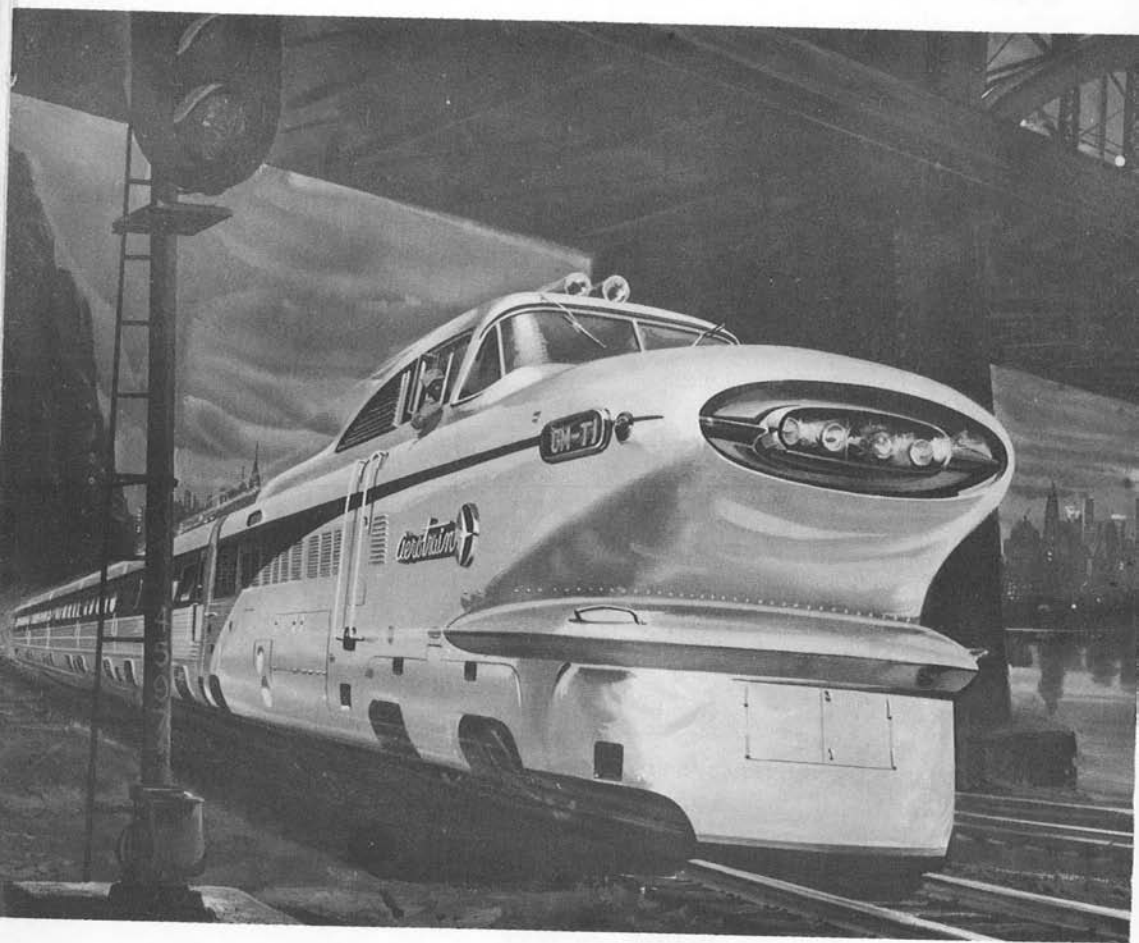


Canadian Rail



Number 172 / December 1965



FACT OR FANCY ?

FACT OR FANCY ?

"Rock Island's AEROTRAINS are being leased to the CNR for new, nonstop service from Montreal-Downtown and Montreal-Dorval Airport to Toronto on 5½ hour schedules. One set will be on a nonstop Montreal-Ottawa service also". This interesting extract is from the December 1965 issue of "The Railroad Capital" the monthly newsletter of The Railroad Club of Chicago, Inc. We re-publish the unconfirmed, yet undenied, report along with an article from the C. R. H. A. News Report #80, dealing with the test runs of the original AEROTRAIN on the National System in July, 1957.



Due to a reorganization of the CRHA Publications Committee, the feature article, edited by Mr. W. Pharoah and intended for this issue of Canadian Rail, has been postponed until January, 1966.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held Wednesday, January 19, 1966, at 8:15 p.m. in the McConnell Engineering Building, McGill University, Montreal.

FORTHCOMING MEETINGS

- February 9: Mr. Carrington Eddy, President, Pinconning & Blind River RR. will give an illustrated talk on the problems and the pleasures of operating a private ry.
- March 9: Annual Dinner of the Association, to celebrate the C.R.H.A.'s thirty-fourth anniversary.

OTTAWA ADDRESS

From Ottawa, we have received notice that the address of the Ottawa Branch, C.R.H.A. is being established as
P. O. Box 352,
Terminal "A"
Ottawa, 2,
Ontario.

We ride the

AEROTRAIN

Horses and cattle grazing alongside the Canadian National's St. Hyacinthe Subdivision did not bolt with fright on Thursday morning, July 18th -- for they had all seen trains before. The farmers however, did pause to look up from their fields, and autoists and children did stop to gaze as General Motors' AEROTRAIN No. 1000 sped by on one of its first public appearances in the country.

Brought to Canada through the cooperation of the Canadian National Railways and the General Motors Corporation, the modern lightweight train was demonstrated for newsmen, railway officials, and other interested parties, including representatives of the Canadian Railroad Historical Association. On Wednesday, July 17th, the train was at Toronto, the next day at Montreal, with Quebec and Ottawa getting their views of the streamliner on the following two days.

Details of the revolutionary ten-car train, and its specially designed 1200 horsepower diesel-electric locomotive are well known, and can only be summarized briefly here. Planned and constructed by General Motors as a possible solution to the so-called "passenger train problem", the entire train is operated as a unit. Two-axle coach bodies follow the basic design of a G.M. autobus --- for, in fact, many of the components are "off-the-shelf" items from General Motors' autobus stores. Forty-passenger coach bodies of aluminum construction were increased 18" in width to provide more seating comfort and the usual chauffeur's area transformed to lavatory and galley space. More or less standard railway-type vestibules were added at each end, and the whole mounted on a steel underframe, capable of withstanding 800,000 pounds of "buff", the maximum required of conventional rolling stock.

The interior fittings and the decor of the train are also far from conventional and a number of features have been incorporated which are not found in most standard railway passenger coaches. The reclining seats of the AEROTRAIN are comfortable but do not reverse requiring the turning of the complete train at terminal points. On certain runs into dead-end stations, this could be somewhat of a disadvantage. Seats are a mere detail, however, and could be provided in more suitable models. A more serious fault of the train, to my mind, is the type of doors between the cars. To open these doors, they must be pushed and punched with no little force -- some thing akin to the "tumble-out" centre doors on the General Motors' demonstrator bus used last year by the Montreal Transportation Commission. General Motors just don't seem to know how to build a door!

The demonstration run from Montreal to St. Hyacinthe on Thursday July 18th, commenced at exactly 7:05 AM as G.M. #1000 eased its red and silver train out of the National System's Montreal Central Station. Eight minutes later, the AEROTRAIN pulled into Bridge Street for a 1½ minute halt. No speed records were being attempted on this trip, and it took another eleven minutes before St. Lambert Station was passed, while an additional unexplained halt in Southwark Yard dropped our passing time at St. Hubert to 7:32 AM. The rest of the run to St. Hyacinthe showed that the train was capable of speeds up to 72 m.p.h.

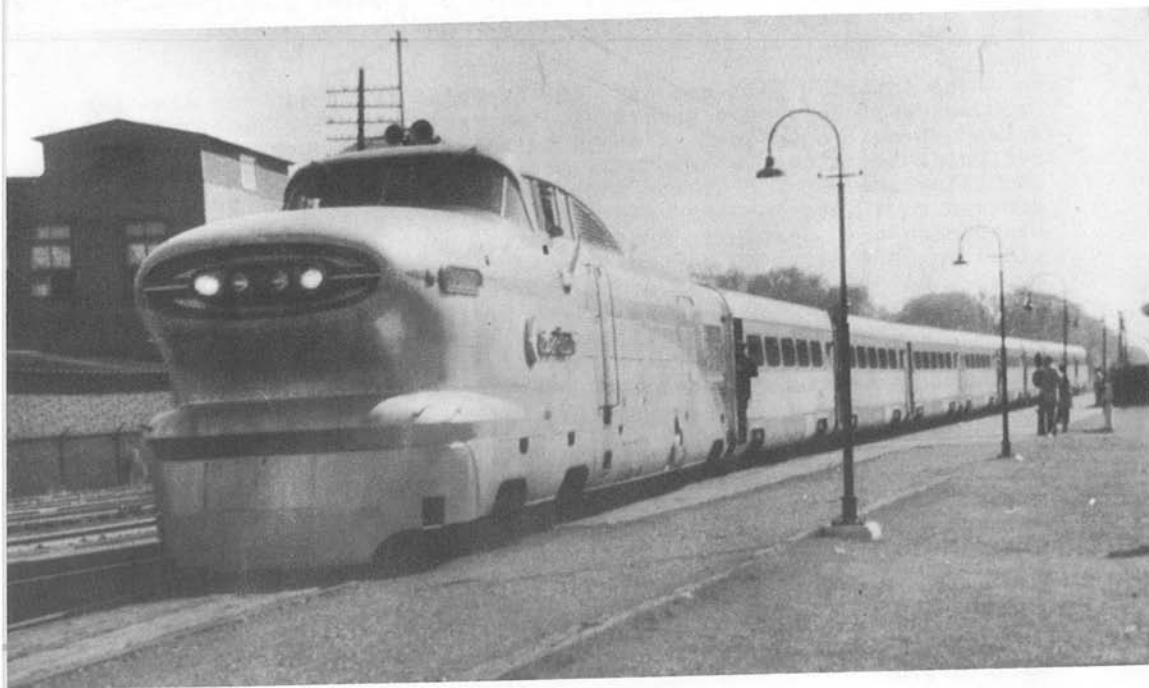
After arrival at St. Hyacinthe, the train was backed and turned on the wye--then made ready for the return trip. Seventy-five mile per hour speeds were achieved on the return, with details of the run as follows:

Mile	00.0	St.Hyacinthe	Leave	8:41	AM
	7.5	St.Madeleine	Pass	8:49:30	
	25.6	St.Hubert		9:06	
	27.7	St.Lambert		9:11	
		Charlevoix Street, Montreal		9:20	

From this latter point in the Montreal Terminals, we backed slowly into Central Station and the train made ready for the visit of the public.

All in all, the cars rode well at the speeds attained -- much better than I had anticipated -- and only at the rear of the last unit was there any uncomfortable side motion. Noise, however, was high at the ends of every car, but it is my opinion that this noise is allowed to enter the body by means of the poorly-fitting, rubber-edged doors referred to previously. Replacement of these, by tight-closing and more reasonably-manipulated doors would, I believe solve much of the noise problem. Also, imagine the snow problem in the winter with doors that don't close tightly.

Other comments over-heard on the trip ... "No coat hooks" .. "My, what a tiny seat in the lav!" ... etc, can be discounted in a resume on this interesting train, for such details ought to be modified in a production model. Likewise, the rather insignificant marker lamps provided for operational purposes should be replaced by standard



electric markers.

Whether or not the AEROTRAIN, as built by General Motors, will become a model for the trains of the "day after Tomorrow" is not for us to say at this point. Certainly no one will claim that it is the last word in passenger travel, but it does provide a real operating train in which new ideas have not been shunned. Destiny could hand the AEROTRAIN of 1957 the crown that was the ZEPHYR's in 1935, or it could become forgotten along with the steam-coach and the Auto-Railer. Whatever its future, it is heartening to see that the railways and their suppliers are still experimenting and designing new products that will keep rail transport in the foreground of the country's transportation picture.

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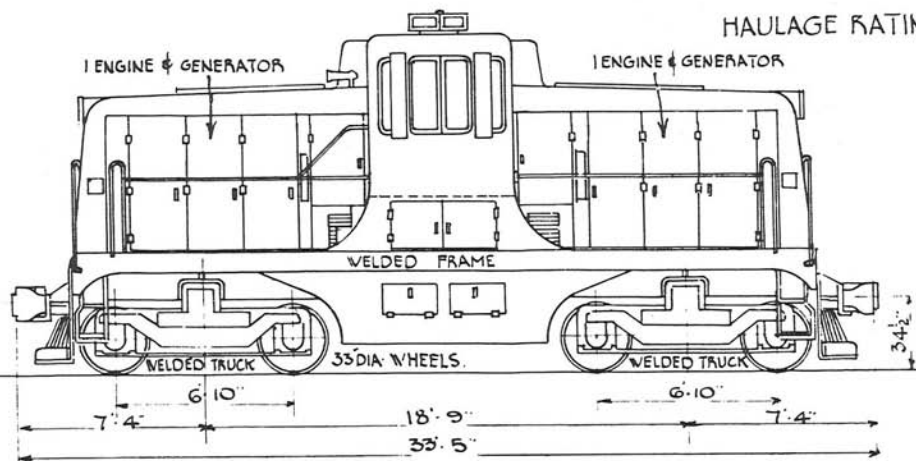
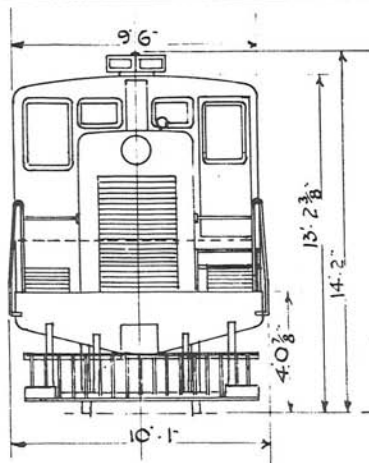
On Saturday, July 19th, 1957, a group of members of the Association rode the AEROTRAIN from Montreal to Ottawa. For the benefit of those who collect logs and statistics, we reproduce an unofficial log of this trip taken by Douglas Brown, our Corresponding Secretary, with a few timed miles.

Log of AEROTRAIN trip, Montreal to Ottawa,
July 19th, 1957 -- Canadian National Rys.

Montreal (Central Station)	Leave	7:31:30 AM
Turcot East	Pass	7:43:30
Turcot West		7:48:30
Lachine		7:53
Dorval		7:55:15
Pointe Claire		7:59:30
Ste. Anne de Bellevue		8:04
Vaudreuil		8:07:15
Coteau	Arr.	8:19:30
	Leave	8:23:30
DeBeaujeu	Pass	8:31:15
Ste. Justine		8:35:45
Glen Robertson		8:39:15
Alexandria	Arr.	8:45:45
	Leave	8:49:15
Greenfield	Pass	8:56:30
Maxville		9:00:30
Moose Creek		9:05:30
Casselman		9:10:45
Vars		9:20:30
Carlsbad Springs		9:25
Old N.Y.C. Diamond		9:29:30
Hurdman		9:33
Ottawa	Arr.	9:37

Timed miles:	Cornwall Sub.	Mile 13-14	55 sec. (65.5 mph)
		16-17	44 sec. (81.8 mph)
	Alexandria Sub.	Mile 93-94	53 sec. (67.9 mph)
		95-96	45 sec. (80.0 mph)
		107-108	45 sec. (80.0 mph)

SUB-CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER N°	ROAD NUMBERS.	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL
Q-8-a	1947	G. E. Co.	44 TON DIESEL-ELEC LOCO CLASS B-B-88/88-4-GE 733 SERIAL N°S 28349 (7751) 28350 (7752)	7751 & 7752	
					TYPE DIESEL-ELEC. ROAD & SWITCH. Q-8



HAULAGE RATING 13%

TRACTIVE EFFORT:

26,400 LBS WITH 30% ADHESION
13,000 LBS CONT. @ 7 MPH
WEIGHT WITH RUNNING SUPPLIES 88,000 LBS
LIGHT 85,380 -
JOURNALS 5' x 9" FRICTION
WHEELS 33" ROLLED STEEL
FUEL CAPACITY 250 GAL.
SPEED MAX. 35 M.P.H.
AIR BRAKES: AUTO. & ST. AIR. MULTIPLE UNIT.
SCHEDULE: N.Y. WESTINGHOUSE #14 EL.
BRAKE CYL. 4 - 6 x 8 TYPE B DR. BRAKE
RESERVOIRS: 2 - 20 1/2' x 60"
LUB. OIL
TANK CAPY OIL SYSTEM 1 ENG. 50 GALS
TOTAL OIL SYSTEM CAPY 100 -
WATER COOLING SYSTEM.
TANK CAPY SYSTEM CAPY. 1 ENG 40 GALS
TOTAL COOLING SYSTEM CAPY 80 -

HEADLIGHTS:

2 PYLE NAT. TYPE C-620-G-N
CN'R STD. CLASS^M LAMPS-DOUBLE N° LAMP
DIESEL ENGINES
2-D17000 CATERPILLAR V-8-60"
4 CYCLE 5 1/2' x 8"
190 HP EACH-380 HP TOTAL: 1000 R.P.M.
IDLING - 350 R.P.M.
GENERATORS:
2 WESTINGHOUSE-5 G.T. 555-AI
EXCITER AUX. GEN-2-5 G.M.G 140 AI
AIR COMPRESSOR.
2 GARDNER-DENVER MODEL ADS-9003
2 CYL. 2 STAGE AIR COOLED. BELT DRIVEN.

TRACTION MOTORS
4-5GE-733-J1

GEAR RATIO -

1:25 : 1 DOUBLE REDUCTION
THROTTLE CONTROL - ELECTRO-PNEUMATIC
17 MK 9 B1 OPERATING MECHANISM
17 MV 23 C4 MAGNET VALVES, MULTIPLE UNIT.
CAB HEATER - KYSOR - MODEL VCRB N° C2426
STORAGE BATTERY - EXIDE 32 CELLS
TYPE - KT-19A
BELL RINGER.
KEYSTONE INTERNAL QUICK ACTING.
HORN - 1-A2 PNEUPHONIC W.A.B
SAND BOX CAPACITY 800 LBS
SANDERS - MAGNET TYPE - 17 MV 22 AB
WATER HEATER - PURITAN MODEL - N° 406-C
LUB. OIL FILTER - MAGNET
N° 1280A - SIZE 4L.
WINDOW WIPERS CA SPRAGUE DEVICES

WEIGHTS OF PARTS (APPROX)
CAB & UNDERFRAME COMPLETE WITH ALL EQUIPMENT.
ENGS & C (TANKS EMPTY) = 55,000#
ENGINE HOOD WITH DOORS ----- 2,000#
ENGINE-GENERATOR SET COMPLETE... 10,500#
DIESEL ENGINE (DRY)----- 6,800#
GENERATOR WITH COUPLING & PULLEY... 3,700#
TRUCK COMPLETE WITH TWO MOTORS 15,000#
TRACTION MOTOR COMPLETE WITH GEAR UNIT- 2,500#
TRACTION MOTOR ----- 1,100#
GEAR UNIT----- 1,400#

55,000# CAB ETC.
3,000# 2 TRUCKS
85,000# TOTAL.

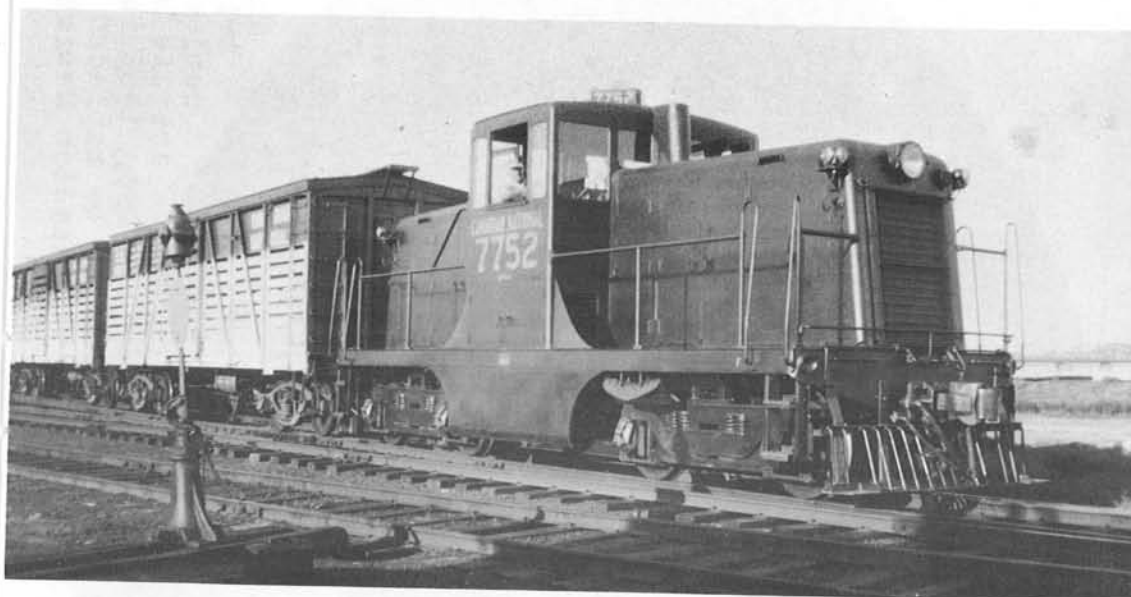


Diagram:

Canadian National #2, class ER-4a, has been sold to Bowaters Mersey Paper Company Limited at Liverpool, N.S. This General Electric built unit, bearing number 7752 - class Y-1-a, was purchased new by the C.N. in 1947 for service on the Murray Harbour line in Prince Edward Island. The weight-restricting bridge on the line was subsequently abandoned and the 380 hp. unit transferred to other duties in the Maritime Provinces.

In January 1951, its number was changed to 7551, while the general re-classification of September, 1954 assigned to the unit the designation - class ER-4a, number 1501. It received its final CN number, 2, in June 1956.

AN ANSWER

From Mr. Conrad C. Steeves of Hillsboro, N.B., we learn that the two Maritimes scenes on Page 148 of the Sept. issue, were taken near Halifax, N.S. Mr. Steeves writes "The upper photo shows the Sackville River bridge at mi. 10.7 on the Bedford Sub of the CN Atlantic Region. By 1914 a three-span bridge carrying two tracks was at this location. The lower photo is in the same vicinity, at mile 11.0. A modern concrete structure was erected in 1952. Locomotive #154 was rebuilt at the ICR shops in Moncton in 1894 and the picture appears to have been taken after that date".

Narrows Bridge, Vancouver, B. C.



From
an old
postcard,
showing the
original Second
Narrows Bridge near
Vancouver, B.C.

This
bridge
subject of
article in the
Oct., 1965 issue
is to be replaced by
Canadian National.

Bay of Quinte Railway

M. D. Leduc.

The small community of Deseronto on the Bay of Quinte, Ont., caught the railway fever during the latter half of the 1800's. This railway fever had become contagious throughout the continent, especially in the area which is now known as Eastern Canada. Deseronto had been established by the Rathbun family, who had settled in North America some two hundred years earlier. The Rathbuns were a very ambitious family, and this was very evident in Edward Wilkes Rathbun, the first son of the family to be born in Canada.

Edward Rathbun, whose prime interests lay in the lumber and charcoal industries, sharply turned his attention to the railway industry when iron ore was reported found in the Counties of Ad-dington, Hastings and Lennox, north of Deseronto. Smelting meant business for his charcoal plant, and the railway would be, by far, the best means for transporting both the charcoal and the iron.

Rathbun, relying on his political associate Alexander Campbell, incorporated the Napanee, Tamworth and Quebec Railway Company on May 15, 1878. This railway was to be constructed from the Bay of Quinte to the Ottawa Valley. Rathbun's reliance on Campbell, however, proved fruitless, and during the following two years the railway did not receive any government help. Rathbun started, using his own finances, but did not get very far.

The first section of the line, from Napanee to Tamworth, a distance of twenty-eight miles, resulted in a large financial loss—with a fleeing contractor and workers to be paid. Rathbun paid the expenses himself and in 1883 received a municipal subsidy from the Town of Napanee. The line was finally opened for traffic on August 4, 1884. During the same period, Rathbun established the Bay of Quinte Railway and Navigation Company, in order to connect the Town of Deseronto with the Grand Trunk main line. The Bay of Quinte line ran from Deseronto to Napanee, a distance of some four miles, and on July 1881 was completed and opened for traffic.

Thus, Rathbun had two operating railways travelling a distance of thirty-two miles from Deseronto to Tamworth. But, being ambitious, he borrowed two hundred thousand dollars and extended his lines from Tamworth to Marlbank where there was an iron field which meant more traffic. He received another subsidy and extended to Tweed. The line from Tamworth to Tweed was about eighteen miles in length and was opened for traffic on November 4th, 1889. Things began to look better, financially, for Rathbun and his railways.

With great expectations, the Napanee, Tamworth and Quebec Ry. was renamed the Kingston, Napanee and Western Railway. From Yarker, on this line, an additional four miles of track was constructed to Harrowsmith in 1889. Running rights were granted to the K.N.& W.Ry over the Kingston and Pembroke Railway for entry into Kingston from Harrowsmith. The City of Kingston granted Rathbun's railway a subsidy of seventy-five thousand dollars.

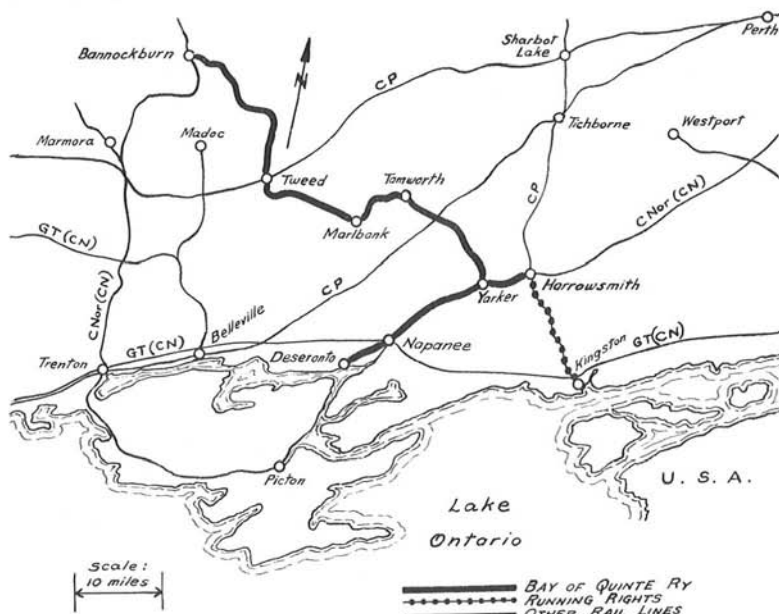
By order of Parliament in 1896, the Bay of Quinte Railway and

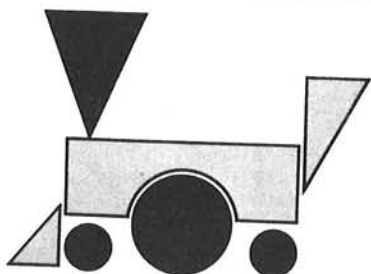
Navigation Company amalgamated with the Kingston, Napanee and Western Ry. Co. to form the Bay of Quinte Railway Company.

In 1898, iron ore deposits were reported north of the village of Tweed, and Rathbun received a Provincial subsidy to extend his rail line to this area. Construction began in 1902 and was completed on December 12, 1903 to Bannockburn in the Township of Madoc, approximately twenty-two miles north.

After the extension of the line to Madoc Township, Rathbun's ambitions lessened insofar as the Bay of Quinte Railway was concerned, although it is estimated that he had invested over one and a quarter million dollars in the venture. Agreements were made with Mackenzie and Mann's Canadian Northern Ontario Railway to operate the line.

Rathbun finally sold the Bay of Quinte Railway to the Canadian Northern Railway. The Bay of Quinte Railway, as a constituent railway of the Canadian Northern System, entered into the Canadian National Railways in 1919. Although the line between Yarker and Bannockburn has been long since abandoned, the section between Deseronto and Napanee is operated as a spur track while the section from Napanee to Harrowsmith forms part of the C.N.R. freight-only line from Napanee to Ottawa. Since the dissolution of the CN-CP Pool agreements, affecting the Ottawa-Toronto passenger service, it has been suggested that the CNR re-establish passenger service from Ottawa to Napanee, connecting with the Montreal-Toronto trains at Belleville. Such a service, if inaugurated, would make use of the rail line originally promoted by the charcoal "king" from Deseronto, Edward Wilkes Rathbun. The case presently rests with the Board of Transport Commissioners.





MUSEUM PROGRESS REPORT 1965

... Fred Angus

The Canadian Railway Museum has continued building and improving through 1965. Although lack of funds prevented major construction, work was carried on on smaller projects, and, most important, the museum was opened to the public on a 5-day-a-week basis.

In the spring, work was done on ballasting and improving previously laid track, and, by the end of June, work had begun on laying new track. Between then and October 9, a line was built along most of the north side of the property and was connected to the existing trackwork near the future site of the turntable. While this did not approach the amount of track laid last year, the new line provides much needed storage space for rolling stock, so that the 5 engines formerly on the Candiac Spur, as well as 3 new acquisitions are now on the property, and the main interchange track is clear.

In other construction, the section house built by the members during the winter of 1964-65 was placed in service. One end contains an office and telephone, while the other end is used for storing tools and supplies. A place is now assigned to each tool, so reducing loss and misplacement. This Autumn a foundation is under construction for Barrington Station. The station will rest on 12 footings composed of concrete blocks on concrete pads, and it is hoped to move the station on to the foundation, and continue its restoration this Winter. Nothing was done on the second large display building, but if funds become available it is hoped that this will be built in 1966. This building will be about the same size as the present one, but will contain 6 tracks, and will allow most of the deserving exhibits to be placed under cover.

Four new pieces of equipment came to Delson in 1965. The first was locomotive 030 C 841 from the French National Railways (SNCF). This engine, built in 1883, is the second oldest locomotive at the museum, and was moved inside immediately on its arrival on May 12. In July, C.P.R. van 435288 arrived. This caboose had been in continuous service in Southern Ontario since it was built in 1884, and is still in good condition. Outwardly, it differs little from its newer siblings as it has had changes over the years, although it still runs on arch bar trucks, a rarity on main line vans today. 435288 was used as a bunk car by members who worked and spent the night at Delson in the summer, and has been left outside due to space limitations and because the coupola does not clear the doorways of the building, as we found out the hard way one day! The third acquisition was C.P.R. diesel 7000. This unit was very kindly donated by Marathon Paper Corp. who had owned it for over 20 years. Previously, 7000 had been owned by the C.P.R. and was in fact C.P.'s first diesel locomotive, having been built by National Steel Car in 1937. 7000 was restored by C.P.R. to its appearance in 1937 when it ushered in the diesel era* and marked the beginning of the end of the age of steam. Interestingly, when it was being moved

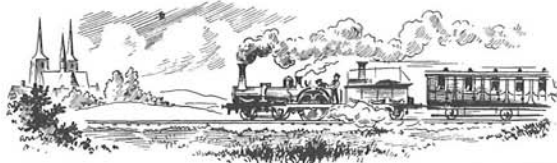
* on the CPR which was some years behind CN in this respect -- Ed.

into the museum on July 17, it was for a time coupled to 5935, the last steam engine built for the C.P.R., 12 years after 7000. This historic diesel was also placed inside on arrival, and may some day run again to move heavier equipment around the museum. The 1923 Seagrave fire engine donated by the City of Outremont was driven to Delson on its own power in November, accompanied by curious attention. When a suitable water supply becomes available the engine will provide valuable protection with its 1000-gallon-per-minute stream. At present there are 82 pieces of equipment at the museum, of which 41, or exactly half, are under cover.

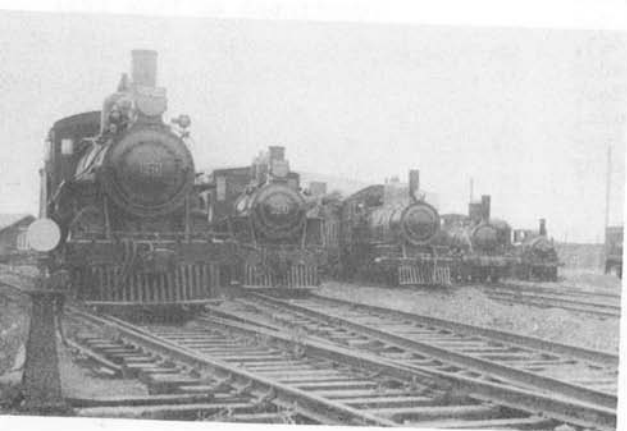
On Sunday, June 6, the museum was opened to the public daily except Saturday and Monday from 1:00 to 5:00 P.M. Although no outside advertising was done, there were about 200 visitors the first day, and very many more during the 4 months the museum remained open. Later there were features on Delson in the newspapers and on the television, and as a result, attendance increased greatly. Next year, when more facilities are available, the museum will be more widely publicized. After the closing for the winter, a special exhibition was held October 28 for executives of corporations and institutions who have helped the project in the past with generous donations. The rolling stock was specially placed and cleaned for the occasion, temporary lights were hung and supplied by a portable generator, and some of the smaller exhibits were displayed in a case, suitably illuminated. Despite an unseasonable snowstorm, the exhibition was very successful, the guests coming by chartered Dayliner 9111, and remaining about an hour and a half.

About this time it was realized that a new system of running the museum was necessary. Accordingly, the existing committees were dissolved, and a single governing body, the Canadian Railway Museum Commission was established. Seven Commissioners were elected by those members who work regularly at or for the project. The Commissioners serve a term of one year, and all members 16 years of age and older who work at least one third of the working days at Delson, or equivalent service, may vote at the elections held at the beginning of each year! The Commission, which held its first meeting November 7, will henceforth be responsible for operating the museum, display, restoration of equipment, and will provide more unified organization than several separate, loosely defined committees.

After the start of November, as much of the equipment as possible was placed inside for the winter. The most spectacular move was on November 27, a cold rainy day, when C.P.R. 2-10-4 Selkirk No. 5935 was moved inside to the end of track 4. This is possibly the largest engine under cover in any railway museum in the world, and it cleared the doorway by less than $\frac{1}{4}$ -inch when pushed in by diesel 8467. When all available space inside was occupied, much, regrettably, had to stay outside. Protective measures were taken on some of the engines, such as a temporary coat of black paint, covers on smokestacks, and applications of grease and oil. It is hoped that by another winter the more vulnerable items will be in a new building.



Work is expected to continue at Delson most of the winter at first on Barrington Station, and then, with the coming of Spring a great effort will be needed to complete the program for 1966. The success of the project depends very greatly on the support of the members, and, as many skills are required, nearly everyone is welcome at the work sessions. If this support continues, the entire museum project will make great progress in 1966.



...the largest...cleared
the doorway by less than
 $\frac{1}{4}$ -inch when pushed in...



...the rolling
stock was spe-
cially placed
for the occa-
sion.

The RAWDON Subdivision

by Glenn Cartwright.

A tiny two-coach train would wait at Gohier for the change from electric to steam power. This accomplished, the train would trundle along the l'Assomption Subdivision, entraining passengers at Ahuntsic and Pointe aux Trembles. At a place called Paradis, the train would turn on to the Rawdon Subdivision and travel up the remaining 15.8 miles to its ultimate destination, Rawdon.

But as was the case on so many small branch lines, patronage declined and passenger service was curtailed. By the middle 1950's it had been entirely eliminated. Still the occasional wayfreight would wander up to Rawdon with a box car or two, and perhaps a hopper car laden with gravel from the not-too-distant Joliette quarries. In the early 1960's, the only train to visit Rawdon one year was in the month of December in order to receive a load of Christmas trees.

It came as no surprise, then, when the CNR applied for permission from the Board of Transport Commissioners to abandon the Rawdon Subdivision.

Upon approval of the plan by the Board, the CNR issued this terse notice:

'Pursuant to the authority given by order No. 112440 of the Board of Transport Commissioners for Canada, dated October 23, 1963, all rail operation on Rawdon Subdivision, between Rawdon, mileage 0.0, and St. Jacques, mileage 8.5, will be discontinued effective 12:01 a.m., Monday December 16, 1963.

Montreal Area,
November 4, 1963.'

In May of 1964, a small work train, including crane No. 50371, proceeded up the now officially abandoned stretch of the subdivision to Rawdon. The crane began to

dismantle the turntable which, it is to be assumed, was sold for its scrap value. Next the yard trackage in front of the station was torn up.

Now came the hard task of disassembling the huge trestle which spanned Manchester Falls and carried the CNR right-of-way into Rawdon. For this complicated job, a heavy piece of machinery known as a "Bridge and tank car" was brought in. Slowly the heavy steel girders were cut apart and swung into waiting gondolas. Within a few weeks the steel deck had been completely dismantled and the large timbers at each end of the structure had been pulled out of position by bulldozers.

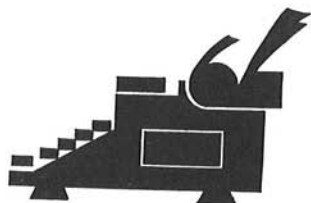
All that remained were the massive concrete pillars which had supported the bridge so nobly for many decades.

After this, the work began to progress more rapidly and the siding, which had been installed on the west side of the trestle to facilitate its dismantling, was removed. Similarly was the track to mileage 1.5 known as Hamilton, where the old Brouillette Sand Company siding was torn up. By mid-July the rails had been removed as far as St. Alexis and a few days later the conditions of abandonment

(Continued on Page 223)



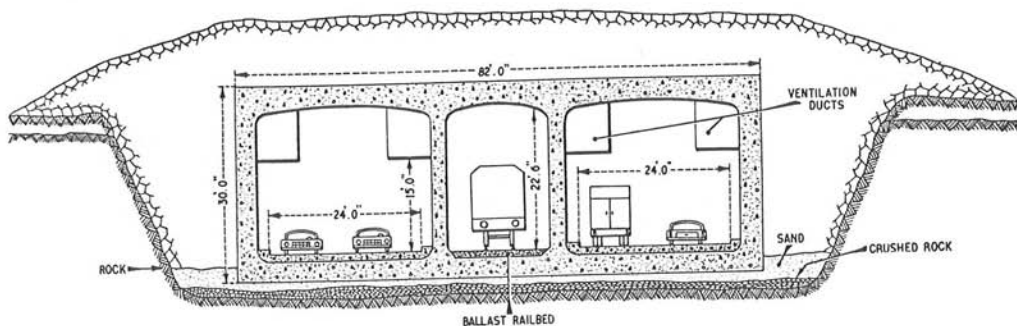
Notes and News



- ★ One of the most controversial aspects of the new rail passenger schedules introduced last month has been the service provided between Toronto and Ottawa. Unions, businessmen, citizens and members of Parliament have all complained of the deterioration in passenger operations between the two capitals. Prime Minister Pearson has promised to look into the matter, but as yet has made no announcement. Criticisms continue, one comment describing the present dayliner service as "nothing but a glorified street car".
- ★ It's all how you look at it! While the Toronto-Ottawa service has been described as a "streetcar", the "North Bay Nugget" has described the new Toronto-North Bay RDC service as "a new look," "smooth as a subway ride", and "modernizing of service".
- ★ The Board of Transport Commissioners has completed its investigation into the proposed discontinuance of the "Dominion". It was indicated, however, that it will be some time before judgment is rendered.
- ★ Also before the Board is the Canadian Pacific's proposal to discontinue its two daily passenger trains between Montreal and Megantic, Que. Opponents of the move have suggested almost everything from the employment of lady conductors to the showing of movies to coach passengers. A more serious criticism, however, was directed at the CPR for not informing the public when the service was resumed after the proposed cancellation last year.
- ★ Canadian National has announced that its Canrailpass scheme, whereby visitors to Canada can purchase unlimited coach travel for 30 days for \$99, is being extended to visitors from the U.S. between October and April. The original plan was effective only for travellers from overseas, but was valid throughout the year.
- ★ Why should this facility not be made available to Canadians as well? Mr. Fernand Drapeau, a member of Montreal's civic executive committee and president of the Union of Municipalities of Quebec has proposed a policy whereby Canadians could obtain a ticket valid for 30 days entitling them to travel anywhere in Canada ... for \$50. He said this would create the opportunity for Canadians of the various parts of the country to know each other better and would promote national unity.
- ★ Meanwhile, the Canada Centennial Commission will spend over \$600,000 in 1966 to send 4,100 youths for a look at their country.
- ★ Canadian Pacific has been requested by the Mayor of Trenton to add a passenger stop at the Ontario town to the schedules of the Royal York and Chateau Champlain. The scenic-domed Montreal-Toronto trains pause briefly at Trenton for crew-change.

NOTES and NEWS -- Continued

- ★ Canadian Locomotive Company Limited - one of the best-known names in Canadian railway history - is now no more. Effective July 26th the corporate name of the company was changed to Fairbanks Morse (Canada) Limited. The C.L.C. was one of the pioneers in the development of Canadian locomotives, and many original designs were outshopped by the Kingston Works. The National's first Mountain-type engines were Canadian Locomotive Company products, as were also the CN's first Northerns. The Company also assembled the pioneer North American road diesel-electric and Canadian Pacific's more recent diesel-hydraulic switchers.
- ★ A new passenger station and freight terminal was opened by CN at Pembroke, Ontario, November 10th. In a single-storey brick building there is a modern waiting room for passengers, offices for ticket agents and operating staff, as well as facilities of CN Telecommunications. Linked to this structure is a modern express-freight shed.
- ★ Canadian Railways' water links.
Canadian National's Aquatrain, the tug and barge service between Prince Rupert and Whittier, Alaska, is now being operated by a powerful new tug "Mogul". The new tug, which tows the 20 car barge Griffco and a new 30 car barge Griffson, completed her first return voyage in the record time of 7½ days. The best previous time was more than nine days.
Canadian Pacific Steamships will not use any substitute vessel while the Princess of Acadia is in drydock for refit and inspection. The ferry, which operates between Saint John, N.B. and Digby, N.S. will be out of service November 4 to December 3.
- ★ The elimination of the N.B.-P.E.I. ferries, operated by CN, was brought a step closer recently with the awarding of a contract for the first phase in the construction of the causeway-bridge-tunnel link between the mainland and the Island Province. The Diamond Construction Co. Ltd. of Fredericton was the lowest of three tenderers for construction of approach highways and embankments at the N.B. end of the project. The railway embankment, parallel to the highway, will extend five miles from the present C.N.R. line to Jourmain Island. The 148 million dollar scheme calls for a three mile causeway, a three and a half mile bridge, a man-made island one mile long, in which will be the beginning of a mile-long tunnel. The tunnel will reach the surface at the PEI end on a second causeway, also one mile long. The tunnel section is necessary to provide a 32 foot deep ship channel, and to allow for the passage of ice in Northumberland Strait. Shown below is a cross section of the tunnel portion of the link.



- ★ CN's recent order for 30 diesel-electric locomotives is to consist of 10 GP-40 road switchers from General Motors Diesel Limited of London, Ontario, and 20 Century 424's from Montreal Locomotive Works.
 - 10 GP-40's 3000 h.p. CNR #4002 to 4011 Class GR-30a to be delivered by next July by GMD Ltd of London, Ont., equipped with dynamic brakes, but not the "Extended Dynamic Brake" as provided on #4000 - 4001.
 - 20 Century 424's 2400 h.p. CNR #3202 to 3221 Class MR-24b to be delivered during the first half of 1966 by M.L.W., equipped with dynamic brakes. A number of older diesels are to be turned in to Montreal Locomotive Works by CN as "trade-in"s on part of this order. Road numbers of the units to be retired will be governed by circumstances at the time.
- ★ The eight GMD-built units for the Ontario Government's Toronto commuter service will be essentially GP-40's, but elongated to provide for apparatus to generate current for train lighting and heating. Passenger coaches to be used in the service will be heated electrically by "head-end" power.
- ★ Nine of the Ontario Government's Hawker-Siddley built passenger cars are to be self-propelled, powered by Rolls Royce diesel engines. Both the self-propelled units and the locomotive-hauled coaches are to seat 125 passengers.
- ★ Toronto Metropolitan areas left out of the Provincial commuter experiment are planning a battle to be included in the scheme. Hamilton, Oshawa, and Barrie are all unhappy about being excluded and are expected to lead the assault. In this connection, some words of wisdom from Mr. W.E.P. Duncan of the Region Transportation Study group: "No one believes that a Metro Toronto commuter railway service will pay for itself.....the best hope, at least in the beginning, is that a commuter service will take upwards of 10,000 motorists off the road as a contribution towards reducing traffic congestion".
- ★ Following a hearing November 25th by the Ontario Transportation Study Group, the City of Hamilton was assured that it would be incorporated into the Toronto area commuter plan on a limited scale. Hamilton civic authorities agreed to a service of hourly trains (as compared to the basic service of trains every twenty minutes) for a trial period to prove that such a service is required.
- ★ A topping-off ceremony was held Nov. 24th on the new CN Tower building at Edmonton. The structure incorporates the National's new Edmonton Station in its ground floor and basement.
- ★ As the last Pool Train left Windsor Station, Montreal, October 30th, photographer Robert Halfyard recorded this view of C.P.R. #21 departing for Toronto.



- ★ You can take away commuter trains --- force the family to drive to their vacation spot --- and send the businessman to the airport, but Grey Cup Specials!!! Westerners are still incandescent over the CPR's decision not to run any Grey Cup Specials to Toronto this year. From Calgary to Winnipeg, it is felt the company has relegated both towns and cities to non-entities. Canadian Pacific, however, has followed the refusal by announcing that they will not be granting any special rates for group travel from Eastern Canada to the West this year. Shortage of motive power and the condition of passenger equipment were the reasons given by a CPR spokesman.
- ★ CN's modern and spacious new station at Newcastle, N.B. was placed in operation November 17th last. The new structure, replacing the former station built about the turn of the century, features contemporary design and provides more comfortable facilities for the travelling public and shippers.
- ★ The Canadian National's transcontinental line is now completely operated by Centralized Traffic Control, except for the section between Boston Bar, B.C. and Jasper, Alta., where automatic block signals are in use. The 236 mile Jasper-Edmonton section was completed in November. C.T.C. was first used by CN during the Second World War on its main lines in the Maritime Provinces. In 1958, the Railway began a programme to install the Control along its main transcontinental line, and the recently-completed section finishes the work.
- ★ Canadian National Railways' pavillion at Expo '67, to be located on Ile Notre Dame, opposite the theme pavillion "Man, the Producer" is being erected by Janin Construction Ltd. of Montreal. C.N.R. has not yet divulged what they will exhibit, but states that time and motion will be the theme. "Motion" will be demonstrated by a 70 mm. moving picture on a 60 ft. wide screen. The 'time' exhibit will be nine individual cells "known as polyhedrons, a geometric pattern put together on a modular principle which permits maximum flexibility."
- ★ Wage increases, longer vacations, and extra paid statutory holidays are amongst the contract demands served by railway workers on Canadian railways. Shop crafts, clerical workers, and other non-operating unions are involved in the requests which are estimated to be worth about \$120 million per year. The present contracts expire at the end of the current year.
- ★ The City of London, Ont. got out of the railway business Dec. 23rd, when the Council voted to trade the London and Port Stanley Railway to the CNR in exchange for the National Systems London Car Shops and other real estate. The CN is moving the shops operations to Toronto and Montreal, and expects to take over the L.& P.S. during the first half of 1966.
- ★ Chicago & North Western Railway, by means of holiday greeting cards placed on the seats of outward bound commuter trains, announced to its most faithfully-regular fare-paying passengers, (i.e. commuters) that their fares would remain unchanged for the fourth consecutive year. Informed sources said that an additional ten double-deck cars may be ordered in 1966 to further up-grade the service.

- ★ The new Ralliner service between Brockville-Toronto-London, inaugurated Dec. 15th by CNR, was given an enthusiastic reception by the press, politicians and other guests, who participated in a preview run December 1st. "The passengers were delighted with the comfort of the cars, specially designed for the service, featuring swivelling and reclining seats in which the traveller can relax in air-conditioned comfort at 90 miles an hour....."
- Let us hope that the fare-paying passengers will be as continuously enthusiastic.
- ★ From Owen Sound, however, the rail passenger picture does not look so bright. Canadian National is talking of discontinuing passenger operations between Palmerston and Owen Sound and between Stratford and Goderich. Even the Owen Sound Sun-Times, in an editorial, says the proposal comes as no surprise. "In fairness to both the CNR and the CPR, they have tried reduced fares, have speeded up the service, put on better cars, etc. But the passengers themselves have not responded....."
- ★ Improvements, service cuts, fare changes, commuters -- be what they may, it is passenger services that make the news and form the show-window for the railroad industry. And CN has one of the most-watched show-windows in North America today. Consequently, all eyes are on Mr. Jean H. Richer, appointed vice-president of passenger sales and services in mid-December. He succeeds Pierre Delagrave, who has resigned to accept a senior position in Domtar, Limited. Mr. Richer, 47, has been manager of CN's Champlain Area since 1963. He is no stranger to the problems of moving passengers, for from 1946 to 1962 he was with the Montreal Transportation Commission, rising to the position of Director of Transportation Services. The new CN VP is quoted as saying "I did not take this position over to bring about the interment of passenger train travel. My whole background and experience has been dealing not with train service, but with passengers".

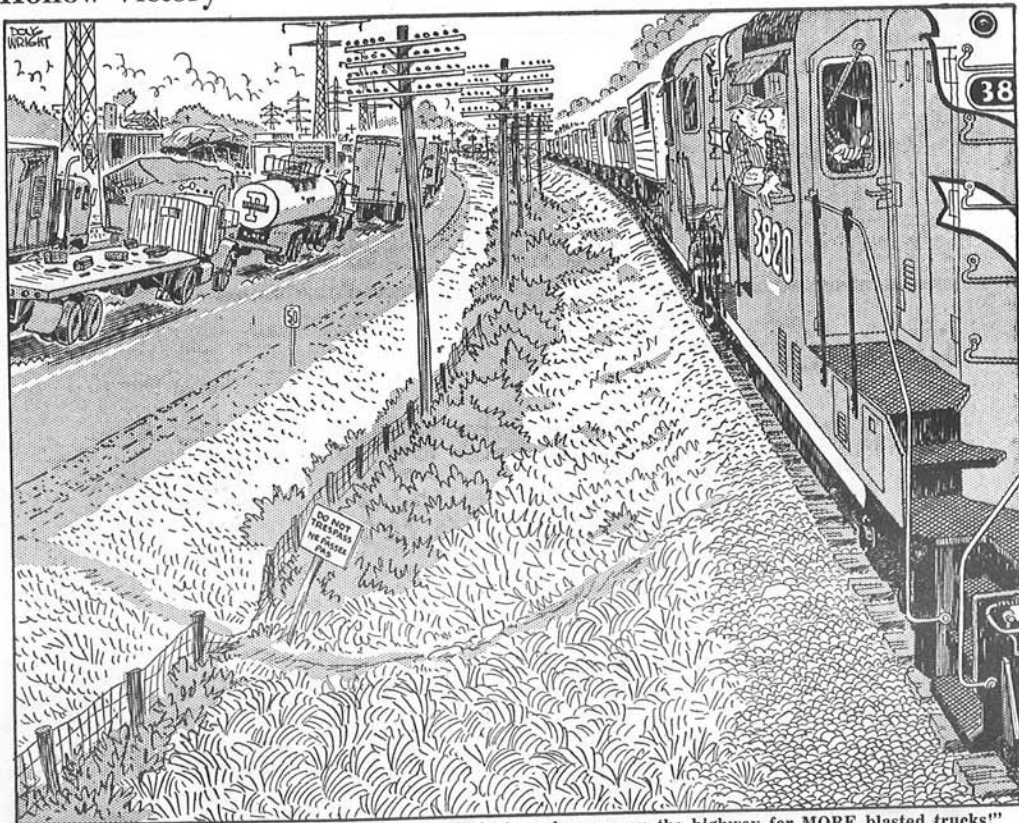


(Continued from Page 218)

were fulfilled, the track having disappeared up to mileage 8.5, one-half mile east of St. Jacques.

This was not the first time Rawdon had been deserted by a railway. In the late 1850's the Industry Village and Rawdon Railway abandoned its line from Rawdon to what is now Joliette. (see C.R.H.A. News Report No. 109, March, 1960.)

The job was complete! The CNR had been successful in deserting their unprofitable spur. The station remains, as do the freight sheds which are still used by the trucks that handle CNR express to & from the town. But as far as the rail service is concerned, Rawdon lies abandoned once more.



"I say we goofed with this piggybacking . . . we just made room on the highway for MORE blasted trucks!"

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