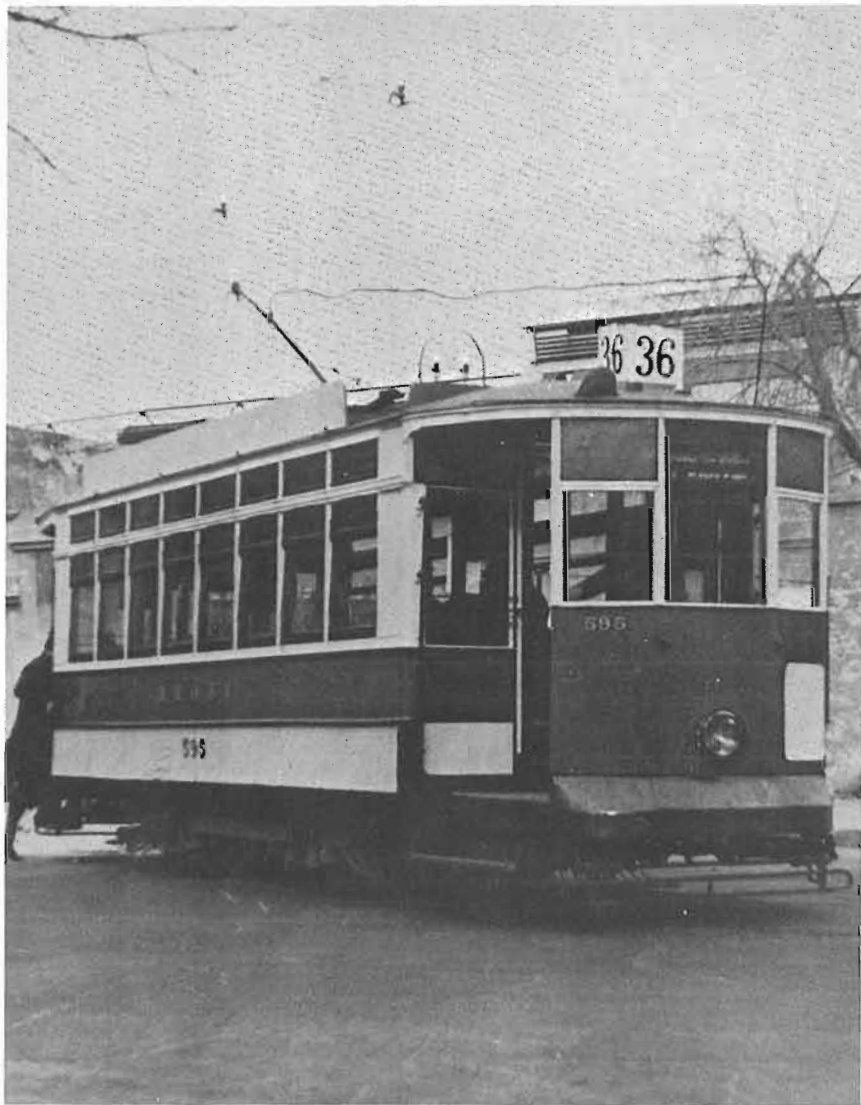


# Canadian Rail



NO. 212

JULY - AUGUST 1969



**SELKIRK**  
P.M. NOT GOOD IF DETACHED

**B 000488**  
**AUGUST 6**

**SELKIRK-DONALD**  
**B 000488**  
**AUGUST 6**

Transfer checks are issued only ON REQUEST AT TIME OF PAYMENT OF FARE in order to enable passengers to travel in a continuous direct passage to destination.

Passengers must transfer at the first or last point of contact with connecting route. Transfer checks are not transferable and are not good for stop-overs.

N		W		E	
Spc. FARE		EMERGENCY		CHILD'S TFR.	
1	2	3	1	2	3
12 HRS.	MINS.		0		
1			10		
2			20		
3			30		
4			40		
			50		
			0		
			10		
			20		

**TACHE - PROV**  
**B 003880**  
**OCTOBER 10**

Transfer checks are issued only ON REQUEST AT TIME OF PAYMENT OF FARE in order to enable passengers to travel in a continuous direct passage to destination.

Passengers must transfer at the first or last point of contact with connecting route. Transfer checks are not transferable and are not good for stop-overs.

N		W		E	
Spc. FARE		EMERGENCY		CHILD'S TFR.	
1	2	3	1	2	3
12 HRS.	MINS.		0		
1			10		
2			20		
3			30		
4			40		
			50		
			0		
			10		
			20		
			30		
			40		
			50		

**TACHE**  
P.M. NOT GOOD IF DETACHED

**003198**  
**MAY 2**

**TACHE ARCH MAR**  
**003198**  
**MAY 2**

Transfer checks are issued only ON REQUEST AT TIME OF PAYMENT OF FARE in order to enable passengers to travel in a continuous direct passage to destination.

Passengers must transfer at the first or last point of contact with connecting route. Transfer checks are not transferable and are not good for stop-overs.

N		W		E	
Spc. FARE		EMERGENCY		CHILD'S TFR.	
1	2	3	1	2	3
12 HRS.	MINS.		0		
1			10		
2			20		
3			30		
4			40		
			50		
			0		
			10		
			20		
			30		
			40		
			50		

**ST. MARY'S - ST. ANNE'S**  
P.M. NOT GOOD IF DETACHED

**B 004793**  
**OCTOBER 10**

**ST. MARY'S - ST. ANNE'S**  
**B 004793**  
**OCTOBER 10**

Transfer checks are issued only ON REQUEST AT TIME OF PAYMENT OF FARE in order to enable passengers to travel in a continuous direct passage to destination.

Passengers must transfer at the first or last point of contact with connecting route. Transfer checks are not transferable and are not good for stop-overs.

N		W		E	
Spc. FARE		EMERGENCY		CHILD'S TFR.	
1	2	3	1	2	3
12 HRS.	MINS.		0		
1			10		
2			20		
3			30		
4			40		
			50		
			0		
			10		

**WINNIPEG ELECTRIC COMPANY**

In case of a dispute between passenger and trainman regarding transfer, the passenger is requested to pay fare and bring transfer to the office of the Transportation Assistant, 200 Electric Railway Chambers.

*W.A. Carter*  
PRESIDENT & GENL. MGR.

**PORTAGE**  
P.M. NOT GOOD IF DETACHED

**B 007560**  
**AUGUST 6**

**PORTAGE ZONE**  
**B 007560**  
**AUGUST 6**

Transfer checks are issued only ON REQUEST AT TIME OF PAYMENT OF FARE in order to enable passengers to travel in a continuous direct passage to destination.

Passengers must transfer at the first or last point of contact with connecting route. Transfer checks are not transferable and are not good for stop-overs.

N		W		E	
Spc. FARE		EMERGENCY		CHILD'S TFR.	
1	2	3	1	2	3
12 HRS.	MINS.		0		
1			10		
2			20		
3			30		
4			40		
			50		
			0		
			10		
			20		
			30		

# CARS OF THE WINNIPEG ELECTRIC RAILWAY 1881 - 1903

George Harris

**T**he first record of public street transportation in Winnipeg, Manitoba, Canada, was made on the 19th. of July, 1877, when an omnibus route was projected from Higgins to McDermot Avenues, on Main Street. The settlement of some 2,000 people was very straggling and some means of getting from the village on Point Douglas to the settlement around the Hudson Bay Company's post, near the Forks of the Rivers, was very necessary. This first plan, however, was an abortive attempt and lasted only one day!

It was not until April in 1881 that an enterprising young man from the neighbouring province of Ontario, by the name of W.A. Austin, actually got a franchise, laid tracks and started a horse-drawn transit system. It must indeed have been a monumental effort for the times, as Main Street in Winnipeg was nothing but a muddy morass in the spring and a series of baked ruts in the hot summer. In winter, it disappeared under the snow drifts.

Service started with half-a-dozen cars and some twenty horses. The early headquarters of the Company and the barn were located where the Main Transit Bus Terminal is today, at Main Street on the bank of the Assiniboine River. The first few cars were bought new from John Stephenson Company of New York, N.Y. They were standard gauge, 6 windows long and with completely open vestibules. There is an excellent photograph of one of these outfits on sleighs in William D. Middleton's book, "The Time of the Trolley".



THE COVER, this month, shows Car no. 595, running on Line no. 36 of the Municipal Transportation Board of Montevideo, Uruguay. The story of this interesting line begins on page 210. Photo courtesy Sr. O.M. Gil-Soja.

← A cross-section of types of transfers used on the Winnipeg Street Railways in the 1940's. These transfers were donated to the Association by the late E.A. Toohy and Mr. W. Dick.



According to old photographs, one horse could handle a car in ordinary service, with a team used for rush hours and heavier going. In the dead of winter, when the track had disappeared under the snow, the light car-hodies were mounted on bob-sleighs and the floors were covered with straw, which was intended to keep the passengers' feet warm. The driver had to equip himself with a buffalo or 'coonskin coat and hope for the best!

Horse-car transportation, then, was the order of the day in the little city, for about a decade. Meanwhile, electric cars were getting a start all over North America and the citizens of Winnipeg began to ask why their city should take a back-seat in this development. Mr. Austin was therefore allowed to build an electric line across the Assiniboine River in Fort Rouge.

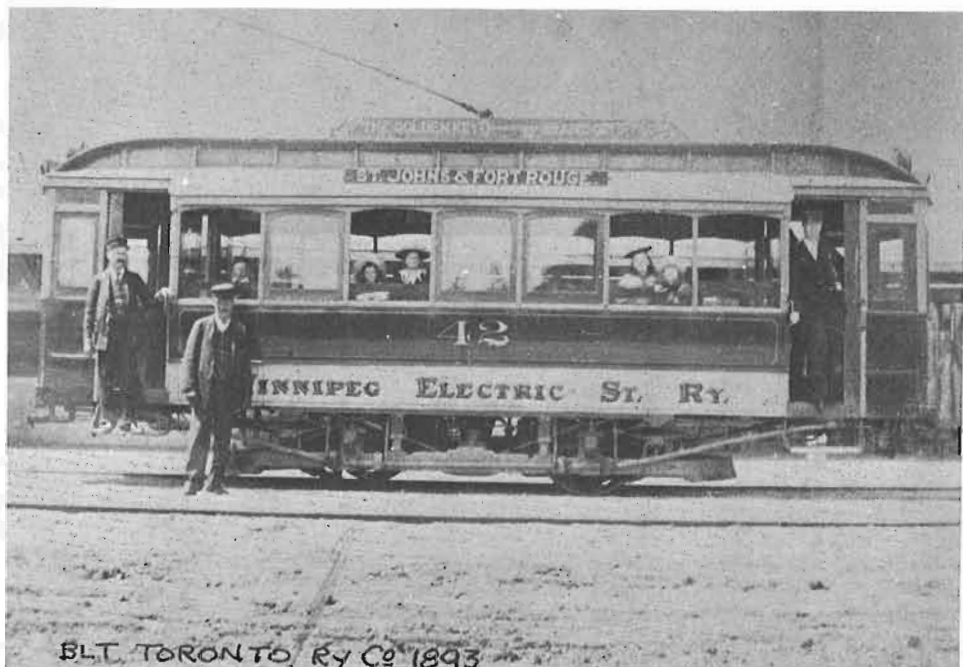
This project started at River Avenue and Main Street and ended on the banks of the Red River at River Park. At this early date of 1891, the City Fathers refused to allow an electric street-railway line in the City proper. Old prejudices had to be overcome! According to a report, the River Park line ran with 4 double-trucked, closed cars, built by Patterson & Corbin Company, of St. Catharines, Ont., and having Edison Electrical equipment. It has never been the writer's good fortune to obtain any definite details on these cars. Their numbers were stated to have been 40, 42, 44 and 46.

During this decade, Mr. Austin had been trying to obtain some sort of a franchise to operate an electric street-railway in Winnipeg proper, but the trend of public (and private) opinion was against him. Finally, a group of Winnipeg business men, headed by Mr. Mackenzie and Mr. Mann of Canadian Northern Railway fame, managed to get the "inside track" in more ways than one and a franchise was granted them in February, 1892. Work was commenced at once and went on apace and by July 26 of that same year the new-horn street railway was ready to run. Due to the fact that there were now two companies, - one horse-operated and one electrified, there were four tracks on Winnipeg's Main Street. The idea that is generally held is that the inner pair of tracks were for horse-cars with electrics on the outer pair. Apparently this was not the case. Southbound electric cars ran between the horse-car tracks, while northbound, they ran to the east (or right) of them!

The first group of 10 electric cars for the new line were also built by Patterson & Corbin of St. Catharines, Ont. These were "bunty" little four-wheelers with railroad-car type roofs, six windows long and with side-seats. The numbers ranged from 2 to 20. There was a failure in delivery of the first few cars and so, instead of being able to start off with six power cars, there were only 2 for the big inauguration day! It had been possible to acquire ten 4-wheeled open trailers, second-hand off the Toronto Railway Company of Toronto and they certainly helped to take care of the load on "Opening Day"!

Mr. Austin's first franchise was still effective and so, for a time, there were rival lines in operation. It was an era of price-cutting and strife however, with the horse-cars inevitably on the losing end. Finally, after a disastrous barn fire with the loss of 44 horses, Austin sold out for \$ 175,000 to the competition and the electrics took over completely on May 12, 1894. It is interesting to note in passing that in 1889, the assets of the horse-car railway were 5 miles of track, laid to a standard gauge with 35 lb. rail, one hundred horses, 15 cars and 15 bob-sleighs. No record can be found of any of the little horse cars being taken over at the time, or of the final disposition of the 4 electrics. Quite a few of the little cars were stripped of their wheels and set out in the River Park area, as shelters, - the Park being taken over by the new Company.

Having the whole load of Winnipeg's urban transportation now firmly in hand, the new Company was in the market for more cars. So, 4 new cars were ordered from the Mylie Carriage Works (later to become the Ottawa Car and Manufacturing Company) in Ottawa, Ont. These additions started service in 1893. They were panel-sided cars, similar to the first lot, except that they were a shade roomier in the vestibule. The number range was from 22 to 28.



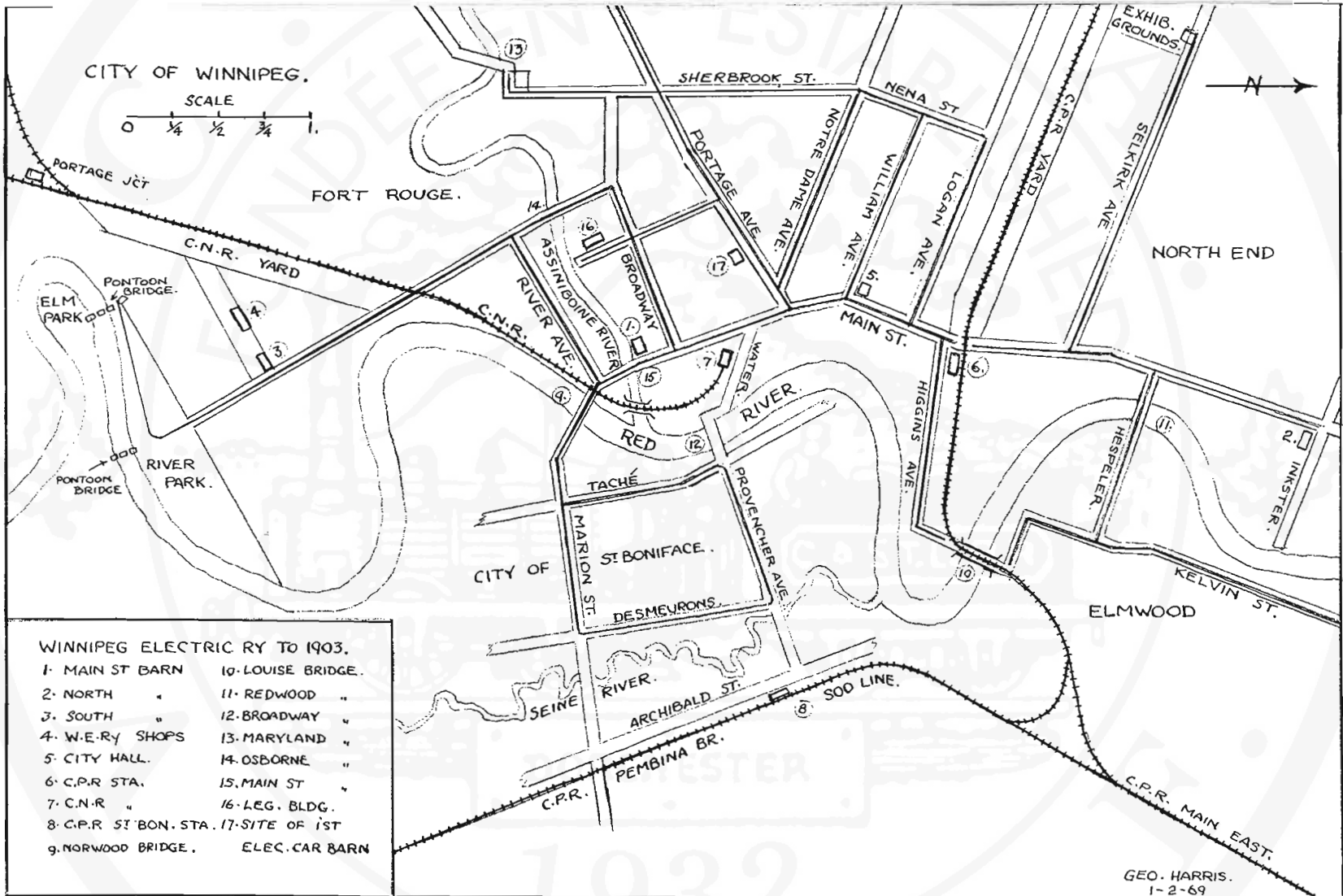
↑ PITY THE little old ladies on these cars! Moreover, fenders were unknown on Winnipeg's street cars until 1898. Photo courtesy Winnipeg Electric.



Later in 1893, 9 more single-truck cars arrived from Toronto. These were one window longer, had panel sides, a 7-foot 6-inch wheelbase and single Curtis trucks. Some of these cars had railroad-car type roofs, some not. These were numbered 40-56. In the same year, the Company also secured from the Toronto Railway Company 5 single-truck, motored, open cars, numbers 30-38 and five more open trailers from the Ottawa Car and Manufacturing Company. This completed the roster of open trailers for Winnipeg.

It should be mentioned here that all powered cars were even-numbered and trailer cars odd-numbered, - a system which was followed throughout the entire street-railway era in Winnipeg.

During the next few years, the Winnipeg Electric Railway seems to have been a pretty steady customer of the Toronto Railway Company for rolling stock. Type and style settled down to a standard 32-foot single-truck "dinkey", seven windows long, side-seats inside and with the distinctive 3-sided end, typical of Toronto building of the time. They were







from 1895 to 1903, twenty-one cars of this type came to Winnipeg. Also, for the record, four more single-truck open cars were acquired, - numbers 88 to 94.

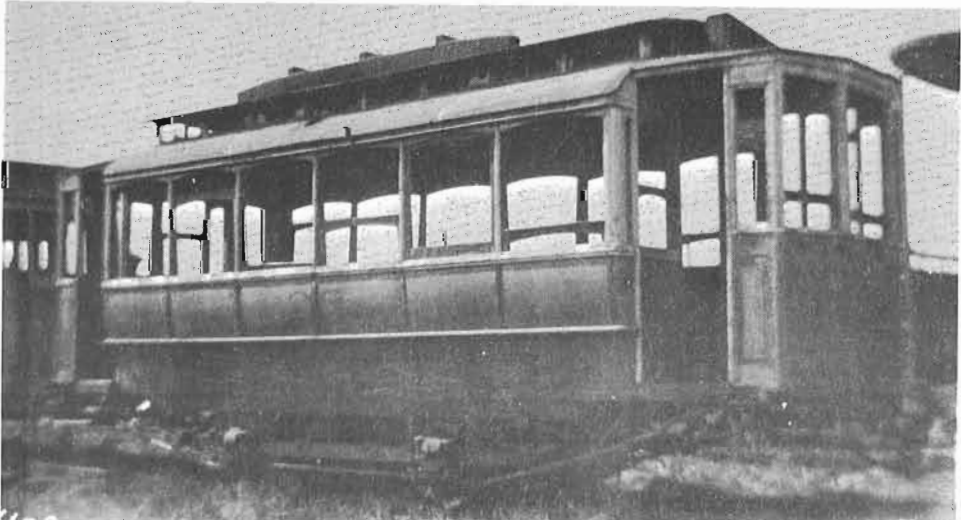
The year 1903 saw the end of the acquisition of single-truck vehicles. It was at this juncture that not only were single-truck cars no longer considered adequate, but that the growing system decided to start building street cars locally. The last single-truck car was numbered 106 and had the unique distinction of being destroyed in the car-barn fire of April, 1920. At this time, the young City had attained a population of some 70,000 citizens. There were about 70 track-miles and a steady growth in size and area served seemed inevitable.

It was not intended originally in the scope of this article to give a route history of the Winnipeg Electric Railway, but as a matter of general interest, perhaps a brief description of it, up to this period, might be desirable. The first track laid down by W.A. Austin was from City Hall on Main Street, to Broadway. Soon thereafter, a line was laid on Portage Road, as far as Kennedy Street, then out on Kennedy Street to the new Legislative Building. By November 11, 1884, the distance between the City Hall and the Canadian Pacific Railway tracks was finished and later from the C.P.R. tracks to St. Johns Avenue, in the North End. For about four years after this, there were no route extensions of any account. The next move was again by Austin, who pressured the City Fathers into letting him build an experimental electric line along River Avenue and out Osborne, to River Park, in 1890-91.

For all his pioneering in Winnipeg's early urban transit, W.A. Austin was poorly rewarded. The choice of the first electric street-railway franchise, within the City proper, was to fall to the aforementioned group, headed by Mr. James Ross and Mr. William Mackenzie, in February, 1892. The line on Selkirk Avenue from Main Street to the Exhibition Grounds came into the system during this year. In 1893, the Belt Line and Broadway; in '94, William Avenue; in '96, Higgins to Louise Bridge and in '97, Sherbrooke from Portage Avenue to Cornish. By 1903, the terminal year considered in this article, lines had been extended to Sturgeon Creek, Elmwood and St. Boniface.



↓ Car no. 28, the last of an order of four from the Wylie Carriage Company of Ottawa, Ont., which later became the Ottawa Car and Manufacturing Company, in 1893. No. 28 is awaiting scrapping in the south car yard at Winnipeg, in 1915. Photo courtesy Mr. Geo. Harris.





These extensions thus represented some 70-odd route miles of line over which operated some 50 cars. It might be said that the core of the present transit system in Winnipeg had now been established.

With reference to the accompanying map, it will be realized that there were, of necessity, many river crossings. By 1903, there was a fair set of bridges, but prior to this there had been several isolated lines, due to weak bridges or inability to cross existing railway lines. The old Broadway bridge, just north of the confluence of the Assiniboine and the Red Rivers, was never considered strong enough to carry the electric cars and it was not until 1904 that the Canadian Pacific Railway subway was completed, making continuous service possible for the length of Main Street. Moreover, by 1903, the Kennedy Street line had been discontinued.



SELKIRK 1915

↑ THIS OLD SWEEPER, number 1, spent its declining years cleaning up accumulations of snow on the Selkirk Line. Photo courtesy Mr. Geo. Harris.



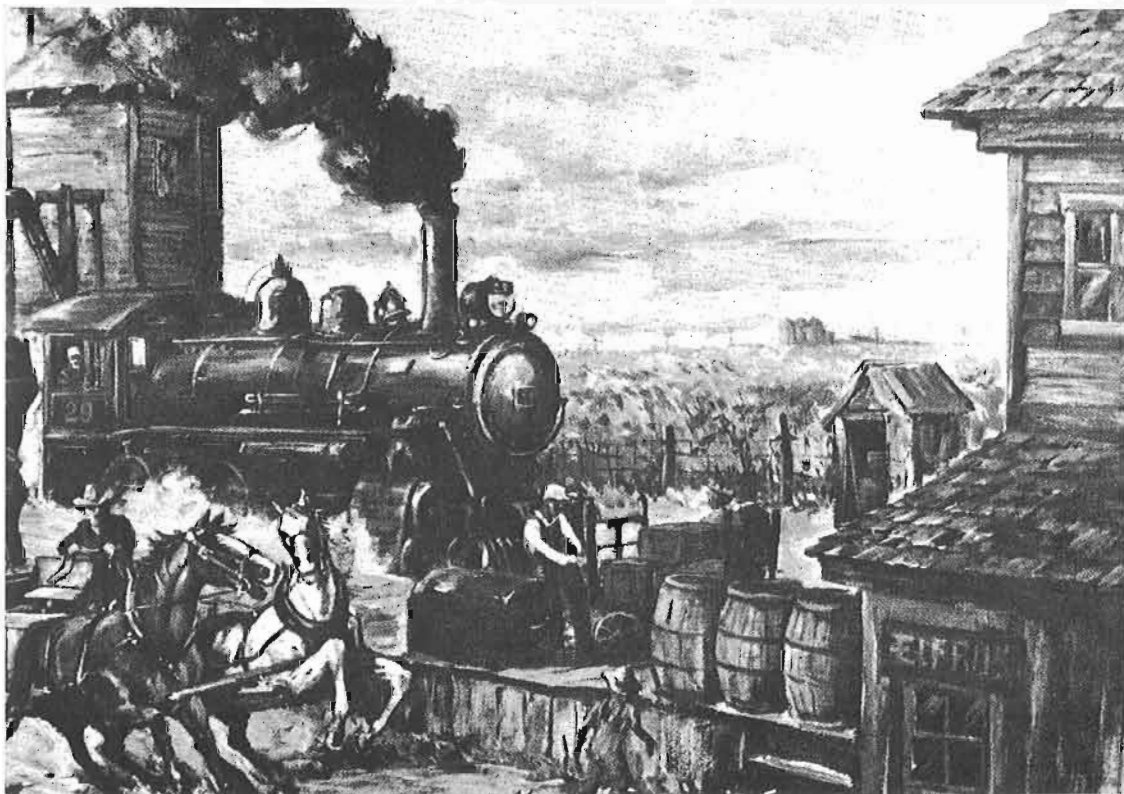
PORTAGE P.M. 002498	JULY 15	PORTAGE 002498 JULY 15	Tender checks are issued only ON REQUEST AT TIME OF PAYMENT OF W.F. in order to enable passengers to travel in a comfortable manner.	SPECIAL CHILD'S FIK BE ISSUED 1 2 3	12 miles 1 2 3 4 5 6 7 8 9 10	0 10 20 30 40 50	0 10 20 30
	W N E S						

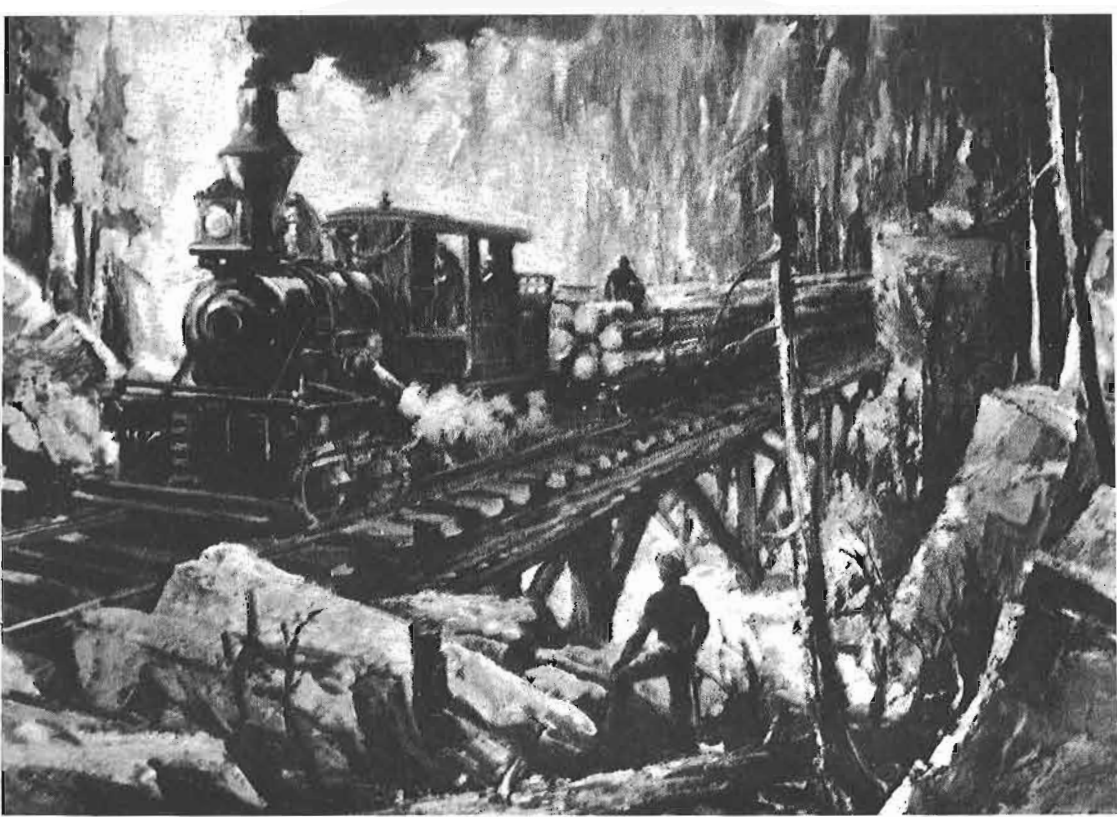
# THE ARTIST AND THE LADY

**J**ust before Christmas, 1968, announcements were sent out saying that there would be an exhibition of water colours, acrylics and oil paintings at the Arts Club, 3448 Stanley Street, Montreal. These works were from the brush of Mr. George Mendez Rae, - artist and illustrator, of St-Bruno, Que.

Normally, such an announcement would not have created the least stir among railway enthusiasts, but when it was discovered that more than half the works were of railway subjects, there were some very rapid changes of plans and a good many unexpected visitors at the Arts Club!

Certainly, the railway subjects and their treatment were just about everything that the enthusiast could have asked for. They ranged in size and subject from a magnificent oil of Canadian National's TURBO to a delightful 9 x 11 water-colour of a Grand Trunk "mogul" of 1880, hurrying through the ruins of a burnt-over woodland. Two smaller water-colors depicted the Champlain and St. Lawrence Railroad's DORCHESTER on her usual daily run from Laprairie to St. Johns, in the late 30's.





The two oil paintings, reproduced here (regrettably) in black and white, were not both exhibited. The British Columbia logging scene, in fact was a featured canvas, but the prairie view of Elfross, Sask., on the Canadian Pacific, had been withheld by the artist, for personal reasons. In the work, as reproduced, the portrayal of Canadian Pacific No. 29 is very realistic.

In reply to the obvious question, the artist, Mr. George Mendez Rae, wrote:

"Why does an artist want to paint old railway engines? Railway buffs might reply that the desire was aroused because of the different types of locomotives, or perhaps because of the contrast between different types of engines, or may be because of the interesting evolution of the steam locomotive, or perchance for the fascination of imagining the future shape of these giants.

But to an artist, a non-mechanical person, this direct appeal is much more tenuous. Of what use is it to the artist to devote many hours to acquiring the technical information on the iron monsters? Why spend many, many hours at the easel, painting the black brutes, not with the expectation in any way of selling the result, but just for fun?

To answer this riddle is difficult. The answers to the above questions are varied. But anyone who, as a youngster, has stood on a station platform, while the steam juggernaut roared in, hissing steam, sparks flying from the wheels, can very readily understand how an impression was thereby created that lasted a whole life through. Sometimes it was terrifying, but always it was fascinating. In this and other similar impressions reside the emotional aspect of my painting. And more than this. These old steam horses had character. They were all like old Per-



cheron horses,—somewhat past their prime but still possessing and capable of tremendous power. Or like old men, rugged, bony, gnarled, rather unkempt, who in their younger days had pioneered, made trails, discovered and developed vast sections of their country.

From these concepts, the artist can show the character of old locomotives in his paintings and can accurately depict the role that they have played in human society.

A third aspect of the subject is the steam locomotive in its historical relationship to Man. Without Man, the locomotive is a useless mechanical contraption. In partnership with Man, the steam engine becomes a vigorous and vital manifestation of the power of steam, helping to develop the vast potentials of Country and Engineering and Civilization.

A whole lifetime could be devoted to the portrayal on canvas of these ideas. Not only do steam engines have a visual charm, but so do freight and passenger cars, the caboose, the old section-man's pump-car, old stations and all of the other endless paraphernalia of railroading.

To express these ideas artistically, rather than mechanically, is, I believe, my reason for choosing this fascinating and far-from-ordinary project. After some forty years as an advertising and fiction illustrator and art director, I am happy indeed to be able to begin a new career as a full-time painter in the fine arts and illustration and my happiness is all the greater because I can indulge my desire to paint railway scenes to a more satisfying degree.

Yours sincerely,

George Mendez Rae. "

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# CONGRATULATIONS TO HEATHER

S. S. Worthen

**T**he Association's first excursion on a main-line Canadian railway, was held on October 1, 1950. Its most recent trip was on May 31st, 1969.

This very successful venture, organized by the Special Events Committee of the Association, brings to mind the trip to Ottawa and the Museum of Science and Technology, in the summer of 1968. The success of



this trip was the culmination of some very hard work by the Committee, and the highlight of the day was the presentation to Dr. David Baird, Director of the Museum, of a piece of historic horse-car rail from the Association's collection, by Miss Heather Haig, R.N., a member of the Committee. Miss Haig was the Association's "ticket agent" for this trip, and because of her efforts, it was necessary to add more cars to the train. Mr. F. Angus mounted the piece of horse-car rail for presentation.



↓ Miss Heather Haig presents the section of horse-car rail to Dr. David Baird of the Museum of Science and Technology, Ottawa, with the assistance of Dr. R.V.V. Nicholls, President of the Association. CN's famous 6218 forms an appropriate back-drop. Photo courtesy F. Angus.



# THE SPRING & SUMMER TIMETABLES IN 1969

- by F. A. Kemp -

The change-over from standard to daylight (saving) time, on the last Sunday in April of each year, is always a time of expectation for the railway enthusiast, who then sees how Canada's railways will organize the usual summer increase in long-distance travel, which is usually accompanied by a decrease in shorter-distance trips. This year, Canadian National Railways schedules account for most of the changes, the summer services on CP RAIL being very little different from last summer.



The principle change in this summer's arrangements on CN involves the passenger trains between Montréal, Toronto and western Canada. There will be only one "Super Continental", west of Capreol, Ont., Trains 1 and 3 combining at that point and Trains 2 and 4 separating there, on the eastward trip. The "Panorama" has become a rather mixed-up affair, with Trains 5 and 6, the portions east of Winnipeg, operating on a daily basis, as they have all winter. However, Montreal-Winnipeg Train 105 has regained its name and is renumbered "7". It will continue in its coach-only configuration until June 16, when it will really blossom out, with sleeping cars, lounges and meal service and will be extended to Jasper, Alta., on a tri-weekly basis, with through equipment.

This practice will last until September 10. The eastward movement, Train 8, will run tri-weekly from Jasper to Winnipeg from June 19 through September 12 and will replace Train 106, Winnipeg-Capreol, from June 20 to September 13, leaving Winnipeg 2 hours earlier. Eastward from Capreol to Montreal, the train is again numbered "8", but a further complication will be added from July 2 to 22, when this train is indicated as running from Ottawa to Montreal via Vankleek Hill on CP RAIL! It is not indicated which station CN Train 8 will use on entering Montreal during this period, but the single cross-over at Dorval is sufficient to permit it to use Park Avenue or Central Station via the Mount Royal Tunnel, if the necessity arises! From the foregoing, it is correct to say that there are two "Panoramas" between Winnipeg and Jasper, this summer!

During the period June 13 to September 13, Jasper - Prince Rupert Trains 9 and 10 will run again daily this summer. Through sleeping



and dining cars will be provided daily.

Back in the East, the Toronto-London portion of the "Ontarian", Trains 645-646, has been replaced by TEMPO Trains 144-145, whose run has been extended to Windsor (and Walkerville) on a trial basis, thus making four daily Toronto-Windsor TEMPO Trains. Trains 149 and 148 have also been converted to this type of equipment. The Montreal-Windsor sleeping car has been discontinued and "club" car service eliminated from all trains except 141 and 148.

On the Montreal-Toronto speedway, all reference to TURBO trains has been summarily expunged, the inference being that CN does not expect "The Return of TURBO" before the change of time in the Autumn. Now Trains 62 and 63 are missing, but Trains 60 and 61 are back, with a departure time of 0920, just ten minutes ahead of the "Lakeshore". The overnight Toronto-Ottawa Trains 213 and 214 have been renumbered 48 and 49, making the "Capital" definitely a passenger train, rather than an express-freight run with passenger-carrying facilities! Notwithstanding this upgrading, another train has been eliminated from the Montreal-Ottawa service, when Train 35 was reduced from daily operation to Sunday only and Train 38 was eliminated completely, its number being assumed by Friday and Sunday Train 138. There are now five daily trains in this service. During the summer of 1968, there were seven daily except Sunday and six on Sunday!

The Montreal-Sherbrooke-Coaticook service on the old Grand Trunk line to Portland, Maine and the Montreal-Grenville run on the former Canadian Northern Quebec are gradually being whittled away! The latter line is now served by Trains 187 and 188, which operate on a bare-minimum frequency of once-a-week! The old Grand Trunk line still boasts daily service as far as Sherbrooke, but this is down by two runs a week from the previous schedule. The Friday Train 626 goes through to Coaticook, returning as a non-advertised "passenger extra" to Sherbrooke, apparently the same night (Friday), although the exact day of operation is not stated. The connecting service from Richmond to Charny and Quebec is still there, unchanged, although it was decimated in the last timetable.

Service from Quebec to La Malbaie, eastward along the St. Lawrence River, was changed last January 6, when daily RAILINER 678-679 replaced conventional Trains 178-179-181, which ran only six days a week. The cars actually run through from Montreal on Trains 122-634 and return in Trains 633-123. This route, like many other RAILINER services, no longer provides checked baggage service. Intending passengers are cautioned not to bring trunks!

The principle feature of the Montreal-Maritime service of this summer is the end of the "Cabot", which has been running between Montreal and Sydney for the past two summers. The "Ocean" will continue its winter-time practice of dividing at Truro, N.S., for Sydney and Halifax, but the burden of the 19 or so regular cars may force the operation of two separate sections whenever extra cars are added. Of course, the perennial baggage car will bring the total number of vehicles to at least twenty!

In wonderful Newfoundland, the invincible "Caribou", Trains 101 and 102, is still shown as operating three times weekly, alongside the daily bus services. The continuation of these trains beyond July 2 is still in doubt, but anticipated summer holiday travel in this remarkable Canadian province may require maintenance of the train service. Meanwhile the mixed Trains 203 and 204 have disappeared (temporarily), since if passenger train service is discontinued in the Autumn, they will return as daily trains between Corner Brook and Bishop's Falls.

#### CP RAIL.....

About the only new things noted in CP RAIL summer passenger folders are a new type-face and a new layout! The contents differ very little from previous publications. Train 1, the westbound "Canadian", runs one hour

STATIONS	TC-A	MONTRÉAL-JC.	ST. LUC. Qc.	ROTE DES NEIGES	ANDUÉ	MILE END	BRESLAY	JAC. CARTIER Jc.	BORDÉAUX	PARK LAVAL	ST. MARTIN	QUEBEC JCT.	PETITE ORTE	STE. ROSE	ROSEMERE	ST. THERESE	ST. AUGUSTIN	ST. SCHOLA QcE.	ST. HENRIAS	LACHUTE	STAYNERVILLE	CREVILLE. QcE.	QUÉBEC	PT. AU ORENE	FASSETT	MONTBELLÉ	PAPHEAUVILLE	PLAINANCE	THURSO	LOCHABER. QcE.	BUCKINGHAM JCT.	ANGERS	E. TEMPLETON	CATNEAU	MULL													
	Fare	15.00	14.00	13.00	12.00	11.00	10.00	9.00	8.00	7.00	6.00	5.00	4.00	3.00	2.00	1.00																																
BOOK TICKET	14676	3	CANADIAN PACIFIC RAILWAY TRAIN TICKET																									If Punched for Baby If Punched for If Punched for If Punched for																				
FORM 161	This ticket must be punched before it is separated and this half given to passenger. Punch cuts should indicate fare paid, station from and to, the class and date. It is not transferable, is good only on train and date on which issued and if it is not punched - not good for rebate - at foot it is redeemable at ten cents if presented at any ticket office of the Company within thirty days from date of issue. If punched - not good for rebate - it is not redeemable.																																															
<b>From-To</b> Stations to be written, when not printed for punching - Les noms des stations doivent être écrits ici lorsqu'il ne sont pas imprimés pour être ponctués.																									Co billet doit être ponctué avant d'être séparé et cette partie donnée au voyageur. Les perforations doivent indiquer le prix perçu, les stations de départ et de destination, la classe et la date. Il n'est pas transférable, n'est valable que sur le train et à la date où il est émis. S'il n'est pas ponctué - Pas de rabais et non valable - au bas il est rachetable à dix centes sur présentation à un bureau de billets de la Compagnie avant trente jours de la date d'émission. Si ponctué - Pas de rabais - il n'est pas rachetable.																							
STATIONS	TO-A	OTTAWA	CHAUDIERE Jc.	QUÉBEC	MONTICK	BRAYS	OSCOBE	SABOURN	KEMPTVILLE	KEMPTON	OXFORD	OROVETON	SPRINGVILLE	PRESCOTT	PRESCOTT	BRITHANIA	NEPEAN	STITTVILLE	ASHTON	CARLTON PLACE ONT.	BEKWITH	FRANKTOWN	WELSH	SMITHS FALLS	STORY	JASPER	WOLFORD	BELL	JELLY	BELLAMY	HAWKENS	CLARK	PAINFIELD	BROCKVILLE JCT	BROCKVILLE	MONTREAL	WESTMOUNT											
DATE	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	DAYS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1912	1913	1914	1915

A "Form 161" ticket on Canadian Pacific Railway from Welsh to Prescott Junction, Ont., dated November 3, 1911. C.R.H.A. collection.

earlier. Trains 417-418 are again running six days a week between Sudbury and White River, Ont., but using two sets of equipment, not "doubling the road" as was formerly done. Montreal-Vaudreuil commuter Trains 295 and 298 are not to be operated this summer, so the service remains the same as during last winter.

ALGOMA CENTRAL RAILWAY

"Canyon Tours" on the Algoma Central Railway are being advertised by the Ontario government's Tourist Department, this summer! Thus, a daily-except-Sunday passenger service will be inaugurated on June 1st, this year. The trip north from Sault-Ste-Marie, Ont., is exceedingly scenic and is a must for the vacationing railway enthusiast.

QUEBEC, NORTH SHORE AND LABRADOR RAILWAY

The most famous of the North Shore's common carriers has not changed its train services significantly from those of last winter. There will be a sort of "every-other-day" service (Tuesday, Thursday and Sunday) from Sept-Iles to Schefferville, Que., with southbound trains leaving Schefferville on Wednesday, Friday and Sunday. Passengers may detrain or entrain at any of the Company's siding stations, which are located approximately fifteen miles apart along the 355-mile line. However, there are no tourist accommodations available to the public between Sept-Iles and Schefferville. The entire area is infested with black flies. There are some mosquitos, a few "deer" flies and some large "moose" flies. Insect repellant, in ample supply, is an absolute must!

COMPAGNIE DE CHEMIN DE FER CARTIER

Between June 13 and September 4, coach-passenger service is offered Sundays and Thursdays, leaving Port Cartier, Que., at 1630 and arriving at Lac

Jeannine at 2330. On August 4 (Extra Holiday) and September 1 (Labor Day) the usual Sunday train will operate. In the southbound direction, the Tuesday train offers sleeping car service, departing from Lac Jeannine at 2100 and arriving at Port Cartier at 0700. Visitors and tourists are invited to use the Saturday train, leaving Lac Jeanning at 0600 and arriving at Port Cartier at 1230.

#### ROMAINE RIVER RAILWAY

The shortest and most easterly of Canada's mainland railways has published its summer timetable, effective April 4, 1969. There are seven northbound empty trains, counterbalanced by seven southbound loaded trains, the working of these being divided into four schedules, two of eight hours, one split shift of 8 hours and one "short-turn" of 3 hours. The first train of the day leaves Havre St-Pierre at 6:45am and arrives at Lac Tio, 27 miles distant, one hour later. Passenger service is provided on this trip as well as on trains at 10:15am, 2:15pm, 11:45pm, 2:30pm. The traveller may return on trains at 8:15am, 12:15pm, 4:15pm. On the current timetable, notice is given that all previous schedules are hereby cancelled and "all motor car & other equipment should clear these schedules. Box car up on 2:45pm train".

#### ADDENDUM.....

And as a closing item in this survey of summer timetables, we must not overlook the fact that Canadian National's mystery train is back again! Hard-to-kill Toronto-Markham local Train 990 has reappeared, after several years absence. Apparently no one realizes that it was totally eliminated last March 31st.!





# THE SCOTIAN RAILROAD SOCIETY

continues to record progress  
and growth.

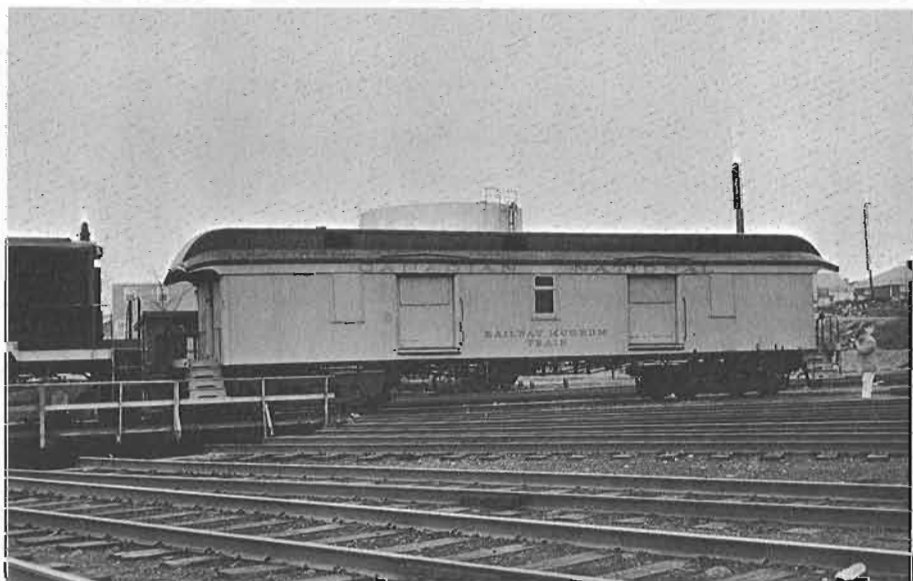
Mr. Bruce Jamieson, Publicity Chairman of the Society, writes to say that the membership of Nova Scotia's newest railway enthusiast group presently totals more than one hundred, more than half of whom are resident outside the Halifax area. Mr. Garry Pollock is President and Museum Chairman, assisted by Dr. Stephen F. Bedwell as Vice-President and Programme Chairman.

Mr. Chester Grimm is Secretary and Excursion Chairman and Mr. Allister MacBean is Treasurer and Membership Secretary. The Society is fortunate to have Mr. H. B. Jefferson of Halifax as Publications Chairman, as well as Mr. Yves Martel as Editor of THE MARITIME EXPRESS, the Society's medium of communication. Mr. R. D. Tennant, jr., is the Society's Librarian.

The Society has already received its first acquisition for the Museum. This is a baggage car from Canadian National Railway's famous Museum Train, which toured Canada and parts of the northern United States in the 1950's and early '60's. Built by the Intercolonial Railway as a passenger coach in 1875 and numbered A4315, it was converted to a baggage car in 1892.

This historic vehicle will be of great advantage to the Society since most of the interior display racks and brackets are intact. These will be very helpful in arranging the Society's historical collection of railway memorabilia from Canada's Atlantic Provinces.

Inquiries may be addressed to the Society at P.O. Box 798, Armadale Postal Station, Halifax, N.S.



# TURBO . . . and how to miss it

Dana C. Andrews

Everybody has been talking a lot about "firsts". In connection with Canadian National's TURBO, that is. But what they forgot to mention was the first passenger who missed TURBO!

If you could examine the record books carefully, you would probably find that TURBO was a little late leaving Toronto on December 12th, 1968. I like to think that the reason was that it was waiting for me. I wish it had waited a little longer!

Wanting to remain at my friend's house in Toronto as long as possible, I delayed my departure to catch the TTC's subway until 1745 hours. A brisk but normal run from St. Clair Avenue brought me to Toronto's Union Station at 1800 hours and, at 1805, I was still finding my way to the station concourse. By 1809, I had reached the concourse and at 1810 I was hastening to the TURBO departure track.

Alas for my efforts! At 1811, I watched TURBO glide away from the platform and out of Union Station, eastbound on its way to Montréal, leaving me (the first passenger to miss TURBO) behind!

At 1815, I decided it wasn't coming back and that I would have to do something about getting back to Montréal. So I went to the CN ticket wicket and bought a billet to Montréal on the overnight "Cavalier". So, many hours later, - the next morning, in fact, I detrained at Dorval, dog-tired but glad to be home.

So, I figure I am the first revenue passenger who paid a round-trip fare to miss TURBO on the eastward return run. Maybe it will not make the record books, but I am putting in my claim, anyway!



↑ CN's TURBO at mile 64 of the St-Hyacinthe Sub. TURBO P-100 passes 2 RDC's at 2.32 p.m. Note "whirly-bird" at upper left taking publicity photos!  
Photo courtesy W.G. Blevins.



← THE FIRST ACQUISITION of the Scotian Railroad Society for their Museum. This baggage car, no. 8018, was formerly part of CN's famous Museum Train. The car made what was probably one of its fastest trips when it was moved from Montreal to Halifax on manifest freight no. 440.  
Photo 22 March 69 Mr. G. Pollock.

# WALTER'S WANDERINGS

W. J. Bedbrook

Last summer, when I was working in the northern part of Ontario, I kept my trusty camera beside me most of the time.

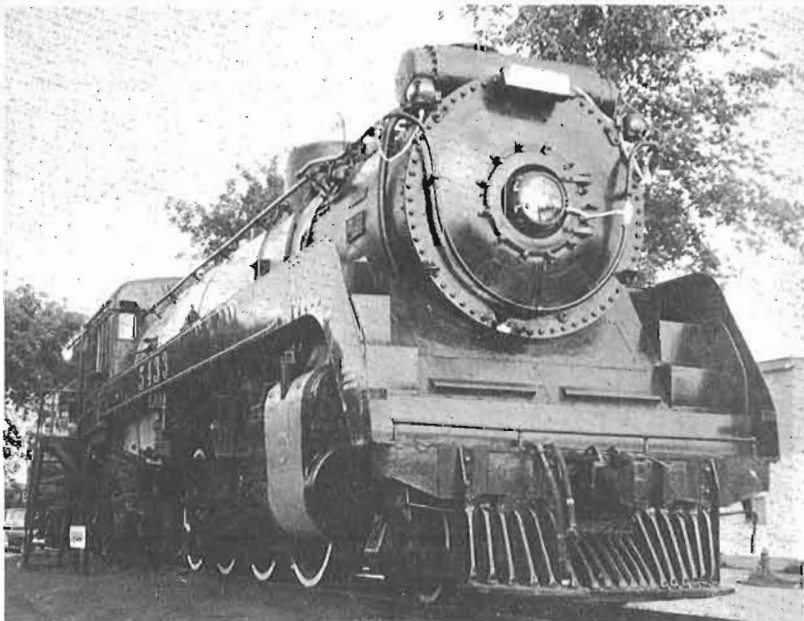
CP RAIL operates two locals out of Sudbury, one to Sault Ste-Marie and the other to White River, on the main line west. On the White River run, where the highway does not parallel the railway, an RDC-4 is used, although I never saw much baggage or express in it.

On the run to the "Soo", where the highway parallels the track for practically the whole distance, express is handled by a semitrailer-trailer (ugh!). Stops are made at way points to drop off the occasional item.

Canadian Pacific no. 5433 is in a Centennial Park, behind the CP station at Chapleau, Ont. While it is located on a main street of the town and is not fenced in, it has not suffered at all from vandalism and is in excellent condition and well maintained.

I'll send in more "Wanderings" for the next issue!

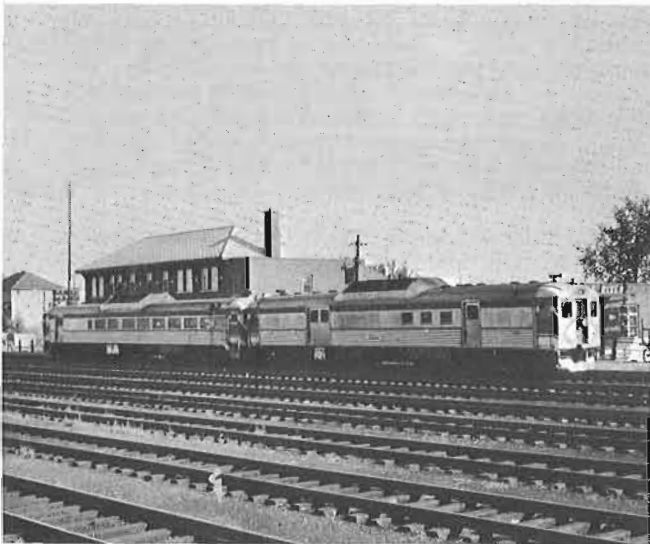
Editor's note: Walter Bedbrook is a Director of the Association, whose particular pride and joy is Barrington Station at the Canadian Railway Museum. Mr. Bedbrook was working in northern and western Ontario in the summer of 1968 and 1969.







CP RAIL's RDC 4 + RDC 3 White River Local at White River, Ont., reputed to be the coldest spot in eastern Canada. The "master" thermometer is housed in the slatted box attached to the platform railing.



The White River Local, - CP RAIL's Sudbury-White River, Ont., service, standing in the station at White River.

C. & S. T. L. R. R.



The "consist" of CP RAIL's service for express, freight, etc. The combination might be identified as a RT-1 and an RT-21



# A VERY NECESSARY TRAMWAY LINE

A PROGRESS REPORT ON THE ACTIVITIES OF THE  
ASSOCIATION URUGUAYA AMIGOS DEL RIEL

by

Sr. Omar M. Gil Soja, President

The citizens of Montevideo, the capital city of the Republic of Uruguay, South America, have seen the same sad reduction of tram service on the streets of their city as many of their compatriots in North American urban areas. Despite this erosion of practical city transport, the Association Uruguaya Amigos del Riel (Uruguayan Association of Friends of the Rail), achieved a notable triumph in 1967 when they persuaded the city administration to re-open a stretch of city tram line which had been abandoned for some time. The details of the project and its realization are given in the following communication from Sr. Gil Soja:

"Since last October 15, Montevideo officially has a new tram line - No. 36, on a portion of the ancient loop of lines nos. 33/36. The story of this success, so pleasant and so important to railfans, began when the Municipality of Montevideo decided to establish a historical and touristical quarter at Isla de Flores St. now partially named Carlos Gardel, in a portion of the City that has not changed significantly in the last 40 years.

The story of tram lines on this street, goes back to the horse-tram time, when it was run over by one of the several companies of this kind that existed in the Barrio Sur (South Quarter) district of the City. Subsequently, this and other ones of these lines were bought - (and amalgamated) - as "La Transatlantica," - a company organized with German capital, looking to electrification. From 1907 to 1933, Isla de Flores Street was travelled from Andes to Juan D. Jackson Streets - a distance of 21 blocks by lines nos. 7/9 originally and lines nos. 18/23 later on. Then, "La Transatlantica" was bought by the "Sociedad Comercial de Montevideo," the rival tram company, organized by British capital, which was operating since 1906. This purchase was in 1928. In 1933, the tracks were reduced by 8 blocks from Rio Branco to Ejido and then used by lines nos. 23/33 until 1945. At that date, there was a change in traffic, from left to right-hand operation, and then lines 23/33 were joined by line no. 36.

More lately, our Association proposed to the authorities the idea of starting to run a tram in this zone as a living museum. At the same moment, A.M. deT. (Municipal Transportation Board) had made the same suggestion, and since they had the actual authority to create it, the work started immediately.

Early in September, 1967 the news was published and very soon a car was taken out of the Fernando Garcia Museum, where it had been kept. Technical advice selected tram no. 595, an English Electric (Preston) vehicle with a Dick Kerr controller system K-3,

which was incorporated into the service circa 1924. Originally, these were 255-304 series cars of the Sociedad Comercial de Montevideo, and after unification with La Transatlantica Company, they were renumbered into the 555-604 series. Many of these cars were later rebuilt the same as the no. 595.

This selected tram was transported to the A.M. de T.'s main workshops for a complete overhaul. In the middle of September, the President of A.U.A.D.R., Sr. Gil Soja, symbolically removed the first pavement to uncover the tracks. The necessary columns to support the trolley wire were put in place.

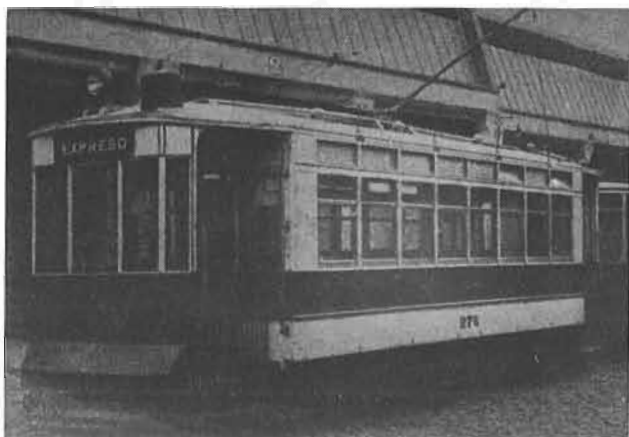
On October 14, 1967 (Saturday) at 21.53 hrs., a few minutes after electricity was connected to the line a tram once again began to run over this Montevideo street leaving the Usina Gonzalo Ramirez after nearly 11 years of absence to make a trial run while the population of the Barrio Sur received it with applause emotion and happiness. The meeting of the council of the Asociacion Uruguaya Amigos del Riel took place on the car.

The official inauguration was on Sunday, the 15th., at noon. Being present were authorities of the Municipal Transportation Board, the A.U.A.D.R., and also many other people. The line was opened with a big popular success, and since that day, every Saturday from 15.30 hrs. to 23.00 hrs., and Sunday from 11.00 hrs. to 13.00 hrs., Montevideans can give themselves the pleasure of again travelling by a tramway, paying a fare of agreeably small amount.

Now the line runs only along 8 blocks of Carlos Gardel and Isla de Flores Streets, from Rio Branco to Ejido, and 4 additional over Ejido and Gonzalo Ramirez for arriving at the depot. But the Municipality has ordered a study of the line's prolongation to Parque Rodo (Rodo Park). To supervise this study, they have selected our President Sr. Gil Soja, who happily is a traffic engineering expert.



↓  
HOW THEY USED TO LOOK. A photograph of Car no. 276 of the series 255-304 of the Sociedad Comercial de Montevideo, built by English Electric about 1924. This series became nos. 555-604. Photo by Sr. O.M. Gil-Soja.







↑ TODAY, AT THE Usina Gonzalo Ramirez, Montevideo, Car no. 595 hides behind the walls of the usina, when it is not operating. Photo Sr. O. Gil-Soja.



As you will see from the accompanying map, the Municipal authorities wish to establish a line, not only with a historic and touristic purpose, but also to serve as a real transportation system, in the same way as San Francisco's cable cars or Douglas' (Isle of Man) horse-trams. Thus is provided a connection from the centre of the town to a place of undoubted popular attraction, - Parque Rodó, through an area that now suffers from a scarcity of public transportation service.

The final project proposes the use of three additional tram cars for this line from the Fernando Garcia Museum. No. 509 is similar to the present no. 595; no. 881 and 370 were built by the Sociedad Comercial de Montevideo in their shops in 1932 and 1934, respectively.

Thus, the tramway is reborn in Montevideo. But the Asociación Uruguaya Amigos del Riel regard this only as a symbol, and have firmly decided to continue the fight for improvement of the rail transportation in all of the City, because Montevideo needs the rail!"

We are sure that we speak for all of our readers when we say "Congratulations to the A. U. A. D. R. for reviving service on this Montevidean tram line. May your future plans be crowned with success!"

All photographs for this report are by Sr. Omar M. Gil Soja.



BY F. A. KEMP

## OBSERVATIONS

**M**R. DONALD GORDON died recently, at the age of 67, only two years after he had retired from the presidency of Canadian National Railways, which he had held since 1950. Mr. Gordon died May 2, 1969, at his home in Westmount, Que. He had been Chairman of the Board of British Newfoundland Development Corporation and Churchill Falls Power Corporation, since leaving CN.

Mr. Gordon came to Canada from Scotland in his youth and was employed by the Bank of Nova Scotia, rising through that organization to become General Manager. When the Bank of Canada was established in 1934, he was asked to become its Deputy-Governor. His signature became familiar to his fellow-Canadians, appearing opposite that of Graham Towers on most Canadian paper money. In 1940, he accepted the post of Chairman of Canada's Wartime Prices and Trade Board, the organization which had the most difficult task of controlling consumer prices, product allocation and rationing during World War II.

His appointment as President of Canadian National in 1950 was controversial at the time, but he began to learn about railroading as energetically as he had previously learned about banking. One of his principal tasks was the reorganization of the overwhelmingly burdensome Company debt structure. In this he was only partially successful, as may be seen from the Railway's current annual report, where the interest on the debt amounts to 70 million dollars. However, Mr. Gordon's regime will be best remembered for accomplishments such as system dieselization, the passenger car order of 1954, construction of new lines to tap northern natural resources, redevelopment of terminal areas in major cities, especially at Montreal, new freight yards at Moncton, Montreal, Toronto, Joffre (Quebec), Sarnia, Winnipeg and Saskatoon, new access lines to Toronto and Vancouver, relocation of lines at Montreal and other places. Probably the most important change in the late Mr. Gordon's regime was the programme of complete "Visual Redesign" which changed the Company's public image completely and transformed a hitherto conservative organization into one which took its place in the avant-garde of corporations of the second half of the Twentieth Century.

Passengers on CN lines had their ups and downs during Mr. Gordon's time. The new equipment came in 1954 and the "Super Continental" service in 1955, but by 1960, the old "Continental" was gone. A reversal of the trend began in 1961, when "Red, White and Blue" fares were introduced on Company lines in the Maritimes, culminating in Canada's Centennial Year, 1967, when the system carried the largest passenger load in its history. Many passengers rode in cars bought or leased from United States railroads, to augment the CN fleet. Freight services changed radically during Mr. Gordon's tenure, with the introduction of "piggyback", auto transporters, containers, and unit trains, in addition to many other innovations. The widespread application of microwave and train-radio were other advances in technology which resulted in a complete transformation of Canadian National's operations. All but one of the Railway's five electric operations were phased out, along with the complete stud of steam locomotives. While most of these changes were inevitable, the late Mr. Gordon was instrumental in keeping Canadian National Railways in the forefront of progress and for this alone, his fellow-Canadians owe him a great debt of gratitude.

**THE THORNTON BRANCH:** The name of another famous former president of Canadian National, Sir Henry Thornton, who held the post from the creation of the system in 1923 until he resigned in the midst of the financial crisis of 1933, has been given to the new branch line into North Vancouver, B.C. The line includes a tunnel about two miles long, beneath residential areas in the eastern part of Vancouver and a bridge, spanning the Second Narrows of Burrard Inlet, including a 503-foot lift span. The line was begun in 1965 and eliminates a congested operation along Vancouver's waterfront terminal trackage. This area was plagued with many level crossings of public roads as well as CP RAIL's main line and spur tracks. Access to the new line, as to all CN facilities in Vancouver, is via the Great Northern Railroad, over which CN has trackage rights from New Westminster. The name of Sir Henry is also commemorated by Thornton Park, in front of CN's Vancouver Station.

**RAILS LEAVE LONGUEUIL:** The City of Longueuil, on the south shore of the St. Lawrence River, opposite Montreal, has apparently lost the last one of four railways, which have served the area at various times since 1847. Now that CN has relocated its Sorel Subdivision, formerly part of the Quebec, Montreal and Southern Railway, a subsidiary of the Delaware and Hudson, no longer is there a rail line in the City. The D. & H. purchased the Q.M. & S., (abbreviated in the French language to "quel maudit service" or "what damned service") from the South Shore Railway. Purchased by CN in 1929, the line paralleled the St. Lawrence, through St. Lambert to Longueuil. Due to residential development in the former City, there were 22 public crossings between the two Cities and very little industry. CN has opened a new line from near St. Hubert R.C.A.F. air base to a new operating point "Cartier", near the Boucherville interchange on the Trans-Canada Highway. The new line enhances the potential of an undeveloped industrial area and runs parallel to most roads, thus eliminating public road crossings. The former line has been retained from Cartier to the plants of United Aircraft of Canada and Weston Bakeries in Longueuil, about 1.5 miles.

Longueuil was the original terminus of the St. Lawrence and Atlantic Railroad, later leased by the Grand Trunk Railway, from 1847 until the completion of the Victoria Bridge in late 1859. From 1873, it was the terminus of the Montreal, Portland and Boston Railroad, a wholly-owned subsidiary of the South Eastern Railroad. After 1883



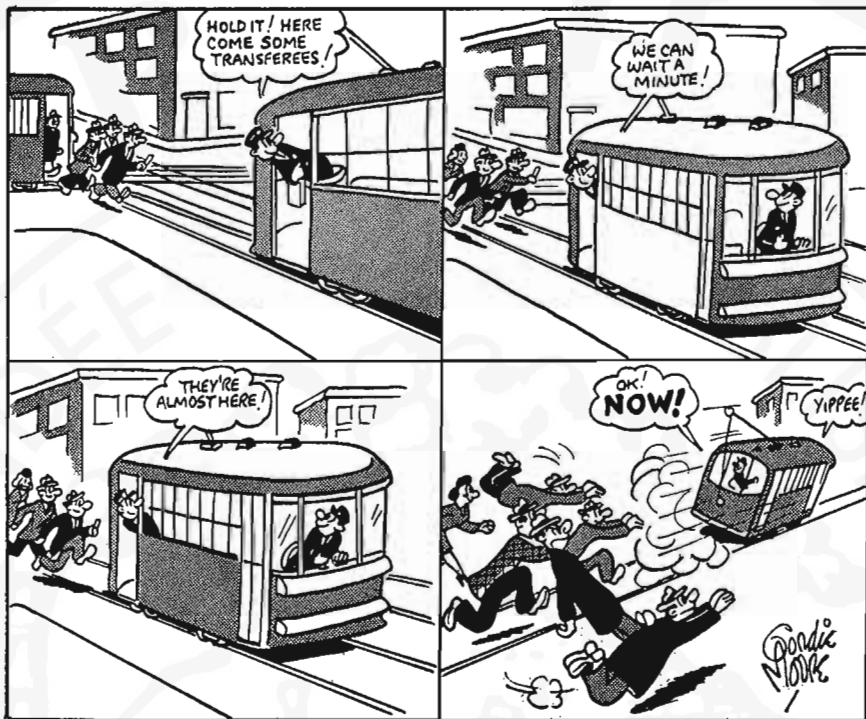
when the S.E.R. was leased by the Canadian Pacific, the latter Company arranged trackage rights over Victoria Bridge to Grand Trunk's Bonaventure Station, so that, for a brief period, C.P.R. trains may have used this famous Montreal terminus.

O. & N. - NOT DEAD YET: The Ogdensburg and Norwood Railroad, western extremity of the now-defunct Rutland, whose demise was announced prematurely in these pages, may not be so dead, after all. A recent announcement tells of a redevelopment plan for this property. Our Ottawa member, W.R. Linley, learned from the O. & N.'s superintendent that the freight embargo was required because of the unsafe condition of two on-line bridges. An injunction is being sought against the State of New York, who, according to the terms of the lease, must maintain the right-of-way and have not done so. Operations are planned to resume in July, with diesel engine no. 1, an ALCO S-4, c/n 78407, built in October, 1950. The Company also owns an ex-CP RAIL caboose and snow-plow.

STATIONS OLD AND NEW: CP Subsidiary, Marathon Realty Limited, is playing havoc with station arrangements in many smaller Canadian cities and towns. New shopping centres on CP RAIL property in Ponoka, Alta., Maple Creek, Sask. and Cornwall, Ont., have necessitated new stations. The first two towns got them but Cornwall's freight shed was promoted to station status. No matter, as Cornwall has no passenger service, anyway! The CN's station at Ayrnes, Que. was recently demolished and replaced by a small operator's cabin. The former structure of a standard Canada Atlantic Railway design, was similar to Barrington Station, which was preserved and is now restored at the Association's Canadian Railway Museum at Delson/St-Constant, Que. Scheduled for imminent destruction is the fine old vintage-1890 brick CN station at St-Jean, Que. Built by the Grand Trunk Railway, its demolition is deemed necessary to facilitate the construction of a new highway bridge over the Richelieu River, on the location of the disused pile trestle, originally built for the Stanstead, Shefford and Chambly Railroad, about 1856.

PAINT SCHEMES AND MULTIMARKS: A considerable number of CP RAIL "Grove" series 10-roomette 5-bedroom sleepers are being given the "New Image" and may appear in the consist of the "Canadian" this summer. Four of the older diesel units have been turned out in the new colours (7094, 8450, 8568 and 8100). Units with cabs at the rear, such as switchers and the 8100's pose a problem, in that the multimark must be placed on the cab and the number elsewhere than in this traditional location. This relocation may cause some difficulty "on the road", as numbers placed on the hood are not as readily readable and are more inclined to become obscured. CP RAIL's MLW-Worthington Century 630's are classed DRF-30d, nos. 4508 to 4528; the Century 636's are classed DRF-36a, nos. 4700 to 4728 and the "maverick" experimental 4,000 hp. unit, presently DRF-36a no. 4729 may be reclassified DRF-40a and numbered 4900. Thanks to Mr. Roger Boisvert for this item.

ROBOTS: 1,2,3-infinity! Canadian Westinghouse Company has stated that the set of WABCO RMU locomotive equipment, on trial on CP RAIL, has been returned at the conclusion of the trial and is no longer in revenue service. Meanwhile, two more ROBOT body units are being prepared at CP RAIL's Angus Shops from those handy, solidly-built silk express cars. No. 4473 will become ROBOT 3, no. 1002 and no. 4478 will emerge as ROBOT 4, no. 1003. Two more of the silk cars are in the yard, but it is not known definitely that they will be converted.



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