

# Canadian Rail



NUMBER 174 / FEBRUARY 1966



One of the single-track closed passenger cars built by Rathbun for the Montreal Park & Island Railway in 1896, was selected for use as Montreal Street Railway's first Funeral Car. Pictured above is M.P. & I.Ry. No. 1014, a tram of the same class, photographed at Snowdon Junction early in the century.



C-40

# BLACK CARS

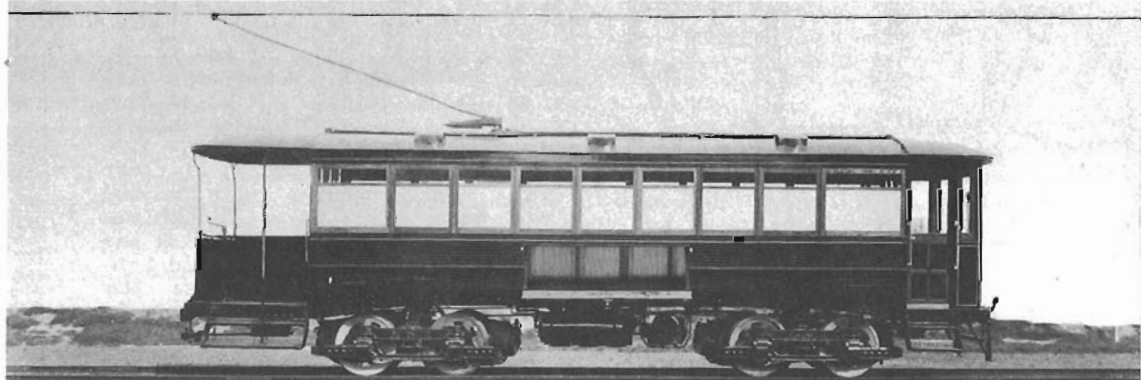
-- R. M. Binns

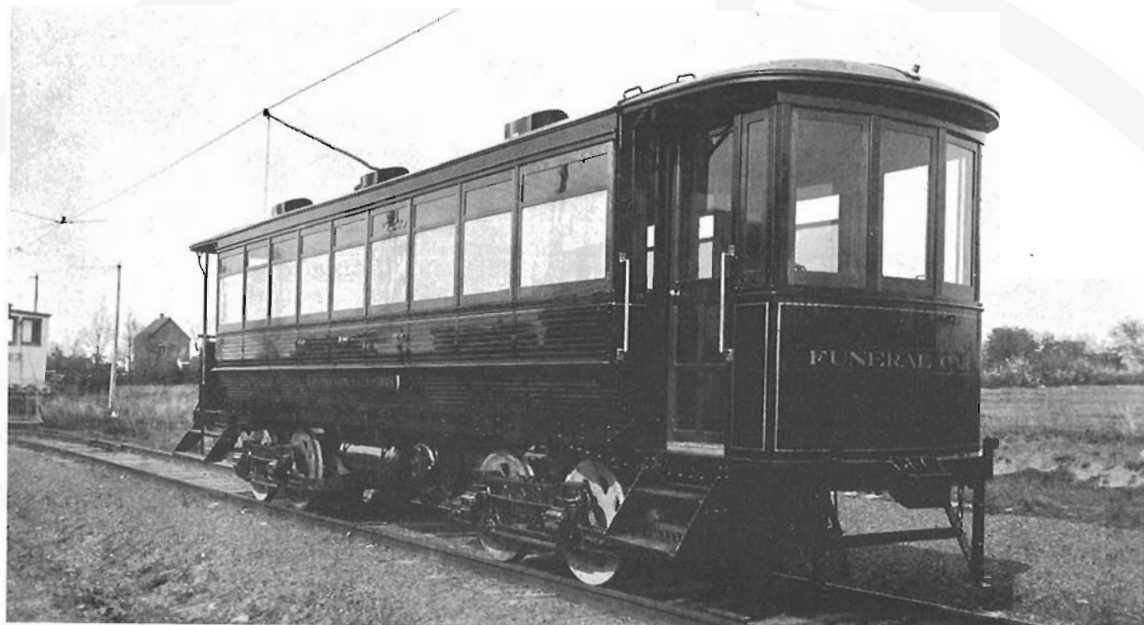
Like all street railways of any magnitude, the Montreal system had, over the years, various cars designed or adapted for special purposes other than regular passenger service, and distinct from freight and work equipment. The best known in this category were, of course, the observation cars, but there were others such as pay cars, training school cars, official car, band car, etc. Also in the category of special service cars, - and not to be found elsewhere in Canada, - were electric cars specially designed to perform two rather somber functions in the life of the city: transportation of the dead, and transportation of prisoners. Appropriately enough, the cars engaged in each of these services were painted black.

For the story of the "funeral" cars we must go back to 1908, when a start was made on the establishment of a Protestant cemetery by the Roy family on a tract of land acquired in 1906 near Bout de l'Île, some eleven miles from the center of Montreal. The only convenient access to this project was by the Terminal Railway Co.'s electric line, - a subsidiary of Montreal Street Railway Co., - passing through the settlements and flat fields at the eastern end of Montreal island. At a cost of \$822., the Terminal Railway installed a spur line into the property for the delivery of materials, and on November 17th, 1908, the Terminal directors approved the sum of

\$506 "for fitting up a funeral car". The cemetery project went slowly, however, and not until the directors' meeting of September 16th, 1909, do we again find reference to a funeral car. At that meeting, \$650. was appropriated "to purchase one car from Montreal Park and Island Railway Co. to be used as a funeral car". At that time, the M.P. & I. was also a subsidiary of M.S.R. but the three companies retained their corporate identities and "sold" equipment to each other. The car selected was one of the single truck closed passenger cars built by Rathbun for M.P. & I. in 1896. On M.S.R.'s consolidated roster, it was No. 1002, which had been in storage since 1907.

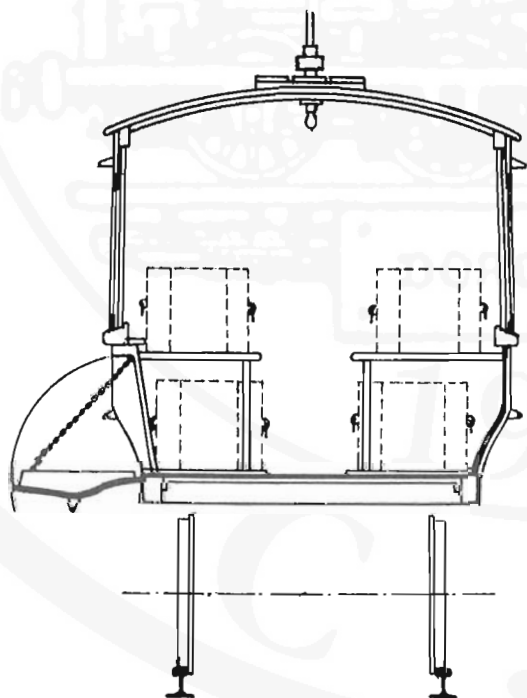
The cemetery, known as "Hawthorn dale", officially opened on January 1st, 1910, and No. 1002, converted for funeral service made its first trip on Jan. 4th. The cemetery had a receiving depot at the military cemetery on Papineau Ave., near Lafontaine St., where funeral processions ended and where coffins were held pending transportation to Hawthorn-dale for burial. The funeral car was stationed at Hochelaga car barn and made about three trips a week from a spur track at the military cemetery to Hawthorn-dale, via Papineau, Ontario, Lasalle Sts., thence onto the Terminal suburban division. The Company charged \$15. per trip for this service. No provision was made for passengers to travel on the funeral car. It was





in reality a freight operation, - several coffins being carried at a time. Relatives and friends of the deceased travelled to Hawthorn-dale by the regular passenger cars which started from Lasalle St.

No photo or plan of the first funeral car has come to light at this writing so no details are known except that it was painted black. However, a photo of a car of the same class, while in passenger service on the M.P. & I., is included herewith.



M.T.C ~ D.T. FUNERAL CAR

The speed and operating characteristics of this single truck car over the Terminal Suburban track could not have been very satisfactory, and furthermore by 1915 Hawthorn-dale cemetery was well established and its use had increased to a point where a larger and more efficient carrier was needed. Consequently, in May 1915, a second and larger funeral car was turned out of Youville shops. Originally M.S.R. double truck passenger car No. 651 (see 651 class - Can. Rail, March 1965), it was altered for funeral service by stripping the interior and building a raised shelf along each side on which a second row of coffins could be placed. A convenient hinged door was fitted into the right side for loading and unloading at floor level. Fixed windows with frosted glass were installed and a linoleum floor provided. Outside finish was black enamel with discreet gold lettering: - "Funeral Car" across the front dash and "Hawthorn-dale Cemetery" on the sides. Although others of the 651 class had motors on the

rear truck only, No. 651 was given four motors and performed well.

During the influenza epidemic of 1918, it was not unusual to carry nine or ten coffins per trip. At this period particularly, shopmen and other employees at Hochelaga car barn were reluctant to go near the car, partly from a natural aversion to its function, and partly because of the odor of a strong disinfectant that was used. This car, despite its somber livery never quite succeeded in looking like a funeral car. With its open rear platform and rather jaunty lines, it seemed to retain a little of the gaiety of that summer

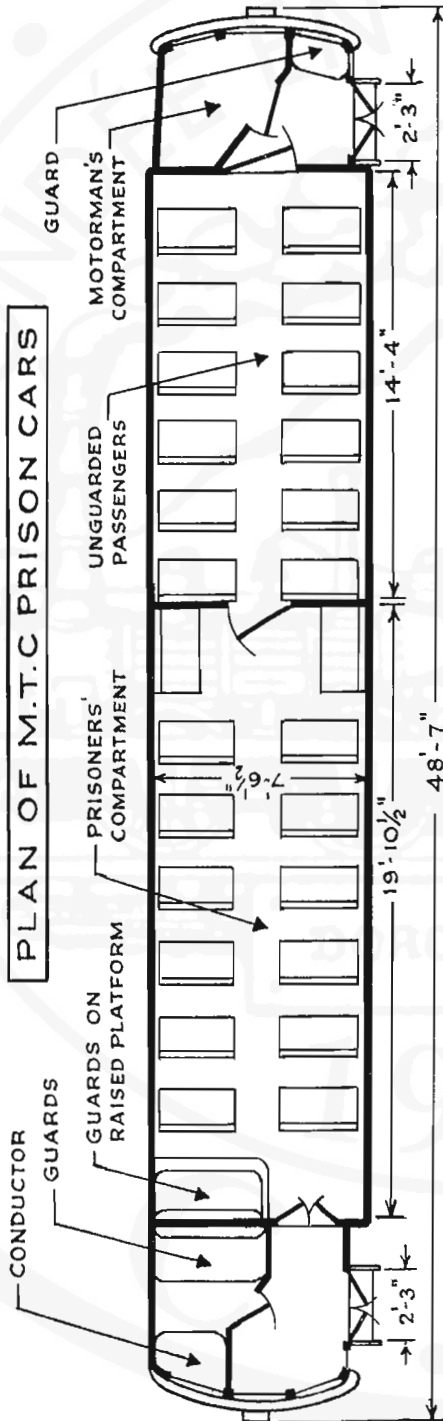
day in 1901 when it was the first of a group of twenty-five open cars put into service on Ste. Catherine St.

The original single truck funeral car was not scrapped until 1919, but it is doubtful if it was used after the large car was in service. The funeral service continued until the Terminal line was sold to Canadian National Railways in 1927. The last trip was made on September 27th of that year, after which the car was scrapped. By that time road facilities to Hawthorn-dale via Notre Dame St. East were adequate and motor hearses were used thereafter.



About the same time as the funeral service was flourishing, another unusual service, using black cars, was instituted, namely the transportation of prisoners. After almost four years of construction, that massive institution known as Bordeaux Jail was completed and open for business in 1912, replacing the old Montreal Jail at Delorimier Ave. and Craig Street. Located in virtually vacant countryside in the old Municipality of Bordeaux which had been annexed to Montreal in 1910, the new jail was over seven miles from the criminal courts on Notre Dame St. Consequently the transfer of convicted persons, as well as court and prison officials, involved a long and

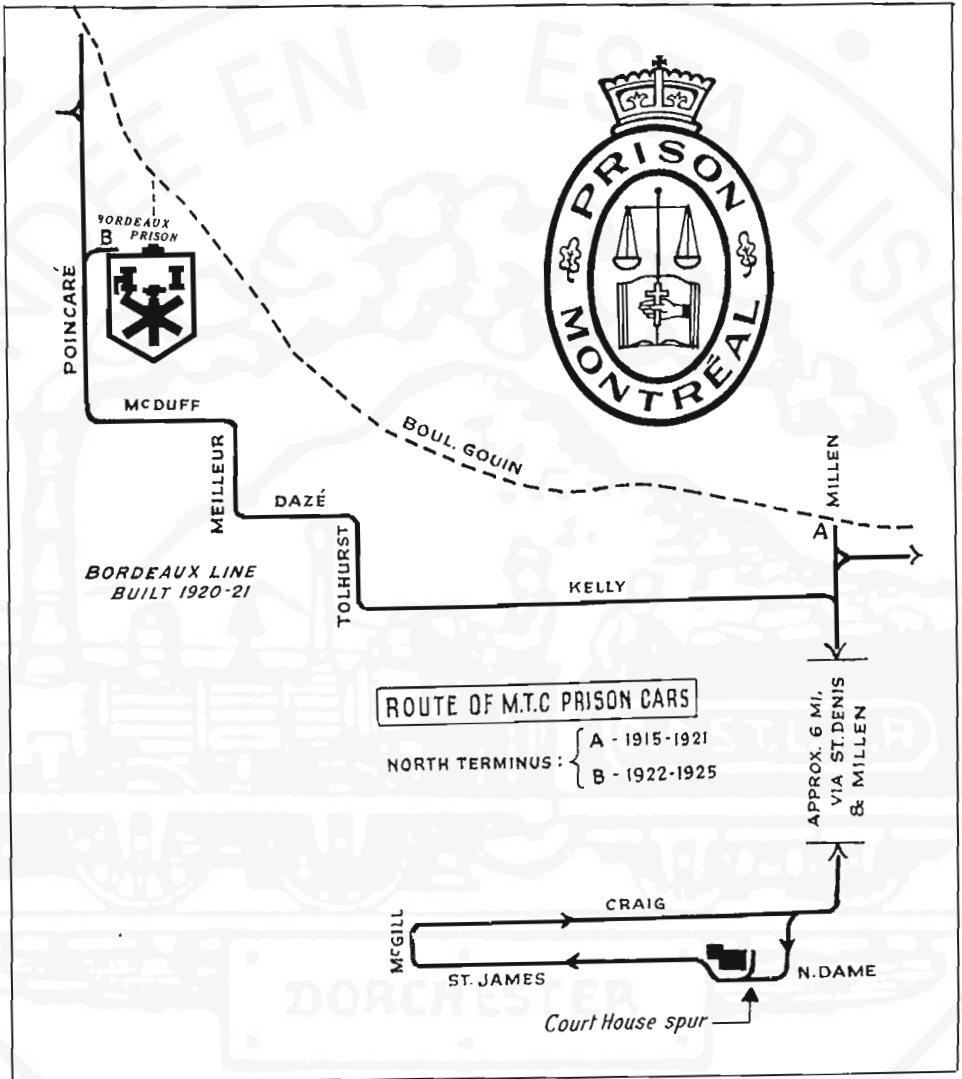
tedious journey by horse-drawn van - to say nothing of the security risks. Finally, late in 1914, the Quebec Provincial Government which administered the prison, made an agreement with Montreal Tramways Co. by which the latter would sell to the Government 2 streetcars specially designed to carry prisoners under guard. The plan was to use the electric cars between the Court House and the Ahuntsic wye - one tail of which extended on Millen St. to Gouin Blvd. - and at that point transfer the prisoners to a horse-drawn van for the final stage of about one and one quarter miles west along Gouin Blvd. to Bordeaux Jail.



In December 1914, a spur track was installed along the east side of the Old Court House, with a curve leading into the westbound track on Notre Dame St. Late in 1915 the two Prison cars were delivered to the Government. For this purpose the Company had rebuilt two double truck closed suburban cars which had been used on the Terminal line, bearing M.S.R. numbers 1501 and 1505, - which in turn had been converted from Naragansett type open cars, built in 1897, for the Terminal Railway Co.

While the roof and some of the body structure was retained, the prison cars were virtually new, with straight metal-sheathed sides and vestibules having locked compartments for the motorman and conductor. One tentative design shows small round porthole windows along the sides, but the final choice was a series of small rectangular fixed windows, the purpose of which is obscure. The interior was divided into two compartments, the forward one with 24 seats could be closed off by a padlocked door and was for court officials or other persons not under guard. The rear compartment could accommodate 28 prisoners which were under the surveillance of guards sitting on a raised double seat at the rear. Front and rear bulkhead doors were fitted with bars and could be locked. Security measures were apparently effective, as no attempts at escape, or interference with the cars while en route, are known. The cars were stationed at St. Denis car barns, where a set of keys was carefully guarded to prevent duplicates being made. Details of the financial agreement with the Government have not been researched but it is clear that the Company stored and maintained the cars and operated them under the direction of the Quebec Department of Justice.

Fully equipped with Brill 27GE2 trucks, WH533 motors and K35 controllers, the Prison cars weighed 43,820 lbs. The finish was exactly the same as the horse-drawn prison vans - exterior black with Justice Dept. crest in gold, and the interior light green. While commonly known as Nos.



PHOTOS:

- Page 26 - Interior of one of the Prison Cars, operated by M.T.C. for the Provincial Government. (Looking forward)
- Page 27 - M.S.R.'s second Funeral Car, rebuilt at Youville Shops from double-truck passenger car No. 651.
- Page 28 - Another view of the double-truck Funeral Car.
- Page 29 - Exterior view of one of the Prison Cars.
- Page 32 - Rearward view inside the Prison Cars.

(Illustrations courtesy of Mr.R.M.Binns and the M. T. C.)



1 and 2, there was no discernible identification on the exteriors. Being the property of the Provincial Government, the Prison cars did not appear on the Company's inventory of rolling stock.

In 1920-21, a single track was built westward from Millen St. right of way to the old village of Bordeaux via Kelly, Tolhurst, Daze, Meilleur, McDuff and Poincare Sts., the latter passing within a few hundred feet of Bordeaux Jail. The Bordeaux line traversed streets which actually did not exist, and for the most part the track wandered through open fields. It was now possible to make the en-

tire journey from the Court House to Bordeaux Jail with the Prison Cars. Then, on June 24th, 1922, an 850 ft. spur was installed on the jail property which permitted door-to-door operation.

The prison service in its final form was short-lived. With improvements in roads and the coming of improved motor vehicles, the electric cars were withdrawn in 1925 and motor vans substituted. The cars were sold back to M.T.C. for the value of the motors, trucks and other reusable equipment, and the bodies were scrapped.

The writer is indebted to Mr. John F. Roy, Manager, Mount Royal Cemetery Co., Mr. J.F. Fox, retired M.T.C. operating official, Mr. G. McHaffie,

Director, M.T.C. Purchases and Stores Dept., and Mr. Gerin-Lajoie, City of Montreal Archives, for some of the information contained in this article.



# POWER

-- Murray W. Dean

## CANADIAN NATIONAL MOTIVE POWER

as of December 28, 1965.

The Canadian National Railways have leased the following 1750 horse power General Motors E.M.D. roadswitchers from the Duluth Missabe & Iron Range Railway Company. All units are assigned to the Saint Lawrence Region and were built in 1958. The date of arrival is the date of the joint inspection by the lessor and the lessee at Proctor, Minnesota. Many of the units were substantially delayed getting to Montreal due to the strike on the Duluth, Winnipeg, and Pacific Railway.

<u>ROAD NUMBER</u>	<u>DATE OF ARRIVAL</u>	<u>BUILDER'S NUMBER</u>
144	November 12, 1965	23924
147	November 12, 1965	23927
151	November 12, 1965	
154	November 12, 1965	23934
156	November 12, 1965	
133	November 13, 1965	23913
137	November 13, 1965	23917
152	November 13, 1965	23932
153	November 13, 1965	
155	November 13, 1965	23935
138	November 24, 1965	23918
143	November 24, 1965	23923
149	November 24, 1965	23929
157	November 24, 1965	23937
158	November 29, 1965	24487
167	November 29, 1965	25267
169	November 29, 1965	25269
170	November 29, 1965	25270
172	November 29, 1965	25272
174	November 29, 1965	25274

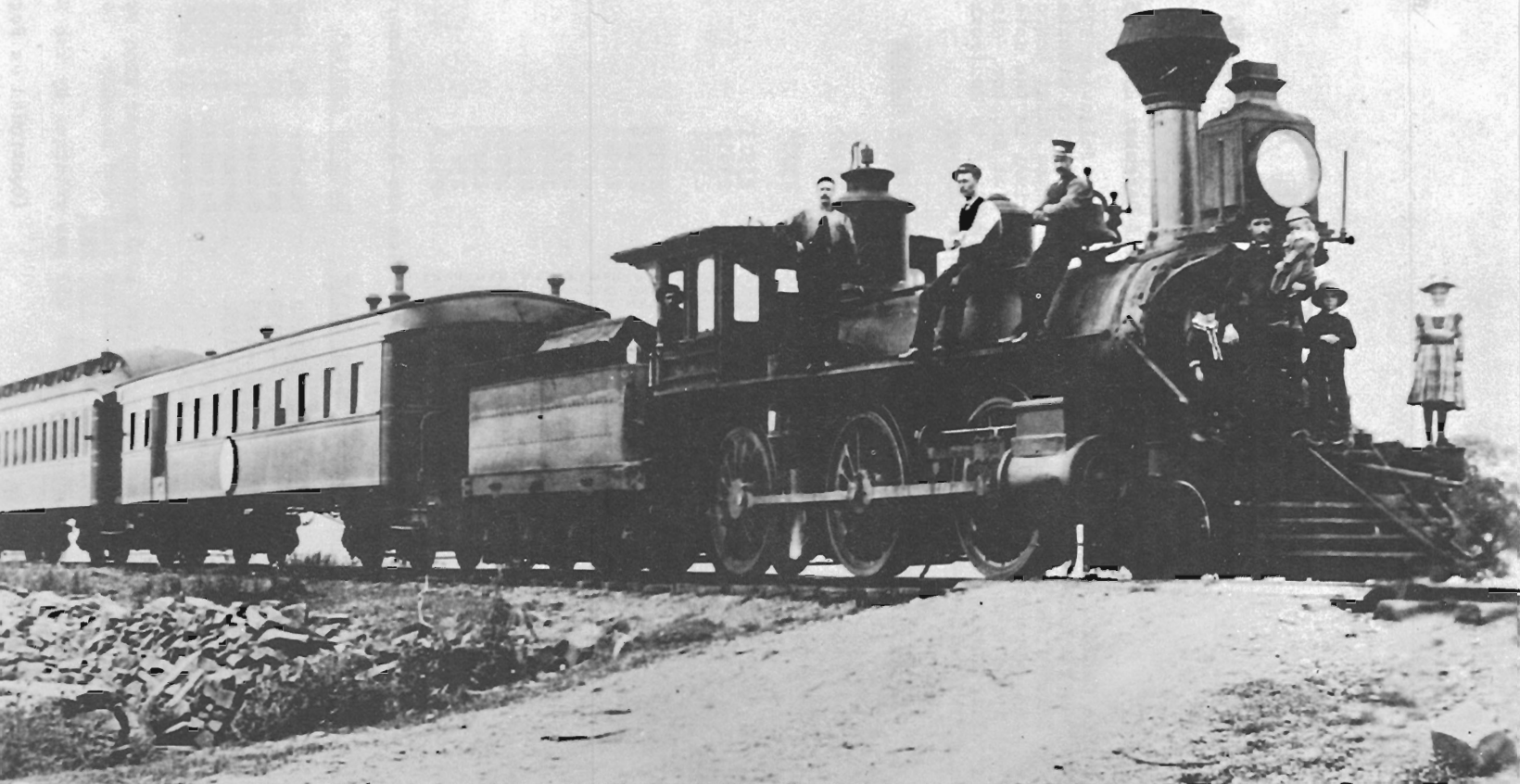
Also assigned to the Saint Lawrence region are Alco Switchers leased from the Boston and Maine Corporation.

<u>ROAD NUMBER.</u>	<u>HORSEPOWER</u>	<u>DATE BUILT</u>	<u>DATE OF ARRIVAL</u>
1178	660	1950-1952	October 30, 1965
1181	660	1950-1952	October 30, 1965
1263	1000	1944-1945	October 30, 1965
1179	660	1950-1952	November 1, 1965
1268	1000	1950	November 1, 1965
1270	1000	1950	November 1, 1965

The Prairie Region is using five 1000 horsepower Alco switchers leased from the Chicago and Western Indiana Railroad Company. Road numbers of the units are: 252, 255, 256, 260, 263.

(Effective Feb. 3, 1966, C&WI 252 was returned by the National system.)

(Continued on Page 36)



From Canadian National's photographic files comes this view of ancient two-coach train, reported to have been the first passenger train into the town of Dalhousie, N.B. in 1884.

The following poem, sent to us by Mr.M.Kerr, Ottawa, was written by Mr.Theo Peacock of Gooderham, Ont. Mr.Kerr tells us that Mrs. T. Peacock, wife of the poet, used to be station agent at Gooderham and it was she who used to prepare the noon meals well remembered by all who travelled over the I.B.& O.line.

END OF THE LINE

1880: A Dream came to J. Howland, eighty years ago,  
And he said "I will open this  
Northern Land with a railroad, the I.B.and O.

News came of the railroad pushing East;  
Gad! were the settlers glad!  
But to most of the 'learn-ed' people  
It was only a dream of the mad.  
They said it was only a madman's dream  
That would burst like a bubble, ere through;  
But the Dreamers, the Plotters, and Planners  
Are the men that make mad dreams come true.

The grade they pushed where the river ran,  
Peaceful, and quiet, and calm,  
Gouging the grade from the rocky hills,  
A path by the beaver dam;  
Moving the rivers' gravel banks,  
Filling the ooze swale,  
Skirting the seething rapids  
Where only moose have a trail.

They builded the grade with their ox-hauled carts;  
The cliffs they blasted away:  
With crow-bar, and shovel, and pick, they toiled  
Working a twelve-hour day!  
Then, up past the Silver Mountain,  
Up through the Iron Dale,  
Soon locomotives came clanking  
With their long and lonesome wail.

In with the rail moved the Lumber Kings  
To this land of the snow and the cold;  
Timber was all they thought of  
For pine was the Lumber Kings' gold!  
My! How they slaughtered the timber,  
Billions of feet by the scale,  
And with horses and men by the thousands  
It was sleigh-hauled out to the rail.

Years passed away, with no thought to conserve,  
Soon, the forests were gone.  
The trappers and rockland farmers since  
Have struggled to carry on.  
It is a known fact that nothing lasts;  
As was proved, by the word one day  
That the I. B. and O. would run no more  
And the rails would be taken away.

1960: I stood by the track in the rain today  
March 31 As the train came rolling past:  
At quarter-to-four I sighed and looked  
On a train that was The Last.  
A hundred folk stood in the rain to look  
At the last, familiar sight;  
And so an era ended  
As the Last Train blew to-night.

General Motors Diesel Limited passenger A and B units are having their D-47 traction motors replaced by D-67 motors. First locomotives so equipped were: 6524, 6624, 6525, 6625, 6519, 6539, 6541. These units are presently assigned to Trains 29 and 30. However, it is expected that a large number of G.M.D.L. passenger units will make the transformation. The new motors enable a slightly higher speed to be obtained, the previous maximum being 89 miles per hour.

GRAND TRUNK WESTERN MOTIVE POWER.

The Grand Trunk Western Railroad had planned to rent five switchers from the Chicago and Eastern Illinois Railroad. However, upon inspecting the units offered, they decided against such a move.

CANADIAN PACIFIC MOTIVE POWER.

as of January 28, 1966.

Canadian Pacific has continued the modernization of its locomotive fleet apace.

From Montreal Locomotive Works, the following 2400 horsepower DL-640-A roadswitchers of railway class DRF-24b (4201 to 4232) and DRF-24c (4233 to 4237):

<u>ROAD NUMBER</u>	<u>BUILDER'S NUMBER</u>	<u>DATE DELIVERED</u>	<u>UNIT REPLACED</u>	<u>DATE BUILT</u>	<u>BUILDER'S NUMBER</u>
4201	84839	March 19, 1965	4098	1953	79174
4202	84840	March 19, 1965	8469	1954	81058
4203	84841	March 31, 1965	4001	1949	76853*
4204	84842	March 31, 1965	4026	1950	77321
4205	84843	April 21, 1965	4045	1951	77715
4206	84844	April 21, 1965	4048	1951	77718
4207	84845	May 7, 1965	4027	1950	77322
4208	84846	May 7, 1965	4419	1950	77340
4209	84847	June 30, 1965	4411	1950	77332
4210	84848	June 30, 1965	4422	1950	77343
4211	84849	July 13, 1965	4008	1950	77304
4212	84850	July 13, 1965	4009	1950	77305
4213	84851	July 21, 1965	4017	1950	77312
4214	84852	July 21, 1965	4413	1950	77334
4215	84853	July 28, 1965	4018	1950	77313



<u>ROAD NUMBER</u>	<u>BUILDER'S NUMBER</u>	<u>DATE DELIVERED</u>	<u>UNIT REPLACED</u>	<u>DATE BUILT</u>	<u>BUILDER'S NUMBER</u>
4216	84854	July 28, 1965	4005	1949	76857*
4217	84855	October 5, 1965	8405	1950	76100
4218	84856	October 5, 1965	4402	1949	76880*
4219	84857	October 8, 1965	8408	1950	76103
4220	84858	October 15, 1965	4023	1950	77318
4221	84859	October 19, 1965	4044	1951	77714
4222	84860	October 21, 1965	4420	1950	77342
4223	84861	October 27, 1965	4024	1950	77319
4224	84862	November 1, 1965	4043	1951	77713
4225	84863	November 8, 1965	4003	1949	76855*
4226	84864	November 10, 1965	4021	1950	77316
4227	84865	November 16, 1965	4000	1949	76852*
4228	84866	November 19, 1965	4051	1951	77721
4229	84867	November 26, 1965	4400	1949	76878*
4230	84868	November 30, 1965	4423	1950	77344
4231	84869	December 6, 1965	4401	1949	76879*
4232	84870	December 9, 1965	4013	1950	77308
4233	M-3436-01	December 16, 1965	4012	1950	77307
4234	M-3436-02	December 20, 1965	4418	1950	77339
4235	M-3436-03	December 22, 1965	4007	1949	76859*
4236	M-3436-04	December 23, 1965	4002	1949	76854*
4237	M-3436-05	December 29, 1965	4403	1949	76881*
4238	M-3436-06	December 31, 1965	4011	1950	77306
4239	M-3436-07	January 5, 1966	8461	1954	81050
4240	M-3436-08	January 13, 1966	4417	1950	77338
4241	M-3436-09	January 18, 1966	4010	1950	77305
4242	M-3436-10	January 26, 1966	4421	1950	77342
4243	M-3436-11	January 28, 1966	4006	1949	76858 *

\* All units replaced were built by Montreal Locomotive Works except those marked by an asterisk, which were manufactured by the American Locomotive Company.

From General Motors Diesel Limited, the following 2500 horsepower GP 35 roadswitchers of railway class DRF-25b (5014 to 5023 only):

5014	A-2079	May, 1965	4425	1951	A-251
5015	A-2080	May, 1965	8413	1953	A-500
5016	A-2081	May, 1965	8420	1953	A-507
5017	A-2082	May, 1965	8425	1953	A-512
5018	A-2083	June, 1965	4426	1951	A-252
5019	A-2084	June, 1965	4028	1950	A-100
5020	A-2085	July 1965	4429	1951	A-255
5021	A-2086	July, 1965	4428	1951	A-254
5022	A-2087	August, 1965	4430	1951	A-256
5023	A-2088	August, 1965	4032	1950	A-104
5024			1401	1953	A-521
5025			1906	1954	A-606

All units replaced were built by General Motors Diesel Limited. Units 1401 and 1906 were those involved in the derailment of Train 2 at Terrace Bay, Ontario, on April 17, 1965.

Canadian Pacific scrapped the following locomotives in 1965.

<u>Road Number</u>	<u>Railway Class</u>	<u>Wheel Arrangement</u>
490	D4	4-6-0
975	D10	4-6-0
2317	G3	4-6-2
2344	G3	4-6-2
2454	G3	4-6-2
2706	G4	4-6-2
1297	G5	4-6-2
2851	H1	4-6-4
3650	N2	2-8-0
5105	P1	2-8-2
5405	P2	2-8-2
5408	P2	2-8-2
5441	P2	2-8-2
5446	P2	2-8-2
5760	R3	2-10-0
5762	R3	2-10-0
6906	V3	0-8-0
6965	V4	0-8-0
8547	DRS-16d	B-B

In addition, these locomotives were sold:

1) 1095	D10	4-6-0
2) 2634	G2	4-6-2
3) 1278	G5	4-6-2
4) 3101	K1	4-8-4

- 1) To the Junior Chamber of Commerce of Kingston, Ontario.
- 2) To the City of Moosejaw, Saskatchewan.
- 3) To Edaville Railroad Corporation, North Walpole, N.H., U.S.A.
- 4) To Interprovincial Steel Pipe Company, Regina.

The following Canadian Pacific Locomotives have been renumbered and reclassified.

<u>OLD NUMBER</u>	<u>OLD CLASS</u>	<u>NEW NUMBER</u>	<u>NEW CLASS</u>	<u>DATE BUILT</u>	<u>BUILDERS MODEL</u>	<u>HORSE POWER</u>
8200-8201	DRS-22a	5000-5001	DRF-22a	1963	GP-30	2250
8202-8213	DRS-25a	5002-5013	DRF-25a	1964	GP-35	2500
8300	DRS-24a	4200	DRF-24a	1963	DL-640-A	2400

The following Delaware and Hudson Railroad Corporation 1000 horse-power Alco B-B switchers have been leased by the C.P.R.:

<u>ROAD NUMBER</u>	<u>BUILDER'S NUMBER</u>	<u>TRUST PLATE</u>	<u>DATE BUILT</u>	<u>DATE OF ARRIVAL</u>
3015	75553	A	12/1947	Sept. 3, 1965
3023	76512			
3026	76515		12/1948	
3035	78031	B	9/1950	Aug. 27, 1965
3041	78235	B	9/1950	Aug. 27, 1965
3042	78236	B	9/1950	Sept. 2, 1965
3045	78239	None	10/1950	Sept. 4, 1965
3047				

- A MANUFACTURERS TRUST COMPANY,  
OWNER, AS ASSIGNEE OF AMERICAN  
LOCOMOTIVE COMPANY, MANUFACTURER  
AND PRIOR OWNER.
- B J.P. MORGAN & CO. INCORPORATED,  
AGENT, OWNER BY ASSIGNMENT  
FROM AMERICAN LOCOMOTIVE COMPANY,  
MANUFACTURER AND PRIOR OWNER.

The locomotives are black with yellow lettering and handrails and light blue classification lamps. All units except 3047 have three black stripes alternating with four yellow stripes and one yellow triangle at each end. All units whose arrival date is shown arrived in Montreal on Napierville Junction Railway Company Train 101 (Rouses Point to St. Luc).

Ten 1750 horsepower roadswitchers from the Duluth, Missabe and Iron Range Railway Company are also in use by Canadian Pacific.

<u>ROAD NUMBER</u>	<u>BUILDER'S NUMBER</u>	<u>DATE BUILT</u>	<u>RAILWAY CLASS</u>	<u>BUILDER'S MODEL</u>
112	23100	1957	RS-2	SD-9
113	23101	1957	RS-2	SD-9
114	23102	1957	RS-2	SD-9
117	23105	1957	RS-2	SD-9
119	23107	1957	RS-2	SD-9
121	23109	1957	RS-2	SD-9
123	23111	1957	RS-2	SD-9
124	23112	1957	RS-2	SD-9
131				SD-9
135	23915	1958		SD-9

From Boston and Maine Corporation come four 1600 horsepower B-B roadswitchers, Alco model RS-3R.

<u>ROAD NUMBER</u>	<u>DATE BUILT</u>
1511	10/1954
1535	1952
1536	1952
1540	1952

As well as these units, Boston & Maine road A and B type are in use between Newport and St. Luc on a Pool agreement. (They are not leased.) Seven G.M.E.M.D. 1500 horsepower locomotives built between 1949 and 1950 and bearing road numbers 4265A and B to 4268A and B are in this service.

To provide more variety on the Canadian scene, Canadian Pacific has leased from three other roads as well. The Bessemer and Lake Erie Railroad Company supplied these 1500 horsepower B-B units, built by G.M.EMD.

<u>ROAD NUMBER</u>	<u>BUILDER'S MODEL</u>	<u>RAILROAD MODEL</u>	<u>DATE BUILT</u>
712B	F-7B	W-4-B1	1951
713A	F-7A	W-4-A1	1951
713B	F-7B	W-4-B1	1951
714A	F-7A	W-4-A1	1951
716A	F-7A	W-4-A2	1952
716B	F-7B	W-4-B2	1952

717A	F-7A	W-4-A2	1952
717B	F-7B	W-4-B2	1952
718A	F-7A	W-4-A2	1952
718B	F-7B	W-4-B2	1952

while the Lake Superior and Ishpeming Railroad Company loaned these four 1600 horsepower Alco roadswitchers:

<u>ROAD NUMBER</u>	<u>BUILDER'S MODEL</u>	<u>DATE BUILT</u>	<u>WHEEL ARRANGEMENT</u>
1503	RS-3	1954-1955	B-B
1606	RS-3	1954-1955	B-B
1803	DL-708	1950	C-C
1804	DL-708	1950	C-C

Another four leased units by the CP are S-3's and F-7's from the Chicago Great Western Railway. All are 1350 horsepower, B-B, and built by G.M.E.M.D. in 1949. Road numbers: 150, 153, 155, 156.





Supplementary changes to units leased by Canadian Pacific:

Effective January 20, 1966, DM&IR units 112, 114, 117, 119 and 123 were replaced by DM&IR units 159, 161, 162, 164 and 165. The Canadian Pacific also leased additional Boston and Maine Corporation locomotives: 1556, 1559, 1561, 1574, 1575, 1576, 1577. These units are 1500 horsepower, and were built by G.M.E.M.D. between 1950 and 1953.

On February 8, 1966, General Motors SD-40 demonstrators 7000 and 7001 arrived at St. Luc Yard of the C.P.

PACIFIC GREAT EASTERN RAILWAY

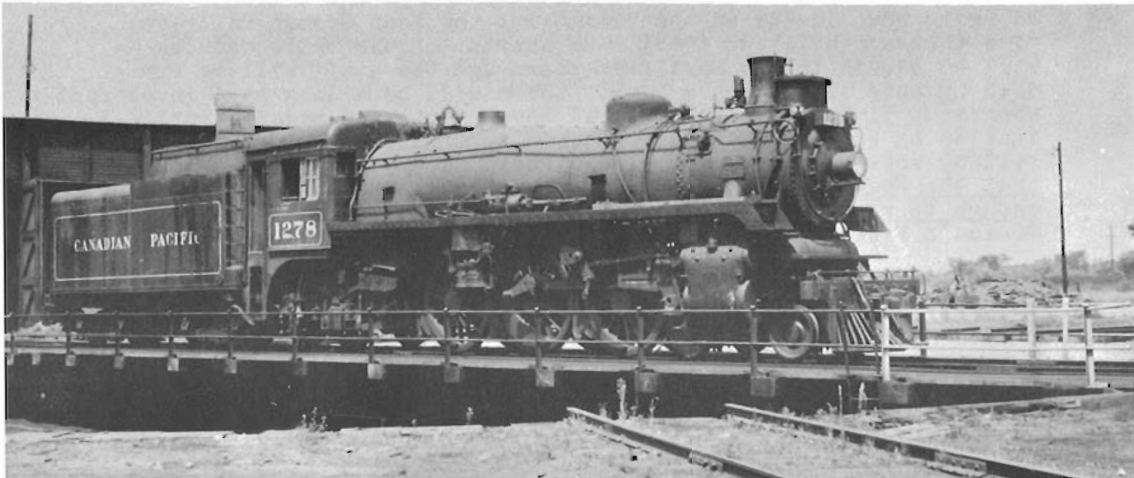
Montreal Locomotive Works delivered eight locomotives to the P.G.E. last year, built to specification DL-718. Road numbers run from 619 to 626 inclusive, while builder's numbers 84830 to 84836 and 84872 have been assigned. The first two units were outshopped on March 4, 1965 and the order completed by June.

ROBERVAL AND SAGUENAY RAILWAY

The R. & S. purchased one locomotive from Montreal Locomotive Works last year. It carries road number 25, builder's number 184871, and was built to specification DL-718-B. The unit was in service in June, 1965.

MARATHON CORPORATION

Marathon Corporation has purchased one locomotive from the Montreal Locomotive Works. It was built to specification DL-411 and carries builder's number M-3435-01. The unit was outshopped from MLW during the first week of February, 1966.



Photos of Canadian Pacific and leased locomotives from:  
Geoffrey D. Southwood, W. R. Linley,  
Bruce Chapman, B. A. Biglow.

# Notes and News

by Ferro



- ★ Canadian Press reports that the Federal Cabinet is studying a fifteen-million-dollar proposal to purchase a fleet of gas turbine trains for CN's Toronto - Montreal passenger service. The trains, capable of speeds up to 160 miles an hour, would be introduced in the spring of 1967 to meet the large buildup of Montreal-bound traffic expected to develop because of Expo 67. United Aircraft Corporation would likely build the trains; each of the six trains would be able to make three one-way trips between downtown Toronto and downtown Montreal each day. The trains would average just over 100 miles per hour on the existing CN track, making a running time of about three and one half hours per trip. (How freight trains will be kept out of the way is not explained -- Ed.) The trains are powered by gas turbine engines similar to jet aircraft engines. Three engines are slung under the lead car and three under the rear. Passenger cars have airliner style seats with fold-down tables for serving meals. Cars are pressurized to reduce noise, keep out dirt and remove odors. A decision one way or the other should be made by the end of March.
- ★ Edmonton's 26-storey CN Tower began to function recently. The railway station on the sub-ground floor is now open for business. A ceramic-lined tunnel leads to passenger tracks and a reversing escalator takes passengers to and from ground level at train side. Tickets, reservations and train information are dispensed from a circular island in the centre of 20,650 square feet of concourse. Television screens replace the old blackboards for posting latest arrival and departure times. Conveyor belts move baggage to and from trains, and a revolving carousel facilitates recovery of baggage by incoming passengers. Most important -- the station is still located downtown.
- ★ To bring down losses on the Bundesbahn, the West German Railways, five thousand miles of track -- a quarter of the whole network -- will be closed in the next five years and the staff will be run down by some 12,000 men a year. There will be a long-term investment programme financed by the Federal Government, and massive rationalization on unprofitable services and superfluous offices. The railway workers' union has already complained; the union fears that the Federal Government's promised bill will not go nearly far enough to rescue the railways. Ah well...back to our study of Canada's Freedman Commission report on crew runthroughs.
- ★ CN will spend \$583,000 to facelift and expand its yard at Capreol, Ontario. The yard will be divided into two parts -- a receiving and departure section and a classification yard -- to eliminate a present bottleneck. A method of crossovers will be installed so that passenger trains can be switched without blocking the main line.
- ★ Grand Trunk Western has ordered 103 high-cube 70-ton boxcars from the Thrall Car Manufacturing Co. The cars have an inside length of 86½ feet and rise 17 feet above the rails. Capacity is 10,000 cubic feet. When delivery is complete, G.T.W. will have 218 of the cars.

- ★ Canadian Pacific Railway is introducing a new type of refrigerator car. The new cars, with a controlled temperature range from below zero to 70 degrees Fahrenheit, will be used for frozen foods, dressed meat, and for canned goods which require protection from freezing. The 70-ton cars will haul frozen foods to the west, and return to the east with dressed meats, for which overhead aluminum monorails are provided. Hawker Siddeley Canada Ltd. is building 150 cars at Trenton, N.S.
- ★ Canadian Pacific employees and pensioners are grumbling over the limited value to be obtained from a C.P. long service pass. With the cancellation of the Dominion and withdrawal from Montreal - Toronto and Ottawa - Toronto passenger service, opportunities to use passes are becoming few. Travel on the Canadian requires payment of half fare. A CPR spokesman said no decision has been made as to whether any special arrangement will be worked out with CN to honour CPR long service passes. A reciprocal agreement currently exists between both railways to allow all employees to travel on the competing line at half fare. Despite the obvious inequity of such an arrangement now that CPR has dropped much of its passenger service, a CN spokesman said it would continue to honour this arrangement for CPR employees.
- ★ Hopes that Toronto's lakeshore railway commuter service would begin in 1966, were officially dashed recently when the Provincial Government announced that it plans the opening for early in 1967.
- ★ The Boston and Maine Railroad has placed the CN-CV Montreal - New York service in an uncertain position with a "Proposed discontinuance of Service which would be effective March 7. The action would cut off passenger service between White River Junction and Springfield, thus leaving a gap in the CN-CV route. Central Vermont General Manager Frederick Hutchinson said that the matter is under study to determine what CV's position will be. He said that the order will probably be delayed by hearings and legal petitions.
- ★ CN is transferring the maintenance of twenty-six diesel locomotives from its 55-year-old roundhouse in Campellton to the ultra-modern repair shop at the hump yard near Moncton, N.B.
- ★ The following is stolen from the Montreal Gazette: "Modern technology has sometimes given the railway companies headaches in the past few years. First it was the increased use of trucks for freight hauling, then more and more passengers took to flying. But the latest menace to big locomotives? Those little putt-putt ski-doo's. It's not a case of hordes of people jumping on the little mechanized tobaggans and going places depriving the companies of much needed passenger revenue. The ski-doo's are simply taking over the tracks. It seems that a railway track is also an excellent ski-doo run. 'Ski-dooers, especially in the Laurentians, have discovered that the surface between the tracks is very smooth and that they have a tremendous unhampered run for miles -- unhampered, that is, except for trains,' said a Canadian Pacific spokesman. 'They are endangering their lives as well as those of people on the train,' he continued. 'They are a menace. Already several trains in the Lachute, Mont Laurier and Ste. Thérèse regions have been forced to a stop because of heavy ski-doo traffic. But these people forget that it takes a train about a mile to come to a full stop. The big problem is that people drive along the tracks at night as well as day.' "

## "Something Wrong?"

Ed McNally -- Montreal Star



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