

Canadian Rail



Number 67 / June 1985





A RAILWAY TOWN SELDOM SLEEPS

The switcher crew relaxes while they wait for the arrival of the Ocean Limited, but railway facilities at a Division Point or Junction are seldom at a standstill. Photographer Paul McGee caught this lull in activity at Mont Joli, Que., during the recent CRHA excursion to the Canada & Gulf Terminal Ry.

Our Cover

From the lens of one of CRHA's ace cameramen, Paul McGee, comes this picturesque view of Canada & Gulf Terminal Ry's M-405. The diesel-electric car, veiled but not hidden by the white birch stand, is shown crossing the River near Price Quebec. CRHA members were guests of the C. & G. T. Ry. on April 10th., last -- a visit arranged through the kind co-operation of the C & G T, Mr. J.B. Quimper, Superintendent, and Messrs. Paul Cloutier and Louis Cyr.

NOTICE OF MEETINGS

There will be no regular meeting of CRHA members during July or August. Please watch the July-August issue of CANADIAN RAIL for details of the September meeting.

FROM COAST TO COAST & TORONTO !

The month of May, 1965, brought forth three important announcements from the Canadian National Railways ---- each in a different sphere of transportation activities ----and in widely divergent sections of the country.

The first announcement was concerning the CN's \$27 million project to construct a two-mile tunnel under Vancouver Heights and a new railway bridge over Burrard Inlet at the "Second Narrows". The new tunnel-bridge route, to be completed by 1970, is designed to by-pass the congested railway facilities in Central Vancouver, and channel rail traffic directly to new yards which will be constructed on the North Shore. (We are attempting to obtain a feature story on this scheme, together with historical background, for publication in a forthcoming issue of 'Canadian Rail'.)

At mid-month, tenders were called for the construction of a new truck and railway-car ferry for the Cape Breton - Newfoundland service. The significant item in this announcement was that the ship will be able to carry 39 loaded railway freight cars. No indication has been received that the CN intends to convert the 3'6" Newfoundland System to standard gauge, but the possibility exists of transporting standard gauge cars over the Newfoundland lines on narrow-gauge trucks. Although the tracks in Newfoundland are 3'6" gauge, there are few places where clearances would pose a major problem.

Then, on May 19th, as the Ontario Legislature began its sittings, Premier Robarts and Highways Minister C. MacNaughton made statements announcing a programme of Provincially-sponsored commuter-train operations in the Toronto area.

The Canadian National Railways will operate a 52 mile commuter service along National right-of-way from Burlington, through Toronto to Dunbarton, providing a 20-minute service on the line during peak-load periods and one-hour-service during the rest of the day. Presumably freight traffic would be handled during the night.

The Province of Ontario will out-lay \$7,500,000 for 48 new commuter coaches and 10 diesel locomotives. Other capital will go into station improvements and relocations. The CNR will run the trains under contract to the Provincial Government at an estimated annual cost of \$3.5 million. Revenue from fares will cut the Government's subsidy to about one and a half million dollars.

Final details of the service have yet to be worked out, but it was indicated that:

- fares would likely be higher than those now charged by CN.
- feeder bus services would be provided to the 14 stations.
- parking will be provided at stations except Toronto Union.
- light-weight trains may reach speeds over 60 miles per hour.
- cars would be of most modern type and seat 125 passengers each.
- service will obviate need for additional four-lane highway.
- by increasing size of trains, up to 12,000 passengers per hour could be carried.

Mr. Robarts said the scheme is in the nature of an experiment, but the Government looked to it "with high hope for success, so that it might be adopted more extensively in the region and, possibly, other parts of the province".



from Manitoba..... A. S. Walbridge.

..... comes word that the Board of Transport Commissioners has given permission to the Canadian National Railways to abandon 30.24 miles of the Cabot Subdivision. This line was built by the Grand Trunk Pacific and runs from a point a few miles west of Winnipeg to Portage LaPrairie, Manitoba.

The mileage to be removed begins at Cabot, approximately 13.0 miles west of the commencement of the Subdivision and ends at East Tower, just east of Portage. The most easterly 13 miles will be retained as a spur to provide transportation of grain from the elevator at Cabot.

The line probably provided few construction problems for the G.T.P. The country is flat, and the roadbed appears to have been constructed by simply scraping up the rich prairie soil from each side of the right of way, with water-rounded gravel brought in for ballast. There is hardly a curve in it. The only bridge of any size spans the Assiniboine River, which is subject to flooding during the spring months.

In looking for something of historical interest on this line, the rail in use on the sidings caught my eye. At Cabot, the steel was either "Cammells Steel 1902 Sec 506 GTR 80 lbs." or "Carnegie 1900 E T". The steel at Fortier was "Cammells Toughened 1892 79#". The oldest ties still in use bore "26" metal markers, and the hand adze marks on them gave clear indication of the method of manufacture. They were in good condition after 39 years of use.

This line is seldom out of sight of the present C.N. main line between Winnipeg and Portage LaPrairie. The proximity of the two routes makes one wonder why one of the duplicate lines was not torn up when the Canadian Northern, which built the present main line, and the Grand Trunk Pacific were assimilated into the National System over forty five years ago. In future years, however, if you drive a car over the almost straight and gradeless eastbound lane of the Trans Canada Highway approaching Cabot, you may appreciate the contribution that the Grand Trunk Pacific Railway made to your driving comfort.

RED, WHITE AND BLUE Fares Modified -
 CN re-introduces Tourist Sleepers as "Dormettes"
 "Super Continental" Divides Montrealers from Torontonians!
 "Lakeshore Express" Goes 334 miles Non-Stop!
 More Mixed Trains Trimmed from Timetable -
 CP Restores "Dayliner" Runs -

Any or all of these could serve as feature headlines for the

Spring Timetable Review - 1965.

-- F. A. Kemp.

CANADIAN NATIONAL:

The principal feature of the new Canadian National schedules is the separation between June 23 and September 8, of the Montreal-Vancouver and Toronto-Vancouver portions of the Super Continental. Trains 51 and 52 will operate between Montreal and Vancouver during this period, separated from Trains 1 and 2 by about 1 hour and 40 minutes. Trains 9 and 10 "Panorama" and their Toronto-Capreol connection 109-110 continue to run as last year.

On the Eastern end of the system, the "Chaleur", Trains 61-62 have been restored, and the Campbellton-Gaspe Railiner 629-630 will be replaced by conventional trains 29 and 30 during the period June 21-September 11. The "Ocean Limited" Trains 1 and 2 have been re-timed and slightly speeded-up, and their Moncton-Saint John and Truro-Sydney connections have also been adjusted. However, the Newfoundland services have not been re-timed as they were last year and Newfoundland passengers will have to languish (this is the only word for it!) in North Sydney for over five hours in each direction, also for seven hours in Truro, N.S., westbound. Trains 1 & 2 "Caribou" operate daily June 24-September 8.

Twice daily bus service has been restored between Amherst, N. S., Summerside, and Charlottetown, P.E.I. supplementing the service provided by Trains 39 and 40, which are reputedly the last North American passenger trains to be transported by ferry.

The Christmas "Holiday Specials" of last winter were the fore-runners of this summer's version of the "Lakeshore Express" trains 7 and 8 between Montreal and Toronto, which will run non-stop in 5 hours, 45 minutes. This 335.3 mile trip is probably the longest non-stop run ever scheduled in Canada.

The Montreal-Portland Holiday Special will make its Saturday round trip on nine Saturdays from July 3 to August 28. This is the last passenger train serving Portland, Maine, and one of the last two in the State of Maine (the other is CPR No. 41-42, the "Atlantic Limited").

Montreal-Belleville Trains 25-26 have been renumbered 27-28, and have been made to stop at Long Sault and Ingleside, Ont., in the westbound direction only. Trains 5 and 14 retain their 6 hour, 15 minute timing, but do it every day (No more 105-114). Overnight mail and express trains 18 and 19 have lost many of their intermediate stops, and a considerable amount of running time. Train 19 has been restored to its former position ahead of Train 17. Sunday trains 118-119 have also been speeded up, with a number of stops being deleted.

In Southwestern Ontario, the three daily Toronto-Niagara Falls trains have reverted from Railiners to conventional equipment, while Toronto-Stratford trains 28 and 35 have been converted to Railiners, Guelph-Owen Sound Trains 172-175 have reverted to this equipment for the second time. Numbers have been changed to suit the change (627 635, 672, 675). Toronto-Windsor trains 9 and 10 have also re-appeared in the public schedule.

Canadian National Railways has eliminated passenger service from five more prairie branch lines with the removal of the following mixed train services:

201-202	twice weekly	St. Paul-Heinsburg, Alta.
265-266	tri-weekly	Prince Albert-North Battleford, Sask.
287-288	twice weekly	Prince Albert-Turtleford, Sask.
275-276	twice weekly	Humboldt-Melfort-Carrot River, Sask.
285-284	weekly	Melfort-Carrot River, Sask.

In addition to these, the seasonal trains operating between Levis, Que., and Edmundston, N.B., Charlottetown and Murray Harbour, Georgetown, Montague, Souris and Elmira, P.E.I., were withdrawn, as usual for the summer.

EQUIPMENT:

One of the principal features of the Canadian National timetable is the equipment lists. This time, we are greeted with a surprise in the form of "Dormette" sleepers, which are nothing more than the old tourist cars, which disappeared a couple of years ago. These are now operating on the "Ocean Limited" 1 and 2, the "Scotian" 59 and 60, the "Super Continental" nos. 1, 2, 51 and 52, and the "Panorama" 9 and 10.

A number of leased and newly-purchased sleeping cars appear in the equipment lists, adding some unfamiliar types to the line-up. These include 12 Roomette 4 Bedroom; and 14 Roomette 4 Bedroom cars, as well as an increased number of 10 Roomette 5 Bedroom units.

Places to eat and drink are interesting to most people, and CN continues to increase the number of these on its principal trains. Montreal-Halifax trains carry a coach lounge, two lounge sleepers including the "Skyview" cars ("Metis" and "Pacific" have been filling in until all of the "Skyview" cars are in service) a diner and a coffee shop (replacing the Cafeteria cars, which will be needed for Nos. 51 and 52). The 8 sections and bedroom contained in the coffee shop cars are not advertised, and are apparently retained as crew dormitory space. These 8-section buffet sleepers are also used on Jasper-Prince Rupert Trains 5 and 6, but will be supplemented by a diner-lounge during the period of six-days weekly operation. Diners will run on Campbellton-Gaspe trains 29 and 30.

There are now six Sceneramic Lounge cars, and they will all run between Jasper and Vancouver during the time that Trains 51 and 52 are operating. This will mean that each train will boast of two meal cars and three drinking-places for this portion of the trip. At one time you couldn't get a drink on a Canadian train, but now they have bars at both ends! (Snack bars, too).

CANADIAN PACIFIC:

The noteworthy fact about the CPR timetable this Spring is that it shows more trains than the last one did. Some of the service reductions shown in the last issue were annulled by the Board of Transport Commissioners, and a supplement was issued to cover their re-instatement. These included:

Halifax-Kentville-Yarmouth, N.S. (Dominion Atlantic)
 Calgary-Vulcan-Fort Macleod-Lethbridge, Alta.
 Medicine Hat-Lethbridge, Alta.

On March 26, Montreal-Megantic trains 202-203 were restored by order of the Board, pending a hearing on their removal. They are shown in the new timetable.

The Boston and Maine Railroad discontinued the Wells River-Boston portion of Trains 31 and 32 on January 4th, but the CPR still runs them between Montreal and Wells River, although it has applied to the Board of Transport Commissioners and the Interstate Commerce Commission for leave to discontinue the service. If permission is granted, the last run may be made before the next change of time.

"The Dominion" now runs as No. 3 from Montreal to Vancouver and No. 13 from Toronto to Sudbury. With the start of the tourist season on June 23, it will run as No. 4 from Vancouver to Montreal on an earlier schedule, also as No. 14 from Sudbury to Toronto. It will be provided with sleeping, dining and dome cars as in previous years. This train is also rumoured for discontinuance in the Fall.

ONTARIO NORTHLAND.

This Railway has scheduled a Sunday round trip by Trains 227-228 between Cochrane and Moosonee during the Summer months, in addition to the regular tri-weekly service by Trains 221, 222, and 226.

ALGOMA CENTRAL.

Trains 1 and 2 will again operate daily except Sunday between Hearst and Sault Ste. Marie beginning May 30th.

NORTHERN ALBERTA.

The Edmonton-Waterways Trains 7 and 8, which formerly operated in the daytime, have been changed to overnight operation. No sleeping cars are provided.



OTTAWA AREA MEMBERS: Consideration is being given at the present time to the organization of a CRHA Branch in the Ottawa area. Anyone interested in this activity should get into touch with Mr. Kenneth Chivers, Apt. 3, 67 Somerset Street West, Ottawa, 4, Ontario. He will be pleased to hear from all prospective members of an Ottawa area Branch.

Fifty and sixty years ago, the redundancy of locomotive firemen was an unthought-of factor. Indeed, the Railways were greatly concerned with getting sufficient able-bodied men to fill the positions available. The letter, reproduced below, contributed to the Association's archives courtesy of Mr. V. Collard, was found in an old file at Moncton, and reflects the views of railway management in 1908 concerning this matter.

Moncton. N.B. May 4th, 1908.

Mr. F.J. Lozo Esq,
Master Mechanic.
Riv. du Loup.

Dear Sir:-

The rules governing the requirements of men for employment as Fireman should be strictly adhered to until further advised. There seems to be some question about men lighter than 150 lbs, being suitable for this service, and also regarding tall men being unsuitable of account of their slight build. It is just possible that short men weighing 140 or 145 lbs, might meet the requirements. You might let me have your views in the matter, and advise if you think we should employ men who weigh less than 150 lbs. We might make the rule read, men over 5 feet 8 inches tall and weighing not less than 150 lbs, and between 5 feet 5 inches and 5 feet 8 inches 140 or 150 lbs. We must have an arbitrary rule in order to prevent men who are physically unfit for service as Fireman entering the service -

Yours truly,

(Signed) G.R. Joughins.

Supt. of Motive Power.

'Maritime' notes

Several members of the Railway Committee, Kenneth Chivers, Denis Peters, and Omer Lavallee, took advantage of a prolonged Easter weekend to make a trip to Cape Breton and back. For the information of those of our readers who may be contemplating trips to the Maritimes this summer, the following notes may be of interest:

NEW BRUNSWICK:

A visit to the now-abandoned eastern end of the CP Minto Subdivision reveals that trains now operate only to Coal Creek, a few miles south of Chipman. The track is still intact through to the CN connection at Norton, N.B., and most stations are intact, including the famed water tank at Perry. The one-stall engine-house at Norton has been razed, however, and new highway pavement covers the rails at intersections. Local report has it that the railway and structures have reverted to the New Brunswick Coal & Railway, the provincially-owned body from which it was leased, by CPR. No trains have run through to Norton since early in 1962.

The diesel-hydraulic Hs6a class engine formerly assigned to this run is now reportedly assigned to switching service at Fred-ericton.

The roadbed of the never-completed Chignecto Marine Transport Railway can still be plainly seen in the Missaguash River Valley, near Amherst, N.S.

At I.N.R. Jct. near St. Leonard, N.B., a Bangor & Aroostook transfer train was noted headed by a rarely-seen Electro Motive B.L.2 (Branch Line) diesel unit built in 1949. At a considerable distance, it was mistaken for a new U-25 series diesel.

NOVA SCOTIA MAINLAND:

Visits were made to Joggins and to Springhill, outer terminus of the Maritime Coal Railway and Power, and the Cumberland Railway & Coal Company respectively. In both cases all rails, structures and facilities have been completely removed, save for the three stalls of the former Maritime Shop building at Joggins.

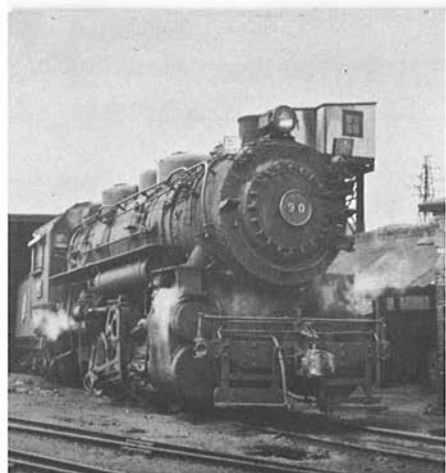
At Westville, N.S., the Drummond Colliery still operates a coal mine and two locomotives are on the property:

4	2-6-2	*	Baldwin	#36768	8/1911
6	BoBo 44 Ton	GE	#29209	1/1948	

* Also carries plate "Southern Iron & Steel Co., Atlanta #2278"

Both were in the enginehouse when visited. Ex CN O-6-0 #7260, which formerly worked the Colliery has been acquired by Mr. R.C. Tibbetts, a C.R.H.A. member and paint supplier in Trenton, N.S., and was on his property and being scraped and undercoated.

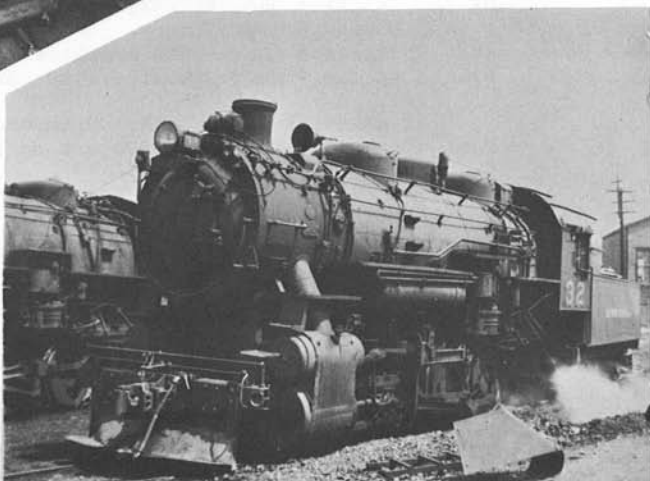
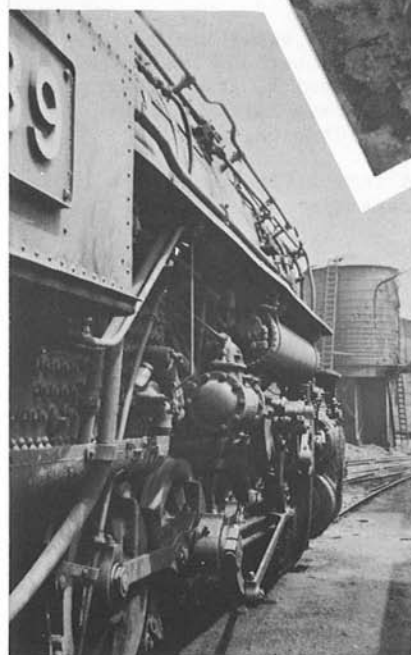
A large number of wooden single truck hopper cars are also at this property; most are derelict, but at least one appeared to be under repair. Such cars were once commonplace in the N.S. coal areas.



(photos: Alan Slauenwhite,
in 1961.



CAPE BRETON.....
... only a shade
of its former
interestin,
self...



At the former Acadia Colliery, now a DOSCO Coal Washing Plant at Stellarton, work is now performed by ex-CN 70-ton diesel electric engine No. 43, still carrying this number. A highway intersection has been built across the property, but without disturbing the picturesque cut-stone ruin of the FOORD mine pithead, erected in 1867 and so dated.

Locomotive No. 42, 2-6-0, which used to work here with No. 25, 2-4-0 (now at Delson), has been moved to the yard of the DOSCO complex in Trenton, where it was seen outside the enginehouse completely painted black but unlined and unlettered.

The 1838 Hackworth 0-6-0 relic SAMSON is still in its display building at New Glasgow CN Station, and the sister 0-6-0 ALBION in the unfinished Stellarton Mining Museum. An ominous sign at the latter location was broken glass in an upper-storey window.

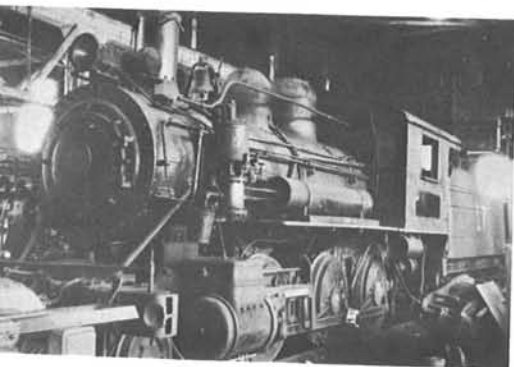
At the property of Mr. Tibbetts, there was also an 0-4-0T, 30" gauge, of unknown origin.

CAPE BRETON:

The Sydney-Glace Bay area is only a shade of its former interesting self, with no steam locomotives in existence except a 2-6-0, No.17, which is still in occasional use at the independent Broughton Mine, south of Glace Bay. Execrable back roads prevented an inspection of this unit. Sydney and Louisburg Ry. equipment is now being progressively relettered "CRC" for Cumberland Railway Company. The name of the former DOSCO line at Spring Hill was transferred to the S&L for corporate reasons, according to local railway people.

Noted on the property were a number of ex-CP wooden conductors' vans, supplementing original S&L cars. There were also a few interesting pieces of work equipment.

A detour was made to Sydney Mines, but no equipment of a historical aspect was noted.



..... execrable back roads prevented an inspection of this unit.

(photo: Alan Slauenwhite)



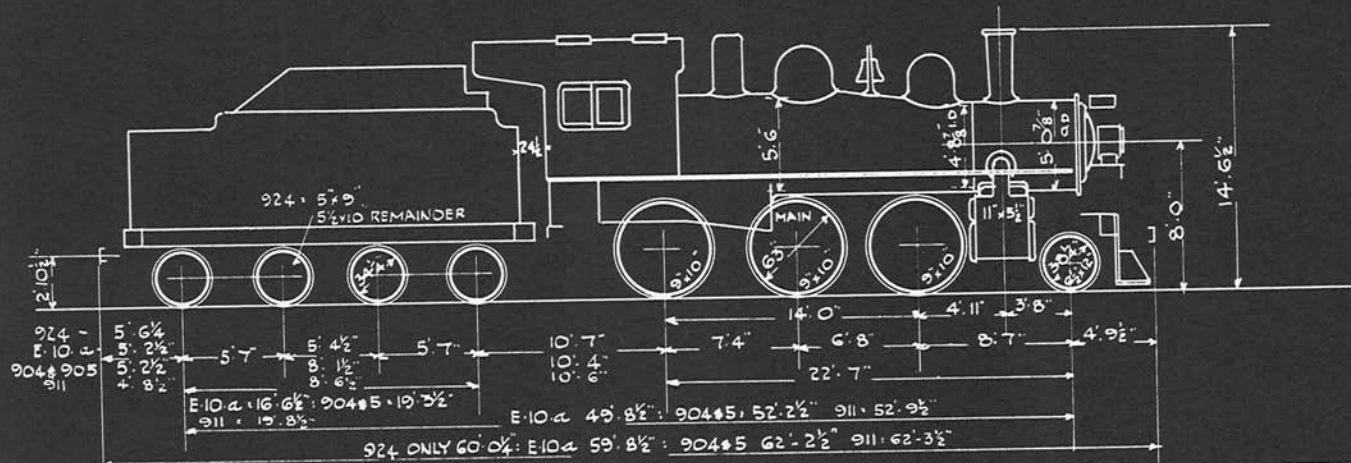
..... the picturesque cut-stone ruin of the Foord Mine pithead. No.25 used to work here.

(photo: Kenneth MacDonald)

SUB CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO.	BUILDER'S BOILER NOS.	PREVIOUS ROAD NOS. AND INITIALS	PRESENT ROAD NOS.	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL
E-10-a	1910	C.L.C.	913-37	SEE OTHER RECORDS	1000 to 1009 1012, 1013, 1017 1021 to 1024 G.T.R.	902 to 911, 914, 915, 919 923 to 926	

+ APPLIED TO ALL EXCEPT 904, 906 to 908
x 8 1/2" C.C. PUMP ON 907

⊗ 919 HAS 14-TONS & 5200 GLS. WEIGHT OF TENDER 138,060* ENG & TEN 279,860*
907 - 12 - " " " " 132,060* " " 273,860*



SUB CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE	T U B E S					TENDER CAPACITY		SUPERHEATER	HAULAGE RATING
	DIA.	STROKE	OS. DIA.	DIA. CTR	LENGTH	WIDTH	AREA	LARGE	DIA.	SMALL	DIA	LENGTH	WATER	COAL		
E-10-a	21"	26"	63"	56"	108 1/8"	40 7/8"	30.8 sq'	18	5 3/8"	119	2"	10' 11"	5000 Gls	10 TONS*	SCHMIDT	26%
924 ONLY	"	"	"	"	"	"	"	"	"	"	"	"	4400	8 "	"	"
904 & 905	"	"	"	"	"	"	"	"	"	"	"	"	5800	10 "	"	"

SUB CLASS	HEATING SURFACE				WEIGHTS IN WORKING ORDER				LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS	
	TUBES	FIREBOX	TOTAL	SUPERHTR	ENG. TR	DRIVING	TOTAL ENG	TENDER	ENG & TEN	DRIVERS				TOTAL ENG
E-10-a	780	166	946	200	21,200	120,600	141,800	128,060	269,860	108,500	131,200	4.58	26,300	170* sq'
924 ONLY	"	"	"	"	"	"	"	"	112,500	254,300	"	"	"	"
904 & 905	"	"	"	"	"	"	"	143,400	285,200	"	"	"	"	"

SUB CLASS	GRATE SHAKER	TYPE OF FIRE DOOR	COAL PUSHER	TYPE OF REVERSE G ^r	TYPE OF VALVE G ^r	TYPE OF HEADLIGHT	TYPE OF CAB	TYPE OF BOILER	STEAM HEAT	N ^o . & SIZE AIR PUMPS	BRICK ARCH	EXTREME WIDTH
E-10-a	HAND	FRANKLIN	NONE	CASEY-CAVIN +	STEPHENSON	PLYE-NAT-	STEEL OPEN	EX. WAG. TOP	YES	1-11" x	YES	10' 1"



Another pair of scenes along the Green Mountain Railway in Vermont, shows #89 (formerly CNR 89, ex CNR 911, and originally GTR 1009), Mr. Donald Robinson, who sent us these views, informs us that the GMR is the common carrier leasing and operating the former Rutland Railway trackage from Bellows Falls to Rutland, Vt., over part of which are run the excursion trains of the Monadnock Northern. It is expected that the Canadian Locomotive built #89 will be used extensively on Green Mountain Railroad passenger trains this summer.

DIAGRAM

The diagram, reproduced on the adjacent page courtesy Canadian National Railways, shows the essential characteristics of the E-10-a class of "Moguls", to which #89 belonged prior to its acquisition by the Green Mountain Railroad.

The locomotive was built by the Canadian Locomotive Co., Kingston, Ontario in 1910 (Bldr's No. 922) for the Grand Trunk Railway. It became their #1009. On the Canadian National it was numbered 911 until the latter part of 1951, when its designation was altered to #89. It was sold by the CNR in September, 1961.



Commenting on the article "Railways in Ottawa Today" in the Apr. issue of Canadian Rail, Mr. Bruce Chapman states that instead of the CPR's Sussex St. Subdivision being abandoned as far as Smyth, it is the CN's Beachburg Sub. that has been removed between Hurdman and Smyth, National trains using the CP's Sussex St. Sub. between these points.

Mr. Chapman advises us that a number (★) of CP steam locomotives will be sent to Ottawa this summer, and will likely be stored at the Ottawa West roundhouse, along with CP 926 and CN 6200. Restoration work on this latter unit will be commenced shortly.

(★) CP 424
1201
2314

CP 2827
2858
3100

Rail lingo

From Port Alberni, B.C., Mr. F.W. Chapman has sent us a contribution interpreting various railway terms. He writes "Recently, I have come across quite a few glaring mistakes in interpretation of rail terms... hence my article 'Rail-Lingo'."

This month we reproduce the first part of Mr. Chapman's compilation: the balance will be printed as space permits.

Editor.

Foreword.

The language or 'lingo' of the rails has been a most fascinating part of railroad lore. To many of us, who are fortunate indeed, memories can bring back that which has all but faded into the past. We that can still awake at night and thrill to the distant wail of a steam locomotive whistle, mournful, full of longing and half-uttered promises. This magic can never be erased from the memories of those who have fallen under that glorious spell.

My object in this little effort is not so much for the rail-roader or the experienced rail-fan who has gathered considerable knowledge of all aspects of the rails, but a guide for the younger fan who has not had the opportunity to obtain first-hand information on that which has passed, or is rapidly on the road to extinction.

My use of the past tense is not meant to convey to my readers that I consider all the aspects that I touch on have gone. However, it is hard to draw the line as to what is still in existence and that which has all but passed into history.

May I point out that although the major part of the language referred to is rail slang terms, it was adopted by management in many instances. Considerable use of some words and terms of rail origin is found outside the rail industry. I cannot claim this to be a complete coverage of all aspects of my subject as it stems from memory. If it is found helpful to a portion of my readers I will be well satisfied.

• Rail Lingo.

Working on a section has not been considered a very romantic occupation, but the importance of the section crew has never been in any doubt. Being a more or less thankless occupation, we will give them first place. The name "gandy-dancer" for section-hand is obscure as to origin. It was inspired, of course, by the motions of the man while tamping ties. The "king-snipe" was the section foreman, and as such was not required to do any labour. In most cases he did just that.

An "extra-gang" is the name for a group of men who did all the larger jobs on the track, in the most part, laying of rail. The "B&B" gang was the bridge and building gang.

To be continued....

ON MARCH 20,

MONTREALERS WERE WAITING FOR THE METRO!

by Reg Boucher.

If one had passed on St. Paul St., on Saturday morning, March 20th last, around 10:00 a.m., one would have seen a group of people, some of them armed with cameras, evidently waiting for something. And if one had begun to wonder what these people were expecting, it is most improbable that a subway car would have come to one's mind. But again, seeing Fred Angus around might have given some of us a hint.

Despite a 15 degree cold, Paris Metro Trailer No. A.123 arrived in front of 157 St. Paul St. West at 10:20 a.m., resplendent in the red livery in which the Metro's First Class cars go to work in the French Capital. It was carried on a float owned by H. Lapalme Transport Ltee. It had rested in the company's warehouse accompanied by an open platform bus of the R.A.T.P., since October 25th, 1964, unnoticed by the "Harbour Division of the C.R.H.A.'s Secret Service".

The A.123 was brought to Montreal to become part of the bar in a restaurant of Old Montreal, that will be named "Metro-Bastille". The promoter of the project is Jean-Pierre Dréan, an ex-public relations expert turned "restauranteur".

As the Montreal "Gazette's" Al Palmer put it in his "Ourtown" column of March 22nd, "The subway car is a railroad buff's delight. It is 42 feet long, 11 feet high and about 8 feet wide. The car, First Class Coach, of course, was built in 1908 and clanged through the Paris metro until last year." The A.123 was,

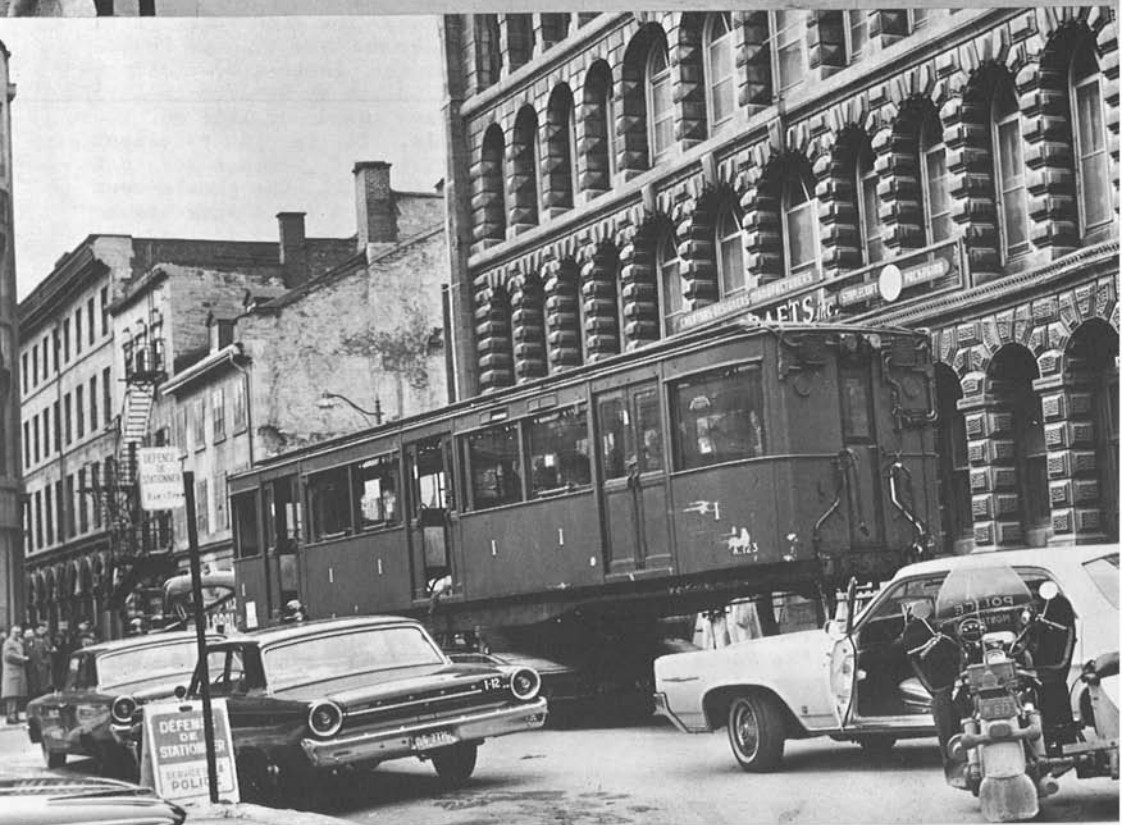
at the time of its purchase by Mr. Dréan, the oldest First Class trailer of the R.A.T.P. fleet. It was built by Les Ateliers du Nord de la France and the last line on which it worked was No. 4.

For the trip across the Atlantic Ocean, A.123 was equipped with S.N.C.F. buffers to be included as "marchandise roulante" (rolling stock) in a regular freight train that made the Paris-Le Havre run. After being separated from its trucks (on which it will never rest again) it was loaded onto the boat.

The bus, No. 2708, type T N 6 A is of the kind familiar to all those who have visited Paris. It is the large-open-platform model, built by Renault in 1935 and last used on line No. 91, Bastille. It is in excellent condition and bears a new coat of paint. All the guests were invited aboard for a tour around Old Montreal and the feeling was somewhat like the one we had when riding an old M.T.C. car on a C.R.H.A. fantrip of the "fifties".

Mr. Dréan is planning to use the bus to take his customers to and from Expo '67 entrance during the time of the Exhibition and he will probably use it as a sightseeing vehicle before and after Expo.

So the car, which was lowered into place through a hole in the roof of the 80-year-old ex-office building, is now permanently parked, minus its trucks, on the floor of Metro-Bastille.





Left: Paris bus and Metro car en route to the Metro--Bastille, March 20, 1965.

Old "A123" arriving at Metro--Bastille, 157 rue St. Paul West, Montreal.

Monsieur and Madame Jean Pierre Dréan, with their bus from Paris, watching subway car "A123" being lowered into its final resting place.

It has been christened "Old A. 123" by Madame Dréan, using a bottle of red wine that would break only after the third trial, and will be expecting everyone around June 25th, when the restaurant will open. Incidentally, this date will coincide with Mr. Dréan's first wedding anniversary: What a present to make to one's wife for such an occasion.



Notes and News

by Ferro



- ★ Premier Bennett of British Columbia has announced that work will start next year on three extensions, nearly 150 miles overall, of the provincial-owned Pacific Great Eastern Railway. The government will recommend to the PGE that survey work start immediately on two of the extensions, from Fort St. James to Takla Landing, and from Fort St. John to a point 50 miles north. The third extension will be from Kennedy, site of two proposed pulp mills north of Prince George.
- ★ CN has bought more than 100 acres of land in the Varennes, Quebec area where a sorting yard will be built to serve the many industries in this area. CN also announced that 27 million dollars will be spent on tripling the facilities of the Port Mann B.C. yards, which will become the main yard serving Greater Vancouver and the Fraser Valley.
- ★ Not to be outdone by its parent, Grand Trunk Western announced plans for construction of a 32-acre freight yard at Lansing, Michigan. G.T.W. has also ordered 612 new freight cars at a cost of 15 million dollars.
- ★ CN has called tenders for preliminary work on a new 3.85-mile spur line to serve the new pulp mill at Abercrombie Point, near New Glasgow, N.S. The line will run from Alma, on CN's Oxford Subdivision.
- ★ CN has announced that it will seek an increase of five cents a ticket on its commuter lines through the Mount Royal Tunnel and to the south shore. The Board of Transport Commissioners will be asked to increase fares effective July 1. A fare increase application at this time has raised speculation that CN is not overly hopeful of immediate success in unloading its tunnel line onto the various municipalities served. The CPR was granted a similar increase on its Montreal-Rigaud service in January, 1964.
- ★ A last-ditch fight to save Ottawa's Union Station from demolition was launched with a petition to the House of Commons. The petition contends that the station, built in 1911, is an historic landmark worthy of preservation. (Perhaps it could be used as a terminal for buses trekking passengers to and from the new "Ottawa" railway station --Ed.)
- ★ Canadian Pacific's Chairman, Mr. N.R. Crump, announced recently that, for the first time, the majority interest in Canadian Pacific is held by Canadians.
- ★ The Canadian 1967 World's Fair plans to fully automate its rapid transit system. Original plans for a semi-automatic system have been scrapped in favour of controls which will be timed to start, stop, accelerate and decelerate trains over the length of the system which will have six stations. Each train will still have a guard and a motorman monitoring the controls, however.
- ★ Stanley Raymond is the new chairman of British Railways. Mr. Raymond, 51, succeeds Dr. Richard Beeching who wants to return to his old job as director of Imperial Chemical Industries.



A Canadian National train, running between the heart of Montreal and the centre of Toronto in 4½ hours, has been forecast by Mr. Pierre Delagrave, the National Railways' dynamic V.P.- Passenger Sales and Services.

His CNR planners envision a nine car lightweight train, seating 500 passengers and running between the two metropolitan centres in less than five hours.

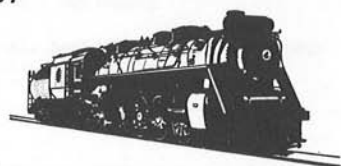
The train, which probably would comprise two powercars and seven trailers, would be operated in

push-pull fashion, eliminating the need for switching and turn-around. With preventative maintenance and high operating speeds, such trains would be capable of averaging a thousand train miles per day and could provide intercity services in the 80 to 1,000 mile range that could not be bettered by any other means of transportation.

(Railway Age - issue of March 1, 1965. The illustration above actually shows the SBB's noteworthy train, "The Cisalpin" with C.N. insignia added by "C.R."s artist.)

EXCURSION

Montreal to Portland, Maine, and return.

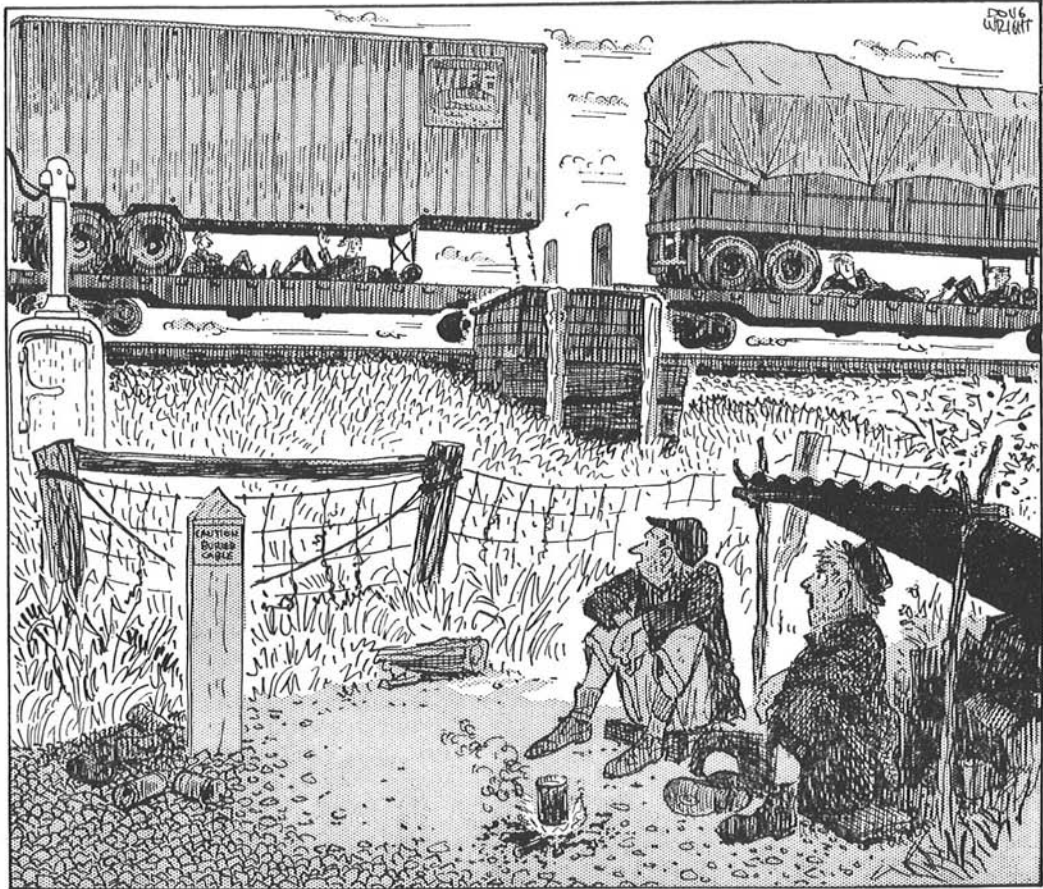


Three-quarters of the total mileage behind C.N. Steam power.

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AT THE GATE?	Only if you don't mind standing!!!
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