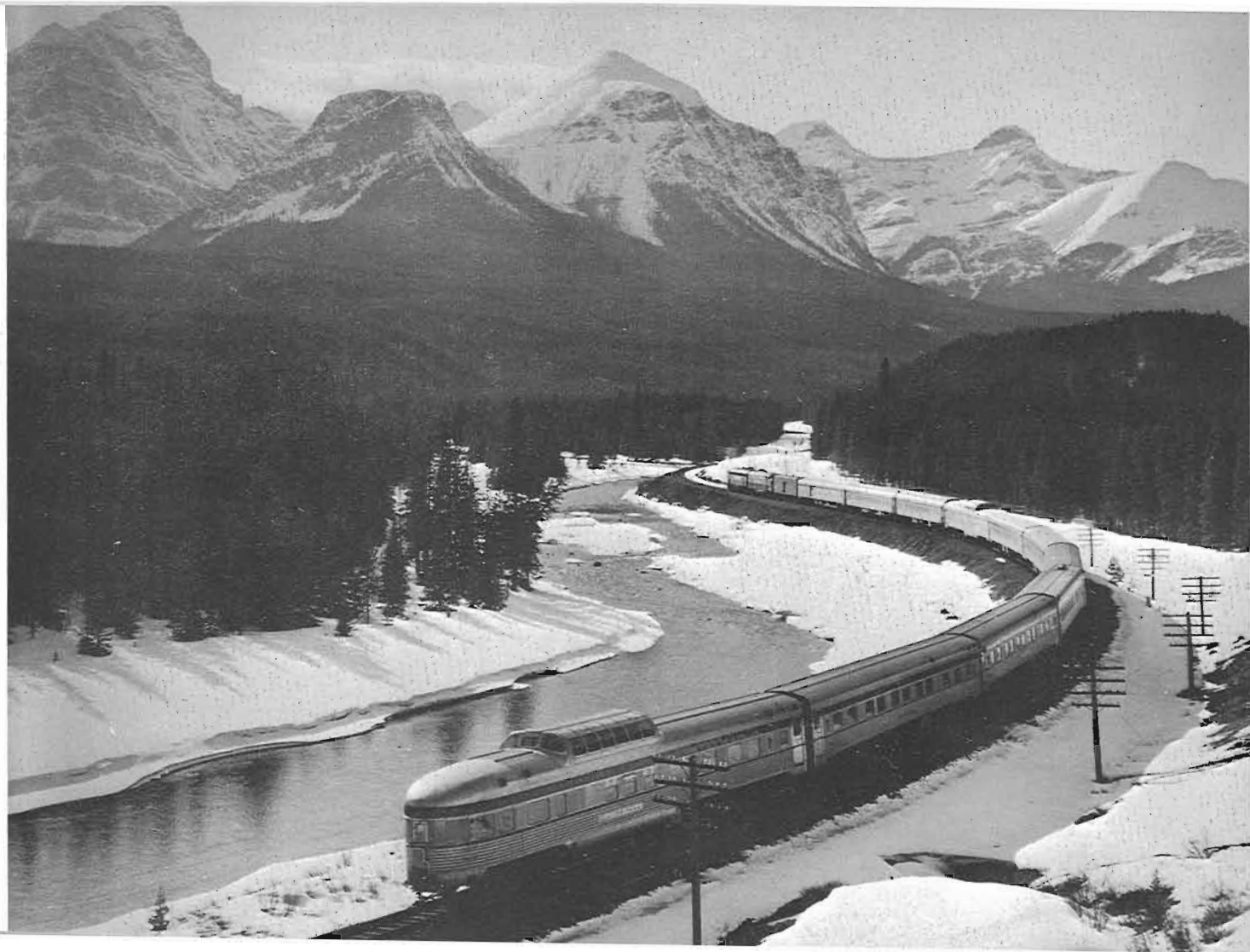


Canadian Rail



No. 188 April 1968





WHEN IT'S SPRINGTIME IN THE ROCKIES

WITH . . . *The Canadian*

By J.A.Beatty

The traditional travel brochure picture of Canadian Pacific Railway's CANADIAN, threading its way through the wonderful winter landscape - or "mountainscape" of British Columbia, does not necessarily indicate that Spring is here, or even near! While the Province of Alberta may derive a sometime benefit from the famous Chinook Wind, further eastward on the Prairies, King Winter may still exercise his awful autocratic authority!

WINTER ON THE PRAIRIES - even in the Twentieth Century, often makes railroading a very difficult business. While railway equipment and operating practices may have changed since the first days of operation, the weather certainly hasn't! Weather conditions in early January, 1968, were no exception. The operating difficulties resulting from severe blizzard conditions on the Prairies, can be appreciated from an examination of the operation of Canadian Pacific Railway's transcontinental CANADIAN, - in both directions, about January 7th., last. Number 1 west had left Montréal on January 4, and No. 2 had left Vancouver on January 6, - the two meeting at Glacier, B.C., on January 7.

WESTWARD, TRAIN NUMBER 1 had been subjected to the full force of the arctic blast! On the Carberry Subdivision, the following delays were encountered:

Portage la Prairie, Man. 2 hrs.30 mins. Engine 8565 steam generator shut down;
Engines 1400 & 1407 experienced steam generator trouble at Bagot;
Speed reduced to maintain steam to rear of train, due to wind chill and freezing of steam lines to rear vehicles.

Engines 8505 & 8566 were immediately ordered from Winnipeg as replacements. Engines 8565 & 1400 were shut down and thereupon could not be restarted.

Brandon, Man 6 hrs. 57 mins. Engine 8565 failed and steam generator of no. 8566 was only producing at low fire and water pump was not operating at capacity.

It was also necessary to water Engine 1400, the café car and the diner and thaw out the balance of the train on the shop track!

ON THE BROADVIEW SUBDIVISION, Number 1 west did not fare much better, as follows:

Broadview, Sask.	15 mins.	Reduced speed to maintain steam heat to rear vehicles;
	2 mins.	Time lost watering all steam generator tanks.
Indian Head, Sask.	15 mins.	Add Engine 8501 to head-end.
Moose Jaw, Sask.	56 mins.	Service all engine units and train; Cut in Engine 8501 behind Engine 1400.

MEANWHILE, NUMBER 2 EAST was about to encounter similar difficulties in Saskatchewan and Manitoba. From Swift Current to Moose Jaw, nine minutes were lost owing to reduced speed running in blizzard conditions. Two hours were lost at Moose Jaw, Disconnecting Engine 8560 and thawing out the steam generator. East of this point, operation of the blue-ribbon train resembled that of a way-freight:

Rufus, Sask.	8 mins.	Difficulty moving through siding as crew were unable to line switch which was blocked with snow;
Regina, Sask.	4 mins.	Set off 1 sleeper and add 1 sleeper, switching very slow;
Kenmay, Sask.	16 mins.	Meet No. 1 and clean switches;
McLean, Sask.	8 mins.	Stop to build up low steam pressure to rear of train;
Indian Head, Sask.	1 hr. 8 mins.	Thaw out steam generator on Engine 8560, and water all steam generator tanks;
Wolsley, Sask.	10 mins.	Delay in entraining passengers.

BLIZZARD CONDITIONS CONTINUED on the Indian Head Subdivision, and additional time was lost:

(Throughout)	1 hr. 7 mins.	Reduced speed running due to blizzard conditions;
Broadview, Sask.	1 hr. 25 mins.	Maintenance on steam generators of Engines 1400 & 8501; Thawing out cars YOHO PARK & DRAPER MANOR, CHATEAU IBERVILLE and CHATEAU ROUVILLE;
Moosomin, Sask.	30 mins.	Watering generator tanks on Engines 1400 & 8501;
Viriden, Man	1 hr. 5 mins.	Add water to steam generator tanks on Eng. 1400 & 8501, and add Eng. 4095. Build up low steam pressure to rear cars of train.

Broadview Subdivision:

(Throughout)	2 hrs. 17 mins.	Reduced speed to maintain steam pressure to rear of train;
Brandon, Man	29 mins.	Water and fuel all units; Thaw steam traps on dining car YORK and sleeper YOHO PARK;



CARBERRY SUBDIVISION:

m.p. 129.4	25 mins.	Red signal (stop) due to snow in switch;
Austin, Man.	6 mins.	Extra passenger stop;
Portage la Prairie, Man.	35 mins.	Water steam generator tanks on Engines 4095 and 1400;
(Throughout)	39 mins.	Reduce speed to maintain steam pressure to rear of train.

FINALLY, WHEN EASTWARD NUMBER 2 rolled into the station at Winnipeg, an additional 15 minutes were lost while the sleeper KOKANNEE PARK was substituted for YOHO PARK, - the latter being totally unserviceable because its water-raising system was completely frozen up! Moreover, time was required to thaw out the steam regulators and retarders of the CHATEAU IBERVILLE and CHATEAU ROUVILLE, at the rear of the train.

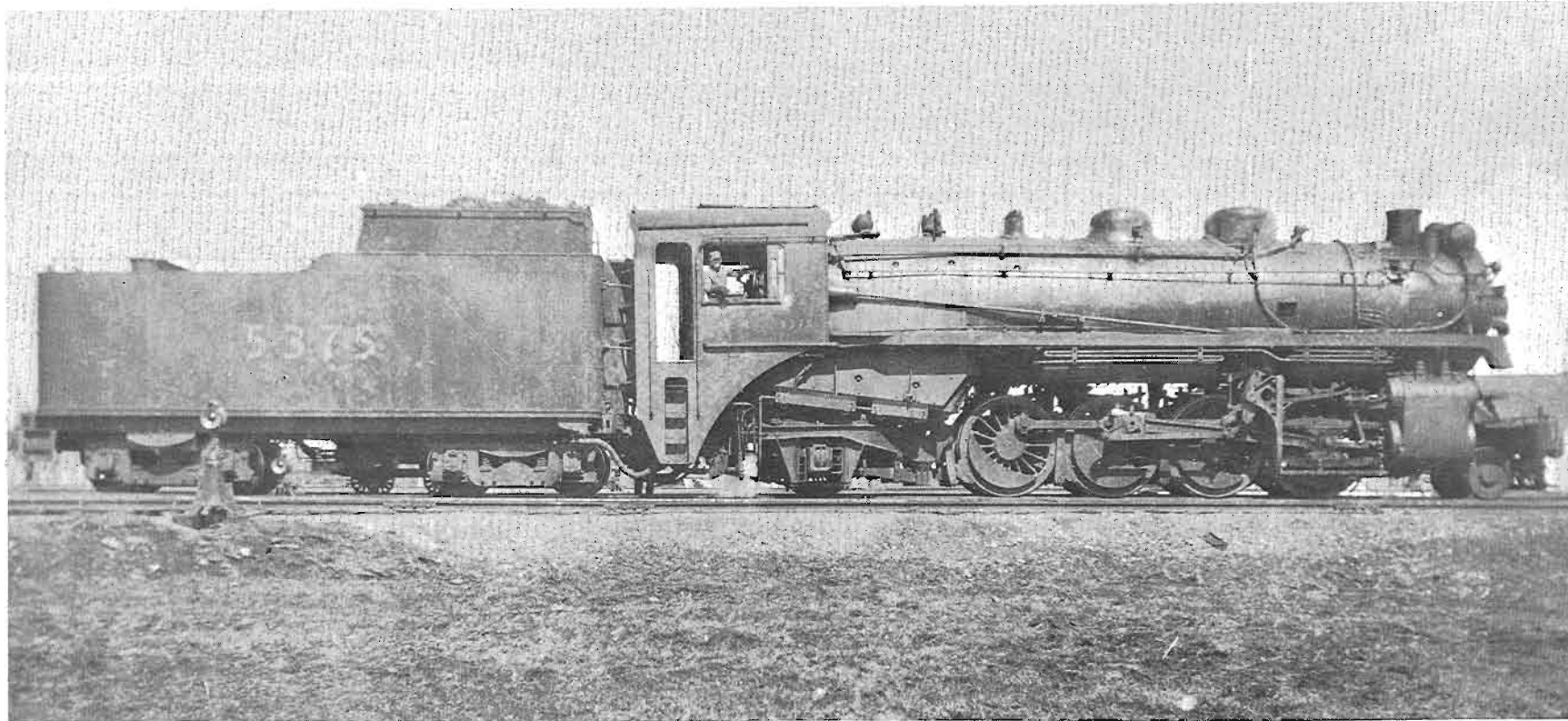
SOME ASPECTS OF RAILROADING in Canada may have changed over the hundred-odd years of its history, but the battle between men, their machines and the weather continues with unrelenting ferocity! When it's Springtime in the Rockies, - or in the Maritimes, it may not necessarily be clear and bright on the Indian Head Sub.!

COVER

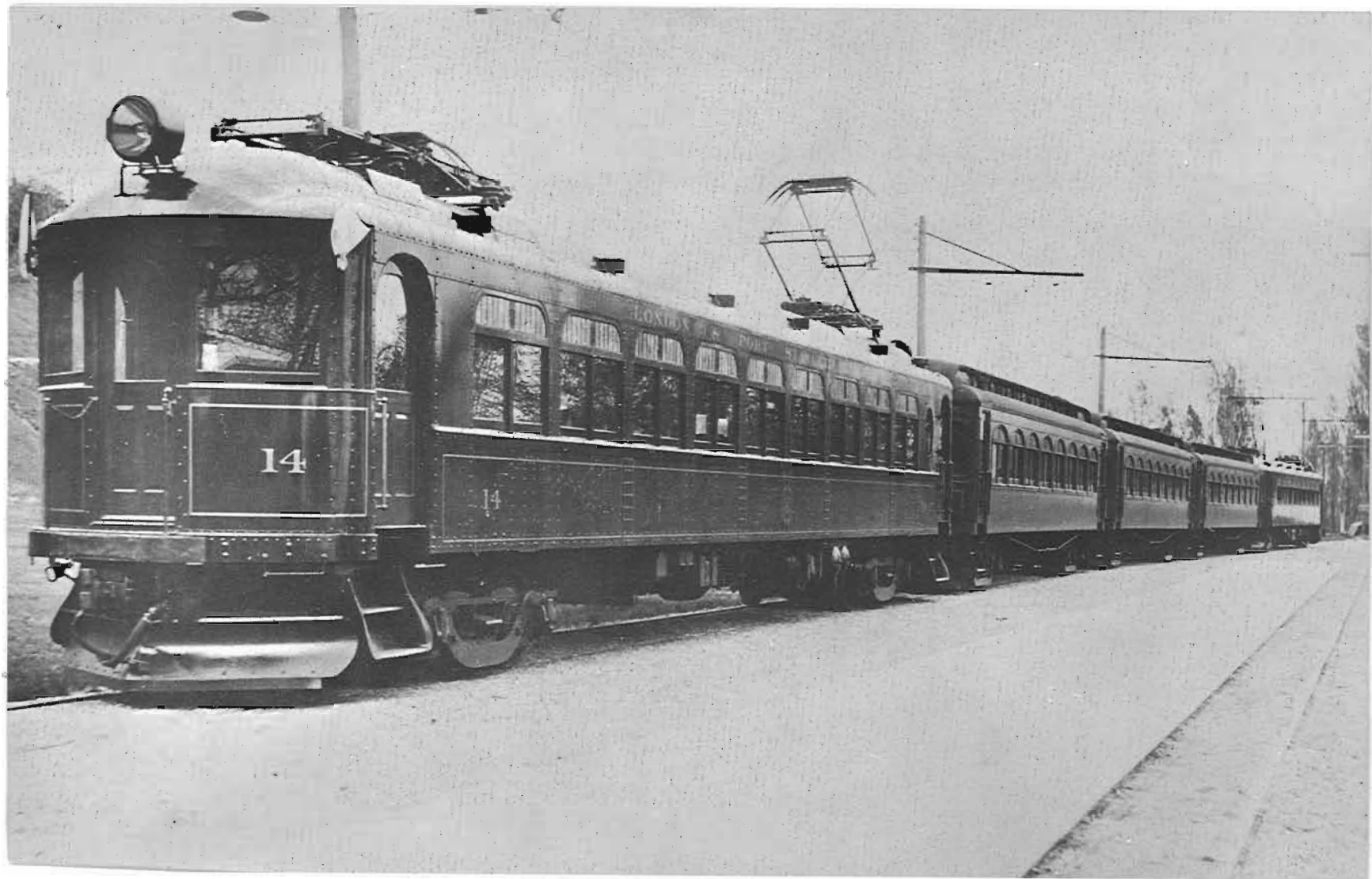
The snow was piled high on both sides of St. James street, on a bright winter day some seventy years ago, as Montreal Park and Island Ry. car No. 21 headed west, bound for Lachine. Car No. 21 was built by Rathbun of Deseronto Ontario in 1897 or 1896. Later re-numbered in the 1000 series of suburban cars, and twice rebuilt it ended its days in rush hour service on the Montreal Tramways Co's lines in the late 1920's. Photo from the collection of Mr. F.F. Angus.

OUR READERS WRITE

Mr. Frank F. Moses, one of our members in Toronto, Ont., is interested in a history of one of Toronto's suburban electric railway lines. "I hope that some day you will print an article (with pictures, if possible) on the Toronto and York Radial Railway." CANADIAN RAIL would be glad to hear from any of its readers who might be interested in putting together such a history. Pictures do not usually present a problem - it is the text that's hard to find!

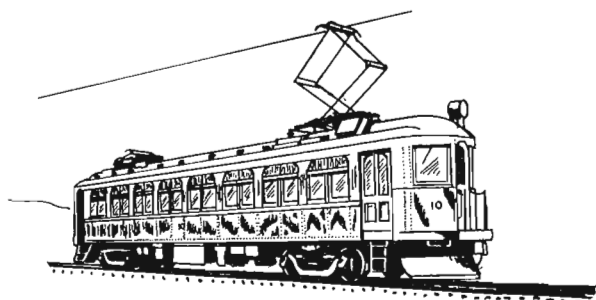


At the East end of the yard at Farnham Quebec, Canadian Pacific Railway 2 - 8 - 2 No. 5375 simmers in the summer sun. Engineer R.Gariepy, in the cab went on pension in 1956-7, and his faithful steamer was retired a year or two later. Photo courtesy J.L.J.Mercier.



ALL-STEEL MOTORS OF THE L.&P.S Ry.

P. Murphy.



The year 1915 saw the inaugural run of what was undoubtedly the most modern and elaborate interurban cars ever seen in Canada. These remarkable cars made their debut on the London and Port Stanley Railway, in that year. The original order was for 5 motor cars. The specifications were drawn up by the Ontario Hydroelectric Commission, acting for the City of London, Ontario.

The new cars were fifty nine feet overall length and weighed some 92,920 lbs. each, in operating condition. They were of all-steel construction and of a design approaching that used for vehicles in heavy main-line railroad service.

The design was developed as the result of intensive study of existing equipment and took full advantage of the experience gained on railway lines which had had many years of experience, using this kind of vehicle. These new cars ran on trucks spaced at 34 1/2 ft. with 36 inch wheels on a seven foot wheelbase.

Power was supplied by four 125 h.p. 750 volt electric motors, and the maximum operating speed was controlled at 49 miles per hour. These cars provided excellent service until the passenger traffic exceeded the vehicle capacity and capability, whereupon additional equipment was ordered.

The following account from the L. & P.S. Annual Reports ending with the year 1919, describes the situation at that time:

PHOTO OPPOSITE

This 1922 view of a typical L. & P.S. five car train headed by No. 14 now in the Canadian Railway Museum, along with No. 10. Note the gold panels, and crest, also the wooden trailers of classic design. Photo courtesy of Mr. Ray Corley

The passenger equipment of the railway at the commencement of operations in 1915 was known to be sufficient for a substantial increase in travel over what had been the patronage of the road in the days of steam operation. It consisted of five 50 foot all-steel three-compartment motor cars and three 60 foot two-compartment steel-under-frame trailer cars. The first season's operation developed the popularity of Port Stanley to such an extent that traffic multiplied beyond all expectations, and it became quite evident that the equipment provided at the outset was insufficient to handle the crowds in the new regime.

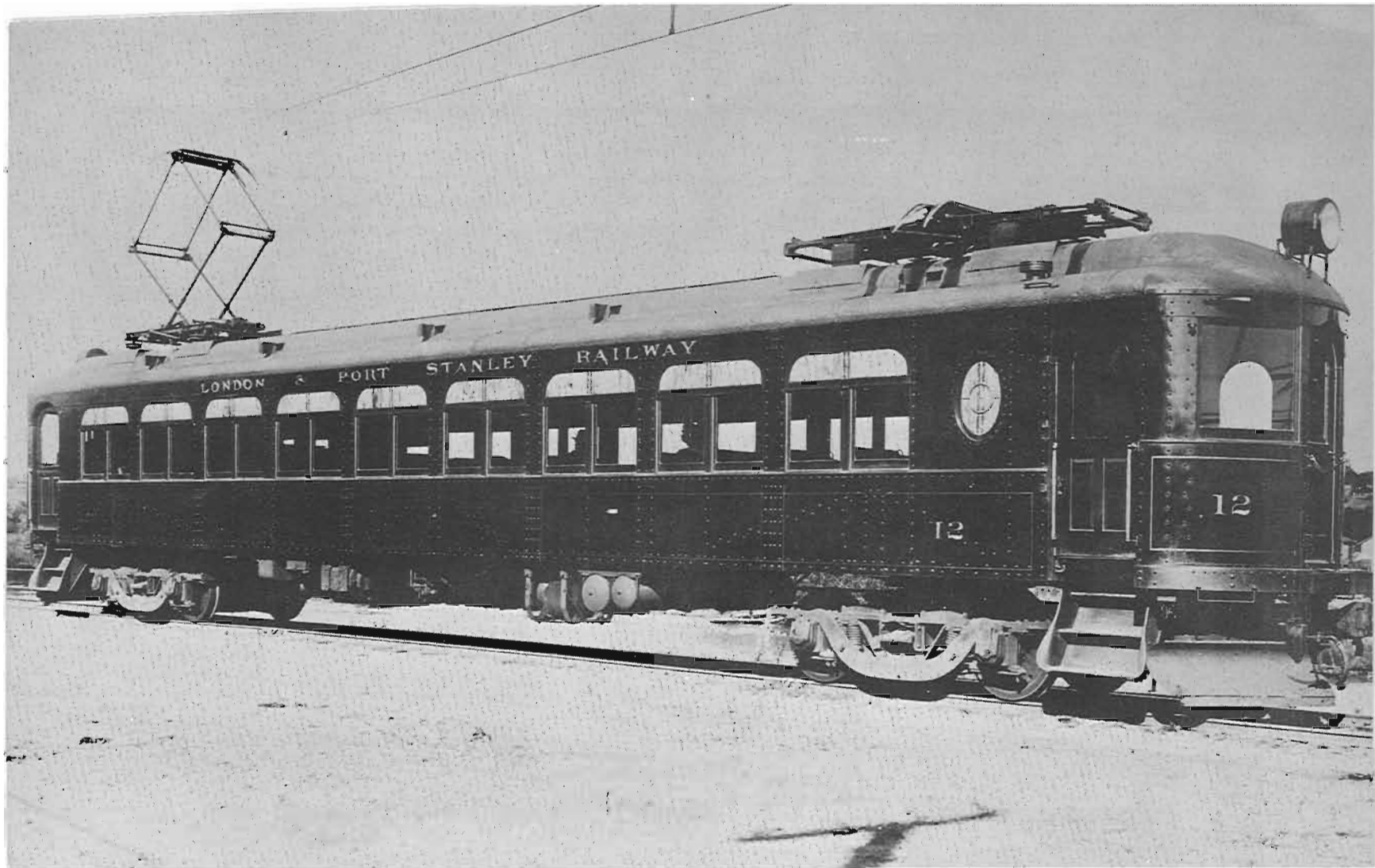
In consequence of these conditions, orders were given for three additional trailer cars and contracts were let to the Jewett Car Company of Newark, Ohio, U.S.A., for the construction of two 70 foot three-compartment all-steel motor cars, to be delivered by July 1st., 1917. Four 72 foot coaches were also purchased and remodelled into trailer cars, to be used for summer excursion business.

With this increased equipment, the Railway is at present able to handle its traffic expeditiously and comfortably, without having to rent rolling stock from the steam roads, except on exceptionally busy days.

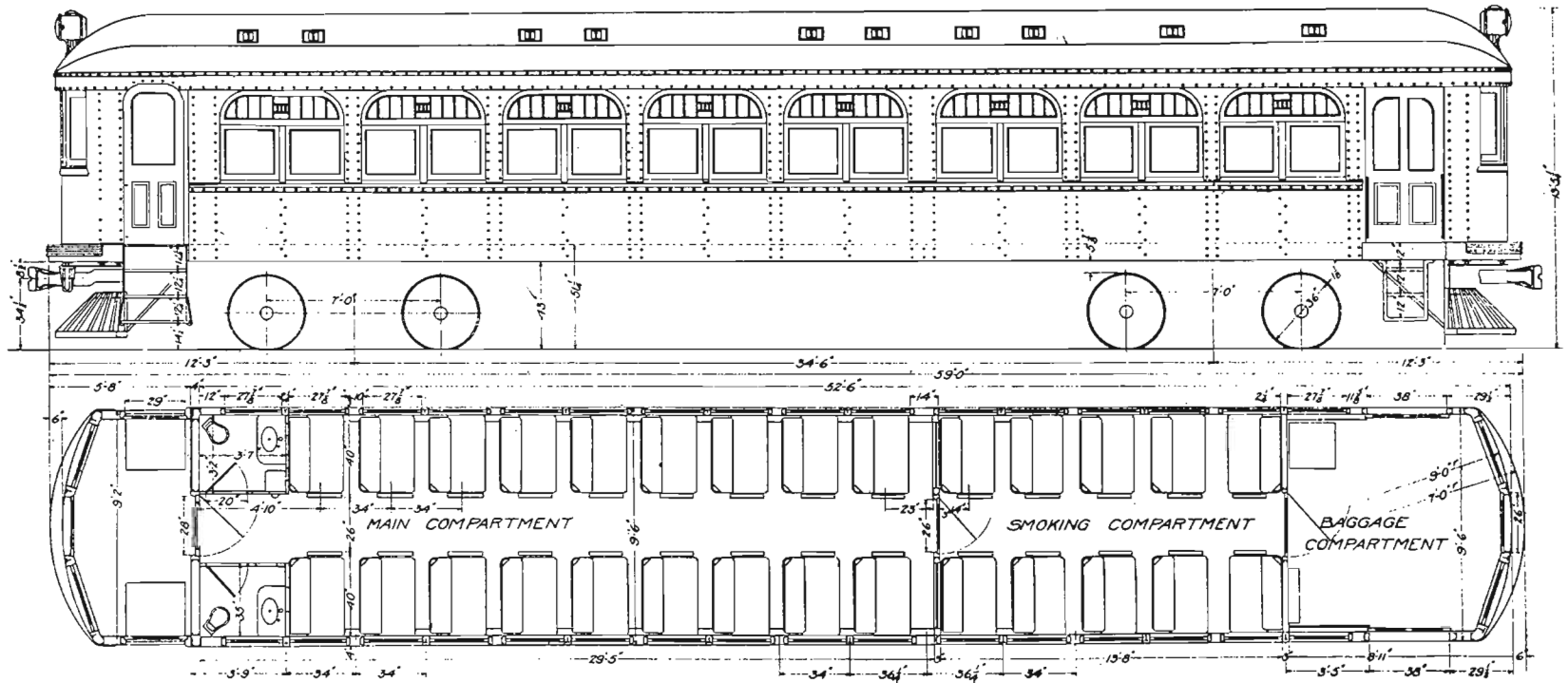
Multiple unit control is also provided for the passenger motor cars and master controllers are mounted on both ends of motor cars and trailers. By this means, it is possible to control a train of ten or twelve coaches from any operating position. This feature results in a great saving of time in making up trains, and greatly lessens the danger of accidents to passengers.

The motor cars are equipped with four 125 h.p. 750 volt motors, each insulated for 1,500 volts potential, the balancing speed on level track, with 1400 volts is 49 miles per hour, and according to the guarantees, each car is capable of hauling a trailer continuously in local service between London and Port Stanley. Current is taken from the wire by means of pantograph-trolleys, which are raised and lowered by air pressure under the control of a storage battery carried on each motor car.

Such trolleys are used, rather than the older wheel types, in order to save time at switches and turnouts. The pantograph is particularly suited to service on switching locomotives, where it would be virtually impossible to turn the trolley pole each time the locomotive reversed its direction. All the electrical equipment was bought from the Canadian General Electric Company, Toronto.



All Steel Motor Cars for London and Port Stanley Railway.



The interior fittings and finish of the passenger cars are of the highest class and travellers have many times observed that their equal is not seen on any other cars operating on this continent. The over-all width of these cars is 9 feet 6 inches, and allows as much seat room as is available on standard steam road coaches. To make the cars as comfortable as possible, and to gain for the Railway the enviable reputation which it has earned no expense was spared. With this purpose, electric heaters were installed beneath each seat, heavy linoleum is used over the insulated wooden floors double windows are provided for winter operation, while the lighting fixtures which are of very pleasing appearance, are equipped with high power lamps. In all other respects, the coaches are suited to such a standard of excellence.

The interiors are ornamented by the best selected, inlaid mahogany, in natural sanitary finish. This includes all doors, mouldings, etc., while the trimmings throughout the cars are of solid brass. The average weight per seated passenger is 1,200 pounds.

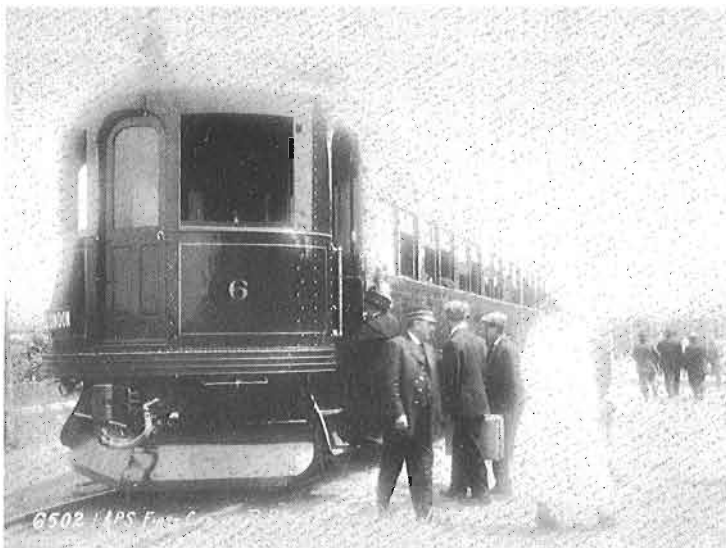
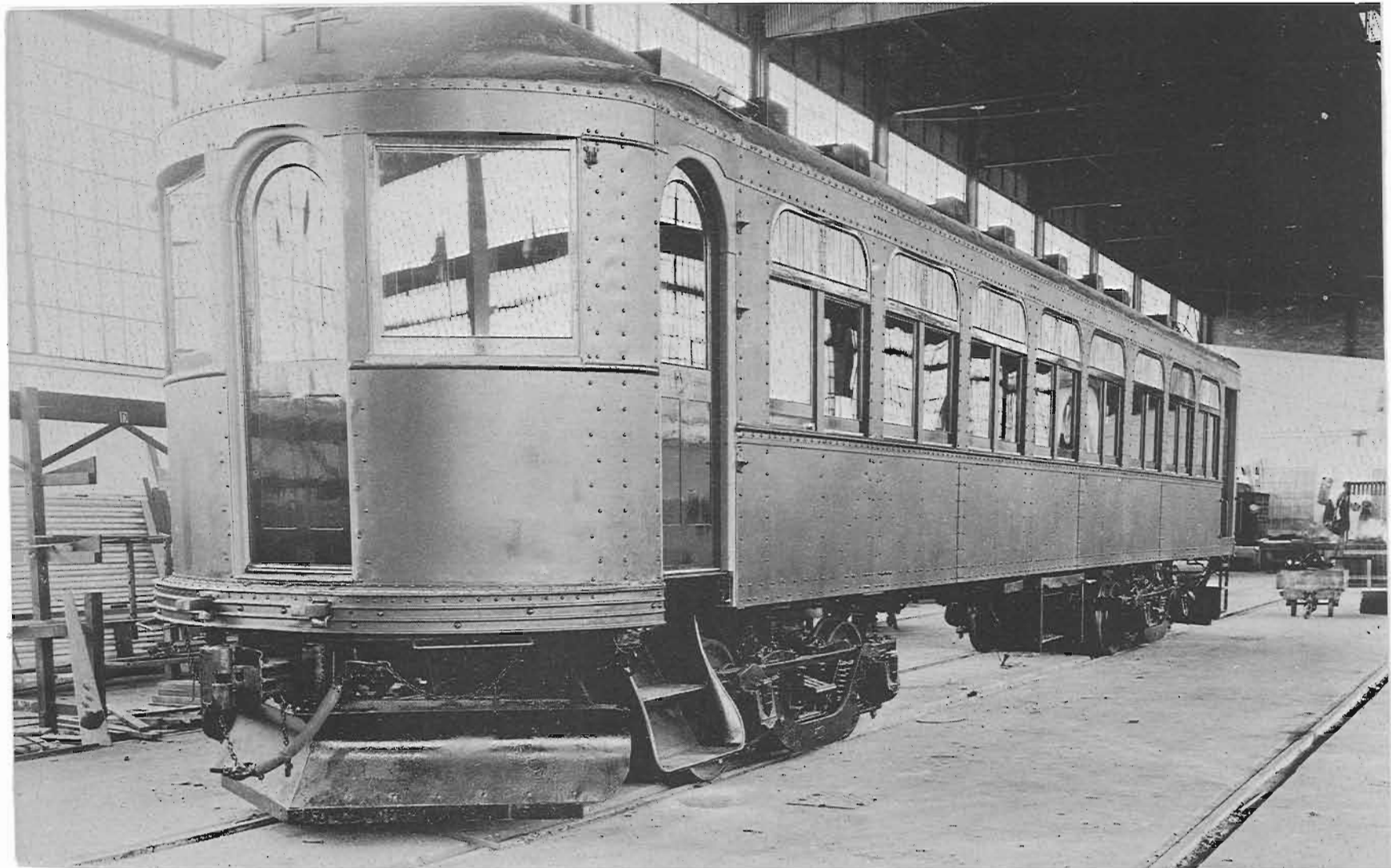


photo above This rare photograph views the first L&PS electric passenger car northbound, loading at the Port Stanley Station, on July 4, 1915.
Photo courtesy Ontario Hydro Commission .

PHOTO: Page 95 car # 12, in 1922. Collection Mr. Ray Corley.



Some notes regarding the cars shown in the following table are of interest. No. 8 was heavily damaged by fire, early in 1925. It was rebuilt by Canadian Car and Foundry Limited, Montréal. No. 8 was the third (motor) car in a three-car train. While making its regular run, fire broke out in the middle trailer car, and, fanned by the motion of the train, rapidly spread to the rear motor car, -no. 8. The cars were hurriedly uncoupled, and the fire in the middle trailer was extinguished. However, number 8, -the rear motor car, was a total loss.

<u>No.</u>	<u>Builder</u>	<u>Year</u>	<u>Length</u>	<u>Compartments</u>	<u>Rebuilt</u>
2	Jewett	1915	59'	3	-
4	Jewett	1915	59'	3	-
6	Jewett	1915	59'	2	-
8	Jewett	1915	59'	3	1925
10	Jewett	1915	59'	3	-
12	Jewett	1917	70'	3	-
14	Jewett	1917	70'	3	-

The colour scheme used on these cars was originally an evergreen shade enamel with gold striping and lettering. There were gold panel frames on the front and sides of the cars. Later, the more elaborate striping and crest were eliminated, leaving only the lettering in gold along the roof-line of the green enamel body.

Numbers 2, 6 and 12 were scrapped by the railway. Numbers 10 and 14 were acquired by the Canadian Railway Museum, Delson/St-Constant Qué. Numbers 4 and 8 are presently being held in Toronto, apparently for the Ontario Museum of Science and Technology.

The impact of these cars in the early twentieth century is best summarized in a quotation from "A Study in Contrasts" by the L. & P.S.: "The dilapidated platform cars and smoky, feeble locomotives, were superseded by thousand-horsepower, solid-vestibuled, fast and frequent electric trains".

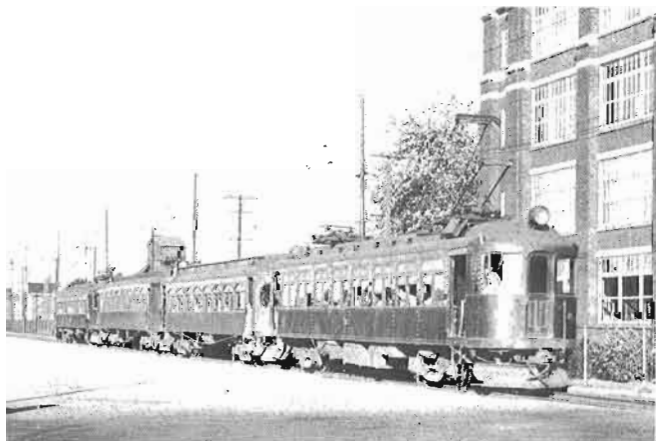


PHOTO: 4 car L&P train #10, 11, 1, 8 - in London Ontario July 24, 1948. From the E.A. Toohy Collection.

POWER



CANADIAN NATIONAL RAILWAYS



Purchases: up to 11 March 1968.

The serials for units 2002 to 2043 are M-3491-01 to M-3491-42.

Retirements: up to 11 March 1968.

- 1) Unit 2203, retired on 10/08/67, (C.R. #192 and #195) was so treated due to extensive fire damage sustained at Courtland, Ontario.
- 2) Locomotive 9446, lead unit on Train 406, had the unfortunate circumstance to meet head-on with Train 405 at Macan, N.S. on 29 May 1967. As a result, it was retired on 07/08/67. (C.R. #192).
- 3) Unit 4810 was retired on 01/11/67 (C.R. #195) due to fire damage.



Quebec Iron and Titanium: up to 11 March 1968.

Q.I.T. has ordered one DL-718B for use at Havre St. Pierre. Delivery is expected in the second quarter of this year.

ERRATUM

- 1) Sharp readers will note that CN 1609 was listed in C.R. #195 as being retired on 30/11/67. But lo! - it had already been retired on 03/03/67 as listed in C.R. #187. One is inclined to say rude things at this juncture, but we'll content ourselves with stating that it was unit 1629 that was retired on 30/11/67, having been built by CLC on 16/01/53, and carrying serial 2679.

ASSOCIATION NEWS

JACK BEATTY AND ASSOCIATION MEMBERSHIP'.....

MEMbership is the essence of any organization, and ours is no exception! In the past year, we have endeavoured to expand our own to the greatest possible extent, and our net position at year end showed an increase of 90 members over 1966.

WE ARE NOW IN THE PROCESS of upgrading our promotional material with the intent of securing new members. We have revised our application forms. A new brochure is being produced, - giving a brief history of the Association and its aims, an account of our activities such as excursions, publications and museums. Copies will be available shortly. We earnestly solicit the cooperation of all to help our membership grow. Let me know the names of any prospective candidates, - we'll be glad to send them a "Membership Kit" - providing full particulars of our activities.

YOU ARE ALL AWARE BY NOW that we have, reluctantly, had to raise our membership fees for 1968. This was necessitated by the ever increasing costs of operation. This advance in fees has been generally well received by the membership as a whole. For this, we are extremely grateful and we thank you, the members, for your understanding and cooperation.

BELEATEDLY, WE KNOW THAT SOME CONFUSION and inconvenience was caused to our members in the United States, when we asked for money orders in payment for 1968 dues. While this is quite a normal procedure in Canada, the situation seems to be different in the United States, and quite frankly, we had no idea of the difficulties that would be encountered in purchasing them at banks and post offices in the U.S.A. Please accept our apologies! Next time, just send us your cheques, - we'll look after them!

A CAMPAIGN HAS BEEN STARTED to ensure that our members receive the best possible service, - by seeing that their correspondence receives a prompt reply, - by minimizing delays in distribution of CANADIAN RAIL and by endeavouring to rectify every cause for complaint.

OUR PRIMARY OBJECTIVE is to look after the needs of our members in every possible regard. Is there any way in which I can help you with problems involving the Association? If there is, please let me know by writing to me directly at our post office box!

J.A. Beatty, Director, Membership and Branches.

WHERE TO FIND 'EM IN 1968

S.S. Worthen

Just in case you happen to be driving through one of Canada's ten provinces - and 2 territories, in the summer of 1968, you just might want to know if there are any steam locomotives preserved in the vicinity - or within reasonable driving distance, after the family has been safely established at the motel.

The following list has been prepared to indicate, on a trip "Ad mare usque ad mare" from east to west, where you might be expected to do a little picture-taking. At the time of writing, there are two steam locomotives out of service, for which disposition has not been determined. These are Canadian National Railways numbers 5114 and 8447.

The asterisks beside the name of the town or city indicate that the engines are displayed to the public and in most cases, are photographable. The "o" symbol indicates that the engines are stored in private locations and are most probably not available for photographs.

If you find, during your summer perambulations, that the information provided is not correct, please write to the author, care of CANADIAN RAIL, so that next year's list will be more accurate.

NEWFOUNDLAND

- | | | |
|---------------|--|---|
| * Cornerbrook | Lady Bowater Park
Rotary Club of
Cornerbrook | #593 4-6-2 BLW 1920
ex CNR ex Nfld. Rys.
#193 |
|---------------|--|---|

NOVA SCOTIA

- | | | |
|---------------|---------------------------------------|---|
| * New Glasgow | City of New Glasgow
Miner's Museum | "Samson" 0-6-0
ex General Mining Assn.
Timothy Hackworth - 1838 |
| * Stellarton | City of Stellarton | "Albion" 0-6-0
ex General Mining Assn.
(plate says Rayne & Byrn-
1854) |
| * Glace Bay | Cape Breton Island
Miner's Museum | #17 2-6-0
ex Old Sydney Collieries Ry. |

- ° Trenton Mr. Carl Thibbetts #7262 0-6-0
ex CNR ex Drummond Col-
leries Ry.
- #43 2-6-0
ex Acadia Coal Company
ex Old Sydney Collieries Ry.
- #? 0-4-OST
(narrow gauge)
- ° Westville Drummond Collieries Ltd. #? 2-6-2
nicknamed "Georgia Peach."

PRINCE EDWARD ISLAND

No locomotives preserved, so far as is known.

NEW BRUNSWICK

- * Moncton Resources Park #5270 4-6-2 MLW 1918
ex CNR
ex CGR #498

QUEBEC

- * Sept Iles City of Sept Iles #702 4-6-2 CLC 1921
Q.N.S.& L. Station ex Q.N.S.& L. Ry. 702
ex O.N.R. #702
ex T.& N.O. Ry. #702, 759,
159.
- ° Montreal H.J. O'Connell Limited #46 4-6-4T MLW 1914
(Dorval) ex CNR #46
ex GTR #1541
- ° Montreal Canadian National Ry. #8447 0-8-0 Lima 1923
(C.N.R.) Pointe St-Charles Shops ex CN 8222
ex GTR 1873
- * Montreal Canadian Railway Museum #49 4-6-4T MLW 1914
(Delson) ex CNR #49
ex GTR #1544
- * Montreal Canadian Railway Museum #1112 4-6-0 MLW 1912
(Delson) ex Q.N.S.& L Ry. #1112
ex CNR #1112
ex CNoR #1112

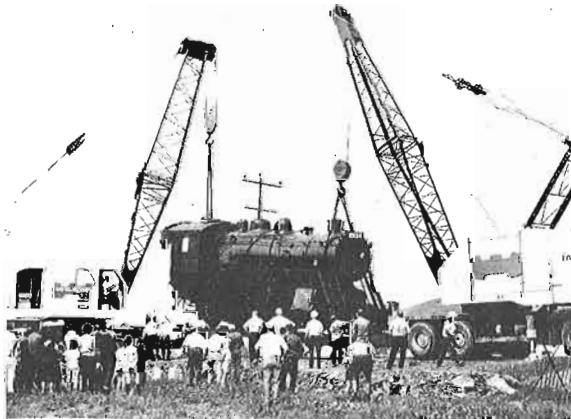
* Montreal (Delson)	Canadian Railway Museum	#1165 4-6-0 MLW 1912 ex CNR #1009 ex CGR #4529
* Montreal (Delson)	Canadian Railway Museum	#1520 4-6-0 CLC 1906 ex CNR #1223 ex CNoR #1223, #83
* Montreal (Delson)	Canadian Railway Museum	#2601 2-8-0 MLW 1907 ex GTR #746
* Montreal (Delson)	Canadian Railway Museum	#3239 2-8-2 CLC 1916 ex CGR #2839
* Montreal (Delson)	Canadian Railway Museum	#4190 2-10-2 CLC 1924 ex CNR #4100
* Montreal (Dorval)	Canadian Railway Museum	#5550 4-6-2 MLW 1914 ex CGR #451
* Montreal (Delson)	Canadian Railway Museum	#5702 4-6-4 MLW 1930 ex CNR #5702
* Montreal (Delson)	Canadian Railway Museum	#6015 4-8-2 CLC 1923 ex CNR #6015
* Montreal (Delson)	Canadian Railway Museum	#6153 4-8-4 MLW 1929 ex CNR #6153
* Montreal (Delson)	Canadian Railway Museum	#29 4-4-0 CPR 1887 ex CPR #29, 217, 390
* Montreal (Delson)	Canadian Railway Museum	#144 4-4-0 CPR 1886 ex CPR #144, 230, 351
* Montreal (Delson)	Canadian Railway Museum	#492 4-6-0 CPR 1914 ex CPR #492
* Montreal (Delson)	Canadian Railway Museum	#999 4-6-0 MLW 1912 ex CPR #999, 2774
* Montreal (Delson)	Canadian Railway Museum	#2231 4-6-2 CPR 1914 ex CPR #2231
* Montreal (Delson)	Canadian Railway Museum	#2341 4-6-2 MLW 1926 ex CPR #2341
* Montreal (Delson)	Canadian Railway Museum	#2850 4-6-4 MLW 1938 ex CPR #2850 ROYAL HUDSON
* Montreal (Delson)	Canadian Railway Museum	#2928 4-4-4 CLC 1938 ex CPR #2928 JUBILEE
* Montreal (Delson)	Canadian Railway Museum	#3388 2-8-0 ALCO 1902 ex CPR #3388, 1588, 1239
* Montreal (Delson)	Canadian Railway Museum	#5468 2-8-2 MLW 1948 ex CPR #5468

- | | | |
|------------------------|-------------------------|---|
| * Montreal
(Delson) | Canadian Railway Museum | #5935 2-10-4 MLW 1949
ex CPR #5935 SELKIRK |
| * Montreal
(Delson) | Canadian Railway Museum | #6271 0-6-0 CPR 1913
ex CPR #6271 |
| * Montreal
(Delson) | Canadian Railway Museum | #7000 B-B (various)
ex CPR #7000
ex Marathon Paper Corp. #7000 |
| * Montreal
(Delson) | Canadian Railway Museum | #2 0-4-OST MLW 1925
ex E. B. Eddy Co. Hull |
| * Montreal
(Delson) | Canadian Railway Museum | #3 0-4-OST MLW 1915
ex Ste-Anne Paper Co. |
| * Montreal
(Delson) | Canadian Railway Museum | #4 0-6-0 MLW 1914
ex Nat. Harbours Board #4 |
| * Montreal
(Delson) | Canadian Railway Museum | #5 4-6-0 Pittsburgh 1895
ex Maritime Ry. (or '96)
ex Fauquier F-5, 1920
ex P.&L.E. RR. #9150, 78 |
| * Montreal
(Delson) | Canadian Railway Museum | #9 Bo H.K. Porter 1928
ex Merrilees Equipment Co. |
| * Montreal
(Delson) | Canadian Railway Museum | #25 2-4-0 BLW 1900
ex O.S.C. #25 COLUMBIA |
| * Montreal
(Delson) | Canadian Railway Museum | #54 0-6-OT Brighton 1875
ex British Railways WADDON
ex Southern Railways WADDON
ex L.B. & S.C. Ry. #54 |
| * Montreal
(Delson) | Canadian Railway Museum | #60010 4-6-0 L.N.E.R. 1938
ex British Railways
DOMINION OF CANADA
ex L.N.E.R. #4438 |
| * Montreal
(Delson) | Canadian Railway Museum | #030C841 0-6-0 Soc. (1883)
ex S.N.C.F. Alsacienne
ex C. de F. de l'Etat
CRM ST-MALO. |
| * Montreal
(Delson) | Canadian Railway Museum | #15824 Bo-B CNR/Ottawa Car
ex CNR #15824 1926 |

ONTARIO

- | | | |
|--------------|--|---|
| * Morrisburg | The St. Lawrence Seaway
Museum (Aultsville Station) | #88 2-6-0 CLC 1910
ex CNR #910
ex GTR #1008 |
| * Kingston | City of Kingston
Jr. Chamber of Commerce | #1095 4-6-0 CLC
1913
ex CPR #1095 |

* Ottawa	Museum of Science & Technology	#40	4-4-0	Portland ex GTR ex Atlantic & St. Lawrence
* Ottawa	Museum of Science & Technology	#247	0-6-0T	
* Ottawa	Museum of Science & Technology	#713	2-6-0	GTR 1900 ex CNR #713 ex GTR #1396, 922
* Ottawa	Museum of Science & Technology	#5700	4-6-4	MLW 1930 ex CNR #5700 ex CNR #5703 (1962)
* Ottawa	Museum of Science & Technology	#6200	4-8-4	MLW 1942 ex CNR #6200
* Ottawa	Museum of Science & Technology	#6400	4-8-4	MLW 1936 ex CNR #6400
* Ottawa	Museum of Science & Technology	#926	4-6-0	CPR 1911 ex CPR #926 ex CPR #2726
* Ottawa	Museum of Science & Technology	#1201	4-6-2	CPR 1944 ex CPR #1201



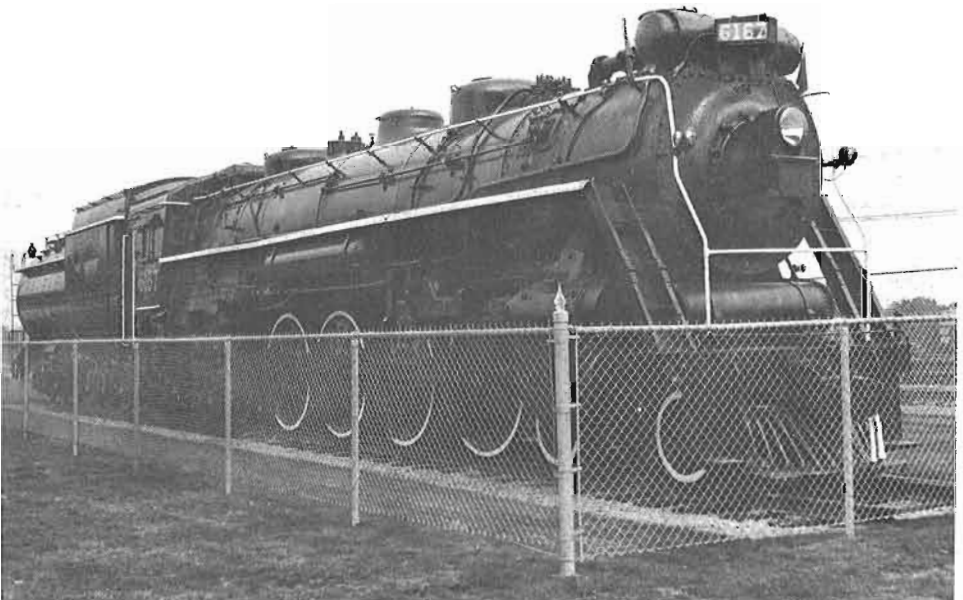
Zwick Centennial park — one of Belleville's major projects for 1967 and now one of the finest recreation areas in Eastern Ontario — also boasts Steamer 2534, a 2-8-0 Consolidation-type Main Line freight locomotive built in 1906 and loaned by The Canadian National Railways. Wilson Concrete Products Ltd. contributed their services in moving the 135-ton loco and tender 3,000 feet from the end of the railroad track to its resting place in the park.

* Ottawa	Museum of Science & Technology	#3100 4-8-4 CPR 1928 ex CPR #3100
* Ottawa	Museum of Science & Technology	#2858 4-6-4 MLW 1938 ex CPR #2858
* Gananoque	Town of Gananoque	#500 B-B Oshawa Ry. 14 ex T.I. Ry. #500 ex O. Ry. #42
* Belleville	City of Belleville	#2534 2-8-0 MLW 1906 ex CNR #2534 ex GTR #670
* Haliburton	Kiwanis Club of Haliburton (Highways 121 & 519)	#2616 2-8-0 ALCO 1911 ex CNR #2616 ex GTR #767
* Langstaff	Government of Ontario	#91 2-6-0 CLC 1910 ex CNR #91 ex CNoR #915 ex GTR #1013
* Palmerston	Town of Palmerston	#81 2-6-0 CLC 1910 ex CNR #81 ex CNoR #903 ex GTR #1001
o Toronto	Ontario Gov't. Science Museum	#1057 4-6-0 MLW 1912 ex CPR #1057
o Toronto	Ontario Gov't. Science Museum	#2839 4-6-4 MLW 1937 ex CPR #2839
o Toronto	Ontario Gov't. Science Museum	#5361 2-8-2 CLC 1926 ex CPR #5361
o Toronto	Ontario Gov't. Science Museum	#1521 4-6-0 MLW 1905 ex CNR #1521, 1274 ex CNoR #1274, 213
o Toronto	Ontario Gov't. Science Museum	#5107 4-6-2- MLW 1919 ex CNR #5107
* Toronto	City of Toronto (C.N. Exhibition Grounds)	#6213 4-8-4 MLW 1942 ex CNR #6213

° Toronto	Canadian National Railways (Operating periodically)	#6218 4-8-4 MLW 1942
° Toronto	York Locomotive Society Bolton, Ont.	#136 4-4-0 Rogers ex CPR #136 1883 #7136, 196, #140
* Barrie	Centennial Park City of Barrie	#1531 4-6-0 MLW 1910 ex CNR #1531, 1322 ex CNoR #1322, 261
* Guelph	City of Guelph	#6167 4-8-4 MLW 1940 ex CNR #6167
* Kitchener	City of Kitchener Doon Pioneer Village	#894 4-6-0 CPR 1910 ex CPR #894, 2694
* Hamilton	City of Hamilton Gage Park	#103 2-8-0 MLW 1910 ex TH&B #103, 72, 52
* London	City of London Exhibition Grounds	#86 2-6-0 CLC 1910 ex CNR #86, 908 ex GTR #1006
° London	Mr. P. Broadbear	#1 (2nd) 0-4-0ST MLW 1926 ex H&LofB #1 ex Can. Gypsum Co. #5 (1948)
* Windsor	City of Windsor	#5588 4-6-2 GTR 1911 ex CNR #5588 ex GTR #213
° Windsor	Essex Terminal Railway (Held by E.T. Ry).	#9 0-6-0 MLW 1923
* St. Thomas	Pinafore Park Railway, P. Broadbear, London, Ont.	#2 (2nd) 0-4-0ST MLW 1926 ex H&L of B #2 ex Can. Gypsum Co. #7 (1948)
* Goderich	Huron County Pioneer Mus.	#6275 0-6-0 CPR 1913 ex CPR #6275

* North Bay	City of North Bay	#503 2-8-0 CLC 1930 ex ONR #503 ex T&NO #503, 544 144
° Englehart	Temiskaming & Northern Ontario Railway	#137 2-8-0 CLC 1913 ex CNR #2164 (1966)
* Englehart	Ontario Northland Railway	#701 4-6-2 CLC 1921 ex T&NO #701, 758 158
* Chapleau	Town of Chapleau	#5433 2-8-2 CLC 1943 ex CPR #5433
* Capreol	Canadian National Railways for the City of Capreol	#6077 4-8-2 MLW 1944 ex CNR #6077
* Rainy River	Town of Rainy River	#4008 2-10-2 ALCO 1916 ex CNR #4008 ex CGR #2008
* Sarnia	Bayview Park, Point Edward, Ont.	#6069 4-8-2 MLW 1944 ex CNR #6069

Western Canada's preserved locomotives next month.
BELOW: C.N.R. # 6167 preserved by the city of Guelph
Ontario, safely behind a six foot chain link fence.





BY DEREK BOOTH

& F.A. KEMP

CANADIAN NATIONAL RAILWAYS has given notice that, effective 28 April 1968, it intends to discontinue operation of passenger Trains 620, 623, 624, 625 and 626, between Montréal, Qué., Sherbrooke and Coaticook, Qué.

Moreover, CN will provide taxi service on week days between Sherbrooke and Coaticook, for the benefit of passengers to the latter city. Fridays and Sundays, proper train service would be operated. This would, in effect, reduce the Montréal-Sherbrooke service from three trains daily, to one. Presumably, the connecting Richmond - Québec service would also be reduced. All of this depends on whether the Railway Transport Committee at Ottawa determines that these trains do "constitute a passenger service" within the meaning of the law. If the Committee does not so determine within 45 days, then these CN trains may be withdrawn.

THE NEW YORK CENTRAL SYSTEM AND THE PENNSYLVANIA Railroad, having been given the authority to amalgamate recently, one of the conditions of the decision of the United States Interstate Commerce Commission was that the insatiable Norfolk and Western should "gobble up" the Erie-Lackawanna the Boston & Maine and the Delaware & Hudson Railroads. (That leaves only the Maine Central and the Bangor & Aroostook - the "uninvited!") The inclusion of the D. & H. in the deal might cast a cloud on the present passenger service from Montréal to New York, as it is no secret that N. & W. management policy is diametrically opposed to passenger service, in any manner or form. This is also in significant contrast to F.C. Dumaine, jr.'s recent upgrading of passenger equipment. There is, nevertheless, a further hurdle to be negotiated. The proposed merger must still be approved by the shareholders of the various railways concerned before it can be implemented.

ANOTHER REDEVELOPMENT SCHEME | CPR AND CNR have announced plans for a development of the Toronto area between Front Street and the Gardiner Expressway. This space is presently occupied by Toronto Union Station and approaches, Federal Post Office Terminal A, Canadian Pacific's John Street coach yard, piggyback tracks and engine house, Canadian National's Spadina roundhouse and coach yard, Bathurst Yard, Low Level Yard and CN and CP office buildings, among other things! Moreover, a loop line skirts the area, adjacent to the Expressway. Redevelopment designs include a totally new station and possibly a general terminal for all public transportation, as well as office buildings and shopping plazas and malls. It is expected that the cost of this scheme would be in excess of ONE BILLION dollars! That is the figure 1, followed by NINE ZEROS! What a way to begin or end a "trip" !

COOL IT, MAN ! THAT'S WHAT MONTREAL is trying to do to METRO ! A contract has been awarded for 1,488 ventilating fans and air intakes to be installed in the 369 cars of the rubber-tired subway, which has suffered from overheating or undercooling ever since its opening in 1966. Four suppliers of ventilating equipment submitted bids and prototype models of each product were installed in several of the cars, for testing. The cars used in the tests had glass replaced in all the screened windows, except in one end-window. During the summer of 1967, screens replaced glass in two doors of every car, and end-door glasses were also removed. The proposed air intakes are mounted above the fan louvers (originally intended as exhaust vents) and cars so equipped are easily identified. There is some wind noise inside the cars, between stations, and the air drag would appear to be considerable. The fans seem to work, but getting the cooler air into the tunnels poses another and much more costly problem. To solve (or to try to solve) this dilemma, two new ventilation shafts are to be sunk and additional equipment provided to draw in more (and cooler) air from the surface. Eventually, there are to be ten such shafts at various points on the system. Thus, METRO proposes to reduce the present excessive temperatures in the tunnels, by adding more (and cooler) air for the trains to move back and forth, together with the passengers! The effectiveness of this proposal seems rather questionable, in view of the fact that in July and August, above-ground temperatures often exceed 90° F. This would indeed add future insult to present injury !

EXPO EXPRESS TO MAN AND HIS WORLD ? The continuing exhibition of Montréal's Mayor Jean Drapeau on the site of EXPO '67 is to be opened by the City of Montréal on May 17, 1968, under the title "Man and His World". Previously, it was announced that the closing date for tenders on the EXPO-Express equipment had been advanced to 4 September 1968. It has been proposed that the highly successful transit system continue in operation in 1968, and when such factors as purchase price and removal are considered, this will probably come to pass. The aluminum cars are presently stored at Canadian Pacific's Angus Shops and the terminal sheds, track and signals are still "in situ" on the EXPO site.

CANADIAN NATIONAL'S MULTIPLE UNIT CARS, in constant service in the Montréal-Cartierville-Deux Montagnes suburban service, are at last being repainted in the black-and-white color combination, and the overhaul of these cars has necessitated the reappearance of the electric locomotives - the famous box cabs - on week ends. Normally, these unique locomotives are used only at rush hours, Monday to Friday. The MU cars were among the last vehicles to be painted in the green, gold and black CN colour scheme.



July 4, 1957

"What d'you say, Henry, do we gamble on a return ticket . . .?"

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