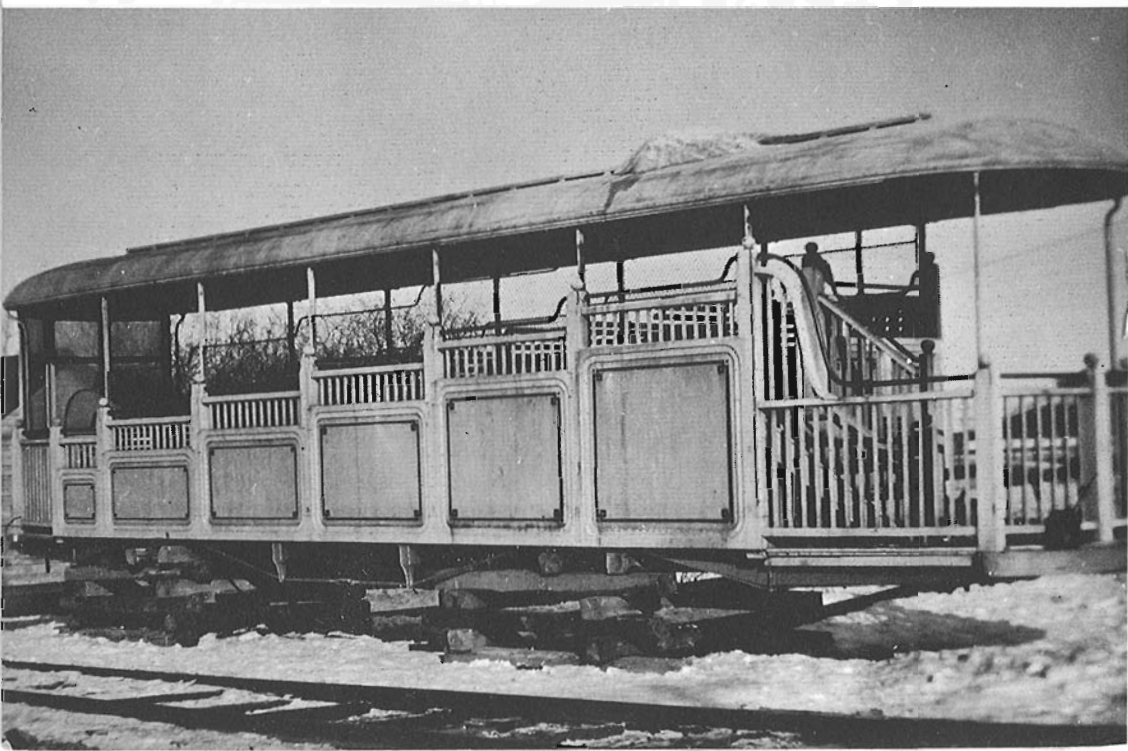
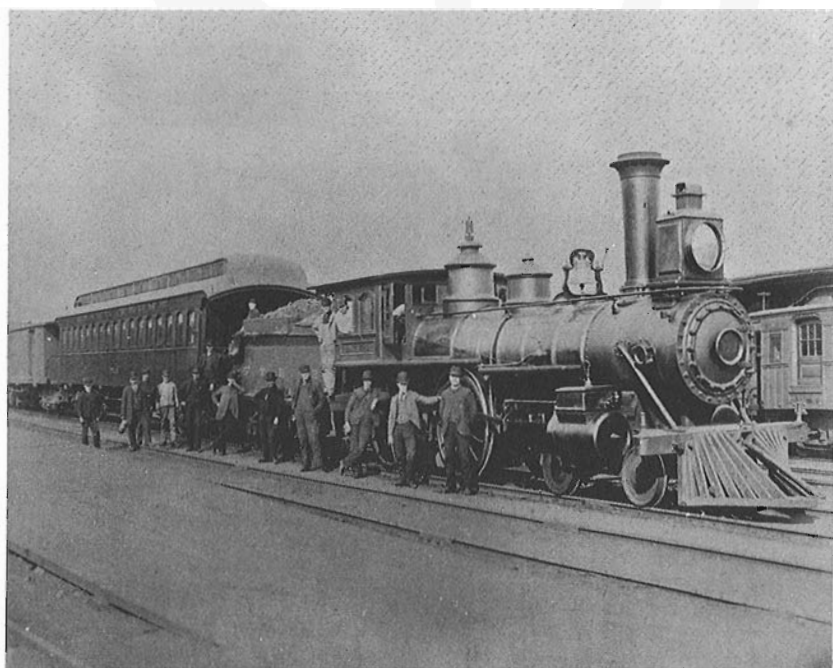


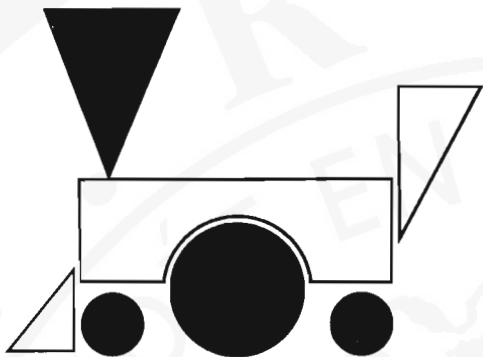
# Canadian Rail



Number 157 / July-August 1964







Now That We are Nearly Three.....

-- S. Worthen

In passing, and with due regard to the time-honoured Shakesperian cliché about "What's in a Name?", it should be noted that the recent introspective deliberations of the Committee on "B & B" may be said to have had an effect on our own Association.

Now that the Museum is nearly three years old, it has been decided to establish in both official languages of Canada, the proper corporate name of our Museum. While the Museum at Delson, Quebec has been graced with several "official" titles during its infancy, now that it is growing up, the following official title has been designated as being THE one:

Canadian Railway Museum - Musée Ferroviare Canadien.

The device which is shown above is the official symbol of the Canadian Railway Museum - Musée Ferroviare Canadien, and will appear on all communications media, as well as on signs, displays and other public notices at the Museum and elsewhere. Members are urged to refer to the Museum by its proper title, so as to avoid confusion in the minds of the public. We hope that our new symbol will become as well-known as other modern corporate symbols, which are a familiar sight from coast to coast.



## Information, please!

The upper photo on the opposite page was submitted to us for publication by Mr. Hyman Mandel. Details concerning the picture are lacking -- perhaps some member can help.

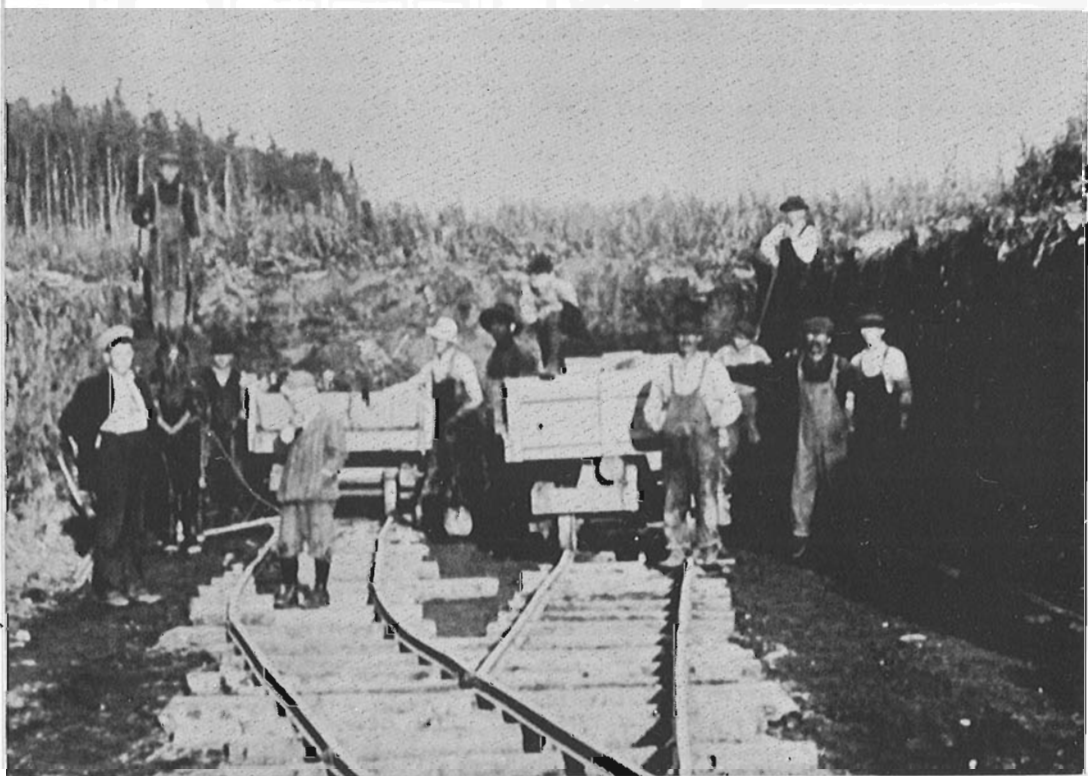
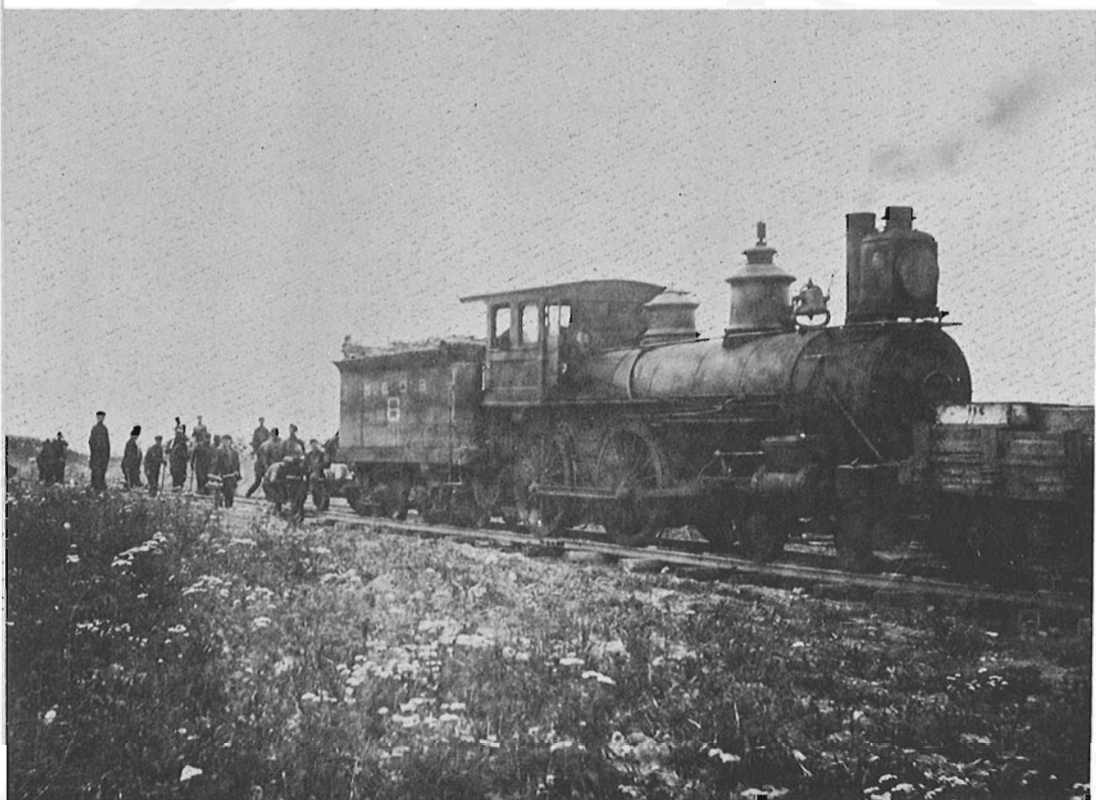
The lower photo, showing Edmonton Radial Railway's Observation Car, was taken by Mr. Eric Smith and sent to us by Mr. E.W. Johnson, of Edmonton. Where and when did this tram see service, who built it, and when? We are looking for data concerning this interesting vehicle.



## OUR COVER

Symbol of the renaissance of Canadian railway passenger service is the Dining Car. Not so long ago considered a "drug on the market", dining cars are experiencing a tremendous upsurge in popularity and epitomize the relaxed luxury of rail travel.

(C.N.R. photo)



# The Canada & Gulf Terminal Railway.

-- Fred Angus



**T**he Lower St. Lawrence Region of the Province of Quebec was first served by a railway line in 1860, when the Grand Trunk Railway completed its line from Montreal to Riviere du Loup. For many years there had been discussion of a rail connection with the Maritime Provinces, and, eventually, in 1876, the Intercolonial Railway was completed, and the Eastern provinces directly connected with the rest of Canada. However, the I.C.R. route between Levis and New Brunswick turned inland near what is now Mont Joli, and headed in a southerly direction through the Matapedia Valley, eventually connecting with the existing Maritime systems near Moncton. Thus the Gaspé region was not served by any track.

The first concrete step towards building a line to Gaspé was taken in 1883 when a charter was granted to the Gaspesian Railway Co. This railway was to be built from a connection with the Intercolonial to the end of the Gaspé peninsula, a distance of more than 210 miles. However, nothing was done for the next 19 years due to lack of capital.

In 1902 the name of the company was changed to the Matane and Gaspé Railway Co. and a new charter was obtained. The connection with the I.C.R. was to be St. Octave de Metis. During the next few years more definite plans were drawn up and with the increased prosperity of Canada in the early 20th century, the scheme for a seaport on the Gulf of St. Lawrence became very attractive. With such a port, the province of Quebec could handle ocean ships all year round, instead of only when the river was open. However, the success of the plan depended on a railway to connect this

## PHOTOGRAPHS.

- Pages 161 and 160 - taken in 1909 during construction of the Canada & Gulf Terminal Railway.
- Page 163 - Steam locomotive 350, in service on C&GT until 1949.
- Page 165 - Gasoline car #501 at Mont Joli Station, June 1947.  
- Locomotive 352 with freight train near Price, Que., May 1949.
- Page 168 - Gasoline car #501 at Mont Joli Station, June 1947.
- Page 169 - Diesel-electric car #405 beside C&GT Shops, Mont Joli, Quebec, March 1964.

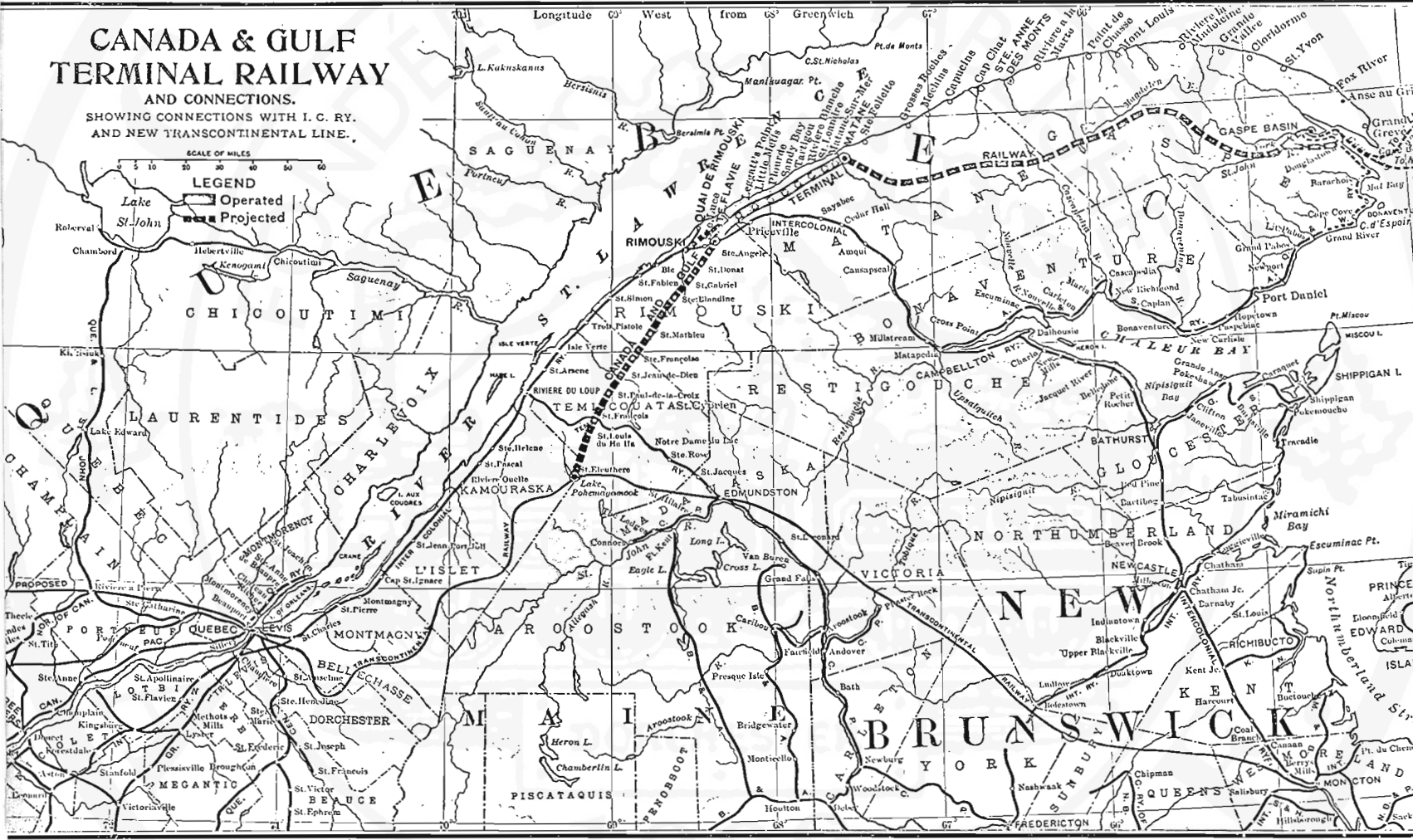


# CANADA & GULF TERMINAL RAILWAY AND CONNECTIONS.

SHOWING CONNECTIONS WITH I. C. RY.  
AND NEW TRANSCONTINENTAL LINE.

SCALE OF MILES  
0 5 10 20 30 40 50

LEGEND  
Operated  
Projected



Longitude 60° West from 65° Greenwich

CHAMPLAIN  
LAURENTIDES  
CHICOUTIMI

SAGUENAY  
RIMOUSKI  
FLAVIE  
TERMINAL

RAILWAY  
GASPE BASIN  
PORT DANIEL

CHAMPLAIN  
PORTER  
QUEBEC  
MONTMAGNY  
DORCHESTER  
MEGANTIC  
BEAUCHE

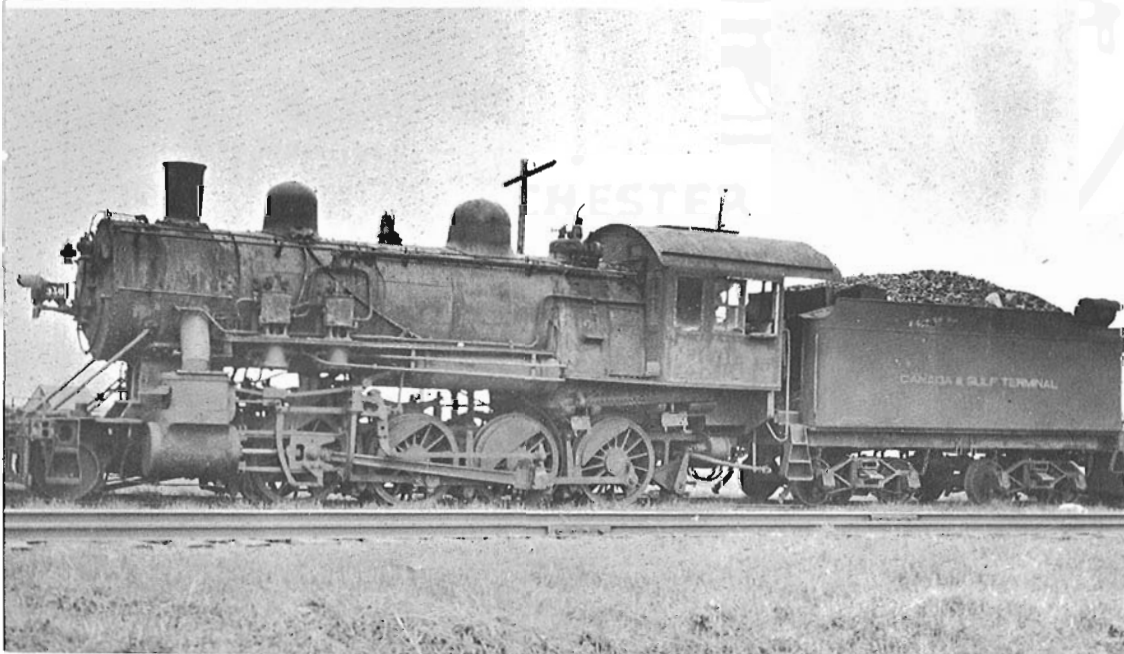
ARROSTOOK  
STROOK  
VICTORIA  
NEWCASTLE  
BATHURST  
GLOUCESTER  
NORTHUMBERLAND

NEW  
BRUNSWICK  
RICHIBUCTO  
KENT  
PRINCE EDWARD ISLAND

terminal on the gulf with the rest of Canada. Accordingly, in 1909, the Matane and Gaspé Railway Company was reorganized, its name changed to the Canada and Gulf Terminal Railway Co., and the charter was amended. Under the new provisions, Ste. Flavie (now Mont Joli) was designated the connection with the Intercolonial. The railway was to follow the St. Lawrence to Matane, then turn inland along the Matane river, and thence to Mont Louis Village, and on to Gaspé Basin. An extension, westward from St. Flavie for about 100 miles, was planned to connect with the National Transcontinental Railway at St. Eleuthère. The whole railway would have a length of 315 miles.

Soon after this, the contract for the first section, i.e. Ste. Flavie to Matane, was let to H. Doheny of Montreal. Grading began in the autumn of 1909, and before the year was over, the grade and bridges were nearly complete on the first 10 miles. Work continued in the Spring, and the first rail was laid on May 7th, 1910. 80 lb. rail was used, and all major bridges were of steel. By October 31st, the track had passed beyond Metis, and on December 7th, 1910, the entire section from Ste. Flavie (Mont Joli) to Matane was handed over to the company for operation, a distance of 36 miles. The company at this time had 3 steam locomotives, 2 passenger coaches, 15 box cars, and 30 flat cars, the latter apparently being used mostly in construction, as their numbers declined greatly soon after. During the winter of 1910-1911, surveys were successfully conducted on the extension from Matane to Gaspé, a route being found which would insure a maximum grade of 0.6%, over a line passing mostly through virgin forest.

However, there was no new construction in 1911, and in fact not for the next 10 years. Further survey was carried out on the Gaspé extension, and preliminary surveys on the westward line to St. Eleuthère indicated that a successful route would be located. Rolling stock in 1914 consisted of 2 locomotives, 2 passenger cars, 1 combine, 1 baggage car, 3 box cars, 4 flat cars, and a caboosé. 28,033 passengers were carried. Mixed trains operated 23,248 miles while passenger trains ran only 22 miles!





# THE CANADA AND GULF TERMINAL RAILWAY

## GENERAL INFORMATION

ALL TRAINS on this Railway are run on EASTERN STANDARD TIME.  
STATION TICKET OFFICES are open for the sale of tickets thirty minutes before departure of trains and passengers are requested to purchase tickets before entering cars.

CHILDREN under 5 years of age, when accompanied by parents or guardian will be carried free; 5 years of age and under 12 years of age, half fare, 12 years and over must pay adult fare. Only coach class half fare tickets are issued.

DISPUTES: Conductors and Agents are governed by rules which they are not authorized to change; in the event of any disagreement passengers should submit to Conductor's or Agent's ruling, obtaining receipt where payment of money is in question and refer the matter to the Superintendent, for adjustment.

TIMETABLES are subject to change without notice. They show the time trains should arrive at and depart from the several stations and connect with other trains, but their departure, arrival or connection at time stated is not guaranteed.

SEAT SPACE: A passenger is only entitled to seat space in car sufficient for one person. Baggage and parcels, which cannot be placed under car seat or in parcel rack must be delivered at baggage rooms and checked.

BAGGAGE FOR FLAG STATIONS or stations where agents are not on duty must be claimed at baggage car door immediately on arrival, otherwise it will be unloaded on the platform and left at OWNER'S RISK.

BAGGAGE consists of wearing apparel, accessories and personal effects, toilet articles, and similar articles, necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purpose of the journey and not intended for other persons or for any other purpose. It shall not exceed fifty (75) lbs. for each adult, with One hundred and for each child, and seventy-five (75) lbs. for children under five (5) years of age. The value of baggage for each passenger shall not exceed twenty-five (25) dollars in value for valid transportation on any one trip. The value of baggage for each passenger shall not exceed twenty-five (25) dollars in value for valid transportation on any one trip. The value of baggage for each passenger shall not exceed twenty-five (25) dollars in value for valid transportation on any one trip. The value of baggage for each passenger shall not exceed twenty-five (25) dollars in value for valid transportation on any one trip.

Passenger paying for excess baggage will receive an excess baggage check which must be delivered to Agents when the baggage is claimed. All baggage should be addressed. No piece of baggage weighing more than 250 lbs. will be forwarded.

STORAGE ON BAGGAGE — Storage will be charged on baggage, either inbound or outbound, checked or not checked, remaining at stations over twenty-four hours or fraction thereof ten (10) cents per piece and for each day for the thirty days or fraction thereof ten (10) cents per piece and for each day for the thirty days or fraction thereof ten (10) cents per piece and for each day for the thirty days or fraction thereof ten (10) cents per piece. Maximum one dollar for the thirty days or fraction thereof ten (10) cents per piece. Maximum one dollar for the thirty days or fraction thereof ten (10) cents per piece. Maximum one dollar for the thirty days or fraction thereof ten (10) cents per piece. Maximum one dollar for the thirty days or fraction thereof ten (10) cents per piece.

CAUTION — It is unlawful to carry dangerous articles such as matches, gunpowder, etc., in baggage.

EFFECTIVE 12.01 MONDAY, OCTOBER 28  
EN VIGUEUR 1963 LUNDI, 28 OCTOBRE

Read Down Read up  
Lire de haut en bas Lire de bas en haut

Coach class	Miles from Mont-Joli	STATIONS		Miles from Matane	Coach class
Classe voiture					Classe voiture
2					3
A. M.		DEP.	AR.		P. M.
10.00	0	Mont-Joli		36.2	3.15
10.08	2.9	Price		33.3	3.07
10.11	4.4	St-Octave		31.8	3.04
10.15	6.2	Crawford		30.0	3.01
10.17	6.9	Leggall		29.3	2.59
10.24	10.4	Mells Beach		25.8	2.52
10.31	12.8	Les Boutes		23.4	2.45
10.39	16.8	Baie-des-Sables		19.4	2.37
10.47	20.8	Desrosiers		15.4	2.29
10.50	22.3	Tartigou		13.9	2.26
11.01	27.1	Rivière-Blanche		9.1	2.15
11.09	31.0	St-Léandre		5.2	2.06
11.20	36.2	Matane		0	1.50
A. M.		AR.	DEP.		P. M.

Quotidien, Dimanche excepté  
Daily, except Sunday  
Dep. Departure-Départ  
At. Arrival-Arrivée

Flag Station  
Arrêt sur signal  
Summer Station  
Gare d'été

### Correspondances

Le train No 2 correspond avec l'Océan Limité No 2 de Montréal arrivant à Mont-Joli à 5.10 a.m., le Scotian No. 60 de Montréal arrivant à Mont-Joli à 8.45 a.m.  
Correspondance à Matane avec les bateaux de la Traverse Matane-Godbout Ltée, pour localités situées sur la Côte Nord.  
Correspondance à Matane avec les autobus faisant le service quotidien de Ste-Anne-des-Monts, lequel service d'autobus fait correspondance avec le bateau M.V. Gaspésien faisant le service quotidien de Ste-Anne-des-Monts à Sept-Iles

### Connections

Train No. 2 connects with the Ocean Limited No. 2 from Montreal arriving Mont-Joli at 5.10 a.m., the Scotian No. 60 from Montreal arriving Mont-Joli at 8.45 a.m.  
Connections at Matane with the ferry of Traverse Matane-Godbout Ltée, for North Shore destinations.  
Connections at Matane with autobus in daily service from Ste-Anne-des-Monts, which autobus connects with ship M.V. Gaspésien in daily service from Ste-Anne-des-Monts to Seven Islands.

### MONT-JOLI, P. Q.

Arrivées et Départs des convois voyageurs du C. N. R.  
Arrivals and Departures of C. N. R. passenger trains

En provenance de / From	Arrivée / Arrival	Départ / Departure
MONTREAL, P. Q.		
Train No. 2	5.10 a.m.	5.25 a.m.
60	8.45 a.m.	9.00 a.m.
4	10.20 p.m.	10.40 p.m.

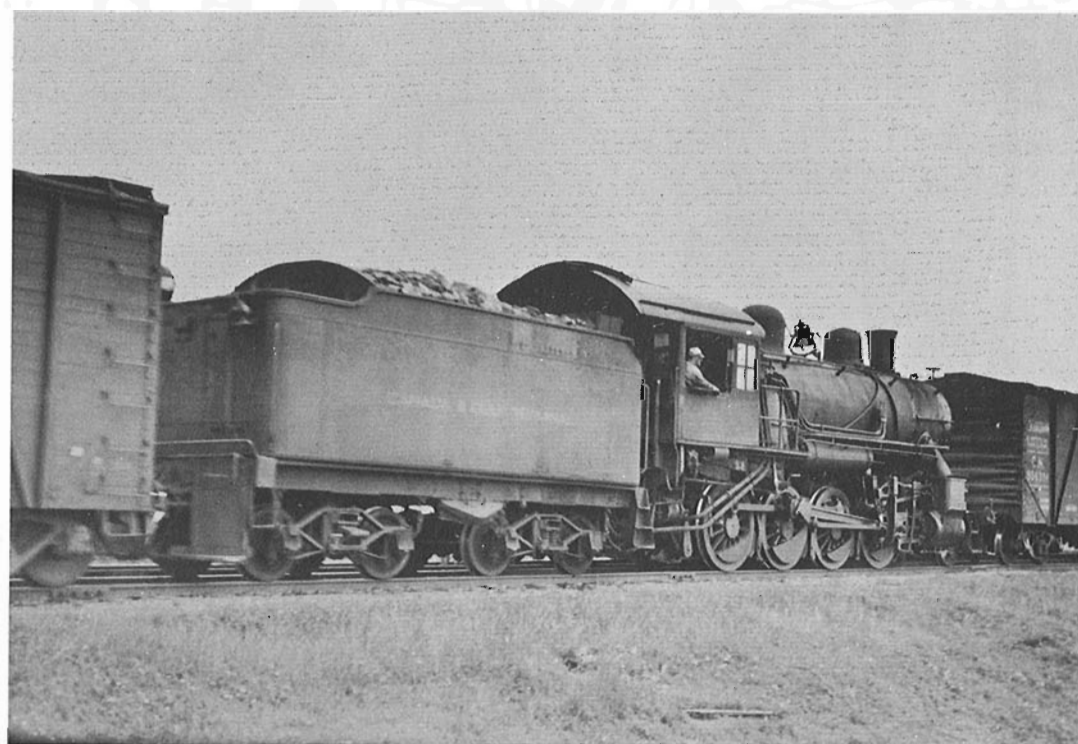
### HALIFAX, N. S.

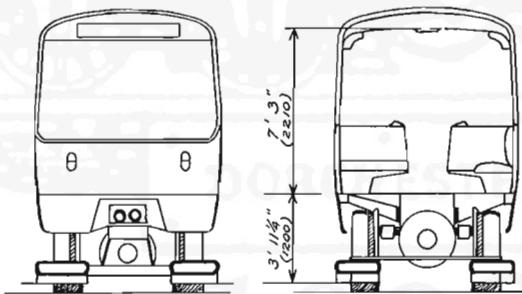
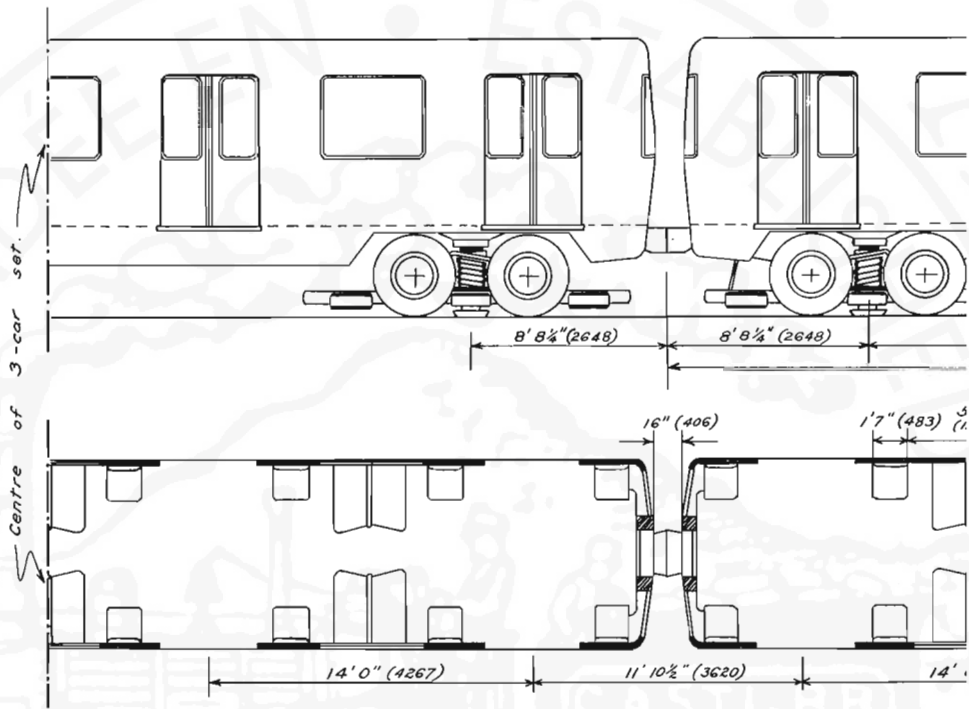
En provenance de / From	Arrivée / Arrival	Départ / Departure
HALIFAX, N. S.		
Train No. 59	5.05 a.m.	5.25 a.m.
3	9.00 a.m.	9.20 a.m.
1	10.05 p.m.	10.20 p.m.

THE CANADA AND GULF TERMINAL RAILWAY COMPANY  
COACH Class CLASSE VOITURE  
MATANE  
MONT-JOLI  
Good only for the passenger. Liability for baggage is limited to \$50.00. Bon pour les voyageurs. Responsabilité pour bagage limitée à \$50.00.  
L. P. Dancose  
Superintendent

66090-A

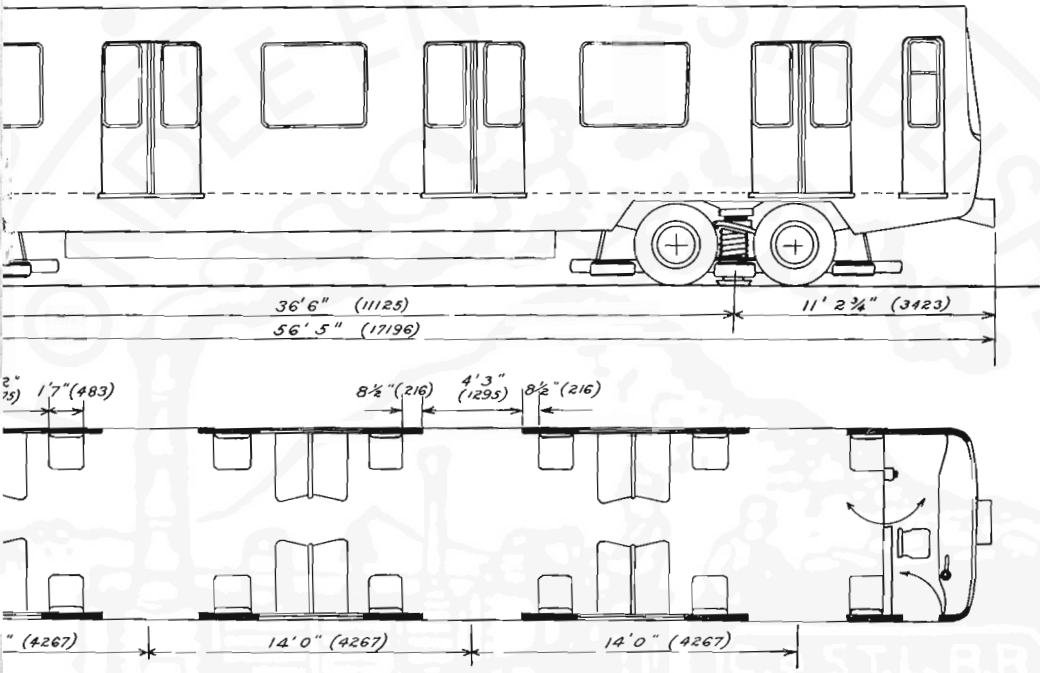






Length of body (motor units)	55
(trailers)	52
Overall length (motor units)	56
(trailers)	53
Truck centres	36
Height - floor to ceiling	6
Size of windows	3'6" x 4'7"

( ) Figures in parentheses indicate in Millimetres.



- 0" (16765)
  - 6" (16014)
  - 5" (17196)
  - 10 1/2" (16420)
  - 3/8" (11125)
  - 3/4" (1954)
  - 1063x1397
- Dimensions

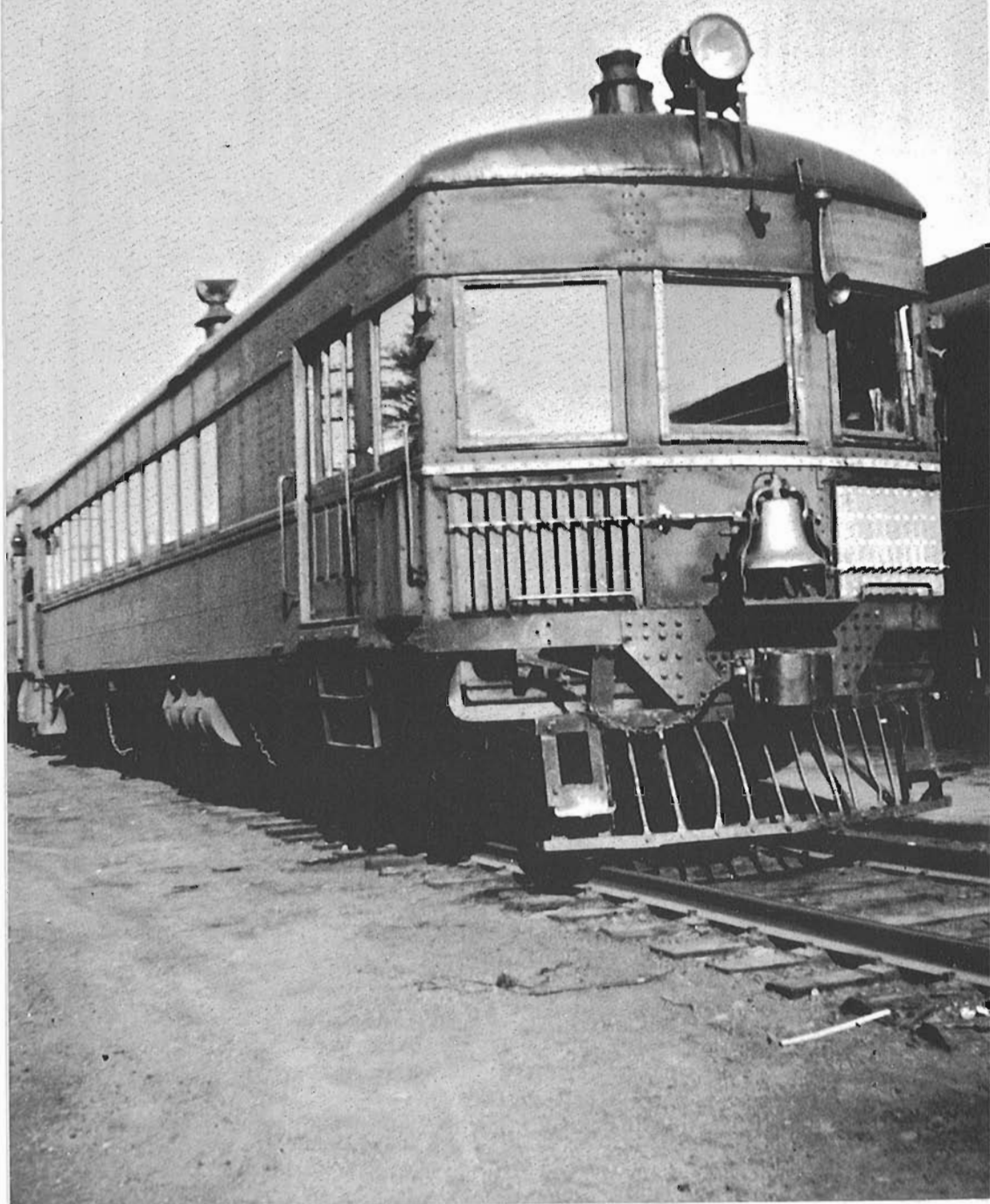


## DIAGRAM

Plan, side view, and sections  
of 3-car set for  
Métro - Montréal  
scale:



Basic diagram from the City of Montreal and  
the Montreal Transportation Commission  
courtesy of Mr. R. M. Binns.  
Re-drawn for 'Canadian Rail' by A. Clegg



Continued from Page 163

The outbreak of World War I in 1914 brought a suspension of the great plans of 1909, and the C. & G.T. continued running over its 36-mile line, deriving much passenger traffic in the summer serving resorts such as Metis Beach. In 1921 the company built an extension from Matane to Hammermill, 2.4 miles, and this was destined to be the last new line built by the C. & G.T.

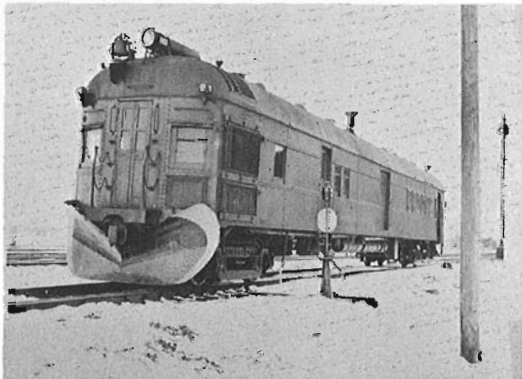
By the mid 1920's it was realized that passenger service with conventional steam-hauled trains would not pay, and the mixed train service was too infrequent. Accordingly, in 1926, the company ordered a Brill model 75 gasoline car from the Ottawa Car Manufacturing Co. This unit was 55 feet long, carried 50 seated passengers, had a 5 speed mechanical transmission, and was capable of a speed of 50 miles an hour. This car was tested on a round trip from Ottawa to Renfrew (116 miles), then was shipped to Mont Joli on its own wheels, the night of June 9-10, 1926. It was assigned No. 501, and placed in service early in July. No. 501 was converted to a trailer about 1949, and is still used, having recently been greatly renovated and improved.

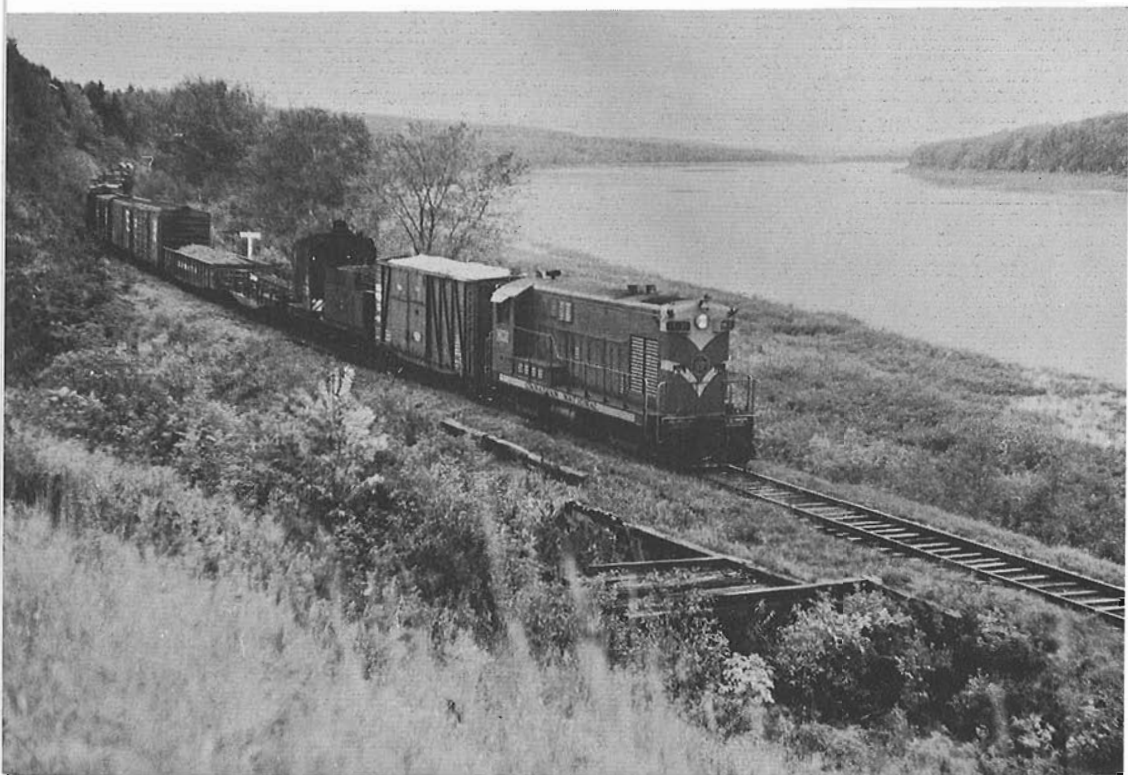
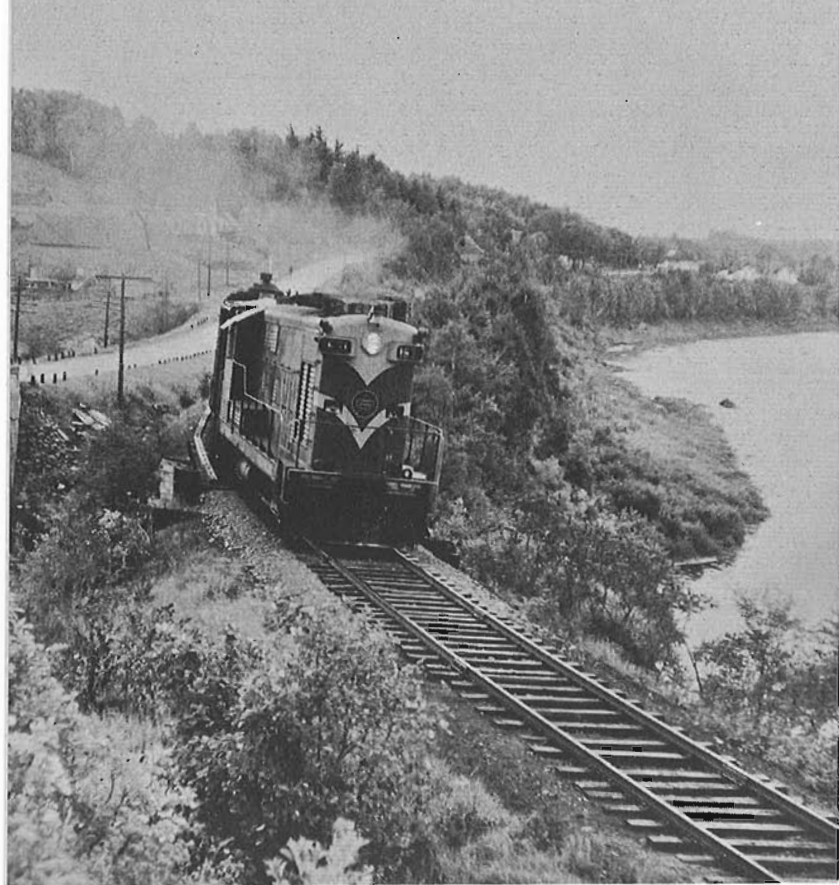
With the arrival of the gas car, the daily except Sunday mixed was discontinued, and replaced with a twice daily except Sunday passenger service, with freight and mixed trains operated as traffic demanded. Once again, about this time, the company applied to conduct further surveys on the line to Gaspé, but nothing more was done, and the dream was never realized. The use of the gasoline car, and the shortening of the time of a one way trip to 1 hour and 12 minutes, caused an increase in the number of passengers from 30,406 in 1924, to 54,677 in 1927. The company still retained its 3 passenger cars, 2 combines, and 2 baggage cars, as well as 4 flat cars and a caboose. Three locomotives provided the power for freight and mixed trains.

In this form, the C. & G.T. continued until after World War II. By then it was realized that changes would have to be made in the interests of economy. Car 501 was becoming old, so, in 1947, a Brill gas-electric car No. 405 was purchased from the New York Central, fitted with a new Cummins diesel engine, and used to carry passengers and baggage. About this time, the remaining steam engines were disposed of, and a small diesel engine acquired to replace them. Later, a larger unit was obtained, and the former one sold to the Thurso and Nation Valley Ry., where it is still in use. Since then, the C. & G.T. has obtained 1 more diesel locomotive, has remodeled some of its equipment, and is presently building a snowplow in its own shops. The road now runs a mixed train daily except Sunday, diesel-electric car 405 being infrequently used.

The Canada and Gulf Terminal Ry. is one of the few remaining independent small railways in Canada which still runs passenger accommodation, and it is hoped that it will continue to function for many years to come.

Photographs and illustrations courtesy of Messrs. E.J. Quimper R.V. Nicholls, B. Biglow, A. Clegg and the Canada & Gulf Terminal Railway.





CN CENTREVILLE SUBDIVISION TO BE PARTIALLY FLOODED

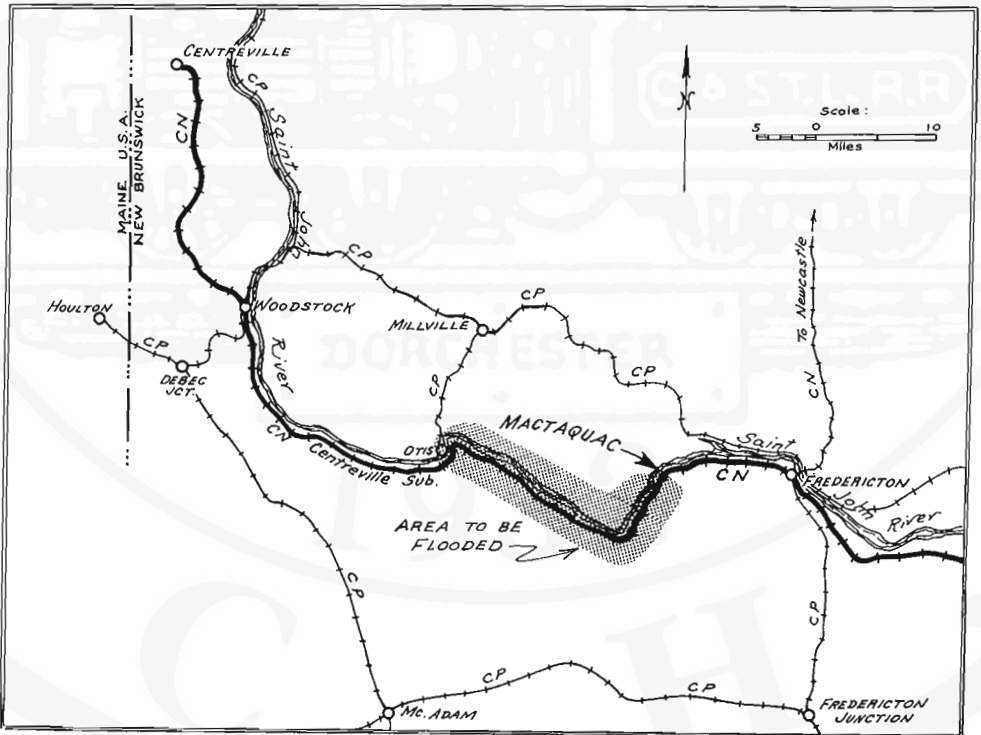
from information supplied  
by Gerry Lapointe.

Pictured on the opposite page are two scenes along the C. N. R.'s Centreville Subdivision, between Fredericton and Woodstock, N. B. which is to be flooded upon completion of a major hydro-electric power development at Mactaquac, on the Saint John River, fourteen miles upstream from the New Brunswick Capital. The construction, which is to commence this summer, will create a lake 55 miles in length and raise the level of the Saint John River by about a hundred feet.

At the present time, the Canadian National operates a way freight from Fredericton to Centreville on Mondays, Wednesdays and Fridays, - the return journey being made on Tuesdays, Thursdays and Saturdays. Usual consist is about fifteen cars. Extra trains are run when the potato shipments are heavy.

Two possibilities are available when the Railways' right-of-way is inundated. Either the C.N. line would be rebuilt on higher ground, or running rights would be obtained over the Canadian Pacific Ry. to Woodstock. As most of the National System's revenue originates from potato traffic on the Woodstock-Centreville section of the line the latter alternative seems to be the most feasible.

Photos by Gerry Lapointe.



## **CN** Motive - power changes

A number of changes have been made in the past six months to Canadian National's inventory of motive power and self-propelled equipment. Six diesel-electric units have been retired, five have been converted to Hump Yard Booster Units, two self-propelled units have been retired from active service and held for possible preservation, while twelve electric locomotives and work cars from the Oshawa Railway and N.S. & T.Ry. have been written off the books.

The following gives the numbers of the units retired:

<u>Canadian National</u>	37	June 15	- retired account damaged in PEI.
	3725	"	" " " (Oakville Sub.)
	4531	"	" " " " "
	8452	Jan. 20	- converted to B-2.
	8462	Mar. 20	- converted to B-3.
	8465	Apr. 15	- converted to B-4.
	8487	Apr. 28	- converted to B-5.
	8491	May 4	- converted to B-6.
	9324	June 15	- retired.
	9326	"	"
	9340	"	"
	15702	Apr. 9	- retired from Neebing Yard.
	15824	May 14	- retired from Tower Car service, Montreal.
<u>N.S. &amp; T.</u>	16	Z-8-a	retired in June, 1964.
	17	"	"
	18	"	"
	22	(work car)	"
<u>Oshawa Ry.</u>	300	Z-7-a	retired in June, 1964.
	326	"	"
	400	"	"
	401	"	"
	402	"	"
	403	"	"
	44	(work car)	"
	45	(work car)	"





## Progress on Saskatoon Re-development.

J. S. Nicolson

Since construction of the new Saskatoon yard began in May 1963, work on this phase of the Saskatoon redevelopment plan has made excellent progress. Originally scheduled to go into operation in 1965, it is now hoped to have the new yard in use by October 25, 1964, to coincide with the change of time card. To date, some 225,000 yards of pit run gravel and 125,000 yards of improved gravel have been spread, approximately 40 miles or ninety-five percent of the total trackage has been laid and the underground services have been installed. The placing of another 70,000 yards of improved gravel will complete the surfacing of the yard. The yard office building and diesel and car shop are expected to be completed by the end of August. Work has commenced on the construction of the new passenger station and express-freight buildings, and the main line of the Watrous Subdivision has been relocated on the south side of the new yard.

With the opening of the new yard, operations now handled in the downtown city yard and Nutana freight yard will cease. Plans are well underway for redevelopment of these areas. An announcement in January revealed that Bennett & White Alberta (1963) Limited and Morris M. Wiss of Saskatoon will lease the property occupied by the city yard, for redevelopment. The first phase will be the development of approximately thirteen acres fronting on 1st Avenue between 20th Street and 22nd Street. To be included in this area are a modern commercial centre of the closed mall concept, a multi-storied office building and an enclosed parking area. The present CN station will be demolished on completion of the office building and the railway administrative offices will occupy space in the new structure. The land between 19th and 20th Streets and between 22nd and 23rd Streets will be developed at a later date. Construction of a new civic centennial auditorium will be included in the new development.

Plans have been approved for the redevelopment of Nutana yard into a fully serviced industrial park. Some seventy industrial sites will be available in the 180-acre area and work on this phase of the plan will commence with the opening of the new yard and the transfer of all railway operations from Nutana.

Photos opposite show the City Yard, taken from the overhead bridge which crosses the tracks at 20th Street. The left-hand photo, taken looking south, shows the railway bridge, spanning the South Saskatchewan River, which will be converted to handle vehicular traffic. All buildings seen in the photo with the exception of the power generating station (extreme right) will be removed, and a clover leaf traffic intersection built at the north end of the bridge.

The right-hand photo was taken looking north from the overhead pedestrian bridge, and shows the area to be first developed. Upon completion of the central office building, the present C.N. Station (right centre) will be demolished and railway administrative offices moved to space in the new office building.

## Notes and News

-- P. A. Ganley



CN is to replace its 89-year-old station at Newcastle, N.B. with a new modern structure. The old station, which was erected in 1875 by the Intercolonial Railway, will be demolished following construction of the proposed \$70,000 station on a site to the west of the present structure. The new station, designed by CN's chief architect, H.C. Greensides, will comprise 47,000 square feet of floor space. Construction is expected to get under way during June or July.

A few Canadian passenger trains have been included in the annual Trains Magazine speed survey. The list includes all runs timed at 70 mph or better and also best performance for each road operating start-to-stop schedules of over 65 but less than 70 mph. The trains are CPR's No. 306 Dayliner, running between Edmonton and Calgary. The run from Wetaskiwin and Ponoka, a distance of 22.2 miles, is made in 18 minutes at a speed of 74.0 mph. Three other CP Dayliners, nos. 302, 304 and 305, make the run between the same points in 19 minutes at 70.1 mph. CN's No. 16-106, Windsor-Toronto run, makes the trip from Chatham to Glencoe, a distance of 33.9 miles, in 29 minutes at 70.1 mph. CN's subsidiary, Grand Trunk Western, has two trains on the list. They are nos. 14 and 20 running between Chicago and Toronto. The trip from Valparaiso to South Bend, a distance of 44.4 miles, is made in 38 minutes at 70.1 mph.

CN's "Sceneramic" double-deck, glass-roofed cars are now in service between Jasper, Alta. and Vancouver, having been painted in the railway's distinctive new colour scheme. The cars have been named and numbered as follows:-

2400 - Jasper	2402 - Yellowhead
2401 - Athabasca	2403 - Fraser

Parlor car 573, currently named Athabaska, will be re-named Great Slave Lake in order to avoid a duplication.

Canadian Pacific Transport Company Ltd. and Canadian Pacific Merchandise Services have placed orders with a group of Canadian manufacturers for various new units of highway and city automotive equipment. Included in the orders are 90 45-foot van trailers, 61 40-foot van trailers, 28 40-foot envelope-cooling refrigerated trailers of latest design, 28 tandem diesel tractors, 11 single-axle gas tractors, six 40-foot stake and rack trailers and one 40-foot low-bed trailer. Also on order are 84 pick-up and delivery trucks with van bodies.

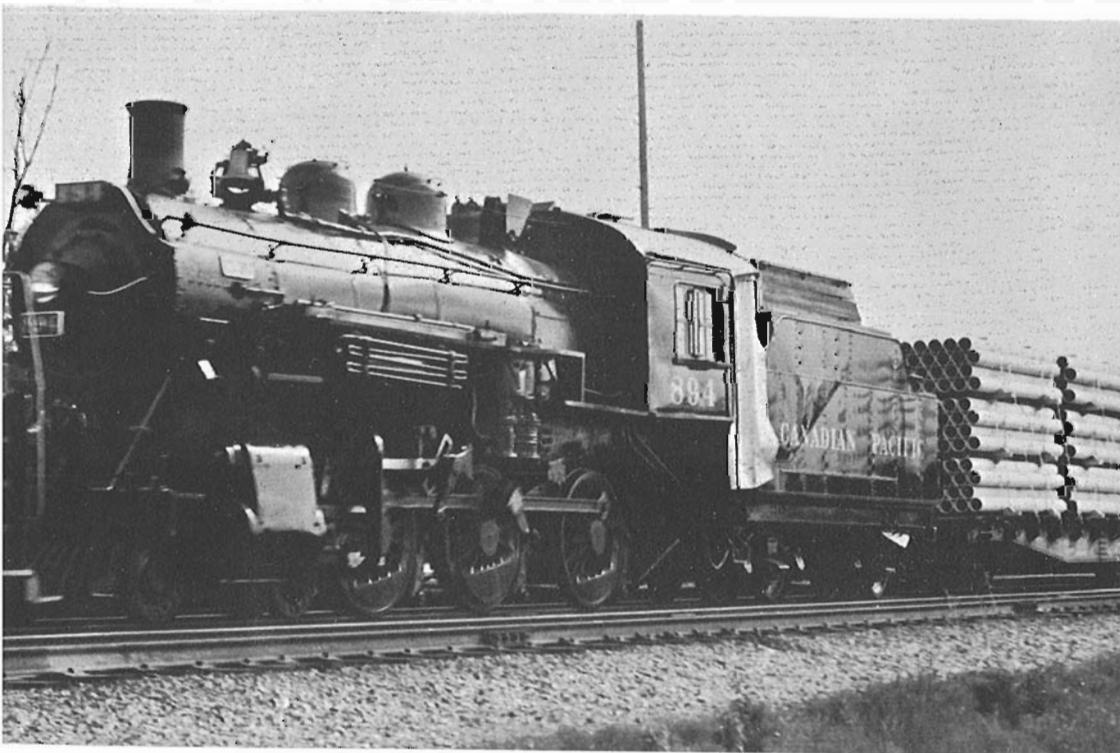
CN's new all stainless-steel train, "The Champlain", commenced regular service between Montreal and Quebec city on June 14. On June 8 a ceremony was held in Quebec where the train was christened by Mrs. Jean Lesage, wife of the Premier of Quebec. The Champlain introduces a new high standard in comfort and luxury. The five cars have been completely rebuilt, decorated and furnished according to designs by artists in the office of CN's Chief Architect. The dining section of the diner-lounge car accommodates 32 passengers at one sitting. The lounge section seats 16 passengers. There is a dropped ceiling with recessed lights in the car and specially designed hand-woven drapes of a fawn colour. The floor is covered with wall-to-wall two-tone grey carpeting featuring an overall CN monogram design. The parlour cars accommodate 39 passengers each. New to Canada and possibly to North American is the European-style seating

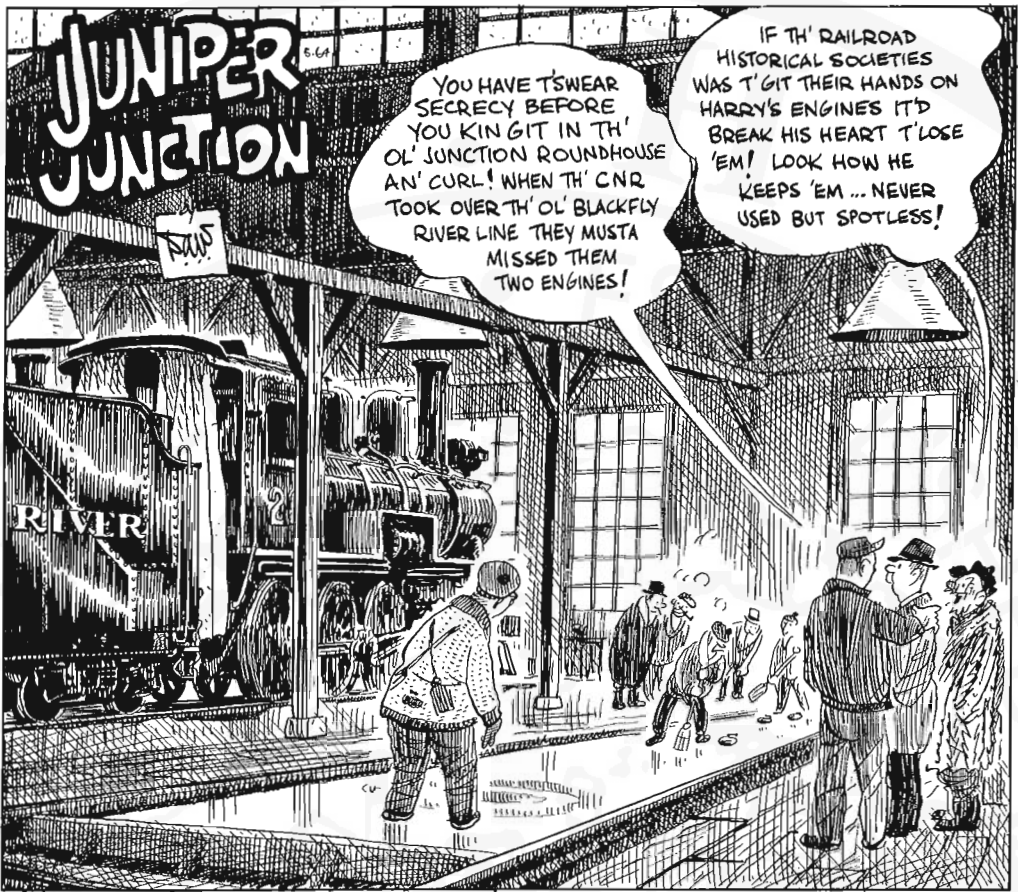
arrangement in the two cars. On one side of the aisle is a single row of large comfortable reclining arm chairs while on the other side these chairs are placed two abreast. The chairs are upholstered in charcoal and black wool fabric. The floor is also covered with a bright red carpet. Illumination is provided by fluorescent lighting in the dropped ceiling. The two coaches, which seat 72 passengers, are painted in an off white colour scheme. A feature of the train is an electronic sound system with speakers fixed in the ceilings through which soft music is piped and over which announcements may be made. The numbering of the cars has changed. Listed below are Reading R.R.'s numbering, C.N.'s original plan, and the actual numbers:

<u>Reading No.</u>	<u>Original CN plan</u>	<u>New numbers</u>
3	1200	300 (Dining Car)
4	3802	301
5	3801	302
2	3800	303
1	3803	304

The New York Central Railroad has said that it will not abandon service in Southwestern Ontario. H.M. Babcock, St. Thomas, NYC divisional superintendent, told Amherstburg Town Council that rumors it intends to abandon Canada Southern Railway are false. Mr. Babcock said the line between Windsor and Niagara Falls-Fort Erie is "an important link in the NYC rail system and should become more important in future."

Canadian Pacific locomotive 894 (class D-10-g built by Angus Shops in January 1911) was shipped recently from Montreal to Kitchener, Ont. where it will be permanently displayed. CP's class D-10 was Canada's most numerous locomotive type. Mr. John Luxton was fortunate in obtaining photos of the Canadian Pacific 4-6-0 leaving St. Luc yard on June 13 and one of his timely photographs is reproduced below.





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