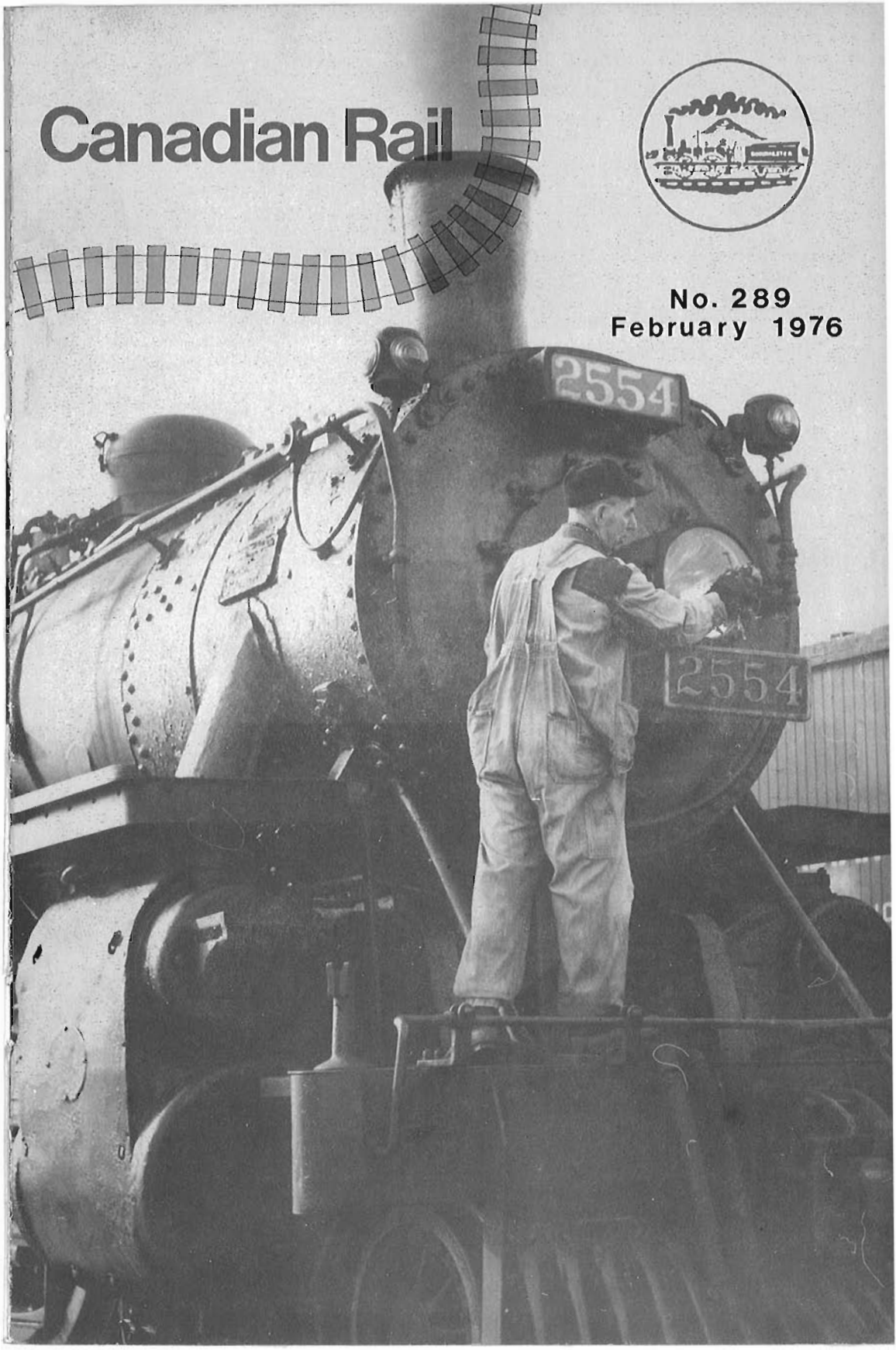
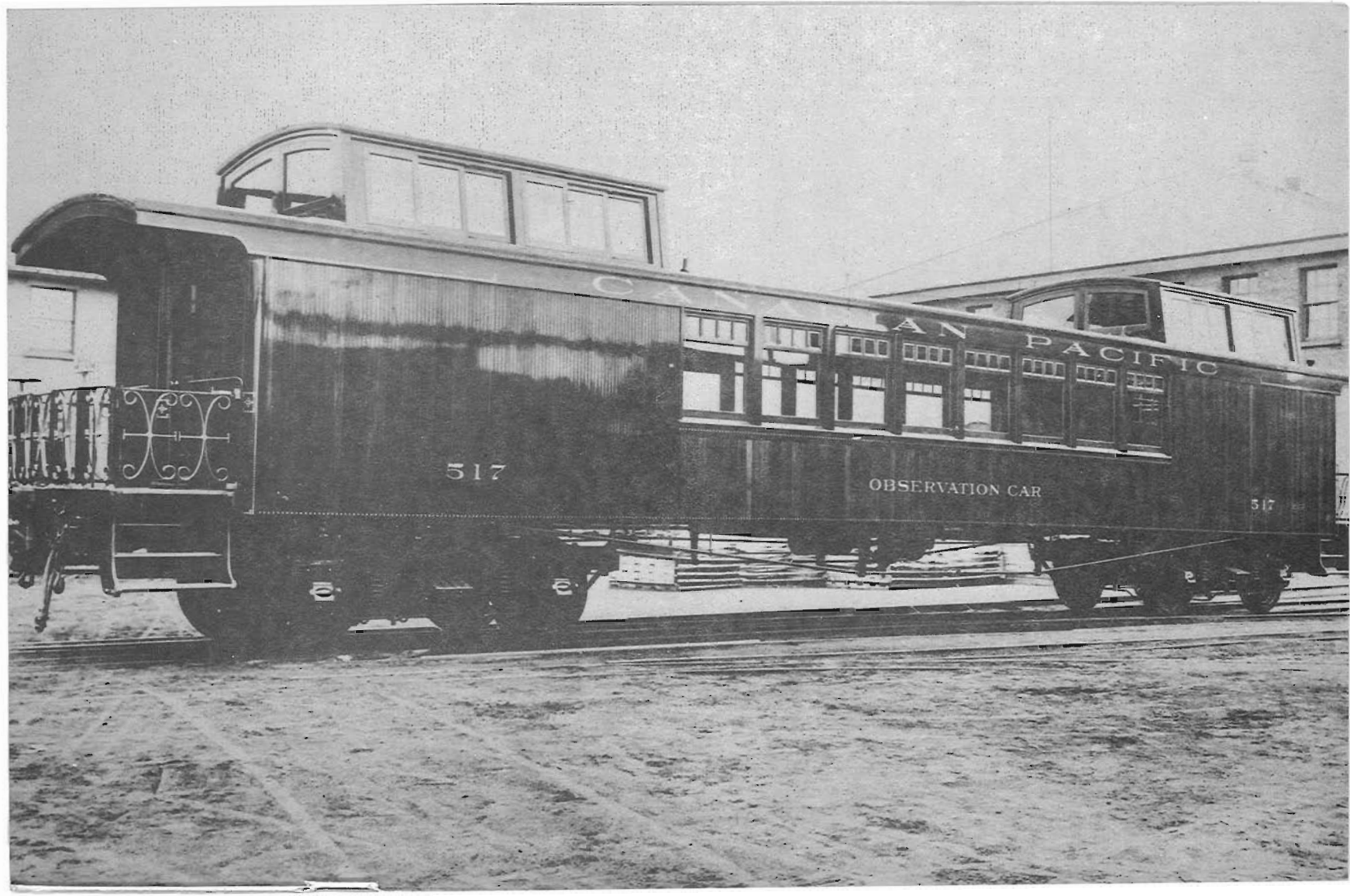


Canadian Rail



No. 289
February 1976





517

OBSERVATION CAR

517

THE VIEW FROM THE TOP.

Harvey W. Elson

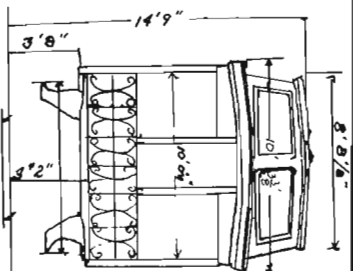
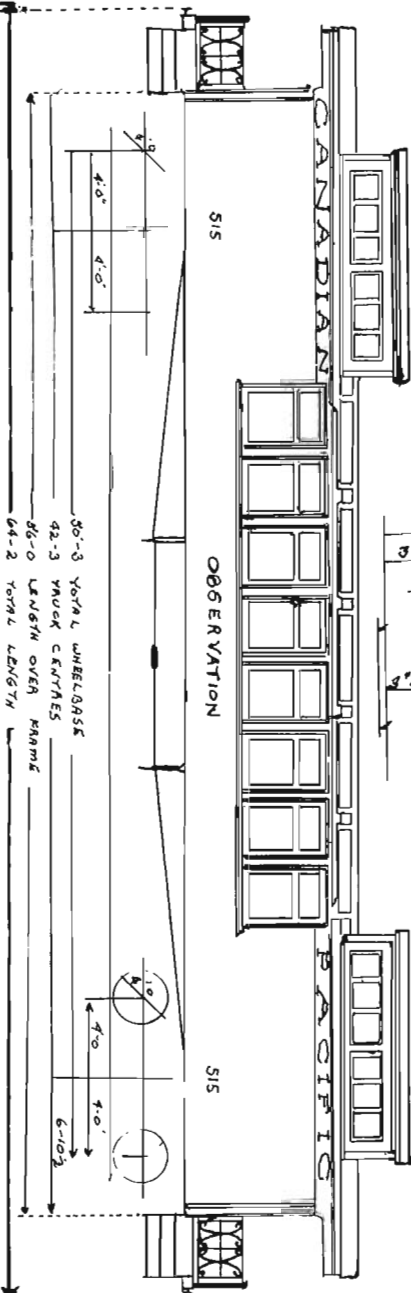
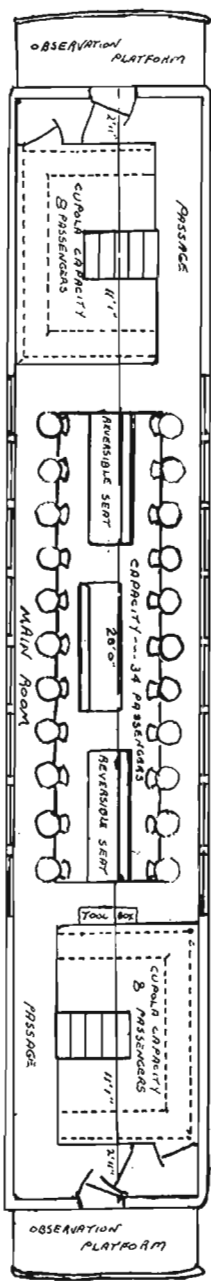
When the Canadian Pacific Railway Company introduced the "Canadian" in 1953, with its wonderful and impressive scenic-dome cars, most Canadians believed that these were the first "dome" cars to be operated on a Canadian railway. Moreover, the belief was widely held that the dome-car idea had been devised and first introduced on a railroad in the United States.

As far back as 1902, the Canadian Pacific had placed in operation a type of dome car, designed solely as an observation vehicle, as opposed to a combined coach-observation car. Even before this time, the CPR had used passenger cars particularly intended to allow their transcontinental passengers to enjoy the marvellous scenery of the Rocky Mountains, from Calgary to Vancouver. Ever since the line had been opened through the deep and rocky gorges of the Kicking Horse and Rogers Passes, the Company had derived great advantage from the unique scenic splendour of the region, while suffering an almost equal disadvantage from the arduous operation of these sections.

Within a year of the driving of the last spike in 1885, the Canadian Pacific had begun to solicit tourist traffic, establishing hotels at Field, Glacier, Revelstoke and North Bend. These hosteleries were initially intended as meal stations, since the transcontinental trains carried no dining cars at that time. As a result of these meal stops, some travellers elected to spend a few days at one or more of these hotels and the Company was quick to take advantage of this trend. The increase in the number of these itinerant visitors encouraged the CPR to publish an annotated "timetable", which enabled the passengers to identify the principal mountains, lakes and rivers along the line.

← IN THE MID-1950S, CANADIAN PACIFIC RAN TRAINS 213/214 FROM MONTREAL to Sutton, Québec, on the Farnham and Newport Subdivisions. These trains did a brisk business, but the late departure from Sutton at 08:55 militated against it. If anyone can identify the engineman who is busily shining the headlight of 4-6-2 Number 2554, the Editor would appreciate the information. Photo courtesy J.J.Shaughnessy.

← MOUNTAIN OBSERVATION CAR NUMBER 517 WAS THE LAST OF THE FIRST SERIES of observation cars built by the Canadian Pacific Railway. It was built 12 years after the first three observation cars and was the first "dome" car built expressly for passengers. It was 64 feet 2 inches long and seated 50 passengers, being outshopped in July 1902 from Angus Shops, Montréal. Photo courtesy Canadian Pacific Limited.



CAR DEPT
MONTREAL
FOLIO DRAWING
3459 1/4

CAR	QUANT	DATE	WEIGHT	FINISH	LIGHTING SYSTEM	HEATING SYSTEM	VESTIBULE	PLATFORM	RAIL	PASSENGER CAPACITY
				OUTSIDE/INSIDE						
84-86	C.P. RY	1906	67,750	MAHOAGANY	GAS LAMPS OIL LAMPS	HEATER STEAM STEAM HEAT	NONE	WOOD	W.A.B.	50
517 83	C.P. RY	1902								34+8+8

CANADIAN PACIFIC RAILWAY
JUNE 1902

The first "mountain" observation cars were introduced by the CPR in June 1890. They were 57-foot, 70-passenger cars, with no enclosure save for the waist-high sides, roof supports and a safety bar half-way up each side, between the belt-rail and the roof. The cars were numbered 514, 515 and 516 and they were very popular from the outset. To supplement these originals, a member of the Motive Power and Rolling Stock Department of the Company conceived and designed an observation car, fitted with caboose-type cupolas. With this provision for an excellent view on all sides, car Number 517 rolled out of Angus Shops, Montréal, in July 1902 as the world's first "dome" car, built expressly for the advantage of the Company's sightseeing passengers.

Car Number 517 was 64 feet 2 inches long and had a handsome varnished mahogany finish, inside and out. Passengers had the delightful option of sitting in the upholstered, revolving, parlor-car chairs or on the central, reversible seats.

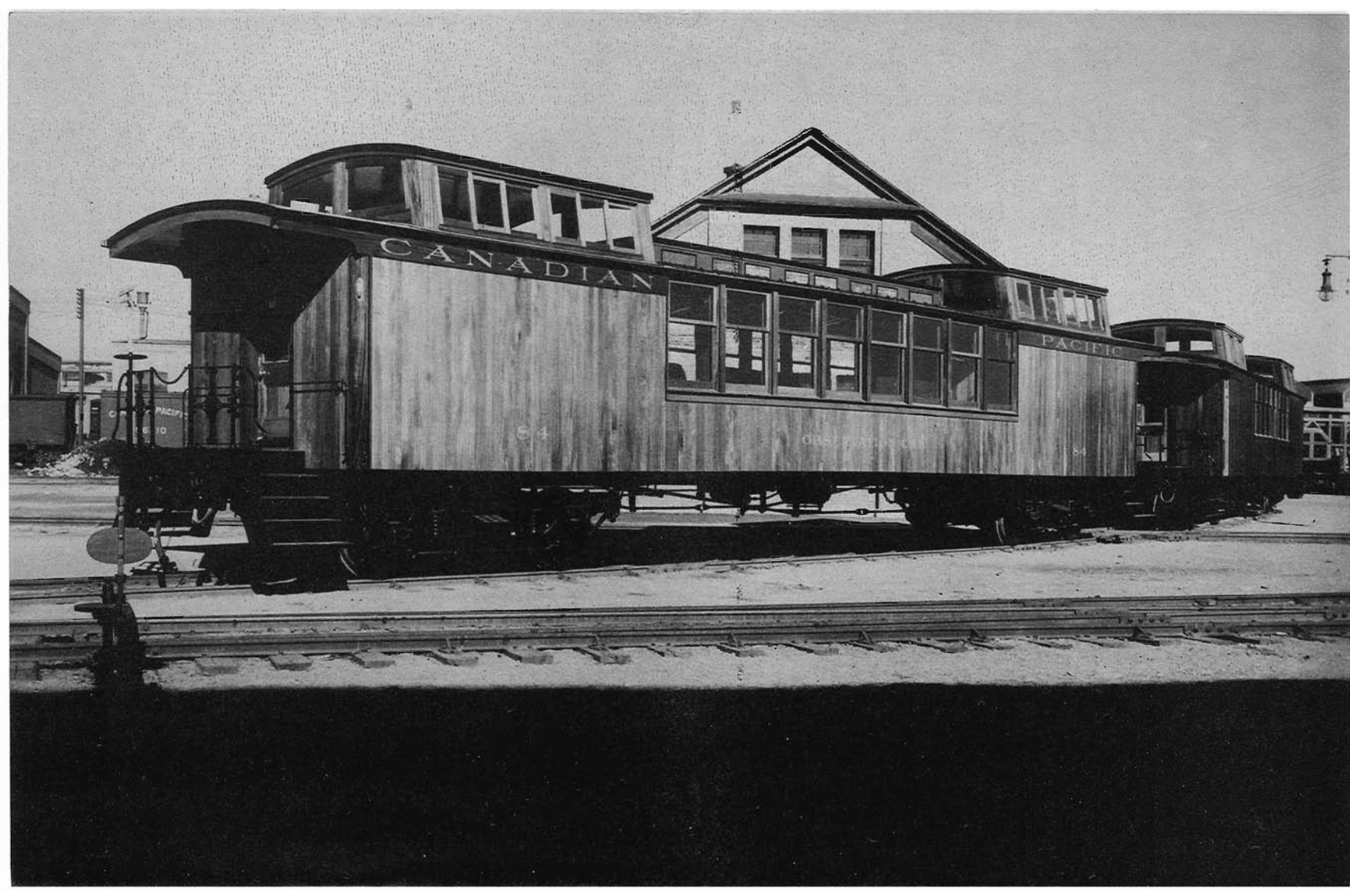
This car was an immediate success and three additional units were soon ordered, incorporating several modifications which were considered necessary. The roof of the central section of the car was redesigned to include a clerestory portion for better ventilation and the side-decks or flat sections of the roof, beside the clerestory portion, were fitted with windows for a clear view upwards, as well as to the sides. The cars were two inches longer than the original Number 517, but were 8,000 pounds heavier. The three new units, received in 1906, were numbered 84, 85 and 86 and, at the same time, Number 517 was renumbered 83 and the original 1890 cars were renumbered 80, 81 and 82.

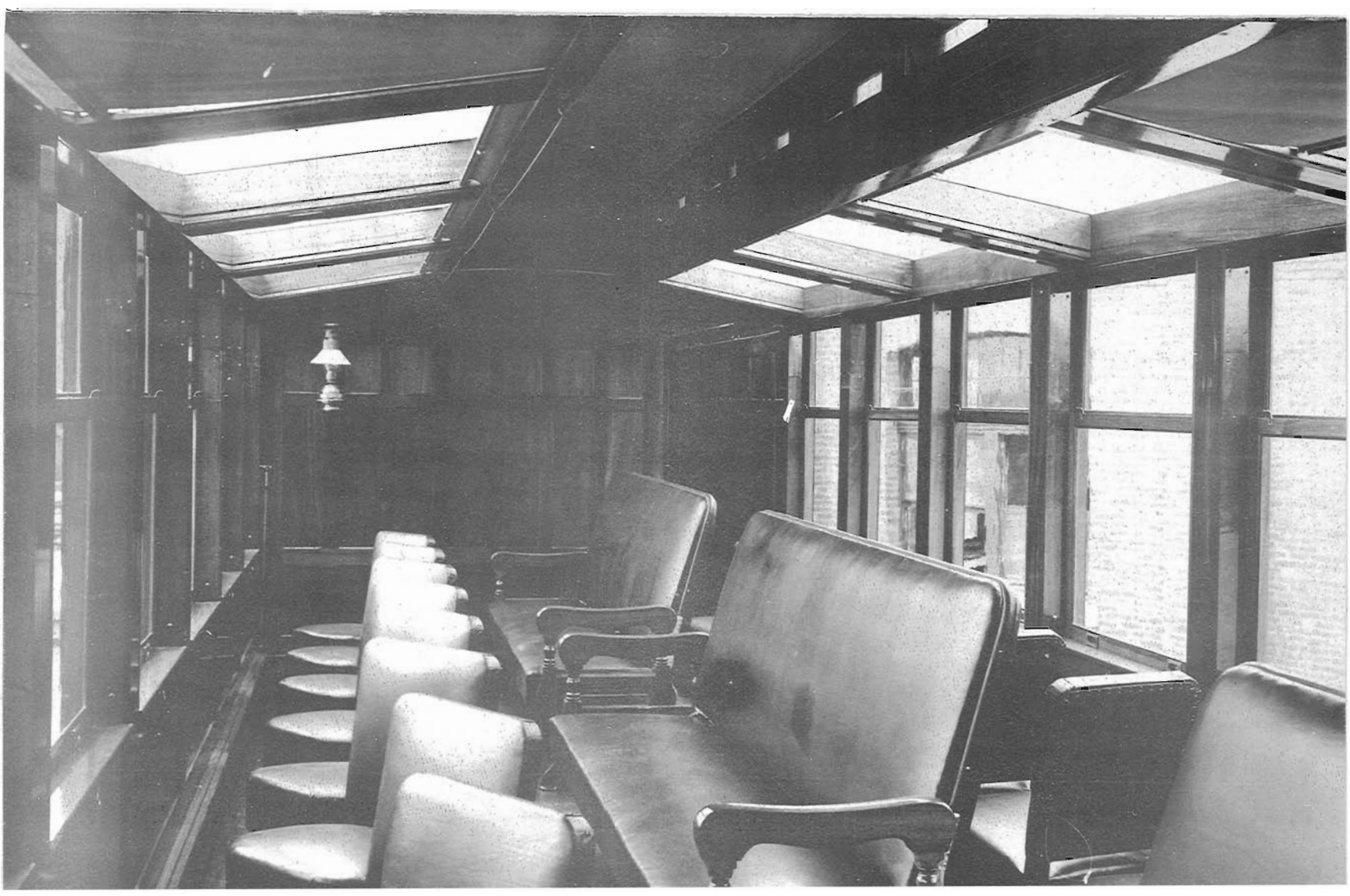
The burning rays of the blazing summer sun were to prove the undoing of these first "dome" cars. Without air-conditioning and polarizing glass - and with practically no shade from the skimpy roof - the travellers roasted and the cars became unpopular. In 1909, Numbers 80 and 81 went to the Esquimalt & Nanaimo Railway on Vancouver Island and Numbers 82 through 86 were scrapped in 1913.

With the popularity of this type of observation car in doubt, additional units were not operated again until 1916, when everything above the belt-line on several old colonist and second-class cars was removed to create a sort of "toast-rack" class. This series of observation cars was entirely open, without a roof or any other protection from the elements - or incandescent cinders! Seats were utterly unupholstered and were wooden-slatted, with "matching" slatted backs. When first rebuilt, these cars were numbered 94 through 97, but they were soon renumbered from 7985 through 7988. Two more cars, Numbers 7989 and 7990, were added in 1917 and another, Number 7991 was added in 1919; the last car, Number 7992, was added in 1920. However, these cars were a temporary expedient and were all scrapped during 1922-23.

→ CANADIAN PACIFIC RAILWAY COMPANY'S OBSERVATION CAR NUMBER 84, BUILT in 1906, was a slightly different design, with larger side-windows, intermediate clerestory roof, two inches longer and 8,000 pounds heavier. It lasted for seven years. Photo courtesy Canadian Pacific.

AN INTERIOR VIEW OF OBSERVATION CAR NUMBER 84, SHOWING THE CEILING windows that afforded wonderful views of the mountain peaks, but also exposed passengers to the heat and burning of the sun's rays. The centre seat-backs were reversible; the left-hand seats swivelled. Photo courtesy Canadian Pacific.





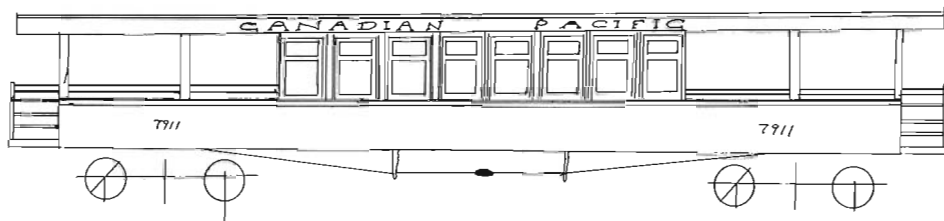
At almost the same time, a further series of colonist and tourist-class cars, nine in 1922, six in 1925 and one in 1928, were converted into mountain observation cars. These were numbered 7900 through 7915 and were reconstructed without roofs. Between 1927 and 1929, roofs were installed and the central portion of the cars was glassed in, conveniently enclosing 32 seats for elderly ladies and small children, it is supposed! The open sections had wood-slat seats while the enclosed sections had seats originally of cane but later upholstered. The platforms were fitted with short ladders for trainmen, but passengers could board these cars only from the vestibules of passenger cars coupled to the leading end.

This series of observation cars was used continuously on the Canadian Pacific's "Dominion" and "Mountaineer" in the summer months, until these two "name" trains were withdrawn from service. When they were displaced from their runs, the stainless steel dome-cars of the "Canadian" were certainly a suitable replacement.

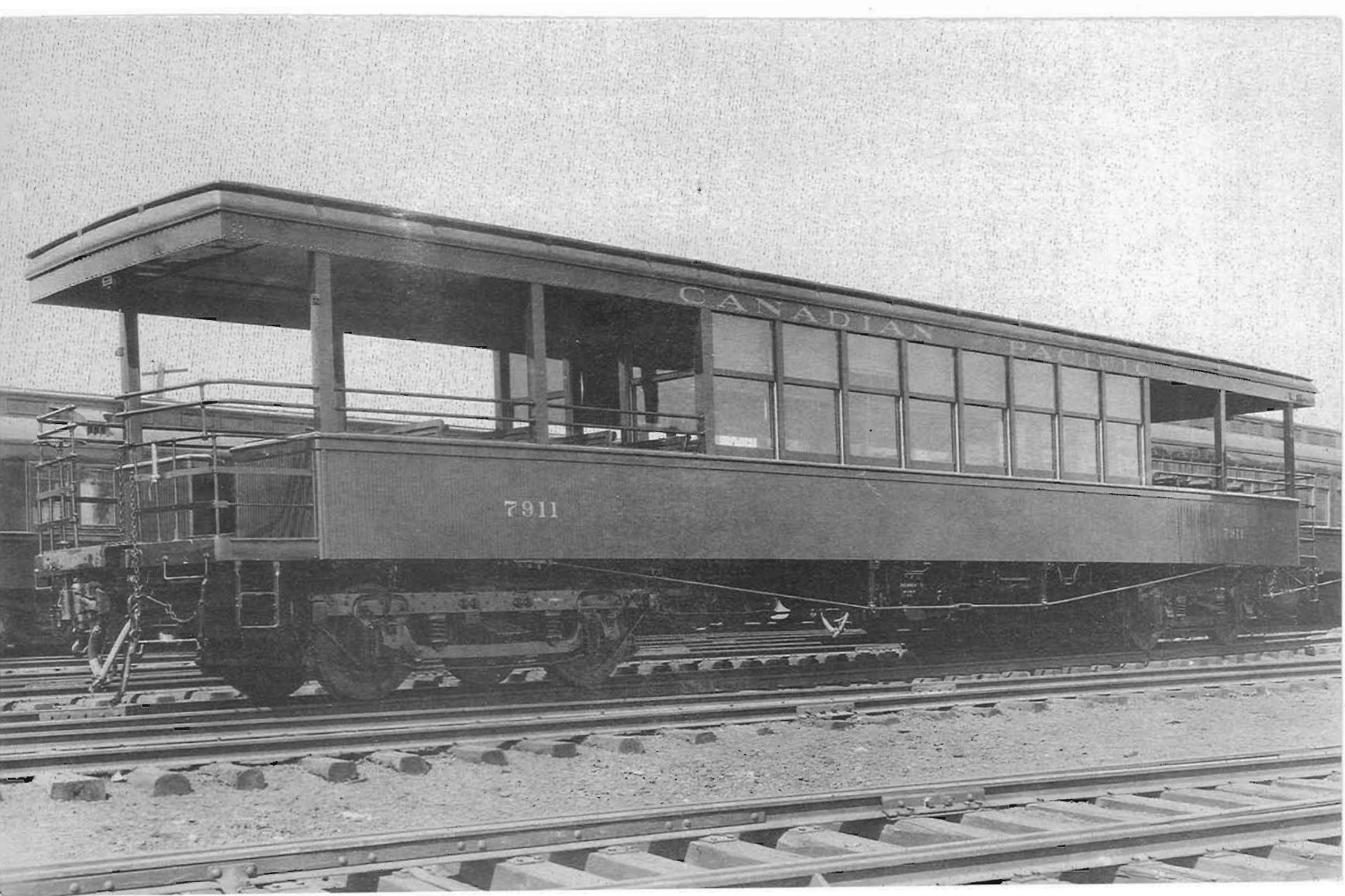
After the "Canadian" had been placed in service in 1953, there was one further series of mountain observation cars. These were Numbers 597, 598 and 599, rebuilt from coaches Numbers 1421, 1422 and 1424, for use on CPR Trains 13 & 14, "The Mountaineer". These three cars were sold in 1965 to the West Coast Railway Association of Vancouver.

All of these cars are preserved today and some of them are in operation. However, they are not now all in the Vancouver area. Number 598 was renamed "Arbutus Ridge" and is preserved in Vancouver by the WCRA. The other two were sold by the WCRA about 1967, Number 597 to Rail Tours Incorporated of Pennsylvania, U.S.A. and Number 599 to the Orange Empire Trolley Museum of Perris, California, U.S.A.

The stainless steel domes of CP RAIL continue in service. Of the 18 "Park" cars originally purchased in 1953, 17 remain, the "Fundy Park" having been destroyed in a rear-end collision at Gull Lake, Saskatchewan in 1957. Some of the dome coaches have been modified, but all of them are still in operation, to the delight of the thousands of passengers who continue to enjoy the scenic grandeur of Canada's Rockies, as seen from Van Horne's road.

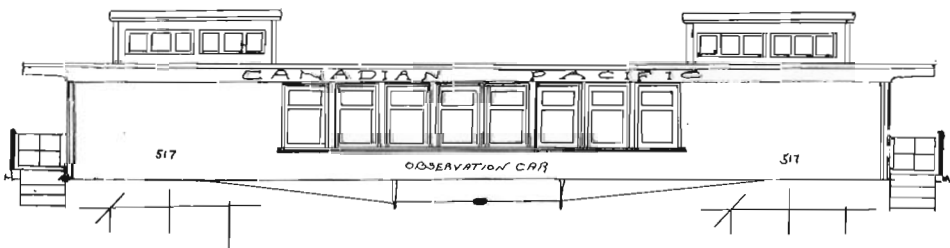


→ OBSERVATION CAR NUMBER 7911 WAS BUILT IN 1925 AND SCRAPPED IN 1952. Originally constructed without roofs, this series of seven cars was equipped with roofs in the period 1927-29. They seated 32 passengers in the central enclosed portion and 16 on each of the open ends. Photo courtesy Canadian Pacific.



Roster of Observation Cars.

Road number	Built	Seat Capacity	Length	Weight	Disposition
514	6/1890	70	57'	60,000	Renum.80(1906)To E&N
515	6/1890	70	57'	60,000	Renum.81(1906)To E&N
516	6/1890	70	57'	60,000	Renum.82(1906)Sc.1913
517	7/1902	50	64' 2"	68,000	Renum.83(1906)Sc.1913
84	1906	50	64' 4"	76,000	Sc. 1913
85	1906	50	64' 4"	76,000	Sc. 1913
86	1906	50	64' 4"	76,000	Sc. 1913
7985	1916	64	64' 2"	(?)	Sc.1922-23
7986	1916	64	64' 2"	(?)	Sc.1922-23
7987	1916	64	64' 2"	(?)	Sc.1922-23
7988	1916	64	64' 2"	(?)	Sc.1922-23
7989	1917	64	64' 2"	(?)	Sc.1922-23
7990	1917	64	64' 2"	(?)	Sc.1922-23
7991	1919	64	64' 2"	(?)	Sc.1922-23
7992	1920	64	64' 2"	(?)	Sc.1922-23
94	1916	64	64' 2"	(?)	Renum.7985(1916)Sc.1922/3
95	1916	64	64' 2"	(?)	Renum.7986(1916)Sc.1922/3
96	1916	64	64' 2"	(?)	Renum.7987(1916)Sc.1922/3
97	1916	64	64' 2"	(?)	Renum.7988(1916)Sc.1922/3
7900	1922	64	64'	76,000	Sc. 1952
7901	1922	64	64'	76,000	Sc. 1952
7902	1922	64	64'	76,000	Sc. 1952
7903	1922	64	64'	76,000	Sc. 1952
7904	1922	64	64'	76,000	Sc. 1952
7905	1922	64	64'	76,000	Sc. 1952
7906	1922	64	64'	76,000	Sc. 1952
7907	1922	64	64'	76,000	Sc. 1952
7908	1922	64	64'	76,000	Sc. 1952
7909	1925	64	64'	76,000	Sc. 1952
7910	1925	64	64'	76,000	Sc. 1952
7911	1925	64	64'	76,000	Sc. 1952
7912	1925	64	64'	76,000	Sc. 1952
7913	1925	64	64'	76,000	Sc. 1952
7914	1925	64	64'	76,000	Sc. 1952
7915	1928	64	64'	76,000	Sc. 1952
597	1956	?	?	?	Ex coach 1421; Preserved 1974.
598	1956	?	?	?	Ex coach 1422; Preserved 1974.
599	1956	?	?	?	Ex coach 1424; Preserved 1974.





↑ THIS SNAPSHOT SHOWS ONE OF THE 7900-CLASS OPEN OBSERVATION CARS OF the Canadian Pacific Railway on the transcontinental "Transcanada Limited" near Field, British Columbia, about 1920. CRHA Archives.

↓ CP RAIL'S TRANS-CANADA LUXURY TRAIN, THE "CANADIAN", STARTING UP THE hill from Windsor Station, Montréal, on the first portion of its transcontinental journey to Vancouver. In 1969, the consist included the dome-observation car "Laurentide Park". Photo courtesy CP Limited.



LES VOIES FERREES A QUEBEC

Plus qu'un mauvais souvenir

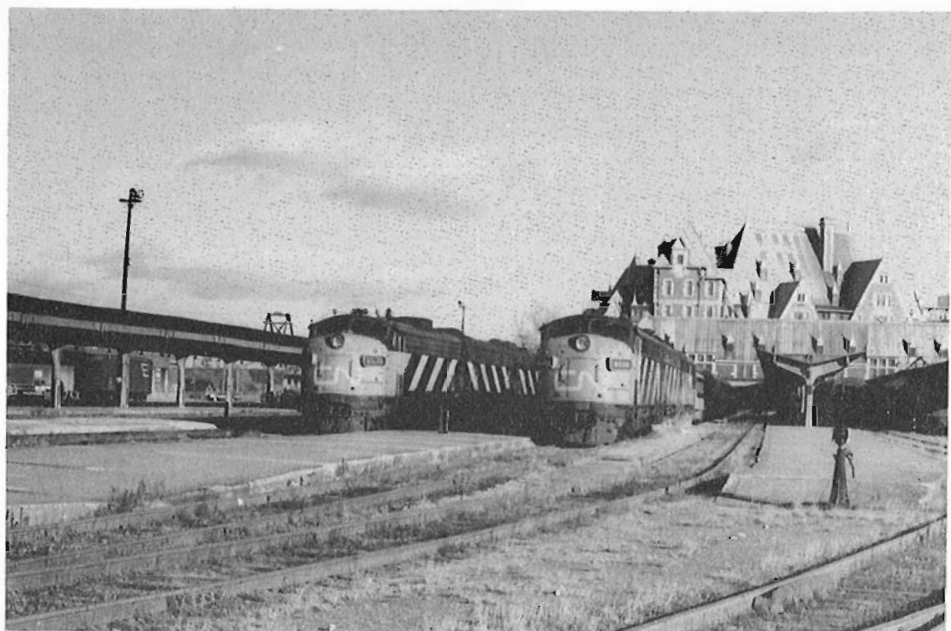
A. d'Astous.

A l'automne 1974, les journaux de Québec tiraient à la une "Enfin les voies ferrées du quartier St-Roch disparaîtront..." "Les voies ferrées: plus qu'un mauvais souvenir..." "Le cauchemar des Québécois: chose du passé..." etc.. En effet, le 23 septembre la signature d'un protocole d'entente entre l'Office de planification du Québec, la compagnie Canadien Pacifique et la ville de Québec marquait l'aboutissement de quatre années d'étude et de négociations intenses en vue de la relocalisation des voies ferrées et du même coup sonnait le glas du double ruban d'acier de CP RAIL qui longeait les berges de la rivière St-Charles jusqu'au coeur de la ville de Québec.

C'est une étape à franchir afin de rénover le centre ville, mais de là, à laisser croire à la population que la relocalisation de ces voies sera la solution au problème de la circulation, il y a toute une marge. Plusieurs Québécois seront déçus, au lendemain de la disparition des voies ferrées, de constater que la circulation routière n'est pas plus rapide. Ils s'apercevront que ce n'était pas seulement la présence des traverses à niveaux qui se faisaient complice de leur tracés.

Ayant moi-même demuré cinq ans dans le secteur de Limoilou, j'avais à me déplacer de ce quartier à la colline parlementaire et par le fait même, traverser les fameuses voies et je peux compter sur mes dix doigts les fois où un convoi m'a barré la route, pourtant ma caméra étant toujours près de moi (peut-être que les trains furent les amateurs). De plus, j'avais constaté qu'après le passage d'un convoi, je rattrapais à quelques coins de rue plus loin l'heureux automobiliste qui avait eu la chance inouïe de franchir le passage à niveau avant que les barrières s'abaissent.

Le travail qui a précédé l'entente remonte assez loin. La prise de conscience des nombreux problèmes posés par les voies ferrées remonte à la fin de la première guerre mondiale, alors qu'on recommandait déjà l'élimination des passages à niveaux. Mais ce n'est qu'en 1947 qu'il fut question d'éliminer les voies ferrées elles-mêmes. La Chambre de Commerce de Québec avait suggéré, à cette époque, de supprimer les voies du Canadien Pacifique qui longent la rivière St-Charles et de faire entrer les convois par les voies des chemins de fer Nationaux qui entrent en ville par le nord. On parlait même de la construction d'un boulevard sur l'emplacement de la voie ferrée.



↑ LES "PARAPLUIES" DU GARE DE PALAIS A QUEBEC. A GAUCHE, CN TRAIN 75, Québec-Senneterre, avec Numeros 6539, 6606 et 6783 à l'avant. A droite, RAPIDO 21 pour Montréal; Numeros 6528, 6631 et 6870 à l'avant. Photo pris le 27 octobre 1974; encore quelques mois et cette scène sera du passé.

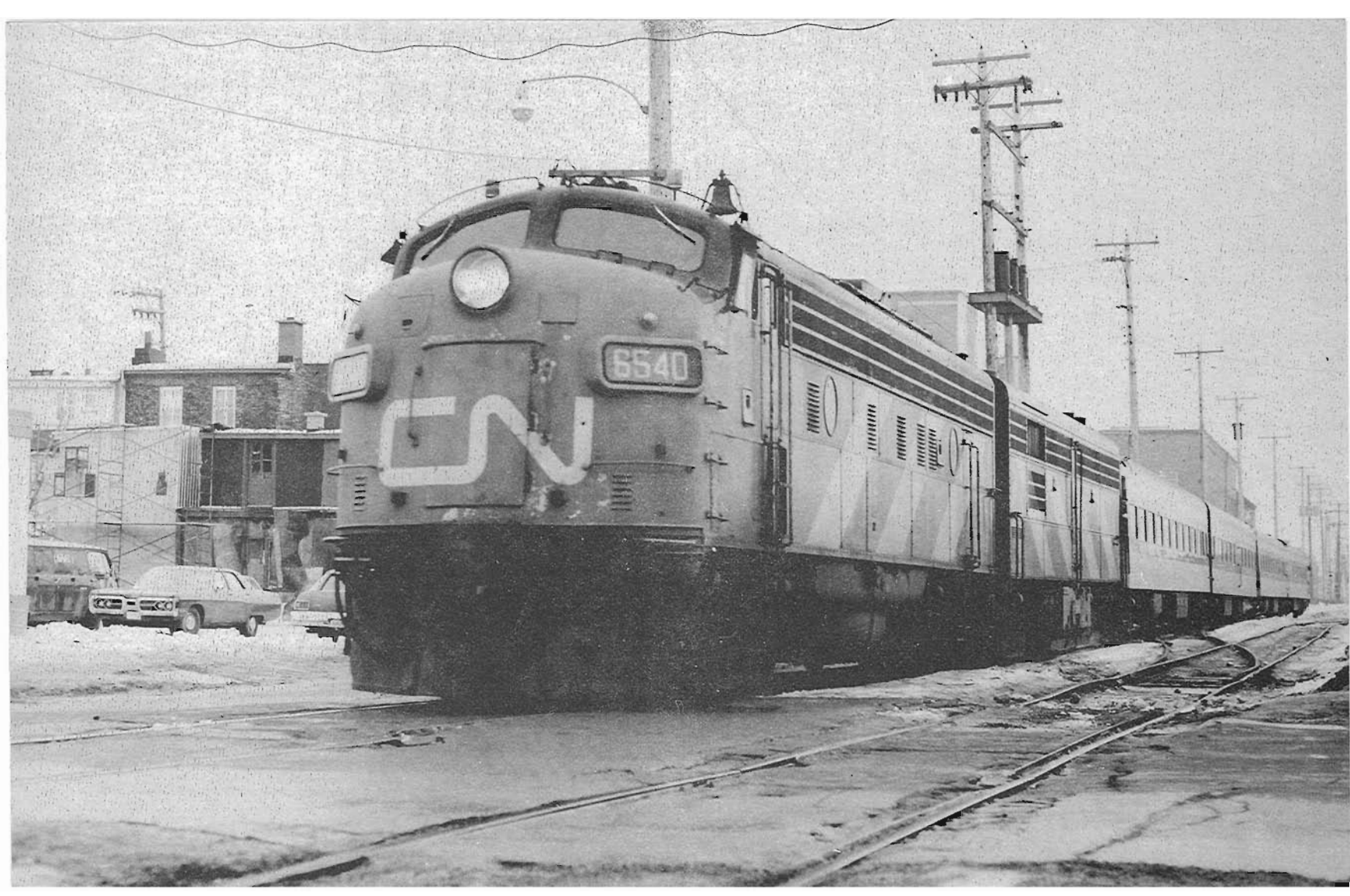
En 1954, les autorités de la ville de Québec reprennent cette idée et font des démarches auprès de la Commission de transport du Canada en vue de l'enlèvement des voies ferrées et de l'aménagement d'une nouvelle voie vers le nord, mais cette demande n'a pas de suite.

En 1963, les ingénieurs de la ville entreprennent de nouvelles études qui aboutissent, le 20 janvier 1964, à une requête auprès de la Commission des transports en vue de la relocalisation des voies ferrées et de l'élimination de six traverses à niveau. Cette requête est de nouveau écartée par suite de l'opposition du Canadian Pacific et de l'insuffisance des fonds disponibles.

En 1965 et 1966, l'administration actuelle de la ville de Québec entreprend de nouvelles démarches qui conduiront à des négociations entre la ville, le ministère des Transports, la compagnie Canadien Pacific et les chemins de fer Nationaux. Cette fois-ci, il est question du déménagement de toutes les installations ferroviaires du centre ville vers l'ouest.

PLUS QU'UN MAUVAIS SOUVENIR... LE RAPIDO NUMERO 20 TRAVERSE LA RUE du Pont, le 22 fevrier 1975.

LA LOCOMOTIVE DE MANOEUVRE CP RAIL NUMERO 8027 TRAVERSANT LA RUE Henderson, après avoir tourné le convoi CN Numero 74 dans le "Y" du port de Québec. 22 fevrier 1975.





PROJET DE DEPLACEMENT

DES VOIES FERREES

COUTS ESTIMATIFS ET SOURCES DE FINANCEMENT *

	COUT	SOURCES DE FINANCEMENT			
		Entente zones spéciales		Ministère des Transports	Commission Canadienne des Transports
		Subventions	Prêts		
<u>CANADIEN PACIFIC</u>					
Relocalisation	\$ 9,656,000.	\$ 8,736,000.			\$ 920,000.
Désuétudes	2,965,000.	2,965,000.			
Terrains	9,000,000.		6,000,000.	3,000,000.	
<u>CANADIEN NATIONAL</u>					
Terrains	1,800,000.		1,300,000.	500,000.	
Aménagements	2,000,000	1,920,000.			80,000.
TOTAL	\$ 25,421,000.	\$ 13,621,000.	\$ 7,300,000.	\$ 3,500,000.	\$ 1,000,000.

* Développement Québec - Octobre 1974

En 1968, la compagnie Canadien Pacific se porte acquéreur de terrains situés près de la base de plein air de Ste-Foy, aux limites du quartier Les Saules et de la Paroisse de l'Ancienne-Lorette en vue de l'aménagement d'une cours de triage. Par la même occasion, la compagnie Canadien Pacific fait savoir qu'elle est prête à collaborer pour résoudre le problème des voies ferrées. La construction du terminus maritime pour containers sur le site de l'ancienne gare d'immigration de l'Anse-aux-Foulons obligeait la compagnie Canadien Pacific à reviser son réseau ferroviaire de la région et il était impensable de faire le triage et la composition des convois de containers dans l'actuelle cours de triage; c'est pourquoi on a commencé la construction d'un nouveau centre de triage sur les terrains nouvellement acquis. Les convois en provenance de Montréal étaient dès lors démentelés à cet endroit et seule les locomotives se rendaient à la rotonde de la rue de la Couronne à Québec-centre ville.





De 1968 à 1970, une prise de conscience profonde, surtout par la population du quartier St-Roch, semble s'amplifier. La création du "C.P. Removers" parrainé par le pittoresque curé de St-Roch, Monseigneur Lavoie, démontre la volonté des gens à solutionner ce problème. Faut-il se rappeler l'incident des sacs de vidanges abandonnés sur la voie ferrée, l'interruption du trafic par des vieux véhicules placés entre les rails et aussi les séances de camping par Mgr. Lavoie près de la voie ferrée quand ce n'était pas sur la voie elle-même.

En juin 1970, un groupe de travail est formé dans le but de recueillir et d'analyser toutes informations et propositions relatives au projet d'aménagement du réseau ferroviaire à Québec. A la suite de la déposition du rapport de ce groupe, le ministre Jean Marchand convoque à Québec, en mai 1971, les principaux intéressés et indique clairement qu'il faut faire disparaître les voies ferrées. C'est alors que la compagnie Canadien Pacific, les chemins de fer Nationaux, la Commission canadienne des transports (C.C.T.), la ville de Québec, le gouvernement de Québec, le ministère de l'Expansion économique régionale et l'Office de Planification et de Développement du Québec, se mettent à l'oeuvre et est en mesure de présenter leur rapport à l'automne 1971.

En 1972, les études se poursuivent et portent sur les diverses modalités, à savoir la réimplantation des gares, la relocalisation des cours de triage, le coût des dédommagements etc. Ces études permettent la formation d'un comité tripartite formé de représentants de la ville et des gouvernements du Québec et du Canada.

Le 4 avril 1973, lors d'une réunion des trois paliers de gouvernement à l'Hôtel de Ville de Québec, Monsieur Jean Marchand, ministre fédéral des Transports, annonçait que les autorités reconnaissent la nécessité du projet et au mois d'août le Comité de développement, responsable de l'administration de l'entente Canada-Québec sur les zones spéciales acceptait le projet et engageait les sommes nécessaires à défrayer le coût du projet.

Et toutes ces longues négociations et rencontres ont abouti à la signature du protocole d'entente le 23 septembre 1974. Ont apposé leur signature:

Le ministre d'Etat à l'Office de Planification et de Développement du Québec: M. Bernard Lachapelle;

Le maire de la ville de Québec: M. Gilles Lamontagne;

Le vice-président de la compagnie Canadien Pacific: M. Keith Campbell.

l'entente prévoit qu'une somme de \$ 25.4 millions sera versée à la compagnie Canadien Pacific et aux chemins de fer Nationaux. La Canadien Pacific recevra la "part du lion" avec ses \$ 21.6 millions. Je ne crois pas que les autorités des chemins de fer Nationaux aient signé l'entente. Un tableau à la fin de cet article nous démontre la ventilation des coûts et le mode de financement. Le gouvernement fédéral, par le biais de l'entente sur les zones spéciales, versera \$ 20.9 millions, la Commission canadienne des transports \$ 1.0 million et enfin le ministère des Transport Québécois \$ 3.5 millions. La Participation du Québec est justifiée par l'acquisition des terrains nécessaires à l'emprise de l'autoroute Dufferin-Montmorency qui enjambe la présente cours de triage de la Canadien Pacific.

← L'AUTOROUTE DUFFERIN QUI SE PREPARE, PEU A PEU, A DEVORER LA COUR DE triage du CP RAIL, à côté du Gare de Palais à Québec.

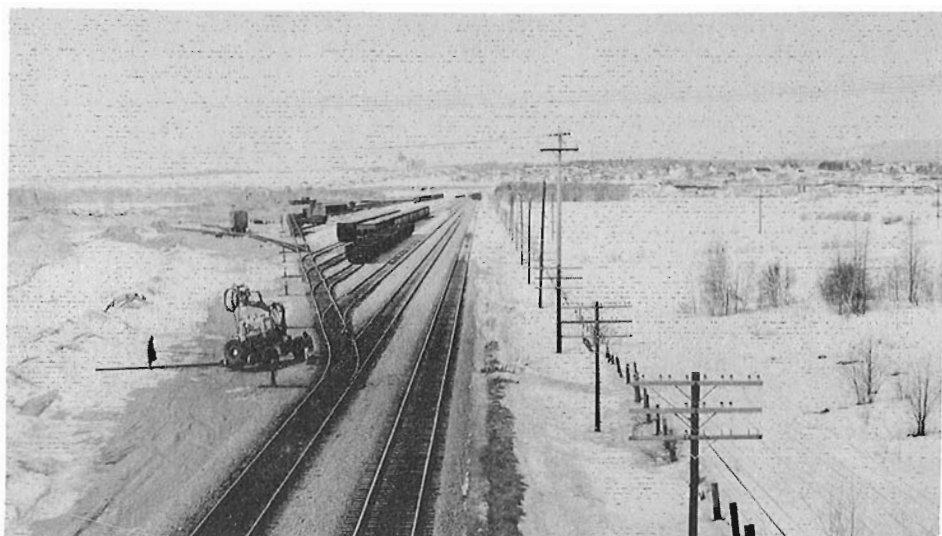
Avec la disparition des voies ferrées, c'est la fin d'une époque pittoresque, mais il paraît que c'est la rançon du progrès et la ville de Québec n'échappe pas à la règle.

La seule chose que j'espère maintenant: que l'on conserve la très belle gare du Palais!



↓ VUE, VERS L'OUEST, DE LA NOUVELLE COUR DE TRIAGE DU CP RAIL, SITUÉE à Ste-Foy, entre les boulevards Duplessis et Henri IV. Le 31 mars 1975.

LA NOUVELLE COUR DE TRIAGE DU CP RAIL SITUÉE A L'OUEST DE LA VILLE DE Québec, le long de la Route 2 entre les boulevards Duplessis et Henri IV. Le 27 octobre 1974.





EASTERN EXPRESS CO.

BOSTON - MAINE - THE PROVINCES

OFFICE 124 WASHINGTON ST - BOSTON

BOSTON, STATE OF MAINE, BRITISH PROVINCES.

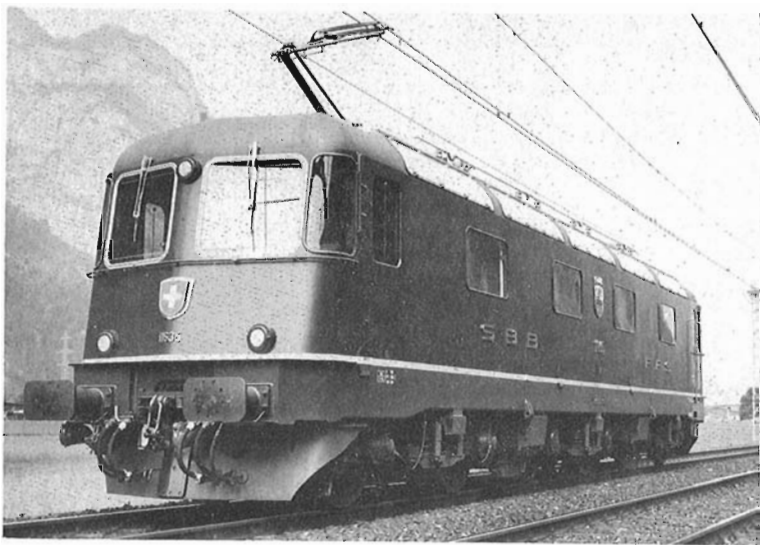
Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass or other fragile goods.

FOR THE EASTERN EXPRESS COMPANY, *McKenney*

FEBRUARY 1976

WAYBILLS

OUR EUROPEAN REPRESENTATIVE, MR. JEAN-MICHEL LECLERCQ, WRITES TO SAY that the Swiss Federal Railways have placed in service their new electric locomotives, class Re 6/6 (8000 kW) on the St-Gothard line. Jean-Michel sends us this picture of locomotive Number 11635, courtesy Mr. Sebastien Jacobi, Information and Public Relations, Swiss Federal Railways.



THE DELAWARE & HUDSON RAILWAY AND THE MOHAWK & HUDSON CHAPTER OF THE National Railway Historical Society, both well-known innovators in their respective fields, combined their talents on 12 July, 1975 to run a railway enthusiast's excursion from Colonie to Bluff Point, New York, using the two Baldwin "Sharknoses" recently refurbished inside and out. Although there used to be a wye at Bluff Point, a few miles south of Plattsburg, New York, the units were run around the train, so that the southbound trip was made with the private car "Champlain" running backward just behind Baldwin Number 1216.

To commemorate this happy occasion, Jim Shaughnessy took a number of excellent pictures, some of which appear in these pages. The first was taken at Whitehall, NY on the northbound trip. The second shows the "Special" at Ticonderoga, NY and the third was taken in front of the attractive station at Port Henry, NY.

Two views of the return (southbound) trip are offered: the first coming out of the siding at LC (Ticonderoga) after a meet with the northbound ADIRONDACK and the second clattering along the flat at Comstock, south of Whitehall, on the southbound run.











IN THE SUMMER OF '75, PIERRE PATENAUDE WAS OUT WEST, TAKING A FEW pictures of CN motive power. At Calder Shops, Edmonton, Pierre snapped brand-new SD 40-2 safety cab Number 5246 on August 3. Because of the failure of FP 9 Number 6511, SD 40 Number 5000 was the stand-by for Train 1, the "Supercontinental, shown here departing Jasper, Alberta on August 7, 1975. GP 9 Number 4233 is one of the last such units still operating in the original colour scheme, green and gold, seen here at Calder Yard, Edmonton, on 3 August 1975.

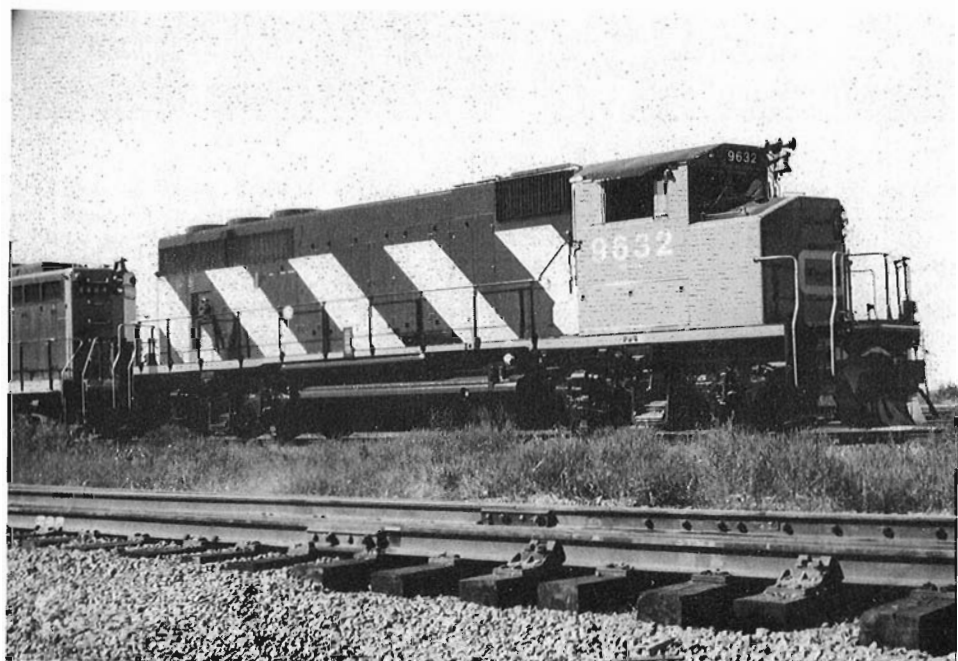
Pierre also notes that SD 40-2 safety cab units Numbers 5241 through 5278 were delivered to CN by Diesel Division, General Motors of Canada, Limited, between 31 May 1975 and 18 July 1975. B/Ns were A-3268 through A-3305.

CP RAIL SD 40-2 Number 5722, photographed at St-Luc Yard, Montréal on 9 November 1975, demonstrates the new paint scheme adopted for the upcoming order for 40 units numbered 5718 through 5751 and 5837 through 5842, for delivery in late 1975. The stripes on the low nose and on the frame and the CP multimark on the hood are 3M "Scotchlite" reflective material. Units Numbers 5718 to 5751 are based at Agincourt Yard, Toronto, while Numbers 5837 to 5842 will be used as LOCOTROL masters for unit train service out of Alyth Yard, Calgary. They are CP RAIL class DRF-30n.

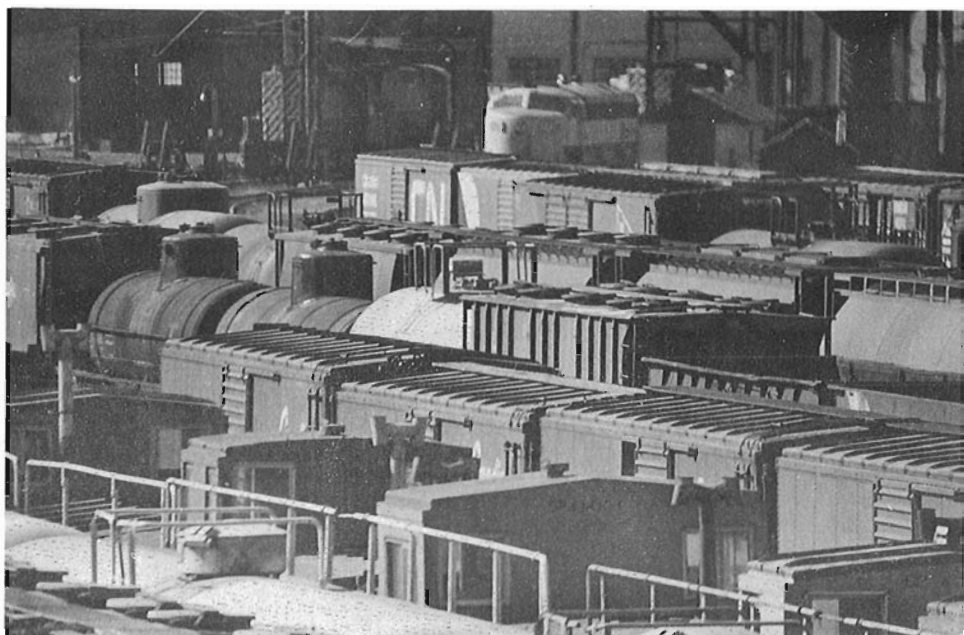
Canadian National has taken delivery of units Numbers 9590 through 9632 (B/N A-3225 through A-3267) from DD GMCL, beginning 21 May and ending 2 October 1975. These units are assigned to Symington Yard and are CN class GF-430c. Pierre photographed the last unit of this order at Montréal Yard on 4 October 1975.







'WAY OUT WEST IN ALBERTA, ON A WARM SEPTEMBER 23, 1975, LETHBRIDGE "Herald" photographer Rick Irwin climbed the steps of the Ninth Street Bridge to get a current photo of CP RAIL's yard. In a land where Geeps, SDs and combinations thereof are the only targets for train-watchers, the result was an unexpected surprise. Returning - if only temporarily - from a March '75 retirement, was a rare C-Liner. Sadly on that same day, long rows of H-16-44s and sister Number 4053 stood folornly, partially dismembered, at Ogden Shops, Calgary.



PIERRE ALSO REPORTS THAT CANADIAN NATIONAL RAILWAYS TOOK DELIVERY OF GP 40-2 L units from Diesel Division, General Motors of Canada, B/N A-3201 through A-3233 between 2 April and 30 April 1975. These units were assigned road numbers 9566 through 9589. Numbers 9566 through 9572 were based at Montréal Yard while Numbers 9573 to 9589 were assigned to Symington Yard, Winnipeg. Pierre caught Numbers 9531, 9536 and 9551 at Montréal Yard, waiting freight Train B-397 for Toronto on 15 April 1975.

CP RAIL HAS BEEN RE-ARRANGING THE INTERIORS OF SOME OF THEIR RDC-2 "Dayliners", for continuing use in Lakeshore-Northshore commuter service out of Montréal. Seating capacity in these units has been increased by 16 to 19 places. New road numbers are 9300 through 9309. Numbers 9301, ex 9106, has not yet been re-arranged, nor has Number 9304, ex 9111. The remainder were returned to service between April 1974 (9300) and 16 June 1975 (9302). Pierre photographed Number 9306 at the Glen Yards on 18 May 1975.



➤ STILL RUNNING, AS OF OCTOBER 4, 1975, WAS CP RAIL'S WESTBOUND "CAN-adian", winding its way slowly around the sharply curved connecting line from the Carleton Place S/D to the Chalk River S/D in the middle of Carleton Place, Ontario. Photo courtesy R.F.Legget, D.Sc.



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