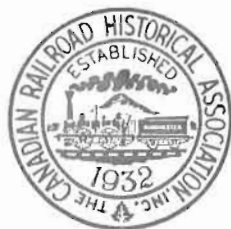


Canadian Rail



NO. 216
DECEMBER 1969





LA SERIE "450" du Chemin de Fer de la Bonne Sainte Anne

M.Peter Murphy

NOT SO VERY LONG AGO, THE SUBURBAN line of the Québec Railway, Light and Power Company, (sometimes affectionately called the "Quirlp") was alive with tuscan red trolley cars, shuttling back and forth between the ancient capital of Québec and the riverside localities of Montmorency, Ste-Anne-de-Beaupré and St-Joachim. Along this 25-mile line are such well-known landmarks as Montmorency Falls and the Basilica at Ste-Anne-de-Beaupré.

TO THE ELECTRIC RAILWAY ENTHUSIAST, THE LARGEST OF THESE RED ELECTRIC cars seemed to be those of the 450 series and, indeed, this was the case. The six cars in this series were the second largest interurban cars ever to operate in Canada, being exceeded in size only by numbers 12 and 14 of the London and Port Stanley Railway, in the neighbouring Province of Ontario (see CANADIAN RAIL, April, 1968). In the latter years of the "Quirlp's" existence, these big motor cars were the backbone of the operation, - an unusual operation by any standards and peculiar in Canada to the "Quirlp".



LIKE EATON'S SANTA CLAUSE PARADE, the Christmas Tree in CP RAIL's Windsor Station, Montréal is a traditional part of the Yuletide scene. This beautiful creation graced the concourse during the Christmas Season, 1947.

Photograph C.R.H.A-E.A.Toohy Coll.



QUEBEC RAILWAY LIGHT & POWER Car no. 452 in the St-Paul Station yards at Québec on July 7, 1948. Photo courtesy R.F.Corley.

Originally ordered in August, 1929, the big, red, cars were delivered from the Ottawa Car Company in June, 1930. Their general dimensions were as follows:

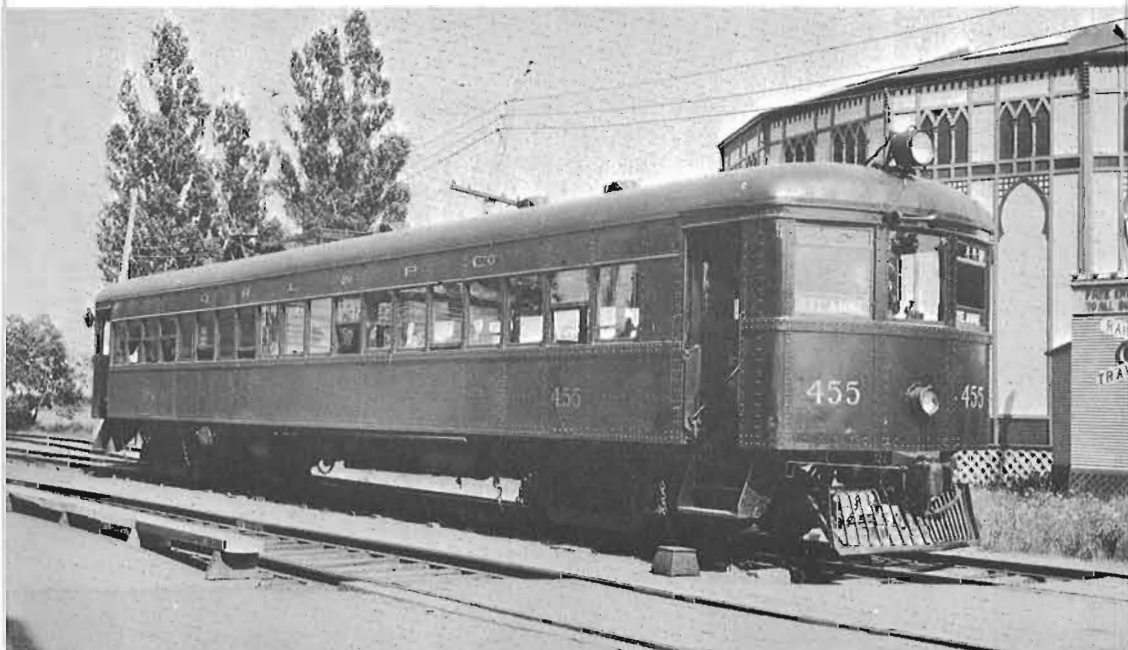
Length over buffers	65 feet
Length over body corner-posts	53 feet 0 7/16 inches
Width over sheathing	10 feet
Height-rail to roof-walk	12 feet 7 7/8 inches
Weight - fully equipped	87,500 pounds
Seating capacity	111 persons

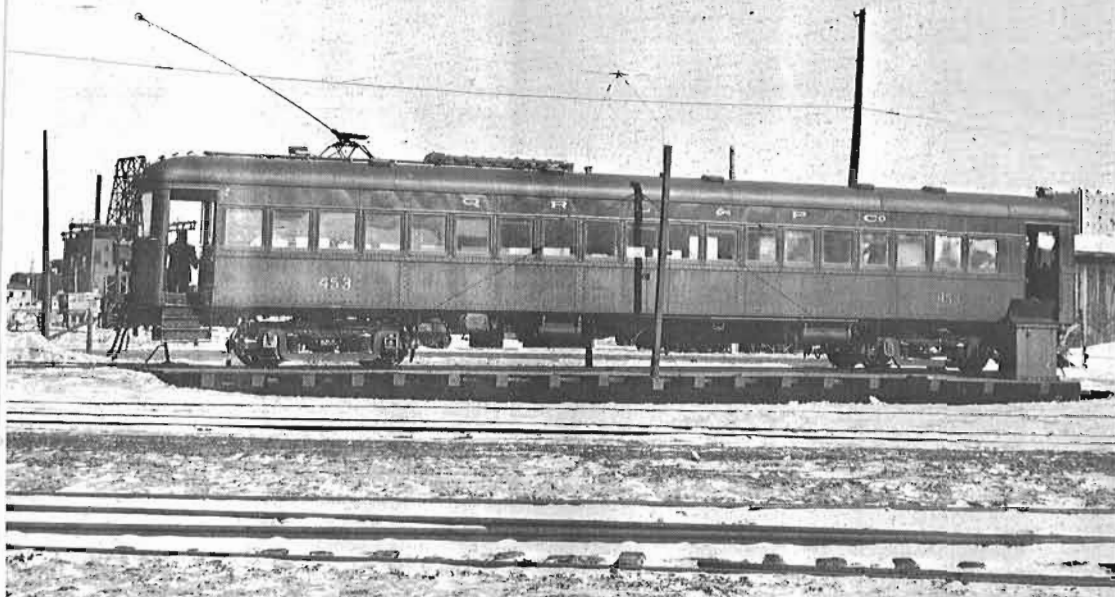
A DETAILED DESCRIPTION OF THESE NEW CARS IS FOUND IN THE JUNE, 1930 issue of the publication "Canadian Railway and Marine World", which reported all such information scrupulously. The new cars had straight sides, round ends, arched roofs, single sashes to raise as well as single and master controls. The interiors were divided into a "main room" and a smoking compartment. The underframes were of steel construction with end, centre and cross-sills of channel section. The body side-framing was of girder construction, with posts of steel pressings, side sheathing of 5/32-inch steel plate and letter-board of 1/8-inch steel. They were certainly built to last and that is exactly what they did. They lasted and lasted!



↓ AFTER A RUN FROM QUEBEC CITY, Q.R.L. & P. motor no. 455 stands beside the Cyclorama at Ste-Anne-de-Beaupré, Qué., on July 8, 1948. No. 455 will be turned on the nearby turntable before returning to Québec.

Photo courtesy of Mr. R.F. Corley.

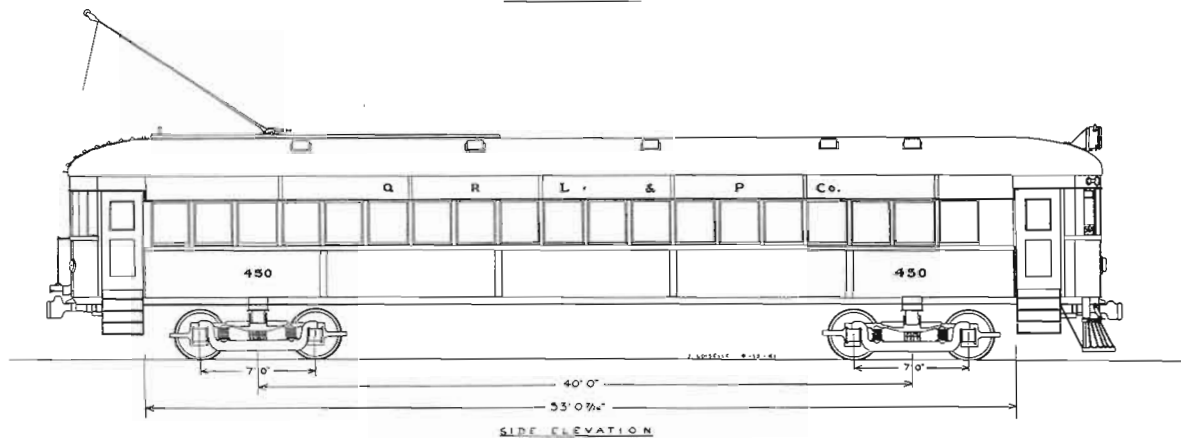
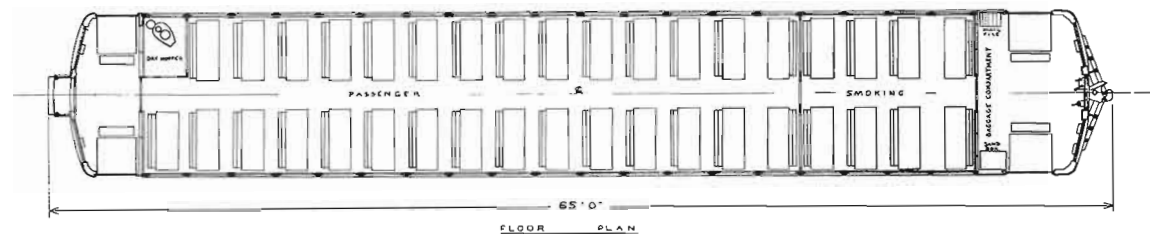




↑ MOTOR CAR NO. 453 POSES FOR A PICTURE on the Q.R.L. & P.'s turntable at the St-Paul Station yards at Québec on the afternoon of February 29, 1948. The turntable was classified as a "high-speed" type and its operation had to be seen to be believed. Photograph from C.R.H.A., E.A. Toohy Coll.

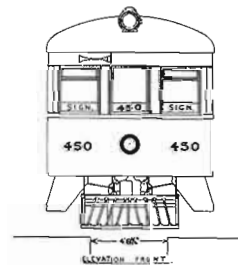
THESE LARGE CARS HAD INTERURBAN-TYPE VESTIBULES, with a door in the centre of the rear one, to permit passage through the train. The vestibule posts were steel with wood fillers. The bulkheads were also of steel and wood-panel construction. The roofs were of the wood and canvas type. The interior of the cars sparkled with panelling and moulding of first quality birch, smoothly finished and highly polished. Headlining and waist-panelling was in 5/16-inch AGASOTE, with the doors in the bulkheads and partitions of cherry, with glass upper-panels. All this in the best tradition of twentieth-century interurban car building. Floors were 3/4-inch tongue-and-groove yellow pine, laid double, with building paper between the layers.

ALL ELECTRICAL WIRE WAS INSTALLED IN GALVANIZED STEEL CONDUIT. THE cars were heated by 35 CALROD unit heaters, operating 5 in series, arranged with 26 in the "main room" and 5 in the smoking compartment. The motorman was warmed by 4 heaters in the front vestibule. The seats were of the stationary type (since the cars operated only in one direction) and were covered with PANASOTE 707 material, the seat cushions being an ample 3 feet 10 inches long, accommodating 3 passengers each. The bulkhead seats were narrower and seated only 2 passengers each, to allow for the opening of the bulkhead doors. The ten NICHOLS-LINTERN ventilators, with 8 x 12-inch openings, were mounted on the roof of each car. All sash was of brass, the sash in the body being single and designed to raise, while that in the vestibule was single and installed permanently, ex-



<u>QUEBEC RAILWAY LIGHT & POWER CO. MONTMORENCY DIVISION</u>	
N ^o 450-425 ELECTRIC INTERURBAN CARS	
BUILT:	OTTAWA CAR MFG. CO.
YEAR:	1930
GAUGE:	4'8 1/2" 1.46 M.
LENGTH:	53'0 3/4" over the sills
	65'0" over buffers
EXTREME WIDTH:	10'0"
	HEIGHT: 12'8"
TRUCKS:	27 MCB 3X
D.W.B.	17'0"
TOTAL W.B.:	47'0"
WEIGHT:	

DEC. 1961



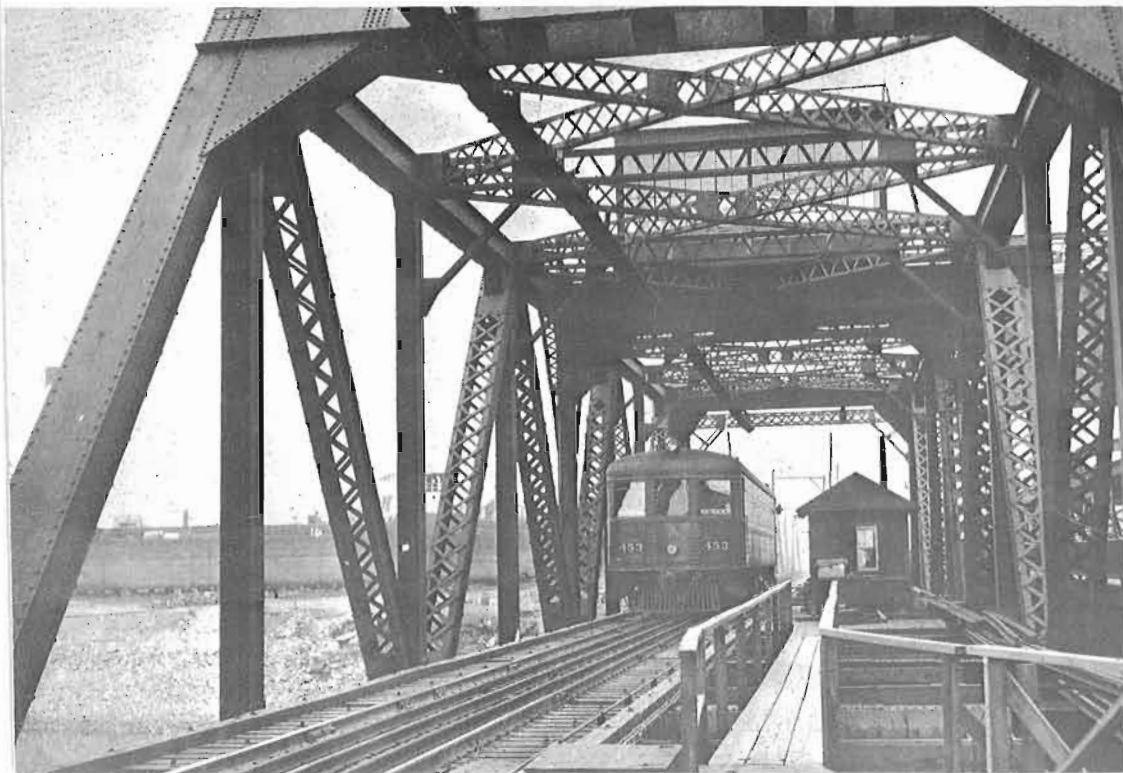
SCALE: 1/4" = 1 FOOT

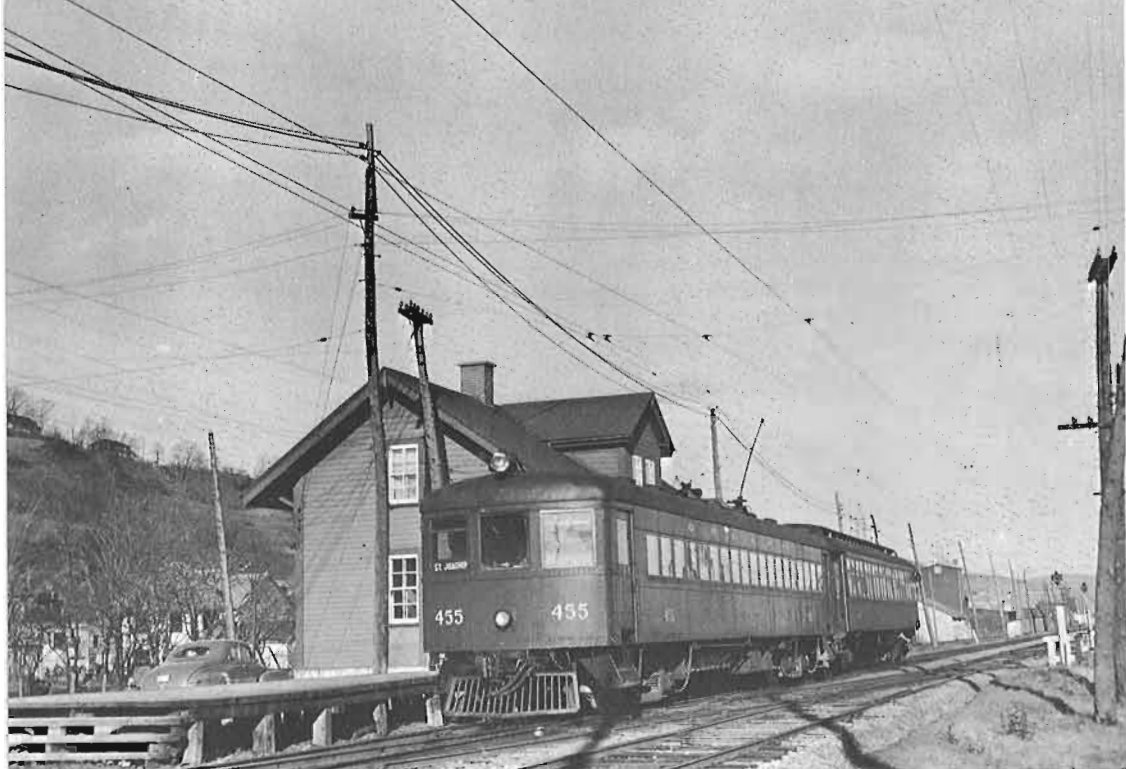
cept in the motorman's compartment in the front, where adequate ventilation was necessary and thereby possible. The lighting in the interior was provided by dome-light fixtures. A GOLDEN GLOW headlight was installed on the hood of the front vestibule and a KEYSTONE incandescent headlight, without resistances, was fixed to the front centre dasher-sheet.

ALL OF THE BODY WINDOWS WERE EQUIPPED WITH CURTAINS of PANTASOTE 2577. The lavatory was a "Day-ton Rez" no. 22 dry hopper, a very practical type of toilet for an electric interurban car for service in heavily-populated suburban areas. On the front vestibule platform was mounted a drop-handle hand-brake. The car body and sides and letter-boards were insulated with plastic cork, to keep out the bitter cold which was frequently encountered in winter-time operation, along the north shore of the St. Lawrence River. The trolley boards were made of ash, 1 1/8 by 6 inches, supported on 1 1/2-inch ribs, bedded on rubber strips mounted on the roof.



↓ EASTBOUND FROM ST-PAUL STATION IN QUEBEC'S Lower Town, Q.R.L.&P. Motor No. 453 crosses the swing-bridge over the St-Charles River on November 12th. 1950. This bridge is now used by Canadian National for their RDC RAIL-INER service to La Malbaie, Qué. Photo C.R.H.A., E.A. Toohy Collection.





↑ AT THE EASTERN TERMINUS OF THE Q.R.L. & P.'s electric operation, Motor No. 455 and trailer, - the afternoon train to Québec, pause briefly at the station at St-Joachim, Qué., on November 11, 1950. Photo CRHA E.A. Toohy Coll.



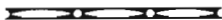
THE PILOT OR "COWCATCHER" WAS OF PIPE CONSTRUCTION AND WAS MOUNTED under the front vestibule, in such a way as to be attached to the frame, rather than the floor of the car. The cars were equipped with draft gear with standard M.C.B. couplers and sand was carried in two boxes, one on either side of the car, with air-operated sanders, NICHOLS-LINTERN type B sand-trap and brass valve. In addition to all these accessories, other equipment included an air-signal system, KEYSTONE type S destination signs, a MENIER window-cleaner, on the motorman's window, treads on the vestibule steps, luggage racks, O.B. trolley-retriever (very important) and a NATIONAL LOCK-WASHER type of curtain fixtures.

THE TRUCK WHEELS WERE 33 INCHES IN DIAMETER AND the journal bearings were of the plain type. The motor equipment consisted of 4 WESTINGHOUSE 100 horsepower motors per car, with controls of the HL type. Air brakes were by WESTINGHOUSE, schedule A.M.M. and the car trucks were BRILL M.C.B. 3X type.

WHEN THE CARS CAME OUT OF THE BUILDERS' SHOPS, THEY WERE PAINTED A deep, crimson red with a black underbody and roof and gold-yellow lettering. A feature peculiar to this electric railway was the provision of a collapsible "step-ladder", mounted on the roof of the car. This device could be used to permit emergency overhead wire

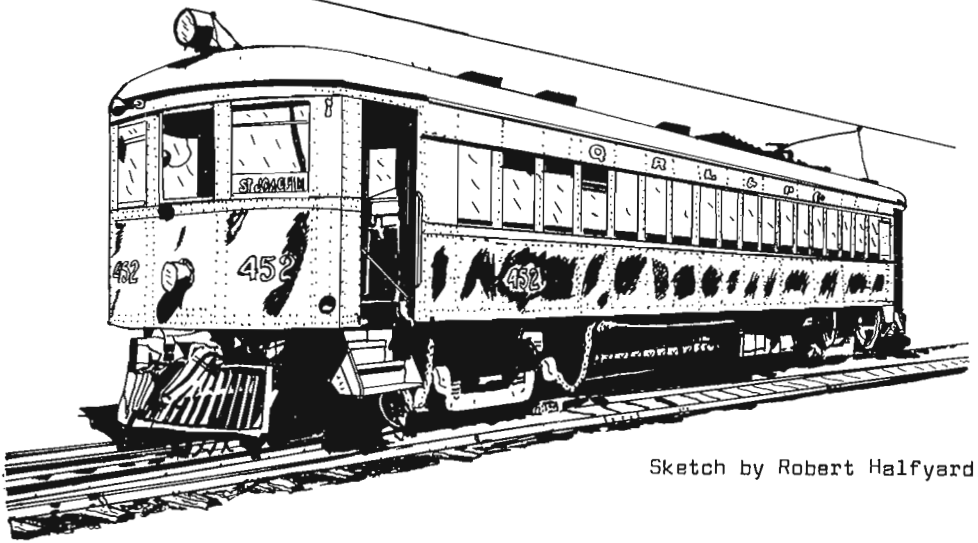
repair, if required. The aforementioned pipe pilots were mounted permanently and could support overmounted steel snow-plows for winter-time operation through the snowdrifts along the exposed parts of the line. The six cars were numbered 450 to 455, were all motor cars and were all built by Ottawa Car, being outshopped in 1930. In 1959, all of them were scrapped, except number 454, which was saved from the wrecker's hammer and is presently preserved by the New England Electric Railway Historical Society at the Seashore Trolley Museum, Kennebunkport, Maine, U.S.A. This fortunate survivor has been completely restored externally and it is understood that the interior restoration is progressing rapidly. The car is mechanically fit and is operated, at times.

THE ONLY OTHER ELECTRIC CARS OF THE "QUIRLP" that have been preserved are number 105, a vintage-1889 Jackson & Sharp trailer and motor car number 401, built in 1902. These cars are presently preserved at the Canadian Railway Museum, Delson/St-Constant, Qué. Thus, only three cars remain of the many which used to keep the rails



↓ THE STATION AT MONTMORENCY FALLS was one of the most picturesque structures on the Q.R.L. & P. After turning on the wye behind the station, Motor no. 453 becomes the afternoon train to Québec, on February 29, 1948. Photo from C.R.H.A., E.A. Toohy Collection.



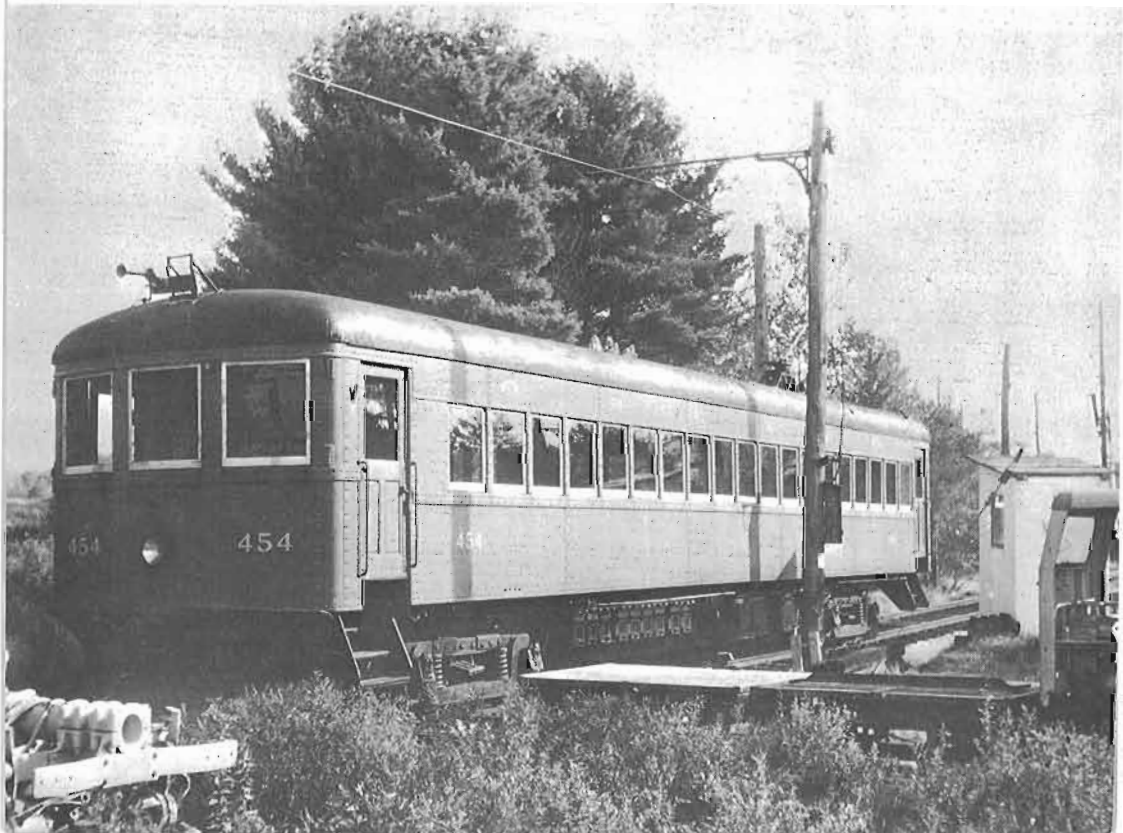


Sketch by Robert Halfyard.

shiny between Québec, Montmorency Falls and St-Joachim, - twenty five miles of pleasant riding for many thousands of passengers, in the happy days of electric interurban railway operation.



↓ THE ONLY ONE OF THE "450 SERIES" OF THE Q.R.L. & P. which has been preserved is no. 454, pictured here at the Seashore Trolley Museum, Kennebunkport, Maine. The restoration of this car in some instances surpasses the condition of the car when it was new. Note the aluminum window frames, - a really excellent job! Photo courtesy F.F. Angus.

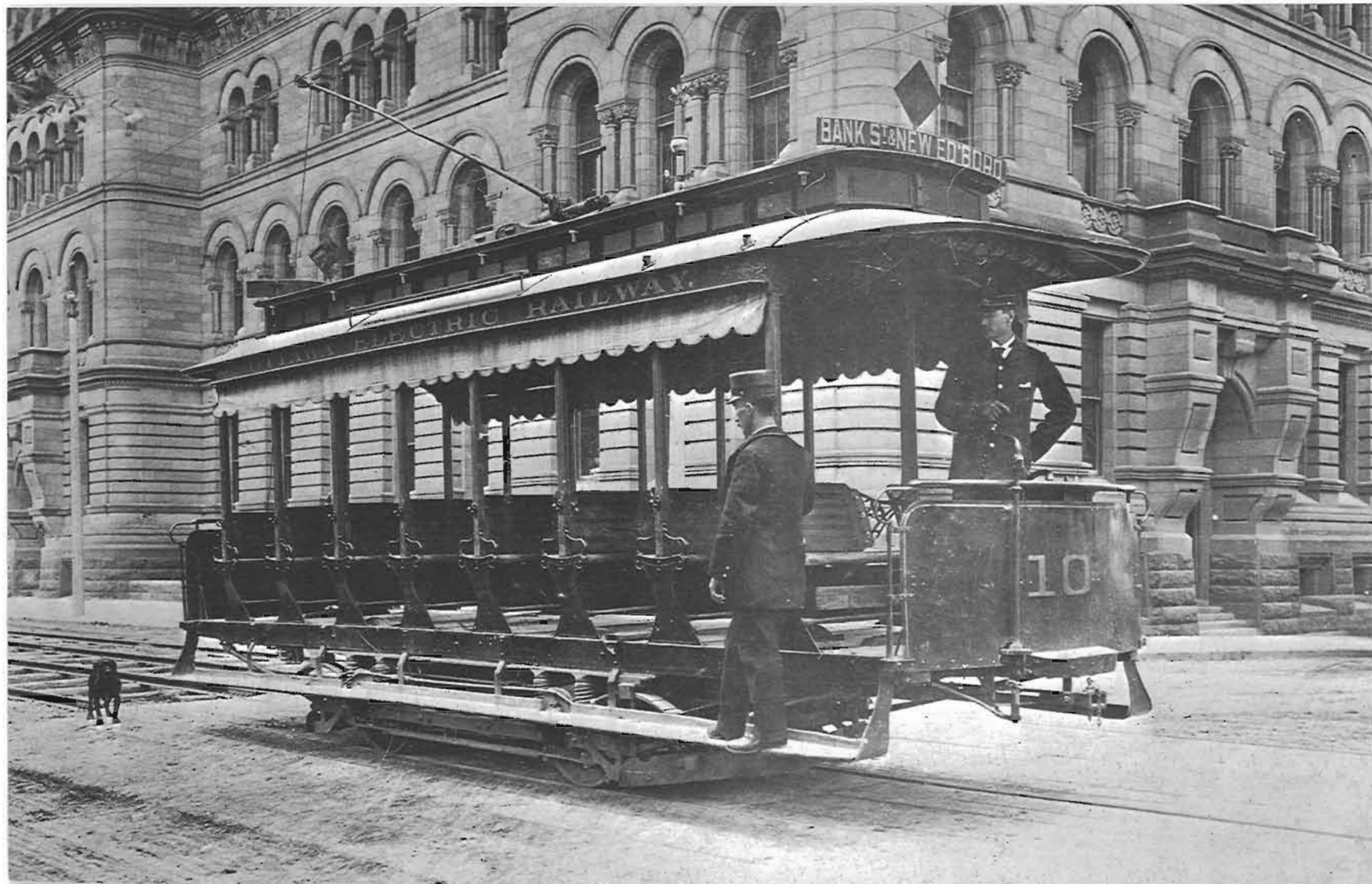


THE OTTAWA ELECTRIC RAILWAY

R.D.Tennant, jr.

The memorable era of rail-borne transit on the streets of our Nation's Capital ended just a decade ago. The electric street railway service was born to the incredulous acclaim of thousands on a June day in 1891; it died, to the nostalgic acclaim of other thousands on an April day in 1959. To give adequate recognition to the founding, growth and trials of Ottawa's street railways would require an entire book. Short of this, however, mention can be made of the principal company involved and that brings us to the purpose of this article: to chronicle some of the highlights of the Ottawa Electric Railway Company.

In 1891, in the finest flowering of the Edwardian Era, there were two companies providing street railway service to Ottawans. The older firm was the Ottawa City Passenger Railway Company of 1866. It had placed its faith in the durability of the horse-drawn streetcar. The other company was the Ottawa Electric Street Railway Company, - a creation of Messrs. Ahern and Soper, to exploit the application of electricity to the propulsion of streetcars. It was to be expected that, since Messrs. Ahern and Soper were deeply involved in the affairs of both companies, the two organizations would amalgamate in the course of time. Such "course of time" was not long in coming. Three Canadian cities had already adopted electric traction and since June 29, 1891, the OESR had been operating electrically-propelled streetcars during the summer months. But it was the winter of 1891-92 that proved to be the turning point in the history of both street railways. Winter-time operation of electric streetcars (supported by electric sweepers) proved to be an unqualified success. Ottawans showed a preference for the electric cars by riding them in numbers three-



to-one over horse-cars. Clearly, horse-drawn streetcars could not compete with electric ones.

The street railway snow-clearance system, used for many years, began in that winter of 1892. Sweepers which were equipped with revolving rattan brushes, brushed the snow from the rails. It was then plowed back to form snowbanks by wing-plows, - the latter also carried by the trams. Later, a team of men would shovel the snow into horse-drawn, box-equipped sleighs. Drivers and shovellers were paid but 14 cents an hour then. During the ten-hour work-day, some 25 loads could be made by each of the 80 snow-box sleighs. The loads were dumped at various places throughout the City, but especially along the Rideau River and Canal.

In 1919, the Ottawa Electric Railway purchased a fleet of Model "T" Ford trucks which were fitted with bright red snow-boxes. They gradually replaced the horse-drawn sleighs in the central area of the City and they remained a familiar sight until the late 1940's, at which time the City took over the task of snow removal.

The two street railway companies merged on March 26, 1894 under the name "Ottawa City Passenger Railway Company" and by a subsequent Act of Parliament, the new Company adopted the more familiar name "Ottawa Electric Railway Company". Both OCPR and OESR had co-signed an agreement with the City of Ottawa, on June 28, 1893 whereby the Companies were responsible for the construction, maintenance and operation within the City limits of an electric street railway for a period of thirty years, which period was to be computed from August 13, 1893. This agreement, to which Ottawa Electric was now committed, was renewable at five-year intervals, with the City retaining the option to buy the Company's assets at the end of each such period.

The location of the car routes within the City limits was the subject of several agreements with the City from 1894, onward. The ex-OCPR car lines were electrified and some of the former OESR car lines were extended. In succeeding years, rails pushed out in every direction, - to Hintonburg, the Experimental Farm, Britannia, Ottawa South and Lindenlea, and everywhere they went, the City followed. On November 9, 1894, the Ottawa Electric contracted with the Federal government's Post Office Department, for the carriage of mails from the Post Office at Sappers' Bridge to the City's three railway stations: Brockville & Ottawa's Broad Street Station; St. Lawrence & Ottawa's Sussex Street Station and Canada Atlantic's Elgin Street Station, near Pretoria Bridge.

To provide this unique service, the Company went to the expense of converting three horse-drawn cars into single-truck el-

← OTTAWA ELECTRIC RAILWAY's open-side, single-truck streetcars, such as No. 10, seen here on Wellington Street at Metcalf, operated in seasonable weather from the 1890's to the early 1900's. Photo courtesy Ottawa Trans.Com.

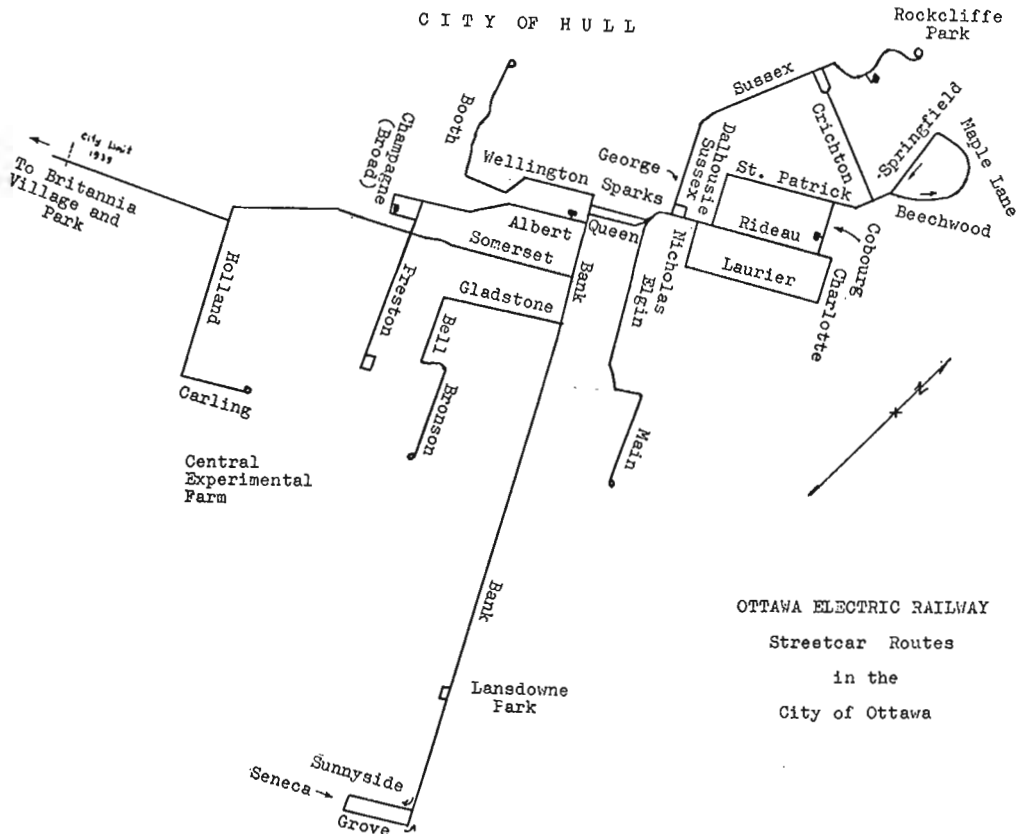
electric cars, numbers 1, 2 & 3. These cars remained in service until 1906, when three specially designed mail cars from the Ottawa Car and Manufacturing Company replaced them. These cars, which carried numbers 423 to 425 remained in service until September 11, 1911, on which date Canada's only street railway mail service came to an end. Ironically, the OER contract was closed on the very day that the Company had planned to place in service two additional mail cars. Ottawa Electric had lost out to a cartage firm!

With keen interest Ottawans had watched the construction and operation of their electric street railway. Naturally, they took every opportunity to express their pride in the system. The Ottawa "Journal" of June 22, 1895, was enthusiastic:

"If your friends, who will come to the growing Capital



➔ A NAVY OF SNOWSHOVELLERS and a fleet of model "T" Ford trucks were caught in this typical snow-removal scene on Preston Street, north of Somerset Street, circa 1920. Photo courtesy Ottawa Transportation Commission.





➔ AT THE CHAMPAGNE CAR BARN of the Ottawa Electric Railway, Mr. Paul Levelle could be found hammering rattan strips into the segments of the broom for the electric snow-sweeper. Photo courtesy Ottawa Transportation Comm.



➔ IN THE DAYS WHEN OTTAWANS COULD GO for a Sunday ride through Rockcliffe Park, single-truck car number 226 came trundling around the curves above the Ottawa River, on the way back to the City. This excellent pen-and-ink drawing is the work of Mr. Pierre Langevin of Ottawa.



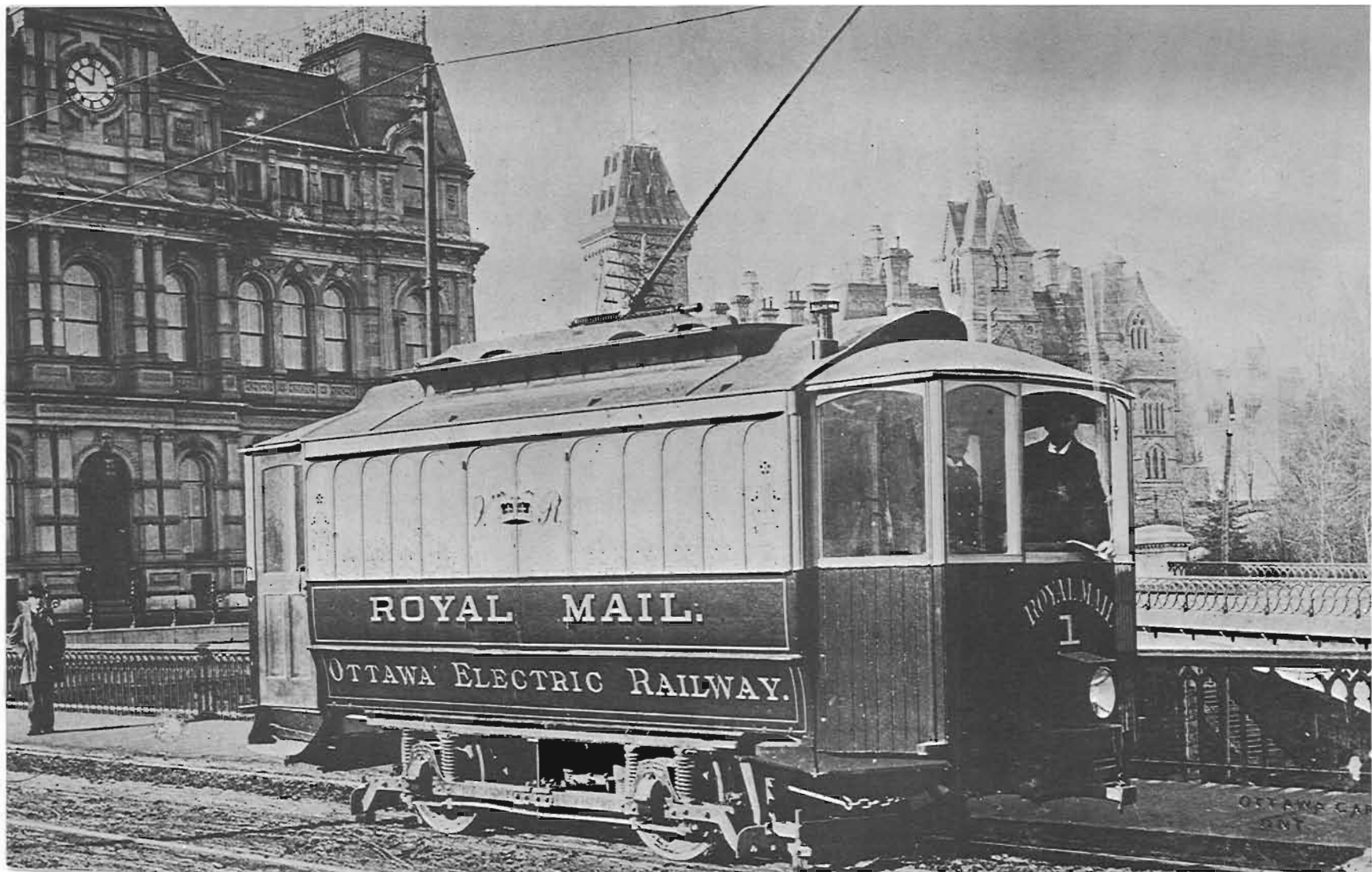


this summer, want to know how many cars are in service here, tell them there are 68 cars and that nowhere are cars kept in better repair and cleaned and dusted for the benefit of the public."

The celebrations in 1897 for Queen Victoria's 60th. Jubilee turned the Nation's Capital into a hive of activity for visitors and citizens alike. Thousands of sightseers admired thousands of electric lights which had been installed on the facades of the Parliament Buildings by Messrs. Ahern and Soper, thereby adding to the attractions in the City that increased streetcar patronage.

For many Ottawa families who did not own a horse-and-carriage at that time, the opportunity of Sunday picnics and outings came in the year 1900. To mark the new Sunday streetcar service, the Company introduced a special fare of seven tickets for 25 cents. Thousands of Ottawans were most appreciative of this new opportunity, for they were no longer confined to their homes of a Sunday, nor were they limited to the conventional short walk, even though they could not afford a cab. Now, for only a few cents, they could board a modern, electrically-propelled and heated streetcar and travel quickly and comfortably to any of a number of centres of interest in or around the Capital.

One such centre was the Britannia Auditorium, which, during the summer months, provided many good shows, often headlined by



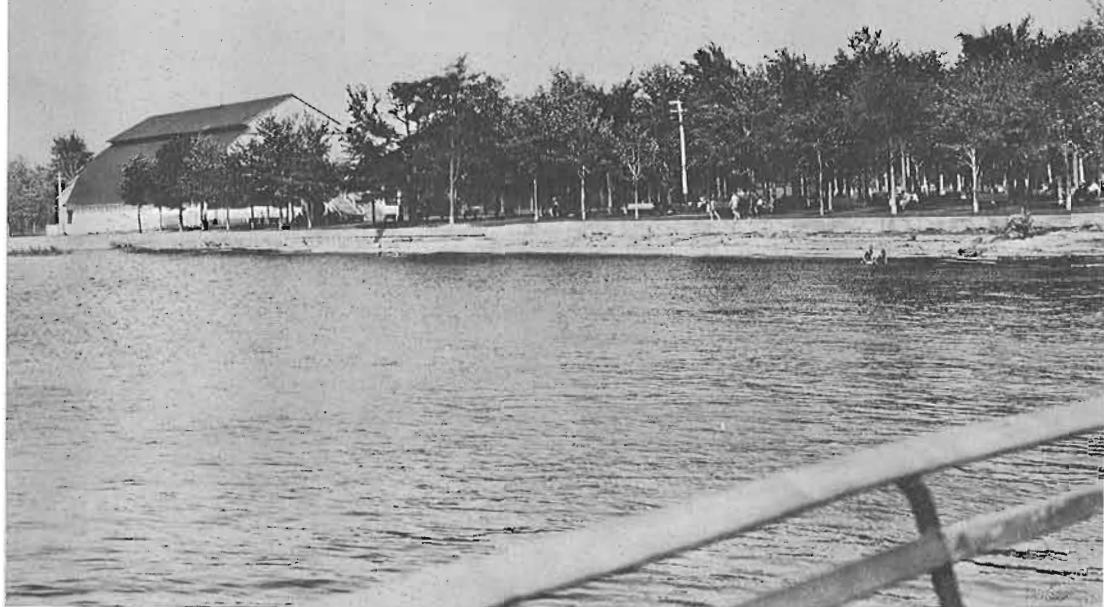
well-known entertainers from the vaudeville circuit. The Auditorium was the focal point in Britannia Park, a 58½-acre amusement park, located about four miles west of Ottawa (from the 1939 City limit). It was connected with the Holland Avenue line of the OER by a 3.85-mile double-track line on private right-of-way. The Park enjoyed early popularity and thousands thronged there on week-ends and holidays during good weather. It was a familiar sight to see a dozen or so cars augmenting the regular streetcar service.



ROYAL MAIL CAR NO. 1 OF THE Ottawa Electric Railway poses on Sapper's Bridge, Ottawa, where the National War Memorial now stands. In the background can be seen the Centre and East Blocks of the Parliament Buildings. To the left is the Central Post Office, in front of which can be seen Mr. Thomas Ahern, President of the O.E.R. Note the chimney on the car roof, just left of the rear vestibule. Mr. Ahern, the inventor of the electric car heater in 1912, was gradually replacing the stoves, but at the time of the photograph, the mail cars had not been converted. The royal crown is flanked by "V" and "R", indicating that Queen Victoria was still on the throne. Photo courtesy Ottawa Transportation Comm.

ON JANUARY 12, 1905, SNOW SHOVELLERS FILL 1 of the 78 wooden boxes, built by the O.E.R. to carry about 7 yards of snow. Contractors supplied horses, sleds and teamsters for 25 cents per load. Ottawa Transportation Comm.





↑ **ORIGINALLY CONSTRUCTED AT A LOCATION at Victoria Park on Holland Avenue, just south of what is now The Queensway, Britannia Park Auditorium looked like this in 1926. It was dismantled and moved from the Victoria Park site in early 1905. It was afterwards known as Lakeside Gardens. Opening as a vaudeville theatre, it was later converted to a cinema and finally became a dance hall. Photographed from the pier, looking southeast, this landmark was destroyed by fire on July 4, 1955. Ottawa Transportation Comm.**

GEORGE LOOP	
THURSDAY	
OCT. 29 1942	
SHORT	TRIPPER
EXTENDED	EMERGENCY
1420	Re-Issued 1 2
6 a.m.	0
7 a.m.	10
8 a.m.	20
9 a.m.	30
10 a.m.	40
11 a.m.	50
12 n.	0
1 p.m.	10
2 p.m.	20
3 p.m.	30

ROCKLIFFE	
WEDNESDAY	
OCT. 28 1942	
SHORT	TRIPPER
EXTENDED	EMERGENCY
3940	Re-Issued 1 2
6 a.m.	0
7 a.m.	10
8 a.m.	20
9 a.m.	30
10 a.m.	40
11 a.m.	50
12 n.	0
1 p.m.	10
2 p.m.	20
3 p.m.	30
4 p.m.	40

XY	
EASTVIEW	
CHATEAU	
OTTAWA TRANSPORTATION COMMISSION	
SHORT	TRIPPER
EXTENDED	EMERGENCY
66820	Re-Issued 1 2
5	A.M. 0
6	15
7	30
8	45
9	0
10	15
11	30
12	NOON 45
1	P.M. 0
2	

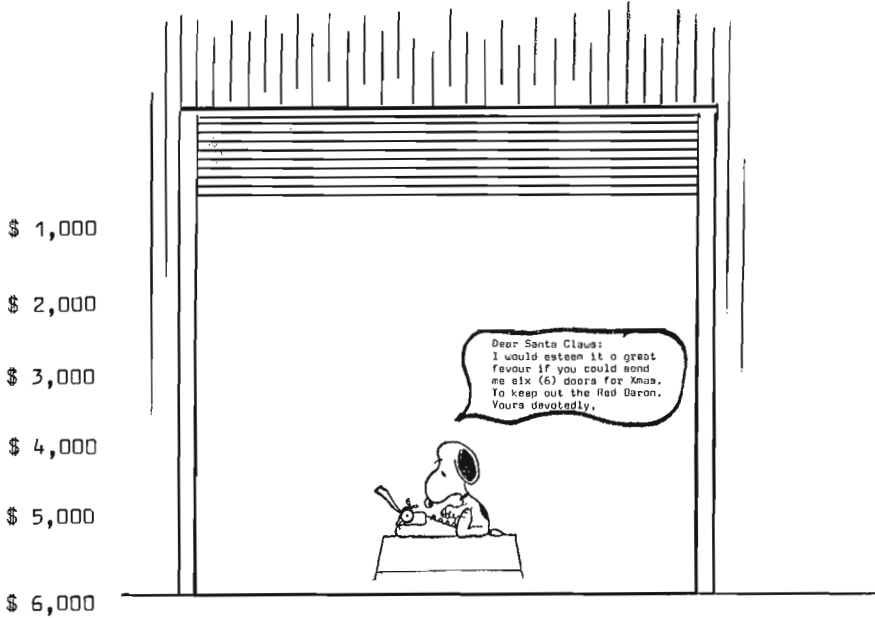
Equipment and operating practices changed as the years passed. Single-truck cars (and there were 115) gradually gave way to double-truck cars, which accommodated about twice as many people. Switchmen became redundant as turning loops were constructed at the terminals and electric switches were installed at busy intersections. Such innovations speeded up traffic and facilitated the introduction of one-man car operation, which began in 1927 with the acquisition of 20 pay-as-you-enter (PAYE), treadle-step, double-truck streetcars. The existing PAYL (pay-as-you-leave) type cars were then gradually modified to the PAYE/treadle-step configuration, if such rebuilding was economically justified. One hundred percent one man operation was achieved on August 13, 1933.

The OER experimented with some buses in 1924, but these early models proved to be unsatisfactory and so they were withdrawn. Buses of an improved variety were subsequently placed in service, in the 1930's and, as the years passed, the percentage of buses in the transit fleet grew, until all of the streetcars had been displaced by 1959.

Although the number of passengers transported had risen to an all-time high of 62 million in 1946, operating expenses had been rising at a faster rate. Ottawa Electric therefore decided, in 1947, to make application to the City for a fare increase. Some members of the municipal council who strongly opposed any increase in fares demanded that the OER be purchased, according to the terms of the agreement with the City. The Company signified its willingness to sell and so the City council appointed a fact-finding committee to make an examination and to report subsequently to the Board of Control. The Company was to submit its own valuation of its assets, as well. As it turned out, the two submissions were substantially the same. Final settlement was based on an amount of six million dollars plus \$ 300,000 for four streetcars, numbers 1000 to 1003, which were then under construction for the OER by the Ottawa Car Company. The citizens of Ottawa approved the purchase by a referendum and By-law in the ratio of four to one. At last, on August 14, 1948, the Ottawa Electric Railway Company terminated its corporate existence and its properties were transferred to the newly-formed Ottawa Transportation Commission. This transfer concluded 57 years of private company operation of Ottawa's streetcar system.

In the early years of OER operation, Ottawa's streetcars were painted a cream shade and trimmed with gold, - a delight to the eye. In later years, when the Company prospered, its equipment was a luscious green. Now, just a short decade lay ahead of the City's streetcars, until they too would pass into history. As if to celebrate this "Indian summer" of their life, the Commission painted its remaining streetcars a flaming red and like the autumn leaves, they had disappeared by the time that the chill winter of bus operation had begun.

DOORS ?



The Officers and Directors of the Association and the Commissioners of the Canadian Railway Museum are very grateful to the undernoted members, who have so kindly contributed to the "DOORS" fund for the second building at the Museum.

The amount subscribed has now reached \$ 500.00. Your assistance in completing this project is earnestly requested. It is hoped that the doors may be acquired and installed before snow comes.

- | | | | |
|-------------|-------------|-------------|----------|
| BARRY | H. Brewster | JAAP | A. F. |
| CAYA | Jacques | JONES | S. H. |
| DICK | W. D. | KENNICHELL | H. M. |
| DOUGLAS | J. C. | LOWRY | H. |
| DURNFORD | J. C. | MITCHELL | J. F. |
| DURNFORD | E. A. | MEGETT | Arthur |
| EMERY | E. C. | NICHOLLS | R. V. V. |
| EVANS | R. J. | NICHOLLS | Sarah |
| FAIRLEY | E. L. (jr.) | PALMER | F. M. |
| FINDLAY | R. G. | PERRAULT | L. P. |
| HEATH | E. M. | SCHOLEFIELD | J. A. |
| HOFFMEISTER | J. E. | SMITH | D. A. |
| HUGESSEN | A. K. | STANLEY | J. C. |
| GREENE | H. F. | VIAU | Charles |
| JOHNSON | C. A. | WATERS | A. E. |
| | | WALBRIDGE | A. S. |

0001 HOURS, OCT. 26 1969

A Change of Time A Time of Change

F.A.Kemp.

THE FALL AND WINTER TIMETABLES of Canadian railways, which came into effect on the last Sunday in October, 1969, revealed more reductions in passenger train services than any other timetable in the last five years. Canada's smallest Province became the first to be deprived of rail passenger service, as CN discontinued mixed trains between Moncton, N.B. and Charlottetown; Borden and Summerside, P.E.I. and Summerside and Tignish, P.E.I. Simultaneously extinguished was North America's last passenger car-ferry, as Trains 235 and 236 were the last such trains to include a ride on a railway car-ferry.

THE DEMISE OF ANOTHER ISLAND'S narrow-gauge passenger trains 101-102, the "Caribou" on Canadian National's Newfoundland Area on July 2, 1969, has already been noted, but the new public folders do not show the mixed train service which is supposed to operate between Bishop's Falls and Corner Brook, until the access highway to Howley is completed. Other Newfoundland Area mixed trains remain unchanged.

THE LONGEST SECTION OF MAIN LINE to go "freight-only" was the line of the former Halifax and Southwestern between Southwestern Junction and Yarmouth, N.S., 245.7 miles, as CN cut its Halifax-Yarmouth mixed Trains 244-245, which ran tri-weekly.

INTER-CITY PASSENGER SCHEDULES SUFFERED considerable reductions as CN "consolidated" some of its trains between Montréal and Hervey Qué., Montréal and Ottawa and Brockville and Toronto, Ont. Meanwhile, CP RAIL made drastic cuts on the Toronto-Peterboro, Toronto-Windsor and Calgary-Edmonton services, leaving only one RDC "Dayliner" in each direction on each of these lines.

SOME RESCHEDULING WAS DONE by CP RAIL on the Montréal-Ottawa and Montréal-Québec services, apparently to enable the Company to operate Trains 232, 233, 234 and 235 with the same equipment, al-

though to the detriment of passenger convenience and Ottawa-Québec connections. Trains 232-235 have assumed the name "The Alouette", so that all of the passenger trains on this line now have "second-hand" names! "The Alouette" was once a Montréal Boston express; the "Rideau" used to be a Toronto-Ottawa and Toronto Montréal flyer, while "The Canadian" was once a Montréal-Toronto-Detroit-Chicago train, which carried the same name on the New York Central System.

THE NAME AND EQUIPMENT of CP RAIL's Québec-Montréal Train 153 the "Frontenac" have changed places with RDC "Dayliner" Train 151, which operates a local, except Sunday, schedule. This permits the RDC-equipped No. 153 to tackle the first three-hour schedule ever made over this line. There are five stops, including one of 5 minutes at Trois-Rivières, Qué. On Sunday, the train runs with conventional equipment. In contrast, CN's "Rapido" trains make the run from Montréal to Québec in 1 minute less, over a route 11½ miles shorter, with only two stops.

THE "CANADIAN" HAS HAD ITS RUNNING TIME REDUCED in both directions, - by one hour westbound and 45 minutes eastbound. Immediate eastbound connection to the Maritime Provinces can now be made by transfer to Train 42, the "Atlantic Limited" at Montréal West, if the transcontinental is on time. Passengers may also make direct connections for Québec and New York, under the same circumstance. The earlier operation of Trains 2 and 12 necessitates the departure of passengers from Sault-Ste-Marie, Ont., on RDC "Dayliner" 428 at 0515 instead of 0730, in order to make their connection at Sudbury. This would seem to be exceeded in inconvenience only by the opposite schedule of Train 427, which leaves Sudbury at 0025, arriving at the "Soo" at 0410!

CN made a rather drastic cut in the service from Toronto to North Bay, provided by RAILINER Trains 673-674, by reducing this to a Saturday and Sunday only, from a daily operation. The "Northland" (O.N.R.) Trains 87-88 will provide a service, making local stops on "advance request for revenue passengers only".

WEST OF THE GREAT LAKES, the loss of one of the Great Northern Railroad's "International" services, between Vancouver, B.C. and Seattle, Washington, has already been noted. But the Northern Pacific has also eliminated its Winnipeg-Hawley Trains 13 and 14, leaving G.N. Trains 7 & 8 as the last rail passenger service between Winnipeg and the Twin Cities of Minneapolis and St. Paul, Minn. The N.P. in recent years operated an RDC unit from Fargo, N.D., via Hawley, to make a connection with its main-line trains, but this connection deteriorated to such an extent as to make the southbound service useless to all but inveterate train riders!

SUMMARY OF PASSENGER TRAIN SERVICE REDUCTIONS.

October 26, 1969, or before.

<u>Train No.</u>	<u>Name</u>	<u>Operated</u>	<u>Between</u>	<u>And</u>	<u>Remarks</u>
CN 101 102	Caribou	Tri-weekly	St. John's	Port-aux-Basques, Nfld.	July, 2, 1969
CN 243 244	Mixed	Tri-weekly	Halifax	Yarmouth, N.S.	
CN 235 236	Mixed	Ex. Sunday	Moncton	Charlottetown, PEI	
CN 233 234	Mixed	Ex. Sunday	Border	Summerside, PEI	
CN 237 238	Mixed	Tri-weekly	Summerside	Tignish, PEI	
CN 70	Psgr.	Ex. Saturday	Montréal	Hervey, Qué.	Combined with 76
CN 79	Psgr.	Daily	Hervey	Montréal, Qué.	Combined with 72-172
CN 8	Psgr.	Daily	Ottawa	Montréal, Qué.	Combined with 30-130
CN 35	Psgr.	Sunday only	Montréal	Ottawa	
CN (old) 39	Psgr.	Ex. Friday & Sunday	Montréal	Ottawa	Combined with 7
CN 44 45	Psgr.	Daily	Brockville	Toronto	Combined with 54-55
CN 673 674	RDC Railiner	Daily	Toronto	North Bay	Reduce to Sat.-Sun.
NP 13 14	Psgr.	Daily	Winnipeg	Fargo, N.D.	
GN 357 358	Psgr. "International"	Daily	Vancouver	Seattle, Wash.	
CP 203 204		Sunday only	Montréal	Sherbrooke, Qué.	
CP 339 340		Daily	Toronto	Windsor, Ont.	
CP 380 383		Ex. Sunday	Toronto	Peterboro, Ont.	Old 380-383
CP 382 385		Ex. Saturday & Sunday	Toronto	Peterboro, Ont.	Old 382-385
CP 388 389		Saturday only	Toronto	Peterboro, Ont.	
CP 301 302	RDC	Daily	Calgary	Edmonton, Alta.	
CP 305	RDC	Daily	Calgary	Edmonton, Alta.	

SOME SUPPLEMENTARY NOTES:

CN's Train (old) 139 was renumbered 39; CP RAIL Trains 384, 386 and 387 were renumbered 380, 382 and 383 respectively. They run Toronto to Peterboro and Havelock.

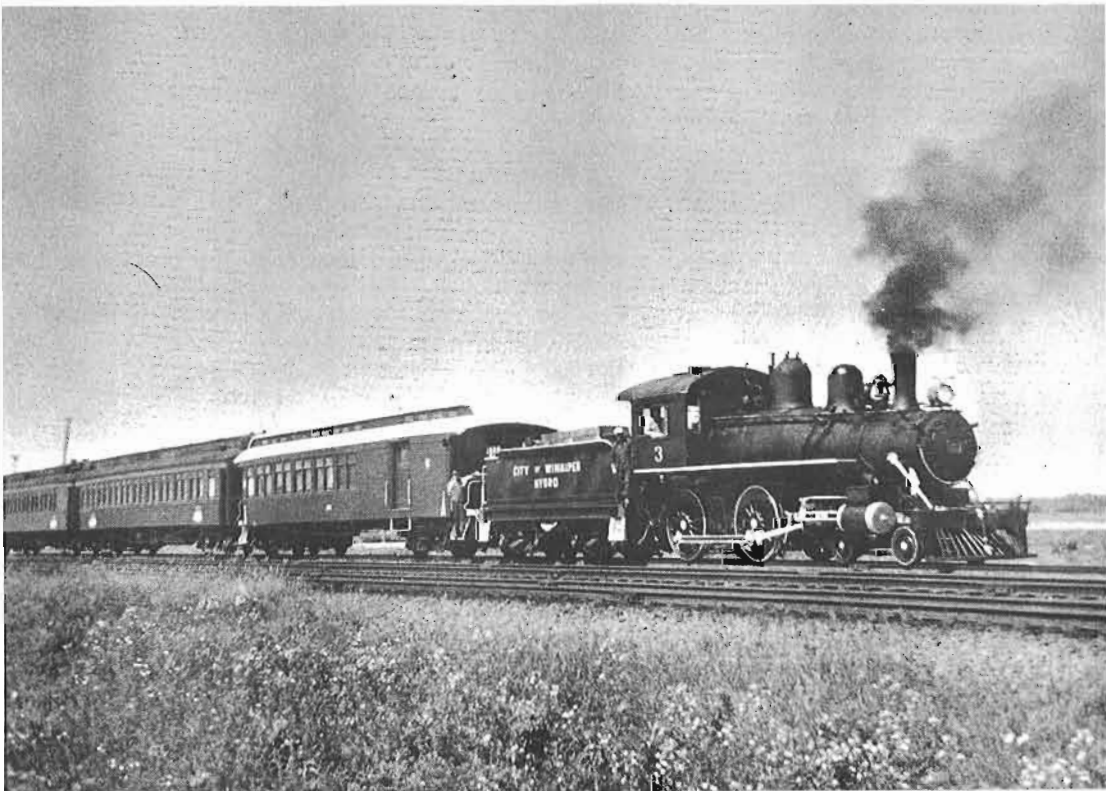
Algoma Central Railway's Train 1 operates Monday, Wednesday and Friday and Train 2 operates Tuesday, Thursday and Saturday. Last winter

both trains operated on Saturday, requiring two sets of equipment. CN's Senneterre-Noranda-Rouyn Trains 174-175 now require two sets of equipment, due to "combining" of the Montréal-Hervey Service which causes Train 75 to arrive at Senneterre 1 hr. 45 mins. later and Train 74 to leave 1 hr. 30 mins. earlier.

"FARE" THREE WELL !

This is the slogan used by Canadian National for its "Red, White and Blue" fare plan, but it does not conceal the fact that a general increase in the lowest "Red" fares and some of the intermediate "White" prices (but only a very few top or "Blue" fares) has tended to diminish the margin between them. Typical increases were: Montréal to Vancouver or Prince Rupert, B.C., \$ 5.00; to Edmonton, Alta., \$ 4.00; to Winnipeg, Man., \$ 2.00; to Halifax, N.S., \$ 1.50; to Toronto, Ont., \$ 1.00; to Chicago, Ill., \$ 0.80; To Ottawa, \$ 0.35; to Sherbrooke, Qué., \$ 0.30.

The Halifax, N.S.-Vancouver, B.C. transcontinental fare was only raised \$ 3.00. These increases were confined to "Red" days. CP RAIL passenger tariffs are only slightly higher for long-distance trips between eastern and western Canada, but much higher for short distance journeys. For example, CN's Port Arthur, Ont.-Winnipeg, Man. tab is \$ 11.00 on a "Red" day while CP from Fort William, Ont. to Winnipeg is \$ 20.50, BUT the fare is the same for the Sudbury-Winnipeg journey, an additional mileage of 551 miles. Passengers will please refrain from sharpening their pencils while the train is standing in the station!



With A 10 Minute Stop

At Winnipeg

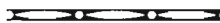
The Editor

Photo by K.G.Younger

Our Manitoba representative, Mr. K. Gordon Younger, sent us news from Winnipeg on several important topics. First on his list were a few details on the ageless "Countess of Dufferin".

Once again, the "Countess" made the headlines in the Winnipeg FREE PRESS in August, wherein was printed a picture showing the buffer beam of the locomotive's tender in a sad and rather decayed state. This illustration served to point up the continuing controversy between Winnipeg and St. Boniface on the continuing theme of the "Countess'" future. There was some talk that the veteran locomotive would be enshrined in Winnipeg's Transportation Museum, under cover at last, after all these years, but this hope was dashed when the Federal Government began an expense-reduction programme, known in some quarters (DBS) as the "Big Freeze". It is possible that Manitoba's new New Democratic Party government will adopt this proposal as a Provincial Centennial Project for 1970, the Province's Centennial Year. Special consideration will be given to contractors willing to take part or all of their fee in wheat!

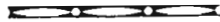
A great hue-and-cry from citizens and politicians alike erupted when someone discovered that Canadian National might be thinking of withdrawing the famous "Campers' Special", - the service that operates between Winnipeg and Farlane, Ontario. Although this service is generally supplied simply through extra coaches on the eastbound "Panorama", it is improbable that in the face of all this drum-beating, CN will have the courage to terminate this historic (and to many, essential) summertime service.



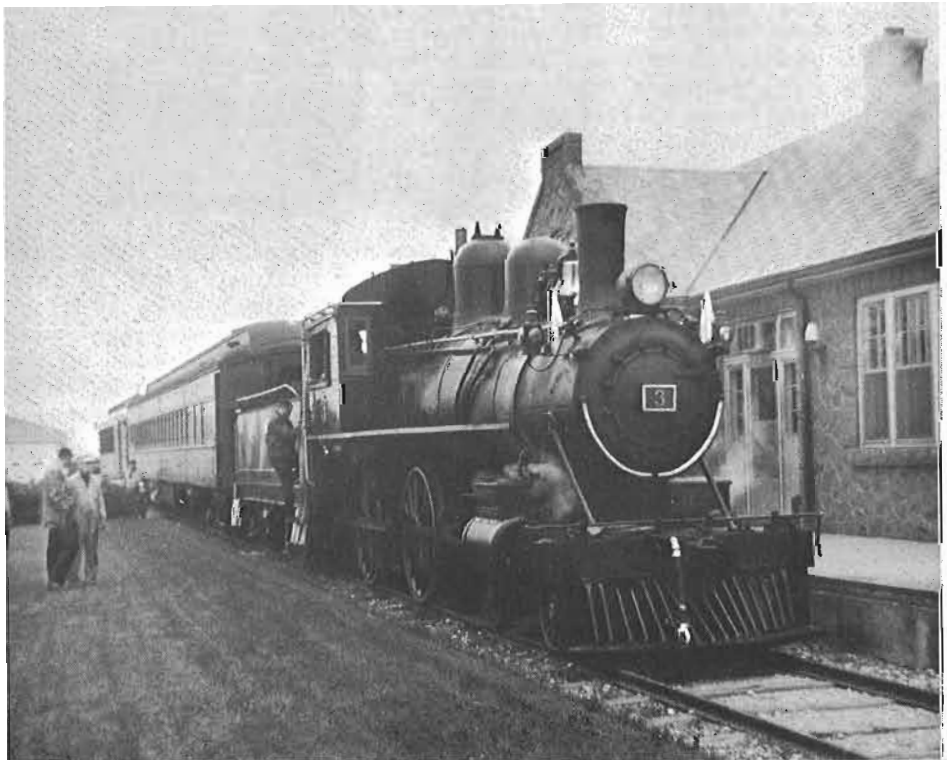
← THE PRAIRIE DOG CENTRAL - Winnipeg Hydro's no. 3 4-4-0, combination car and two passenger coaches was all steamed up this past summer, - but only at CN's Transcona Shops and for the benefit of a few hard-working and nearly dissolutioned promoters. While no definite plans can yet be announced, prospects are bright for public operation in 1970!

Photo Vintage Locomotive Society.

Despite a deal of devoted drum-beating in another quarter , Number 3 of Winnipeg Hydro and train of Kewaunee Central combine and two Greater Winnipeg Water District coaches was unable to make a start during the summer in public passenger service, reports in other journals notwithstanding. Beleaguered on all sides by "benevolent" barristers and legal luminaries, each desirous of protecting the unsuspecting public from bodily harm, a sufficient number of delaying tactics were implemented to prevent revenue operation. Nonetheless, Number 3 was (privately) steamed up at Transcona Shops on August 9 and a satisfactory number of slides and movies were taken as the brave old veteran steamed up and down a short stretch of track. Sale of "shares" in the Vintage Locomotive Society has declined slightly toward the end of the summer, but support for this commendable project may still be offered by interested persons through their purchase at par (\$ 1) from the Society at 267 Vernon Road, Winnipeg 12, Man. The hard-working promoters of the project STILL hope to have Number 3 and three-car train operating in 1970! They certainly deserve our enthusiastic support.



Winnipeg Hydro's Number 3, a Canadian Pacific day coach and Hydro's combine pose at the Greater Winnipeg Water District Railway's station at Winnipeg on June 8, 1968. Two C.P.R. day coaches, acquired by the Vintage Locomotive Society, were subsequently traded to G.W. W.D. for two old-time day coaches, to form a real "period" train.



Gold Rush Line

Bruce West

Toronto GLOBE AND MAIL.

The following article is reproduced with the kind permission of Mr. Bruce West, columnist with the Toronto GLOBE AND MAIL.

There was a report not long ago that the White Pass and Yukon Route, one of my favourite railways, was at last beginning to make a little money. This must be quite refreshing for the British shareholders of the W.P. & Y.R. which for a long time didn't make any money, despite the fact that its 110.7 miles of line between Whitehorse, Yukon and Skagway, Alaska, is one of the most spectacularly beautiful railways in the world.

At its highest point, the line reaches an elevation of 2,916 feet. Of the total trackage, 20.4 miles are in Alaska, 32.2 are in British Columbia and 58.1 are in the Yukon. Once, back in March, 1944, the train was snowbound in the mountains for 31 days!

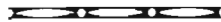
Although the W.P. & Y.R. tries gamely to run on time, the crew isn't dismayed by unexpected delays of one kind or another. Sometimes a truculent grizzly bear challenges the train for the right-of-way and other animals hold it up from time to time. Once when I was riding the line from Whitehorse to Skagway, the train passed a section hands' boarding house, where several men sat on the veranda, wearing arm-slings and bandages. Those who could move an arm waved cheerily as we went by and the conductor told me that a few days earlier, this section crew came speeding around a corner on a jigger and ran smack into a large bull moose. The conductor at that time was a fine tale-spinner named Bill Beitinger, who had worked for 32 years on the line.

"We hit Ernie Johnson's horse at Mile 89, one day," he told me. "So we stopped the train to take a look at the damage. The horse appeared to be lying there nearly dead beside the track, so I got out an axe to finish off the poor animal. Just as I was about to take a swing at it, the horse jumped to its feet, as spry as all get out, and galloped off into the hills. Well, sir, that horse lived longer than Ernie did. But he sure gave our train a wide berth after that. All we had to do was to toot the whistle a couple of times and he'd head for the woods".

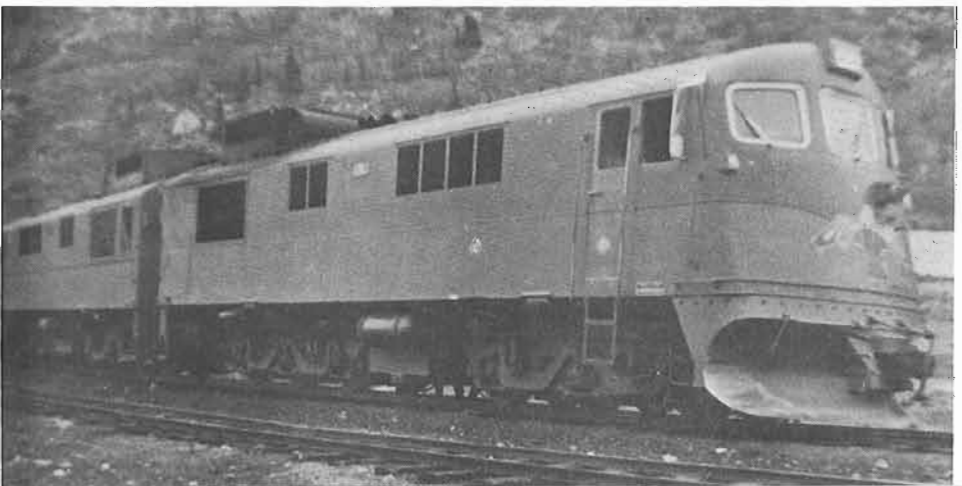


The White Pass & Yukon Railway was built during the roaring Klondike Gold Rush days of 1898. It is said that there is probably no railroad in the world that was built by such a highly-educated gang of labourers. Many of the hands were doctors, lawyers and school-teachers who had gone broke while trying to get to Dawson City and had had to take a job on the railway to replenish their stakes!

During the second World War, the railway carried a huge tonnage of freight from Skagway, for use in the building of the Northwest Staging Route (a chain of airstrips) and the Alaska Highway. In recent years, it has been modernized to carry freight in special containers, three to a car, which can be refrigerated in summer and heated in winter. Freight hauling is still its most important activity, but tourists who have been lucky enough to ride the narrow-gauge line through the mountains, maintain that it is still one of the greatest experiences a jaded tourist can have, with the possible exception of a trip to the Moon!



A contrast in power. The W.P. & Y.R.'s cab units were built by General - Electric, while no. 105, one of the newest, pictured here on a CP RAIL flat at Hochelaga Yards, CP RAIL, at 8.00 p.m., June 6, 1969, was an MLW-WORTHINGTON Product. 105 photo courtesy R. Ian Stronach, GE unit R.M. Binns.





BY F. A. KEMP

THE CASE OF THE MOVING MULTIMARKS.

When CP RAIL's "Multimark" symbol is applied to diesel units, its positioning often poses a problem. The MLW-WORTHINGTON built 8700's have them on the radiator shutters, so that they disappear when the shutters are open. When the new C-630 units 4550-4553 were delivered, they had a large area of screening on each side below the cooling radiator fan. The "Multimarks" were therefore applied ahead of the radiator section. When the screens were replaced with louvres, which are more practical for winter-time operation, the "Multimarks" were repainted at the rear of the units. Anyone who photographed these units during their trial period now has a unique picture.

CP RAIL GALLERY CARS.

The first of the nine-car bi-level fleet of commuter cars being built by Canadian Vickers Limited, was scheduled to appear on CP RAIL rails in November, 1969, following a delay in completion due to "technical difficulties". Half of November passed, and none of the new cars were seen.

A NEW RAILWAY IN AN ANCIENT LAND.

The Hejaz Railway, an 815-mile line from Damascus, Syria to Medina, Saudi Arabia, opened by the Turks in 1907 when both countries were part of the Ottoman Empire and subsequently destroyed by Arab tribesmen led by Colonel T. E. Lawrence and other British officers, is presently being rebuilt. The Arab revolt, which began in 1916, resulted in the blowing-up of 2,000 bridges and culverts of this railway, causing the Turks to withdraw into Syria where they surrendered in 1918. Now, English engineers are working to reconstruct the work of "forcible abandonment" directed by Lawrence of Arabia. It is expected that the first trainload of pilgrims to the famous Mohammedan shrine at Mecca, near Medina, will travel on the new line in 1972.

TURBOTRAINS IN 1970 - MAYBE !

The trouble-plagued TURBO's, built by MLW-WORTHINGTON to United Aircraft Company of Canada's designs, for

rental to Canadian National Railways for their Montréal-Toronto service, are expected to begin regular test runs in January, 1970 and continue through the winter until April. If reliable operation can be established, they will begin revenue (public) operation with the April, 1970 time change. Only three of the train sets will be used and UAC will attempt to dispose of the others, possibly for a "mini-TURBO corridor" operation on the Illinois Central Railroad between Chicago and Carbondale, Illinois.

CANADIAN RAILWAYS SEEK DISCONTINUANCE.

As predicted by some Canadian National officials, CN and CP RAIL applied to the Railway Transport Committee of the Canadian Transport Commission on November 5th., for permission to discontinue 31 passenger train services, effective January 7, 1970. These would include ALL passenger services operated by CP RAIL, except the suburban services in the Montréal area. The services affected include CP RAIL's standard-bearer "The Canadian", on which the Company says they lose \$19,500,000; the "Atlantic Limited" between Montréal and Saint John, N.B. and other runs for a total of 19 or 21, depending on how they are counted. Examples of CN services to be cut include Montréal-Chicoutimi, Dolbeau-Chambord, Québec-Senneterre-Cochrane; Québec-Chicoutimi; Senneterre-Noranda-Rouyn; La Tuque-Parent; Parent-Senneterre. Also, the Montréal-Moncton portion of the "Chaleur" is to be combined with the "Scotian", while the "Panorama" would disappear, although two sections of the "Super Continental" would operate during the summer months.

If the Railway Transport Committee of C.T.C. should require any of these services to be continued, the railway companies will become eligible for subsidies to the extent of 80% of the losses which result. Despite angry reactions from members of Canada's House of Commons, Government officials have so far declined to interfere in the doings of the Canadian Transport Commission. There will, undoubtedly, be further applications from CN and hearings and other procedures will almost certainly keep these trains running long past the terminal date of January 7, 1970.

DISAPPEARING STATIONS.

Railway stations continue to disappear or to be converted for other uses. Craigleith station, on CN's Barrie-Meaford, Ont. line, recently became a restaurant. The land on which the station was first built was given by Alexander Fleming, father of Sir Sandford Fleming, one of Canada's most prominent railway engineers in the last half of the nineteenth century, who was especially noted for his work in building the Nova Scotia Railway, the Intercolonial Railway and the Canadian Pacific Railway and in his promotion and perfection of the use of time-zones and Standard Time. Petersburg station on the CN's Toronto-Stratford-Sarnia line near Kitchener, Ont., has been moved to the Doon Pioneer Village, north of Kitchener. This station was built in 1856 on a piece of land sold to the Grand Trunk Rail-

way by Peter Wilker, for whom the village was named. Mr. Wilker settled in the area, along with many other immigrants from Germany, in 1832.

THOSE HIGH-CUBE BOXES.

Chesapeake & Ohio Car Ferry No. 12 has been sold to Canadian National Railways for ferrying high-cube box cars and automobile transporters which are too large to go through CN-GTW Sarnia Tunnel. Presumably existing docking facilities at Port Huron and Sarnia will be used.



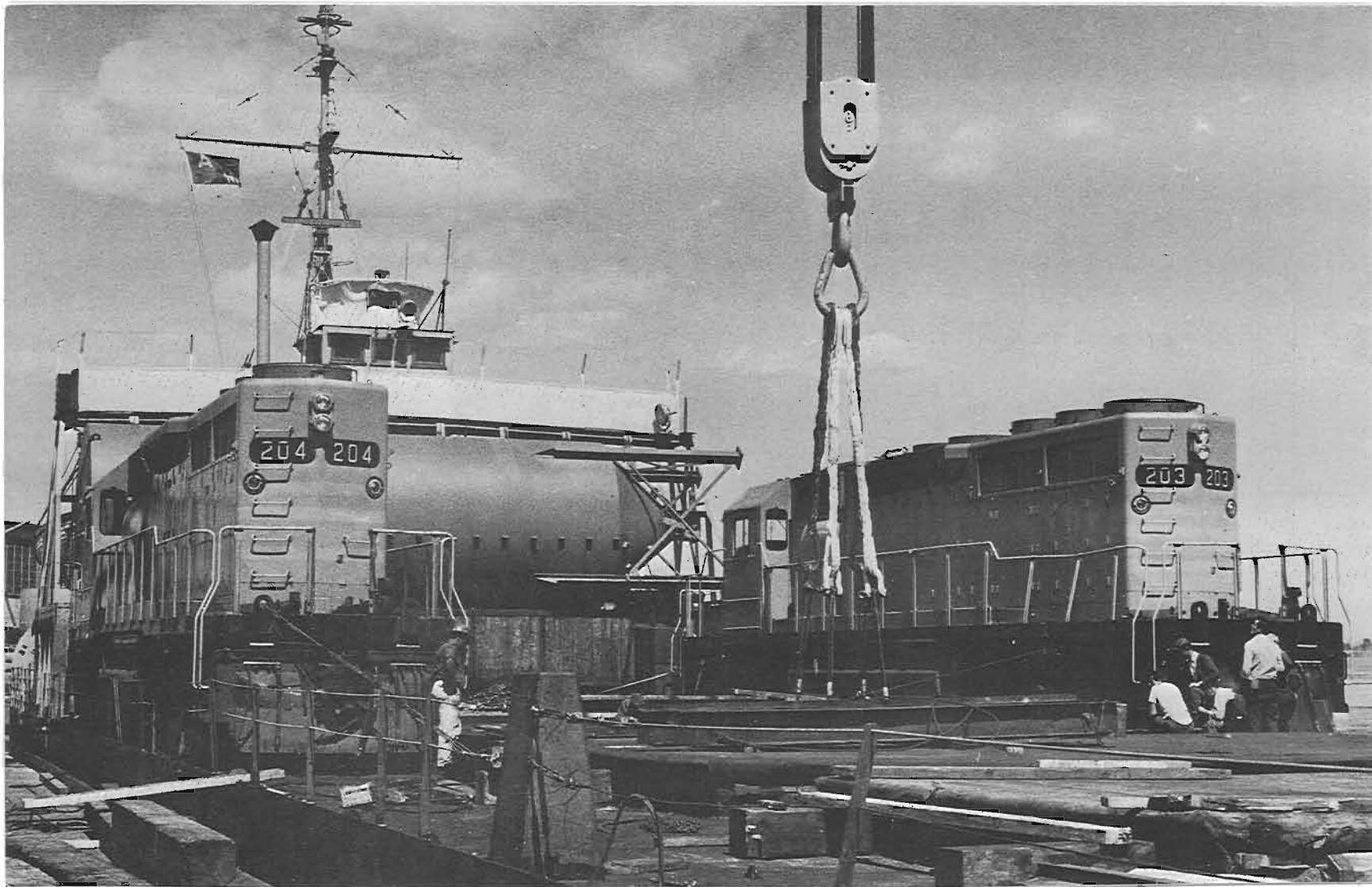
K. Gordon Younger, the Association's representative in Winnipeg, Man., writes that Winnipeg's Mayor Steven Juba is under increasing pressure to make a decision regarding the future preservation of the "Countess of Dufferin", - the veteran ex-C.P.R. 4-4-0 presently preserved (after a fashion) in front of CP RAIL's Winnipeg depot. The condition of this historic locomotive has deteriorated to the point where a recent visitor from the United States was moved to send the Mayor a cheque for \$10.00 to be put toward rehousing of the locomotive. The Mayor recently reported to Winnipeg's Finance Committee that consideration was being given to the construction of a transportation museum on a parking lot north of the police station on Rupert Avenue. He recommended that, should plans materialize within the next 3 months, the "Countess" be placed in the custody of the Provincial Centennial Corporation.

The "Countess" arrived at Winnipeg, via the Red River steamer "Selkirk" on October 8, 1877. She was used in the westward construction of the C.P.R. and finished her working days shunting in the yards of the Columbia River Lumber Company at Golden, B.C., at the western entrance to Kicking Horse Pass. Winnipeg Mayor Richard D. Waugh apparently discovered her there in 1909 and had her returned to Winnipeg, where she has remained to this day.

In and around Vancouver, Doug Cummings notes that Great Northern is converting a reported 10 units (freight F7's) for passenger service and renumbering them in the 380 series. These units are chiefly of the 1953 vintage. Older passenger units of the 1946 era are being converted to freight operation, with steam generators and other parts as by-products. GN has discontinued trains 357 & 358 (morning International) Vancouver to Blaine, Wash., the last run being on October 25. During the last week of service, the consist was two F units and one coach. Previously, they had a baggage car, as well.

Pacific Great Eastern is progressing slowly with conversion of the ex-Spokane, Portland & Seattle FB2 "B" unit to a ROBOT-type control car to house LOCOTROL. Tests are expected to be made in late December or early January. One of PGE's new Century 630's will be the master unit.

On Vancouver Island, MacMillan Bloedel has announced termination of their railway operation in three or four months, with trucking of

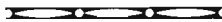


logs as a substitute. This would result in a straight truck haul from the Copper Canyon and Nanaimo River operations to the mill at Chemainus. Reason for the change is said to be high freight rates charged by CP RAIL (which itself owns an interest in MacMillan-Bloedell) from the junction at Diamond Yard to the mill at Chemainus. This threatens the future of Comox Logging & Railway's operation, as Comox shared 15 miles of trackage with M-B, using M-B locomotives whenever their Baldwin diesel (a remarkable object) broke down. It looks like Comox will have a choice: Buy a second diesel, makes an agreement with M-B to retain a locomotive for standby protection or "go truck". Time alone will tell.

With a target-date of late January, 1971, construction of the connection from CP RAIL's main line to the Roberts Bank Superport is progressing, with track-laying begun in late October. Little heavy construction work remains except positioning of the overpass bridge structure over double-divided Trans Canada Highway south of Mission. Notwithstanding this report, CP RAIL moved Track Gang No. 1 back east in October, reportedly because of difficulties in securing the necessary right-of-way privileges from area property-owners.

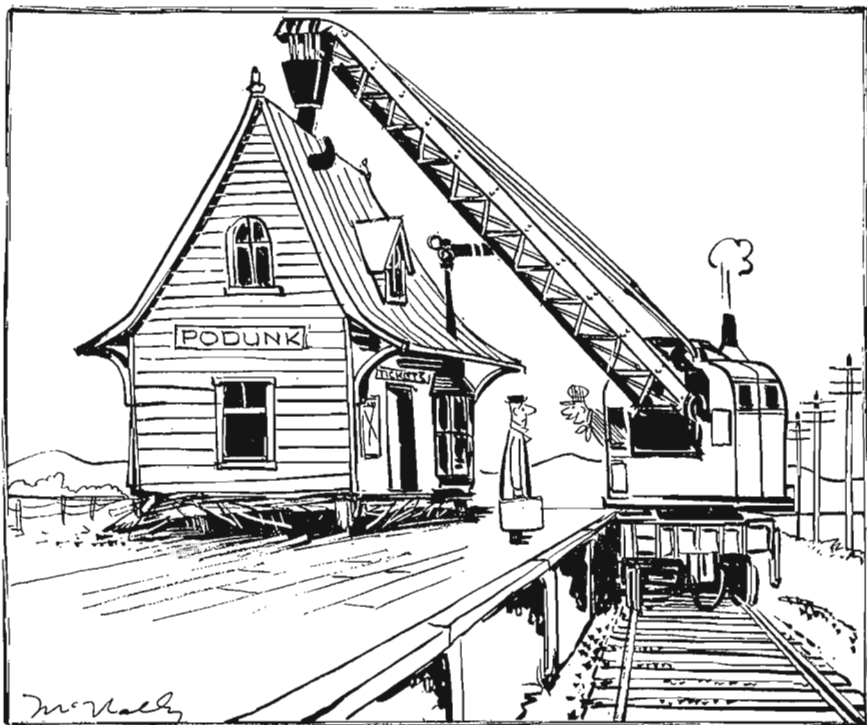
BACK IN 1968, the White Pass & Yukon Route placed an order with ALCO Products Incorporated of Schenectady, N.Y. for seven new diesel units. ALCO Products was unable to complete the building of these diesels and transferred the order to MLW-WORTHINGTON (Montréal) in December 1968. The new units, now complete, carry builders' plates showing ALCO Products Inc. as the builder and c/n's 6023-01 to -07, dated 5-69. They are model DL-535E, MU-equipped and have a shortened version of the CC Trimount truck. Mars lights are mounted on the cab roofs and the body colours are "Reading" green and yellow, with black underbodies. A late report from Doug Cummings of Vancouver says that on October 15, fire destroyed W.P. & Y.R.'s Skagway Shops together with two of the brand-new diesel units. One 2-8-2 steamer in use as a stationary boiler was also destroyed. This puts the White Pass in a very awkward position with the advent of winter, as shop facilities are essential at this location and in this climate.

Québec, North Shore & Labrador's six new SD-40's ex General Motors Diesel, London, Ont., in December, 1968 had quite a time getting to Sept-Iles, Qué. Delayed by a strike at the Iron Ore Company, the units were leased to CN and CP RAIL until April 30 and then stored at CN's Montreal Yard until August 20. On August 21, they were loaded for shipment to Sept-Iles. Nos. 203 and 204, as well as 201 and 202 were leased by CN. Nos. 200 & 205 went on least to CN first but ended up leased by CP RAIL. Photo courtesy R. Ian Stronach.



← UNITS NUMBERS 203 & 204 of the Québec, North Shore and Labrador Railway, loaded as deck cargo at Montréal, on their way to the Company rails at Sept-Iles, Qué. Photo courtesy R. Ian Stronach.

"Serving you in so many ways"



McNally - MONTREAL STAR
Courtesy Canada Wide Feature Service

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