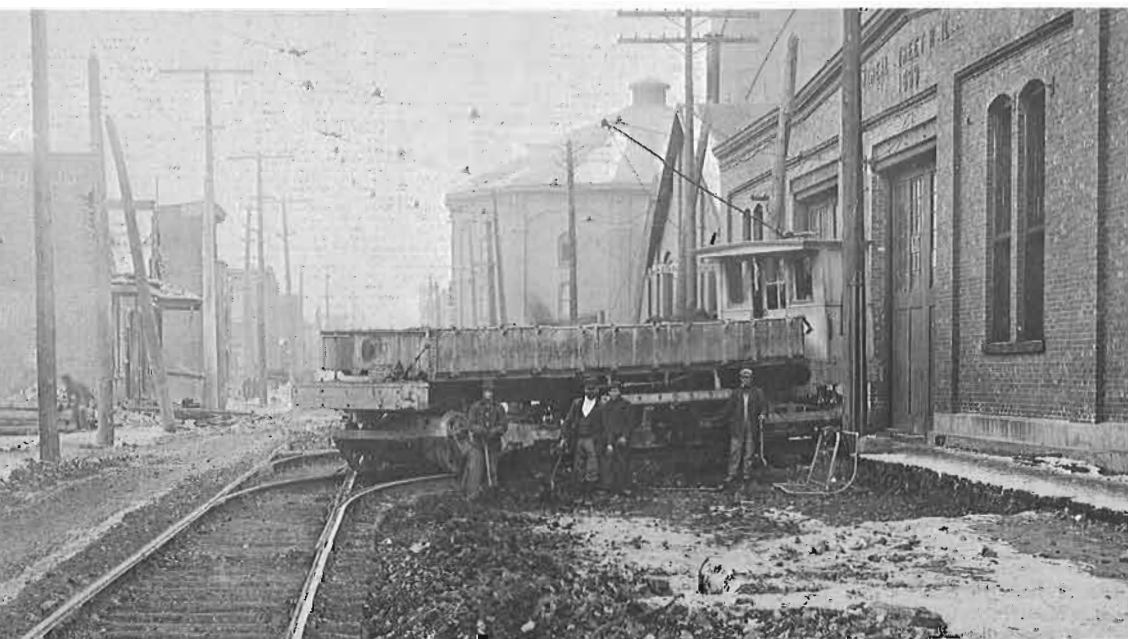


Canadian Rail



No. 191 September 1967



....." as unobtrusive as possible, with the hope that they would disappear into the drab urban landscape".....

The Grey Cars

- by R. M. Binns -

LOOKING BACK over the electric tramway era in Montreal, any review of the rolling stock would be incomplete indeed if a rather substantial fleet of flat cars and side dump cars were not included. Of the various types of work cars and rail-borne machinery required for construction and maintenance purposes on a large tramway system, these prosaic vehicles for the carrying of bulk materials were by far the most numerous and familiar to the public.

In addition to the use of the dump and flat cars by the Company's Construction Department, from about 1910 until the mid-1920's, a flourishing commercial freight business was conducted with these vehicles. It was common to see convoys of these cars on the streets, carrying sand, crushed stone, cement and other construction materials for builders and industrial firms. The materials would be delivered to a point nearest to the construction site and dumped directly on the street. From there it was the consignee's obligation to remove the material, by wagon or wheelbarrow, as soon as possible. The Company's charge for this service was based on volume and mileage and included a charge of five cents per ton to the City for cleaning up the street afterwards.

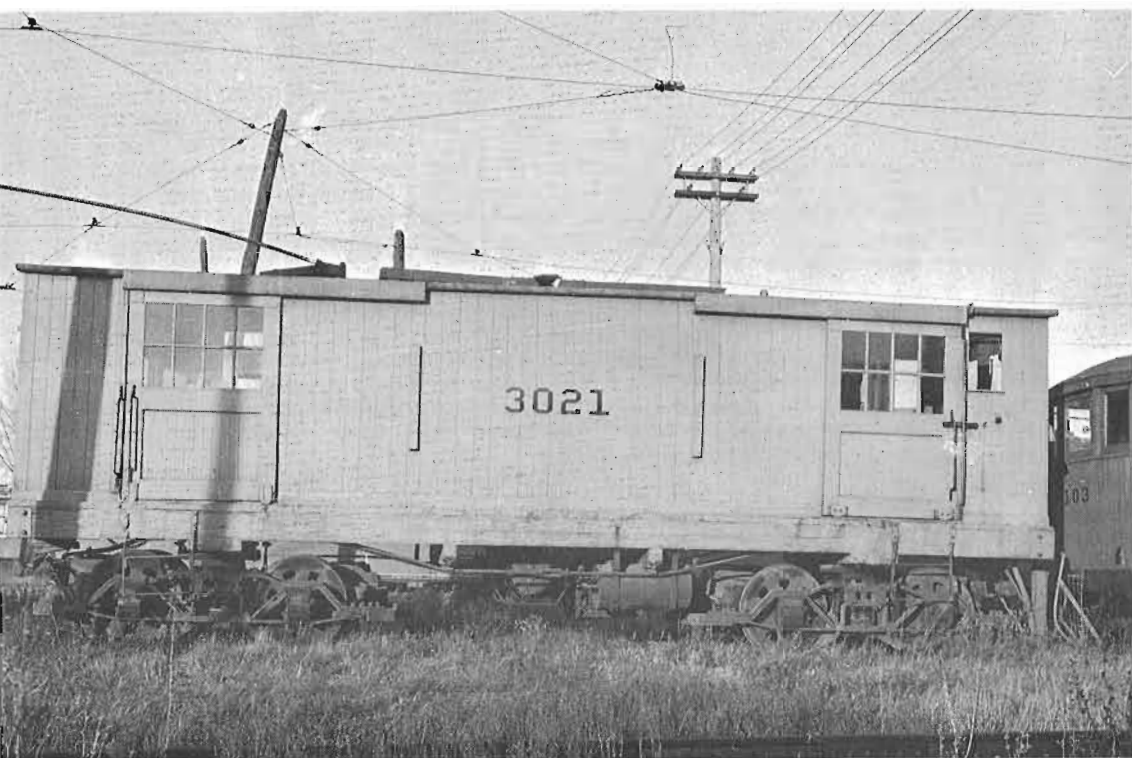
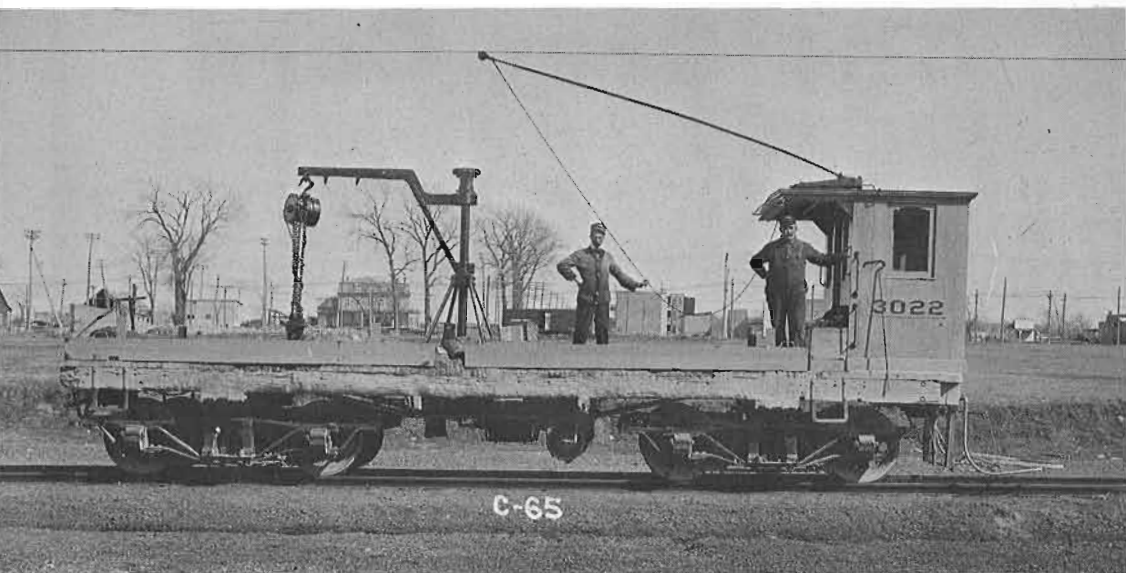
Most of the bulk materials came from the quarries in the north-eastern part of Montreal, where spur tracks were built into the crushers and stock piles. Many of the quarries have long since been filled in, - DeFleurimont Street quarry east of Christophe-Colomb, Rosemont quarry at 26th Avenue and the Villeray quarry, which was reached by a track along Jarry Street. Spur tracks were also provided at cement plants and other suppliers of building materials.

The Company had a Freight Department which handled this part of the business, including the switching and interchange of railroad freight cars by electric locomotives at a few industrial plants, and the handling of steam road cars carrying race horses for Blue Bonnets Race Track. Also there was the package freight and farm produce business on the former Terminal Railway Line between eastern Montreal and Bout de l'Île.

But to return to our subject; the flat cars and the dump cars. These vehicles were strictly functional and built in the simplest manner, with an austere rectangular operating car and no embellishment or styling of any kind. They were painted a medium grey with black numbers. It seemed as if the Company wanted to make them as unobtrusive as possible, with the hope that they would disappear into the drab urban landscape.

Going over existing records, the first mention of flat cars is "eleven flat cars" included with the Montreal Park and Island Railway's rolling stock taken over by the Montreal Street Railway in 1901. There is no further information whatsoever, but there is some evidence that they might have been single track cars. They were scrapped a few years later.

In 1904, M.S.R. built six double-truck cars, classified as "Ice Cars" for M.P. & I.R. lines. What this means is not clear. They were designated by letters, as were most work cars at that time. Many of these old wooden cars survived to modern times in one form or another.



No.	Renumbered 1914	6DT "Ice Cars" - M.S.R. 1904 (30'-0")
D	3015	Re Flat 1906-Trailer flat for poles 1914-sold to C.R.H.A. 1963
E	3020	" " " Motor box car 1917 - retired 1936
G	3022	To Stores Dept. for wheels 1904 - Flat 1924 - scrapped 1958
J	3023	Re - wooden Dump Car 1906
K	3021	Re Flat 1906-Motor box car 1917-Tool 1929-Brine 1947 - scrapped 1957
L	3024	" " " Loco. for Term. line 1910 - scrapped 1946

One of the early "Ice Cars", after having been rebuilt into a flat car for transporting wheels.

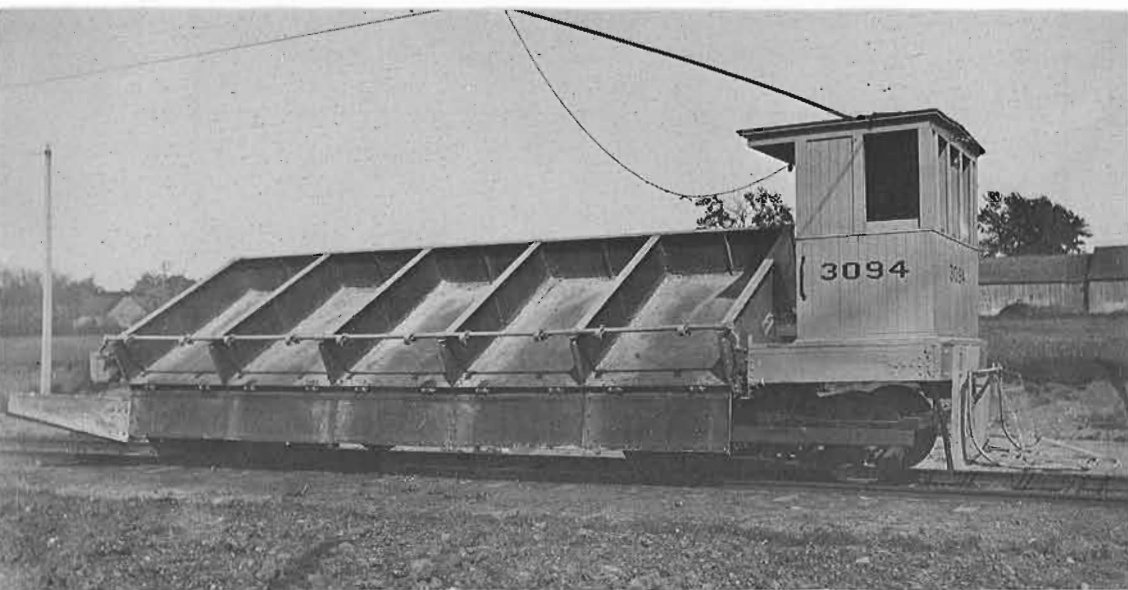
Tool Car No. 3021, rebuilt from "K", one of the Ice Cars which were constructed in 1904 for M.P. & I.R. lines.

In 1906 two steel-frame ballast cars, designated "S" and "T" (later 3018 and 3019) were built by the Locomotive and Machine Co., Montreal. These had a depressed hopper in the centre, with four compartments. Hinged steel doors on the sides could be opened and the stone or gravel deposited by gravity on each side of the track as the car moved slowly along. In later years, the hoppers were decked over and the cars used primarily for carrying ties, sand-boxes, etc. Both were scrapped in 1957.

In 1907 and 1908 the real build-up of flat and dump cars commenced. M.S.R. built twelve wooden flat cars, 34'-9" long, having low metal sides composed of four doors or flaps on each side. The doors were hinged at the bottom and when dropped, the material could be shovelled out. Having run out of letters, this group was known as the 25 class; Nos. 25 to 36. (Note: In 1914 all flat and dump car numbers were changed by adding 3000 to the original number.)

No.	Renumbered 1914	12 Flat Cars - M.S.R. 1907-08 (34'-9")
25	3025	
26	3026	
27	3027	Wrecked in collision with Canadian Northern Locomotive, 1917
28	3028	
29	3029	
30	3030	Used as snow leveller 1910-1914
31	3031	
32	3032	Rebuilt as centre cab locomotive 1915 - scrapped 1937
33	3033	
34	3034	M.C.B. couplers - classed as loco. on some records
35	3035	
36	3036	M.C.B. couplers - classed as loco. on some records - scrapped 1936

All scrapped in 1929 except as noted.



....."the material was dumped too close to the track"....
 Note the short wing which pushed the material outwards as
 the car moved forward.

Also in 1908, the Dominion Car Co. was commissioned to build ten steel flat cars, known as the 50 class. This group had the cab door on the side instead of at the back, thus allowing the body to be directly against the rear of the cab. The sides had five flap doors instead of four.

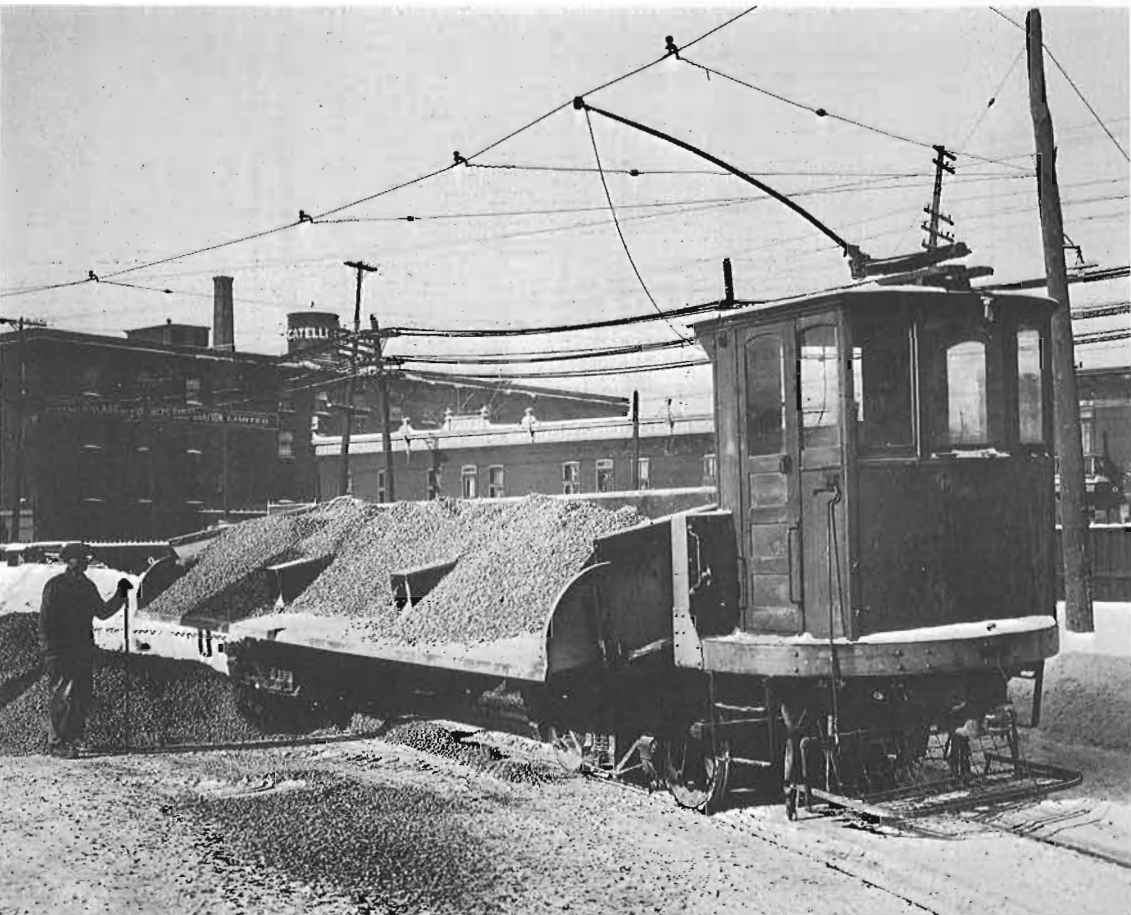
Renumbered							
No.	1914	<u>10 Flat Cars - Dom. Car. Co. 1908 (33'-0")</u>					
50	3050	Converted to snow leveller★	1928	-	scrapped	1938	
51	3051	" " " " ★	1914	"	"	1959	
52	3052	" " " " ★	1928	"	"	1938	
53	3053	" " snow grader	1945	"	"	1959	
54	3054	" " snow leveller★	1914	"	"	1959	
55	3055	" " snow plow	1944	"	"	1959	
56	3056	" " snow grader	1945	"	"	1959	
57	3057	" " snow plow	1950	"	"	1959	
58	3058			"	"	1938	
59	3059			"	"	1938	

(★ also used as flat cars as occasions demanded)

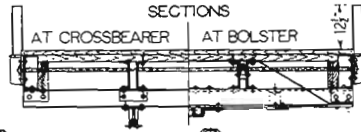
During 1910 and 1911 the Montreal Tramways Company purchased 51 side dump car bodies from Dominion Car Co., numbered 60 to 110, later 3060-3110. These were a great advance over the flat cars for rapid unloading. A lever-operated latch allowed the whole side to drop, and the body was tilted by means of a motor-driven longitudinal shaft with rack and pinion. The fault was that the material was dumped too close to the track. To overcome this, a short wing was attached to the rear truck, which, when extended, pushed the material outwards as the car moved forward. The last six cars of this series, Numbers 105-110 (3105-3110) were not equipped with trucks, control, etc. and were never operated.

In 1931 Numbers 3089 and 3102 were converted to trailer flats for carrying rails, - the latter scrapped in 1950 and the former in 1957. In 1950 Numbers 3096 and 3097 were converted into snow plows. Of the remainder, 7 were scrapped in 1929, including the six never used, twenty-three in 1936, nine in 1938 and eight in 1950;

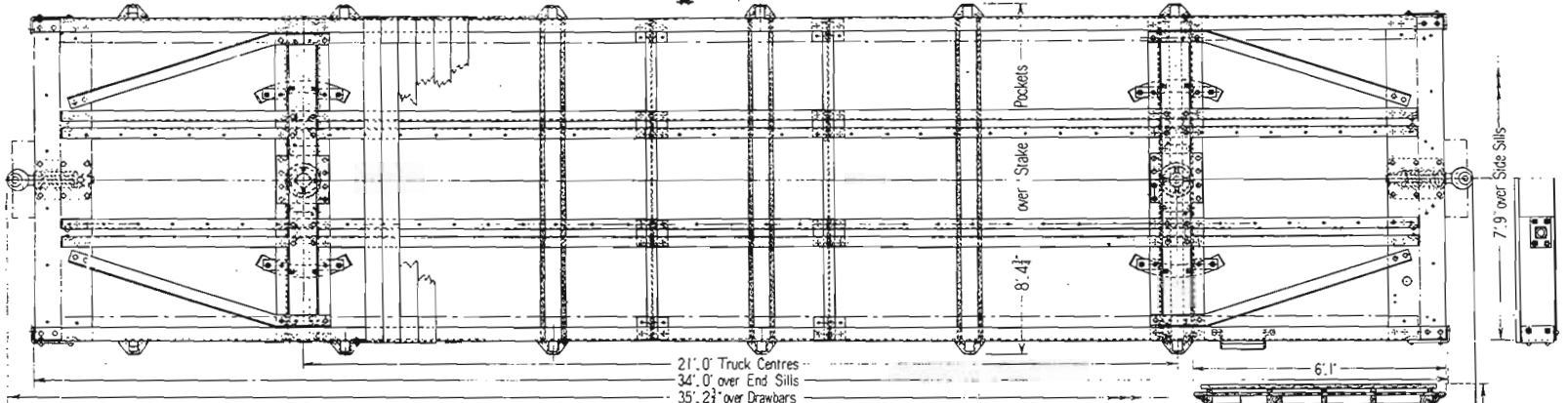
In the mid-1920's the Differential Steel Car Company, Findlay, Ohio, developed a more sophisticated steel dump-car which found wide acceptance in the United States. M.T.C. bought one in 1925, four in 1928 and two more in 1929. These were the 3125 class (Nos. 3125 to 3131). They were very efficient; the side rotated outward forming an apron which deposited the load clear of the track. They had a capacity of 60,000 lbs. compared with 40,000 lbs. for earlier cars. Cabs were steel and painted red. These cars were active until the end of tramway operation.



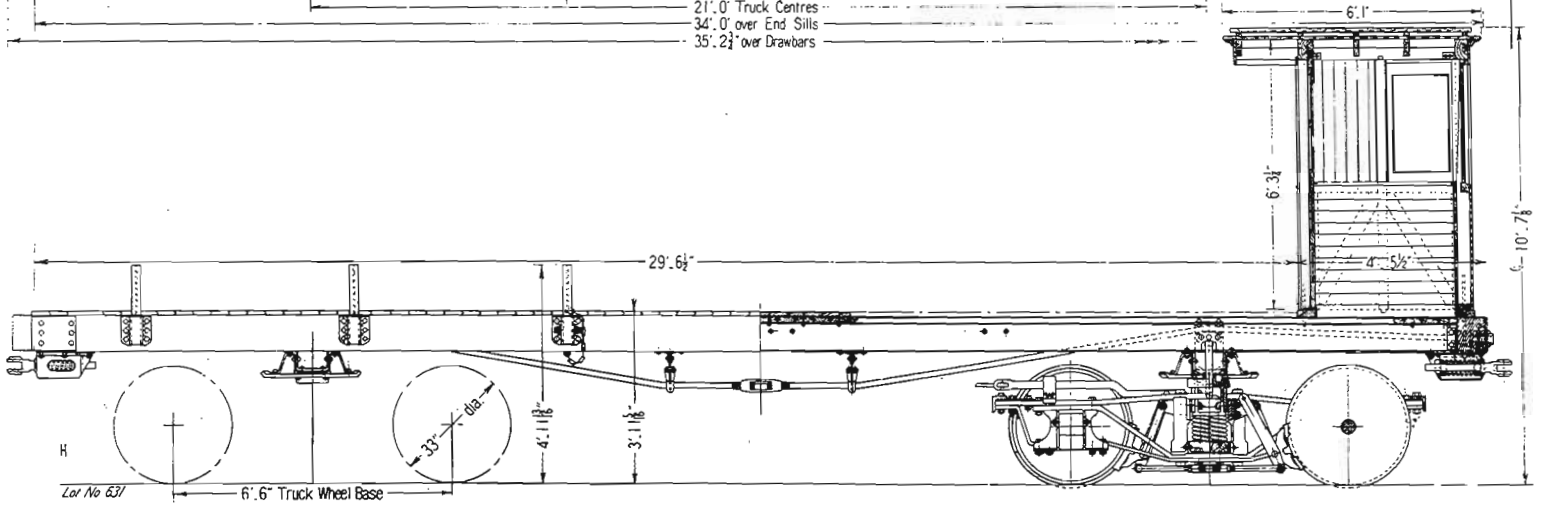
Differential Dump-car, showing the method by which the side rotated outward, depositing the load clear of the track.



C. C. & F. Co., Ltd. H-671. F-770. F-771.



- 21' 0" Truck Centres
- 34' 0" over End Sills
- 35' 2 1/2" over Drawbars



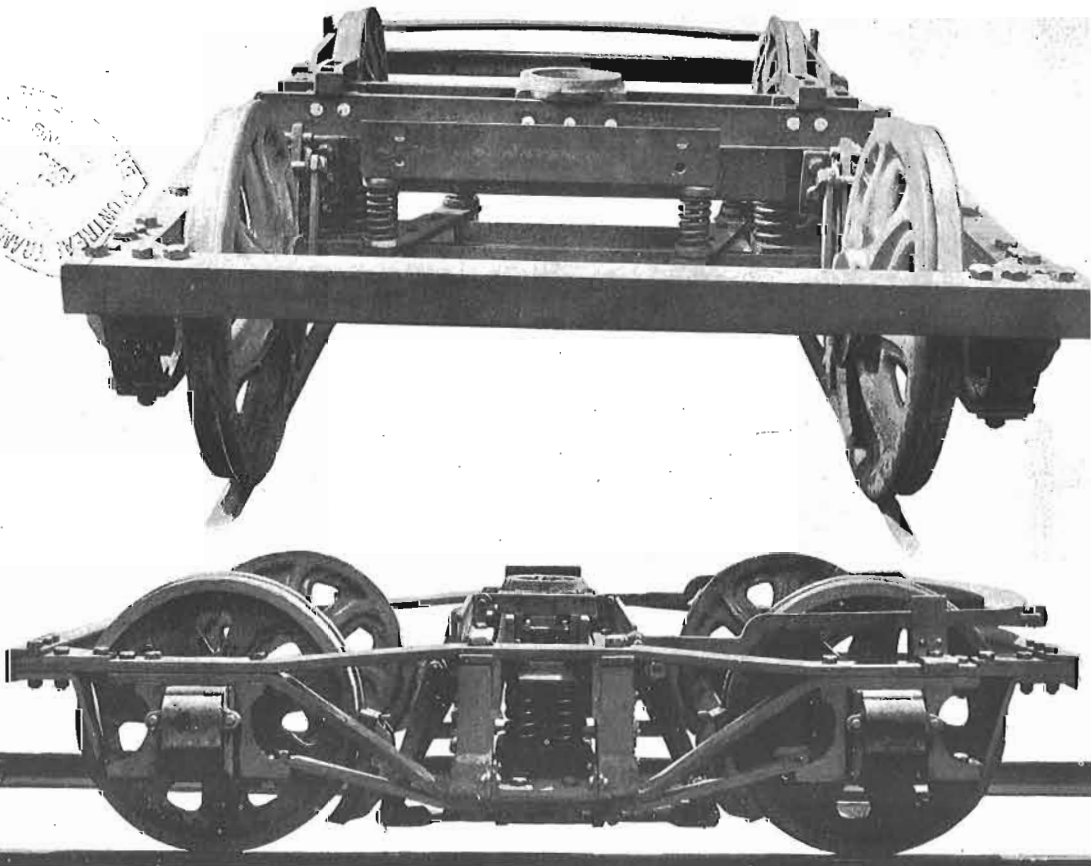
GENERAL DRAWING SHOWING MAIN DIMENSIONS

Also in 1925, Canadian Car & Foundry Co. supplied six flat cars, arranged for stake sides. Four cars were 34 feet long, Nos. 3150-3153, with a capacity of 40,000 lbs, and two, Nos. 3160-3161, 43 ft. long with a capacity of 46,000 lbs. The latter were used for transporting special trackwork pieces.

In 1929 Numbers 3150 and 3152 were converted to snow levellers, - the latter sold to Cornwall Street Railway in 1957. Nos. 3151 and 3153 remained until the end, - No. 3151 going to the C.R.H.A. Museum in 1963. Nos. 3160 and 3161 were sold to Hydro-Quebec in 1957.

Summarizing the motor flat and dump cars, we find that by early 1929, eighty-three cars were on the roster.

1	Wooden Dump	3023 (exJ)
2	Ballast & Flat	3018-3019
12	Flat, with sides	3025-3036
10	Flat, with sides	3050-3059
45	Steel Dump	3060-3104
7	Steel Dump	3125-3131
4	Stake side Flat	3150-3153
2	Stake side Flat	3160-3161



END AND SIDE VIEWS OF TRUCK



Flat Car 3018 was originally Ballast Car "S". It is shown here delivering a load of ties to Crane W-1 during reconstruction of trackage near St. Denis Carhouse.

SEP 26 1925

NOTICE TO MEN IN CHARGE OF FREIGHT CARS:

It has been customary in the past to limit the load on our freight cars consigned to points on the Upper Level Westmount, to 28,000 lbs.

You will please be advised that it is now permitted to load these cars to the extent of eighteen tons or 36,000 lbs, which limit must be strictly adhered to and not exceeded for any reason.

Cars consigned to any destination on the Upper Level of Westmount must use Claremont avenue if coming from the south or Cote des Neiges Road, from Queen Mary Road to Westmount Blvd, if coming from the north. The use of Cote des Neiges Road or Guy street, between Sherbrooke and Westmount Boulevard, is strictly prohibited for all freight cars, no matter what the size of the load may be.

SAFETY FIRST

AVIS AUX HOMMES EN CHARGE DES CHARS A FRET

C'était la coutume dans le passé de limiter à 28,000 lbs un voyage sur nos chars à fret, consigné à des endroits dans la partie élevée de Westmont (Upper Level Westmount)

Veuillez prendre avis qu'il est maintenant permis de charger ces chars jusqu'à concurrence de 18 tonnes, ou 36,000 lbs. Ces limites cependant doivent être strictement observées et ne doivent pas être dépassées pour aucune considération

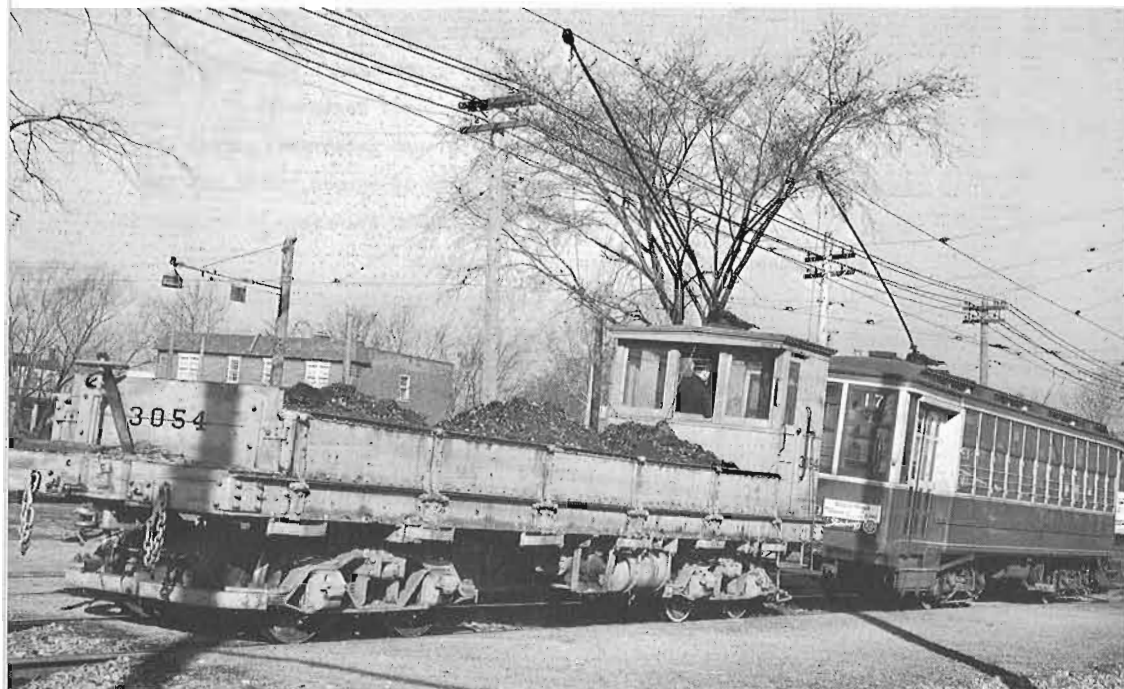
Des chars de fret consignés à n'importe quelle destination dans la partie élevée de Westmont, (Upper Level Westmount), doivent circuler par l'avenue Claremont si ces chars viennent du sud ou par le Chemin de la Cote des Neiges, à partir du Chemin de la Reine Marie jusqu'au Boulevard Westmont, si ces chars viennent du nord. Il est strictement défendu de passer sur le Chemin de la Cote des Neiges ou sur la rue Guy, entre la rue Sherbrooke et le Boulevard Westmont, quelle que soit la pesanteur de la charge.

Purshaw
Sup't Transportation.

All motor freight cars, and in fact, nearly all heavy work equipment, were on special freight trucks manufactured by Montreal Steel Works (Canadian Car & Foundry). This was a modified arch bar type with no journal springs. There were two types; one with 4'-8" wheelbase and outside hung motors, but the more common had a 6'-6" wheelbase with inside hung motors.

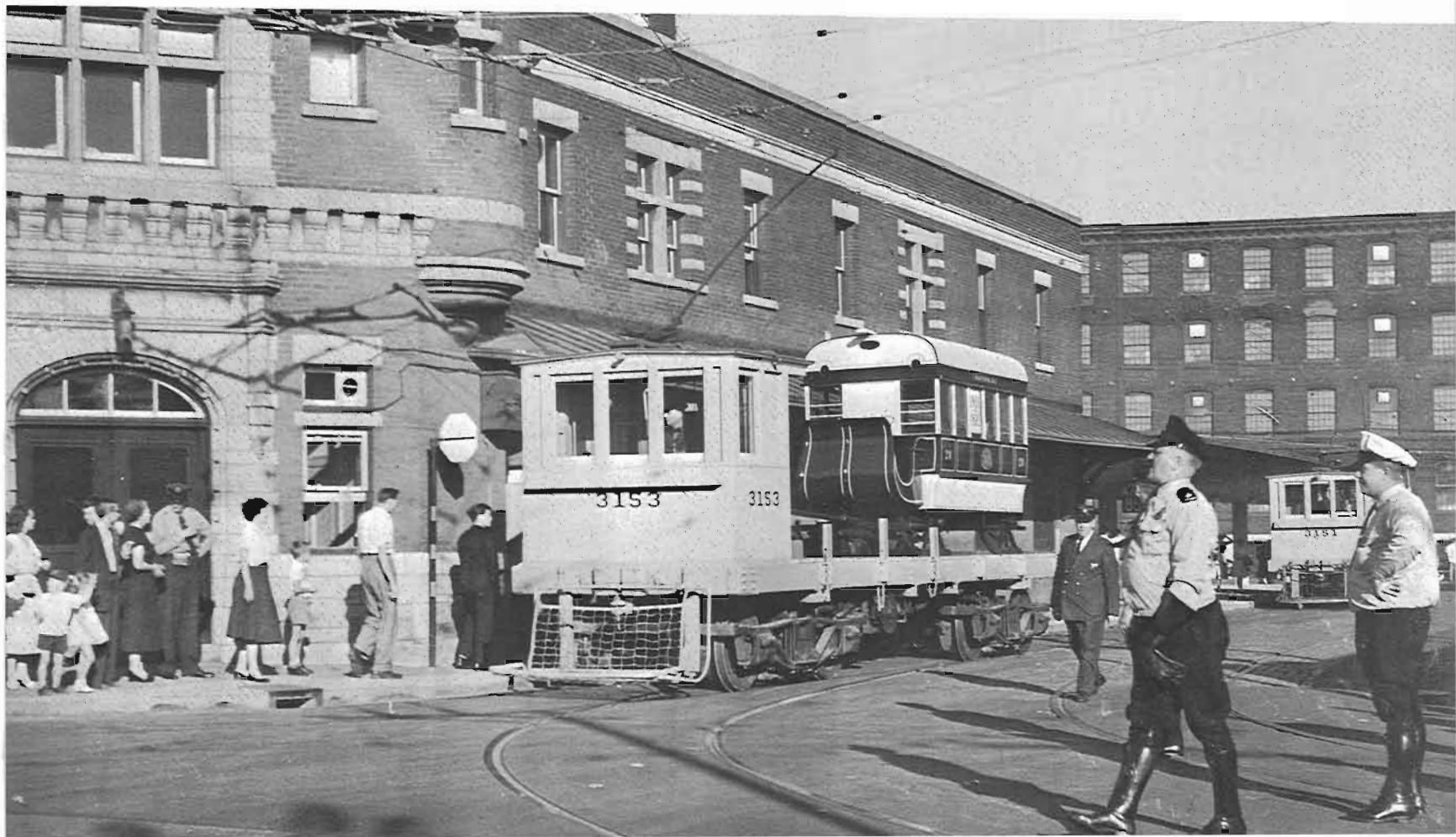
In the 1920's the use of electric cars for delivering bulk materials for private customers declined, and thereafter the cars were used primarily for the Company's construction and maintenance work. Probably the last big project for the dump cars was carrying excavated material to the riverfront along Lasalle Blvd., in the City of Verdun, where on a temporary track, the cars discharged the fill to reclaim a large strip of riverfront land. This is the area from the Verdun Natatorium west to Crawford Park, where Lasalle Boulevard formerly made a loop inwards through what are now the grounds of Douglas Hospital.

A final moment of glory for the prosaic and utilitarian flat cars occurred on August 31st, 1955, when Numbers 3153 and 3151 carried M.S.R.'s ancient horse-drawn sleigh and omnibus along St. Catherine Street as part of the parade which marked the end of electric car service on that thoroughfare. The historical items could not travel under their own power but were proudly displayed to the on-looking throngs from the flat decks of the pair of cleaned and polished "GREY CARS".



Building of M.T.C.'s Garland Terminus in 1949 was one of the last major uses for the Company's Construction Equipment. No. 3054 is shown removing a load of excavated material from the site.

....." a final moment of glory"



Museum Train Gift to Museum

Canadian National presented its Museum Train and five vintage steam locomotives, including No. 40, a woodburner dating back to 1872, to the Museum of Science and Technology in Ottawa on Friday, June 16. There was much huffing and chuffing as locomotive 6218, the only remaining operating CN steam locomotive, drew into the Museum site with the old equipment. There to greet her were members of the Historical Society of Ottawa in dress of a century ago. Also on hand for the ceremony were Secretary of State Judy LaMarsh, Transport Minister Pickersgill and N. J. MacMillan, CN president, who presented the equipment to Miss LaMarsh. The HMCS Carleton Band was in attendance to play appropriate music.

The locomotives and cars were placed on display to the public following the presentation and all day Saturday, June 17. When the Museum opens its doors in August they will form part of a transport display expected to attract thousands of visitors from Canada, the United States and other countries.

Museum and CN officials believe the collection will be one of the finest on the North American continent. In addition to the five locomotives and an 1859 coach, there is a dining car constructed in 1875; a sleeping car of 1904 vintage; a baggage car and a combination baggage-passenger car of other early years. While train travel a century ago didn't have the comfort or speed of modern transportation, the coaches had a splendor and dignity that rivaled today's counterpart. Floral carpets covered the floors, seats were richly upholstered and wooden panels heavily embossed.

Steam locomotive No. 40, the woodburner which must have appeared impressive in 1872, is just a midget alongside the largest of the steam engines in the collection -- the 6400. This latter engine was built in 1936 and was assigned to fast passenger service between Montreal and Toronto. This 4-8-4 pulled the Royal Train in 1939 when King George VI and Queen Elizabeth visited Canada. It also appeared that year at the World's Fair in New York. Locomotive No. 40 was built for the Grand Trunk Railway by the Portland Locomotive Works. In its day the Grand Trunk was one of the five largest railways on the North American continent. It introduced the first mail cars, the first parlor cars and brought about the first "through bills of lading."

Locomotive No. 247 (an O-6-O-T), was built in 1894, also for the Grand Trunk. It was used for many years in yard service in Montreal. It was saved from the scrap heap and became part of the CN's Museum Train in 1953. About 1900 the Grand Trunk put into service Locomotive No. 713, a 2-6-0 type engine. It was used on the Maritime run and for branch line service.

In 1930, the fastest engine on wheels in the British Commonwealth was Locomotive No. 5700, a 4-6-4. Equipped with 80-inch drivers, it ran between Montreal and Toronto at speeds well over 100 miles per hour. Both the dining car, built in 1875, and the sleeping car, constructed in 1904, were made for the Intercolonial Railway. Until a few months ago, they had been stored in a roundhouse near Quebec City.

The cars of the Museum Train are being restored to their former beauty. The train has not been on display since the late 1950's.

One of the artifacts of particular interest in the train is the original four-cylinder oil Beardmore engine which powered self-propelled car No. 15820 on its record-breaking test run from Montreal to Vancouver in 67 hours running time in 1925. It was from this engine and test run that today's highly efficient self-propelled cars were later developed.

CN President, Mr. N.J. Macmillan, waves happily from the cab of Fortland-built 4-4-0 No. 40. Mr. Macmillan's smile is probably from genuine happiness that the Museum train is once more in first class shape. The CN President is a good friend to the railway historical movement and was instrumental in securing choice exhibits for the CREA's Delson project.



CN's last operating steam locomotive, Northern 6218, steams into the National Museum of Science and Technology as part of the ceremony which saw CN's Museum Train turned over to the Museum. The Museum Train was well-received a decade ago when it toured many parts of Canada; lately, though, it had been allowed to fall into sad condition indeed. It is a source of joy to many ferroequologists that CN has seen fit to assure that this once-famous collection of invaluable Canadian heritage will again receive the loving care it deserves and that it will again be available to public view. Locomotive 6218 does not form part of the museum exhibit and will continue to operate on special CN excursions for awhile yet.

CANADIAN NATIONAL RAILWAYS

FP9A's

By : Murray W. Dean
William G. Blevins

In 1954 the Electro-Motive Division of General Motors Corporation, LaGrange, Illinois, introduced a new model of ostensibly dual service diesel locomotive designated FP9A. These locomotives are a version of the standard F9 freight locomotive, lengthened four feet in order to provide adequate space for a steam generator and water tanks for passenger service. There are four locomotives of this type in the United States (built by EMD) and fifty-four in Canada (built by General Motors Diesel Corporation, London, Ontario) of which the Canadian National Railways bought forty-three between 1954 and 1958. They carry road numbers 6500 to 6542 and classes GPA-17a to GPA-17e. The original cost of each locomotive including 10% sales tax, varied from \$223,213 for the first order to \$243,790 for the last order.

The locomotives are of the B-B wheel arrangement with four traction motors and 40 inch diameter wheels on swing bolster trucks. The prime mover in all the locomotives is one General Motors sixteen cylinder 567 C V-type engine generating 1850 horsepower of which 1750 horsepower is available for traction. Units numbered 6514 to 6542 were built equipped with multiple unit control connections on the front end while numbers 6500 to 6513 were soequipped in 1957 at a cost of \$886 each.

The 6500's are used exclusively in passenger service and until recently have all been assigned to the St. Lawrence Region for maintainance purposes although they were (and, indeed, still are) regularly used on transcontinental passenger trains. In May and June of 1967, numbers 6500 to 6515 inclusive were reassigned to the Prairie Region.

A diagram is shown for class GPA-17e, numbers 6533 to 6542. The locomotive weights shown on this diagram apply only to number 6542 and like those given in the roster are the official weights reported to the Board of Transport Commissioners in September of 1960. As a matter of interest locomotive number 6500 has run 2,388,385 miles as of 31/05/67 while number 6542 has run 1,470,700 miles as of 31/05/67. Originally all the units were given a top speed of 83 miles per hour but during 1963 the rating was increased to 89 miles per hour due to a gear ratio change from 59:18 to 58:19. In the autumn of 1965 prior to the inauguration of the Rapido service between Montreal and Toronto, several units were equipped with the new General Motors D-67 traction motors which allow a slight increase in the maximum speed.

Numbers 6517 and 6608 were on train No.1 when it was in head-on collision with train No.404, locomotives 4564 and 4583, on 13 February, 1960 at M. P. 32, Caramat Subdivision, between Leigh and Osawin, Ontario. As a result number 6517 and the other three units were retired on 30 April, 1960. Number 6509 was removed from service on 19 September, 1966 and was overhauled and repainted at Point St. Charles shop for service on the Confederation Train. At that time it had run 2,197,400 miles and on 24 October, 1966 it was returned to its normal CNR passenger duties still under number 6509. 28,600 miles later on 12 December, 1966 it joined CPR 1411 at Point St. Charles shop where it received a class 1 inspection and was renumbered 1967. Number 1967 and CPR 1411 (now 1867) left Point St. Charles on 20 December, 1966 and proceeded to Ottawa, Ontario, where they participated in the formal dedication ceremonies on 1 January, 1967, of the Confederation Train.

CANADIAN NATIONAL RAILWAYS

FP9A's

GENERAL MOTORS DIESEL CORPORATION , LONDON , ONTARIO .

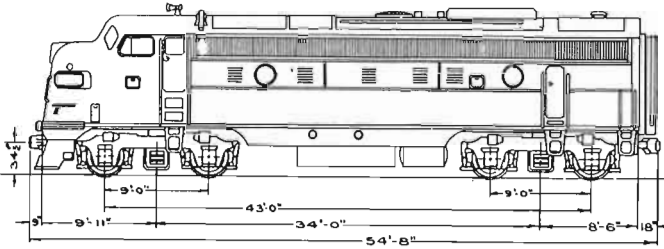
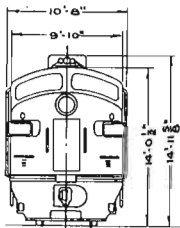
ROAD NUMBER	CLASS	BUILT	SERIAL	ORDER NUMBER	WEIGHT	NOTES
6500	GPA-17a	01/10/54	A-630	C-183	256,205	
6501	"	28/10/54	A-631	"	256,441	
6502	"	31/10/54	A-632	"	256,305	
6503	"	14/11/54	A-633	"	256,590	
6504	"	27/11/54	A-634	"	256,743	
6505	"	29/11/54	A-635	"	256,225	
6506	"	10/12/54	A-636	"	256,750	
6507	"	18/12/54	A-637	"	256,660	
6508	"	29/12/54	A-638	"	255,935	
6509	"	31/12/54	A-639	"	255,970	1
6510	"	12/01/55	A-640	"	256,690	
6511	"	20/01/55	A-641	"	256,470	
6512	"	28/01/55	A-642	"	255,570	
6513	GPA-17b	21/02/55	A-764	"	255,860	
6514	GPA-17c	16/01/57	A-1044	C-217	256,040	
6515	"	22/01/57	A-1045	"	255,080	
6516	"	30/01/57	A-1046	"	254,520	
6517	"	12/02/57	A-1047	"		2
6518	"	21/02/57	A-1048	"	255,180	
6519	"	28/02/57	A-1049	"	256,300	
6520	"	12/03/57	A-1050	"	257,280	
6521	"	20/03/57	A-1051	"	256,500	
6522	"	22/03/57	A-1052	"	257,310	
6523	GPA-17d	29/03/57	A-1195	C-230	256,960	
6524	"	05/04/57	A-1196	"	256,720	
6525	"	12/04/57	A-1197	"	256,920	
6526	"	24/04/57	A-1198	"	257,680	
6527	"	30/04/57	A-1199	"	256,940	
6528	"	07/05/57	A-1200	"	257,140	
6529	"	14/05/57	A-1201	"	256,900	
6530	"	24/05/57	A-1202	"	257,500	
6531	"	31/05/57	A-1203	"	257,600	
6532	"	31/05/57	A-1204	"	257,000	
6533	GPA-17e	14/05/58	A-1393	C-242	257,920	
6534	"	23/05/58	A-1394	"	257,920	
6535	"	29/05/58	A-1395	"	257,220	
6536	"	06/06/58	A-1396	"	257,240	
6537	"	17/06/58	A-1397	"	257,220	
6538	"	27/06/58	A-1398	"	257,020	
6539	"	09/07/58	A-1399	"	257,260	
6540	"	16/07/58	A-1400	"	256,860	
6541	"	16/07/58	A-1401	"	256,880	
6542	"	18/07/58	A-1402	"	258,160	

NOTES: 1. Number 6509 to Confederation Train as Number 1967 in 1966.
 2. Number 6517 in collision 13/02/60 , retired 30/04/60.

DIESEL UNIT DATA BOOK

GPA-17e To **6533**
CLASS NUMBERS **6542**

DIESEL ENGINE: 1750 H.P. G.M. 567C V-type 16 cylinder 8 1/2" Bore, 10" Stroke 835 R.P.M. Full Speed 275 R.P.M. Idling "	WEIGHT DISTRIBUTION						BUILDER	G.M.	
	FR. MIN	REAR MIN.	TOTAL	FR. MAX.	REAR MAX.	TOTAL	ORDER N ^o	C-242	
	LIGHT	111089	119350	231680	112479	121401	232980	MODEL N ^o	FP-9a
	LOADED	128119	127540	256060	129909	129551	258160	DATE BUILT	1958



CAPACITIES	WHEELS: TYPE & CLASS	STEAM GENERATOR	ELECTRICAL EQUIPMENT	
ENG. COOLING WATER 188 IMP. GAL. LUBRICATING OIL 187 IMP. GAL. FUEL OIL 1000 IMP. GAL. SAND STORAGE 16 CU. FT. STEAM GEN. WATER 1500 IMP. GAL.	A-40 "C" JOURNALS: TYPE & SIZE Hyatt 6 1/2" x 12"	One - Vapor OK-4625 AIR COMPRESSOR Gardner Denver WBO COOLING FANS Two Tamper A.C.	TRACTION MOTORS G.M. D-47-B 4 Motors	AUXILIARY GEN: TYPE & N ^o G.M. A-8102-A2 18 KW ALTERNATOR: TYPE & N ^o G.M. D-14
OPERATING FEATURES	TRUCKS	AIR BRAKE	T.M. BLOWER MOTORS	M.U. CONTROL
MAX. SPEED 89 MPH GEAR RAT:O 58 - 19 T.E. STARTING T.E. CONTINUOUS 33000 lbs OPER. CURVE ALONE: 23° COUPLED: 23°	Swing Bolster	AIR BRAKE Westinghouse 24 RL	FOUR - Reliance MAIN GENERATOR G.M. D-12-B	Yes Both ends DYNAMIC BRAKE No

Canadian National 6503 displays its clean lines at Oakville Ont. on 8 April, 1961. (Photo by R. Post, coll. of W. R. Linley)



Canadian National 6538 heads Train 5, the morning CP-CN pool train from Montreal to Toronto, at Coteau Que. on 1 April, 1964. Shortly thereafter 6538 received CN's new image paint scheme. (Photo by W. R. Linley)



Canadian National 6541 on Train 27 at Morrisburg Ont. on 16 August, 1965. CN's practice of mounting the bell on the cab roof of passenger and freight A-units is ably demonstrated in this photograph. The normal position of the bell on such locomotives is near the front truck under the pilot where it unfortunately is susceptible to being clogged with snow.

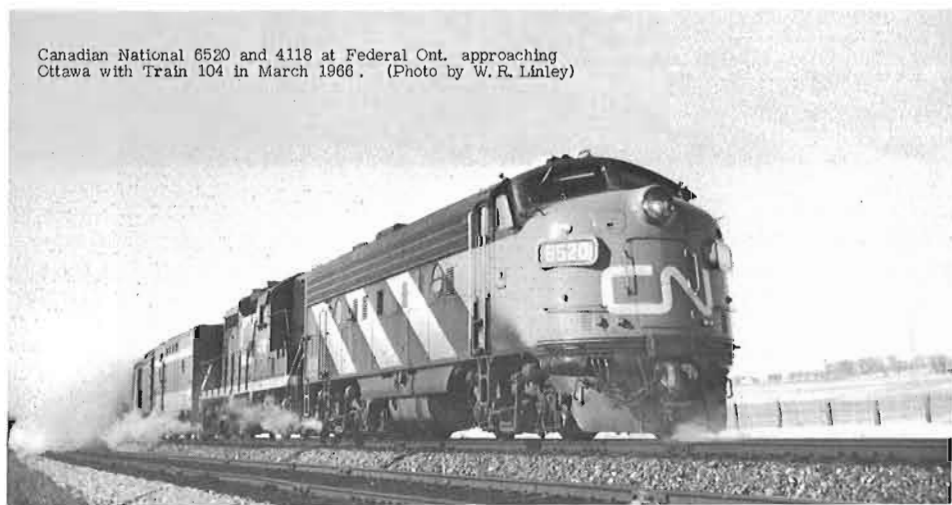
(Photo by W. R. Linley)



The Gothic towers of the Chateau Laurier Hotel loom in the background as Train 2, the Super Continental, led by CN 6514, picks its way out from under the train shed of the old Ottawa Union Station in this July 1966 scene. (Photo by W.R. Linley)



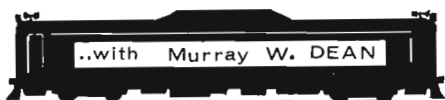
Canadian National 6520 and 4118 at Federal Ont. approaching Ottawa with Train 104 in March 1966. (Photo by W.R. Linley)



Canadian National 6532 with Train 34, the Bytowner, prepares to leave Ottawa for Montreal on Sunday, 31 July, 1966, the first day of operation of the new 6.5 million dollar Ottawa Station. (Photo by W.R. Linley)



POWER



This month "Canadian Rail" contains the first of a series of articles about various locomotive types. The article is a "standard" and will follow this form in the future. The order of the first articles will be as follows: (1) CN FP9A's. (2) CP FP9A's. (3) CP FP7A's. (4) CN FPA2's and FPA4's. (5) CP FPA2's and E8A's. (6) CN F3A's and F7A's. (7) CN FA1's and FA2's. (8) CP FA1's and FA2's. (9) CN CLC Passenger "A" units. (10) CN C-liners. (11) CP C-liners. Any person who has good photos of these locomotives, preferably in service, is invited to send in a high contrast 5x7 black and white print for possible publication, with as many of the following details as are available: (1) Road numbers of all the locomotives in the consist. (2) Train number and arrival and departure points. (3) Location where photo was taken. (4) Date and exact time of day that the photo was taken (specifying standard or daylight time).

ERRATUM

- 1) CN 3229 - 3240 have serials M-3478-01 to M-3478-12, not M-3477-8 to M-3477-19 as previously stated.
- 2) CPR Miscellaneous (3) in #189 stated that CP 4061 to 4075 had had their top speed changed. This should not have applied to units 4064 and 4065, but should include unit 4041. 8511 and 8512 were shown as having their top speeds changed from 65 to 89 mph. This should have been from 89 to 65 mph. The corresponding gear ratios are, of course, back to front as well.

CANADIAN NATIONAL RAILWAYS

Retirements: up to June 30, 1967.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED	NOTES
4800	A-534	GMD	31/08/53	23/06/67	1
4808	A-542	GMD	30/09/53	23/06/67	1
9406	77301	MLW	25/05/50	22/06/67	2
Main Gen.	2432821	GE	1958	17/01/67	3

- 1) Train 423 collided with a rockslide at MP 40.7 of the Skeena Subdivision on 6 February 1967.
- 2) This unit is not trade-in material (yet).
- 3) Surplus to requirements.

The following locomotives, mentioned previously as being considered for retirement, have been rejected for this purpose: 775, 776, 777, 1646, 1659.

Locomotive Transfers: up to June 30, 1967.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
3887	St. Lawrence Rgn.	Great Lakes Rgn.	06/06/67
6509	St. Lawrence Rgn.	Prairie Rgn.	06/06/67
6511 to 6515	St. Lawrence Rgn.	Prairie Rgn.	06/06/67
6611 to 6615	St. Lawrence Rgn.	Prairie Rgn.	06/06/67
D103	Atlantic Rgn.	Great Lakes Rgn.	01/06/67
D109	Atlantic Rgn.	St. Lawrence Rgn.	01/06/67
D206	St. Lawrence Rgn.	Mountain Rgn.	27/06/67
D302	Great Lakes Rgn.	Atlantic Rgn.	01/06/67
D452	Prairie Rgn.	Atlantic Rgn.	01/06/67
8192 to 8193	Great Lakes Rgn.	Prairie Rgn.	01/06/67

Rentals: up to June 30, 1967.

ROAD NUMBER	SERIAL	BUILT	BUILDER'S MODEL	RAILWAY CLASS	BUILDER	LEASED
BLE 719B	16602	06/52	F7B	W-4-B2	EMD	03/06/67
BLE 720A	16592	06/52	F7A	W-4-A2	EMD	03/06/67
DMI 139	23919	02/58	SD9R	RS-3	EMD	22/06/67
DMI 143	23923	03/58	SD9R	RS-3	EMD	13/06/67
DMI 149	23929	03/58	SD9R	RS-3	EMD	12/06/67
DMI 152	23932	03/58	SD9R	RS-3	EMD	12/06/67
DMI 154	23934	03/58	SD9R	RS-3	EMD	12/06/67
DMI 155	23935	03/58	SD9R	RS-3	EMD	29/04/67
DMI 156	23936	04/58	SD9R	RS-3	EMD	13/06/67
DMI 157	23937	04/58	SD9R	RS-3	EMD	13/06/67
DMI 158	24487	04/58	SD9R	RS-3	EMD	29/04/67
DMI 163	25263	04/59	SD9	RS-4	EMD	22/06/67
DMI 171	25271	04/59	SD9	RS-4	EMD	22/06/67
N&W 3726						

All units have been assigned to the Prairie Region except N&W 3726 which is operating on the Great Lakes Region.

Purchases: up to July 21, 1967.

The first of CN's second order of SD40's will be delivered between October and December 1967, with the remaining 50 arriving between January and July of 1968. Road numbers will extend from 5008 to 5075. The C-630's will carry road numbers 2002 to 2043. 16 of these will arrive in November and December of this year, while the remaining 26 come between January and April (not March as stated in #189) of 1968.

Scrappings: up to July 21, 1967.

Locomotives 1612, 1630, and 1633 were turned over to the scrapyard at Moncton for disposal on 04/07/67, 30/06/67, and 05/07/67 respectively. 9303 was scrapped at London on 24/11/66, while 9320 was dismantled at Point St. Charles on 10/04/67.

Sales: up to July 21, 1967.

Locomotive 9344 was sold to the CPR on 6 July 1967 under the following terms of sale: the locomotive is to include the main frame and carbody, complete with electrical components - the trucks, engine complete with crankshafts, and main generator are to be removed and returned to the CNR on a flatcar. A second CLC cylinder block was included on the same order. The locomotive is presumably to be used for spare parts. 9344 arrived in St. Luc on 07/07/67 and left for Ogden at 06:00 on the westbound way freight on 13/07/67.

Miscellaneous: up to July 21, 1967.

- 1) CN Northern 6167 was donated to the City of Guelph, Ontario, through Mayor Ralph W. Smith, on 30 June 1967.

CANADIAN PACIFIC RAILWAY

Purchases: up to July 21, 1967.

CPR has purchased the remains of one CNR retired CLC freight "A" unit #9344, presumably for spare parts. Further data on the locomotive can be found under "CNR Sales" in this issue of "Canadian Rail".

Rentals: up to July 21, 1967.

B&M switchers were returned by CPR to B&M on 23 February 1967. The remaining DMI units, as well as the CGW equipment, were returned to their respective owners in March. B&M road switchers came into Montreal St. Luc yard and left for home via Newport as follows:

ROAD NUMBER	DATE ARRIVED	TRAIN ARRIVED	DATE DEPARTED	TRAIN DEPARTED
1511	27/05/67	974	11/06/67	904
1535	29/05/67	Glen	11/06/67	904
1536	29/05/67	Glen	11/06/67	904
1540	29/05/67	Glen	11/06/67	904
1556	31/05/67	974	16/06/67	904
1557	27/05/67	974	15/06/67	916
1558	01/06/67	974	17/06/67	904
1559	27/05/67	974	11/06/67	904
1561	31/05/67	952	16/06/67	904
1573	29/05/67	Glen	15/06/67	916
1574	31/05/67	974	15/06/67	916
1575	29/05/67	Glen	16/06/67	904
1576	31/05/67	952	15/06/67	916
1577	01/06/67	974	16/06/67	904

Equipment which was brought from the Glen had been stored serviceable there for some time previous (some since as far back as the end of February). The BLE equipment is presently arriving at St. Luc for servicing prior to homeward shipping which should be complete by the end of July. This will leave CP with no leased units whatsoever.

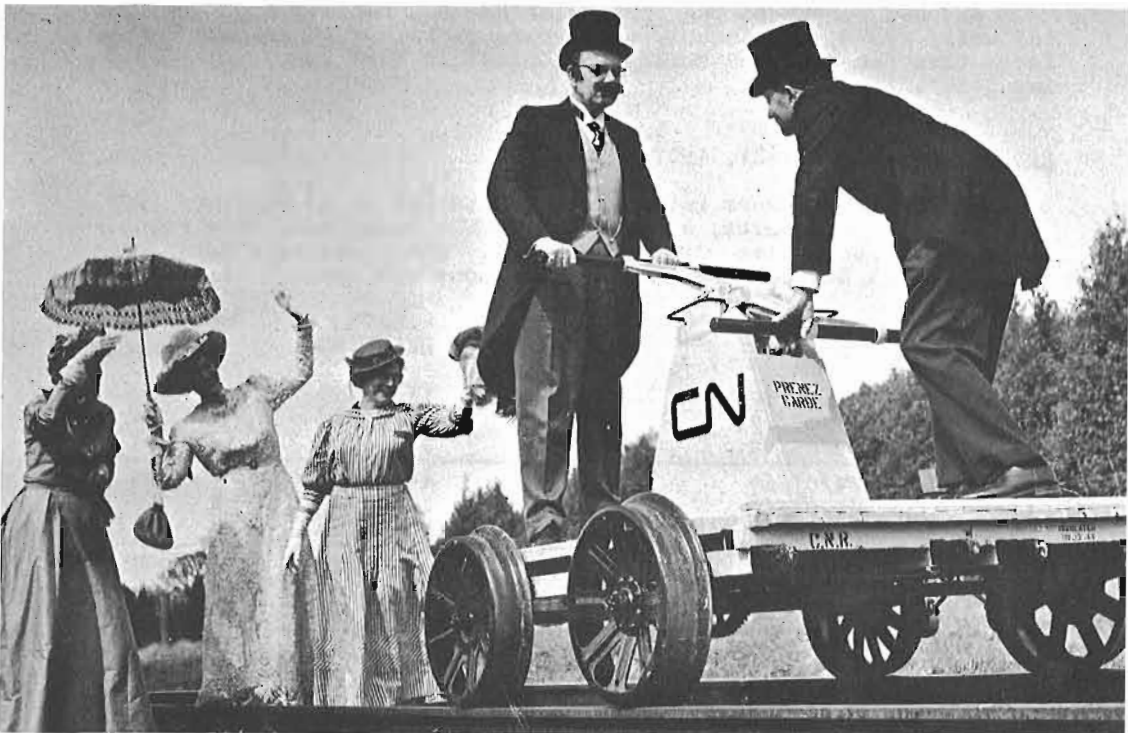
MONTREAL LOCOMOTIVE WORKS

Indian State Railways: up to July 18, 1967.

The new delivery schedule for these locomotives is as follows: September - 10. October - 10, November and December - 12.

Spruce Falls Power and Paper: up to July 18, 1967.

#108 was outshopped 14 July 1967 for shipping via CNR and ONR. The locomotive left CN Montreal Yard on 16 July 1967.



A gaily costumed quintet tries out a rail jigger car at Peterborough.

Notes and News



An interesting transit experiment is to be undertaken by the Toronto Transit Commission during the coming few months. Information on the scheme, obtained from the TTC pamphlet *Headlight*, was sent to us by Howard Lee, who reports:

An experiment has been set in motion which may lead to the complete modernization of the TTC's fleet of 153 trolley buses. In the first step of the program, contracts have been awarded for the construction of 2 prototype renovated trolley buses. The modernization programme involves the use of existing trolley bus traction motors, control equipment and some other components which are in good condition. This equipment will be overhauled by TTC men and installed in new, modern trolley coach bodies by the contractors. Preliminary indications are that this combination will provide a transit vehicle comparable to a new vehicle in appearance passenger comfort and performance and that with a full-scale program the cost will be substantially lower than new vehicle costs. Chief influencing factors were: trolley buses cost about \$800.00 a year less to operate than diesel buses in Toronto; the expanding subway system will ensure the continuation of ample low-cost electric power; and concern about the ever-mounting problem of diesel exhaust fumes and air pollution.

"Northern Ranger", the oldest ship in CN's Newfoundland Coastal operations, has been withdrawn from service and is now being held pending disposition. The vessel was built in 1936 by Fleming and Ferguson of Scotland. Meanwhile, the "Frederick Carter" was launched in June. This ship will carry standard gauge freight equipment between Port aux Basques and North Sydney, N.S. (From C.S. Steeves, who corrects a minor error on page 114. Actually, No. 920 was the shunter and No. 912 was the leading unit on Train 203).

After twelve years of dead storage at Rail City Museum in northern New York State, Grand River Railway interurban combination car 797 is being moved to a more permanent home at the Seashore Trolley Museum, Kennebunk, Maine. Its motors will be re-installed and it will operate as a live exhibit.

◀ "Jigger Races" are making news this summer at Peterborough, Ont., and drawing 'railway buffs' from many centres, according to "Centennial", a publication of the Ontario Dept. of Tourism & Information. A summer-long series of races, using ten of these muscle-powered rail cars has been arranged by the Peterborough Lions Club. Old handcars, weighing in the vicinity of 700 pounds apiece and with a cruising speed of about 25 miles per hour, are propelled by four man teams, each attempting to cover a given distance in the shortest possible time. Locale of the contests is on an unused three-mile stretch of Canadian National Railways track along the Trent Canal near Lakefield, Ont.

The last of the Boston and Maine Railroad Corporation's passenger trains were discontinued effective June 30, 1967. The last two services were the round trips formerly operated between Boston and Concord, and between Boston and Dover, N.H. The only passenger trains operated after June 30th are those under contract for the Massachusetts Bay Transportation Authority. (info. J.Beatty)

Despite B & M opinion, it would appear that Montreal-New York City rail passenger service is not dead. On Monday evening, May 29th the Delaware and Hudson's southbound "Montreal Limited" consisted of a near-record twenty-two cars. The occasion was the final evening of the U.S. Memorial Day Weekend, and the added attraction of EXPO 67. Geoffrey Southwood reports the consist of this train as follows:

D&H 1500 hp diesels	4023, 4009, 4022,
D&H baggage car	443
ATSF sleepers	Regal Lark, Regal Ruby, Regal Gorge, Regal Crown, Regal Dome
U.P. sleepers	Pacific Bend, Pacific View, Pacific Crusader, Pacific Bay, Pacific Ridge
N.Y.C. sleepers	Cherry Valley, Port of Albany, Port of Lewiston, Ausable River
D&H coaches	204, 205
N.Y.C. coaches	3058, 2624, 2615, 2633, 2607.

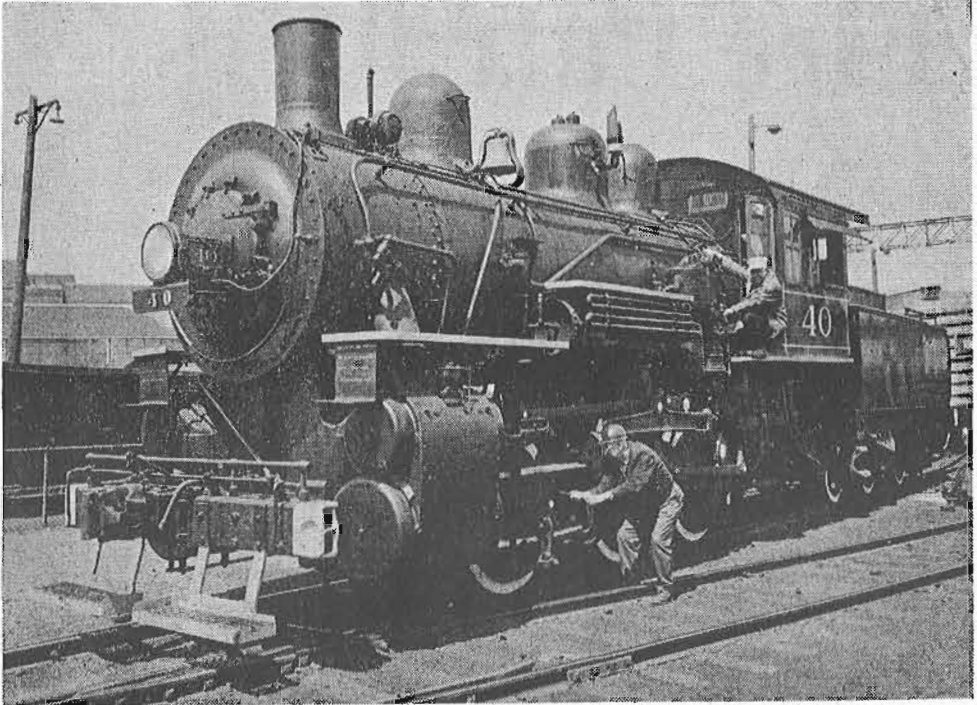
The final segment of the once-popular CN-CV Montreal-Boston/ New York passenger trains (The Washingtonian - The Montrealer - The Ambassador, etc.) was abandoned August 16th last. This was the Montreal - Cantic, Que., daily round trip of the unofficially-named, "Canticonian", operated since the demise of "The Washingtonian" by a single RDC unit. There is now no service on the St. Johns line of the CN south of Cannon Junction.

Also abandoned at August 31st were the four round trips of the local commuter trains between Montreal, Eastern Junction and Montreal Nord. Somewhat redundant since the opening of the Montreal Metro line to the north end of the City, the trains were cancelled effective on September 1st.

Canadian National Railways has also been authorized to discontinue passenger train services provided by mixed trains running east of Charlottetown, P.E.I., it was announced late last July. The Board of Transport Commissioners released orders giving CN permission to close down passenger operations on the following runs:
 Charlottetown - Murray Harbour - Hazelbrook - Vernon.
 Charlottetown - Souris - Elmira.
 Charlottetown - Georgetown - Montague.
 Services have been provided on these lines on a "Winter Only" basis for a number of years.

With Alberta's coat-of-arms banner fluttering at the front of CN diesel 4351, a five-car train, carrying Premier Manning and A.R.R. officers travelled 81 miles along the partly-completed Alberta Resources Ry. route which eventually will link the C.N. mainline with Grande Prairie. The date was August 2nd, and it was the first train to use a stretch of A.R.R. track. After a four-hour trip, the official party reached the end of steel. Mr. Manning continued along the remainder of the 235 mile route by helicopter.

From the Hamilton Spectator, courtesy of W. F. McDermott, comes the following interesting item, which will be of interest to many of our readers:



She's big and beautiful and shiny.

She's 55 years old but still the glamour girl of the Stelco stable.

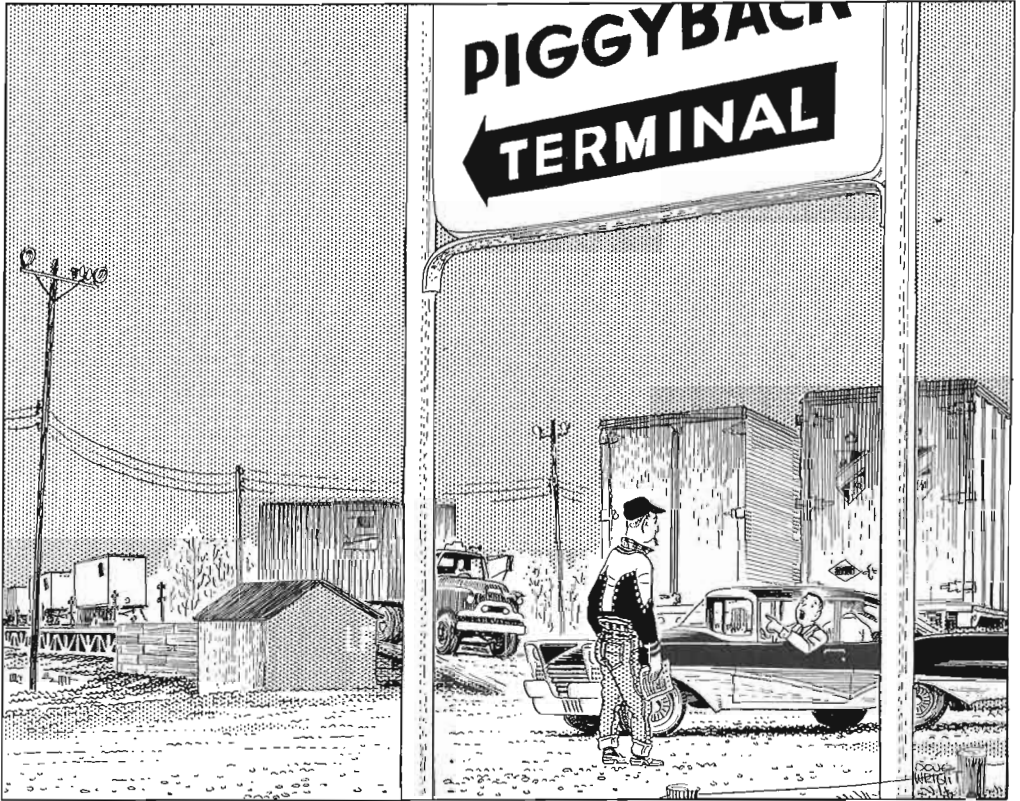
She's No.40, Hamilton's last iron horse still in harness.

The Montreal Locomotive Works turned out the 0-6-0 switcher during 1912. She worked local rails in Hamilton for the Toronto, Hamilton and Buffalo Ry. for 37 years before Stelco bought the engine for service in its mill yard in 1949. That was the same year Stelco purchased its first diesel. One by one, Stelco's steamers rattled down the one-way track to the scrap heap. Diesel locomotives replaced them all -- except No.40.

She towers above the diesels, fourteen feet four inches from track to stack. No.40 is 59'4" long, 9'11" wide, and with loaded tender weighs 139 tons.

Painted, polished and maintained by car-repair foreman Gord Douglas, the steamer puts in most of her time in the locomotive shop, but she rolls out to any part of the huge steel-making complex whenever extra steam pressure is required.

And when the diesels need some extra muscle, they clear the tracks for No.40.



"Can I put my car there and go to sleep in the back seat? I've got to be in Toronto in the morning and I don't feel like driving all night".

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MONTREAL
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