

Canadian Rail

march
1966

No. 175



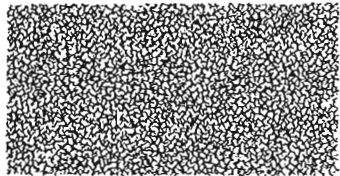
the cover

THIS YEAR marks the half-century birthday for Canadian National's valiant and sturdy little Z-1-a class electric locomotives. Their entire careers have been spent shuttling back and forth through Montreal's Mount Royal Tunnel (at 3.3 miles, second longest in Canada) at the head end of bustling and loaded commuter trains whose vintage passenger cars outwardly belie marks of ancestral private companies. The locomotives and their trains are fighting a losing battle; inevitably, as rush hour follows rush hour, the numbers of those who clamour for the use of this transit umbilical cord increase. Informed observers realize that consists can not be effectively enlarged nor headways shortened. CN has pointed this out to its patrons, who in turn have tried to spur their politicians on to back a transit plan which would see conventional rapid transit electric trains replace Canada's only main-line electrification. Inevitably too, the politicians have dallied, but will not postpone action much longer for at least one good, simple reason: many of these same functionaries are among the passengers who, more frequently as time goes on, get left behind on a suburban platform because the "8:12" just won't take any more passengers.

Some day, inexorably, the end will come. Meanwhile, savour the atmosphere of Montreal's wintry, evening suburbia, just cold enough so that the snow squeaks underfoot, captured admirably on film by our own Jimmy Sandilands, as No. 103 pauses at Mount Royal Station to disembark commuters. The photographer's fond hope is that at least one of "the electrics" will be preserved when the last pantagraph is finally hauled down.

P.S.: We hope so, too !

1966 executive



THE SLATE of candidates proposed for the 1966 Directorate of the Association by the Nominating Committee being uncontested, the following twelve members were elected by acclamation; from this governing body, five officers were selected, as indicated in parentheses following the appropriate name, Messrs. J.A. Beatty, C.S. Cheasley, J.A. Collins (Secretary), D.R. Henderson, O.S.A. Lavallée (Vice-President), M.D. Leduc, R.V.V. Nicholls (President), W.L. Pharoah, M.A. Roger, C. Viau (Vice-President), A.S. Walbridge (Treasurer), S.S. Worthen.

EDITORIAL

What about 1967?

With the beginning of Canada's centennial year scarcely nine months away, we may be forgiven for wondering out loud if any of the railway amateur or historical groups in Canada -- including our own -- has given any thought to the matter of railway historical commemorations in 1967. Surely this is an unparalleled opportunity to demonstrate unity by planning and executing joint projects such as the observance of memorable events on the appropriate anniversary days, and visiting historic sites, utilizing special train movements where possible.

It is incumbent on the rail hobby fraternity, we suggest, to endeavour to keep continually before the public eye, the impressive role which railways have taken, and are continuing to take, in the evolution of Canada as one of the world's most prosperous nations, and particularly so in our country's centennial year. Unfortunately, absence of concrete planning in this direction and at this late stage, is one example where traditional Canadian reticence as far as patriotic manifestations is concerned, does us an acute disservice. We may be sure that a year of comparable significance in the annals of the great republic to the south, would evoke a series of railway fairs, national conventions and other extravaganzas that would put the rest of us, even in our most lucid moments, to shame; it would hardly be surprising if some of our good rail amateur friends "below the line" are not, even now, planning ever so tentatively for 1976.

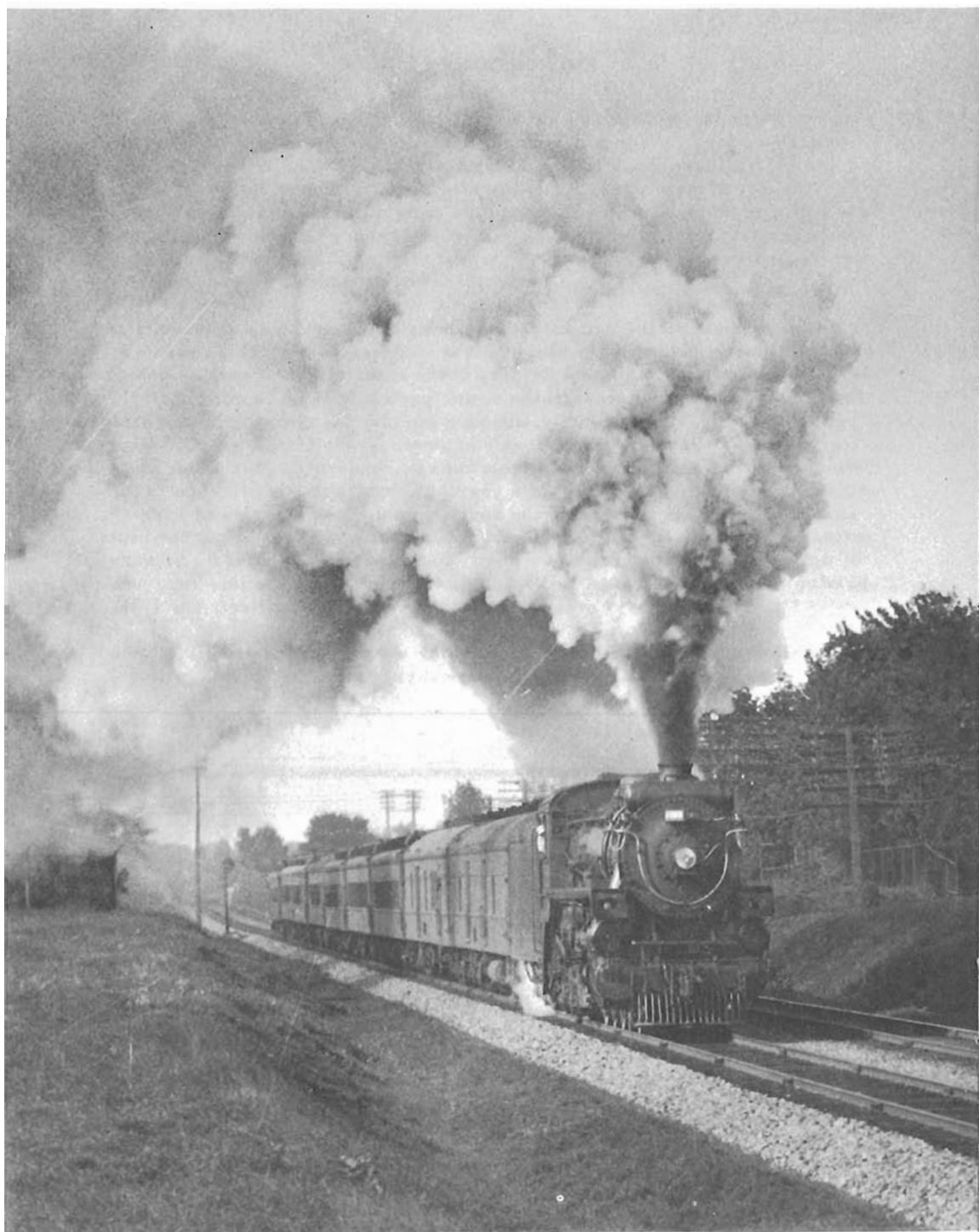
Our challenge, however, is only nine months away. There is no time to be lost. Has anyone the courage to start the ball rolling ?

-- Omer Lavallee

Robert Alton Emerson

The Canadian Railroad Historical Association records, with regret, the sudden, accidental death of the President and Chief Operating Officer of the Canadian Pacific Railway, Mr. Robert Alton Emerson, on Sunday, March 13th, 1966. Mr. Emerson, a respected and competent railwayman and a good and sympathetic friend of our Association, was 54 years of age. The words of Mr. N.R. Crump are particularly appropriate at this time, "his early death.....removes an outstanding Canadian and an outstanding Company officer".

R. J. H.



...For 141 days in 1931, Canada boasted --

The Fastest Train in the World—

BY Omer Lavallee.

IN RECENT DAYS, since the discontinuance of the passenger train pool arrangement between Canadian National and Canadian Pacific systems, quite a number of inquiries have come across my desk respecting the validity of the claim that, in the pre-"pool" period before 1933, Canadian Pacific Railway operated the fastest scheduled train in the world. It should be said at the outset that the claim is indeed perfectly valid, and can be substantiated by referring to published schedules. The period in question was from April 26, 1931 to September 13, 1931, both dates inclusive, and the service was Canadian Pacific train No. 38, THE ROYAL YORK, scheduled to run from Smiths Falls, Ont. to Montreal West, Que., a distance of 124.0 miles in 108 minutes. This was an average start-to-stop speed of 68.9 miles per hour.

The facts are these. In the spring of 1931, the world's speed record for a scheduled train was held by the renowned "Cheltenham Flyer" of the Great Western Railway of England; this train, pulled by a light 4-6-0 of the "Castle" Class, averaged about 200 tons in weight and was timed to effect the 77.3 miles eastward from Swindon to Paddington Station, London, in 70 minutes, an average speed of 66.3 miles per hour. This train was proudly advertised as the world's record holder and was the subject of frequent discussion and locomotive timing recorded in the pages of the "Railway Magazine" and other kindred publications.

At this time, there appeared to be no serious contenders for the distinction held by the British train, least of all in Canada. As far as the Montreal-Toronto service was concerned, the Canadian Pacific Railway had four schedules daily in each direction, as follows:

Route	Departure	Montreal-Toronto	Toronto-Montreal
(a)	Morning	#37 THE ROYAL YORK	#20 THE CANADIAN
(b)	"	#35 (not named)	#36 (not named)
(a)	Afternoon	#19 THE CANADIAN	#38 THE ROYAL YORK
(a)	Evening	#21 CHICAGO EXPRESS	#22 THE OVERSEAS

Route Symbols: (a) via Belleville. (b) via Peterborough.

The afternoon trains, immediately preceding the spring schedule changes in 1931, were timed to perform the 333-mile run in 7 hours, 40 minutes westbound, 7 hours, 45 minutes eastbound. The consists of both trains included coaches, dining cars, parlour cars and a buffet-lounge-observation; No. 19, in addition, included sleeping cars through to Chicago.

In order to compete for sparse depression-era traffic with the parallel Canadian National (which offered identical Montreal-Toronto services at approximately the same times daily), Canadian Pacific announced that, effective April 16th, 1931, a general speed-up of services would be effected. As the new C.P.R.

public timetables began to appear, it was seen that a full page was devoted to an announcement of "Faster Schedules - Montreal and Toronto" which included a condensed timetable giving particulars of the afternoon trains, No. 19 THE CANADIAN westbound, and No. 38 THE ROYAL YORK eastbound. These trains were now to be timed at 6 hours, 15 minutes in each direction, an improvement of an hour and a half over the former timings, as follows:

19 THE CANADIAN	(Eastern Standard Time)	38 THE ROYAL YORK
* 3.00 p.m. a 3.05 p.m. a 3.10 p.m.	Lv. MONTREAL Ar. WESTMOUNT MONTREAL WEST	* 9.45 p.m. c 9.38 p.m. c 9.33 p.m.
* 3.30 p.m.	Lv. OTTAWA Ar.	* 9.15 p.m.
5.00 p.m. 5.10 p.m. d 6.56 p.m. 7.10 p.m. 7.15 p.m. d 8.24 p.m. e 8.58 p.m. * 9.15 p.m.	Ar. SMITHS FALLS Lv. Lv. " " Ar. BELLEVILLE Ar. TRENTON Lv. Lv. " Ar. OSHAWA LEASIDE Ar. TORONTO Lv.	7.45 p.m. 7.35 p.m. h 5.50 p.m. 5.35 p.m. 5.30 p.m. h 4.19 p.m. g 3.44 p.m. * 3.30 p.m.

EXPLANATION OF SIGNS

- a Stops on signal to entrain for advertised stops, Belleville and west.
- c Stops on signal to detrain from west of Smiths Falls.
- d Stops on signal to detrain from Montreal or Ottawa and entrain for Toronto or beyond.
- e Stops to detrain.
- g Stops to entrain for Ottawa, Montreal or beyond.
- h Stops to detrain from Toronto and west, and entrain for Ottawa, Montreal or beyond.
- * Daily.

But this was not all; over the 124.0-mile stretch between Montreal West and Smiths Falls, No. 19 was allowed only 110 minutes. The schedule of No. 38 was even better, requiring it to cover the same 124 miles in only 108 minutes, at an average start-to-stop scheduled speed of 68.9 miles per hour! The new timings thus bettered the performance of the "Cheltenham Flyer" by 2.6 miles per hour, despite the fact that the route lay over a 124-mile course, 46 miles longer than the British trip; moreover, the Canadian train, comprising five to nine cars weighed, at 475 to 650 tons, up to more than three times that of the G.W.R. equipment. The normal Canadian Pacific motive power assignment was an H-1-a or -b class, 2800 series, 4-6-4 locomotive.

Thus, merely by bettering the mathematical facts of the "Cheltenham Flyer" average start-to-stop speed, the Canadian Pacific train assumed the distinction of being the fastest scheduled train in the world. This achievement should be viewed against the supplementary facts of heavier trains and locomotives, less favourable topography and longer distance which, properly speaking, were handicaps in favour of the Canadian trains.

Strangely, the distinction went unchallenged by the British railway for upwards of $4\frac{1}{2}$ months, being allowed to remain with Canadian Pacific for the whole summer season of 1931, up to September 13th, to be precise. On the following day, the Great Western Railway regained the title for the "Cheltenham Flyer" by decreasing the Swindon-Paddington elapsed time from 70 to 67 minutes, thus achieving a start-to-stop average speed of 69.2 miles per hour, .3 miles per hour faster than THE ROYAL YORK. Later that month, on September 27th, 1931 the scheduled time for the Canadian Pacific westbound train was altered to allow 11 minutes instead of 10 minutes for the 4.7-mile upgrade journey from Windsor Station, Montreal to Montreal West; the one minute lost here over the former schedule was subtracted from the Montreal West-Smiths Falls timing, making it now 109 minutes, only 1 minute slower than the corresponding eastbound time.

Canadian Pacific trains never again attained the topmost position, but occasional runs for which logs exist indicate that they retained a record for punctuality and a capacity for bettering the schedule on occasion when late starts demanded. Quite a bit of commentary was published in "Railway Magazine" in this period, largely due to the efforts of our member Dr. R.F. Legget, then and now a dedicated and meticulous rail hobbyist and historian, and others. Dr. Legget timed the westbound 109-minute No.19 on two occasions at performances considerably better than schedule. On one occasion, engine 2812 with seven cars having an average weight of 550 tons did the 124-mile Montreal West-Smiths Falls run in 106 minutes, 42 seconds. Later, a run of engine 2800, with eight cars estimated at 600 tons, travelled the same journey in 105 minutes, 50 seconds. Another recorder reported an unidentified H-1 class 4-6-4 with an eastbound train taking only 102 minutes, 52 seconds for the 124-mile journey, an average speed of 72.2 miles per hour!

Photo RVVNicholls



While the 4-6-4s were the favoured engines for this duty, their place was not infrequently taken by lighter 4-6-2s of the G-1 class; there is a record of a trip eastbound from Smiths Falls in which No. 2226 replaced an assigned 4-6-4 (which had failed), left Smiths Falls, and was several minutes late by the time that it passed DeBeaujeu. The engineer took advantage of the favourable down-grade thence to Vaudreuil, and arrival at Montreal West was made in a total elapsed time of 107 minutes, 58 seconds, two seconds less than schedule.

Though the changes of September 14, 1931 technically lost the C.P.'s title to the world's fastest scheduled train, it nonetheless retained this distinction for a train travelling more than 100 miles, as the "Cheltenham Flyer's" performance was made over a route of only 77 miles. The 108-minute eastbound and 109-minute westbound timings of No. 38 THE ROYAL YORK and No. 19 THE CANADIAN respectively, however, remained in effect, winter and summer alike, until April 2nd, 1933, when the two trains were completely obliterated as a result of the coming into effect of the "pool" arrangement, under the terms of the Canadian National-Canadian Pacific Act. Their places were taken by trains 6 and 15 respectively, whose route used Canadian Pacific rails only from Windsor Station to Dorval, following Canadian National lines thence to Toronto.

The ensuing 32-year era of the "pool" trains successfully stifled permanently that competitive spirit which saw a Canadian train enshrined, albeit ever so briefly, in the Pantheon of the world's great expresses.

OBVIOUSLY...

a non-advertising publication such as CANADIAN RAIL depends entirely upon its readership for financial support. This support has greatly manifested itself in the past ten years. In 1956, our subscribers numbered a mere few hundred and we were only capable of publishing a modest collection of mimeographed sheets as a club journal. Now with our monthly subscription numbering well over fifteen hundred, we are able to put out a well-illustrated 20/24 page booklet that need bow to no other publication of its type. Even with this tremendous increase in support, however, we are still barely able to meet expenses.

A logical solution to this problem would be a further increase in membership. This would provide us with additional revenue enabling us to meet our expenses and possibly improve the magazine in several ways. Therefore, we urge you, the members of the Association, and our regular readers to encourage your rail hobby friends who do not subscribe to this magazine to do so. We particularly urge readers who have neglected to renew their 1966 subscription to do so as quickly as possible, so that they may continue to receive CANADIAN RAIL regularly.

Your reward will be a better magazine, and the satisfaction of knowing that you have contributed in some tangible way to the general aims and welfare of the Association.



- 1) Canadian National Railways has ordered 400, 70-ton capacity steel flat cars at a cost of \$5 million. Marine Industries Limited, Sorel, Quebec, will build 200 of the cars and equip them with wrap-around bulkheads to make them particularly suitable for lumber traffic. The International Equipment Company Ltd. has been awarded an order for the other 200 flat cars for general service with delivery slated for March, 1966. They will be built at the Company's Napanee, Ontario, plant. The completed orders will increase CN's bulkhead-equipped flat car fleet to 723 and the general service flat car fleet to 3,753.
- 2) Canadian National Railways has ordered 400 cylindrical type steel hopper cars and 150 general service flat cars at a cost of \$8.5 million. Marine Industries Limited, Sorel, Quebec, will build the 100-ton capacity hopper cars with delivery beginning in September, 1966 at the rate of 12 cars per day. International Equipment Company Limited, Montreal, will manufacture the 70-ton capacity general service flatcars at their Napanee, Ontario plant with delivery beginning in May at the rate of 3 cars per day. The completed orders will increase CN's steel hopper flat car fleet to 906 and the general service flat car fleet to 3,903.
- 3) The Board of Transport Commissioners announced February 8, 1966 that it will not require Canadian Pacific to operate the Dominion this summer. The January 7 ruling permitting discontinuance had reserved judgement on this aspect. However, the Board is requiring the railway to keep the train's equipment for possible 1967 use. Both railways will record data on passenger volume carried and the number of requests not filled to assist the Board with its decision which will be rendered this autumn.
- 4) The CN has revised its tunnel plans in the Vancouver area. Due to unfavourable soil conditions the tunnel will be routed under and around North Burnaby rather than under Kootenay Street. Cost of the tunnel is expected to be about \$10 million. The project also calls for an \$8.5 million railway bridge across Second Narrows, expansion of the CN marshalling yards at Port Mann, and construction of a support yard in North Vancouver.
- 5) The Canadian Government has established a 25-member committee on Transport and Communications to hold public hearings on "The adequacy of the present program and future plans for passenger services on the lines of the Canadian Pacific Railway to meet the effective demand of the public, and the effects of such a program and plans."
- 6) The Canadian National Railways has set up Motive Power Control Bureaux at three key points in Canada to maintain locomotive assignments in the most efficient manner.
- 7) Newfoundland has announced plans for a tunnel under the Strait of Belle Isle to link Labrador with Newfoundland. The tunnel is to be 18 feet wide, 16½ miles long, and equipped to carry cars, trains, and power cables. Construction is estimated to take about four years, should the plan be approved.

- 8) The CPR is rescheduling Dayliner Trains 427 and 428 running between Sault Sainte Marie and Sudbury effective March 7, 1966. The trains formerly connected with the Dominion, but when that train was discontinued passengers had a 14 hour stopover for the Canadian. Train 248 now runs 14 hours, 15 minutes later than before, while Train 247 leaves 15 hours, 50 minutes later and arrives 16 hours, 1 minute later than previously.
- 9) The City of Montreal has made this statement regarding the conversion of CN's Mount Royal tunnel line to rapid transit: "It does not seem urgent for the time being to integrate this circuit, but it will eventually be imperative to acquire the circuit for the best economic interests of the region."
- 10) Nova Scotia farmers are to obtain their rail-hauled feed grains in the winter at the same price that applies to supplies transported by water during the summer. This special rate applies due to inadequate storage facilities at Halifax.
- 11) Canadian Pacific has received 150 reefers worth \$5 million from Hawker Siddeley Canada Limited at Trenton, Nova Scotia. The 70-ton cars have a temperature range from below 0°F up to 70°F. The cars can be used to carry either frozen goods or canned products that need protection from freezing. Capacity is the equivalent of 80 cattle in carcass form - double that of existing cars. They also include internal aluminum monorails of CPR design, 8 foot wide doors, stabilized roller bearing trucks, heavy duty aluminum floors, and are the first Canadian reefers to use "foamed-in-place" insulation.
- 12) The CPR has purchased a special rack car for shipping boats. The car, which is 80 feet long and 18 feet wide, was built in the United States at a cost of \$25,000.
- 13) Canadian Pacific has placed orders with Marine Industries Limited, Sorel, Quebec, and National Steel Car Corporation of Hamilton, Ontario, for 500 covered hopper cars each. This \$17½ million order will bring the CP fleet to 4,100 cars. The railway has also equipped 1,500 boxcars with roof hatches for potash movement.
- 14) The Ontario Government has announced plans to eliminate tax exemptions granted to the Algoma Central Railway. The Government and Railway are to meet to discuss the situation.
- 15) The Boston and Maine Corporation has posted a notice "Proposed Discontinuance of Service", effective March 7, 1966 which would cut off passenger train service between White River Junction and Springfield. This would cancel Central Vermont trains between Montreal and New York-Washington which must use this trackage. Public hearings will be held.
- 16) In 1965, Canadian National built 45 new industrial sidings of an accumulated length of 46,925 feet, as well as 28 siding extensions totalling 22,222 feet. Tracks were laid to three industrial parks at Jacques Cartier, Quevillon, and Victoriaville. Total length of new track for these was 15,474 feet. CNR planners are working on a connecting line and substantial trackage for Sidbec, the steel complex building at Becancour, Quebec.

(continued on page 65)

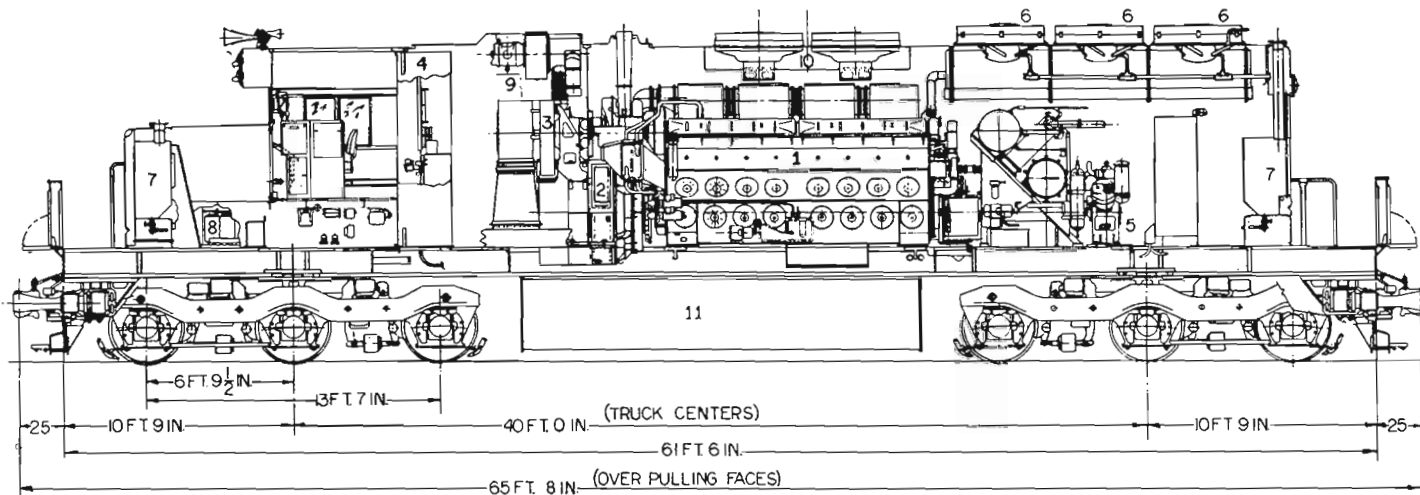
GMDL - SD 40

Canadian Pacific

SPANNER

SD-40 Locomotive

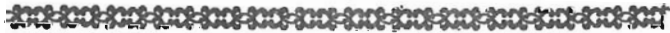
1. Engine—EMD Model 16-645E3
2. Main Generator and Alternator
3. Auxiliary Generator
4. Control Cabinet
5. Air Compressor
6. Cooling Fan and Motor
7. Sand Box
8. Batteries
9. Inertial Air Separator
10. Dynamic Brake
11. Fuel Tank



RAILOGRAPHY

(Photos listed as numbered on ensuing pages)

- 1- The power shortage on Canadian railways, and the resultant lease of diesel-electric locomotives from United States railroads, has caused sights such as this to become increasingly common: Boston & Maine roadswitcher #1573, teamed up with a similar Canadian Pacific unit, #6617, at St. Luc Yard, Montreal on February 8, 1966. (Ian Webb)
- 2- Now that the scrapping of Canadian Pacific steam power is complete, for all practical purposes, rapid inroads are being made on the earliest diesel-electric units "traded in" for current models. In the case of the "trade-in" with Montreal Locomotive Works, the units are removed from their trucks and sold to an adjacent scrap dealer. This photograph shows Alco-GE "A" unit No.4004, the last of Canadian Pacific's original 1949 group of cab units, going under the torch at Montreal in February. (Peter Layland)
- 3- The low-nose profile of the freight diesel unit of the mid-1960s is provided by Canadian Pacific No. 5011, a General Motors Diesel Limited GP-35 delivered a year ago, photographed at St. Luc Shop in Montreal last December. (Ian Webb)
- 4- The "painted mask" expression now current on CP RDC cars is very prominent in this excellent winter view of No. 9055, an RDC-1, trailed by an unidentified RDC-2 still in the former colour scheme, leaving the High Level Bridge in Edmonton for Calgary on February 23, 1965. (Eric Johnson)
- 5- Comparatively few new railways were built in Canada in the years immediately preceding Confederation in 1867. An exception was the Saint Stepher Branch Rail Road, extending from Watt, on the New Brunswick and Canada Rail Road, to St. Stephen, a distance of 19 miles, opened just one hundred years ago, in 1866. Here, the road's No. 2, a 4-4-0 bearing the earmarks of the Portland Company's Works, poses for the photographer in a classic Maritime setting which includes clapboard houses, a wooden Gothic church, and an august clutch of stovepipe-hatted, high-collared, Dundreary-whiskered Directors of the Company at its namesake New Brunswick town. (Omer Lavallee Collection)



NOTE: Members are invited to submit topical or historical photographs for inclusion in this photo section. Pictures should be interesting and of fairly high contrast definition for best reproduction results.

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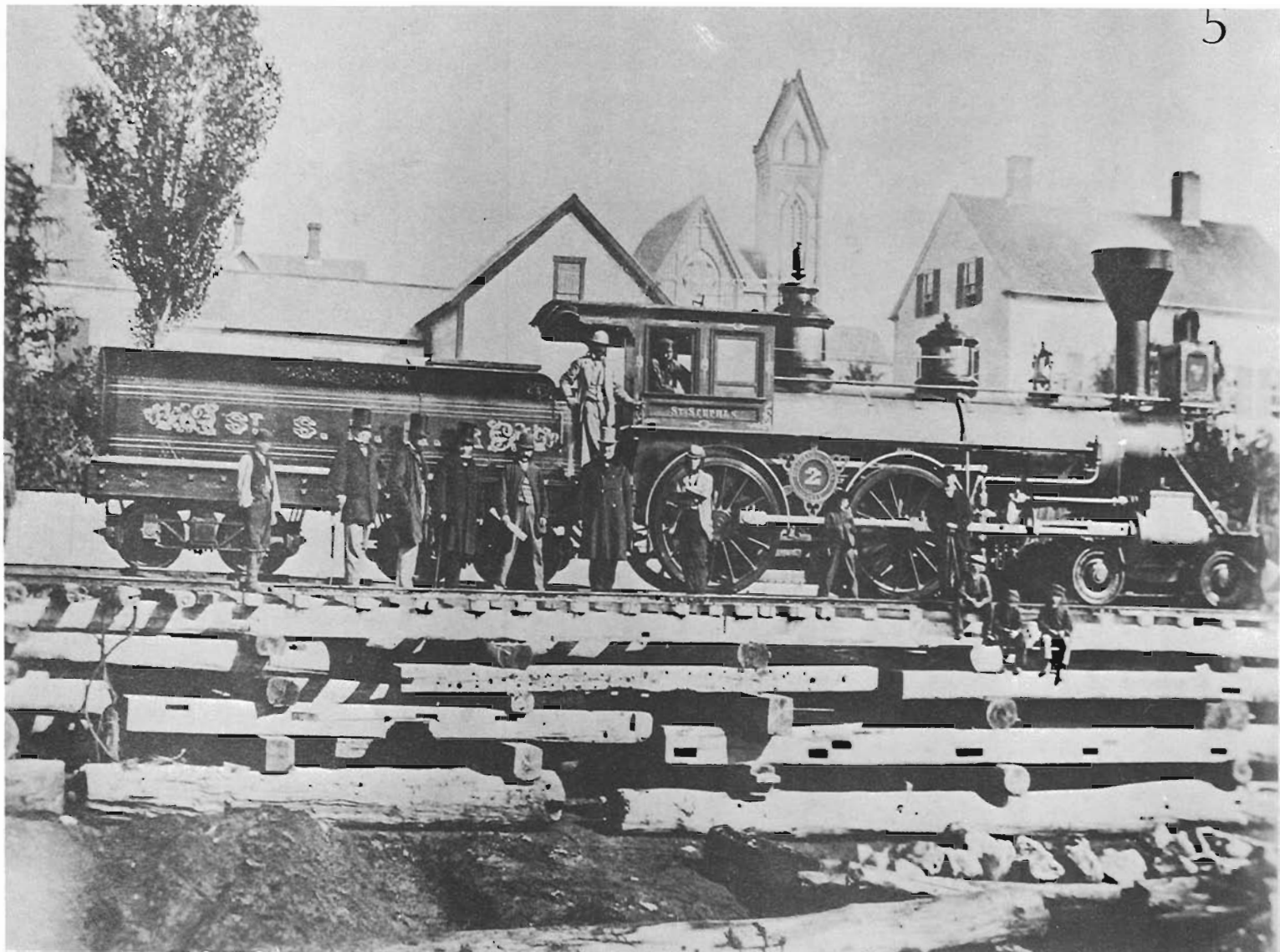


2









POWER

..with Murray W. DEAN

CANADIAN NATIONAL

Purchases: March 4, 1966.

So far, no new locomotives have been received by the National System. The following information pertains to those coming from Montreal Locomotive Works.

ROAD NUMBER	BUILDER'S NUMBER	BUILDER'S MODEL	RAILWAY CLASS
3202 to 3205	M-3443-01 to M-3443-04	DL-640-A	MR-24b
3206 to 3221	M-3444-01 to M-3444-16	DL-640-A	MR-24b

Scrappings: March 4, 1966.

#28	Builder: General Electric	Builder's Number: 30608
	Built: April, 1950	Builder's Class: 70-ton
	Horsepower: 600	Railway Class: ER-6a
	Maximum Speed: 55 mph	Assignment: Atlantic Region

On February 27, 1965, number 28 was damaged in an accident at mile post 54.3 of the Souris Subdivision. It was retired the following April. Originally, it carried the road number 7802, changed in 1954 to 1528. Its final number was assigned in 1956.

#1631	Builder: CLC	Builder's Number: 2881
	Built: August, 1955	Builder's Class: H12-44
	Horsepower: 1200	Railway Class: CR-12e
	Maximum Speed: 60 mph	Assignment: Atlantic Region

Extensive fire damage occurred to this roadswitcher in March, 1965 and it was consequently retired the following October.

Rebuildings: March 4, 1966.

The following locomotives are to be rebuilt into DL-640-A's by Montreal Locomotive Works. However, they are not to emerge as any specific 3200 series locomotive.

ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT	BUILDER	BUILDER'S MODEL	RAILWAY CLASS
3060	81177	July, 1955	MLW	RS-10	MR-16g
3079	81586	November, 1956	MLW	RS-10	MR-16k
3087	81594	December, 1956	MLW	RS-10	MR-16k
3807	81212	October, 1955	MLW	RS-10	MR-16f

#3807 was originally numbered 1870, changed in 1956 to 3050. The present number was applied in 1957.

In addition, number 8464 was retired January 17, 1966 to be converted to B-13 at Point St. Charles Shop. The booster will be assigned to Winnipeg's Symington Yard.

8464	77285	January, 1953	MLW	S-660	MS-7b
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Sales: March 4, 1966.

ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT	BUILDER	BUILDER'S MODEL	RAILWAY CLASS
a 2	78350	May, 1947	GE	B-B-88/88-4GE-733	ER-4a
b 8457	77764	February, 1952	MLW	S-660	MS-7a
c 8485			MLW	S-660	MS-7c

- a) Retired from the Atlantic Region and sold to Bowaters Mersey Paper Company, Liverpool, N.S., on April 22, 1965. This road-switcher was originally numbered 7752. It was changed in 1951 to 7551, in 1954 to 1501, and to its present number in 1956.
- b) Retired from the Great Lakes Region and sold to International Minerals and Chemical Corporation (Canada) Limited, Gerald, Saskatchewan.
- c) On May 31, 1965, this switcher was sold to Fraser Companies Limited, Edmunston, N.B.

Miscellaneous: December 31, 1965.

- 1) The following locomotives are having their maximum speed changed from 65 mph to 75 mph.

ROAD NUMBERS	RAILWAY CLASS	ROAD NUMBERS	RAILWAY CLASS
3061 to 3065	MR-16h	9438 to 9452	
3671 to 3700	MR-18c	even numbers	MFA-16c
3815 to 3822	MR-16j	9456	MFA-16c

The program was started the previous year with the locomotives shown below, and is not yet complete.

3615 to 3670	MR-18b	9409 to 9427	
3701 to 3724	MR-18d	odd numbers	MFB-16a
3726 to 3745	MR-18d	9428 to 9436	
3850 to 3888	MR-18g	even numbers	MFA-16b
3890 to 3893	MR-18g	9429 to 9437	
9400 to 9407	MFA-15a	odd numbers	MFB-16b
9408 to 9426			
even numbers	MFA-16a		

- 2) Locomotive assignment changes for the year 1965 are below:

ROAD NUMBERS	RAILWAY CLASS	OLD ASSIGNMENT	NEW ASSIGNMENT
3609 to 3614	MR-18a	DWP	CV
4552 to 4557	GR-17j	CV	GTW
7900	GS-10a	CN	GTW
7902	GS-10a	CN	DWP
7905	GS-10a	CN	GTW

- 3) Class MFA-15a locomotives, road numbers 9400 to 9407, have had their continuous tractive effort changed from 42,000 pounds to 46,000 pounds.

- 4) The idling axle of each truck of the 1700 series locomotives, classes MR-10a to MR-10d, is being removed. The modification and its side effects are shown in diagrams in Number 176. At this date, the following locomotives have been modified:

Class MR-10b: 1706, 1708 to 1710.

" MR-10c: 1716, 1717, 1719, 1721, 1723, 1729.

Rentals: September 1, 1965

Canadian National is operating Ontario Northland locomotives on a pool agreement; they are not leased.

Rentals: March 4, 1966

Starting March 1, 1966, the DMI units are being returned. They will proceed from Montreal to Ottawa, thence to Winnipeg via Capreol, and from there back to Proctor, Minn.

CANADIAN PACIFIC

Purchases and Rebuildings: March 18, 1966

- 1) The last DL-640-A's from Montreal Locomotive Works have been delivered.

ROAD NUMBER	BUILDER'S NUMBER	DATE DELIVERED	UNIT REPLACED	DATE BUILT	BUILDER'S NUMBER
4244	M-3436-12	February 3, 1966	4415	1950	77336
4245	M-3436-13	February 10, 1966	4412	1950	77333
4246	M-3436-14	February 16, 1966	4414	1950	77335
4247	M-3436-15	February 23, 1966	4004*	1949	76856
4248	M-3436-16	February 25, 1966	4022	1950	77317
4249	M-3436-17	March 7, 1966	4014	1950	77309
4250	M-3436-18	March 11, 1966	4046	1951	77716

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

- 2) The last two GP-35's from General Motors Diesel Limited arrived as shown below.

5024	A-2123	January, 1966	1401	1953	A-521
5025	A-2124	January, 1966	2906	1954	A-606

- 3) Angus Shops has also entered the rebuilding business. The parts from #8557 which had been severely damaged by fire in 1965, were taken and reassembled into an "A" unit. The frame used was that of 4014, whose usable parts were employed on 4249. The unit resulting is numbered 4016, not to be confused with the 4016 that was rebuilt into 8824. Further data is below.

ROAD NUMBER	BUILDER'S NUMBER	RAILWAY CLASS	DATE BUILT	BUILDER
8557	81483	DRS-16e	1956	MLW
4016 (first)	77311	DFA-15b	1950	MLW
4016 (second)	--		1966	Angus
8824	77311	DRS-16k	1957	MLW

Sales: March 18, 1966

No.972, the last D-10 owned by CP, was sold to Mr. G.M. Hart of York, Pennsylvania. The locomotive left Winnipeg in mid-January, 1966 and was expected to take about a month to arrive at its destination.

Renumberings: March 11, 1966

FIRST NUMBER	FIRST CLASS	SECOND NUMBER	SECOND CLASS	DATE SECOND NUMBER APPLIED	DATE RETURNED TO FIRST NUMBER AND CLASS
4039	DFA-15d	1434	DPA-15d	12/4/55	9/5/60
4040	DFA-15d	1433	DPA-15d	7/4/55	10/5/60
4041	DFA-15d	1432	DPA-15d	9/1/55	11/1/66
4061	DFA-15e	1419	DPA-15b	22/1/55	26/1/66
4062	DFA-15e	1420	DPA-15b	6/1/55	28/1/66
4063	DFA-15e	1421	DPA-15b	18/12/54	13/1/66
4066	DFA-15f	1422	DPA-15c	20/10/54	21/1/66
4067	DFA-15f	1423	DPA-15c	23/11/54	24/9/65
4068	DFA-15f	1424	DPA-15c	16/11/54	30/9/65
4069	DFA-15f	1425	DPA-15c	28/10/54	11/11/65
4070	DFA-15f	1426	DPA-15c	29/12/54	25/1/66
4071	DFA-15f	1427	DPA-15c	5/11/54	10/2/66
4072	DFA-15f	1428	DPA-15c	18/10/54	11/1/66
4073	DFA-15f	1429	DPA-15c	18/12/54	1/10/65
4074	DFA-15f	1430,	DPA-15c	4/12/54	29/12/65
4075	DFA-15f	1431	DPA-15c	3/1/55	22/1/66
4435	DFB-15c	1909	DPB-15a	14/12/54	10/2/66
4437	DFB-15c	1911	DPB-15a	19/12/54	20/1/66
4438	DFB-15d	1912	DPB-15b	18/11/54	13/10/65
4439	DFB-15d	1913	DPB-15b	21/11/54	7/10/65
4440	DFB-15d	1914	DPB-15b	18/10/54	25/10/65
4441	DFB-15d	1915	DPB-15b	7/1/55	1/10/65
4442	DFB-15d	1916	DPB-15b	12/1/55	15/10/65
4443	DFB-15d	1917	DPB-15b	4/1/55	18/10/65
4444	DFB-15d	1918	DPB-15b	21/10/54	1/11/65
4445	DFB-15d	1919	DPB-15d	27/10/54	3/11/65

Rentals: February 17, 1966

Two more Boston & Maine Corporation roadswitchers have been leased, numbers 1557 and 1558. They are each 1500 horsepower and were built by GMEMD between 1950 and 1953.

Miscellaneous: March 18, 1966

The following is a list of the remaining steam locomotives owned by the CPR. All are held for specific, although in some cases indefinite, parties.

ROAD NUMBER	CLASS	WHEEL ARRANGEMENT	BUILDER	DATE BUILT	BUILDER'S NUMBER	STORAGE LOCATION
424	D-4-g	4-6-0	CPR	1912	None	Angus
1201	G-5-a	4-6-2	CPR	1944	None	Angus
2314	G-3-g	4-6-2	MLW	1923	64538	Weston
2827	H-1-c	4-6-4	MLW	1937	68973	Angus
2858	H-1-d	4-6-4	MLW	1938	69108	Angus
3100	K-1-a	4-8-4	CPR	1928	None	Weston
3611	N-2-a	2-8-0	MLW	1911	50238	Weston
3716	N-2-b	2-8-0	MLW	1912	51628	Weston
6905	V-3-c	0-8-0	CPR	1913	None	Weston

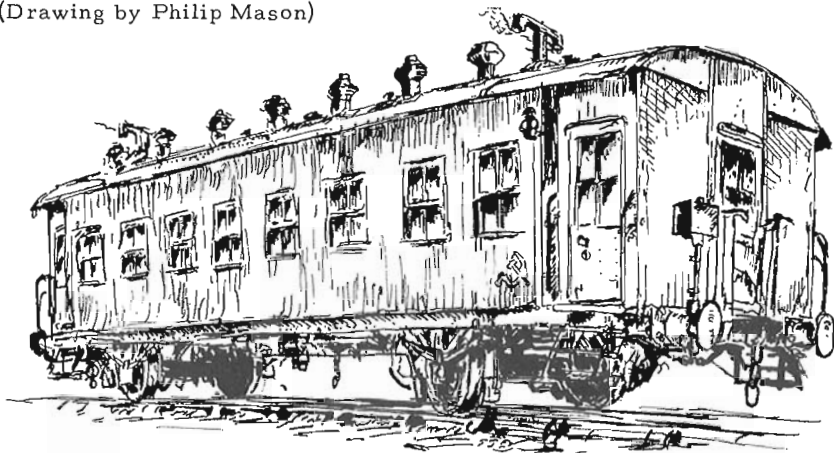
OBSERVATIONS (continued)

- 17) The Pullman Company will build the passenger cars for the experimental high speed trains purchased from United Aircraft Corporation by the United States Government. The cars, to be built at Pullman Standard's South Side car works in Chicago, will include such features as a self-banking system, reclining seats, and Vistadomes. Capacity of the cars, which are 5 feet wider than the usual railway car, is 156 persons.

РУССКАЯ ВАГОН

Critics of the standards and amenities of the North American railway passenger train (where such exist!) should sample the offerings of some of the eastern European systems. In the U.S.S.R., for example, it is reported that certain rural lines of the state-owned railways still carry passengers in candle-lit, stove-heated cars such as this, a former Tsarist-era, fourth-class, coach/sleeping car.

(Drawing by Philip Mason)



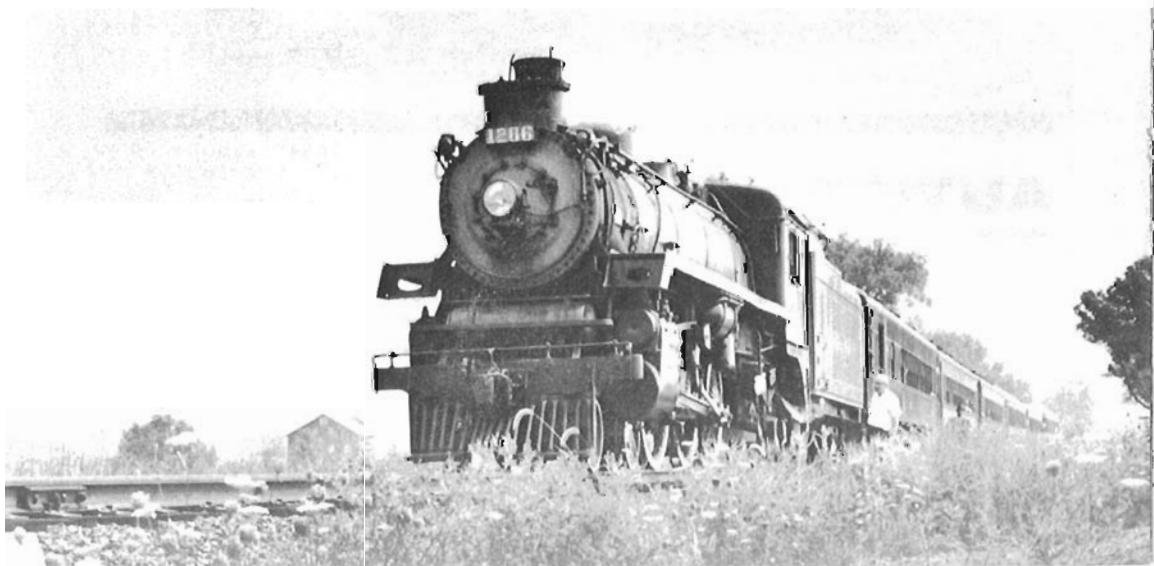
AUTUMN TRIP

..... The "grapevine" tells us that this year's autumn excursion will be a repeat of last year's very enjoyable two-day outing, from Montreal to Portland, Maine and return. It is tentatively scheduled for the first weekend in October; one thing that is not tentative but is most definite is that Canadian National's superb 4-8-4, No.6218, will be at the head of the train. Watch for an early announcement !!

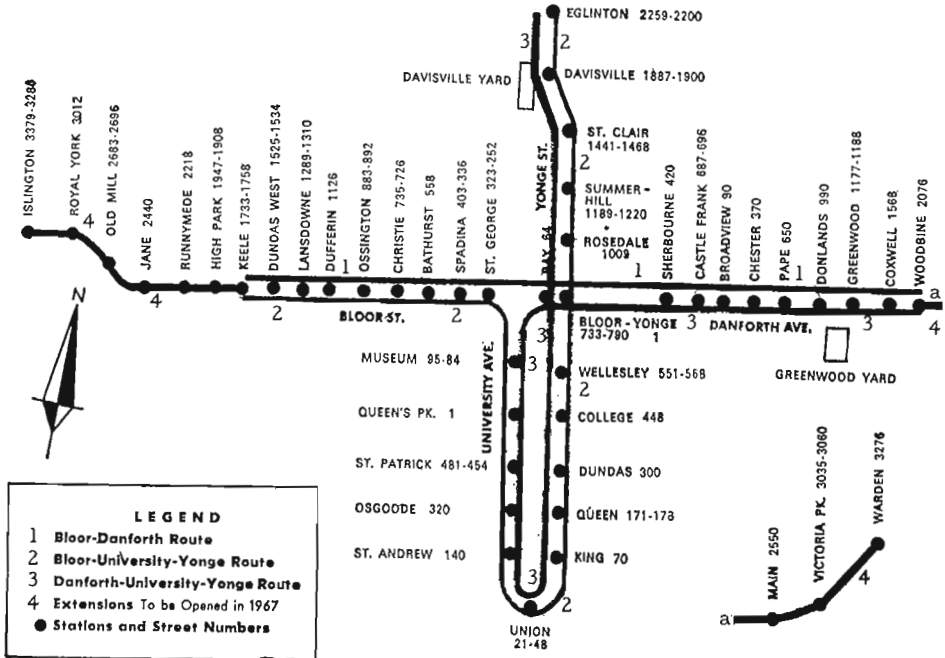


G-5s in PENNSYLVANIA

Those who yearn for the sight of a Canadian Pacific steam locomotive in action may satisfy it easily this coming summer -- provided that they live within easy travelling distance of York, Pennsylvania. These photographs show G-5 4-6-2 No. 1286 in the rolling hills of the Keystone Commonwealth, where she will be running under the auspices of Rail Tours, Incorporated between May and October of 1966. Rail Tours is headed by our member George M. Hart whose commendable creed, evident in these photographs, is to keep No. 1286 and a sister in as close to prototype appearance as possible. The upper photograph was taken on August 14th, 1965 at McKnightstown, Pa., on the first run over the Western Maryland Railway. The lower picture, made on April 10th of last year, shows the corresponding initial run on the Maryland & Pennsylvania system. Both runs were made out of York, the seat of operations of Rail Tours, Incorporated.



TTC: Bloor Subway Opens



The eight-mile Bloor-Danforth rapid transit route of the Toronto Transit Commission was opened to the public at 6:00 AM on Saturday, February 26. An official ceremony completing the \$200 million project, which includes the University subway, opened on February 28, 1963, had been held on the previous day, at which the Prime Minister of Canada, Hon. L.B. Pearson, and the Premier of Ontario, Hon. John Robarts, officiated. Completion of this east-west link gives the Queen City 15 miles of rapid transit line.

A further \$77 million is being expended on two extensions to the new line, which will carry it 3.5 miles west to Islington, and 2.8 miles east to Warden, giving a final length for the Bloor-Danforth line of over 14 miles, on final completion at the end of 1967.

(see next page)

T.I.R. No. 500 PRESERVED

Canadian National Railways announced recently that one of Canada's original diesel-electric locomotives, Thousand Islands Railway No.500, would be donated to the city of Gananoque, Ontario, in a ceremony to be held this summer. No. 500, presently in storage at Brockville, was constructed in 1930 by equipping a conventional steeple-cab electric locomotive of the Oshawa Railway with a diesel-electric motor-generator. Both the Oshawa and Thousand Islands lines were subsidiaries of Canadian National Railways.

For three decades, No. 500 plied between Gananoque, on the Saint Lawrence River, and Gananoque Junction, six miles inland, on the CN Montreal-Toronto main line, pulling an ancient wooden open-platform baggage-passenger car, No. 100, which was retired and scrapped some years before the locomotive ceased service. Like the "Toonerville Trolley" of comic strip fame, the Gananoque shuttle "met all the trains" on the CN main line. Between-times, No. 500 occupied itself with freight transfers over the short line.

No. 500 became a part of Gananoque and the residents bestowed nicknames on the improbable-looking little locomotive, such as "Susan Push" and "The Black Panther". The line boasted two intermediate stations; one, pretentiously named "Main Street", was a short section of umbrella shelter where the line crossed Highway 2 in the middle of the town. The other station was at Gananoque Cemetery. The railway was promoted in the Eighties by the Rathbun family of Deseronto, Ont., and once had ambitions to extend to northern Ontario. It was opened between the town and old Gananoque Junction in 1884, but was extended in length when the position of the Junction, on the Grand Trunk (now CN) main line was changed to a level gradient position from the bottom of a sag.

The TIR ceased corporate existence in 1958 and is now operated as a spur.

No. 500 was retired in 1961.

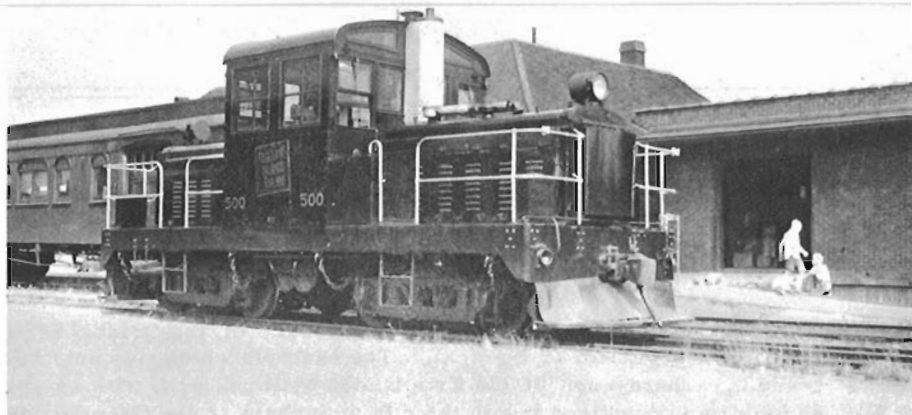


PHOTOGRAPHS : (Top) Thousand Islands Railway No.500 in service at Gananoque in the summer of 1949 (OSAL).
 (Bottom) Out of the past comes this photograph of H.R.McMillan Export Co. Logging engine #1055 on the now-defunct Chemainus rail operation on Vancouver Island.

TTC BLOOR SUBWAY OPENS (continued)

One hundred and sixty-four new cars for the line were constructed by Hawker-Siddeley Canada Limited at Fort William, Ont.

Operation of the system according to the new routes shown in the diagram will continue for a trial period of 6 months, after which the Yonge-University route will revert to operation as a separate line from an individual Bloor-Danforth route, rendering it necessary for passengers to transfer from one line to the other. At a later date, the two types of routing will be evaluated in the light of traffic and passenger flows and requirements.



MONGREL DOGGEREL

POETRY is never very far from the heart of the Irish, be it sentimental, patriotic, allegorical or comical. The example which we quote below was composed by a hardy son of old Erin named Mulligan who, with an associate named Meldrum, practiced law in the city of Sudbury in the first decade of the Twentieth Century. The subject of this contribution to Canadian railway literature was a dog, shipped from Cartier to Sudbury over the Canadian Pacific Railway. When the animal failed to turn up at its destination, the owner approached Mr. Mulligan with a view to legal action, and the lawyer's letter to Mr. F.P.Gutelius, then General Superintendent for the C.P.R.'s Lake Superior Division at North Bay, went as follows:

Dear Sir,

On the twenty-fifth of November in the year 1909,
A dog of mixed breeding, but with pedigree fine
Was shipped to this town o'er your excellent road,
In changing from Cartier, his former abode.
Anthine Lalonde was the name of the owner. For the dog
We find his name is not down in our log;
But 909 was marked on the ticket,
Which the owner received from the C.P.R. wicket.

Of the numberless dogs which, in twenty-odd years
Your road has transported, it plainly appears
From the feeling instructions which our client has given
(And his tone plainly told of a kindly heart riven),
No such valuable dog has been in your care
As the canine that seems to have vanished in air.
For vanished he has before delivery was made,
As completely as the murderer of Ethel Kinraid.

Our duty and pleasure it is now to enforce
A reasonable recompense as a matter of course.
No extravagant damages, no penal demands
Need your Company fear at our legal hands,
But such moderate and modest and minimum sum
As will make you suspect the millenium has come.
Don't smile at the adjectives ascribed to the price
We can show them deserved in less than a trice.

A faithful description we will now present,
In the hope that to settle you will be content.
His breeding was mixed, but the ensemble was sound,
Part spaniel, part collie, part huskie, part hound
And to every fine breed that to blood could give grace,
In this composite creation has had a slight place.
In form he was portly, his appetite mild.
His hair was silky, like that of a child.

He could run, he could sleep, he could eat, he could bark,
As well as the dog that last entered the Ark,
As fleet as a deer, as cute as a fox,
As keen as a wolf, as strong as an ox,
A more wonderful dog than Dame Hubbard's delight,
He played through the day, and he slept through the night.
And one of the charms of this wonderful dog
Was that he modestly kept his greatness 'incog'.

Now for extrinsic value, mental anguish and grief,
We make no demand, but we do seek relief
For the contractual value, the intrinsic worth
Of this choice canine hero, the finest on earth.
On earth, O sad Fate, if it had to be said
That while the poet lived the poor dog was dead!

Now twenty-five dollars is the amount we demand,
Do you feel a mailed fist behind the gloved hand?
If you settle, we smile. Refuse and we fight.
The Division Court here will settle it right.
We will summon a jury of tried men and true.
In the case of the dog, they will know what to do.
We will choose those just men who have lost their fine kine
In parading the track of the C.P.R. line.

Now answer us quick. Will you fight? Will you settle?
This doggerel rhyme inspires our mettle.
If you pay without suit the full twenty-five
The dog will be yours if he turns up alive.
But if we must sue, and we beat you in Court,
We will refer to the dog hereafter as "Sport".

Your obedient servants,

MULLIGAN & MELDRUM.
Attorneys.

Tradition has it that the dog was subsequently located, and returned to his owner. It is also said that Mr. Gutelius replied to Mr. Mulligan in a similar, poetic vein, but this has not come to light, to our knowledge.

APRIL 28TH
TO
OCTOBER 27TH
MONTREAL
CANADA



DU 28 AVRIL
AU
27 OCTOBRE
MONTREAL
CANADA



1966 MUSEUM SCHEDULE

From May 15th to end of August:

Sunday to Friday, 10 AM to 4:30 PM
Eastern Daylight Time.

PLEASE NOTE: The Museum will
not be open for visitors on Saturdays.

CANADIAN RAILWAY MUSEUM (Delson)
Rue Saint-Pierre, St. Constant, Que.



"If our husbands had to put up with this in the middle of THEIR coffee break something would be done about it fast enough!"

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