

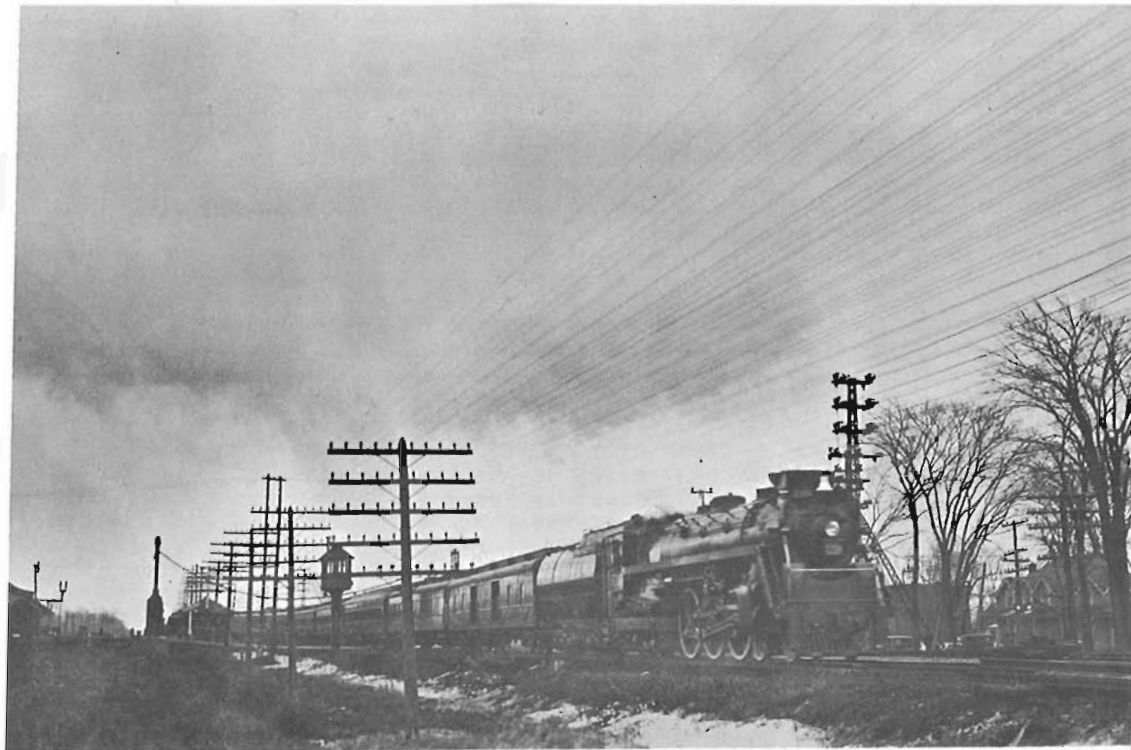
Canadian Rail



Number 171 / November 1965

Trees have now become apartments -- the trams are now busses -- but in 1950, electric trams provided service on the private right-of-way past "Tolhurst" between Cartierville and Val Royal. --Anthony Clegg





The WINTER Timetables

F. A. Kemp

The principal highlight of this Autumn Change-of-Time is the elimination of the Pool arrangements between the Canadian Pacific and the Canadian National Railways in the three pool zones,

Montreal-Toronto, Ottawa-Toronto, and Montreal-Quebec/Levis. Each railway is now free to pursue its own policy in regard to services and fares in these three areas.

Canadian Pacific

The divergent attitude of the two companies immediately became apparent in plans for the Montreal-Toronto service. Canadian Pacific discontinued its overnight trains Nos. 21-22 and began an afternoon service, using stainless steel equipment and dome cars taking 5 hours 45 minutes for the trip with intermediate passenger stops at Montreal West, Smiths Falls and Leaside. Fares were increased, and are from 90 cents to \$1.50 more than CNR fares on the same days. No. 21 is called the "Royal York" while 22 bears the name of CP's uncompleted Montreal hotel, "Le Chateau Champlain".


On the Ottawa-Toronto line CPR removed its overnight pool trains 33 and 34, via Peterborough, and replaced them with morning "Dayliners" over the same route with the same numbers. An afternoon service is provided by "Dayliners" 261-262 which connect with the new 21 and 22 at Smiths Falls. Service between Smiths Falls and Brockville is not shown in the public timetables, but trains continue to run as Passenger Extras. No convenient connection exists between Kingston and Ottawa. Trains No. 33 and 34 replace former trains 380 and 383 between Toronto and Peterborough. There is thus a net decrease of one train each way between Toronto and Ottawa, and one train between Toronto and Peterborough.

While on the subject of CPR service cuts, a few others were made outside

the former pool territory. Trains 31 and 32, the "Alouette" made their last runs between Montreal and Newport, Vt., September 20th, while trains 217-218 ended service between Farnham and Sutton, Que., ten days earlier. July 19 was the last date for passenger service between Newport and Wells River, Vt. On the Montreal-Ottawa line, No. 232 was combined with No. 4 on Sept. 7th. No. 235 survived as an RDC train until the change of time, when No. 3 was given an earlier departure time from Montreal. There are thus only 5 CPR trains between Montreal and Ottawa. Local trains 213-214 between Montreal and Farnham were discontinued on Saturdays and train 204, Montreal-Sherbrooke on Saturday was replaced by train 206.

There are now only 28 trains arriving at and leaving Windsor Station, Montreal (on a 5-days-a-week basis).

Trains 3, 4, 13, and 14, "The Dominion" are still shown in the timetables with sleepers Montreal & Toronto to Sudbury and Ft. William-Winnipeg, and with the CPR's only remaining standard parlor cars between Montreal and Ottawa, but the continued operation is dependent upon a decision of the Board of Transport Commissioners. Meanwhile trains 1 and 2 have had more intermediate stops added and their times lengthened by 90 minutes westbound and 70 minutes eastbound. (Diesel units 1421-1432 are being re-converted for freight service).



The "International Limited". Upper photo shows the first run of the famous train "in the Pool", April 2nd., 1933, headed by CN 5704. The lower view, thirty two and a half years later, shows the final departure of the train from CP's Montreal West Station. Diesel units on this run on October 30th., 1965 were CN 6520, 6618, 6523: Engineer: E. Langlois; Fireman: D. Skelcher.

(Photos: R.V.V. Nicholls, B. Biglow - Details: E.L. Modler)

The revised services east of Toronto make it impossible to make a through trip via CPR from Montreal to Detroit, Chicago, Hamilton, or Buffalo, or from points west of Detroit to points east

of Toronto. It is interesting to note that No.322 "The Ontarian" from Buffalo and New York is shown as a Hamilton connection for No. 34, although both are timed at 9:00 at Toronto.

Trains discontinued:

262-264 Ottawa-Brockville (connection for Pool 6 & 15)
 232-235 Montreal-Ottawa
 31- 32 Montreal-Newport-Wells River, Vt.
 218-219 Farnham-Sutton (Friday only)
 380-383 Toronto-Peterborough (replaced by 33-34)
 303-304 Toronto-Port McNicoll (twice weekly boat train)



CANADIAN NATIONAL

While Canadian Pacific makes no secret of its desire to rid itself of passenger services, Canadian National con-

tinues to entice passengers with more frequent services, amid much publicity. Following is a list of new trains:

29- 30 Exc.Saturday "RAPIDO" Montreal-Toronto
 607-608 Daily (Dec.15) Railiner, Brockville-Toronto-London
 44- 49 Daily "BYTOWNER" Montreal-Ottawa
 614-615 Daily Railiner, Montreal-Sherbrooke

On the Montreal - Toronto line, the abolition of the "pool" was the signal for CN to take up the speed war where it was left off in 1932. Spearheaded by re-g geared GM diesel units, instead of high-wheeled Hudsons, the "Rapido" was inaugurated by the Mayors of its terminal cities over closed-circuit TV with high CN officials in attendance. Champagne bottles were broken over the locomotive fronts (what a waste) corsages were given to the passengers, along with other souvenirs, free photographs, menus, etc, etc. The first "Rapido" trains consisted of

three diesel units, three coaches, one dining car and two parlor cars, the latter having 2-and-1 reclining seats. First and last cars carried the word "Rapido" in black on the white lower panel. The trains are scheduled in 4 hours, 59 minutes, with two brief stops to change engine crews at Brockville & Belleville Yard. The other Montreal - Toronto trains have been renamed, and two of them have had running times quickened. Locals 27 - 28 now run through to Toronto, replacing 9 and 10. Following is a list of other trains on this line with old and new names and running times.

Number	Old name	New name	Old time	New time
5 & 14	LaSalle-International Limited	Lakeshore	6h 15	6h 15
15 & 6	Internat'l Ltd - InterCity Ltd.	Bonaventure	6h 15	5h 50
17 & 16	InterCity Ltd - Maple Leaf	Cavalier	7h 15	7h 35 W'B.
			7h 45	8h 01 E'B.
7 & 8	Lakeshore Express (Holidays)	Premier	5h 40	5h 30

NEW UNIFORMS ON C.N.R.

During the next few months, CN passenger train personnel and express freight motormen will sport new uniform styles. Because uniform design is so complex, detailed, sensitive and potentially effective, it has taken the C.N.R. three years of intensive study to produce a program which seems to meet all the needs. A series of pilot programs has been arranged to develop employee and customer reaction, as well as to test new fabrics, new badges and new styles in actual service.

One phase in the System uniform program has already been seen: the bright blue jackets worn by ticket salesmen in most major terminals.

Train crews and sleeping and dining car crews will appear in their new uniforms for the first time on a number of the trains in the Toronto-Montreal service by December. Red cotton jackets will be worn by waiters and porters on most parts of the System within a month or two. Station employees at Montreal's Central Station will also be making their bow in their redesigned uniforms shortly, as will express freight drivers at Regina, Vancouver and London.

Following their introduction, the uniforms will be carefully observed in service, and the reaction and views of employees and customers will be sought. Then there will be a period of adjustment and reconsideration of details. It will take about three years before all uniformed employees on the C.N. System are outfitted.

Continued on P.186-187.



Recent purchases of Budd RDC units from U. S. railroads are becoming apparent in the schedules as new trains 607 and 608 will begin running between Brockville and London, Ont. on December 15. These trains will provide a morning service into Toronto, a noon-time service from Toronto to London, and a late afternoon-evening service London-Toronto-Brockville. Train 607 has a lay-over in Toronto, but 608 will stop for only 15 minutes.

Railiners have also re-appeared on the Montreal-Sherbrooke-Coaticook service, where they were used several years ago. A new train 614-615 has been included in the schedule, re-establishing the connection to Quebec via Richmond.

On the Montreal-Ottawa line, a new noon-time service numbered 44-49 and named "Bytownner" was introduced, while morning trains 47-48 are now named "Gatineau" and afternoon trains 46-51 bear the name "Laurier". There are now seven CN trains between Montreal and Ottawa (including 103, which takes passengers only from Dorval).

On the Montreal-Chicoutimi line, passengers may now leave two hours later on Saturday night, by taking train No. 120 at 11:00 p.m. Is this for the convenience of hockey fans?

In the Montreal-Quebec service, both railways are operating their trains as before. No additions have been made

Continued on P. 200-201.

New look for dining car waiters includes bright red cotton jacket.



Host of the dining car, the Steward, will wear new light grey jacket and dark grey trousers.

Continued from Page 185.

The following is a brief description of the new uniform designs, as outlined in the C.N. magazine "Keeping Track":

TRAIN CONDUCTOR:

The Train Conductor wears a charcoal grey suit with metallic gold trim. On the left side of his jacket is a shiny gold CN symbol, silhouetted against the dark grey cloth. His cap is in the traditional shape but is distinguished by a gold coloured band completely encircling the cap just above the brim. On his sleeve in addition to his service bars will be two gold braid rings which denote the highest level of command in train service.

TRAINMAN:

The trainman's hatband and CN symbol badge are silver but otherwise his uniform is exactly the same as the conductor's. To point out the distinction in echelon, the trainman wears just one silver band on his sleeve.

SLEEPING CAR CONDUCTOR:

The top man on the SD&P car side is attired very much like the train conductor, with gold badges. However, in S&D service there is no sleeve braid. This facilitates the interchange of men between service as a conductor and as a porter, and they need only to change their badges and cap bands.

PORTER:

The sleeping car porter and parlor car attendant each wears a charcoal grey suit, silver CN symbol and red band around their cap. This is to match the bright red cotton jackets that they wear while working aboard their car.

DINING CAR STEWARD:

Maitre D' of the dining car greets his guests wearing a light grey worsted jacket with charcoal grey trousers. The jacket has been designed to make the steward readily identifiable as the host.

DINING CAR WAITER:

The waiter will wear the same red cotton jacket as porters, with white shirt and black tie. As part of the uniform program, bow ties are to disappear and the four-in-hand tie is to become universal.

STATIONMASTER:

The man in charge of major stations wears the charcoal grey suit with gold trim. The assistant stationmaster who performs many of the same functions, also wears gold.

GATEMAN:

Gatemen, ticket collectors, baggage staff and other station employees wear the charcoal grey suit with silver trim.

EXPRESS FREIGHT VEHICLE MOTORMAN:

The vehicle driver in express freight services is recognized as a key man in customer contact work, and his uniform must be smart and neat at all times. The new styles should help him create a good first impression. The uniform still employs the Eisenhower jacket but is tailored in the charcoal grey cloth. A new type of hinged sleeve offers full freedom of action without excessive bulk.

CN's 6218 visits U.S.A.

-- by Joseph A. Mannix.

AUGUST 21, 1965 --

Today, a colourful and unique page of railroad history was reopened to the delight of railway men of the Central Vermont, residents of the State of Vermont and visitors from all over the United States and Canada.

It all started at 5:15 a.m. at St. Albans, Vermont, when engineer George Gay, a veteran with fifteen years of Central Vermont Railway service, pulled back the throttle on the Canadian National's 6218. The 399,600 pound steam locomotive was loaned to the Central Vermont by CN specially for the occasion. This engine and its two passenger cars made up the first passenger steam drawn train run in eight years over Central Vermont. The big Northern type engine was, however, no stranger to CV tracks, having once been the regular motive power on the top notch trains, the Washingtonian and the Montrealer.

The run was to consist of a round trip from St. Albans to White River and return to St. Albans, and later in the afternoon back to White River Junction. It was sponsored by the Branford Electric Railway of East Haven, Connecticut, with the cooperation of both the Canadian National and the Central Vermont.

Under engineer Gay's skilled hand, the 6218, resplendent in new paint, was hitting thirty-five miles an hour by the time the train cleared the St. Albans yard limits. It wasn't long before additional passengers had been collected at Essex Junction. Montpelier soon vanished down the track, hidden behind a veil of wispy white smoke. Shortly thereafter, whistle roaring its challenge and bell clanging, the 6218 brought her train to a stop in Northfield, the home of Norwich Military College, sometimes called "the West Point of Vermont". It was rather fitting that a stop for water be made at this town, because in the days of steam, trains always stopped at Northfield for water. Northfield was also once the site of the shops of the Central Vermont. Locomotives were even built in these shops. Now the lack of water facilities was offset by the volunteer fire department, who manned a hose from a nearby hydrant. The men did their job well and the 6218's thirst was quickly quenched.

Refreshed, and with a good head of steam provided by her fireman, Philip Ladd, the 6218 made short work of the 21.3 miles to Randolph, Vermont. Mountain mist still hung over Randolph and this produced an almost eerie setting down by the station. Her whistle blasts echoing in the still air and her headlight blazing through the thick mist, the 6218 and her train made an unusual sight for those who might have seen them as they passed through the town.

In no time at all, under the fleet drivers of the big steamer, Bethel, South Royalton, and even the winding trackage along the White River were left behind. Soon the train was in White River Junction and the first run was over.

Large crowds greeted the arrival. Many of these same people would ride the northbound run to St. Albans and back. In all they



Photo: J.A.Mannix.

would total 350 passengers. The train they were soon to ride now was made up of 12 cars, which included two open doored baggage cars equipped for tape recording as well as sightseeing for those enthusiasts who like to breathe cinders and coal smoke.

The return trip to St. Albans, which left at 10 a.m., was quite different from the early morning down trip. This time crowds greeted the train at every crossing and station along its route. Photographers by the dozen paced the train in a long caravan of cars in which they endeavoured to keep ahead of the train and obtain just one more action photo. Many of these motorists lost the train completely when they became locked in traffic at Bethel, due to an unexpected parade.

State police were out in force to reduce speeding and control congestion at West Braintree, the first of the scheduled photo stops and later at a point between East Granville and Roxbury where the train disgorged almost the entire 350 passengers onto route 12A, which was already filled with a jumble of parked cars and photographers. One photographer had brought his own stepladder and was able to stand above the crowd for his pictures.

It was a memorable day for everyone. Those persistent enough would see the train once again on its return in late afternoon to White River. After dark, a lucky few, perhaps at Bethel and Randolph and other points, might also see the 6218 and a lone coach northbound put a close to a day in the Central Vermont's history which could best be summed up as Engineer Gay said earlier of his run - "GOOD FUN".

... of interest to Members ...

A 'Canadian Rail' reader in Japan has written to us, requesting a railway-enthusiast pen-pal in Canada. He is 17 years old, SHOZO NAKAMURA of 1458 Kamichiba, Katsushika, Tokyo, Japan. Hobbies:- Collecting railroad pictures, tickets, and time-tables. He writes in English very well; but wouldn't it be nice if one of our Canadian members would write to him in Japanese!!!

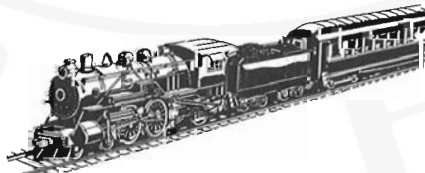
Mr. Thomas L. Underwood, Jr., CRHA member in Washington, DC, U.S.A. writes to remind us that "a train consisting of a London and North Western Railway 2-2-2 locomotive No. 2054 "Queen Empress", a 42-ft sleeping car, and a 42-ft. 1st & 3rd Class/Baggage combine coach, was shipped to North America for the Chicago World's Fair of 1893," forty years before the trans-Atlantic crossing of the L.M.S. "Royal Scot". "After the closing of the Chicago Fair, the train, supplemented by two Wagner sleeping cars and a Lake Shore and Michigan Southern Ry. dining car, ran from Chicago to New York over the LS&MS/NYC&HR railroads, making several exhibition stops along the way.

EXPO '67 - ACCOMMODATION: 'Canadian Rail' has received a request for information regarding accommodation in the Expo '67 territory during the year 1967 --- which started us thinking that there might be a number of others "on both sides of the tracks". If any member in the Greater Montreal area wishes to provide reasonably-priced accommodation for visitors, or if any out of town member or subscriber wishes accommodation in Expo '67 territory during 1967, we shall do our best to put the one in touch with the other. Send us a note giving full details (including price-requested/offered). 'Canadian Rail' will help with this service, but assumes neither obligation nor guarantees.)

DECEMBER EDITOR: The next issue of 'Canadian Rail' -- No.172, for December, 1965 -- will be compiled and edited by W. L. Pharoah. Mr. Pharoah is regularly in charge of the Notes and News section of the publication.

NOTICE OF MEETING:

The December meeting of the Canadian Railroad Historical Association will be held in the McConnell Engineering Building at McGill University on December 8th at 8:15 p.m. Entertainment will be "A Pot-Pourri of Coloured Pictures. Members are invited to bring along up to ten coloured slides of their own choice to show to the audience. If you intend bringing slides, please inform Dr. Nicholls before-hand so that an integrated programme can be arranged in advance.



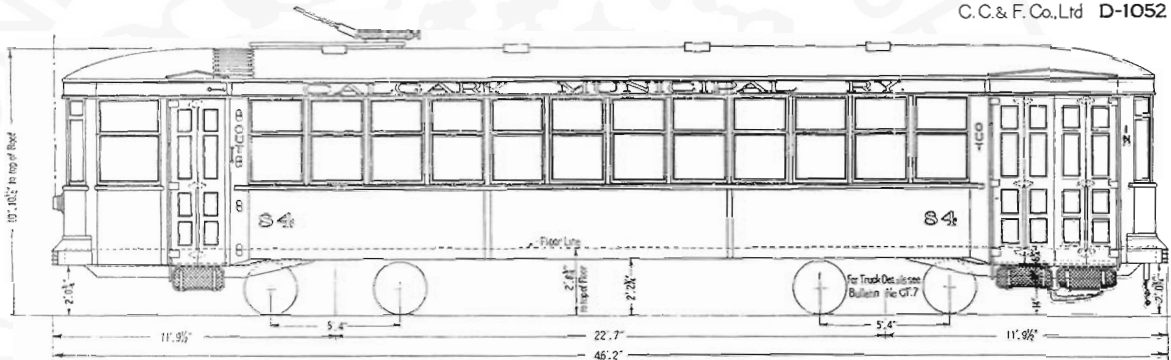
ROSTER OF ROLLING STOCK
of the
CALGARY MUNICIPAL RAILWAY.

Compiled from data by
J.Meikle and R.Corley.

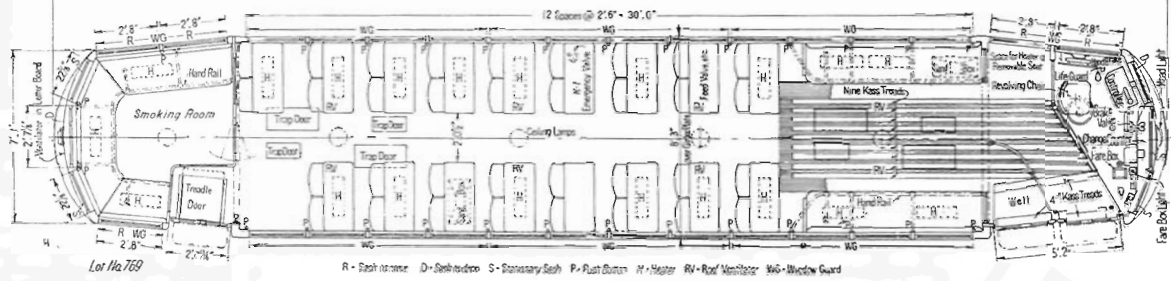
(See also Canadian Rail, May 1965.)

Numbers.	Builder	& date	Windows	Doors	Seating	Length	Weight	Controller & Motors	Trucks	Roof	Remarks.	
PASSENGER CARS Note "1"												
1 - 8	Ottawa	1909	5x2	4	44	41'6"	44000	F	Brill 27G	M	#1 & #2 reblt with treadle rear exits, late 1920's #8 burned, reblt as #300. Note "3". Formerly first #78, renumbered c.1919.	
Second 8	Ottawa	1912	5x2	4	48	41'6"	44000	G	Brill 27G(CV)	M		
9 - 12	Preston	1909-1910	5x2	4	42	41'6"	44250	F	Bemis 45	M		Ordered in 1909. Note "3".
13 - 15	Ottawa	1910	6x2	4	54	46'6"	46000	F	Brill 27G	M	#15 later had GE 247 motors from Scenic Car and 15:63 gearing for Ogden line. #14 body preserved for some time as relic by Calgary Brewing Co, but later scrapped. #16 equip'd with coupler for trailers. Note "3". #16 reblt in 1937 after fire - arch roof, 46500 lbs., treadle exit, and K350 controller. It was rebuilt with the long vestibule forward, the only car thus rebuilt by the C.M.R. #18 to GE 247 motors, 15:63 gearing for Ogden line.	
16 - 18	Preston	1910	6x2	4	52	46'0"	46000	F	Brill 27G	M		
19 - 30	Preston	1910	8	1	32	33'6"	}	K	Taylor	D	Single-truck cars with two motors - no air brakes. Controllers gradually replaced with K6 type. #19,20,21,24,28,33 to Saskatoon in 1919. #22 converted to double-end c.1918; derelict by 1944. #26 reblt to Auxiliary. #31 scrapped c.1918. #25,29,30,32 reblt into double-truck cars by C.M.R. in 1924, by being spliced with four units of the group #23,27,34,35,36.	
31 - 36	Preston	1911	8	1	36	32'0"						
Second 19	Preston	1913	6x2	2	54	46'6"	47000	G	Standard 0-50(CV)	M		From Saskatoon, 1919. Note "2". SMR #20-25. Later converted to GE 80 motors.
20												
21												
24												
28												
33												
Second 25	C.M.R.	1924	12	2	50	44'0"	47000	H	Standard 0-50(CV)	D		Built from single-truck cars, series 19 to 36. Four cars (25,29,30,32) spliced with four out of 23, 27, 34, 35, 36 -- of which one was scrapped. Double-truck rebuilds later converted to WH 101B2 motors. #29 with treadle exit in late 1920's.
29												
30												
32												
Second 27	Ottawa	1912	6x2	4	56	46'6"	46000	G	Brill 27G	M	Renumbered from #57, in 1944.	
Second 31	Preston	1912	5x2	4	48	41'6"	44000	G	Brill 27G	M	Renumbered from #79, c.1919.	
Second 36	C.M.R.	1932			48	41'6"	45000	F	Brill 27G	A	Originally #8 (first) built Ottawa, 1909. Rebuilt C.M.R.as #300 after fire. Rebuilt again by C.M.R.as #36(second) - treadle exit.	
37 - 42	Preston	1911	5x2	4	46	41'6"	44000	G	Brill 27G(CV)	M	#41-42 had 44 seats.	

C.C. & F. Co., Ltd D-1052



Seating Capacity, 53 with Heater



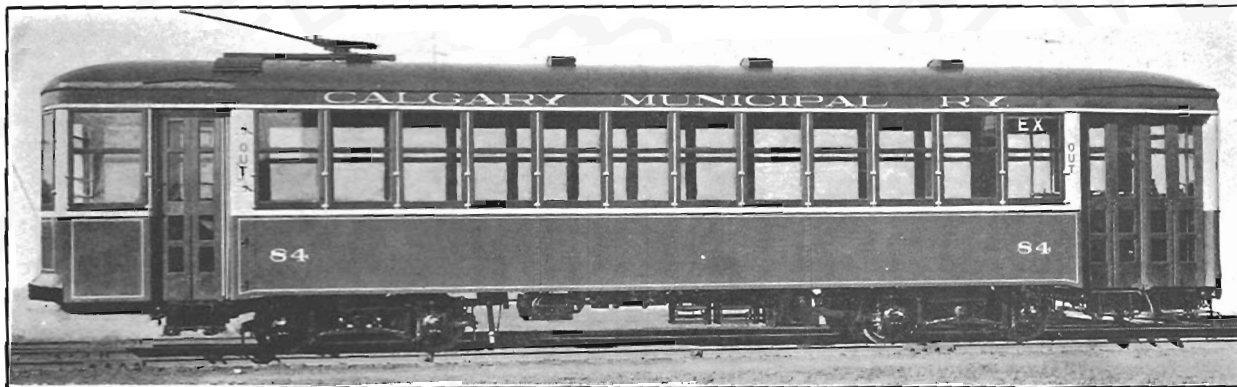
R - Flush entrance D - Vestibule door S - Stationary Sash P - Flush Button H - Heater RV - Roof Ventilator WG - Window Guard

SIDE ELEVATION AND FLOOR PLAN

STEEL-FRAME

ONE-MAN

MOTOR CARRS



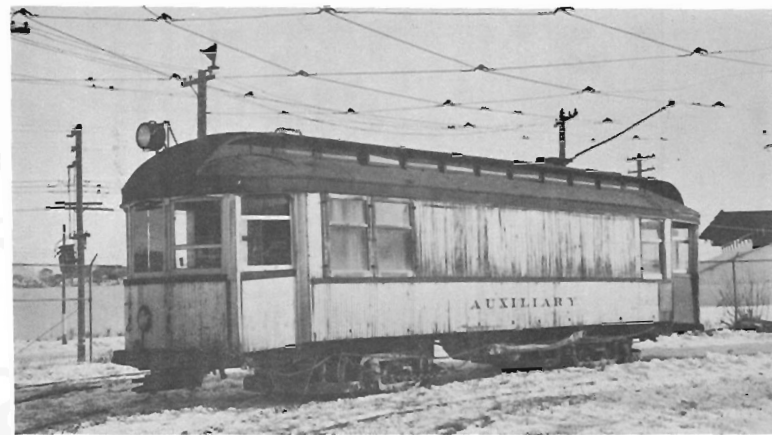
Lot No. 769

Montreal Works

Above: No. 84, one of Calgary
Municipal Ry's modern steel
cars, built in 1928-1929.
(J.Meikle and C.C.& F.)

Right: The Auxiliary, switch-
ing at the CMR yards, in Jan-
uary, 1951.

(A. Clegg)



Rail lingo

-- F. W. Chapman.

Continued from Page 106,
Issue No.167 - June, 1965.

There is a certain amount of uncertainty among younger fans as to the proper terms for the following: A "siding" is a passing track with a switch at both ends. A "blind siding" is one where there is no open telegraph station. A "spur" is a track with one switch and a dead-end. A "wye" is track off the main line shaped like a wye, and is used for turning locomotives and rolling stock, when necessary.

The term "run around" means that a train is given orders to by-pass a preceding train owing to some delay of the by-passed train. This does not cover the normal practice of a higher class train, such as a passenger, passing a freight. If a man is promoted ahead of one who is entitled to the position, a "run-around" is claimed.

The term "saw by" is the method used to pass two trains when the siding is too short to hold one of the trains. This is quite simple and it depends on the length of the trains what time it takes to complete the operation.

A "shoo-fly" is a temporary track built around an obstruction, such as a bad derailment or washout.

"Turn-around" is the usual name for a train that leaves a point, proceeds to another and returns to original point in one operation, and with the same crew.

A "Caboose-hop" is a crew with their caboose being "dead-headed" to another point.

A "flying-switch" or "drop" is a rather tricky little operation of putting a car or small cut of cars into a spur or siding from behind a locomotive. This is done by gathering a good rolling speed, cutting off the cars at the proper time, speeding up the loco to get by the switch, then throwing the switch as the cars reach it. This takes all the crew working in coordination. It is not supposed to be practised, but is openly condoned, as it saves considerable time.

The term "open the gate", "close the gate", "bend the iron" means to throw the switch.

"In the clear" or "in the hole" means off the main line. The "main" or "high-iron" refers to the main-line.

"Streak-of-rust" means any railroad. "Wooden-axle-pike" is a line that is pretty "hay-wire".

The term "whistle stop" stems from the use of the whistle by the engineer on a passenger train to confirm the signal from the conductor to stop at the next station. This is three short blasts. A "flag-stop" is, of course, a small station where the train has to be flagged to stop.

A "cornfield meet" was collision between two opposing trains on the main line, caused by a "lap order", a mistake by the dispatcher, or wrong interpretation of orders by train crews, a very rare occurrence at any time. A "draw-bar meet" was a near accident when two trains met on the main but did not collide.

The term "unload" or "hit the grit" "hit the sod" meant get off the train while in motion. "Pull the pin" stems from the old days of link and pin. It meant to uncouple, depart, quit the job, any act of leaving. "Join the birds" meant to "unload". "Glim" was a lantern. "Butter-fly" was a message thrown from a moving train.

"Grab the guts of a drag on the fly" - meant to get on the freight while it was pulling out.

The following were some of the names for a steam locomotive -- "mill" "loco" "hog" "pig" "tea-kettle" "head-end" "smokeyend": "yard goat" for yard-switcher. The engineer was called "hogger" "hoghead" "eagle-eye" "runner" "throttle-jerker" "ballast-scorcher" and other things that were a little hotter.

For firemen we have "bake-head" "fire-boy" "ash-cat" these are self-explanatory. "Tallow-pot" for fireman stems from the old days when tallow was used for lubrication on the locomotives.

A "lap-order" was a mistake by the dispatcher in his train-orders possibly causing a wreck. "Smoke-orders" - in the old days it was the custom on fairly rare occasions for a train to "smoke over" to meet another train, keeping a sharp lookout for the smoke of the opposing train. This without the use of train orders or rights. A most dangerous practice.

The brakeman was called a "shack". Three man train crew is conductor, "head-shack" or "pin-head" and "parlour-brakeman". When an extra man was used on a heavy tonnage train the name "swing-man" covered him.

The conductor was a man of some distinction called "O. R. C.", "con", "the brains" "captain" "skipper" "big-ox" and numerous others.

The dispatcher or "D.S." was aptly named the "delayer."

That most interesting individual, the telegraph-operator, was called an "op" "brass-pounder" "lightning-slinger". The term "ham" that is now widely used in radio to denote an amateur operator and his station, stemmed from the use of it to describe an inexperienced telegraph operator. He was said to have a heavy "fist", hence a large one, like a ham. Nearly all operators used a "bug" for transmitting. This is an instrument to take the place of the key. It is a lot easier to send long messages with, after being mastered. It prevented a man from getting a "glass-wrist". A "mill" was the "op" typewriter.

"O.S." meant on train sheet. The most widely used term in America today is no doubt "O.K." This originated on the railroad. The origin is obscure, but this sounds the likely one. A farmer received a consignment of goods at the depot, signed for it and added "Oll Koreck". This amused the agent, and he mentioned it to an agent down the line. They used it a couple of times for a laugh, cut it down to O.K. and it soon spread over the whole rail system.

A "thousand-miler" was a shirt of black sateen, favoured by "boomers" as it could go long distances between washes.

A "flimsy" was a train-order, "31s" and "19s". A "19" could be "hooped up" to the train crew "on the fly", but a "31" had to be signed for. The use of the "31" is going out.

Returning to the "head-end" for a moment we find that "big-hole", "wipe the clock" and "dynamite" meant emergency air application of the brakes. "Horse-over" was to change the reverse lever; it required quite an amount of energy. "Company-notch" - the engine was said to be in this when it was at peak performance. "Crack the throttle" meant open easy. "Ball the jack" was to "high-ball." A "scoop" was a coal shovel. "Black diamonds", "real-estate" was, of course, coal. A "hand-bomber" was a "hog" fired by hand. The "travelling grunt" was the travelling engineer. A "nut-splitter" was a machinist.

We now come to that most colourful group, the roving fraternity. No other segment of America has contributed as much to lore of our land. Poems, rhymes and stories in untold numbers originated with these wanderers who roamed through Canada, Mexico and the U.S.

Contrary to popular belief, these wanderers were not all of the same cloth. At the bottom was the "bum", he was just about what his name implied. He did not work unless he was forced to, and had very little self-respect, if any. Next we find the "bindle-stiff", who would work at times and followed various harvestings. "Dingbats" should cover these two categories. The Great American "Hobo" or "bo" was the next on the totem pole. This character came from all walks of life. He made a profession of "beating his way", the lure of the open road was in his blood. Much of our "rail lingo" came from the "bo". The "boomer-rail" or "boomer" was a man of distinction, to say the least. He was a "hogger", "shack", "op", "con" - "nut-splitter" or, in many cases, a versatile character who could handle three or four rail jobs most efficiently. Many of the "home guards" resented the "boomer"; management knew their worth, and, in many cases, hired them if they needed help. Of course, many "boomers" found a place or a girl to their liking, married and became "home-guards".

The term "riding the rods" dates back to the days when cars had truss rods that were open and could be easily climbed on to. Various methods were used to ride on them but they were very dangerous and uncomfortable. Most popular was the empty box-car or gondola - a loaded flat was dangerous as the load could shift.

"Riding the blinds" or "blinding it" was a fast way of getting over the road. These were the terms used to describe the practice of riding between the "blind-baggage" cars on a passenger train. It was, to say the least, a most uncomfortable, dangerous and, at times extremely cold place to travel. Many a novice came to grief "riding the blinds".

The few times that I took to the open road, quite a few years back, I was lucky enough, in some cases, to ride trains with oil-burning "hogs". If the crew were friendly, one could be real comfortable on the tender sitting with your back to the oil tank which was heated in cold weather.



Photo: B. Biglow.

There are, probably, a few men that still roam the rails. In most cases, however, the boys that you now see "beating their way" are just on the one trip, looking for work and short of cash.

At one time, nearly any town that was on a railroad had a "jungle". This was an area on the outskirts near the tracks where the roving fraternity camped. The famous "mulligan-stew" no doubt originated here.

And now much of this has passed into history. One can no longer go down to the depot and chat with the "boomer" "nite-trick" "op". Listen to the whispering of the relays as they chatter of all the news of the nation. The sharp clatter of the sounder as the "D.S." calls for the "op" to take a "19" copy three. The through-freight hollering at the mile-board, and as she roars by the "op" hooping up the orders with all the nonchalance of an old hand.

Yes, it was a fabulous era one cannot forget, the song of the wheels, the gleam of the switch-lights, the warmth from the pot-bellied stove, the shining Pullmans in a pouring rain, and the glory that was steam.

F.W. Chapman,
Port Alberni, B.C.

Continued from Page 185.

to the service, but the "Champlain" has been quickened by five minutes.

The "Chaleur" Nos. 61-62, has become a full-time operation between Montreal and Campbellton, while the "Ocean Ltd" has been re-timed eastbound to leave Montreal two hours ahead of it. Passengers to and from Newfoundland are still subjected to long waits at either North Sydney or Truro.

In Newfoundland itself, Trains 1 and 2 "The Caribou" have reverted to their usual tri-weekly schedule, and mixed trains 203-204 have been reduced from daily to twice-weekly. The Bonavista sleeper is no longer shown as operating.

The seasonal mixed trains in Prince Edward Island and the sleeper train between Levis and Edmundston will begin operation, as in past years, on December 15th. The chartered bus operation between Amherst, N.S. and Charlottetown, P.E.I., has been continued through the winter. The Longlac-Pt. Arthur bus service is still shown, but still does not connect with any C.N.R. trains. Two trips a day are now shown for the bus between Kamloops and Kelowna, B.C.

Railiners have appeared or resumed service on the following trains: 629-630 Campbellton-Gaspe; 641-644 Toronto North Bay; 605-606 Prince George-Pr. Rupert (tri-weekly).

NORTHERN ALBERTA RYS.

The Northern Alberta Railways' twice-weekly passenger trains now start from Dunvegan Yards, instead of the CN station in Edmonton. Nos. 1 and 2 have become day trains, but Nos. 7 & 8 remain as overnight services.

CENTRAL VERMONT

The Central Vermont Railway accounts for the only passenger train actually discontinued in the current issue of the CN timetable. This was Nos. 33 and 34-44, a local between St. Albans and White River Jct., Vt., called the "Vermont" and one of the last of the old time milk trains in operation. Service is still provided by two other trains each way.

Canadian Pacific STEAMSHIP SERVICES

More stringent fire regulations have been adopted for passenger-carrying inland steamships in Canada, and Canadian Pacific has announced that its Great Lakes Steamships "Assiniboia" & "Keewatin" will be withdrawn from passenger service at the close of this season. The "Assiniboia" will continue in freight service, while the coal burning "Keewatin" will probably be disposed of. This means that the connecting trains 303 and 304 will not be required next summer. Both vessels were Clyde-built in 1907.



The transfer of all exhibits in the FS (Italian State Rys.) Railway Museum in Rome to the Leonardo de Vinci Museum in Milan is to be undertaken shortly. The FS Museum was opened in the basement of the new Rome Termini station about 15 years ago, but the site is now full and room for needed expansion is not available. The Milan Museum will be able to find room under cover for the exhibits, which include a full-size model of the "Bayard", the first Italian locomotive (2-2-2), built in England in 1839, and about two dozen other types representative of FS steam power during the past seventy years. The Rome Museum also has a fine collection of old railway signals, & a number of interesting model railway layouts. Agreement has been reached between the two Museums for the orderly transfer of exhibits.

Notes and News

by Ferro

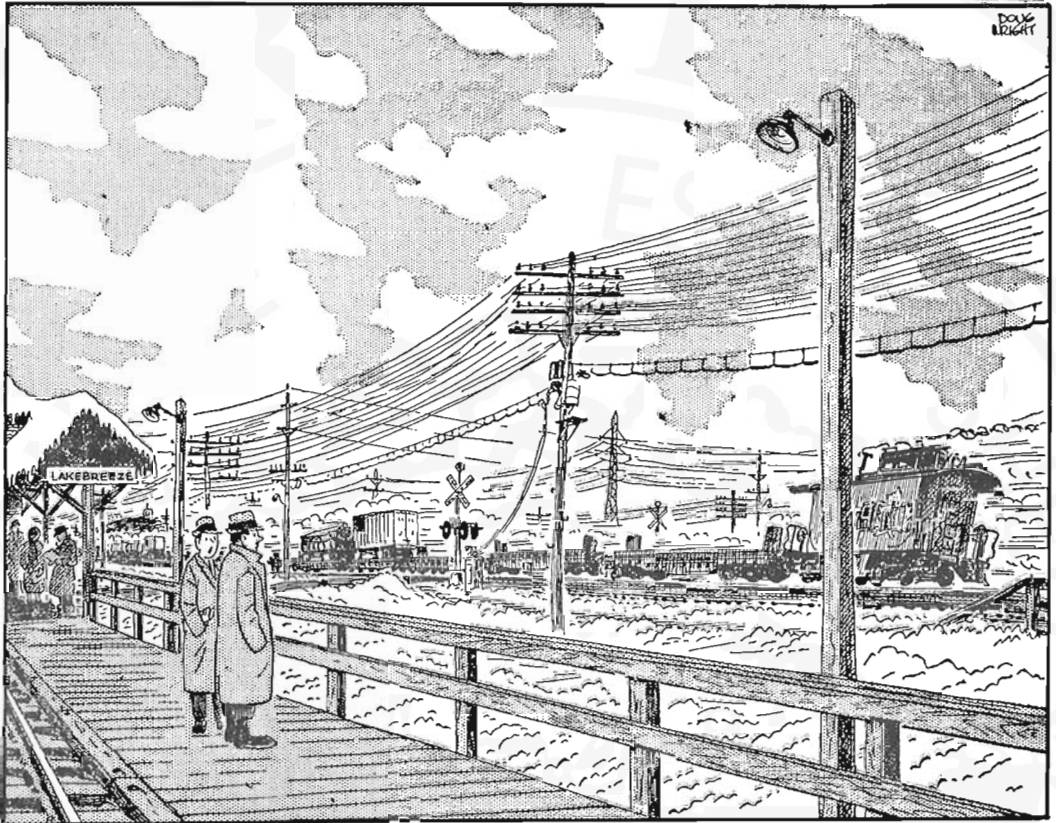


- ★ Canadian National Railways has ordered thirty diesel-electric locomotives at a cost of \$8.5 million. This is CN's first large diesel purchase since 1960. Ten of the locomotives will be 3000-horsepower General Motors Diesel units; the other twenty will be 2400-horsepower Montreal Locomotive Works units. The General Motors units will be the most powerful in the CN fleet.
- ★ Both major railways have augmented their diesel roster with leased U.S. units. CN has leased 30 units from three U.S. roads and will use all of them for hauling grain from Winnipeg to the Lakehead. C.P. has leased at least 20 units, making a total of at least fifty U.S. units helping speed grain to Russia. CN has also pressed into service branch line locomotives which are normally used only five days a week. Some of these units are now used on the other two days to haul grain into Winnipeg.
- ★ CN has awarded three contracts for 900 freight cars valued at \$13,500,000. On order from International Equipment Company of Montreal are 200, 50-ton steel flat cars 62 feet long, which will be used for container traffic. Vancouver Iron and Engineering Works Ltd., will build 400 piggyback flat cars, 62 feet long. Three hundred heated and insulated steel box cars have been ordered from National Steel Car Corporation, Hamilton. These 70-ton-capacity cars will be 50'6" long. Deliveries will occur during the first half of 1966.
- ★ Headlights reports "The Budd Company has revealed that it has recently submitted a proposal for 24 turbine powered cars to be operated over the existing trackage of a major railroad. Unofficially this company is understood to be the very progressive Canadian National Railways, which is searching for high-speed trains suitable for service on its Montreal-Quebec, Montreal-Ottawa, and Montreal-Toronto routes."
- ★ Speaking of high-speed trains, it's been noted that although CN's "Rapido" is the fastest train on the continent, it is Canadian Pacific that provides the fastest daily service between Montreal and Toronto.
- ★ The "Rapido" inspired the Port Arthur News Chronicle to observe that one "will cover the 335 miles in four hours, 59 minutes, an average speed of 67 miles an hour. It is easy to understand the hurry to get from Toronto to Montreal, but what's the rush in the other direction?"
- ★ CN is increasing its passenger sales outlets across Canada through arrangements with local travel agents. The marketing plan started November 1 on an experimental basis in the larger centres. It will be expanded gradually over the next two years with continuation beyond that period depending upon the results obtained. Under the arrangement, rail travellers will be able to obtain CN transportation, parlour and sleeping car tickets directly from conveniently located travel agents, at no extra cost.

- ★ Effective with the "change-of-time", prepayment of commuter fares was introduced during the morning crush hours at Ama Baie and at Roxboro. Although a similar system is needed at St. Lambert, the running time of the train was increased five minutes, presumably to allow conductors time to collect fares between St. Lambert and Central Station.
- ★ Three stations may be knocked out of plans for the Ontario Government subsidized commuter service. The move would be aimed at increasing speed and frequency of service. The stations facing elimination are Lorne Park, Dixie Road, and Lakeview. This would reduce the number of stops from 14 to 11, and cut running time by ten minutes.
- ★ A \$10,750,000 ferry is being built at the Davie Shipbuilding dry-dock in Lauzon, Quebec, for CN. The ferry will go into service in the Fall of 1967, between North Sydney, N.S., and Port aux Basques, Newfoundland. It will carry 12 trailer trucks and 39 standard gauge railway cars on five tracks, at a speed of 18 knots. Transshipment from the standard gauge cars to narrow gauge cars will occur at Port-aux-Basques. Presently, transshipment must be made from railway car to ship, then back to railway car on yonder shore.
- ★ The Great Lakes saw the last of CPR passenger steamship service with the close of this year's season. Both the Assiniboia and the Keewatin would have to be extensively modified to bring them within new regulations governing passenger ships on inland waters. Both vessels were built in 1907. The Assiniboia will continue in freight service.
- ★ The city of Dorval has completed construction of a roadway linking the Dorval traffic circle with Victoria Avenue, Lachine. The new road, known as Bouchard Boulevard uses the former CN mainline, abandoned in 1961.
- ★ Canadian Pacific will spend three million dollars in the next two years to expand its yards in Coquitlam, a suburb of Vancouver. The major portion is for an assembly-type boxcar repair area to replace present shops in downtown Vancouver.
- ★ British-built locomotives are being delivered to an American railway. Ten high-horsepower diesel-electric locomotives, ordered towards the end of last year, are now being delivered by the Clayton Equipment Company of England to the Ferrocarriles Nacionales de Cuba. The Co - Co's are similar in many respects to British Rail's 2750 h.p. Type 4 diesel-electrics.

(Photo by Clayton Equipment Co.)





"It's probably cheaper now to haul empty flatcars to and fro than it is to hire a good union man to uncouple them!"

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