue at a brisk pace. Two further Canadian Pacific steam locomotives, and another wooden official car were committed, as follows:

D-10 4-6-0 No. 894 has been sold to Kitchener, Ont., for preservation.

G-2 4-6-2 No. 2634, the last of its class, is the locomotive that interested parties in the city of Moose Jaw are trying to preserve.

Official Car No. 11, at Brandon, Man., built by CPR in 1893 as the sleeping car "Enoshima", has reportedly been sold to the Puget Sound Railway Historical Association of the U.S.A. Sale of No. 11 brings to six the number of such Canadian Pacific cars now preserved.

Of most interest to our Association was the donation of Northern Alberta Railways 2-8-0 No. 73 by the Steel Company of Canada. No. 73, now at Edmonton, is to remain there and be restored by members of CRHA's Rocky Mountain Branch, possibly to operating condition. This engine, along with other NAR engines, was purchased by Stelco subsidiary Premier Steel Mills Limited as scrap but was fortunately left intact. It was built by Canadian Locomotive Company at Kingston in October, 1927 (serial No. 1821) for the Edmonton, Dunvegan & British Columbia Railway. It has 22x28" cylinders, 56" driving wheels, carries 190 pounds boiler pressure, exerts 39,000 pounds tractive effort, and weighs 325,500 pounds in working order. Thus, another railway (Canada's third largest) becomes represented through the efforts of our Association. The Edmonton members are understandably very keen about acquisition of No. 73, whose restoration will be aided by permission which Stelco kindly gave to permit parts to be exchanged with other partially-scraped units of the same class.

TROLLEY WITH AN ALIAS OTC #6 is really #66.

Ever since Ottawa Transportation Commission work equipment cars 6 and 423 arrived at the museum late in 1962, there has been a gnawing doubt in the minds of members of the Railway Committee about the real identity of No. 6, which is now a rail grinder car, but was once a single-truck passenger car, and can easily be restored as such. The number "6" was obviously a work car number, as the original passenger car 6 was a much smaller car, put in service when Ottawa inaugurated one of Canada's earliest street railway electrifications in June, 1891. A number of single-truck wooden passenger cars had been retained at Rockliffe carbarn of the Ottawa Electric Railway until that facility was burned more than twenty years ago, and two of them, Nos. 6 and 88 were converted into work cars.

No. 6 was practically identical to No. 88, and so it seemed logical that its number should bear a closer relationship. On the evening of April 14th, Fred Angus and Omer Lavallee went to Delson with some paint remover, and a judicious application on the bulkhead brought out the true number, 66. Eventually, when restoration of this interesting car is undertaken, the number will be restored. For the time being, however, No. 66 will remain under its "alias", - 6 -, the number it has borne as a rail grinder for so many years.





15 Years of C R H A Excursions.

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1949 — 1964

Continued from Page 83.

As time went on, patronage of the C.R.H.A. trips increased and on October 5th, 1952, the Association ran its first chartered steam-powered train. It had been planned to operate the reliable 15837 once more to Huberdeau in the Laurentians, but ads were placed in the local newspapers and the response swamped the reservation department. At the last minute -- sometime between Saturday noon and Sunday morning -- locomotive 5292 with a three-car train was substituted for the single-unit diesel car. The trip was a huge success, both financially and socially, and it was a tired but happy group of passengers who disembarked at Central Station later that day.

From then on, records were made on almost every trip -- bigger crowds -- better trips -- more interesting equipment and motive power.

On one occasion -- the Fall Foliage Excursion to Rawdon behind CN Mogul 674 -- it seemed as if the Special train was not going to make it back to Montreal. For some reason or another, the "Armstrong" turntable at Rawdon did not take kindly to the engine being turned amid the gaze of several hundred spectators and refused to make its usual half-revolution. The locomotive tilted rather precariously for a while, but after some skillful jockeying of the engine, along with coaxing, pushing and pulling, the table was forced around and 674 was able to complete its return journey.

Annual "Fall Foliage" excursions were augmented on several occasions by some special event of local interest, such as the chairlift ride and boat cruise that were coupled with the trip over the C.P.R. to Mont Tremblant in October, 1957. Another Canadian Pacific trip -- behind CP 489 to Foster, Knowlton, and Sutton, in September, 1956, -- was the occasion for a fine banquet at the Hotel in Knowlton, Que.

By the spring of 1958, excursion patronage had progressed to the point where a double-headed C.N.R. special was chartered to accommodate the participants, and Excursion No. 38 was powered by CN 1165 and CN 1391. If truth be known, the leading engine came along principally for the show, but it made an impressive sight and resulted in

1165 being donated to the Association by the Canadian National Railways. Peak attendance was reached in September, 1960, when the CRHA and the CNR jointly sponsored a weekend of trips utilizing CN 6153. This Labour Day Weekend group of outings was to have been Farewell to Steam on the CNR, although actually a few steam-powered specials have been operated by the Railways since that time in the Toronto area, between Edmonton and Camrose, Alberta, and for the Association out of Montreal.

The most recent such outing, in October 1963, was from Montreal to Victoriaville, Que. On this occasion, an open-top bus was chartered from Provincial Transport and participants who had purchased excursion tickets were given the option of riding the bus between Montreal and Beloeil for a small surcharge. The bus and the steam engine co-ordinated their speeds between Cannon Jct. and the Richelieu River, enabling the bus passengers to obtain continuous photos and movies of CN 6167 and train at speed.

Trips by and for the Canadian Railroad Historical Association have had a generally successful history. There have been two or three that were cancelled for one reason or another, but they have been the exceptions, and merely pointed out pitfalls to be avoided in future planning. The abandonment of street railway services, the contraction of railway passenger services and the standardization of motive power and rolling stock, make planning for future excursions somewhat more difficult, but by no means prohibit their operation as successful ventures.

A list of trips operated by the Canadian Railroad Historical Association within the past six years, compiled by Mr. Ernest Modler from his extensive records, concludes this resume of CRHA railway and tramway excursions:

C.R.H.A. EXCURSIONS, 1958 to 1963.

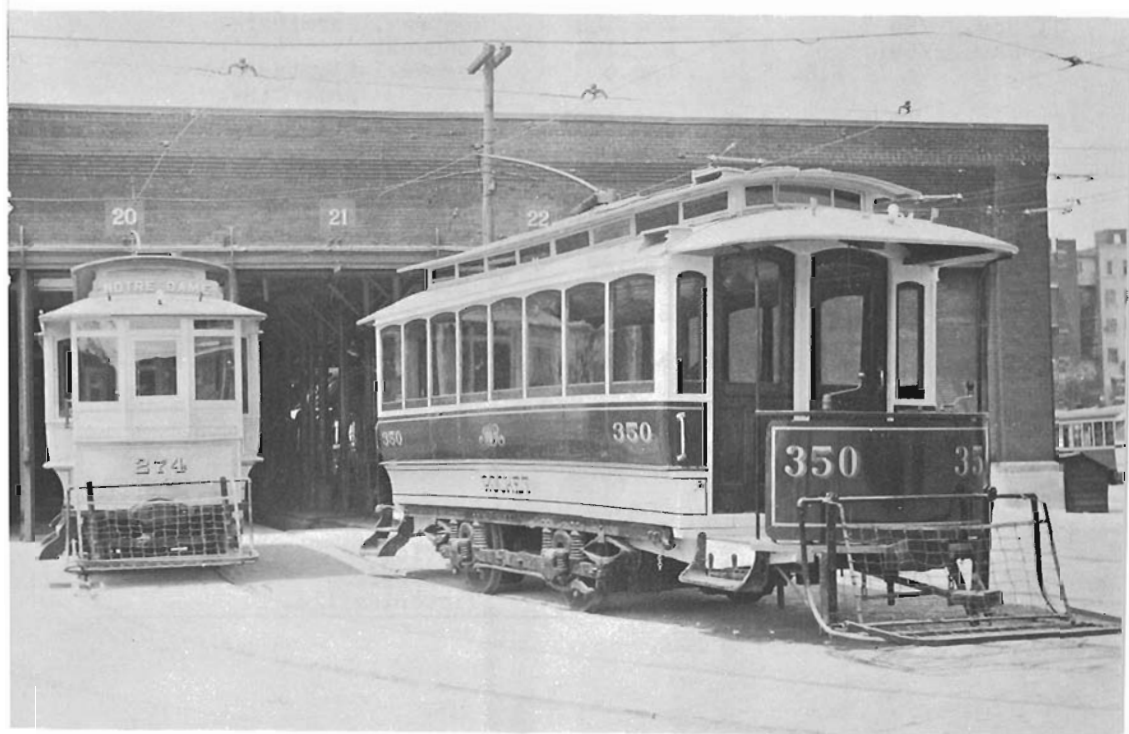
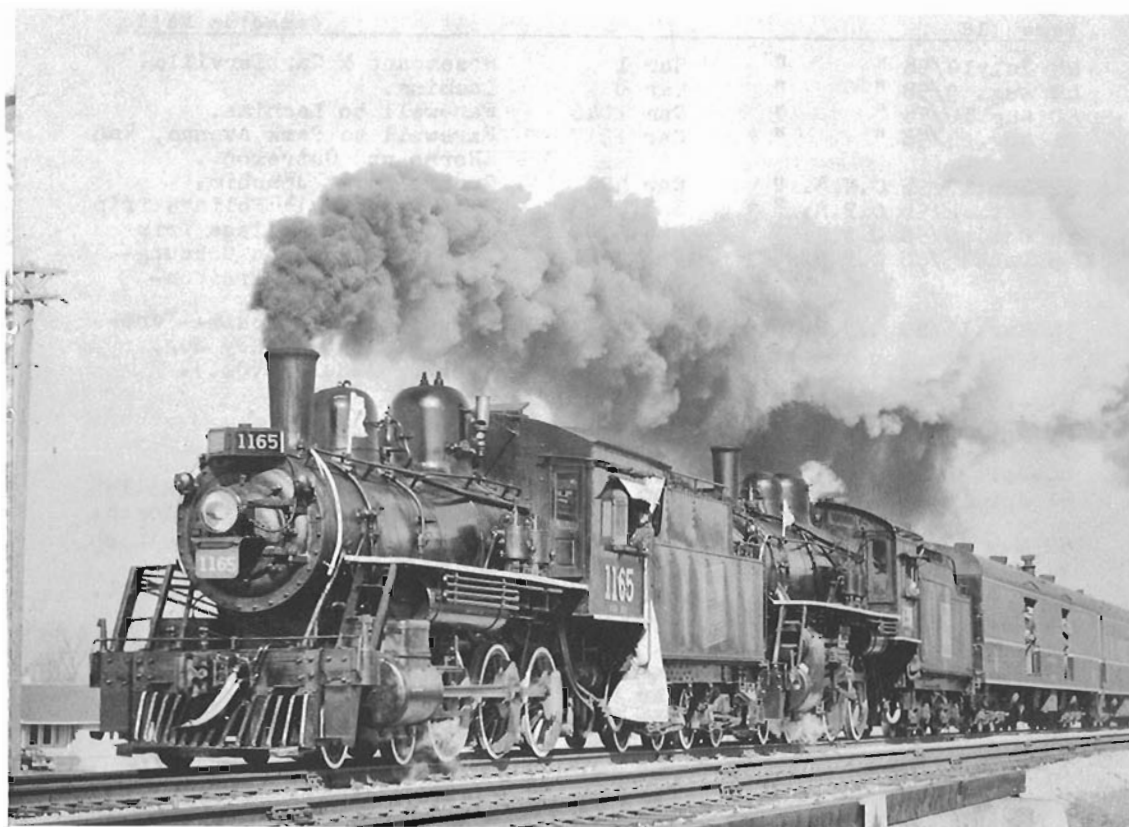
41 Feb.23/58	M.T.C.Special	Car 2222	Ontario & Papineau-Conductor Heider's retirement.
42 Mar. 2/58	O.T.C. "	Car 855	Ottawa. Champagne-Bank-Preston-Britannia-Cobourg-Champagne.
43 Mar.29/58	M.T.C. "	Car 1046	Cartierville & Lachine.
44 Mar.30/58	C.N.R. "	Engs.1165 & 1391	Cantic & Hawkesbury.
45 June 8/58	M.T.C. "	Car 3514	Lachine
46 June21/58	" "	Car 200	Farewell to Ontario, Davidson & Rachel.
47 July13/58	" "	Car 8	Montreal North-Test trip for rebuilt open car.

Photographs:

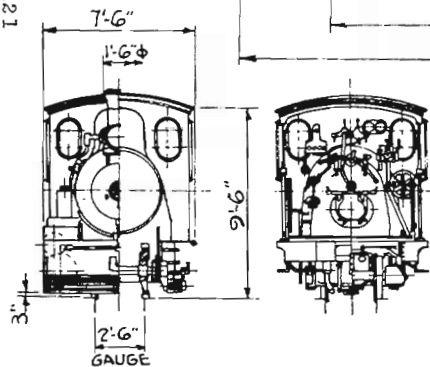
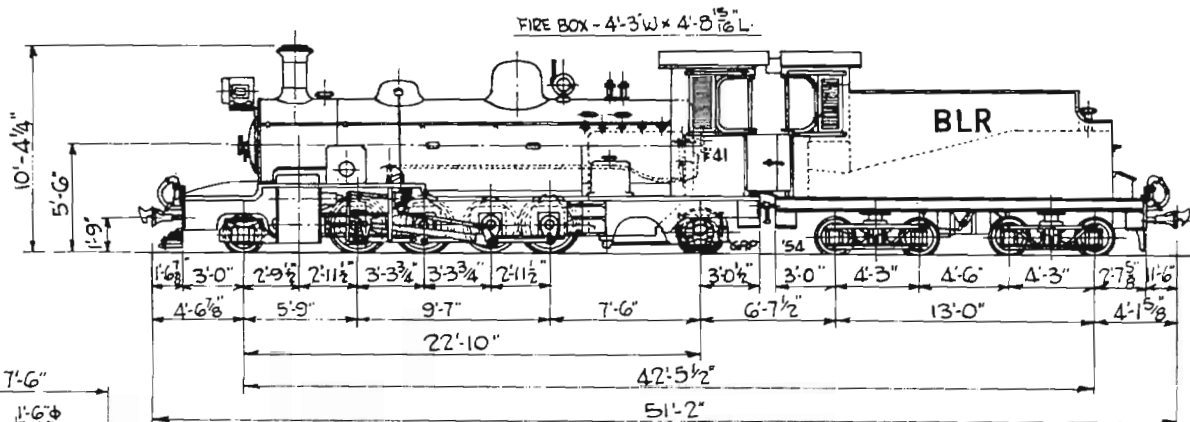
Page 114 -- Two pictures by Paul McGee, which bring to mind the happy recollection of our 1960 trips. The upper shows CP 1201 and train at Mt.Orford, on April 16th, 1960, while the lower photo shows a CRHA Special headed by CP 2811, crossing the Rideau near Merrickville on the following day.

Page 117 -- Upper - Excursion No.38 was powered by CN 1165 and CN 1391, pictured near Valleyfield, Que. Lower - 274 and 350, two cars which had an important part in the MTC Pageant on St.Catherine Street. The CRHA co-operated with the M.T.C.in this Farewell Pageant.

... continued



48	July 19/58	"	"	Car 1	Rosemount & Cartierville.
49	Aug. 3/58	"	"	Car 8	Lachine.
50	Aug. 10/58	"	"	Car 1046	Farewell to Lachine.
51	Aug. 24/58	"	"	Car 1317	Farewell to Park Avenue, Van Horne and Outremont.
52	Sep. 13/58	C.N.R.	"	Car 401	Quebec to St. Joachim.
53	Oct. 4/58	C.P.R.	"	Eng. 2663	St. Gabriel-Fall Foliage Trip
54	Oct. 5/58	C.N.R.	"	Eng. 5702	Garneau-Fall Foliage Trip
55	Dec. 15/58	O.T.C.	"	Car 1002	Ottawa. Champagne-Cobourg-Lindenlea-Bank-Preston-Britannia.
56	Mar. 15/59	C.N.R. Special	Cars 401&105		Quebec to St. Joachim--Farewell to Montmorency Sub. (Former Q.R.L.&P.Co.).
57	Apr. 12/59	M.T.C.	"	Car 1339	Montreal North
58	Apr. 19/59	M.T.C.	"	Car 1801	" "
59	Apr. 23/59	"	"	Car 8	" "
60	Apr. 26/59	"	"	Car 2009	" "
61	Apr. 26/59	"	"	(Car 8 (Car 1046	Ahuntsic--Farewell to Millen Montreal North--/ & Mtl. North.
62	May 2/ 59	O.T.C. (")		* Pageant-Ottawa. George Loop to Holland Jct.
		(")	Car 859	* Special-Ottawa. Holland Jct. to Britannia.
					* = Farewell to O.T.C.
63	May 10/59	C.N.R.	"	Engs. 90&2649	Belleville to Bancroft.
64	June 7/59	M.T.C.	"	Car 1864	Cartierville
65	June 21/59	"	"	Car 1699	"
66	June 28/59	"	"	Car 1864	" - Farewell to Cartierville
67	Aug. 9/59	"	"	Car 1976	Papineau & Rosemount.
68	Aug. 30/59	"	"	Cars 8,200, 274 & 997	" " " - Farewell to Montreal Streetcars-M.T.C. Pageant.
69	Oct. 3/59	C.P.R.	"	Engs. 424&946	St. Guillaume-Fall Foliage Trip.
70	Oct. 4/59	"	"	Eng. 424	Ottawa-Fall Foliage Trip.
71	Nov. 21/59	"	"	Eng. 144	Montreal Terminals.
72	Nov. 22/59	"	"	Eng. 144	Cornwall
		(C.S.R.	"	Eng. 8	Cornwall-Courtauld's & Belt Line.
73	Apr. 16/60	C.P.R.	"	Eng. 1201	Mount Orford
74	Apr. 17/60	"	"	Eng. 2811	Smiths Falls
75	Sept. 3/60	C.N.R.	"	Eng. 6153	Joliette
76	Sept. 4/60	"	"	Eng. 6153	Ottawa
77	Oct. 15/60	"	"	Eng. 1914	Huberdeau-Fall Foliage Trip
78	Oct. 16/60	C.P.R.	"	Eng. 1270	Ste. Agathe- " " "
79	Nov. 6/60	"	"	Eng. 29	St. Lin-75th Anniversary of C.P.R. Last Spike.
80	July 22/61	C.N.R.	"	Eng. 6153	Victoriaville-125th Anniversary of Canadian Railways.
81	Sept. 23/61	MAR.	"	Eng. 10	Maccan to Joggins-Farewell to Maritime Ry.
§ 82	May 27/62	C.N.R.	Trains Engs. 6790 & 99&100 6771		Lac Remi-Last train between St. Jerome & Lac Remi.
§ 83	June 24/62	"	Special Engs. 5107 & 6153		Garneau.
84	Oct. 13/62	"	"	Eng. 5107	Sherbrooke.
§ 85	Oct. 14/62	"	"	Engs. 5107 & 6153	Cantic.
86	Sept. 28/63	"	St. Remi WF.	Eng. 1719	Hemmingford
87	Oct. 27/63	"	Special	Eng. 6167	Victoriaville.



GRAPHIC SCALE 0 5 10 15 20

BARSI LIGHT RAILWAYS - 2-B-2 Nos F40-F41-F42

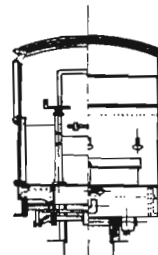
LEADING WHEELS----- 23" DIA.	HEATING SURFACE (LARGE TUBES)--- 258 SQ. FT.
DRIVING WHEELS----- 34" DIA.	+ + (SMALL TUBES)-- 555 + +
TRAILING WHEELS----- 27" DIA.	+ + (FIREBOX)----- 75 + +
BOILER PRESSURE----- 160 LBS. SQ. IN.	+ + TOTAL----- 888 + +
CYLINDERS----- 15 1/2" x 18"	SUPER HEATER ELEMENTS----- 177 + +
TRACTIVE EFFORT----- 15262	TOTAL----- 1065 + +
WGT ENGINE & TENDER (WORKING ORDER)- 61 T. 6 CWT.	GRATE AREA----- 20.5 SQ. FT.
WGT. ON DRIVERS----- 27 T. 0 CWT.	

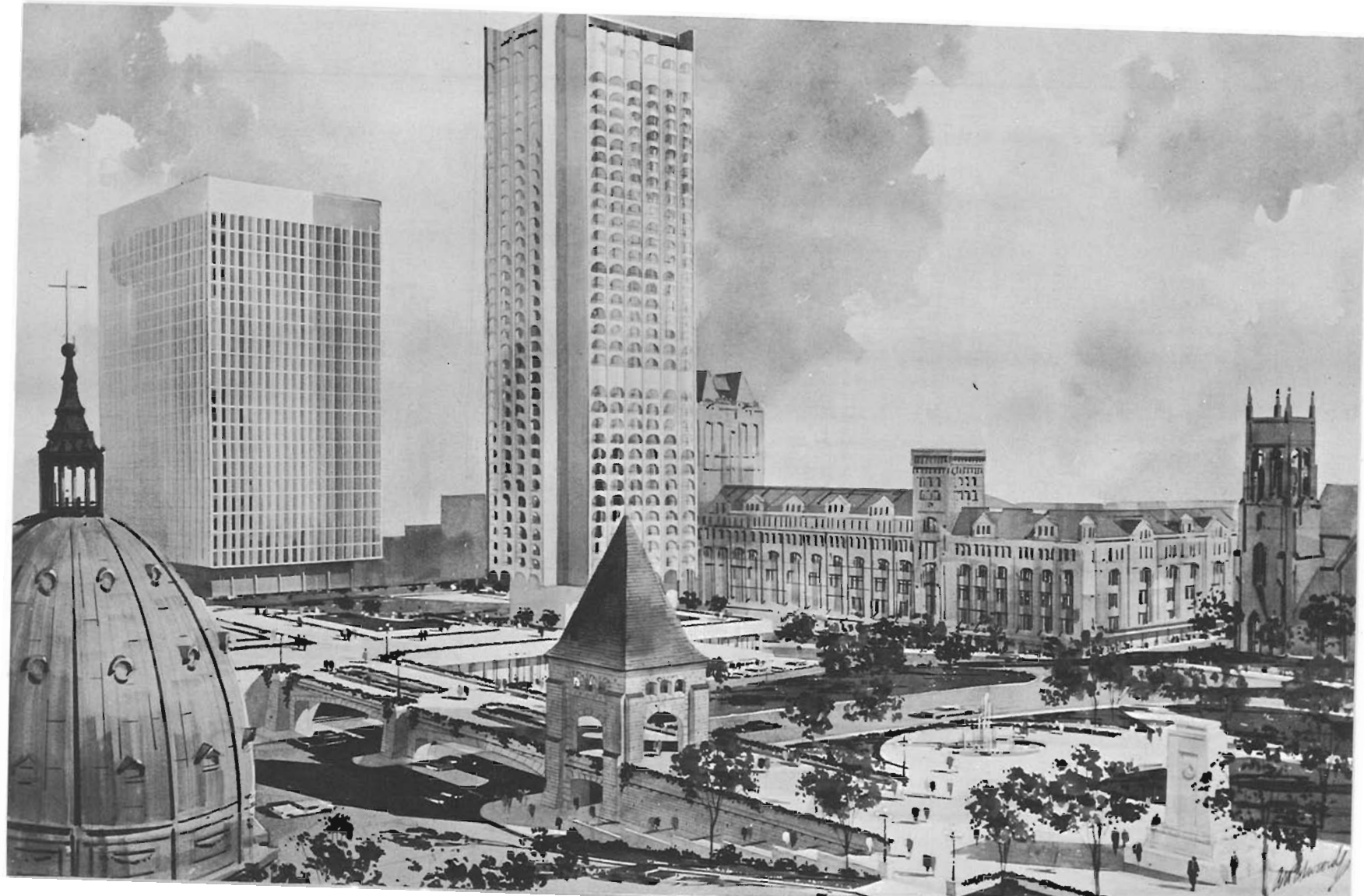
TENDER CAPY----- 5 TONS COAL, 1700 GALS. WATER

WGT. TENDER (LIGHT)----- 10 T. 3 CWT.

TENDER WHEELS----- 23" DIA.

BUILDERS - HUNSLLET ENGINE CO. LTD. LEEDS 10, ENGLAND - SER. NOS 3667-8-9 (1947)






DIAGRAM

Our locomotive diagram this month is another contribution from Mr. G. A. Parker. Mr. Parker's detailed drawing shows the layout and dimensions of one of a group of three 2-8-2's of the Barisi Light Railways. The engines were built in 1947 by the Hunslet Engine Company Limited of Leeds, England, and carried Hunslet serial numbers 3667, 3668 and 3669. Other information is shown on the drawing.

CANADIAN PACIFIC HOTEL TO BE BUILT IN MONTREAL.

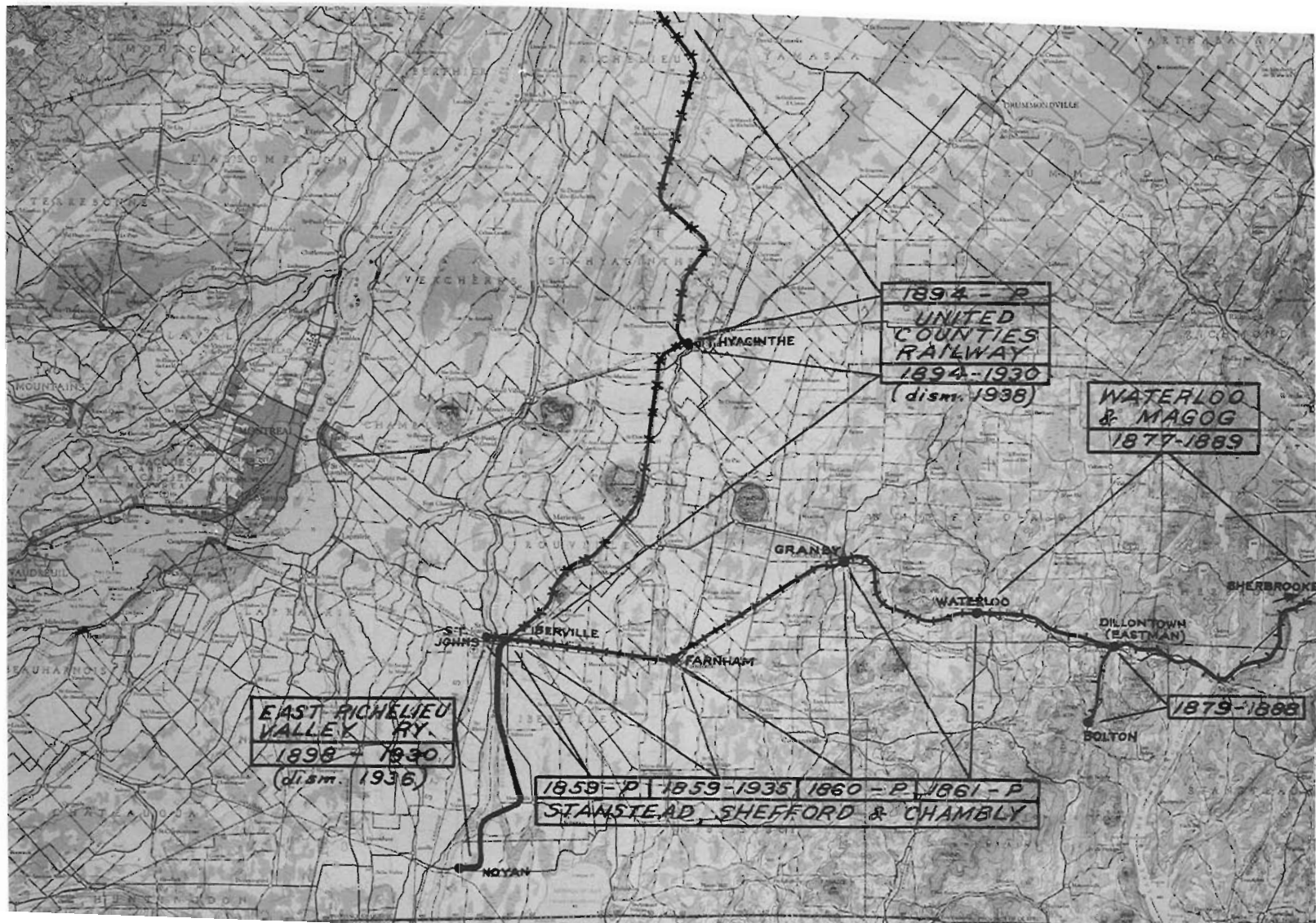
 THE Chairman and President of Canadian Pacific, Mr. N.R. Crump, announced on May 14th that a hotel and office building complex will be built in downtown Montreal on land owned by his company. Core of the project is a 38-storey, 620-room hotel, which is to be built and operated by Canadian Pacific Hotels Limited. Sharing the site with the hotel will be a twenty-storey office building which is to be constructed by an outside developer. While office space in this structure will be leased to interested companies, certain Canadian Pacific offices will also be located in the same building.

It is expected that initial construction tenders will be called by July 1st, 1964 with completion of the hotel scheduled for late in 1966, and official opening by the end of that year. Construction of the office building will be carried out simultaneously. The new buildings are to be built on property acquired recently by the company, immediately adjacent to Windsor Station. The block is bounded by St. Antoine, Windsor, Lagauchetiere and Cathedral streets. The buildings will front on Dominion Square, with the Square park being carried through to the project by a landscaped pedestrian promenade leading to a plaza around the two new buildings. A gateway of castellated design, blending old Montreal with the new, will stand at the point where the promenade joins the Square. Under the plaza will be a parking garage for upwards of five hundred automobiles.

In recognition of the French-Canadian character of Montreal and the fact that Montreal is the second-largest French-speaking city in the world, the decor of the hotel will be French in theme, and staffed by French-speaking personnel.

The hotel design will incorporate a number of outstanding features. Among them is a skating pond and a cocktail lounge and coffee shop with an outdoor restaurant terrace warmed with radiant heating to permit its use much of the year. On the far side of the pond will be a settlement of specialty shops for the crafting and sale of Quebec art. The guest rooms will be located in the 400-foot hotel tower of contemporary design, whose windows will reflect the classic arch which appears in many of the buildings in the immediate area, notably Windsor Station itself. The hotel is designed for individual service rather than conventions; its function facilities will be designed to handle small groups of under 300 people. Plans also include a ballroom with balconies to seat approximately 500 for a formal dinner.

Other hotel facilities will include a penthouse for cocktails and dining, located at the top of the tower, and providing an unexcelled view of Montreal and the 1967 Exposition site. Architects are D'Astous and Pothier; consulting engineers are Monti, Lefebvre, Lavoie and Nadon, both of Montreal. Hotel consultant is John W. Houser of New York, and the consulting engineer on seismic design is Dr. N.M. Newmark of Urbana, Ill. Artists' conception shown at left.



1894 - P
UNITED
COUNTIES
RAILWAY
1894-1930
(dism. 1938)

WATERLOO
& MAGOG
1877-1889

EAST RICHELIEU
VALLEY RY.
1898 - 1930
(dism. 1936)

1879-1888

1858 - P | 1859-1935 | 1860 - P | 1861 - P
STANSTEAD, SHEFFORD & CHAMBLY

HYACINTHE

GRANDY

WATERLOO

SHERBROOKE

DILLONTOWN
(EASTMAN)

ST. JOHN'S

FARNHAM

BOLTON

NOYAN

RAILWAYS of the EASTERN TOWNSHIPS of QUEBEC

-- by the late Robert R. Brown

WATERLOO & MAGOG RAILWAY.

Although the Vermont Central Railroad would not allow its wholly-owned Canadian subsidiary, the Stanstead Shefford & Chambly Railway, to connect with other American lines, it was interested in an extension which would serve the copper mines of Bolton Township and take away from the Passumpsic some of the traffic originating around Lake Memphremagog. In 1867, the Huntington Mining Company was organized to exploit the copper mines in Bolton about ten miles south of the village of Eastman, which was then known as Dillontown, and by a charter obtained in 1870 the mining company had the right to build a light railway from the mines to a connection with the SS&C at Waterloo and also to the navigable waters of Lake Memphremagog. L.S. Huntington, owner of the mining company was also secretary of the SS&C Ry. and since the mining company's charter rights to build railway lines were transferred to the Trustees of the Vermont Central Railroad on July 26, 1871, and subsequently, on Oct. 30, 1874, to the Waterloo & Magog Railway which had been incorporated by VCRR interests on December 23, 1871, it is obvious that the whole scheme was prearranged in the interests of the Vermont Central Railroad.

Started in 1875, the line was completed from Waterloo to Dillontown in 1877 and to Magog in 1878. In 1879, a branch line from Dillontown to Bolton, which had been built by the bankrupt Missisquoi & Black Rivers Railway, was taken over and operated for freight service only until 1888.

Meanwhile, the Quebec Central Railway had built a line from Levis to Sherbrooke but could interchange only with the Grand Trunk Railway and it was interested in promoting a connection with the Vermont Central

Railway.

In 1882 the Waterloo & Magog Railway, which was wholly-owned by the VCRR, commenced building an extension from Magog to Sherbrooke and it is interesting to note that the contractors, Messrs. Bowen and Woodward, were officials of the Quebec Central. The line from Magog to Sherbrooke was completed about December, 1884, the terminus in Sherbrooke being the brick station at the corner of Belvedere and Frontenac streets, now the freight office of the Canadian Pacific Railway. About a month later, the Quebec Central Railway completed a connecting link from its bridge over the St. Francis River, up through a ravine to a connection with the Waterloo & Magog Railway, where the Canadian Pacific passenger station is presently situated.

In 1887, the Canadian Pacific Railway opened negotiations for the purchase of the Waterloo & Magog Railway and on June 10th, the property was conveyed to the Atlantic & North West Railway. The Waterloo & Magog Railway had been built very cheaply and it meandered through the valleys and around the hills, and down into all the hollows and over the ridges, so the Canadian Pacific Railway built an entirely new line from Brigham Jct. (now Brookport) to Sherbrooke, completing it in 1889. Traces of the old line can be followed practically all the way. From Waterloo to South Stukely, it is close to the highway, then it runs under the high CPR viaduct; it dips into the valley at Eastman; passes around the south side of Orford Lake, crossing part of the lake on a pile trestle, traces of which are still visible. At Magog, it crossed the river near the textile mill ran toward Katevale, and then along the east side of Lake Magog and the Magog River.

Notes and News

-- P. A. Ganley



The idea of connecting CN's Mount Royal Tunnel to Montreal's future subway system was revived when President Donald Gordon told a meeting of municipal, World's Fair and CN officials that commuter service through the tunnel is fast approaching the limit of its capacity. He said that the estimated \$25 million cost could not be undertaken by CN alone but would have to be done jointly with Montreal and other municipalities served by the route. It was suggested that the tunnel service, if converted to a subway, could be extended past Central Station to the waterfront, in the vicinity of the 1967 World's Fair grounds. There have been several other meetings between the CNR, the city of Montreal, and other municipalities with respect to this suggestion.

The Board of Transport Commissioners has authorized Canadian Pacific to abandon a section of its Sussex Street subdivision, a branch line that runs to scenic Sussex Drive near Ottawa. The 1.1 Mile section runs through an area that the government proposes to redevelop as Ottawa's "mile of history."

C.N.R. has extended its Red, White and Blue fare plan to the Abitibi, Lake St. John and Saguenay regions. The fare plan now extends to the whole of the St. Lawrence Region with the exception of those services operated under the pool agreement. A one-way fare to Noranda from Montreal by coach on a Red day will cost \$11.00, the return trip to Noranda by sleeping car and including meals will be \$34. (lower berth).

Canadian Pacific has placed an order for an additional 19 miles of centralized traffic control signalling equipment with General Railway Signal Company. The new territory which includes seven locations, runs from Toronto to Bolton. The Quebec North Shore & Labrador Railway has placed an order with the same company for an additional 38 miles of C.T.C., to run from Ross Bay to Wabush. On CN, 926 miles of this form of signalling is now in operation between Armstrong, Ont. and Biggar, Sask.

Six CN Buffet sleepers and four sleeper-grill cars are being converted to Dining Cars, probably for use on the new "Panorama". These cars were delivered to the system in 1954. The conversion is being done at the Pt. St. Charles shops in Montreal. The six buffet sleepers (10 sections - 1 D.B.R.) are numbered 1014, Valleyfield; 1015, Valley Mills; 1016, Valley Park; 1017, Valley River; 1018, Valley Road; 1019, Valleyview. The four sleeper-grill cars (8 sections - 1 D.B.R.) are numbered 1010, White Rock; 1011, White Rapids; 1012, White Oak; 1013, White Sands. The new numbers have not been assigned to the cars as yet.

Listed below are the names and numbers of CN's new Club Lounge cars which have been converted from former B.B.L. cars and are being used on CN's transcontinental service:

2300 - Matinee	Ex 1066 - Fort Simpson
2301 - Joie de Vivre	Ex 1067 - Fort Dunvegan
2302 - Avant-Garde	Ex 1068 - Fort Qu'appelle
2303 - Soiree	Ex 1061 - Fort Anne
2304 - Bon Vivant	Ex 1064 - Fort Norman
2305 - Cordial	Ex 1072 - Fort Rouille
2306 - Bon Voyage	Ex 1074 - Fort Steele
2307 - Rendezvous	Ex 1060 - Fort Pitt
2308 - Debonnaire	Ex 1070 - Fort Beausejour
2309 - Bon Jour	Ex 1075 - Fort Chambly
2310 - Au Courant	Ex 1065 - Fort Pelly
2311 - Entente	Ex 1081 - Fort St. James

Four more cars are presently being converted but new names have not been assigned as yet.

C.P.R. and the city of Calgary have agreed on a redevelopment plan for the city. The plan involves removal of CPR trackage from the downtown area and the opening of cleared land for commercial development. Legislation was passed recently by the government of Alberta enabling the city and the railway to proceed with the project.

The Delaware and Hudson Railroad is now operating its dining cars from Albany to Montreal and return, instead of between Albany and Rouses Point, on trains 34 and 35, the day run from Montreal to New York city. The reason for this is probably because train #34 leaves Montreal at 11.05 a.m. (E.S.T.) and the dining car would have to be available to serve meals at noon.

The Algoma Central & Hudson Bay Railway Co. has purchased 100 gondola cars from the National Steel Car Corp. Ltd., Hamilton, Ont. The inside length of the cars is 61 feet while the width is 9 feet, 4 inches. The height of the ends of the cars is 9 feet and the sides 5 feet. They have a capacity for 156,000 lbs. and will be used for the transportation of forest products such as pulpwood mainly, as well as long steel products of the Algoma Steel Corp. Ltd. (Information and photo courtesy of W.F. Cooksley and M.A. Matthews, Algoma Central Rly.).



REDUCTION!

treat yourself to a train ride

Another trip to Toronto?
Or Quebec?
Or somewhere?
Indulge yourself completely.
Lie back. Stretch out.
Take yourself a little vacation.
Savour one of the last remaining havens from tension.
The train ride.

Watch the countryside float silently by.
Then doze off.
Or read.
Or reflect.
When did you last have a few quiet hours to yourself?
When will you next?
Treat yourself. It's not expensive.

You leave downtown, arrive downtown. Unhurried.
A new person.
Come on. Treat yourself.
It's great.
The train ride.

TAKE THE TRAIN TO TORONTO — ~~\$12.80~~
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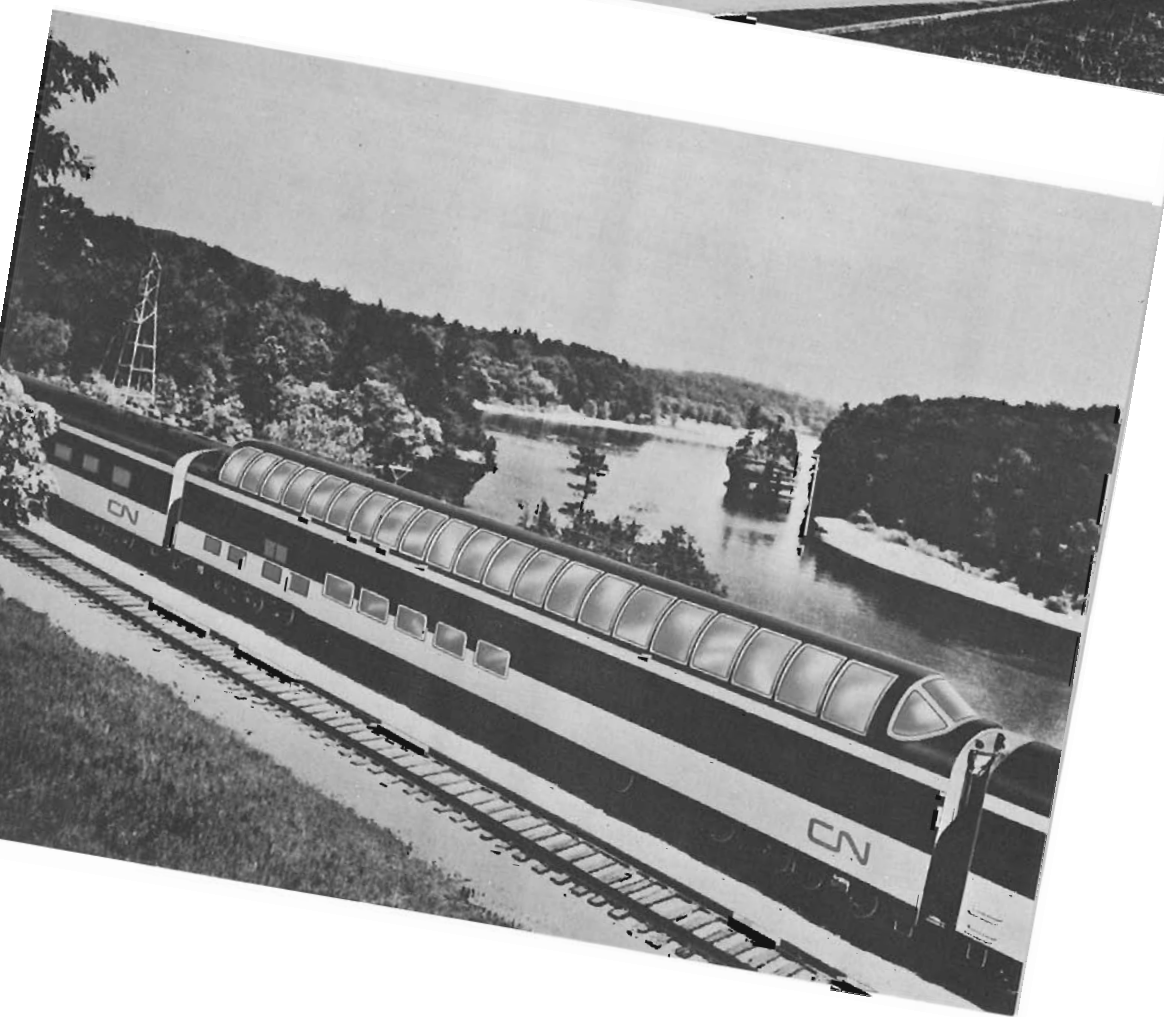
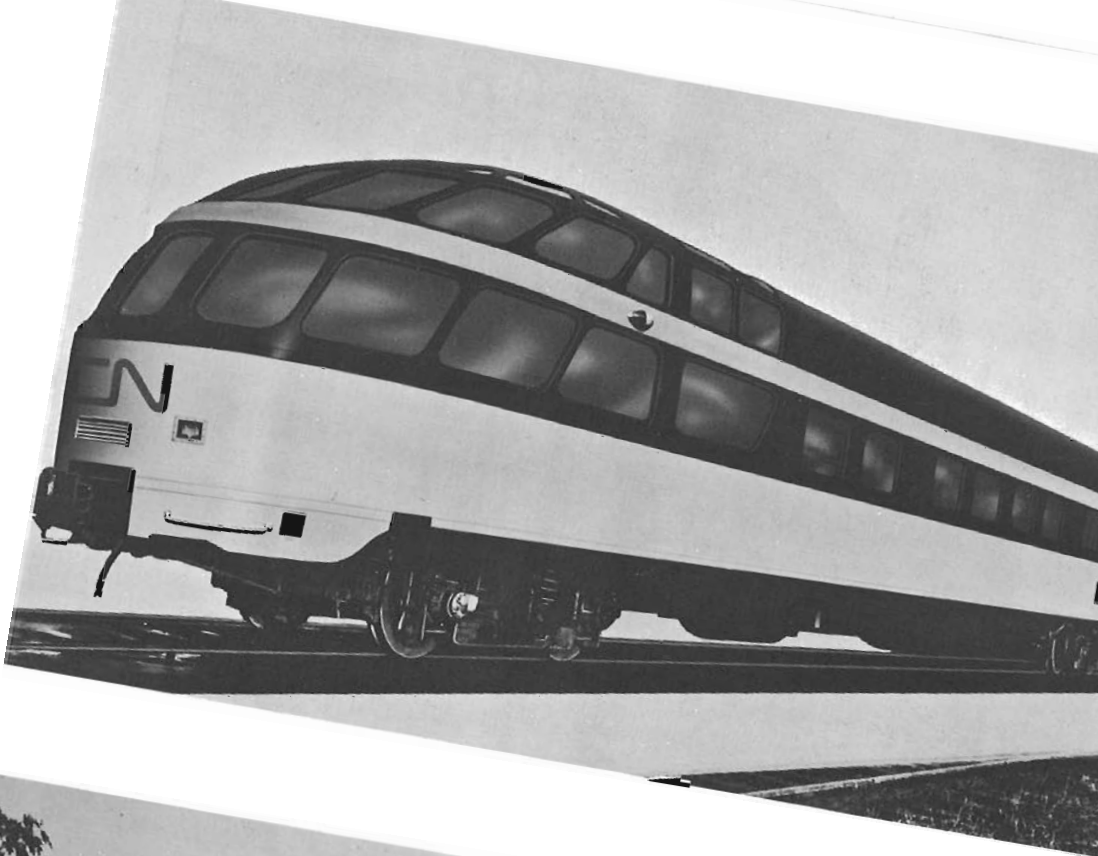
\$7.40

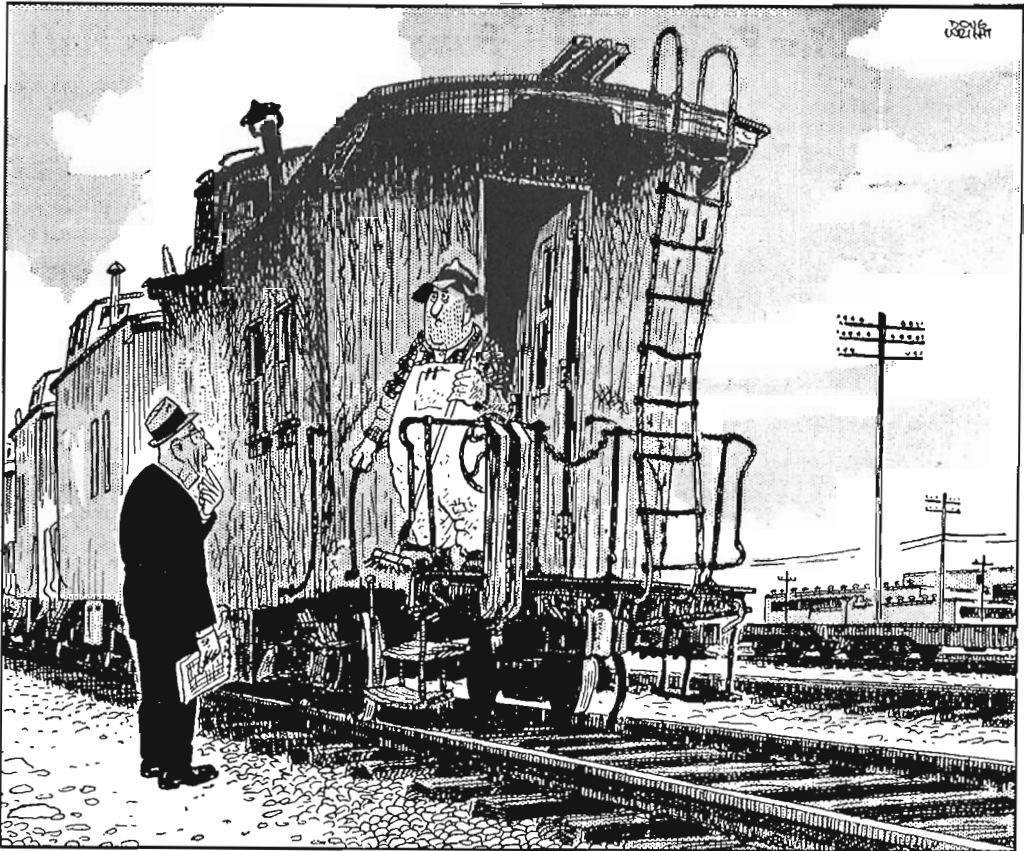
"RED, WHITE and BLUE" and FARESAVER now effective in POOL ZONES

Effective May 20th, the Canadian transcontinental railway systems put their calendar-oriented reduced-fare plans into operation in the heavily-travelled Pool Area (Montreal-Quebec: Montreal-Toronto: and Toronto-Ottawa.)

In a joint press statement issued May 13 by the Canadian National and Canadian Pacific, the Railways announced that they would introduce their "Red, White and Blue" and "FareSaver" fares on the routes where pool arrangements are in effect. Hitherto, these were the only passenger runs on either railway where the old "First Class — Coach Class" rates were applied, no doubt because of the difficulties in reconciling the two plans to Pool Train operations. The compromise seems to be to establish the R.W & B. plan on the Montreal Toronto run where the CN provides the major service, while the Fare-Saver plan is effective between Montreal and Quebec City, where C.P. handles most of the traffic. It appears that a 15¢ ferry ride between Quebec and Levis might still save a Montreal-bound traveller a few pennies on certain days, although the previous anomaly of having the Montreal-Toronto fare less expensive via Capreol than via the direct route (on Red days) has been eliminated.

Since May 20th, the cost of travelling between these two major centres by coach is as little as \$7.40 for the one-way fare. The previous rate was \$12.80. One-way coach fare between Montreal and Quebec City is now reduced to \$3.60 on certain off-peak days --- a saving of \$2.55. The new arrangements are in effect for an experimental period of one year.





"I promise you, Claude . . . IF Ottawa puts through this new railway bill and IF they let us operate like any other business and charge every cent the traffic will bear, THEN she can have a coat of paint . . . IF she holds together that long."

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